

Oakland International Container Terminal At Berth Terminal Plan

This terminal plan has been prepared pursuant Section 93130.14(a)(3) of the Airborne Toxic Control Measure for Auxiliary Diesel Engines Operated on Ocean-Going Vessels At Berth in a California Port.

1. GENERAL INFORMATION	
Terminal Contact Name: Jim Rice	
Phone Number: 510-238-4401	Email: jim.rice@SSAMarine.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u> *
1. Berth 55	1. 37°47'54.60"N, 122°19'21.84"W
2. Berth 56	2. 37°47'51.33"N, 122°19'08.98"W
3. Berth 57	3. 37°47'47.46"N, 122°18'53.98"W
4. Berth 58	4. 37°47'44.06"N, 122°18'40.33"W
5. Berth 59	5. 37°47'40.85"N, 122°18'27.96"W
<i>*The number of berths on a terminal and the spatial positioning of berths are dependent on vessel size; thus, the geographic boundary coordinates are approximates only.</i>	
2. STRATEGY DETAILS	
<i>Strateg(ies) used to comply with the requirements for ocean-going vessels visiting each berth:</i>	
<ol style="list-style-type: none"> 1. Use existing shore power equipment. The Port may install an additional shore power outlet at Berth 55 to provide greater flexibility for berthing arrangements. The new outlet may be either fixed (concrete vaults set in the wharf) or mobile (outlet can move laterally along a track installed on face of wharf). 2. Use existing shore power equipment 3. Use existing shore power equipment 4. Use existing shore power equipment 5. Use existing shore power equipment. The Port may install an additional shore power outlet at Berth 59 to provide greater flexibility for berthing arrangements. The new outlet may be either fixed (concrete vaults set in the wharf) or mobile (outlet can move laterally along a track installed on face of wharf). 	
2.1 Shore Power	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. 6.6 kV substation	1. Berth 55
2. Three fixed shore power outlets	2. Berth 55
3. 6.6 kV substation	3. Berth 56
4. 12.47 kV distribution switchgear	4. Berth 56, co-located with substation
5. Four fixed shore power outlets	5. Berth 56
6. 6.6 kV substation	6. Berth 57
7. Four fixed shore power outlets	7. Berth 57
8. 6.6 kV substation	8. Berth 58
9. 12.47 kV distribution switchgear	9. Berth 58, co-located with substation

10. Four fixed shore power outlets	10. Berth 58
11. 6.6 kV substation	11. Berth 59
12. Three fixed shore power outlets	12. Berth 59
Number of vessels expected to use this strategy (annual): 235, based on 2020 data	
Number of vessel visits expected to use this strategy (annual): 764, based on 2020 data	
<i>Berths where equipment will be used:</i> <ol style="list-style-type: none">1. Berth 552. Berth 563. Berth 574. Berth 585. Berth 59	
<i>Schedule for installing equipment: The existing shore power system is complete. If the Port decides to move forward with two new shore power outlets at Berth 55 and 59, the currently estimated timeline for completion is late 2023.</i>	

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

Are there any terminal or port specific berthing restrictions? If yes, please describe.

No restrictions.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Port

Port of Oakland is responsible for:

- Certain maintenance and repair of all landside shore power equipment and infrastructure
- Commissioning vessels per international standard (IEEE/IEC 80005-1)

Terminal Operator

SSA Terminals, LLC is responsible for:

- Minor maintenance as set forth in Port Tariff 2A
- Scheduling ship visits
- Making berthing arrangements such that the shipside shore power equipment lines up with landside shore power plugs
- Providing labor to connect/disconnect the vessels within the timeframes prescribed by the regulation
- Providing labor to turn on power to vessel once connected

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe.

No, the infrastructure is complete.

Port approval of responsibilities:

The Port's responsible officer confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 4 of this At Berth Terminal Plan and agrees to them under penalty of perjury. The Port does not make any representations or attestations about the accuracy, feasibility, or legality of the Terminal Operator's proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: Bryan Brandes

Title: Maritime Director

Port: Port of Oakland

Signature:

Date:

11/15/2021

5. SIGNATURE OF TERMINAL OPERATOR

By signing below, the Terminal Operator's responsible officer confirms under penalty of perjury that he/she has reviewed this At Berth Terminal Plan and is submitting this At Berth Terminal Plan as SSA Terminals, LLC compliance strategy for the At Berth Regulation. SSA Terminals, LLC understands this plan is subject to verification by CARB staff.

Name: Jim Rice

Title: General Manager

Signature:

Date:

11/17/21