

TraPac 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: Brian Bauer	
Phone Number: 510-286-8602	Email: bbauer@trapac.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:*</u>
1. Berth 25-26	1. 37°48'41.58"N, 122°19'16.85"W
2. Berth 30	2. 37°48'36.98"N, 122°19'30.98"W
3. Berth 32-33	3. 37°48'38.59"N, 122°19'47.29"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>	
For all three berths in this Plan, Berth 25-26, Berth 30 and Berth 32-33:	
The primary strategy for compliance by the terminal will be connection to shore-side power. All berths operated by TraPac have been equipped with shore power vaults, as indicated in Section 2.1 below. TraPac will take all necessary and reasonable steps within its control to ensure the berth is ready and available to connect all vessels to shore power.	
Note that some vessels are not equipped with Alternative Marine Power (AMP) capabilities onboard, so the shipping line has acquired AMP containers to enable the vessel to connect to shore power. These containers are stored on the terminal property, and TraPac will assist the vessel in loading the container onto the vessel. The vessel is responsible for connecting the AMP container to the vessel.	
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 25-26
2. 12.47 kV distribution switchgear	2. Berth 25-26, co-located with substation
3. Three fixed shore power outlets	3. Berth 25-26
4. 6.6 kV substation	4. Berth 30
5. Three fixed shore power outlets	5. Berth 30
6. 6.6 kV substation	6. Berth 32-33
7. Three fixed shore power outlets	7. Berth 32-33
Number of vessels expected to use this strategy (annual): 78, based on 2020 data	
Number of vessel visits expected to use this strategy (annual): 220, based on 2020 data	

Berths where equipment will be used:

1. Berth 25-26
2. Berth 30
3. Berth 32-33

Schedule for installing equipment: none – all installation complete

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; keeping landside equipment in good operating condition
- Commissioning vessels per international standard (IEEE/IEC 80005-1)

Terminal Operator

TraPac is responsible for:

- Minor maintenance of shore power equipment as identified in Port Tariff 2A
- Scheduling ship visits
- Making berthing arrangements such that the ship-side 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
- Providing ILWU labor to load and unload AMP containers.

Vessel:

- Ensure vessel crew are fully trained for AMP processes
- Engage outside consultant when training required
- Vessel Crew to plug/unplug all vessel connections and/or AMP container
- Ensure all vessels systems have been inspected and in good working order prior to arrival
- Engage tugboat services to meet designated arrival and departure times
- Purchase and ensure AMP containers are available and in good working order

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

The infrastructure is complete; there are no contractual limitations applicable to installation of infrastructure.

In accordance with Port Tariff 2A, the Port of Oakland is responsible for maintenance and repair of all landside shore power equipment and infrastructure; keeping landside equipment in good operating condition and TraPac is responsible for minor maintenance of shore power equipment.

TraPac has contractual obligations to the ILWU regarding hours of availability and work stoppages. (See e.g., Pacific Coast Longshore Contract)

Some vessel lines have arranged for AMP cable reel containers to be used on vessels that do not have built in cable reels. TraPac stores the AMP containers on site and will help to load the containers on the vessel. The shipping lines are responsible for maintenance of the containers and connection to the vessel.

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:

11/22/2021

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 TraPac's compliance strategy for the At Berth Regulation. TraPac understands this plan is subject to verification by CARB staff.

Name: Brian Bauer

Title: Vice President & General Manager

Signature:

Date:

11/19/21