

FACT SHEET

TERMINAL MODERNIZATION PROJECT



Project Scope

The Port of Oakland (the “Port”) is one of three principal gateways for containerized cargo on the West Coast of the United States. The Port’s seaport (“Seaport”) is the primary gateway for international containerized cargo in Northern California. To strengthen and sustainably grow this key role, the Port is working to accommodate ultra large container vessels (ULCV), capable of handling up to 24,000 TEUs, at all of its deep-water berths; improve underutilized marine terminal infrastructure; repair dilapidated marine terminal infrastructure; promote innovative technologies; and modernize its assets while furthering its commitment to reduce emissions and other potential adverse effects on the environment and surrounding communities. The **Terminal Modernization Project** (also referred to as the “Project”) consists of four (4) independent improvement segments:

SEGMENT 1: Wharf-Related Infrastructure Improvements - This segment has several components:

- Upgrade bollards and fenders at all existing deep-water international berths across the Seaport to accommodate the berthing of ULCVs.
- Wharf strengthening, structural repairs and major ship-to-shore gantry crane rail repair at Berths 22-26 (also referred to as “Outer Harbor Terminal” or OHT) to accommodate cranes needed to service ULCVs and improve terminal connectivity.
- Improve the electrical infrastructure and electrical capacity at the OHT to support the increased operational demand and shore power plug-in requirements of ULCVs.
- Install the Port’s first two mobile shore power outlet systems at Berths 55-59 to allow for greater operational flexibility and ability for ships to plug-in, thereby reducing DPM at the Port

SEGMENT 2: Integration and Leveling of Backlands at B32/33

Utilize existing soil stockpiles to reduce and eliminate the grade differential between adjacent terminal properties at Berths 32/33. This improvement, which includes repaving, will provide increased operational flexibility through seamless connectivity between currently grade-separated terminal properties, and will place approximately 5.5 acres of land currently used for soil stockpiling back into productive use as marine terminal backlands.

SEGMENT 3: Zero Emission Cargo Handling Equipment and Infrastructure at Matson Terminal

Convert all cargo handling equipment at the Matson Terminal to zero emissions technology and reduce port-related emissions and operational reliance on fossil fuels. Procurement and installation of 22 electric yard tractors, 8 hydrogen fuel cell top handlers, chargers, and a stationary hydrogen storage/fueling site.

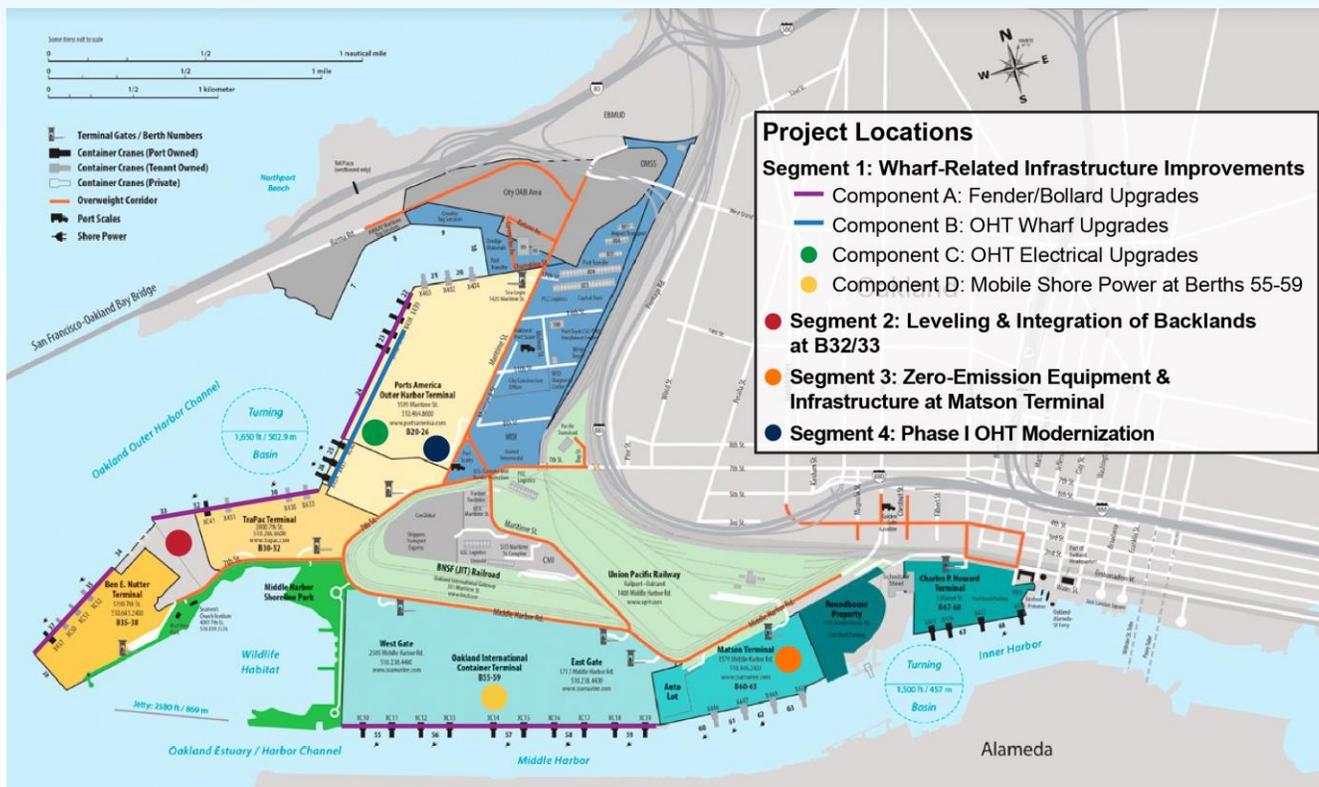
SEGMENT 4: Phase I Outer Harbor Terminal Modernization

Construct the first phase of a broader Outer Harbor Terminal (OHT) redevelopment (approximately 25 of 116 acres) providing much needed container capacity relief (particularly for refrigerated exports). Total cost is estimated at \$48.8M, with \$36.6M in funding anticipated through a Maritime Administration (MARAD) PIDP Grant. The Port is requesting CalSTA funding of \$12.2M to leverage \$36.6M in anticipated Federal Funding to complete this project, which will complement Segment 1.

