



**PORT OF OAKLAND
SEAPORT**

**Port of Oakland
Business Continuity Plan
As of May 24, 2016**

(updates in red font)

OICT / SSA Marine Terminal

1) OICT Action Plan

- a) SSA has leased additional property located at the Roundhouse facility. Effective Monday, May 2, OICT began relocating empty container operations for specific ocean carriers to the Roundhouse. Ocean carriers need to check SSA's website for specific empty container return instructions. Containers at the Roundhouse are intended to be released at a later time for export loads, they are not intended to be loaded back to the vessel.
- b) Roundhouse empty yard includes two in-gate lanes and two out-gate lanes.
- c) Roundhouse property adds another 32 acres of land for SSA use
- d) SSA has purchased 6 new top-handler machines
- e) SSA has purchased 3 new side-handler machines
- f) The East Chassis Lot has been relocated to the Matson Auto Lot. **The East Chassis Lot area is now used for wheeled import loads.**
- g) Matson Auto Lot has been relocated to the Roundhouse area.
- h) To accelerate truck in-gate times, SSA will introduce an "auto-in gate process" utilizing Optical Character Recognition (OCR) and Radio Frequency Identification (RFID). SSA recently won an arbitration decision agreeing to this process. **Please allow 2 to 4 weeks for this innovation to be implemented.**
- i) Implementation of OICT's truck appointment system originally set to begin March 28th has been temporarily postponed as SSA continues to work with eModal on program guidelines.

2) OICT Attributes

- a) OICT is 273 acres, includes 10 ship-to-shore cranes and 5 vessel berths.
- b) Ship-to-shore crane productivity is 36 to 42 moves per hour, the highest on the West Coast
- c) Gate clerical staff has been increased from 10-11/day-shift to full utilization of 18 positions.
- d) 25 to 27 vessels will call OICT each week (two vessel services are bi-weekly).
- e) 600 gate transactions are expected to be processed per hour, one of the highest rates of gate transaction volume in the U.S.
- f) Standard gate hours are 8:00 am to 5:00 pm only
- g) Matson Navigation has agreed to make their facility (80 acres/4 cranes/2 berths) available to accept vessels from OICT when there is no berth conflict. OICT and Matson combined are 353 acres with 14 cranes and 7 berths. Roundhouse property adds another 32 acres.
- h) SSA has purchased new electrical connectivity equipment that will provide additional flexibility to plug-in vessels at berth, improving compliance with CARB requirements. Equipment will be phased in as delivered mid-May, mid-June and mid-July.
- i) Night gates are operating 4 nights/week: Mon, Tue, Wed, Thr
- j) Friday night gate began April 8 for STE dray-off (only) to 555 Maritime yard.
- k) Saturday gates are operating each week.
- l) Sunday gates began April 17 and have been discontinued.

3) Shippers Transport Express (STE)

STE has implemented a container shuttle process to move import loads during the night gate to a nearby off-site yard for motor carrier pick-up the next day:

- a) STE goal is to move 375 import loads each night.
- b) Off-site yard located at **555 Maritime Street, #B**.
- c) The off-site yard operates 24/7, containers will remain on wheels. Motor carriers and BCO's may arrange for import shipment pick-up 24/7.
- d) Import container shuttle service is an SSA expense, no charge to ocean carrier or BCO
- e) SSA selects the import cargo for dray-off
- f) If BCO or ocean carrier wants to participate in STE Off Dock Program, STE will allow customers to prioritize specific import cargo for the shuttle service (cost is \$125 for specific containers with guaranteed availability).
- g) Import container shipments are picked-up only, there is no export drop or empty return option at the off-site yard. All empties with STE chassis must be returned to SSA.
- h) Off-site yard truck turn-time goal is 10 minutes or less.
- i) Motor carriers are encouraged to pick-up import shipments during evening hours.
- j) All empty containers must return back to SSAT/OICT. STE does not accept empty units.
- k) The STE off-site yard is approximately 17.8 acres. 2.4 acres will be added once Trac Intermodal relocates chassis from Con Global's yard to a new yard in San Lorenzo.
- l) The STE off-site yard will be relocated to an Oakland Army Base site of approx. 20 acres when construction of the refrigerated distribution center begins (estimated Sept-Oct).

