



Goods Movement Roundtable

December 11, 2017



**PORT OF OAKLAND
SEAPORT**

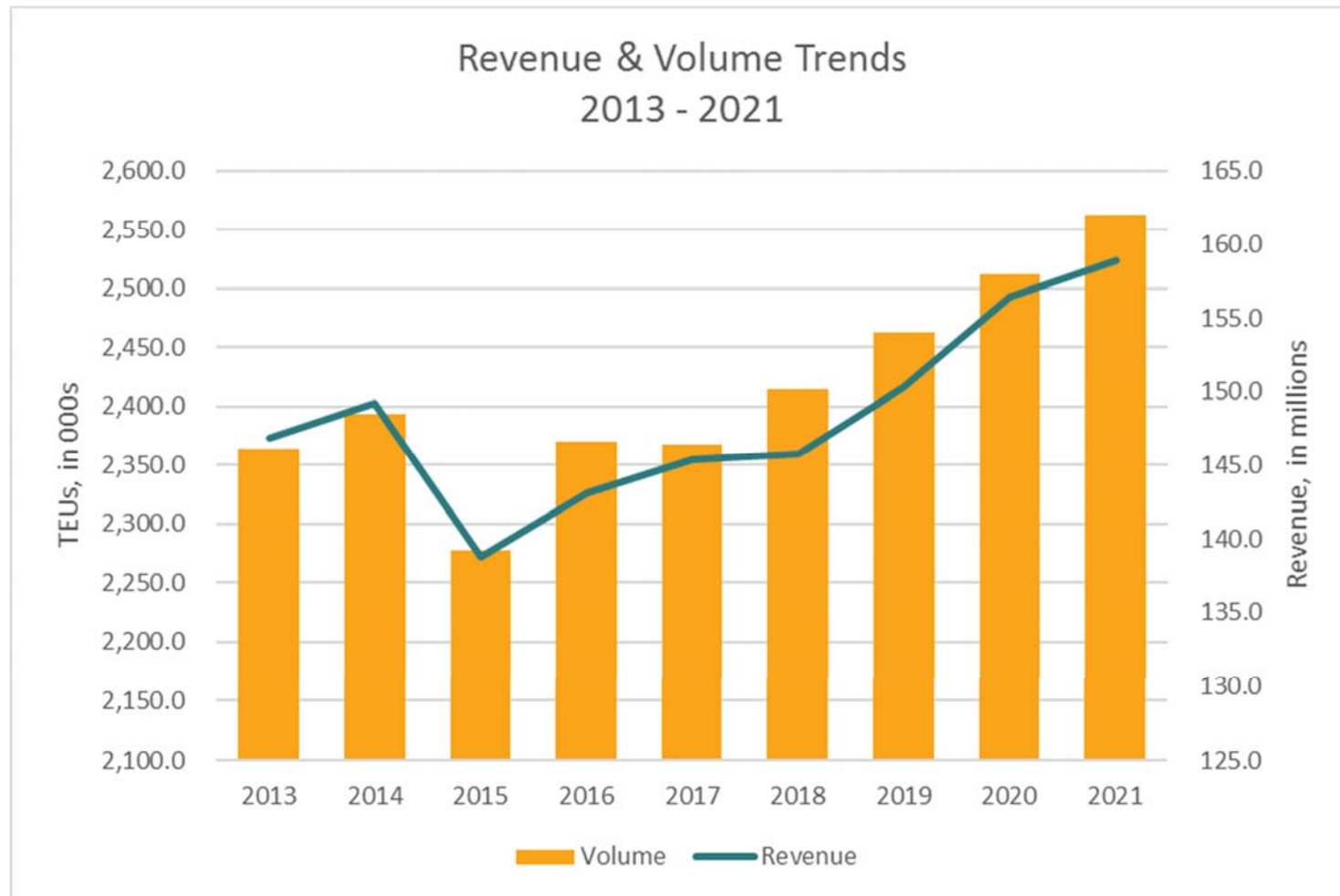
Seaport Facilities



Port of Oakland Overview

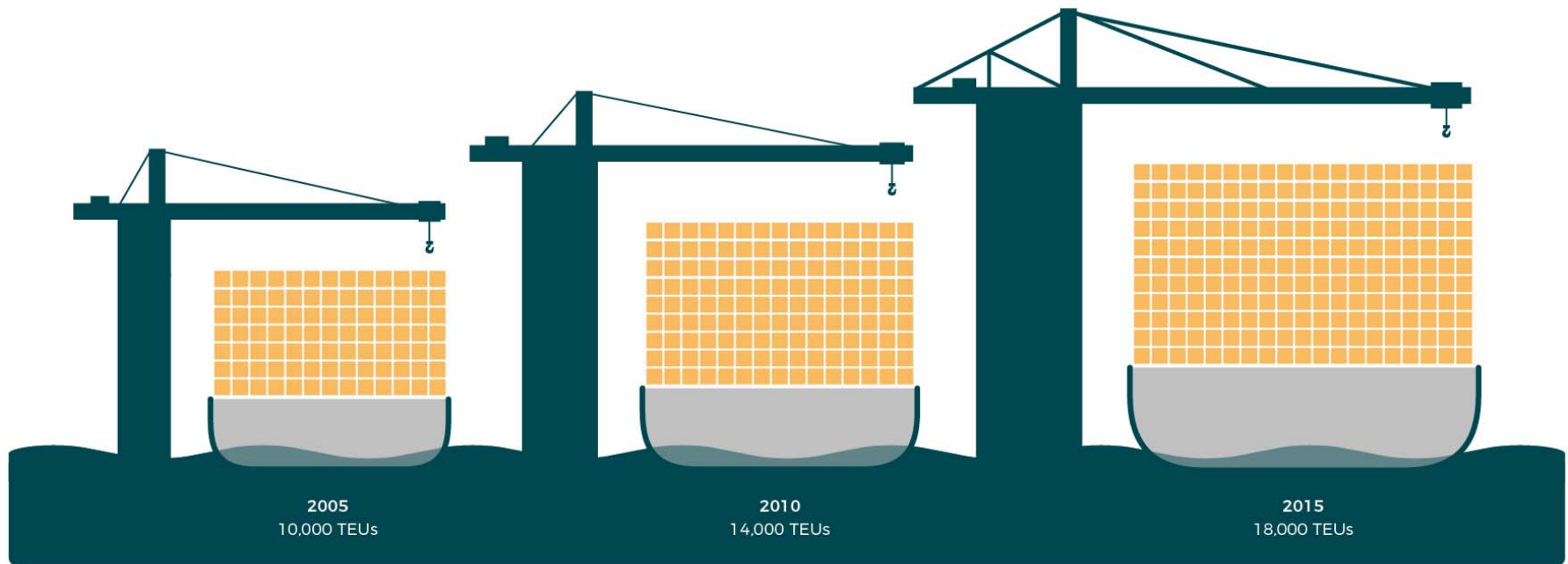
- **4 marine terminals** in operation
- **3 terminal operators** – SSA, Everport & TraPac
- **33 ship-to-shore cranes**
- Over **2.3 million TEU** handled in 2016
- **1,500+ vessel calls** annually from **20 ocean carriers**
- Ship **navigation channels** of -50 foot depth
- **2nd busiest** container terminal in the United States for number of daily gate moves

