



**PORT OF OAKLAND
SEAPORT**

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MARITIME e-NEWS



Volume hit all-time high in 2018

Port of Oakland container volume reached an all-time high in 2018, according to data released this month. The Port said it handled the equivalent of 2.55 million 20-foot containers last year. That was up 5.2 percent from 2017 volume. It was the second straight year of record volume in Oakland, the Port said.

According to Port figures, 2018 import cargo volume increased 5 percent while exports declined 3.5 percent. The volume of empty containers returned to origin destinations for future import loads increased 19.7 percent.

The Port said multiple influences were at work in 2018 shaping cargo flows, including:

- A China-U.S. trade dispute that prompted shippers to accelerate import orders ahead of anticipated tariffs;
- A strong dollar that made U.S. exports costlier overseas; and
- A buildup of empty containers in the U.S. that required repositioning to Asia because of the import surge.

“Last year was the busiest one ever at the Port for a variety of reasons,” said Port of Oakland Maritime Director John Driscoll. “Our objective now is to build on this performance to grow import and export volume.”

For more details about the Port of Oakland’s monthly container statistics, please [click here](#).

Port of Oakland says goal unchanged though trade outlook hazy

State of Port address highlights growth that’s good for shippers, neighbors

A Port of Oakland official said this month that his organization wants growth in 2019 so customers and communities can benefit. Maritime Director John Driscoll acknowledged, however, that it’s too soon to know how freight markets will respond.

“The container shipping sector starts the year with uncertainty due to global trade conflicts,” Mr. Driscoll told 200 guests at Oakland’s annual State of the Port address in Jack London Square. “Nevertheless, the Port of Oakland

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Maritime Director
John Driscoll

remains committed to a growth strategy that provides efficient cargo movement for shippers, jobs for our neighbors and economic stimulus for Oakland."

Mr. Driscoll pointed out that Oakland's containerized cargo volume reached an all-time high of 2.55 million 20-foot containers in 2018. It was the second consecutive year of record volume at the Port. Volume in 2018 was 5.2 percent higher than the total in 2017. Import volume increased 5 percent while exports declined 3.5 percent. Oakland saw a 19.7 percent increase in the transport of empty containers being repositioned for future import use.

An ongoing U.S.-China trade war clouds the 2019 freight picture, Mr. Driscoll said. Nevertheless, he added that the Port continues to aggressively implement a 5-year strategy called Growth with Care. The strategy calls for growth across the Port of Oakland's three business lines: Aviation, Commercial Real Estate and Maritime. Mr. Driscoll pointed out that the strategy emphasizes growth that benefits stakeholders.

The Maritime Director said the Port made significant progress in implementing its year-old strategy during 2018. The highlights included:

- Opening Lineage Cool Port Oakland, a 280,000-square foot, temperature-controlled facility for shipping chilled or frozen cargo;
- Preliminary work on a 460,000-square foot distribution center that would anchor a Seaport Logistics Complex; and
- Completion of a project that doubled the size of Oakland's TraPac marine terminal.

As the Port took steps to expand its business, it simultaneously addressed the impact on communities, Mr. Driscoll said. He pointed to a jobs agreement that would ensure local hiring when the Seaport Logistics Complex opens in 2020.

Mr. Driscoll said new plans would soon be finalized to minimize the impact of containerized freight hauling in neighboring communities. One would further curb exhaust emissions from diesel-powered equipment operating at the Port. The other would manage truck traffic.

"We've worked closely with the community to make sure we properly manage growth at the Port," Mr. Driscoll said. "We've heard the concerns of our neighbors, and we're working to address them."

