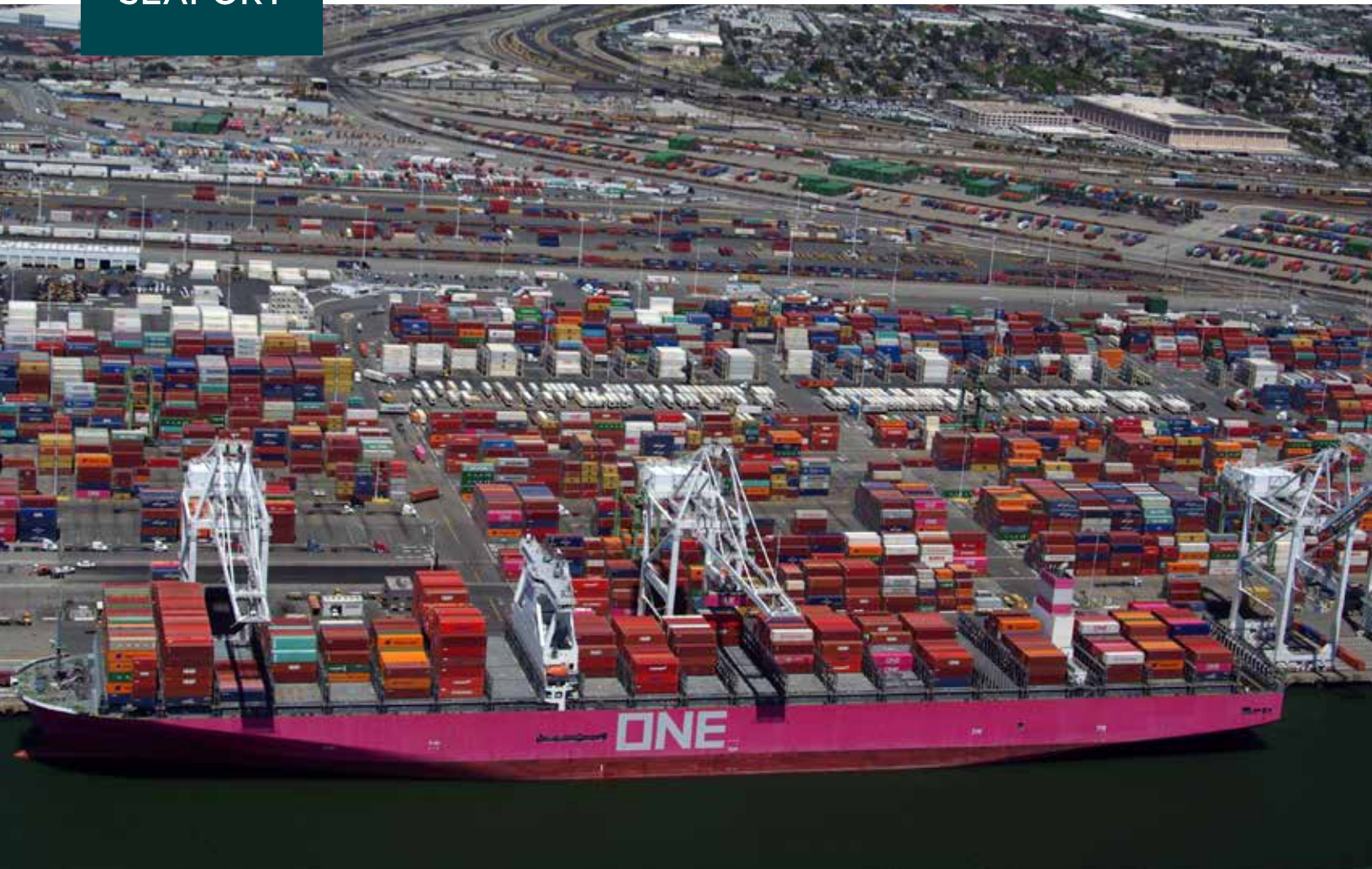




**PORT OF OAKLAND
SEAPORT**

AUGUST 2021

MARITIME e-NEWS



Port cargo volume dipped in July Peak season could restart boom

A year-long cargo surge slowed and volume dipped at the Port of Oakland last month. The Port said it expected containerized cargo volume growth to resume as peak shipping season arrives.

