



**PORT OF OAKLAND MARINE TERMINAL
IDLING TRUCKS**

Effective July 1, 2003

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SUBJECT: MARINE TERMINAL IDLING TRUCKS GUIDELINES

The following inspection guidelines outline how the District enforces the provisions of California Health and Safety Code Section 40720, which limits truck idling at facilities operated by marine terminal operators (MTOs) (Exhibit 1). The guidelines are designed to ensure complete and accurate investigations by District staff of idling or queuing trucks at marine terminals, to provide compliance assistance to MTOs and trucking operations in the Bay Area, and to increase public understanding of District requirements and policies regarding enforcement of truck idling restrictions.

1. AUTHORITY AND REFERENCES

California Health and Safety Code Section 40720 was added by Assembly Bill (AB) 2650, which was introduced by Assemblyman Alan Lowenthal (Long Beach) to address air quality issues associated with idling or queuing trucks at California ports. The bill was signed in September 2002 and became effective January 1, 2003.

2. APPLICABILITY

Section 40720(a) requires each MTO at California ports that process 100,000 or more containers annually to operate in a manner that does not cause trucks to idle or queue for more than 30 minutes while waiting to enter a marine terminal ("30 minute idle or queue requirement"). The Port of Oakland is the only qualifying port within the jurisdiction of BAAQMD. All the MTOs at the Port of Oakland process more than 100,000 containers per year.

3. COMPLIANCE OPTIONS

Each MTO at the Port of Oakland (see Exhibit 2) must implement at least one of the following options to comply with the provisions of Section 40720:

A. Appointment System – Section 40720(g)

An MTO may implement a scheduling or appointment system with a specified time for trucks to enter the terminal. Any MTO choosing this option must meet all of the following requirements:

- Appointments must be provided on a first-come, first-served basis.
- Appointments must last at least 60 minutes and are to be continuously staggered throughout the day.
- Motor carriers that conduct transactions at the marine terminal must not be discriminated against any in scheduling of appointments.
- Double transactions must not be interfered with once a motor carrier is inside a terminal gate.
- Motor carriers who miss appointments cannot be turned away or fined.

If an MTO implements an appointment system, the MTO is subject to the requirements of the 30 minute queue requirement only for the trucks that use the system and that idle or queue for more than 30 minutes while waiting to enter the gate into the marine terminal. Once the truck enters the marine terminal, the 30 minute requirement does not apply (See Inspection Procedures in Section 5 below.)

B. Extended Gate Hours

Alternatively, an MTO may choose to operate specified variations of fully staffed receiving and delivery gates in order to not be subject to the provisions of the 30 minute idle or queue requirement. This option requires the MTO to operate its gates in one of the following manners:

1. Fully-Staffed Gate, Peak Commuter Hours - Section 40720(b)

Operate fully staffed receiving and delivery gates two hours prior to and two hours after the peak commuter hours each day for at least five days per week. The District will use the following interpretations of “fully staffed” and “peak commuter hours”.

- Fully Staffed: refers only to the staffing of the receiving and delivery gates.
- Peak Commuter Hours: are the high-occupant vehicle (HOV) hours on Interstate 80. These are 5 am to 10 am and 3 pm to 7 pm.

OR

2. Fully-Staffed Gate, 65 Hours - Section 40720(c)

Operate fully staffed receiving and delivery gates, open for all transactions, for 65 hours, five days per week, and be located at a port that processes less than 3 million containers (20-foot equivalent units (TEUs) annually. This option is available to the MTOs at the Port of Oakland because port throughput is less than 3 million TEUs per year.

OR

3. Fully-Staffed Gate, 70 Hours - Section 40720(d)

Operate fully staffed receiving and delivery gates for 70 hours, five days per week, and be located at a port that processes more than 3 million containers (20-foot equivalent units (TEUs) annually. This option is not currently available to MTOs at the Port of Oakland.

C. 30-Minute Queue – Section 40720(a)

For MTOs that choose not to implement a scheduling or appointment system, or operate with extended gate hours, the 30-minute idle or queue time limit requirement will apply. These MTOs must operate in a manner that does not cause trucks to idle or queue for more than 30 minutes while waiting to enter the terminal gate. Under this compliance option, the MTO will be in violation of the 30-minute idle or queue time limit for any truck that is not processed through the terminal entry gate in 30 minutes.

