



PORT OF OAKLAND

MARITIME e-NEWS

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Port of Oakland Status: Labor Shortage Gone, 'Ships are Working'

A summer-long labor shortage hampering Port of Oakland operations is over. Now it's time to improve efficiency and speed up the flow of cargo. That was the goal Oct. 29 as a Port Efficiency Task Force met for the second time.

"There has been a lot of improvement at the Port over the last three-to-six months," a major manufacturer told the group of 30 shippers, ocean carriers, marine terminal operators and labor leaders. "But the pressure is on to make sure products flow."

Hundreds of new dockworkers have joined the Oakland labor pool since July, task force members were told. As a result, vessels are being loaded and unloaded on schedule. Ships that bypassed Oakland due to the labor shortage are returning. And cargo is more readily available for delivery.

"The ships are working and we are seeing positive results," said Jim Rice, General Manager of Oakland International Container Terminal, one of five marine terminals operating in Oakland.

The Port said it will now concentrate on eliminating bottlenecks that delay cargo from reaching its final destination. "Nothing is more important than this," said Executive Director Chris Lytle. "We're making progress, but there are still problems."

Terminal operators noted recent acceleration in moving containerized cargo out of the Port. But some cargo owners said they still face delays in moving imports and exports through Oakland. And harbor truckers report periodic delays. Task force members provided updates on initiatives intended to improve cargo flow:

By January, the Port should have a mobile application that gives harbor truckers wait times at marine terminals.

Also in January, the Federal Maritime Commission is expected to respond to a plan for full Saturday operations in Oakland. It's anticipated that Saturday gates could open by March. They're expected to ease pressure on Monday-through Friday operations.

Major chassis-leasing companies are reviewing plans for a common pool of chassis to make it easier and faster for truckers to move in and out of terminals. The Port expects the common pool to be up and running in the first quarter next year.

The task force currently has four work groups addressing additional efficiency measures including an appointment system for harbor truckers, maintenance protocols for cargo-handling equipment, performance metrics, and chassis-related issues. The task force was created last summer to get industry-wide insights into Oakland's operational performance.

Seaport Logistics Complex Moving Ahead

Talks have begun to develop the next phase of a 170-acre Seaport Logistics Complex at the Port of Oakland. Port Commissioners gave the go-ahead this month, authorizing exclusive negotiations between the Port and industrial real estate developer CenterPoint Properties.

The Port and developer were given six months to reach agreement on building a portion of the complex. The new project would encompass 20 acres of Port property. It would include transload and cross-dock facilities where importers could swiftly transfer containerized cargo from ships to trains. CenterPoint, a major developer of transportation-related real estate projects, would build and lease the facilities to tenants involved in international logistics.

"We're pleased to engage with one of the most respected names in industrial development," said Maritime Director John Driscoll, the Port's lead negotiator. "And we're excited to realize our vision for the Seaport Logistics Complex."

The 20-acre facility will be built on land acquired by the Port at a decommissioned army base. It will be adjacent to phase one of the Seaport Logistics Complex, a 13-track rail yard that's nearing completion.

Port officials said they're creating the largest logistics complex at any West Coast U.S. port. It's intended to make the Port of Oakland a magnet to attract additional containerized cargo volume. In subsequent phases of development, the Port plans to construct a regional distribution center and warehouses at the complex.

Reprinted from **DEVINE INTERMODAL NEWSLETTER**

Measuring Truck Turn Times

The Port of Oakland has convened a Port Efficiency Task Force to tackle the port's systemic issues. Devine is honored to have a seat at the table. Thus far, the task force has reviewed and made recommendations regarding the grey chassis pool, Saturday gates and a Central Valley container pool.

Another exciting project coming out of the task force is the development of technology to measure truck turn times. It captures bluetooth signals and is the same technology used to estimate commute times. We have all seen the freeway signs "24 Minutes to Downtown."

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The port is installing bluetooth readers on the streets and at the marine terminal gates. The readers will pick up bluetooth IDs anonymously. Alternatively, drivers or motor carriers can register, which will enable the tracking of specific trucks.

The data is continually processed through sophisticated algorithms to determine trucks in queue versus moving traffic. It will even determine the specific queue in which the truck is waiting, as frequently the lines overlap.