Port of Oakland – Revenue and Volume



Infrastructure Demands

Crane Raising



Marine Terminal Improvements

EverPort

- New Terminal Operating System
- Re-designed gate complex
- Replaced all container handling equipment

TraPac

- TraPac expansion has been finalized
- Over \$50 million private investment committed for Berths 25-26 expansion
- Introduced gate appointment system

OICT

- Leased additional 19 acres
- Purchased 6 new top-handler and 3 new side-handler machines
- Reconfigured yard layout
- Expanded import dray-off program & pre-mounting of import loads
- Introduced gate appointment system
- Implemented full night gate operations, Monday through Thursday

Manifest & Support Tracks

- \$100 million public investment
- 5 Manifest yard tracks
- 8 Support yard tracks
- 39,000 linear ft of track
- Capacity for up to 4 trains/day of 200 cars each



First UPRR train of 109 hopper cars arrived in July 2016 with grain from ADM/US Midwest for transload into 40' containers for export to Far East.

Cool Port Oakland



Rendering of Cool Port Oakland – Port of Oakland

Former Oakland Army Base – Seaport Logistics Complex / CenterPoint



**PORT OF OAKLAND
SEAPORT**

Rendering of CenterPoint Properties Phase 1 Facility – Port of Oakland

Operations Jobs Policy

- Provides **equal access to jobs to our community**, incl. special emphasis on hiring **disadvantaged workers** with barriers to employment
- Ensures the Port's **neighboring communities have preference for hiring** and jobs are **full-time, family sustaining jobs**
- Financial support to the **West Oakland Jobs Resource Center** to recruit and refer applicants and serve as the first source of hiring for all open positions



Planned Truck Service Center



A SOUTH WEST ELEVATION (TRUCK FUELING CANOPY)



B SOUTH WEST ELEVATION
3/16" = 1'-0"