Though business dipped last month, year-to-date import volume has increased 16 percent. Total volume in the same period is up 9 percent.

According to the Port, cargo volume declined 3.5 percent in July compared to the same month a year ago. Here's the breakdown:

- July containerized imports down 1.7 percent year-over-year;
- July containerized exports down 4.7 percent Y-O-Y; and
- July total volume, which includes imports, exports and empty container repositioning, down 3.5 percent Y-O-Y.

The Port attributed the declines to record cargo volume in the first half of the year. It explained that surging shipments stacked up on docks causing delivery delays. As a result, shipping lines omitted several voyages to Oakland, leading to lower volumes.

"Vessel berths and container yards were crowded with some shipping lines bypassing Oakland," said Port of Oakland Maritime Director Bryan Brandes. "We're

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Port gets two big firsts in new Matson service

U.S. shipping line Matson has launched a new vessel service with major implications for the Port of Oakland. The Port said that Matson's CCX Service, which began July 27, is noteworthy on two fronts:

It's the first China-to-Oakland service for longtime Port of Oakland carrier Matson.

It's the third first-call service introduced at Oakland this year.

First calls are where shipping lines make their initial U.S. stop after sailing from Asia. The new Matson service calls Chinese ports in Ningbo and Shanghai. It makes stops in Long Beach and Honolulu after visiting Oakland.

Matson's move is seen as

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COVID Vaccine Update



Photo by CDC on Unsplash.

From the Food & Drug Administration (FDA) website dated Aug. 23, 2021: “The U.S. Food and Drug Administration approved the first COVID-19 vaccine. The vaccine has been known as the Pfizer-BioNTech COVID-19 Vaccine and will now be marketed as Comirnaty, for the prevention of COVID-19 disease in individuals 16 years of age and older. The vaccine also continues to be available under emergency use authorization (EUA), including for individuals 12 through 15 years of age and for the administration of a third dose in certain immunocompromised individuals.” See FDA announcement link [HERE](#).

Free COVID Vaccinations

Free COVID vaccinations are available. From the California Department of Public Health website: “The vaccine is free to all. No insurance required. Safe, free, effective COVID-19 vaccines are available to everyone age 12 and up—regardless of immigration or insurance status. Stay healthy, protect others and help us end the pandemic. Find a walk-in clinic or make an appointment today.” Click on the links below for more information.

My Turn California Clinic: Find vaccination locations for your area at this website: <https://myturn.ca.gov/clinic.html>

For Alameda County Residents: <https://my.primary.health/r/alco-vax-signup>.

For Contra Costa County Residents: <https://covidvaccine.cchealth.org/COVID-Vaccine/>



Port gets second first-call service in two weeks

For the second time within two weeks, a container shipping line introduced Port of Oakland first-call service. The Port said that Taipei-based Wan Hai Lines launched its new service here on August 8. Called the AA5, the route links Oakland with three Asian ports: Kaohsiung, Ningbo and Qingdao. First calls are where shipping lines make their initial U.S. stop after sailing from Asia.

The Port’s announcement follows the July 27 launch of an Oakland-China first-call service run by Matson Lines. The Port has now introduced three such services in 2021. It attributed the trend to aggressive marketing and a burgeoning Northern California economy.

“We’ve worked hard to make Oakland an attractive first stop for international shipping lines,” said Port of Oakland Maritime Director Bryan Brandes. “We’re pleased that ocean carriers and cargo owners are recognizing the value of a Northern California trade gateway.”

