

Port of Oakland 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: [Bryan Brandes](#)

Phone Number: [510-627-1243](#)

Email: bbrandes@portoakland.com

Terminals Included in this Plan:

Name:

1. Ben E. Nutter Terminal (Everport)
2. Oakland International Container Terminal
3. Matson Terminal
4. TraPac Terminal

Geographic Boundary Coordinates:

1. 37° 48' 25.2" N, 122° 20' 14.5" W
2. 37° 47' 54.0" N, 122° 18' 49.2" W
3. 37° 47' 43.3" N, 122° 17' 56.7" W
4. 37° 48' 32.9" N, 122° 19' 25.5" W

2. TERMINAL DETAILS

Terminal details can be found on the subsequent pages.

2.1. Ben E. Nutter Terminal (Everport Terminal Services, LLC)

Identification and description of which strategies the terminal will use for compliance:

The primary means of compliance will be shore power, using the shore power system already installed and owned by the Port of Oakland.

Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:

No construction or equipment purchase is needed for the shore power system.

Schedule for installing equipment and/or any necessary construction projects: *None needed.*

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

Everport Terminal Services, LLC is responsible for:

- Minor maintenance as set forth in Port Tariff 2A
- 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

Terminal Operator approval of responsibilities:

The responsible officer of the **Ben E. Nutter Terminal** confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.1 of this At Berth Port Plan and agrees to them under penalty of perjury.

Name: **Michael Andrews**

Title: **Terminal Manager**

Signature:



Date:

11/18/21

2.2. Terminal Berth 63 (SSA Terminals, LLC)

Identification and description of which strategies the terminal will use for compliance:

The primary means of compliance will be shore power, using the shore power system installed by the previous tenant and currently maintained by SSA Terminals, LLC.

Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:

No construction or equipment purchase is needed for the shore power system.

*Schedule for installing equipment and/or any necessary construction projects: **None needed.***

Division of responsibilities for enacting infrastructure:

Port:

The Port has no shore power responsibilities at the Matson Terminal.

Terminal Operator:

SSA Terminals, LLC is responsible for:


- Maintenance and repair of all landside shore power equipment and infrastructure
- Commissioning vessels per international standard (IEEE/IEC 80005-1). SSA Marine may hire the Port of Oakland to conduct the commissionings, at their discretion.
- 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

Terminal Operator approval of responsibilities:

The responsible officer of **Matson Terminal** confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.2 of this At Berth Port Plan and agrees to them under penalty of perjury.

Name: **Chris Hurley**

Title: **General Manager**

Signature: 

Date: **11-15-21**

2.3. Oakland International Container Terminal (SSA Terminals, LLC)

Identification and description of which strategies the terminal will use for compliance:

The primary means of compliance will be shore power, using the shore power system already installed and owned by the Port of Oakland.

Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:

No construction or equipment purchase is needed for the shore power system. However, the Port is analyzing whether to install two additional shore power outlets, one at Berth 55 and one at Berth 59. These two berths currently have three shore power outlets each, whereas Berths 56, 57, and 58 each have four outlets. The Port may choose to install either conventional, fixed shore power vaults, or a new technology with mobile outlets that can move laterally along the face of wharf to maximize flexibility in berthing arrangement.

Schedule for installing equipment and/or any necessary construction projects:

| <u>Project:</u> | <u>Estimated Completion Date:</u> |
|---|---|
| 1. Additional shore power outlets at Berths 55 & 59 | 1. If the Port decides to install additional outlets, the currently estimated timeline for completion is late 2023. |

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:

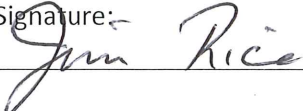
- Minor maintenance as set forth in Port Tariff 2A
- Scheduling ship visits
- Making berthing arrangements such that the shipside shore power equipment lines up with landside shore power plugs
- Providing labor to connect/disconnect the vessels within the timeframes prescribed by the regulation
- Providing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

Terminal Operator approval of responsibilities:

The responsible officer of **Oakland International Container Terminal** confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.2 of this At Berth Port Plan and agrees to them under penalty of perjury.

Name: **Jim Rice**

Title: **Terminal Manager**

Signature: 

Date: **11/17/21**

2.4. TraPac

Identification and description of which strategies the terminal will use for compliance:

The primary means of compliance will be shore power, using the shore power system already installed and owned by the Port of Oakland.

Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:

No construction or equipment purchase is needed for the shore power system.