Rendering of Potential Fuel Station/Truck Svc Center – Port of Oakland

7th Street Grade Separation



**PORT OF OAKLAND
SEAPORT**

Seaport Emissions down 76% since 2005

OCTOBER 2016

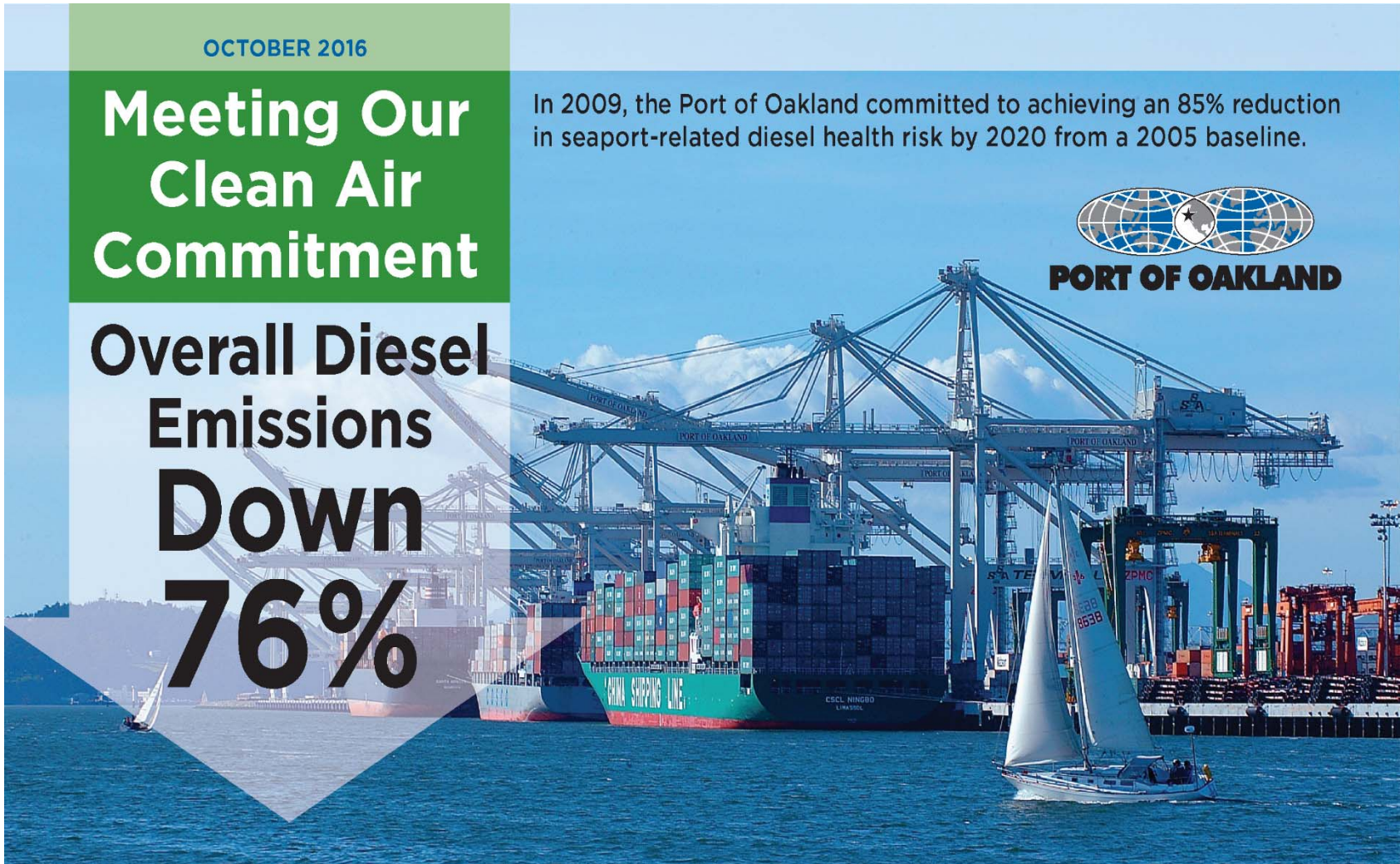
Meeting Our Clean Air Commitment

Overall Diesel
Emissions
Down
76%

In 2009, the Port of Oakland committed to achieving an 85% reduction in seaport-related diesel health risk by 2020 from a 2005 baseline.



PORT OF OAKLAND





**PORT OF OAKLAND
SEAPORT**

Coolport Oakland



**FISHER
CONSTRUCTION
GROUP**
1221 Fishers Lane
Burlington, MA 01823
P: 978-271-0800
F: 978-271-0805
www.fishergroup.com

REV: _____ DATE: 07/26/11

**LINEAGE-
DREIBACH
PORT OF
OAKLAND**

Client Address: _____
Name: _____

Drawing Title: _____

AERIAL VIEW

Job #: _____ Project Number: _____
Drawing No: _____

A1.1

Coolport Oakland

- Site Location
- Site Plan
- Introduction
- The Companies
- Daily Operations
- Daily Boxcar Operations
- Today's Port of Oakland Rail Model
- The Coolport Rail Model
- Coolport Rail Opportunity
- Why we think we will be successful
- TCIF Funding
- Rail Infrastructure

Coolport Oakland

The Companies

Dreisbach Enterprises

- Dreisbach is a 3rd generation Oakland based company, locally owned and operated Cold Storage Logistics Company that has been providing Port services for over 50 years
- Thru 2014-2016 DE annually shipped over 8,000 containers thru the Port, 334MM Pounds, volume constrained by current facilities

Lineage Logistics

- Lineage is a nationwide Logistics Company with an expansive network of facilities and deep customer base
- Lineage is uniquely positioned to serve rail and direct product to the Port from its protein concentrated Midwest and multiple inland locations

Results: This facilities efficient design, in combination with Lineage's logistics expertise and customer bases, & Dreisbach's transload experience and unparalleled individual customer focus will drive significant growth of perishable cargo thru the Port

Coolport Oakland

Introduction

- In 2014 Dreisbach & Lineage in partnership was selected by the Port to build a 275,000 sq. ft. intermodal transload and consolidation facility for perishable commodities on 25 acres
- The Primary objective of this facility was to increase Export freight arriving by rail from Midwest and Southeast protein producers
- ConGlobal an international container/chassis storage and maintenance company is co-located on the parcel to facilitate equipment availability
- The operations of this facility will support the Port of Oakland's plans
 - for expanding their perishable container thru-put
 - and positioning the Port as a first call Port for Steamship lines for both import and export

Coolport Oakland

Daily Operations

- **Hours/Days of Operation**
 - Mon-Fri: 2 shifts: 10-Hour days 4:00AM – 2:00AM next day
 - 250 work-days per year
- **Rail Operation**
 - Designed for 36 “Jumbo” boxcars, 9 against each of 2 docks
 - 4 spurs internal & 2 drill tracks
 - Produces 72 Hvy-wgt containers + over-night storage
 - Anticipate spotting between midnite-4AM
- **OTR Cross-dock (XD) Operation**
- **Freezer Warehouse Operation**
 - 100,000 Ft2 Freezer, 20,000 pallet positions, 30MM Lbs
 - USDA Inspection Services

Coolport Oakland

Daily Boxcar Operations

- 36 Boxcars per day (1 shift)
- 250 days per year = 9000 Boxcars per year
- 2 Heavy-weight (55,000 Lbs) or Super-Hvy-Wgt (65.000 Lbs) Containers per Boxcar
- 72 S/Hvy-Wgt Containers per day; 18,000 Containers per yr
- Single shift plus weekends provides ample recovery opportunity and/or 2nd shift volume increase

