

RFID AT PORT OF OAKLAND



Wireless Communications

Alliance

August 15, 2006



Port of Oakland

- Established in 1927 as an independent agency for the City of Oakland
- Financially self-supporting, not supported by taxes.
- Early Pioneer in Containerization
- Northern California's preeminent container port and "Economic Engine" for Northern California and the Western Central States

RFID Technology

The Port of Oakland is about to embark on a trial program with Radio Frequency Identification tags on trucks.

PHASE 1

- Purchase of tags and readers from WhereNet
- Mount 1200 tags on mirrors inside the cabs of trucks
- Place readers at three key ingress/egress points

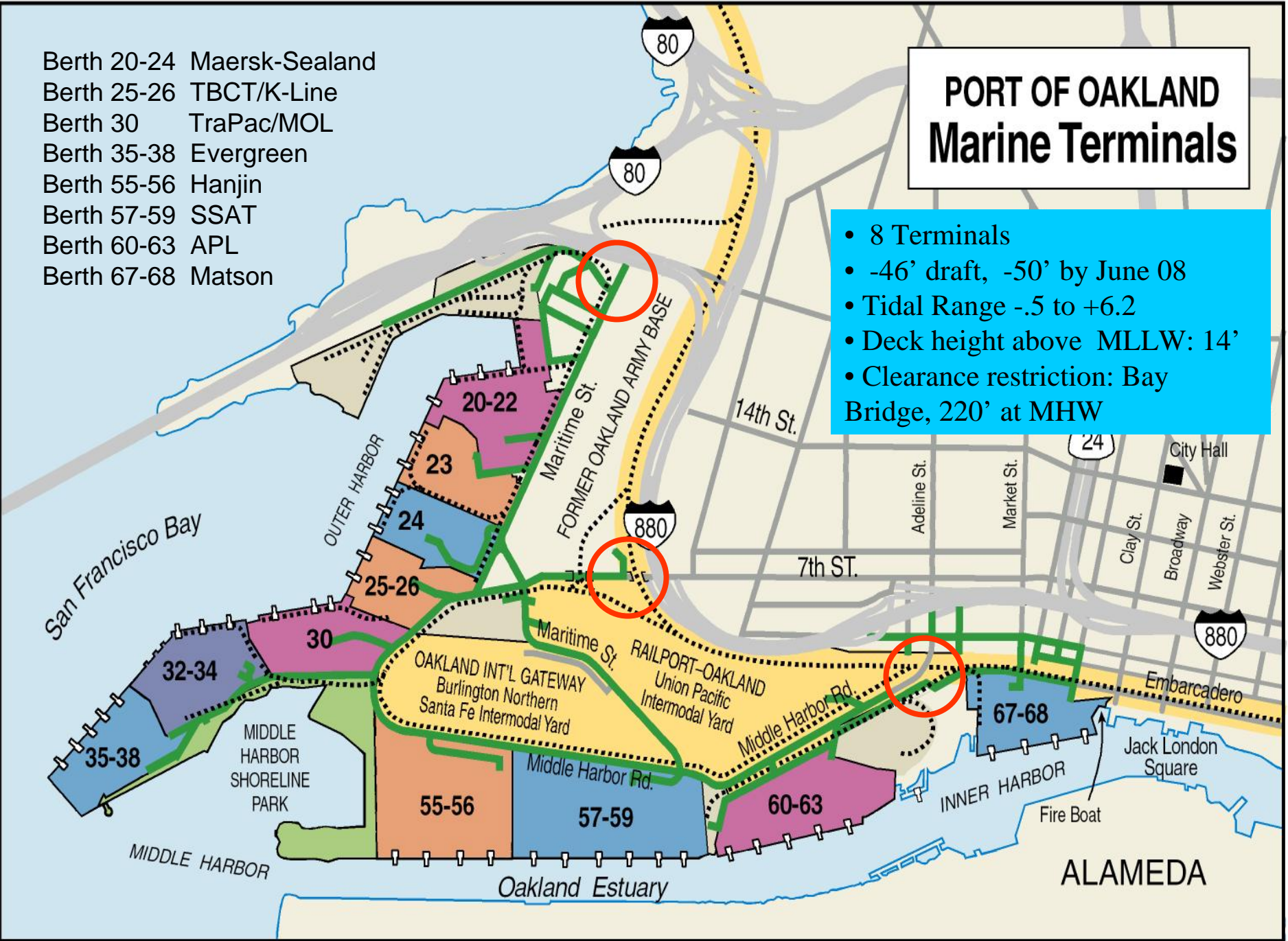
PHASE 2 (Optional)

- Place readers along major highway approaches (80, 880, 580)
- Terminals can mount readers at their gate to integrate with management systems. In concert with truck driver ID cards and OCR to automate gate.

Berth 20-24 Maersk-Sealand
 Berth 25-26 TBCT/K-Line
 Berth 30 TraPac/MOL
 Berth 35-38 Evergreen
 Berth 55-56 Hanjin
 Berth 57-59 SSAT
 Berth 60-63 APL
 Berth 67-68 Matson

PORT OF OAKLAND Marine Terminals

- 8 Terminals
- -46' draft, -50' by June 08
- Tidal Range -.5 to +6.2
- Deck height above MLLW: 14'
- Clearance restriction: Bay Bridge, 220' at MHW



Why RFID??

Benefits

- **Increased security by identifying all trucks on port property**
- **Enhancement of terminal gate efficiency, reducing manpower needs and limiting input errors.**
- **Faster gates mean less congestion and improved air quality**
- **Infrastructure management**

Costs

- **Tags are \$50 each with self installation**
- **Data base support and system integration: TBD**



PORT OF OAKLAND

THANK YOU

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