Schedule for installing equipment and/or any necessary construction projects: *None needed.*

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:

TraPac is responsible for:

- Minor maintenance as set forth in Port Tariff 2A
- 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

Terminal Operator approval of responsibilities:

The responsible officer of TraPac Terminal confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.3 of this At Berth Port Plan and agrees to them under penalty of perjury.

Name: Brian Bauer

Title: Vice President & General Manager

Signature: 

Date: 11/19/21

3. PORT-SPECIFIC BERTHING RESTRICTIONS

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

| Terminal: | Berthing Restriction: |
|---|-----------------------|
| 1. Ben E. Nutter | 1. none |
| 2. Terminal Berth 63 | 2. none |
| 3. Oakland International Container Terminal | 3. none |
| 4. TraPac | 4. none |

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: Bryan Brandes

Title: Maritime Director

Signature:



Date:

11/15/2021

Ben E. Nutter Terminal (Everport Terminal Services) 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: Michael Andrews | |
| Phone Number: 510-208-8803 | Email: mandrews@everport-terminals.com |
| <i>Berths Included in this Plan:</i> | |
| <u>Name:</u> | <u>Approximate Geographic Boundary Coordinates:</u> * |
| 1. Berth 35 | 1. 37°48'30.09"N, 122°20'15.89"W |
| 2. Berth 37 | 2. 37°48'24.50"N, 122°20'26.83"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 2. Use existing shore power equipment | |
| 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 35 |
| 2. 12.47 kV distribution switchgear | 2. Berth 35, co-located with substation |
| 3. Two fixed shore power outlets | 3. Berth 35 |
| 4. 6.6 kV substation | 4. Berth 37 |
| 5. Two fixed shore power outlets | 5. Berth 37 |
| Number of <u>vessels</u> expected to use this strategy (annual): 45, based on 2020 data | |
| Number of vessel <u>visits</u> expected to use this strategy (annual): 140, based on 2020 data | |
| <i>Berths where equipment will be used:</i> | |
| <ol style="list-style-type: none"> 1. Berth 35 2. Berth 37 | |
| <i>Schedule for installing equipment:</i> none – all installation complete | |
| 3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS | |
| <i>Are there any terminal or port specific berthing restrictions? If yes, please describe.</i> | |
| 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

Everport Terminal Services, LLC is responsible for:

- Minor maintenance as set forth in Port Tariff 2A
- Making berthing arrangements such that the ship-side shore power equipment lines up within three feet of 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:

11/18/2021

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 Everport Terminal Services, LLC's compliance strategy for the At Berth Regulation. Everport Terminal Services, LLC understands this plan is subject to verification by CARB staff.

Name: Michael Andrews

Title: Terminal Manager

Signature:

Date:

11/19/21

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 |
| *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. | |
| 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

Terminal Berth 63 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: Chris Hurley | |
| Phone Number: 510-446-2403 | Email: chris.hurley@SSAMarine.com |
| <i>Berths Included in this Plan:</i> | |
| <u>Name:</u> 1. Berths 60-63 | <u>Approximate Geographic Boundary Coordinates:*</u> 1. 37°47'37.87"N, 122°18'01.87"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 approximate only.</i> | |
| 2. STRATEGY DETAILS | |
| <i>Strateg(ies) used to comply with the requirements for ocean-going vessels visiting each berth:</i> | |
| 1. Use existing shore power equipment, installed by previous tenant | |
| 2.1 Shore Power | |
| <i>Identification and description of all necessary equipment:</i> | |
| <u>Equipment:</u> 1. 6.6 kV substation 2. 12.47 kV distribution switchgear 3. One fixed shore power outlet 4. Two fixed shore power outlets | <u>Location:</u> 1. Berth 61/62 2. Berth 61/62, co-located with substation 3. Berth 61 4. Berth 62 |
| Number of vessels expected to use this strategy (annual): 6, based on 2020 data | |
| Number of vessel visits expected to use this strategy (annual): 108, based on 2020 data | |
| <i>Berths where equipment will be used:</i> | |
| 1. Berths 60-63 | |
| <i>Schedule for installing equipment:</i> none – all installation complete | |

| 3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS |
|--|
| <i>Are there any terminal or port specific berthing restrictions? If yes, please describe.</i> |
| No restrictions. |

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Port

Port of Oakland has no shore power responsibilities at this terminal.

Terminal Operator

SSA Marine is responsible for:

- Maintenance and repair of all landside shore power equipment and infrastructure
- Commissioning vessels per international standard (IEEE/IEC 80005-1). They may hire the Port of Oakland for vessel commissionings, at SSA's discretion
- 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

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

Name: Chris Hurley

Title: General Manager

Signature:

Date:

11-15-21

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