Coolport Oakland

Today's Port of Oakland Rail Model

- Very limited on-site perishable storage facilities
- The current Business Model for Transportation Companies use Independent Contractors (IC) (Owner-Operators) to dray containers to the steamship terminals
- IC equipment is typically tractors with sleepers adding weight to tractors
- This limits product weight for loading to 55,000 Lbs to not exceed the 95,000 lb. gross overall "vehicle" weight
- With limited storage boxcars have typically been loaded to 110,000 lbs. to not exceed the two containers capacity
- This fails to optimize both boxcar capacity as well as ocean freight capacity

Coolport Oakland

Coolport Rail Model

- Coolport will own the Tractors and Drivers will be employees
- Tractors have been redesigned for specific Drayage only capabilities
- Weight has been significantly reduced from the Tractors
- Super Heavy-Weight Chassis will be owned by Coolport
- Chassis have been redesigned to also eliminate weight
- The weight reduction of these two components allows additional product weight on every container
- Container weight can approach 65,000 lbs.
- Boxcar weight can handle a minimum of 130,000 Lbs
- With storage capacity boxcars can be maxed out at the 160,000 lbs. range

Coolport Oakland

Why we will be successful

	Current	Future	V	% incr
Hvt-Wgt	55,000	65,000	10,000	18.2%
Boxcar	110,000	130,000	20,000	18.2%

	annual Cntrs	annual Lbs
	18,000	1,170,000,000

	# transactions	total spend	spend/Lb	% Savings	Savings \$\$	per Lb Savings
Boxcar Frt	\$ 6,300	9,000 \$ 56,700,000	\$ 0.048	18.2%	\$10,309,091	\$ 0.009
Ocean Frt	\$ 3,500	18,000 \$ 63,000,000	\$ 0.054	18.2%	\$11,454,545	\$ 0.010
Drayage	\$ 300	18,000 \$ 5,400,000	\$ 0.005	18.2%	\$ 981,818	\$ 0.001
		\$ 125,100,000	\$ 0.107	18.2%	\$22,745,455	\$ 0.019

Super Hvy-wgt	Lbs per	per Lb Savings	Savings per	revised rate	spend/Lb	Savings/Cntr
Boxcar	130,000	\$ 0.009	\$ 1,145	\$ 5,155	\$ 0.040	\$ 573
Ocean Frt	65,000	\$ 0.010	\$ 636	\$ 2,864	\$ 0.044	\$ 636
Drayage	65,000	\$ 0.0008	\$ 55	\$ 245	\$ 0.0038	\$ 55
						\$ 1,264

Containers

HvyWgt	18,000	Savings per Cntr		
Total Lbs	1,170,000,000	Ocean Frt	Drayage	Total
Super Hvy-wgt		\$ 636	\$ 55	
		\$ 11,454,545	\$ 981,818	\$12,436,364

Boxcars	9,000	Savings per Boxcar	
Total Lbs	1,170,000,000	Rail Frt	
Super Hvy-wgt		\$ 1,145.45	
		\$ 10,309,091	\$10,309,091

Total Savings @ 18,000 Cntrs	per Cntr	\$ 22,745,455
	per Cntr	\$ 1,264
	per Lb	\$ 0.019

Coolport Oakland

TCIF Funding

- Port of Oakland applied for and received TCIF Funding for the rail infrastructure for Coolport Oakland
- This included adding a rail grade crossing over Maritime Street into Coolport
- The Coolport infrastructure consists of:
 - A lead track that accesses both Coolport and Unicold
 - The lead plus two “drill tracks” to support Coolport switching and empties
 - 4 spurs internal to the Coolport rail docks (9 cars each spur)
 - 1 spur to store the switching engine
- Coolport switching is limited to their leased area and does not approach Maritime

Coolport Oakland



A photograph of the Golden Gate Bridge at night, illuminated with warm lights. The bridge spans across the water, with the city lights of San Francisco visible in the background under a dark blue sky.