Bobtail trucks (vehicles without a trailer) will proceed to the head of the queue because they are not required to wait in line. Therefore, bobtail trucks will not be counted as part of the 30 minute idle or queue time limit requirement.

4. SAFETY

Inspectors will have their District identification available at all times while at the Port of Oakland. Inspectors will maintain a maximum distance between themselves and moving trucks while preserving visibility to the truckers. Inspectors will utilize any equipment necessary to ensure their safety, such as brightly colored safety vests, District-issued Inspector jackets, safety glasses, binoculars, respirators, vehicle headlights, vehicle hazard lights or portable flashing amber lights.

Inspectors will follow the applicable Division Health and Safety Programs, and particularly Section 5 of the Respiratory Protection Program, Respirator/Site Evaluation:

“Where it is impractical or unfeasible to conduct air monitoring, the Inspector or his/her supervisor may require the use of respiratory protection if he/she believes there may be exposure to hazardous materials that may be detrimental to the Inspector’s health and safety.”

5. INSPECTION PROCEDURES

Where extended gate hours are not utilized, inspection procedures to determine compliance with the 30-minute queue requirement will be implemented. If the Inspector suspects that a potential violation of the 30-minute idle or queue is occurring, the Inspector will institute the idle or queue inspection procedures immediately (see Section B. below).

A. Surveillance Screen

Periodically, Inspection staff assigned to the Port of Oakland visually monitor truck queues outside of the MTO at the Port of Oakland as a matter of their weekly routine. Inspection staff will conduct random surveillance screens at the Port of Oakland during days and times of the week when traffic patterns are typically heavy. The surveillance consists of a visual assessment of truck queues at the terminal gates. If a queue appears to be excessively long or does not appear to be moving at all, the Inspector may elect to conduct an idle or queue inspection.

B. Idle or Queue Inspection

When a marine terminal fails to pass the surveillance screen (see Section 5A above) a queue inspection will be conducted. The “Idling Truck” Inspection Form (see Exhibit 3) should be used to document the trucks in the queue for a possible violation. The Inspector may complete an inspection form for each queue.

The Inspector will identify the truck at the end of the line (queue) by the front license plate number and the cargo container identification information. The Inspector will begin a 30-minute countdown recording the start time on the inspection form. If the truck identified as last in line enters the terminal before the 30-minute time period expires, the terminal is in compliance with the 30-minute idle or queue requirement and the inspection will end.

If the last truck has not entered the gate at the end of the 30-minute countdown period, the Inspector will document the following information for each truck that enters the terminal ahead of the last truck:

- The time the truck enters the terminal
- The truck's front license plate number/the cargo container number or other unique identifier
- Whether the truck has an appointment.

Each truck in the queue that is ahead of the truck identified as last in the line will be counted as being in excess of the 30-minute idle or queue limit. The last truck will also be counted as being in excess of the 30-minute idle or queue limit.

If any truck in the queue displays an appointment placard or the MTO verifies that a specific truck has an appointment, the truck should be recorded on the Inspection Form with its appointment time under the "Appointment" column. Once an Inspector has determined that a terminal is in excess of the 30-minute idle, or queue limit, an investigation will be conducted. Trucks entering the terminal after the last truck will not be counted as part of the on-going investigation, unless the Inspector documented start times for those trucks.

A terminal may also violate Section 40720 by attempting to circumvent the 30-minute limit. The Inspector should be alert for and document any actions by a marine terminal to change their operations for the sole purpose of avoiding a violation. These actions may include but are not limited to:

- Moving idling or queuing trucks from outside the terminal to inside the terminal yard.
- Instructing truckers to circle the inside of the terminal yard multiple times before servicing them.
- Sending truckers to the end of the terminal yard where they must wait for long periods of time before being serviced.

C. Investigation

When an inspection indicates a potential violation of Section 40720, an investigation of the facts and circumstances giving rise to the potential violation must be conducted.

The Inspector will meet with the appropriate marine terminal staff and review the compliance option chosen by the MTO. The Inspector will collect specific information regarding the reason or cause for a delay of more than 30 minutes and determine if any of the trucks in potential violation had an appointment. Gate pass information for each truck in

violation should be collected, which should give the time the truck driver was processed into and out of the terminal.

