



**PORT OF OAKLAND  
SEAPORT**

MARCH 2017

# MARITIME e-NEWS



## The Port Raises Crane

Up to six 366-foot-tall cranes will soon be raised 27-feet higher at the Port of Oakland. The Port said the \$14 million-to-\$21 million project will begin this spring at its largest marine terminal. The objective: make it easier to load and unload megaships with containers stacked high above deck.

“We’re already working the largest ships to call in North America,” said Port of Oakland Maritime Director John Driscoll. “By raising the height of ship-to-shore cranes, we make certain that we’re ready as more megaships head our way.”

The governing Board of Port Commissioners approved the crane plan at a meeting in February. It calls for installing longer legs on four-to-six cranes at Oakland International Container Terminal. The terminal handles 70 percent of Oakland’s cargo. Last winter it received the 1,300-foot long Benjamin Franklin, the largest container ship ever to visit the U.S.

The Port of Oakland said it will pay to raise the cranes. It added that the terminal operator, SSA, will repay the Port over the life of its Oakland lease.

In simple terms, here’s how cranes are raised:

- A massive jack lifts the entire structure off the terminal deck.
- Portions of the original crane legs are cut away.
- New leg extensions are placed under the crane and fastened into place.

The terminal said it hopes to begin work on the cranes in April. Completion is scheduled for the second quarter of 2018, depending on how many cranes are raised. That number will also determine the total cost of the project.

The Port said it will take about nine weeks to raise each crane. Jacking equipment is already en route to Oakland, the Port said. Up to 40 tractor-trailers will be used to transport the equipment. Steel leg extensions are being fabricated in China where the cranes were manufactured.

“We need bigger cranes to work the larger and more heavily laden ships calling Oakland,” said SSA President Ed DeNike. It’s part of SSA’s long-term commitment to Oakland.”

## OICT Receives Trucking Industry Award

California’s trucking industry has honored a Port of Oakland marine terminal for easing the state’s containerized cargo crunch. Oakland International Container Terminal received the first-ever Terminal Recognition Award last month for opening its gates at night.

The California and Harbor trucking associations presented the honor at a conference in Long Beach. The organizations also recognized Long Beach Container Terminal and Yusen Terminals of Los Angeles.

The associations said they presented the awards to recognize improvements in seaport efficiency. “The Oakland program was an example of a win-win situation between marine terminal operators and truckers”, said Peter Schneider, Chair of the California Trucking Association’s Northern California Intermodal Conference.

Oakland International Container Terminal is the largest of four marine terminals in Oakland. It processes about 70 percent of the Port’s cargo volume.

The terminal opened night gates to truckers beginning last summer in an

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effort to ease daytime crowding. It was the first terminal in the harbor to extend operations beyond traditional 8-to-5 hours. According to Port data, the change has reduced average transaction times by 40 percent.

"We've fundamentally changed the way we do business in Oakland," said John Driscoll, the Port's Maritime Director. "Partners like Oakland International Container Terminal are key to the transformation and we're pleased that they're being recognized for their leadership."

Ports up and down the West Coast are attempting to improve marine terminal efficiency. Terminals are where ships, trucks and trains converge to move the world's containerized trade. Lengthy truck transaction times slow delivery to cargo owners. Among other steps Oakland has taken to hasten cargo flow:

- A \$1.6 million incentive program for terminals to extend gate hours;
- An appointment system for harbor truckers picking up cargo;
- Off-dock locations to conduct transactions without entering busy terminals;
- A mobile app providing transaction times to truck drivers and dispatchers
- Operational information on the web including transaction times and live camera footage of terminal gate activity.

## Cargo volume off in February

Containerized export volume at the Port of Oakland declined 1.2 percent last month from February 2016 totals. The Port said it was only the second export decrease in the past 14 months.

Overall loaded container volume—imports and exports, declined 5.1 percent last month. Import volume was off 9.3 percent.

The Port said inclement weather in the U.S. interior curtailed shipment of Asia-bound exports through Oakland. Import volume declined in the wake of Lunar New Year celebrations, the Port said. U.S. importers stock up before Asian factories shut down for the holidays. Shipments typically moderate in the post-holiday period.

Oakland export volume had bucked the effects of a strong dollar for more than a year. The Port's exports increased 9 percent in January. Exports were up 10.5 percent for the full year in 2016.

## Executive Director Speaks to Box Club



Executive Director  
Chris Lytle

Port of Oakland Executive Director Chris Lytle speaks to the Box Club March 15 at its semi-annual meeting. Mr. Lytle will present a West Coast ports overview to the group.

The Box Club is formally known as the International Council of Containership Operators. Its exclusive membership includes only CEOs, board chairs, or owners of the world's leading container shipping lines.

The meeting is being held in Sausalito, Ca.

## Street-turn App Making Gains

A mobile phone app that simplifies life for Port of Oakland harbor truckers is getting new functionality. Now the creators of Jupigo have an ambitious goal for their free street-turn device, get more than 1,500 users this year.

Jupigo's StreetSmart platform was introduced at the Port last April by a Bay Area trucking company. It allows dispatchers and drivers to arrange street-turns online or on their phones. Street-turns are empty container exchanges by drivers who want to avoid an extra Port visit.

Drivers with empty containers to return post their equipment availability on Jupigo. Truckers searching for empties post their requirements as well. The platform automatically alerts both drivers, who can then initiate a container exchange. The benefit: no trip to the Port for empty pick-ups or drop-offs.

More than 100 licensed motor carriers at the Port of Oakland use StreetSmart, its creators say. They expect to boost uptake by introducing SmartMatch, an upgrade with new features that include:

- Posting multiple containers on one listing instead of new entries for each box;
- Real-time summaries of all active empty requests and container availability; and
- More latitude for drivers to initiate street-turns without dispatcher intervention.

To subscribe to Jupigo, go to <https://www.jupigo.co/signup>. Jupigo app is available for download on Apple Store and Google Play Store. User can also access the web portal at <https://portal.jupigo.co>.



## Harbor Tours Return

Free Port of Oakland harbor tours will return in May with a new vessel operator. The Port has reached agreement with San Francisco-based Blue & Gold Fleet to run 12 cruises through October.

Blue & Gold will deploy 230-passenger sightseeing vessels for the 90-minute tours. It's the first time the Port has engaged the vessel operator for its popular three-year-old tours. Blue & Gold is the best-known name in San Francisco Bay's competitive excursion market.

"People from around the world come to see the Port of Oakland up close," said Amy Tharpe, the Port's Social Responsibility Director. "Blue & Gold vessels will give them the birds-eye view and we're thrilled to be working with them."

Nearly 1,200 passengers sailed on harbor tours last year. The



Port expects to attract 3,000 visitors in 2017 by using larger vessels. Since the tours originated in 2015, every excursion has sold out.

Harbor tours will trace the Port's shoreline along Oakland Estuary and Outer Harbor. Passengers will be able to see into working Oakland marine terminals from the upper decks of Blue & Gold vessels. Live narration will accompany the tours.

The Port has scheduled two harbor tours a month on Fridays at 6:45 p.m. They'll depart from Jack London Square's ferry dock at the foot of Clay Street. The first harbor tour is set for May 12. Ticket registration begins May 1 on the Port's website. See the Port of Oakland [website for schedules and sign-up information](#).