Port of Stockton

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The Port of Stockton (Port), California's largest inland deepwater port in acreage, is located in the Central Valley on the San Joaquin River just 75 nautical miles east of San Francisco's Golden Gate Bridge. It is the second busiest inland port after Portland on the West Coast. The Port lies within the Boggs Tract Community. Its strategic location, within one of the world's most productive regions, has made it an important distribution point for crop nutrients on the West Coast. Through the Base Realignment and Closure Act of 1990, the U.S. Navy's Rough and Ready Island was phased out of military use and acquired by the Port. More than 1,400 acres were transferred to the Port, greatly increasing their warehousing and storage operations. The Port is owned by a stand-alone agency created by the State of California and governed by a seven member Port Commission. Operations take place 24 hour a day, 7 days a week. The Port handles heavy steel, bulk, break-bulk, and containers. The Port is an economic generator for the region. It supports approximately 4,500 regionally and generated approximately $4.9 million in local tax revenue for 2011/2012.

Port Infrastructure

- The Port owns approximately 4,200 acres exceeded only in California by the Ports of Long Beach and Los Angeles
- Channel capacity—Panamax-size vessels partially loaded can sail into the Port at high tide

Channel depth	35 ft.
Land	2,000 acres
Deepwater berths	15
Mobile Harbor cranes	2
Barges	2

Port Trade Characteristics

Main Cargo Types

Break Bulk	Steel products, project cargo bagged fertilizer, rice, and lumber
Dry Bulk	Cement, fertilizer, sulfur, grain products, coal, and iron ore
Liquid Bulk	Molasses, anhydrous ammonia, fertilizer and feed oils.

- In 2012, the Port handled 1.74 million metric tons of imported products and 1.14 of exported products. Combined the Port handled nearly 2.9 million tons of cargo.

Port Trade Characteristics (Cont.)

- In 2012, the Port of Stockton in a public-private partnership with Union Pacific, added 5,825 feet of new railroad tracks to the east port interchange. This enabled the Port to add three bulk unit trains of export iron ore.
- The Port is designated as Foreign Trade Zone (FTZ #231). The FTZ allows imports and exports to be transshipped under certain conditions, to do minor manipulation, and be sorted without paying duties.
- In 2012 exports shipments surpassed imports for the first time in the Port's history.

Trading Partners 2012

Imports	Exports
Trinidad	China
Australia	Japan
Norway	Mexico
Indonesia	Australia
Malaysia	Brazil
Thailand	Hawaii
China	New Guinea
Netherlands	Chile

Leading Commodities

Imports	Exports
Liquid Fertilizer	Iron Ore
Molasses	Sulfur
Bulk Fertilizer	Beet Pellets
Cement	Coal
Anhydrous Ammonia	Wheat
Cottonseed	Beet Pellets
Barite	Project Cargo
Steel Products	
Soybean	
Palm Oil	

Transportation Planning Partners

- San Joaquin Council of Governments (SJCOG)
- Stanislaus Council of Governments
- Ports of Oakland and West Sacramento
- Maritime Administration (MARAD)

Port Issues

- Bottleneck issues: I-5, I-580, SR-99, SR-4, I-80
- Community impacts and environmental justice issues associated with port operations.
- Harbor Maintenance Tax funding for dredging and related infrastructure. Funds collected are being borrowed against to assist other federal programs and are not fully available for their intended purposes. California's ports contribute more funds than received.
- Limited capacity and intermodal connections
- Impact of Jones Act on viability of short sea shipping which requires cargo bound from one U.S. port to another to be carried on U.S. flag ships built in U.S.shipyards
- Unknown impacts of the Panama Canal Expansion opening in 2014

Port Projects

Marine Highway Project

In 2010, a $30 million Transportation Investment Generating Economic Recovery (TIGER) I grant was awarded to the Ports of Oakland, Stockton, and West Sacramento for the California Green Trade Corridor (Marine Highway Project). The project was for a waterborne shipping route among the three ports with container-on-barge service. The first phase was recently implemented in June 2013 with barge service between Port of Oakland and the Port of Stockton. Anticipated benefits include reduction of round-trip and overall truck miles traveled to/from distribution centers and port facilities in the area; improved logistics, enhanced air quality, congestion relief, reduction in pavement impacts, and increased safety. Grant funds were used to erect new harbor cranes, purchase and retrofit two barges, construction of a container and transfer yard, demolition of outmoded crane and boiler house building, and installation for on dock shore power (cold ironing).

Trade Corridors Improvement Fund (TCIF)

- SR 4 West Crosstown Freeway Extension
- San Francisco Bay to Stockton Ship Channel Deepening
- Sperry Road Extension

Other Port Projects

- BNSF grade separation ($7.2 million federal, $4.4 million state) – Construction began 2011, to be completed by 12/31/13
- Navy Drive Bridge ($12.2 million federal) – Construction 2014. Completion 2015
- Fresno Avenue SR 4 Widening Project, Construction 2013. Completion 2/2014
- Navy Drive Corridor Improvements, Design 2013-2014, Construction 2015-16
- MH 580 Overweight corridor improvements, Design 2013-14. Construction 2015-16
- Washington Street widening, Design Construction 2016-17
- Fyffe Avenue grade separation, Design Construction 2016-17
- Robert's Island Bridge Project, Design Construction 2016-17
- Railroad Bridge to Rough and Ready Island Replacement Project, Design Construction 2016-17

Surface Transportation Network Access Routes

I-5, SR 99, SR-4, South of I-80

Trucking

- Lack of STAA Terminal access to Bay Area SR-4
- Over 200 truck companies serve Port causing major congestion along I-5, SR-99,and I-580
- Conflicts between commuters and freight traffic in this urban, fast-growing areas
- Shortages in resources including truck chassis, cold storage facilities, and concerns over shortage of qualified drivers

Environment

- The Port focuses on energy related cargos, e.g. large transformers and windmill components
- The Port uses "Green Diesel" and electric trains, saving 20-40% in fuel
- The Port has updated its entire fleet of diesel and propane powered equipment by installing diesel particulate matter filters on diesel powered equipment, retired older models in their flett and purchased newer, cleaner models
- On-dock equipment, e.g. electric cars, natural gas, and electric forklifts, reduce Nitrogen Oxides (NOx) and diesel particulates by 80%
- EPA Clean Air grant for state-of-the art locomative operating between the Port and Lodi

Caltrans Focus Areas

- Containerized cargo growth is expected to generate substantial truck and rail traffic
- Improvements to truck routes accessing Port
- Air pollution, health impacts, and quality-of-life issues within neighboring Port communities from diesel engine emissions from non-station sources

Rail

Class I

- Burlington Northern Santa Fe (BNSF) Railway
- Union Pacific (UP) Railroad

Shortline

- Stockton Terminal and Eastern Railroad
- Central California Traction Company
- More than 100 rail cars access the Port daily via the Central California Traction Railroad
- UP Lathrop and BNSF Mariposa are nearby key intermodal freight rail facilities

Rail Projects

- Clean Air Projects – San Joaquin Valley $5 million EPA Grant. Purchased one Genset state-of-the art locomotive for operations between Port and Lodi. Will be purchasing two more locomotives.
- Port, UP, and Metro Ports recently completed a loop of 5,828 feet of track enabling Port to increase capacity to six unit trains per week.
- Port is seeking $15 million for 6 new yard tracks of 15,000' for manifest business.

Sources and Additional Information

American Association of Port Authorities (AAPA): http://www.aapa-ports.org/home.cfm
California Association of Port Authorities: http://www.californiaports.org/
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