The Inspector will also conduct interviews at trucking firms affected by the delays, if needed.

All MTOs at the Port of Oakland track truck traffic by the cargo container number. Some MTOs track the trucks by the vehicle license number, cargo container number and/or chassis number. If the potential violation occurred at an MTO that chose the appointment system compliance option, the MTO shall be cited only for a truck that has:

- Made use of the appointment system and had a valid appointment, and
- Has idled or queued for more than 30 minutes while waiting to enter the gate into the terminal; and
- The 30-minute countdown period commenced from the start of the appointment or from the time the truck arrived, whichever was later.

Prior to the issuance of a Notice of Violation (NOV), an Inspector will consult with the area Supervising Air Quality Inspector or Air Quality Program Manager. The MTO is **not** in violation if the investigation indicates a delay resulting in a potential violation was caused by any of the following:

- Act of God
- Strike
- Declared state or federal emergency, or
- District finding that an unavoidable or unforeseeable event caused trucks to idle for more than 30 minutes while waiting to enter the gate into the marine terminal.

6. NOTICE OF VIOLATION

Any NOV that is issued to an MTO will cite a violation of Section 40720(a) and shall include the average amount of time elapsed for all trucks documented greater than the 30-minute requirement, the truck license plate number or other unique identifier, which may include but is not limited to, the cargo container number, the name of the marine terminal and port at which the violation occurred and the date and time of the violation. The number of violations (one per truck exceeding the 30-minute idle or queue limit) shall be recorded as separate offenses and listed in the details section of the NOV. All data supporting the NOV obtained during the course of the inspection and investigation will be documented in the report. Also, all associated inspection forms will be attached, including any photographs and other documents obtained.

7. COMPLAINTS

If a complaint is received specifically regarding trucks idling at a marine terminal at the Port of Oakland, District Communication Center staff will take and dispatch complaints of "Idling Port Truck" to Field Inspection staff. Investigation of any such complaint to determine compliance with Section 40720 will follow the procedures listed above. An idling truck complaint will be confirmed if the Inspector determines from a surveillance screen that queues appear to be greater than 30 minutes and an inspection is initiated.

For complaints regarding any idling or queuing trucks outside of the scope of marine terminals, the complaint will be dispatched in accordance with the procedures found in the "Complaint Guidelines" of the Policies and Procedures Manual.

8. REPORTING

Monthly data (surveillance screenings, queue inspections, investigations and notices of violation issued) collected by inspection staff will be reported to the Supervising Air Quality Inspector. This information will be provided on a monthly basis to the Director of Compliance and Enforcement. Periodically, District staff will survey all the MTOs to update their Compliance Plan Options and any other pertinent information.

These guidelines are intended to provide staff with standardized procedures. District staff may deviate from these guidelines following approval from District management. The guidelines do not modify District regulation or other applicable law, and do not create binding requirements on the APCO or any entity outside the District. In the event of a conflict between these guidelines and District regulation or State law, the latter will govern.