Investing in the Region

Coordinated Emission and Community Impact Reductions

The Future of Freight Roundtable – Goods Movement in the Bay Area

Jack P. Broadbent

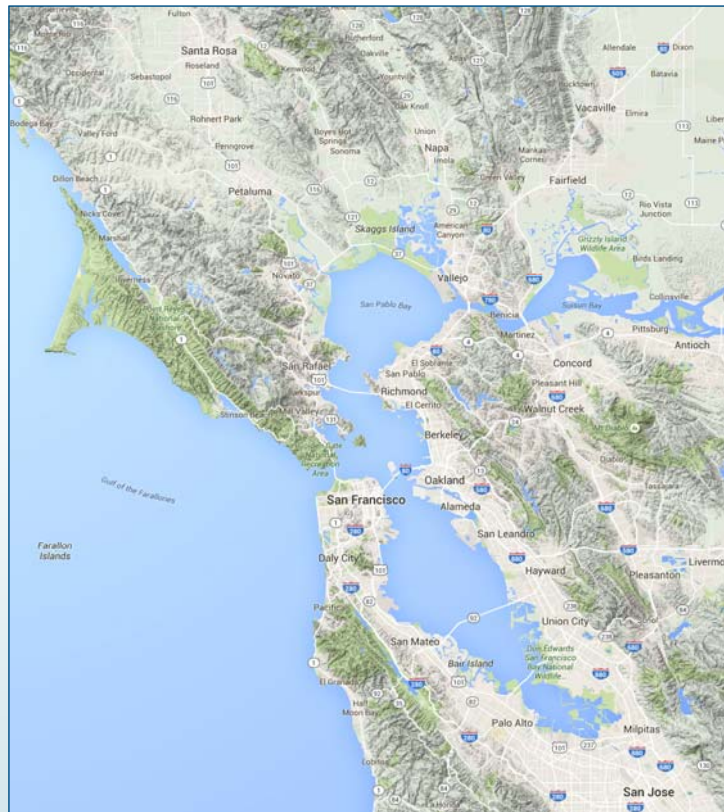
Executive Officer/APCO

Bay Area Air Quality Management District



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Bay Area Air District

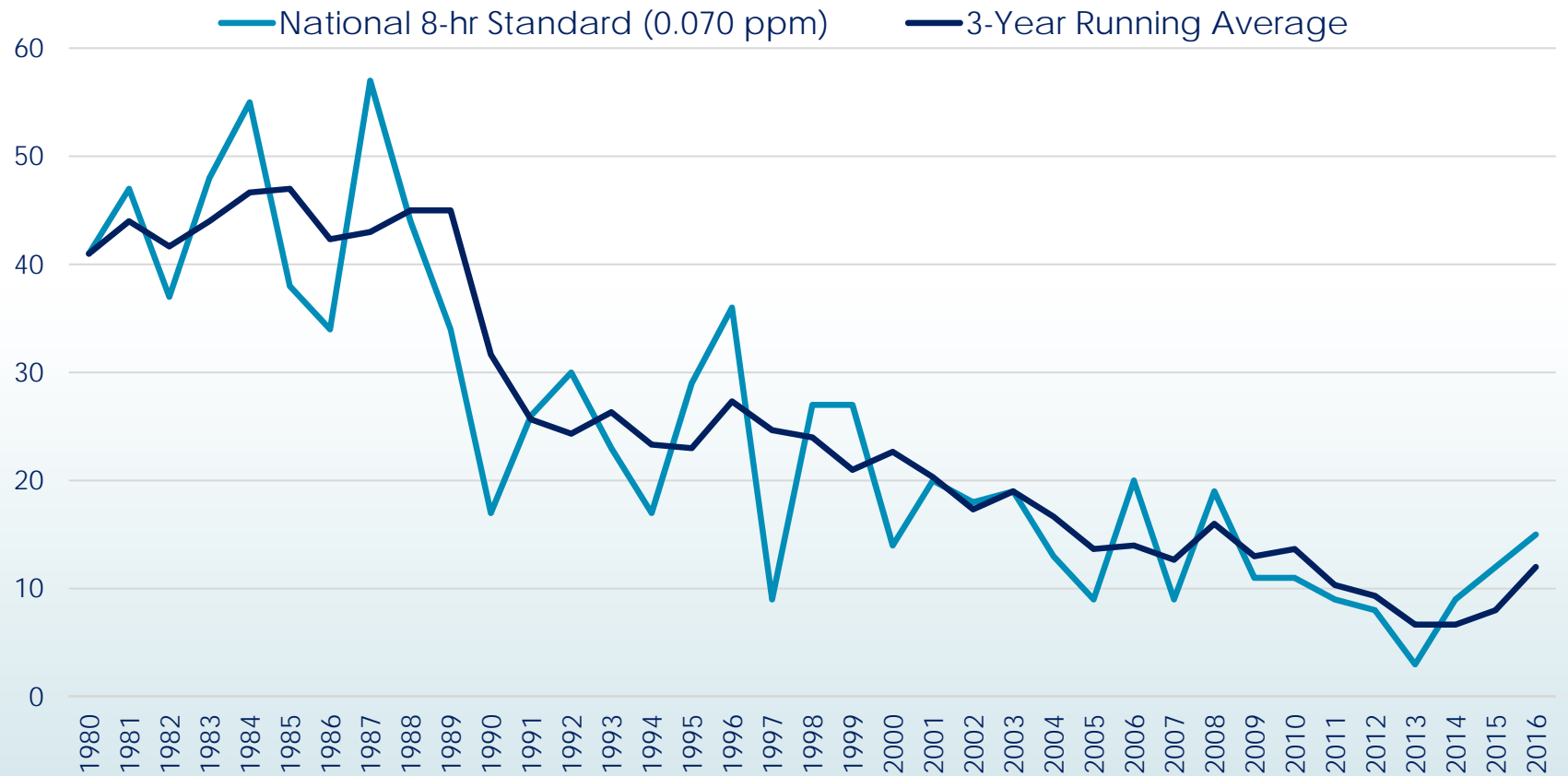


- 9 Counties / 101 Cities
 - Population: 7 million
 - Households: 2.6 million
 - Vehicles: 5 million
- Anticipated growth by 2040:**
- Population: 9 million
 - Households: 3.4 million