Shore power use increases in Oakland

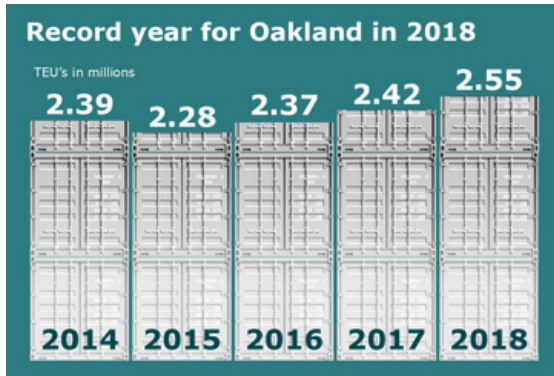
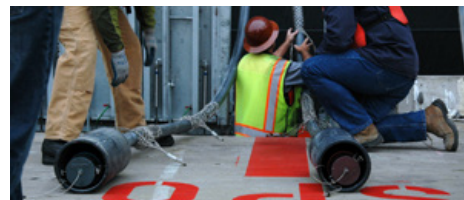
More ships than ever are switching to landside electricity at the Port of Oakland to curb emissions. The Port said this month that 75 percent of all ships visiting Oakland in 2018 used so-called shore power. That was up from 68 percent the year before.

The Port said 1,543 ships tied up in Oakland last year. Of those, 1,157 plugged into the landside grid to power onboard systems. The upshot: vessels could turn off auxiliary diesel engines, eliminating tons of diesel exhaust.

Shore power use reached an all-time high of 82 percent last month, the Port said. The Port is working with ocean carriers to increase plug-ins even more. The state of California mandates that shipping lines employ shore power at its six largest ports, including Oakland. Not all have achieved the required level of usage yet.

"Shore power is the most effective way we know to reduce vessel emissions," said Port of Oakland Environmental Planner Catherine Mukai. "We're pleased because the trends are positive."

Vessels connect to the grid at Oakland's marine terminals via large cables. Landside workers fasten the cables to electrical vaults on the docks. Ships require electrical power at berth to run everything from lights to refrigerated cargo containers.



Port honors three for shore power use

Two shipping lines and a marine terminal operator are leading the clean air charge at the Port of Oakland. The Port this month honored ocean carriers MSC and Hyundai Merchant Marine for 100 percent deployment of shore power-ready vessels. It recognized Oakland International Container Terminal for connecting more than 750 ships to shore power in 2018.

"Shore power is the best way to meet the Port's clean air goals and reduce the impact of global containerized trade on our neighbors," said Environmental Planner Catherine Mukai, who presented awards to the three organizations at the Port's annual State of the Port presentation.

Ms. Mukai said the two shipping lines connected 165 of their Oakland-bound vessels to land-side power during 2018. Using

shore power lets ships switch off auxiliary engines at port, thereby eliminating diesel exhaust. The result is a reduction in emissions of diesel particulate matter and greenhouse gases.

The Port has made increased shore power use a centerpiece of its emission reduction efforts. According to the most recent data, shore power reduced Oakland diesel particulate emissions 56 percent in 2017. Greenhouse gas emissions declined 28 percent.

Container ships connect to shore power via heavy cables. Terminal workers affix the cables to dockside electrical vaults. The Port praised Oakland International Container Terminal for coordinating vessel arrivals to maximize shore power use. The terminal is Oakland's busiest.



(left-right) Hyundai America Shipping Agency, Inc Port Captain Terence Tse (SF and Oakland ports); SSA Client Services Manager Susan Ransom at OICT; SSA CEM Manager Adam Patalano; MSC Port Marine Operations Manager Michael McMahon Oakland and Seattle ports); Port of Oakland Maritime Director John Driscoll



TraPac completes expansion

A \$67-million waterfront expansion concluded at the Port of Oakland this month when TraPac marine terminal opened its newest vessel berth to arriving container ships.

The milestone signals completion of a 2-year project at Oakland's second-largest terminal that has:

- Nearly doubled TraPac's footprint from 66 to 123 acres;
- Boosted its fleet of ship-to-shore cranes from four to seven; and
- Added a third 1,400-foot-long dock for berthing mega container ships.

"We are grateful to dockworkers, truckers, carriers, cargo owners and all of our stakeholders for working with us during this buildout," said TraPac Operations Vice President Brian Bauer. "We forecast continued cargo growth in Oakland and we are ready for it."