The end result will be an aggregate, real-time, truck turn time. These aggregate times will be available for all to see and will include the total truck turn time broken down into two segments, the outside-the-gate queue time and the ingate to outgate terminal transaction time. For registered users, this same information will be available on a truck specific basis.

It is currently a work in progress and is expected to go live in the first quarter of next year.

Kudos to the Port of Oakland for thinking outside the box and being the first port in the country to implement this important technology.

Connecting Seafarers to Families

“Connecting Seafarers to Families” is the Port of Oakland’s [new video](#). It focuses on the Seamen’s Church Institute (SCI) located at the Port which serves thousands of mariners each year.

People in Northern California and all across the world rely on mariners to operate ships 365 days a year to move the goods they need. These seafarers are away from home for months at a time. Seamen’s Church Institute (SCI) is North America’s largest mariners’ service agency, a non-profit operating since 1834. SCI Bay Area is located at the Port of Oakland and provides services to more than 6,000 men and women annually.

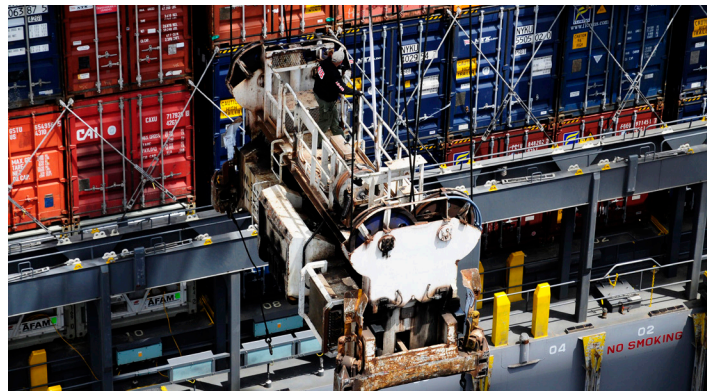


SCI: <http://seamenschurch.org/>

SCI Bay Area: 4001 7th St; Oakland, CA 94607; T +1 510-839-2226; F +1 510-839-8193

October Cargo Statistics

Containerized import volume at the Port of Oakland declined last month for the first time since February. The Port said that October import totals were down 3.3 percent compared to 2014. Imports also declined in Los Angeles and Long Beach.



The Port attributed the decrease to lighter-than-usual peak-season activity. Autumn is usually the busy time in container shipping when retailers import goods for holiday store shelves. But ocean carriers are reporting lower demand for space on their ships.

The Port said October export volume decreased 13.7 percent. Overall container volume—which includes imports, exports and empty containers—was off 6.9 percent. Before last month, Oakland had reported seven consecutive months of import gains dating back to last winter.

Port of Oakland Reaffirms Long-term Renewable Energy Strategy

The Port of Oakland has reaffirmed a renewable energy strategy that will make 75 percent of the energy it purchases for tenants greenhouse gas-free within three years.

The strategy involves a partnership with the East Bay Municipal Utilities District (EBMUD). The Port currently purchases renewable energy from EBMUD’s biogas facility at the foot of the Bay Bridge and then resells it to Port tenants with no cost increase. All of the energy purchased from EBMUD is both renewable and greenhouse gas-free.

As a utility provider, the Port purchases renewable energy from Sun-Edison and EBMUD. The Port resells the energy to 125 maritime and Oakland International Airport tenants who need the energy to power their operations.

Together with the Port’s hydroelectric purchases, the total power portfolio provided to Port tenants is projected to increase from 50% greenhouse gas-free in 2014 to 75% by 2018.

The energy strategy will boost the Port’s renewable energy portfolio and put the Port on track to meet state mandated deadlines. According to the recently signed California Senate Bill 350 (Clean Energy and Pollution Reduction Act), half of the state’s electricity supply must be derived from renewable sources by 2030.

“The Port of Oakland is always seeking innovative solutions to help our tenants reduce their greenhouse gas footprint,” said Port of Oakland Director of Engineering Chris Chan. “By turning biogas into energy and then reselling it to our tenants, we are doing our part as an environmentally-conscious landlord.”