The **Terminal Modernization Project** improvements will support increased marine terminal efficiencies and decarbonization efforts throughout the Seaport, create new highly functional terminal capacity within the existing Port complex, upgrade electrical infrastructure and shore power systems, and allow the Port to accommodate disruptions and surges in container throughput by repairing and upgrading port infrastructure. With this Project, the Port will continue its efforts to decarbonize, reduce emissions, and support its tenants with zero-emission cargo handling equipment and infrastructure.

Project Location

The Project is located at marine terminal properties within the Port's Seaport. The Port is an independent department of the City of Oakland, which also operates an international airport and commercial real estate holdings. The Seaport is located on the eastern shore of the San Francisco Bay in Alameda County, CA. The 1,300-acre Seaport complex includes four container terminals and two intermodal rail facilities. All shipping channels and 90 percent of the berths are dredged to 50 feet, deep enough to accommodate ULCVs.



Costs

Project Segment	Segment Cost	PFIP Request	Port Share	Private Share	PIDP Share
Segment 1: Wharf-Related Infrastructure Improvements	\$223,256,447	\$177,605,158	\$44,401,289	\$0	\$0
Segment 2: Leveling and Integration of Backlands at B32/33	\$35,276,743	\$28,221,394	\$7,055,349	\$0	\$0
Segment 3: Zero Emission Cargo Handling Equipment and Infrastructure at Matson Terminal	\$49,975,157	\$39,900,126	\$479,040	\$9,495,992	\$0
Segment 4: Phase 1 Outer Harbor Terminal Modernization	\$48,790,500	\$12,197,625	\$0	\$0	\$36,592,875
Total Project	\$357,298,847	\$257,924,303	\$51,935,678	\$9,495,992	\$36,592,875

Schedule

Project Segment	PA&ED	PS&E	Construction
Segment 1: Wharf-Related Infrastructure Improvements	2023-24	2023-25	2025-2028
Segment 2: Leveling and Integration of Backlands at B32/33	2023	2024-26	2026-2027
Segment 3: Zero Emission Cargo Handling Equipment and Infrastructure at Matson Terminal	2023	2023-24	2024-2028
Segment 4: Phase 1 Outer Harbor Terminal Modernization	2023-24	2023-25	2025-2028

Benefits

The **Terminal Modernization Project** will alleviate port-related supply chain congestion in California by strengthening the role of the Port as an international goods movement gateway on the U.S. West Coast. In addition to fulfilling the purpose of the PFIP, the Project meets goals and objectives related to improving public health, equity, environmental, economic, safety, and system resiliency. Key benefits by segment are as follows:

- SEGMENT 1**—In its current condition, the wharf at the Outer Harbor Terminal does not meet current or future needs for terminal operations of a major international container Port. Repairing and upgrading the existing wharf infrastructure will position the Outer Harbor Terminal to be placed back into productive use as a marine terminal operation with the overarching goal of improving the efficiency of moving cargo in/out of the Seaport and addressing disruptions and supply chain congestion. This segment will bring existing bollards and fenders on international container berths to a state-of-good repair; provide structural improvements to the crane girders/crane rails and electrical infrastructure upgrades at OHT, and improve plug-in capabilities at Berths 55-59 with the addition of two (2) mobile shore power outlet systems. Improvements under this segment will collectively create additional and flexible berth capacity and positioning for vessels of all sizes, including ULCVs.
- SEGMENT 2**—Creating a seamless physical transition between terminal backlands will provide terminal operators an ability to grow, offer additional operational flexibility, and provide an opportunity to improve efficiencies through additional yard space and storage capacity. Further, this segment will allow the Port to place approximately 5.5 acres of marine terminal property currently used to stockpile approximately 60,000 cubic yards of soil into productive marine terminal use. Higher and better use of port-owned land will also improve the economic competitiveness of the region and the State of California.
- SEGMENT 3**—This Project segment will advance the Port’s efforts in addressing long standing issues of equity and environmental justice by replacing diesel powered cargo handling equipment at the Matson Terminal with zero emission cargo handling equipment and infrastructure. This shift to green technology will result in reduced emissions, noise, and pollution from seaport activities and is consistent with the Port’s 2020 and Beyond Air Quality Plan as well as community-led air quality initiatives supported through AB617.
- SEGMENT 4**— This segment will convert a marine terminal area currently used primarily as wheeled container storage to a grounded container storage facility. Rebuilding a portion of the Outer Harbor Terminal container yard will expand the Port’s electrical grid capacity, support power reliability and resiliency, and will improve the Port’s ability to accommodate supply chain uncertainties and surges in imports, exports, empties, and refrigerated cargo; particularly agricultural exports, improve operational efficiencies, advance zero-emissions goals, and provide substation improvements, battery storage and charging stations to expand the Port’s electrical grid capacity and support power reliability and resiliency

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