

Port of Oakland

The California Integrated Logistics Center: Setting the Stage

Faster Freight – Cleaner Air

Oakland, California

December 8 & 9, 2004

Port of Oakland

Fourth Largest Container Port in U.S.

1,114 Acres

19 Deepwater Berths

35 Cranes, of which 28 are Post-Panamax

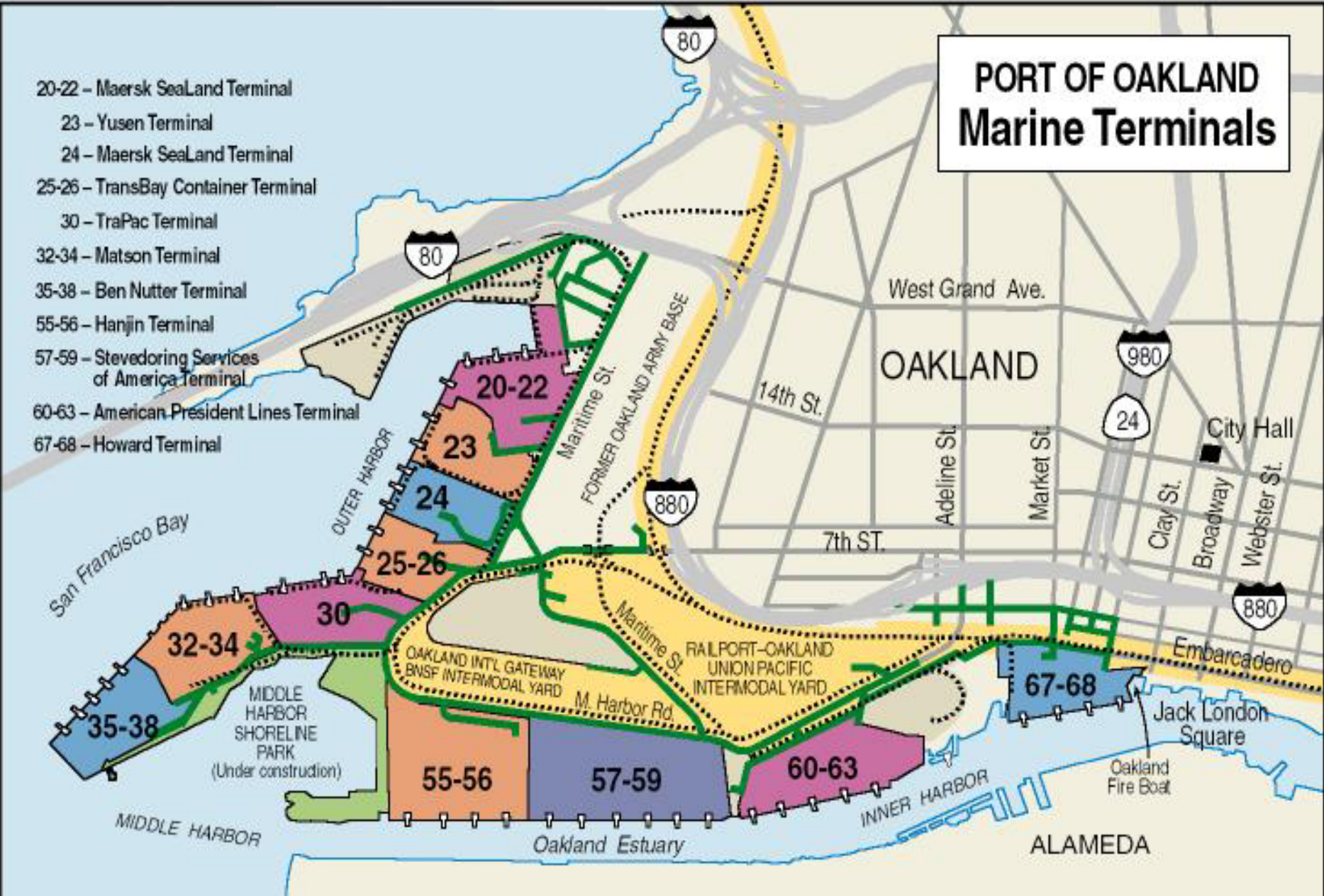
Over 1 million containers moved per year

