

Port of San Francisco & Pasha Automotive Services At Berth Port Plan

This At Berth Port Plan has been prepared pursuant Section 93130.14(b)(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

Port Contact Name: Shannon Alford, Sr. Environmental Planner

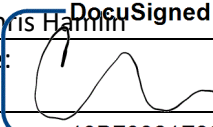
Phone Number: 415-336-0888 (Cell) | Email: Shannon.Alford@sfport.com

Terminals Included in this Plan:

<u>Name:</u>	<u>Geographic Boundary Coordinates:</u>		
Pier 80	Berths	Latitude	Longitude
	A	37.74827051195101	122.38318784910142
	B	37.748584396230996	122.3782740425806
	C	37.75076458273299	122.37597807184815
	D	37.75215579657744	122.37856372113094

2. TERMINAL DETAILS

Terminal details can be found on the subsequent pages.

2.1. [Name of Terminal Operator – Pasha Automotive Services]	
<i>Identification and description of which strateg(ies) the terminal will use for compliance:</i>	
<p>Pasha Automotive Services (“PAS”) and the Port of San Francisco (“POSF”) plan to facilitate up to 2 compliance strategies at Pier 80 based on commercial viability: barge-based or shore side bonnet and/or an alternative emission control strategy utilizing energy from hydrogen fuel cells for a vessel shore power plug-in. At the time of this document submission, the POSF does not have shore power infrastructure in its annual budget for Pier 80. Should this change in the next fiscal year(s) to be completed prior to the compliance start date for roll-on/roll-off vessels of January 1, 2025, POSF will advise CARB and work with PAS to mitigate any construction-related interruptions to operations.</p>	
<i>Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:</i>	
<ul style="list-style-type: none"> - Barge-based or shore side bonnet to capture vessel emissions. - Hydrogen fuel cells delivered to the terminal by truck to provide vessels with shore power; there is no on-terminal infrastructure needed for this compliance strategy. 	
<i>Schedule for installing equipment and/or any necessary construction projects:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
1. Barge-based or shore side bonnet	1. December 2024
2. Hydrogen fuel cells for vessel plug-in	2. June 2024
<i>Division of responsibilities for enacting infrastructure:</i>	
<p>POSF and PAS are jointly analyzing the cost/benefit of a barge-based or shore side bonnet to capture emissions. If POSF and PAS jointly determine that the barge-based or shore side bonnet equipment is not economically viable due to infrequent or irregular vessel visits to Pier 80, the hydrogen fuel cell technology will prevail as the sole solution for at-berth compliance. PAS owns the relationship with the hydrogen energy provider and would facilitate delivery to the terminal.</p>	
<i>Terminal Operator approval of responsibilities:</i>	
Name: Chris Hamlin	DocuSigned by: Title: Senior Vice President
Signature: 	Date: 12/1/21

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3. PORT-SPECIFIC BERTHING RESTRICTIONS

[write "none" if there are none; otherwise:]

Terminal:

1. Berth A
2. Berth B
3. Berth C
4. Berth D

Berthing Restriction:


1. Currently used for DOD MARAD vessel berthing
2. Currently used for DOD MARAD vessel berthing
3. Current ro-ro berth
4. Not available for ro-ro berthing due to shallow depth

4. SIGNATURES

The Port's responsible officer confirms by signing below that he/she has reviewed the division of responsibilities between the Port and the Terminal Operators that are identified in this At Berth Port 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 any of the Terminal Operators' proposed compliance strategies set forth in this At Berth Port Plan.

Name: Andre Coleman

Title: Maritime Director, Port of San Francisco

Signature: 

Date: 12/1/21