EXHIBIT I - CALIFORNIA HEALTH AND SAFETY CODE 40720

- (a) Each marine terminal in the state shall operate in a manner that does not cause trucks to idle or queue for more than 30 minutes while waiting to enter the gate into the marine terminal.
- (1) Any owner or operator of a marine terminal that operates in violation of this subdivision is subject to a two hundred fifty dollar (\$250) fine per vehicle per violation.
 - (2) Marine terminals in the state shall be monitored by the district with jurisdiction over that terminal to ensure compliance with this subdivision.
 - (3) Citations for violations of this subdivision shall be issued by the applicable district, and shall include the truck license plate number or other unique identifier, which may include, but is not limited to, the cargo container number, the name of the marine terminal and port at which the violation occurred, and the date and time of the violation.
 - (4) Any action taken by the marine terminal to assess, or seek reimbursement from, the driver or owner of a truck for a violation of this subdivision shall constitute a violation of Article 3 (commencing with Section 42400) of Chapter 4 of Part 4.
 - (5) Any owner or operator of a marine terminal or port, or any agent thereof, who takes any action intended to avoid or circumvent the requirements of this subdivision or to avoid or circumvent the reduction of emissions of particulate matter from idling or queuing trucks is subject to a seven hundred fifty dollar (\$750) fine per vehicle per violation, including, but not limited to, either of the following actions:
 - (A) Diverting an idling or queuing truck to area freeways or alternate staging areas, including, but not limited to, requiring a truck to idle or queue inside the gate of a marine terminal.
 - (B) Requiring or directing a truck driver to turn on and off an engine on a truck while that truck is idling or queuing.
 - (6) The owner or operator of a marine terminal does not violate this subdivision by causing a truck to idle or queue for more than 30 minutes while waiting to enter the gate into the marine terminal, if the delay is caused by acts of God, strikes, or declared state and federal emergencies, or if the district finds that an unavoidable or unforeseeable event caused a truck to idle or queue and that the terminal is in good faith compliance with this section.
 - (7) Failure to pay a fine imposed pursuant to paragraph (1) or (5) shall constitute a violation of Article 3 (commencing with Section 42400) of Chapter 4 of Part 4.
- (b) (1) Subdivision (a) does not apply to any marine terminal that provides, as determined by the district, two continuous hours of uninterrupted, fully staffed receiving and delivery gates two hours prior to and after, peak commuter hours each day, at least five days per week.

- (2) For the purposes of this subdivision, “peak commuter hours” shall be those hours determined by the district, in consultation with the owners and operators of the marine terminals within the jurisdiction of each district and any labor union that is represented at those marine terminals. The district shall notify the marine terminals of the final determination of the peak commuter hours.
- (c) Subdivision (a) does not apply to any marine terminal that operates fully staffed receiving and delivery gates for 65 hours, five days per week, if that marine terminal is located at a port that processes less than 3 million containers (20-foot equivalent units (TEUS)) annually.
- (d) Subdivision (a) does not apply to any marine terminal that operates fully staffed receiving and delivery gates for 70 hours, five days per week, if that marine terminal is located at a port that processes more than 3 million containers (20-foot equivalent units (TEUs)) annually.
- (e) The district shall determine the necessary level of monitoring and enforcement commensurate with the level of the truck idling or queuing problem existing within its jurisdiction.
- (f) For the purposes of this section, “marine terminal” means a facility that meets all of the following criteria:
- (1) Is located at a bay or harbor.
 - (2) Is primarily used for loading or unloading containerized cargo onto or off a ship or marine vessel.
 - (3) Contains one or more of the following:
 - (A) Piers.
 - (B) Wharves.
 - (C) Slips.
 - (D) Berths.
 - (E) Quays.
 - (4) Is located at a port that processes 100,000 or more containers (20-foot equivalent units (TEUs)) annually.
- (g) Notwithstanding paragraph (1) of subdivision (a), if a marine terminal implements a scheduling or appointment system for trucks to enter the terminal, the terminal shall be subject to a fine pursuant to subdivision (a) only for a truck that makes use of the system and that idles or queues for more than 30 minutes while waiting to enter the gate into the terminal, commencing from the start of the appointment or the time the truck arrives, whichever is later. The scheduling or appointment system shall meet all of the following requirements:
- (1) Provide appointments on a first-come-first-served basis.
 - (2) Provide appointments that last at least 60 minutes and are continuously staggered throughout the day.
 - (3) Not discriminate against any motor carrier that conducts transactions at the marine terminal in scheduling appointments.
 - (4) Not interfere with a double transaction once inside the gate.
 - (5) Not turn away or fine a motor carrier if that motor carrier misses an appointment.

EXHIBIT 2 – PORT OF OAKLAND MARINE TERMINAL IDLING TRUCKS COMPLIANCE PLANS

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
<p>Site#: B4766</p> <p>APL (Eagle Marine Services) Berth 60-63 1579 Middle Harbor Rd Oakland, CA 94607 www.ealgemarineservices.com</p> <p>Michael D. O’Leary, Container Yard Manager 510-272-2860 or 510-272-3951 510-774-8325 (Cell) michael_oleary@apl.com</p> <p>Gate Hours: 8-12, 1-4:30 Breaks: 10:00-10:30 & 3:00-3:30.</p>	<p>Option: Appointment System Description: Appointments can make via the web for all transaction types. Access via Website: www.eaglemarineservices.com/oakland/index.html Procedures to gain Access to System: To access the system, email Gus for login and password. Lead time: Two weeks. Appointments can be made no later than 2:00 pm the day prior to the requested gate arrival date. Fees: No Charge for use Information needed: Truck company terminal ID code Appointment Window: 1 hour Cancellation Procedure: Call the terminal contact</p>