Over 1.9 million TEU

1,900 vessel calls per year

PORT OF OAKLAND Marine Terminals

- 20-22 – Maersk SeaLand Terminal
- 23 – Yusen Terminal
- 24 – Maersk SeaLand Terminal
- 25-26 – TransBay Container Terminal
- 30 – TraPac Terminal
- 32-34 – Matson Terminal
- 35-38 – Ben Nutter Terminal
- 55-56 – Hanjin Terminal
- 57-59 – Stevedoring Services of America Terminal
- 60-63 – American President Lines Terminal
- 67-68 – Howard Terminal



San Francisco Bay

OUTER HARBOR

MIDDLE HARBOR
SHORELINE PARK
(Under construction)

MIDDLE HARBOR

Oakland Estuary

INNER HARBOR

ALAMEDA

West Grand Ave.

OAKLAND

14th St.

7th St.

24

City Hall

Clay St.

Broadway

Webster St.

Maritime St.
FORMER OAKLAND ARMY BASE

880

Merittime St.
M. Harbor Rd.

OAKLAND INTL GATEWAY
BNSF INTERMODAL YARD

RAILPORT-OAKLAND
UNION PACIFIC
INTERMODAL YARD

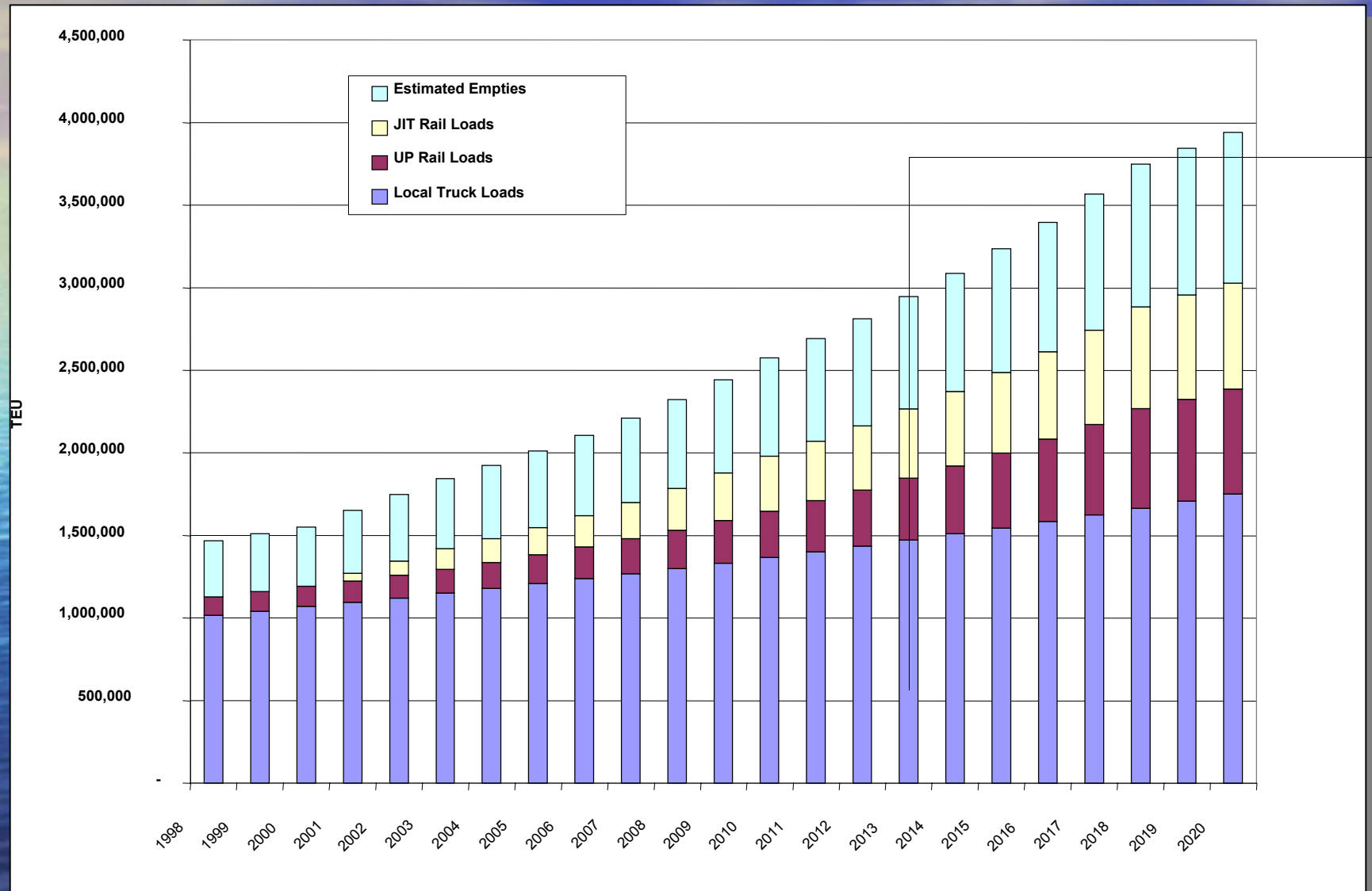
Embarcadero

Jack London Square

Oakland Fire Boat

880

Container Volume Growth to 2020



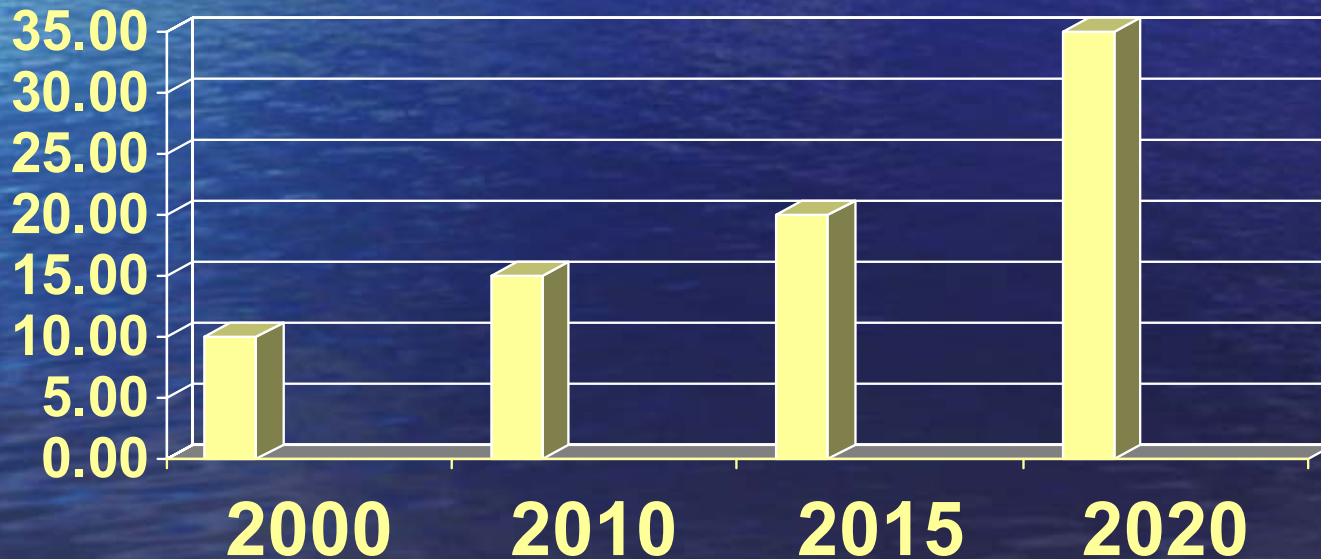
Alameda County growth: 1990-2025

- Increase in households by 23.3% to 591,000
- Jobs increase by 53.9% to 991,000
- Population grows by 33.3% to 1,702,000

Container Growth in L.A./L.B.