STE will move the dray-off import shipments to:

Shipper's Transport Express
555 Maritime St., #B
Oakland, CA 94607

4) French Camp Central Valley Container Yard

- a) French Camp is approximately 70 miles east of Oakland, located between Lathrop and Stockton
- b) The facility will receive and deliver full import loads with empty back to depot
 - i. STE will deliver U.S. Customs cleared import cargo to French Camp at night
 - ii. STE will make the door delivery to BCO the next day, or, BCO may pick up cargo
- c) No empty container storage charges to ocean carrier
- d) Ocean carriers have an opportunity to "street-turn" container with an export back to Port
- e) Monday, Feb. 15, STE began preparing this location by adding fencing, security, etc.
- f) STE truck fleet will be increased to 15 dedicated trucks as of June.
- g) STE has arranged chassis to support the French Camp operation with a dedicated fleet.
- h) Several ocean carriers have signed CY Agreements with STE. STE is working with 10 ocean carriers to increase weekly volume.
- i) STE is working with 15 BCO's to utilize French Camp, several BCO's are moving up to 50 units/week. BCO's include importers and exporters.
- j) STE is providing door delivery services for BCO customers in the Central Valley

5) OICT Night Gate Operations (Began February 29)

- a) Initially, night gate operations focused only on refrigerated and Shippers Transport Express import container shuttle operations
- b) Transactions were RFR Export and Empty receipt, and, RFR Import and Empty delivery
- c) Beginning March 2, “one-stop” operations were added for BCO’s and motor carriers that have a minimum of 20 import shipments discharged from the vessel.
- d) Beginning April 6, SSA requires **30 import shipments** for one-stop/peel-off participation.
- e) **Best performance: 1,007 gate transactions were completed on the May 18-night gate.**
- f) Summary:
 - Monday – Thursday
 - Friday night is open but limited to STE dray-off only, effective April 8
 - 6:00 p.m. to 3:00 a.m.
 - Transactions: RFR Export-In, RFR Empty-Out, RFR Empty-In, RFR Import-Out
 - One-stop transactions (peel-off pile) for import pickup added March 2
 - East Gate Entrance
 - U. S. Customs available
 - Please register and refer to <http://b58.tideworks.com/forecast> and/or Emodal Broadcasts for Extended Gate updates
 - *Participants must notify OICTNightGates@ssamarine.com of plans to participate NO LATER THAN NOON ON THE DAY OF GATE, or driver may be turned away. Labor is ordered based on projected volume and transactions. SSA publishes a chart describing acceptable transaction types each day. Please see SSA website or Port of Oakland Daily Operations Update for specific gate transaction permitted each night.*

Beginning Tuesday, May 10: SSA expanded transactions accepted Tuesday, Wednesday and Thursday nights to include receiving dry export loads; receiving and releasing dry empty containers. ***These transactions are a four-week trial only.***

6) OICT Saturday Gate Operations

- a) Saturday gate operations began Saturday, February 13.
- b) Gates are open to receive export shipments and empty containers
- c) Gates will be open to deliver import shipments from the “one-stop” (peel-off pile) area and empties out.
- e) Saturday gate truck turn-times have been less than 50 minutes.
- f) **Best performance 1,256 gate transactions completed on the April 16 Saturday gate.**
- g) *Participants must send an email to ExtendedGates@ssamarine.com by 1000 Friday (day before the Saturday gate) with projected volume and transaction type, including refrigerated volume. Labor is ordered based on projected volume and number of expected transactions. Those customers not responding may be turned away at the gate on Saturday.*
- h) Summary:
 - 8:30 a.m. to 4:30 p.m.
 - East Gate entrance only
 - U. S. Customs available
 - Transactions: Dry & RFR: Empty & Export Receiving; Empty & One-Stop Imports (Peel-off pile)
 - No import delivery lanes from Transtainer Rows
 - No appointments required