TraPac officially began its new era in Oakland earlier this month when the container vessel Bay Bridge tied up at Berth 25. Fittingly, the ship moored in Oakland's Outer Harbor near the San Francisco Oakland Bay Bridge.

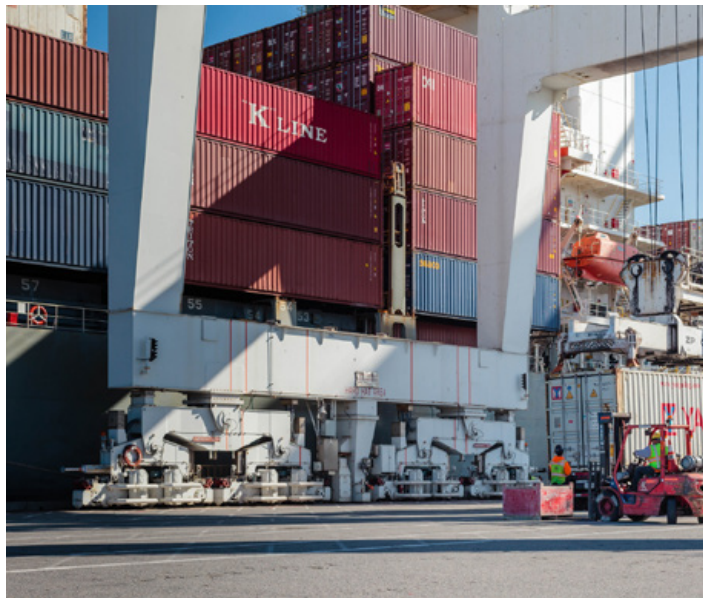
TraPac's expansion caps a run of significant investment at the Port of Oakland. Last November, Lineage Logistics and Dreisbach Enterprises opened Cool Port Oakland, a \$90 million refrigerated distribution center. Last June, Oakland International Container Terminal completed a \$14 million project to heighten four cranes. TraPac has said it will raise two cranes, as well.

"It's gratifying to see tenants investing in Oakland's future," said Port Maritime Director John Driscoll.

TraPac handles about 15 percent of the containerized cargo moving through Oakland. Much of it is refrigerated cargo destined for Japan, a major Oakland trading partner. TraPac said that during expansion, it increased plug-in spaces for storing refrigerated containers from 388 to 860.

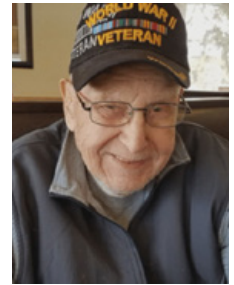
As part of its buildout, TraPac last summer opened a new gate complex for harbor truck drivers. It also purchased nine new pieces of cargo-handling equipment to lift containers.

TraPac signed a 14-year-lease with the Port in 2016 as a precursor to its expansion.



WWII vet visits Port of Oakland park

A retired 30-year Navy veteran came to the Port of Oakland this month for a look at his World War II legacy. Wisconsin native Robert Almquist, 95, made the pilgrimage to the Port's Middle Harbor Shoreline Park. He paid his respects to the mast of his late ship, the light cruiser USS Oakland.



Navy veteran Robert Almquist

Mr. Almquist spent the years 1942 to 1946 aboard the 542-foot vessel in the Pacific. He helped load the cruiser's anti-aircraft guns. He came to the Port to honor the only remaining relic of the ship that was scrapped back in 1959.

The USS Oakland's mast has welcomed visitors to Middle Harbor Shoreline Park for the past 15 years. Before that it was a fixture in the Port's Jack London Square.

Mr. Almquist's visit to the Port was part of a 2,000-mile journey from his home in Wisconsin Rapids. The retired mill worker traveled to San Diego to view a plaque bearing his name at the Mt. Soledad National Veterans Memorial. He received a proclamation from Oakland Mayor Libby Schaaf. He was also honored at a luncheon in Alameda aboard the decommissioned aircraft carrier USS Hornet.



Almquist in uniform, ca. 1943.

The Port of Oakland released its Progress Report 2018-2019 today. To read about highlights from the past year, [click HERE](#).