



**PORT OF OAKLAND
SEAPORT**

MARCH 2021

MARITIME e-NEWS



Tallest cranes tower over Oakland harbor

Oakland seaport update



*Bryan Brandes
Port of Oakland
Director of Maritime*

It doesn't take a supply chain expert to understand that containerized trade is booming. Just drive across the San Francisco Oakland Bay Bridge. From the bridge deck, you'll see below an average of 12 container ships a day at anchor. They're waiting to berth at the busy Port of Oakland.

Import trade is surging like never before in Oakland. It's a good news story on many fronts:

Our trade and transportation partners are profiting from added business.

Supply chain jobs are growing to meet the demand. Retailers and manufacturers are benefiting from unprecedented demand by U.S. consumers for goods produced overseas.

But here's the catch: the logistics of facilitating an import

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Port of Oakland welcomed return of import cargo surge

An unprecedented containerized import surge resumed at the Port of Oakland last month following a January decline. Import volume soared 26.2 percent in February compared to the same month in 2020. Oakland welcomed the news after supply chain disruption elsewhere drove its January import totals down nearly 12 percent.

"It's what we expected," said Port of Oakland Maritime Director Bryan Brandes. "Oakland continues to benefit from an unrelenting trade boom. We also completed the assembly of three new giant cranes which will further improve efficiency."

The Port handled the equivalent of 80,200 20-foot import containers last month. It was the busiest February for import cargo in its 94-year history, the Port said.

The Port loaded 69,588 export containers onto outbound ships. That was an 11 percent decline from February 2020 export totals, the Port said. The scarce vessel space hindered exporters attempting to ship cargo overseas.

Import volume has risen dramatically since last summer thanks to increased U.S. consumer spending. The Port attributed

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Customer Profile: Port Transfer Inc.

An unprecedented global trade boom has created supply chain challenges for ocean carriers, equipment providers and cargo shippers. As imports continue to flood West Coast ports, there's pressure on landside services, as well.

That means logistics providers are being called on to keep customer supply chains fluid, according to Port Transfer Inc. (PTI). Sparks, NV-based PTI said it's handling more containerized cargo than ever for international importers and exporters. The company manages intermodal cargo transfers at the Port of Oakland.

PTI has operated at the Port for more than 20 years. It specializes in containerized agricultural import/export cargo. It provides cross-dock, trans-loading and warehousing from its facilities on Port property. It manages over-weight containers in the Port's overweight corridor.

The company reloads shipments to commodity trucks, flatbeds or rail cars. According to PTI, that work is more important than ever as shippers attempt to overcome supply chain disruption due to pandemic impacts including the increase in e-commerce. That means quick, efficient transload and crossdock services are essential to make up for lost time, PTI said.

"We have a full-service dock, and our crew is handling cross-docks, transloads, or reworks every day to get our customers product moving quickly to its destination," a company spokesman said. "Our large warehouse in addition to our dock space allows us the room to handle customers product and get product in and out of the warehouse efficiently and meeting the customers handling needs."

PTI operates a certified private scale at the Port of Oakland. That allows the company to assist customers with overweight cargo and accurately manage bulk inventory. It can correct issues such as overweight on axles or over gross. Customers can drop loads at PTI's yard, and the company reworks containers to minimize overweight costs and headaches.

PTI said it works with both the UP and BNSF railroads at the Port of Oakland. The company explained that rail cargo is likely to become a greater percentage of the Port's domestic transportation mix. That's because Oakland welcomed its initial first-call vessel service in February with more expected by mid-year. First calls attract a greater amount of intermodal cargo destined for U.S. interior locations.

PTI operates a certified Organic Warehouse, handling both organic and conventional products. The company is certified by the Republic of China as a trans-loader for alfalfa and hay to China. It reworks both bulk and containerized commodities and provides storage for bulk and palletized products.

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Tallest cranes tower at Oakland

See a time lapse video of build

They're new, they're huge and they're the tallest in North America; three, gigantic cranes are now part of the skyline at the Port of Oakland, California, U.S.A.

See the time lapse video "Building Giant Cranes" [HERE](#).

The Port released a time lapse video with footage of the assembly of one of the giant cranes. It takes weeks to build each crane and the third one was completed in March. The next phase is testing the cranes and then commissioning them for work. The first of three cranes may be going into service as soon as late March or early April. With taller cranes there is more flexibility to move the containers on and off a vessel.

"These new cranes at Oakland are going to make a significant difference in the ability to handle cargo more efficiently" said Port of Oakland Maritime Director Bryan Brandes. "Oakland international Container Terminal is the largest marine terminal at our port; and now it's home to the tallest cranes that can receive the biggest ships calling North America."

Stevedoring Services of America (SSA) operates Oakland International Container Terminal (OICT). SSA ordered the cranes from Shanghai Zhenhua Heavy Industries Company Limited (ZPMC) where they were first constructed. The cranes were sent on a ship in sections to Oakland where the cranes have been assembled on the wharf.

The first part of the video shows the arrival of the cranes and the workers assembling a customized ramp to roll the cranes off the ship. Then you see the builders up high, in tall construction cranes to reach work areas. No "fear of heights" is a requirement for this engineering feat.