Projected future container handling
in TEU's

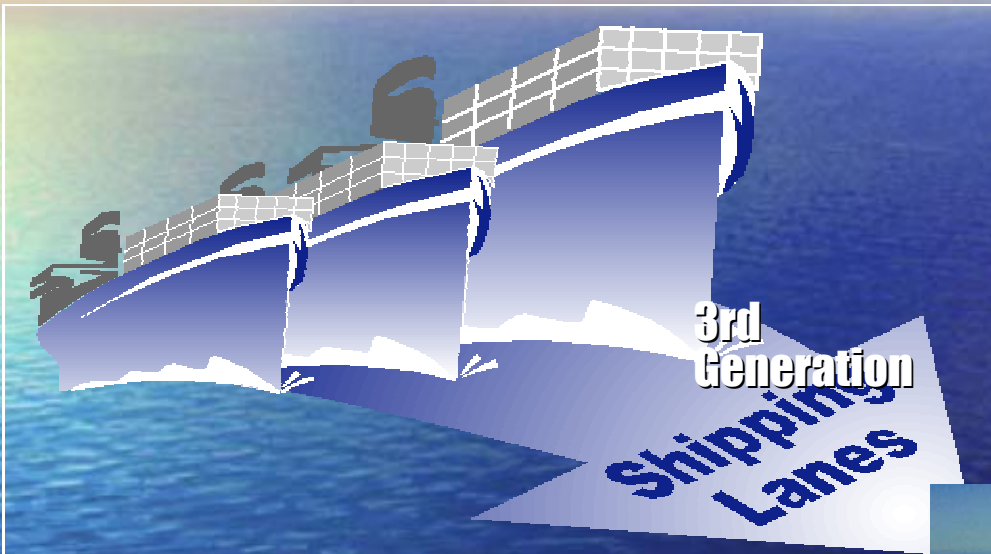
Millions



Priority Improvements

- Dredge to accommodate latest generation post-Panamax vessels
- Enhance and expand intermodal infrastructure
- Improve overall landside access
- Expand and rehabilitate marine terminals

Bigger ships mean deeper channels



Intermodal rail growth priorities

- More First-Port-of-Call service
- Obtain elevated level of service and rate parity from rail carriers
- Expand intermodal rail facilities
- Develop short-haul service to Central Valley