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

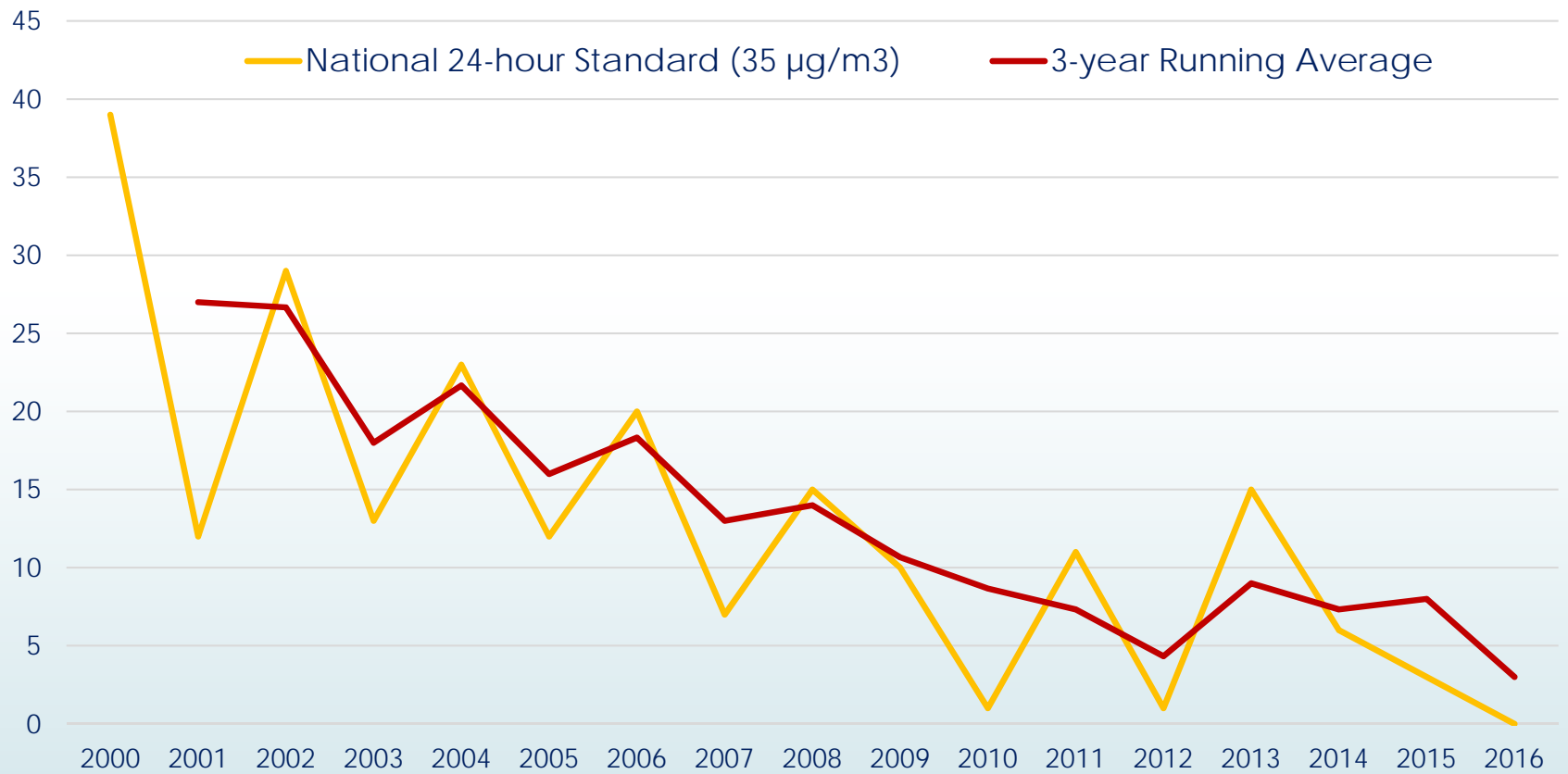
Bay Area Ozone Exceedance Days





BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

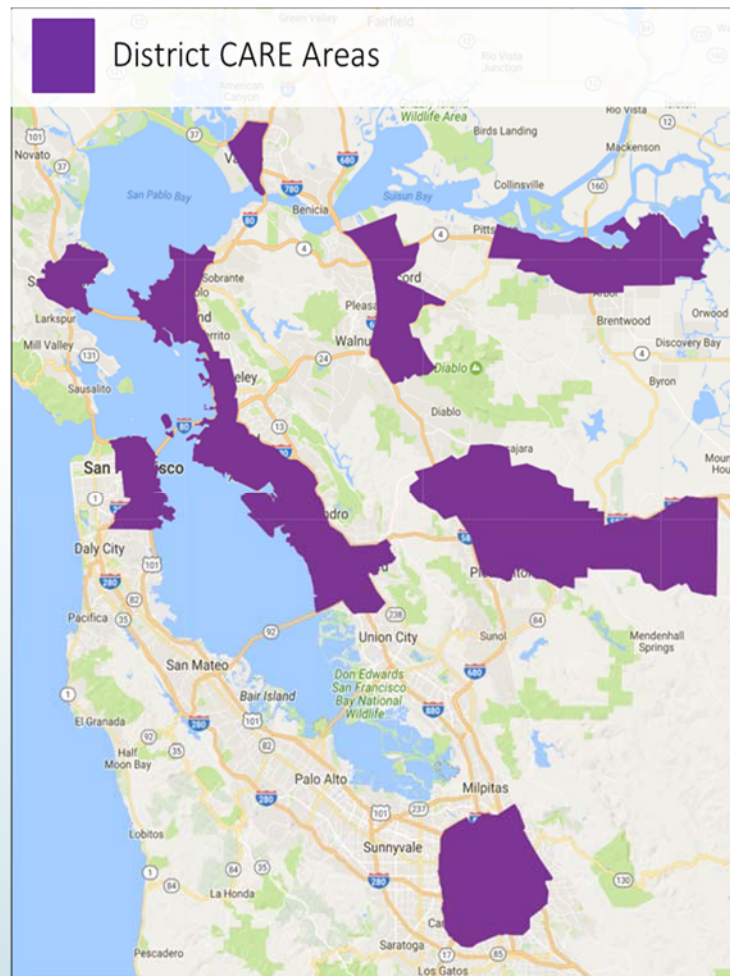
Bay Area PM_{2.5} Exceedance Days





BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Impacted Communities

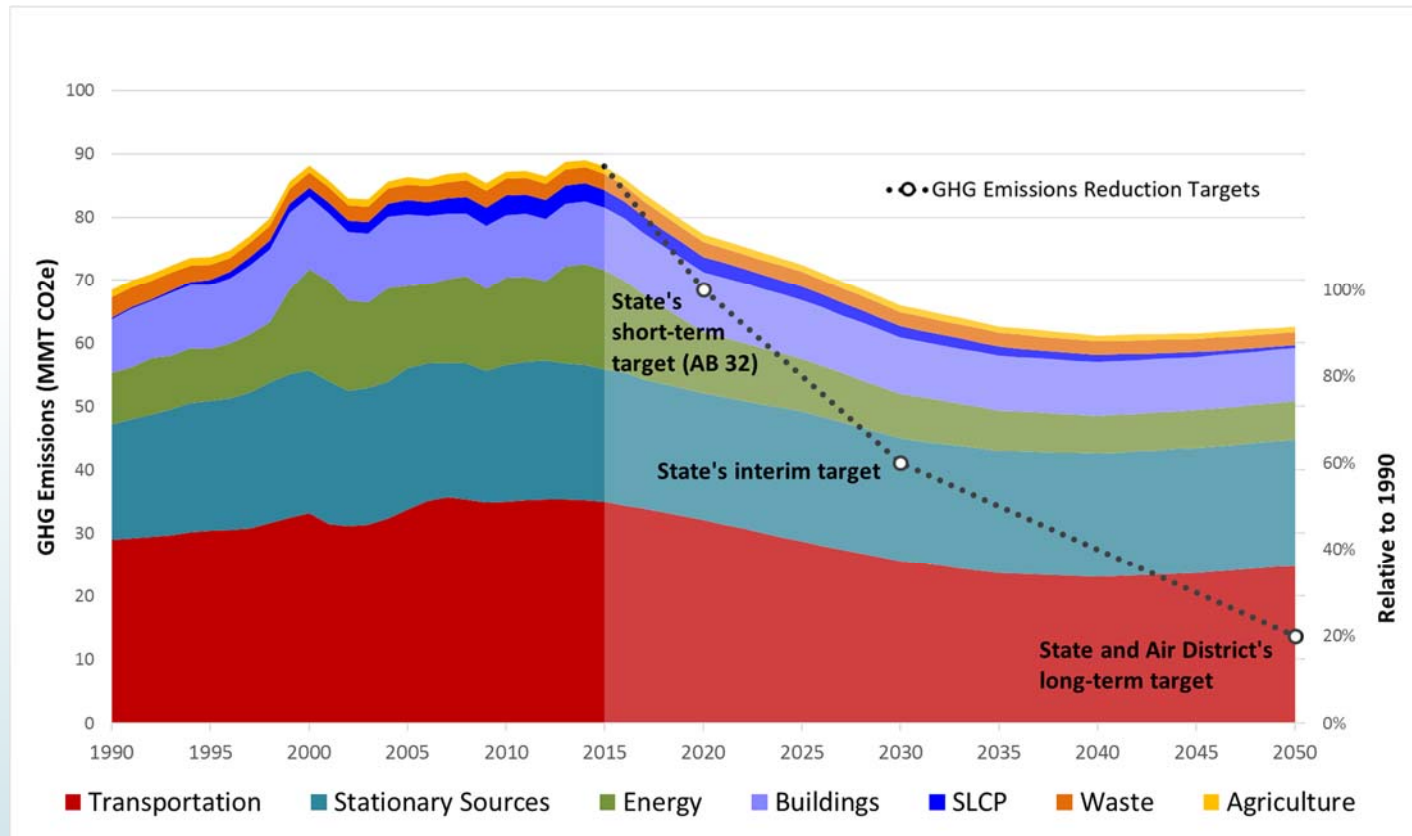




BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Bay Area 2050 Projection

Key State Programs
Committed and Expected Policies

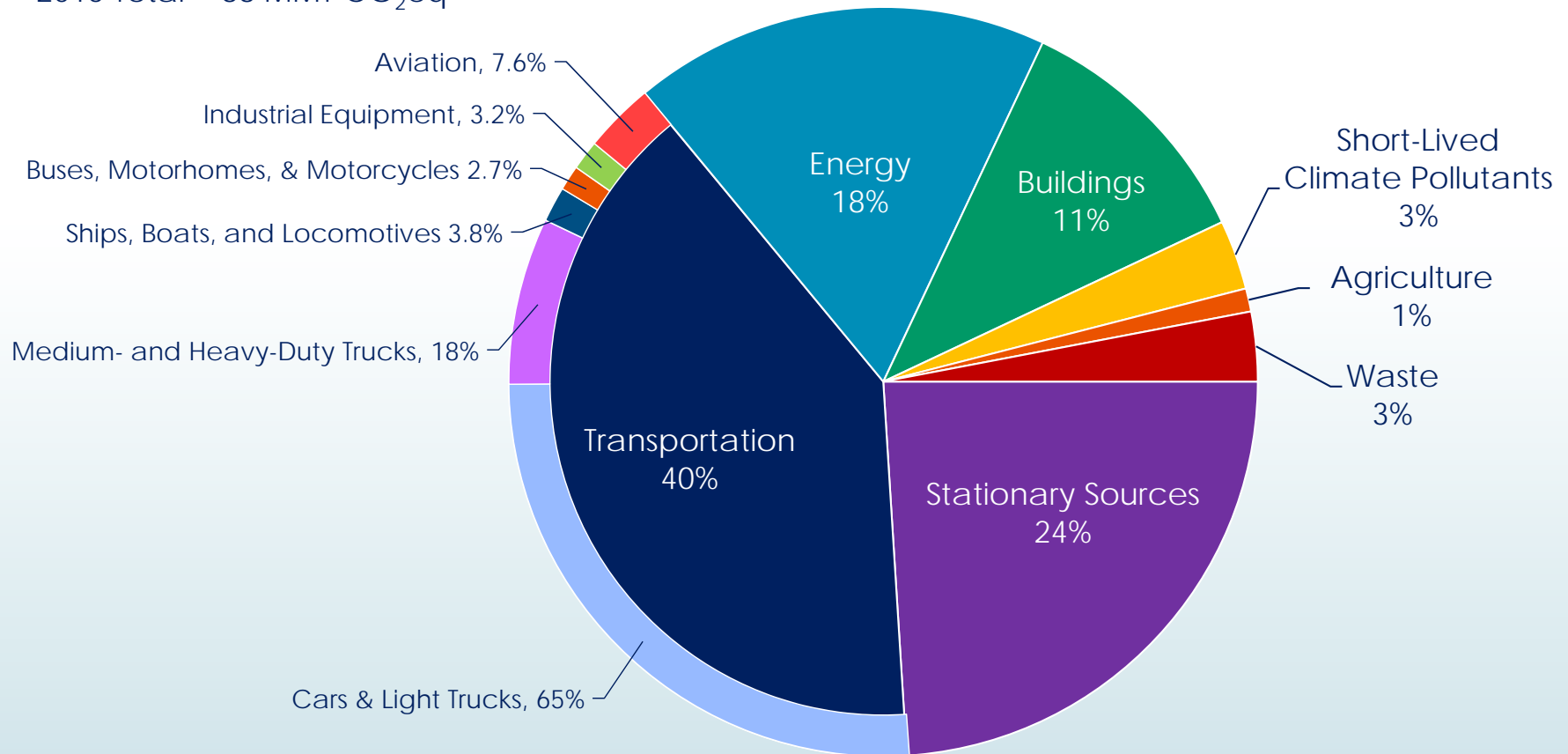




BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Sources of Bay Area GHG Emissions