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
<p>Site#: A8345</p> <p>APM (Maersk/Sealand) Berths 20-22, 24 1425 Maritime Street Oakland, CA 94607 www.apmterminals.com</p> <p>Contact: Quentin Yang, Yard Manager 510-271-1030</p> <p>Oakapmptm@apmterminals.com</p> <p>Gate Hours: 7-12, 1-5[Wed. all day]</p>	<p>Option: Appointment System Description: Web-based appointments systems for all transaction types. Access via Website: www.emodal.com Procedure to gain Access to System: Easy to follow on-line instructions to obtain for login and password. Lead time: Two weeks to one hour Fees: Potential fee for exceeding a maximum number of appointments per day without a subscription. Information needed: Truck company terminal ID code. Appointment Window: 1 hour Cancellation Procedure: Online at eModal.com</p>

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
<p>Site#: Q2078</p> <p>Hangjin Total Terminals International, LLC Berths 55 and 56 2505 Middle Harbor Road Oakland, CA 94607 www.ttioak.com</p> <p>Contact: Steve Longbottham, Vice President 510-420-8579 steve@mtcorp.com</p> <p>Gate Hours: 7-12, 1-4:30.</p>	<p>Option: Appointment System</p> <p>Description: Voyager-Track Premier Appointment System (PAS) Web-based appointments systems for all transaction types.</p> <p>Access via Website: www.ttioak.com or (886) 988-4325</p> <p>Procedures to gain Access to System: User completes Account Request from website; User receives Log On Name and Password (Website access); User receives Voice Response Unit (VRU) ID and PIN (Telephone access)</p> <p>Lead time: 7-10 days to one hour</p> <p>Fees: No Charge for use</p> <p>Information needed: Imports: containers or bill of lading number Exports: booking number; Empty Out: Booking or Release Number Empty In: No container number required (User identifies the number or empties being returned along with shipping line); Bare Chassis In: no chassis number required (User identifies the number of chassis being returned along with shipping line); Bare Chassis Out: Chassis Release Number Appointment Window: 1 hour Cancellation Procedure: The user can do one of two things to cancel or change an appointment. First, to delete an appointment, the user can select the DELETE feature on the Appointment page, click Submit and the PAS the Appointment page, select the date (can be the same day) for the new appointment, select the new appointment time and click SUBMIT to create a new appointment date, and time. Deleting or changing is as easy as making an appointment.</p>

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
<p>Site#: B1265</p> <p>Marine Terminals Corp. Ben E. Nutter Terminal Berths 36-39 5190 7th Street Oakland, CA 94607 www.oak7th.com</p> <p>Contact: Michael Andrews, Yard Manager 510-645-2448</p> <p>Steve Longbottham, Vice President 510-420-8579 steve@mtcorp.com</p> <p>Gate Hours: 7-12, 1-4:30 Breaks: 10-10:15 & 3-3:15.</p>	<p>Option: Appointment System</p> <p>Description: Voyager-Track Premier Appointment System (PAS) Web-based appointments systems for all transaction types.</p> <p>Access via Website www.oak7th.com, www.bentoak.com or (888) 744-7682</p> <p>Procedures to gain Access to System: User completes Account Request from website; User receives LogOn Name and Password (Website access); User receives Voice Response Unit (VRU) ID and PIN (Telephone access)</p> <p>Lead time: 7-10 days to one hour</p> <p>Fees: No Charge for use</p> <p>Information needed:</p> <p>Imports: containers or bill of lading number</p> <p>Exports: booking number;</p> <p>Empty Out: Booking or Release Number</p> <p>Empty In: No container number required (User identifies the number or empties being returned along with shipping line);</p> <p>Bare Chassis In: no chassis number required (User identifies the number of chassis being returned along with shipping line);</p> <p>Bare Chassis Out: Chassis Release Number</p> <p>Appointment Window: 1 hour + potential 15-30minute leeway</p> <p>Cancellation Procedure: The user can do one of two things to cancel or change an appointment. First, to delete an appointment, the user can select the DELETE feature on the Appointment page, click Submit and the PAS the Appointment page, select the date (can be the same day) for the new appointment, select the new appointment time and click SUBMIT to create a new appointment date, and time. Deleting or changing is as easy as making an appointment.</p>