7) Port of Oakland Bluetooth Technology Project: Tracking Truck Turn-time

- a) Data capture readers have been installed throughout the Port complex.
- b) Reader locations have been adjusted to improve data capture accuracy.
- c) Mobile Phone App and Web Portal functions have been developed.
- d) Data Collection – Data is now being collected. Technology company Leidos software programmers are developing and refining the algorithms used to calculate wait-time outside the marine terminal plus truck turn-time inside the marine terminal. This is an on-going process to refine the system calculations based on how/when the truck queue lines form for each of the marine terminals.
- e) Data Validation: Leidos auditors are surveying truck drivers on-site at TraPac and OICT to confirm truck wait-time outside the gate.
- f) Apple and Google approved the DrayQ App Thursday, May 12.
- g) *Happening Now:*
 - i. *Leidos has started an outreach campaign to assist truck drivers with downloading the DrayQ app.*
 - ii. *Data being collected will be reviewed by Port staff and Leidos, then posted to Port of Oakland website once report formats and content are agreed.*



TraPac Marine Terminal

1) TraPac Action Plan

- a) TraPac and the Port are negotiating additional property located at the Outer Harbor Terminal (OHT): Berths 25, 26, plus an additional approx. 18 acres at Berths 24 and 33.
- b) PAOH has vacated Berth 25 and 26 backland area, approximately 43 acres are available for TraPac's use immediately.
- c) TraPac operated Monday night gates April 4, 11 and 18.
- d) TraPac has opened Berth 25 gate (Trans Bay Container Terminal) Monday and Tuesday (day-shift only) for refrigerated export receiving only, beginning April 25.
- e) TraPac discontinued Monday night gates after April 18.

2) TraPac Attributes

- a) TraPac operations at Berths 30-32 are currently approx. 66 acres. Once lease agreements are completed, TraPac is expected to be approximately 123 acres.
- b) 7 cranes are available (including Berths 25 and 26)
- c) TraPac has 2 portable generators to support refrigerated shipments, a third portable generator will be added if needed.
- d) 388 refrigerated plugs are available now.
- e) Berth 25/26 temporary space assignment will add up to 282 refrigerated plugs.
- f) With berths 25 and 26:
 - i. Capacity of over 300,000 lifts/year
 - ii. Standard gate hours are 8:00 am to 5:00 pm only
- g) TraPac initial plans:
 - i. Create 3 new transtainer rows
 - ii. Acquire additional yard handling equipment as needed
 - iii. Two of three gantry cranes at Berths 25 and 26 to be raised by 2017
 - iv. Build new in-gate at the existing Berth 24 exit gate complex
 - v. TraPac will repair/replace asphalt, concrete, demolish buildings, improve/re-align lighting, increase/improve refrigerated plug capacity, improve gate complex.

3) CALCO B (K-Line) Vessel Service Requirements

- a) 100 to 200 additional refrigerated shipments/week are expected with CALCO B service.
- b) Highest in-gate volume days expected to be Monday and Tuesday
- c) Monday night gate for export shipment receiving begins April 4 (dry and refrigerated) and continues Monday, April 11 and Monday, April 18.



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SEAPORT**

Outer Harbor Terminal

- a) Facility was returned to Port control April 29. Cargo operations cease April 22
- b) SeaLogix operations will continue on a 5.6 acre site
- c) Truck Parking
 - i. 50 acres of long-term truck parking expected to late May*
 - ii. Parking site will be operated by AMPCO
 - iii. Berth 10 will continue to be available for “daily use” truck parking
 - iv. Plans are being developed to offer limited truck parking of 2 to 3 acres for specific motor carrier use (30-day space assignments)
 - v. AMPCO will relocate fencing, stripe the yard and add signage
 - vi. Port is re-paving over 5 acres of parking area and making asphalt repairs
 - vii. Driver rest area (restrooms, food trucks, etc.) is under consideration.