2015 Total = 88 MMT CO₂eq





BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

AB 617 & AB 134 – Addressing Impacts from Goods Movement

AB 617 – requires the Air District and ARB to:

- Identify communities disproportionately impacted by toxic air contaminants and criteria pollutants
- Deploy monitoring in those communities
- Enact regulations to reduce health risks from station resources
- Develop community risk reduction plans
- Reduce risk in selected communities



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

AB 617 & AB 134 – Addressing Impacts from Goods Movement

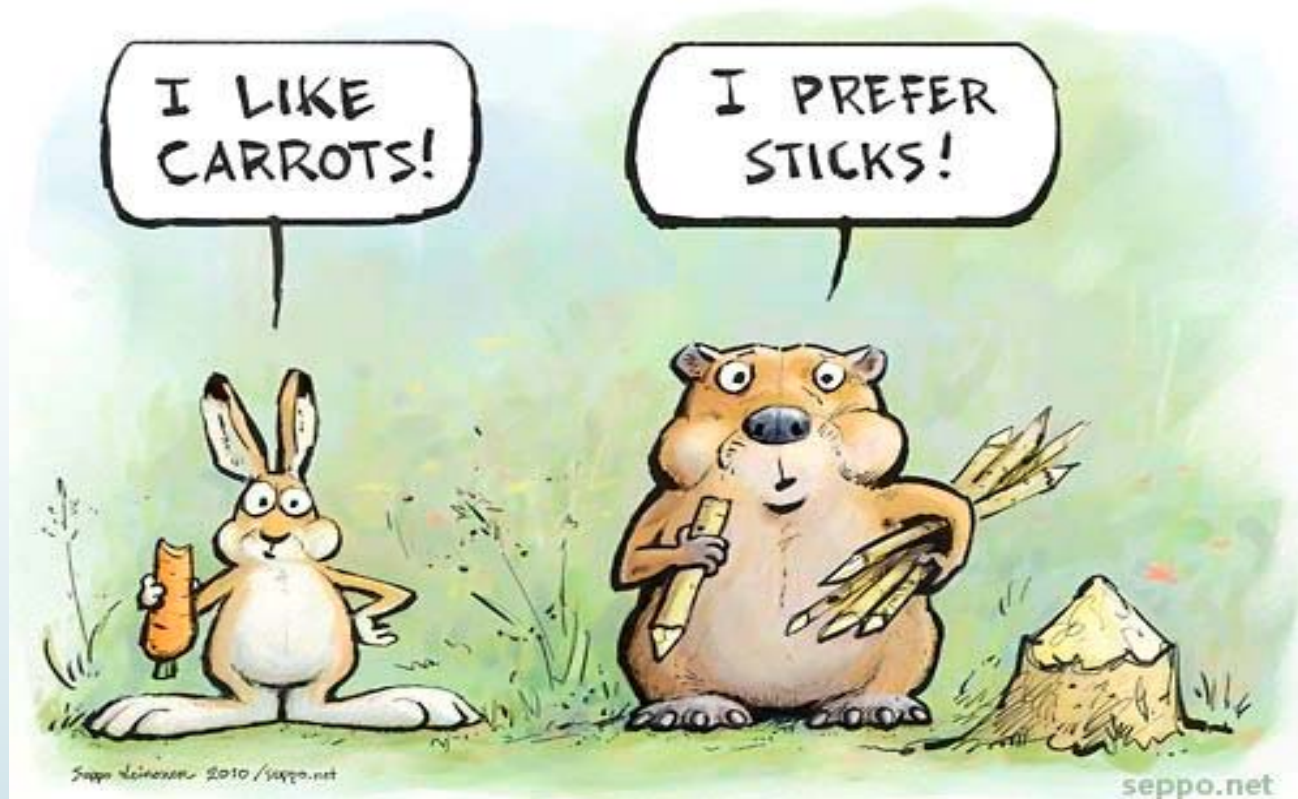
AB 134 - Amends the 2017 budget act (AB 97) to include 2017 Greenhouse Gas Revenue Expenditure Plan. Investments include (statewide):

- **\$250 million** to air districts (***\$50 M to BAAQMD***) expand Carl Moyer Program
- **\$5 million** in grants to communities for AB 617 implementation activities
- **\$140 million** in funds to improve port equipment
- **\$180 million** for HVIP (clean trucks and buses)



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Future Regulation





BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

2018 - BAAQMD Incentives >\$100 Million