First-call ports are where container carriers discharge the bulk of U.S. imports. Importers value first-call service because it provides more immediate access to cargo. Until this year, Oakland-bound ships stopped first in Southern California before sailing north. With first-calls, the Port will likely break its all-time annual cargo handling record in 2021.

The Port said first-calls have strengthened Oakland’s position in the discretionary cargo market. Cargo destined for the U.S. interior can enter the country at any West, Gulf or East Coast port. Discretionary containers are usually discharged at the first U.S. stop, then shipped inland via rail. Oakland said it has ample rail capacity to ship import loads to the interior.

The Port said importers increasingly target the Oakland trade gateway because Northern California consumer demand is strong. It added that e-commerce retailers have established distribution centers near the Port. First-call service hastens delivery to consumers of goods produced overseas, the Port explained.



Industry resource links:

- [Oakland Portal](#)
- [Oakland Seaport Map](#)
- [Ocean Carrier Services](#)
- [Shipping Forms & Permits](#)
- [Shore Power & Vessel Commissioning](#)
- [Trucker Resources](#)
- [TWIC](#)
- [Maritime Service Directory](#)

Volume, from page 1



working through those issues and preparing for a busy peak season ahead.”

The Port said that cargo volume should increase again from August through October. Those are peak shipping months for retailers building holiday inventories.

Oakland has introduced two new vessel services to Asia which should also boost volume. The Port said new services demonstrate continued reliance on Oakland as a key global trade gateway.

Port of Oakland owns and operates Oakland International Airport



Port of Oakland A+ and A ratings affirmed by Fitch

Fitch Ratings has affirmed Port of Oakland bond ratings and lifted the Port's ratings outlook from negative to stable. Fitch this week affirmed the following ratings on Port of Oakland debt:

- A+ for senior lien revenue bonds;
- A for intermediate lien revenue bonds; and
- A for the underlying bank bond rating for the Port's commercial paper notes.

"The above rating affirmations and outlook revisions to stable reflect the diminished operational and financial risks that have challenged airports since early 2020 due to a combination of improving passenger volumes in recent months, the effective management oversight of budgets, and the financial relief accommodated by federal aid that appear to mitigate revenue impairments," Fitch said in a statement.

Fitch raised the rating outlook of 18 major U.S. airports,

including Oakland. The Port of Oakland owns and operates Oakland International Airport.

Fitch issued negative rating outlooks on airports during the early stages of the coronavirus pandemic. At the time, the rating service cited loss of passenger traffic as nations worldwide closed their borders to air travel.

Many major airports, including Oakland, have regained passengers and revenue in 2021. Oakland has restored many of the air routes that airlines suspended due to the pandemic.

"While exposures remain with regard to traffic and revenue improvement, the progress suggests lessened fiscal strains, with airports better positioned to restore metrics to levels consistent with current rating levels," Fitch said. "Travel volumes are expected to see additional growth in *2H21 and beyond, as business and international travel climbs from pandemic lows." (*2H21 – second half of 2021)

Matson, from page 1

reaffirmation of increasing demand for a Northern California trade gateway. It's expected to grow containerized cargo business in Oakland.

"Matson is a big part of the Port's business and we're gratified that they want to expand our relationship by opening a Northern California gateway to China," said Port of Oakland Maritime Director Bryan Brandes. "The fact that it's a first call under scores the importance cargo owners place on Oakland."

Honolulu-based Matson, known in Oakland for U.S.-to-Hawaii service, operates China routes from Southern California. The new

CCX service reflects the U.S. demand for imports from China.

First-call vessel services discharge most U.S. import containers at their initial American port of call. They're delivered locally by truck or sent to the U.S. interior by rail.

Oakland is on pace to handle 2.6 million containers in 2021, which would be an all-time annual record. A new first-call service from Matson could help ensure the mark is surpassed.

Matson projected 12-to-14-day ocean transits for its China-Oakland service. Ships will call at an Oakland marine terminal run exclusively for the carrier's vessels.