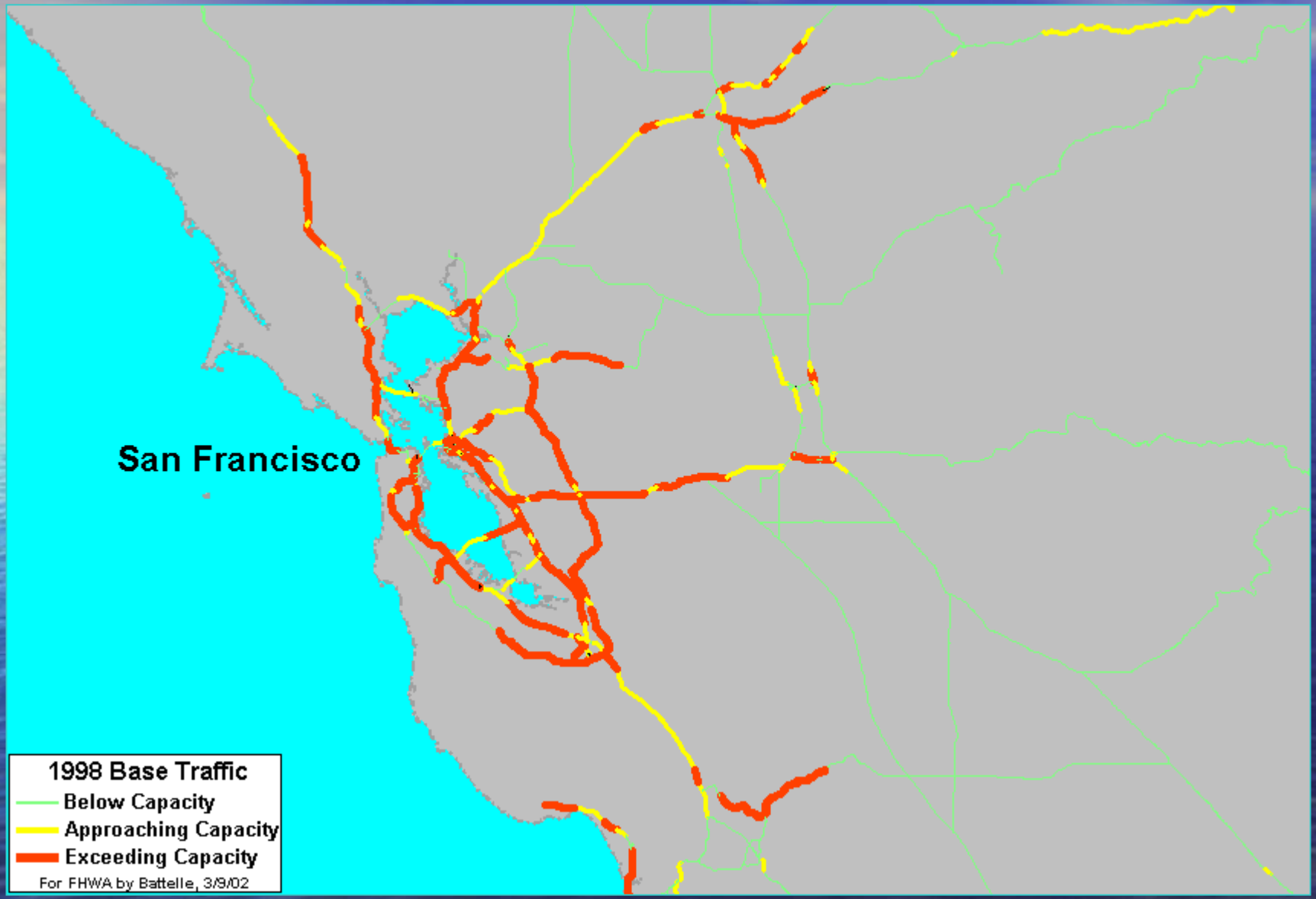


San Francisco

1998 Base Traffic

- Below Capacity
- Approaching Capacity
- Exceeding Capacity

For FHWA by Battelle, 3/9/02



San Francisco

2020 Base Traffic

- Below Capacity
- Approaching Capacity
- Exceeding Capacity

For FHWA by Battelle, 3/9/02



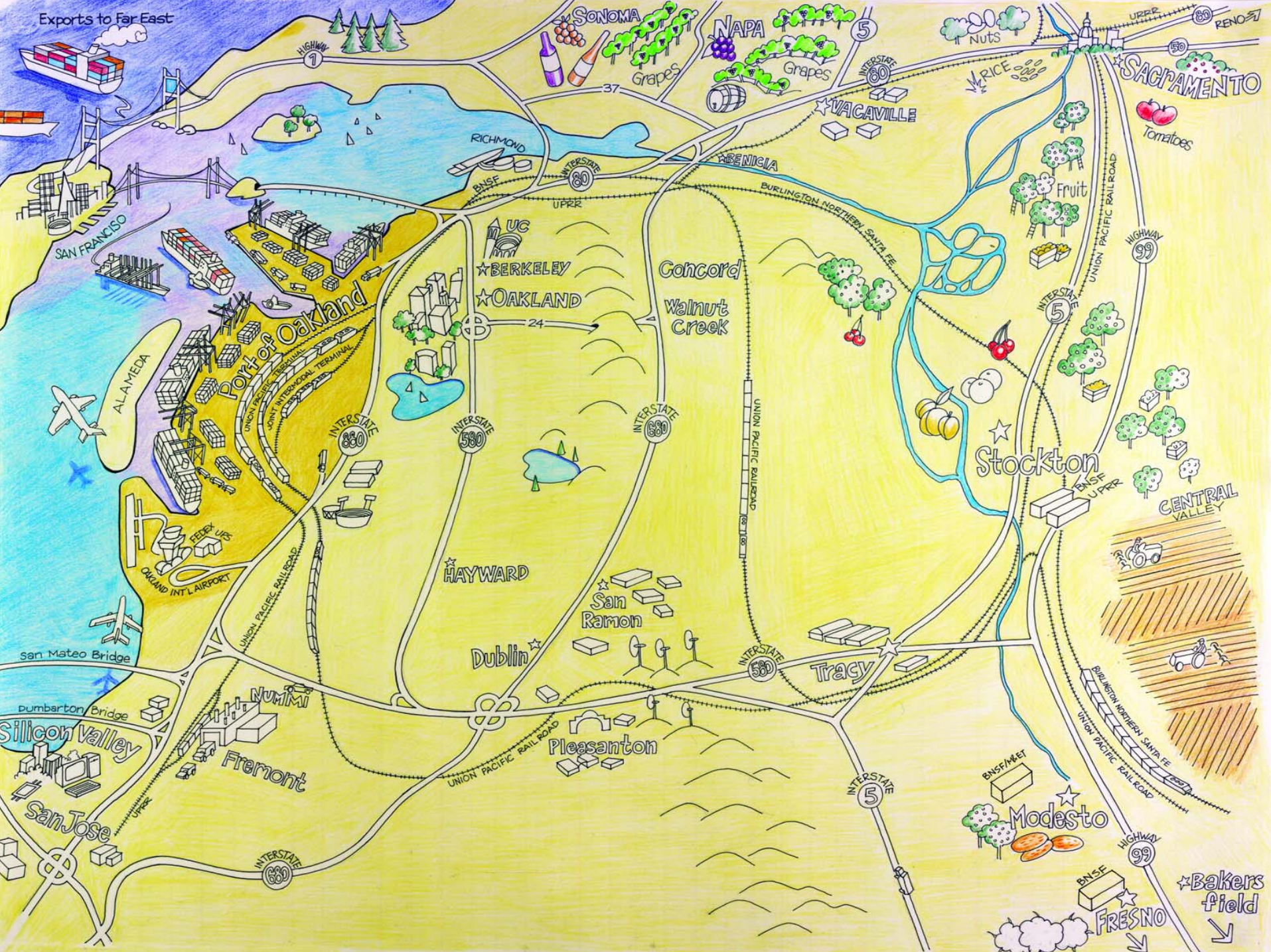
P&O

WILCOX
SPECIAL

Anheim St
Downtown
Pico Ave/Piers B-E

Bottlenecks create delay and high economic costs





Exports to Far East



HIGHWAY 1



SONOMA
NAPA

5



UPPER 80 RENO 71

SACRAMENTO



SAN FRANCISCO



Port of Oakland



UC

BERKELEY

OAKLAND

Concord

Walnut Creek

INTERSTATE 880

580

INTERSTATE 680

HAYWARD

San Ramon

Dublin

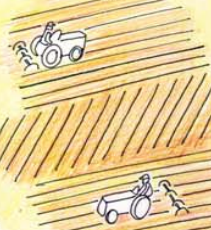
Pleasanton

Tracy

INTERSTATE 580

Stockton

CENTRAL VALLEY



San Mateo Bridge

Pumbarton Bridge

Silicon Valley

San Jose

NUMATI

Fremont

INTERSTATE 680

UNION PACIFIC RAILROAD

INTERSTATE 580

INTERSTATE 5

Modesto

HIGHWAY 99

BNSF

FRESNO

Bakersfield

FRESNO

CIRIS: The Port rail shuttle

- CIRIS has many forms
- Port – Central Valley rail shuttle
- Provides traffic congestion and air pollution relief

Making CIRIS work

- Central Valley point of service
- Rail carrier to provide daily service
- System administrator
- Viable market

CIRIS: Current status

- Federal earmark for infrastructure improvements
- Agreement among Shafter, Northwest Container and the Port
- Ongoing talks with the rail carriers

Next Steps

- Are railroads interested? Are they willing to provide the required service at startup and maturity?
- Who will take the initiative to seek funding and manage a demonstration project?

Questions?

For further information

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www.portofoakland.com

Ask Steve:

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