It took Longshore workers to roll the cranes off the vessel when they first arrived at Oakland. It took electrical, mechanical and structural engineers as well as iron workers and construction crane operators to "build" the cranes on site. This was a very complex process involving multiple trades.

The boom is the long arm of the crane that lowers to reach out horizontally across the width of a vessel. The boom in the maintenance position is nearly vertical at 442 feet high. The boom in its "stowage" position, at a 45-degree angle, is 372 feet high. The lift height from the dock is 174 feet.

Next steps are testing and commissioning of the cranes. Testing includes electrical diagnostics and structural inspections. Endurance testing is required and that means checking things like the crane motors and crane hoisting equipment to ensure that they operate the way they are designed to function, when running at full speed. The Occupational Safety and Health Administration (OSHA) must inspect the equipment before the cranes can be put into service.

All Port of Oakland container cranes are powered by electricity, so there are zero local emissions from routine crane operations.

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boom are getting more complex. Trade patterns are shifting, due in large part to the massive growth of e-commerce. Transportation capacity is stretched on land and sea. The need for more skilled labor is complicated by ongoing pandemic restrictions.

The Port forecasts continued strong import volume until at least mid-year. The boom could carry on through peak season. That means we'll be working full time to meet customer demands for reliability and efficiency.

Here's a status update on what to expect:

Cargo volume: We anticipate single-digit percentage growth for total cargo volume in 2021. Imports will continue to surge. Vessel and container capacity constraints will continue to temper export growth. Return of empty containers back to Asian origin ports will remain brisk.

Vessel services: Oakland's new first-call service began in February. One-to-two additional first calls are expected later this year. Meanwhile, ocean carriers continue to divert some voyages from Southern California to Oakland to avoid congestion. As a result, Oakland volume should continue strong not just in 2021, but long term.

Capacity: The Port of Oakland has ample landside capacity to accommodate a continued import surge.

Berth availability: We expect the logjam of ships at anchor to ease in coming weeks. Our largest marine terminal, Oakland International Container Terminal, (OICT) regains a berth this spring. The berth has been closed while the terminal operator assembles three new ship-to-shore cranes for megaships. Southern California ports say they're gaining on congestion problems that have caused debilitating delays. That's important because vessels arriving late can be one of the factors impacting backups at Oakland's berths

Vessel operations: Vessels are loading and discharging more containers than ever before in Oakland. That means they're spending more time in port to complete cargo operations. We're still aiming to turn vessels in one-to-two shifts. Sometimes, however, it takes longer to handle the increased volumes. OICT's massive new cranes should help.

Cargo velocity: Cargo owners and truckers report that imports still clear the Port in acceptable time frames. Schedule disruption resulting from late vessel arrivals has delayed some cargo availability. Improvement is expected by summer.

Equipment availability: The cargo surge, coupled with supply chain congestion elsewhere, is causing some chassis dislocation. Chassis providers are attempting to alleviate the situation. Port drayage firms with privately owned fleets are investing in additional units. Exporters continue to find short supplies of 20-and-40-foot containers.

Surface transportation: Trucking companies are signing on more drivers to haul freight in Oakland. The Class 1 railroads report ample capacity, an important factor as first-call services generate new intermodal business.

Labor: The coronavirus pandemic has temporarily strained labor availability at all West Coast ports. The stress is expected to ease as COVID-19 vaccinations spread throughout the labor pool.

Industry resource links:

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| Oakland Portal | Shore Power & Vessel Commissioning |
| Oakland Seaport Map | Trucker Resources |
| Ocean Carrier Services | TWIC |
| Shipping Forms & Permits | Maritime Service Directory |

Volume, from page 1



January's downturn to congestion at Southern California ports that forestalled some Oakland vessel arrivals.

Port and industry analysts forecast continued strong import volume through at least the second quarter of 2021. Asian factories are shipping goods in record numbers to replenish American store shelves and assembly lines. Retailers, manufacturers and e-commerce distributors are driving the surge, the Port said.

The trade phenomenon is reflected in 2021 vessel loading data. On average, vessels load and unload the equivalent of 2,500 twenty-foot containers in Oakland, the Port reported. That's a record for Oakland, up from an average of 1,900 containers per ship last year, the Port said.

While cargo volume is growing in Oakland, the number of ships arriving is down 26 percent, the Port said. According to Port data, 156 ships called in Oakland during January and February. In the first two months of 2020, 212 ships visited.

The Port attributed reduced vessel arrivals to multiple factors:

- There is a shortage of labor due to COVID-19 impacts;
- One berth is unavailable due to assembly and testing of three of the tallest cranes in North America
- Late arriving vessels from other ports causes a disruption in the normal Oakland schedule

The Port said fewer ship arrivals should help ease berth crowding in Oakland.



Stay healthy: wear a mask, wash your hands and keep your distance. Useful links:

- **CA Industry guidance**
<https://covid19.ca.gov/industry-guidance/#top>
- **CA Counties information**
<https://covid19.ca.gov/roadmap-counties/>
- **CA COVID-19 testing**
<https://covid19.ca.gov/testing-and-treatment/#top>