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
<p>Site#: B2387</p> <p>TransBay Container Terminal Berth 25 2500 Seventh Street Oakland, CA 94607 (No web address)</p> <p>Contact: Jerry Mahler, Terminal Manager 510-839-8228, ext. 108 Jerry.Mahler@tbct.itsib.com</p> <p>Robert Bergmann 510-839-8228 Robert_Bergmann@tbct.itslb.com</p> <p>Gate Hours: 8-12, 1-5</p>	<p>Option: 30-minute queue on all trucks.</p>

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
<p>Site#: B5760</p> <p>Stevedoring Services of America Terminal (SSAT) Berths 57-59 1717 Middle Harbor Road Oakland, CA 94607 www.ssofa.com</p> <p>Contact: Kevin Mehlberg, Terminal Manager 510-433-1610 510-238-4404 Kevin.Mehlberg@ssamarine.com</p> <p>Gate Hours: 8-4:30</p>	<p>Option: Appointment System.</p> <p>Description: eModal.com web-based appointments system for all transaction types.</p> <p>Access via Website: www.emodal.com</p> <p>Procedures to Gain Access to System: Access is only via the internet. Companies must be registered with eModal in order to access the system. Registration is free.</p> <p>Lead time: The cutoff time is 14:00 hours on the day prior to the requested appointment. Monday appointments can be scheduled as late as 14:00 hours on Sunday.</p> <p>Fees: No fees are charged by the terminal. Fees may be charged by eModal depending upon container volume. Please visit eModal.com for details.</p> <p>Information needed: In order to make an appointment, the following information will be required.</p> <ul style="list-style-type: none"> - Container Number (not required for empty pickup) - Container Size/Type (for empties only) - Booking Number (if applicable) - Dual Transaction (Yes or No) <p>Appointment Window: 1 hour Cancellation Procedure: Appointments can be changed or cancelled by visiting www.emodal.com.</p>

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
<p>Site#: Q2079</p> <p>TraPac Term Berth 30 2800 7th Street Port of Oakland Oakland, CA 94607 www.trapac.com</p> <p>Contact: Dave O’Neill, Operations Manager 510-286-8615 www.trapac.com doneill@trapac.com</p> <p>Gate Hours: 7-12, 1-4:30 Breaks: 10-10:15 & 3-3:15</p>	<p>Option: Appointment System</p> <p>Description: Web-based appointments systems for all transaction types.</p> <p>Access www.trapac.com The website allows for all questions, queries and comments to be easily communicated to the appropriate party. All necessary responses are done so in a timely fashion.</p> <p>Procedure to gain Access to System: Log-ins are required. First time users can request access to the appointment system by completing an online registration form. Legitimate users will be registered and supplied with a password</p> <p>Lead time: There are no front end restrictions as long as our database recognizes the required information (e.g., equipment, booking, release information). An appointment must be made no later than 2:00pm the day before the requested gate arrival date. Changes to appointments can be made up to 1 ½ hours before the scheduled appointment time.</p> <p>Fees: No Charge for use</p> <p>Information needed: The trucking company, a truck license plate number (can be supplied after appointment is made but must be supplied before the trucks arrival) and depending on transaction types, relative information regarding the transaction.</p> <p>Load-In: container and booking number Load-Out: container and associated B/L number Empty-In: container number and name of ocean carrier (i.e., equipment owner/lessee). Empty-Out: equipment release number or associated booking number Bare Chassis-In: chassis # or owner not mandatory however, input allows for the avoiding of a possible mis-delivery Bare Chassis-Out: equipment release number Appointment Window: 1 hour Cancellation Procedure: An appointment can be cancelled (deleted) using the same web page application.</p>

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
<p>Site#: Q3761</p> <p>Stevedoring Services of America, Terminal (SSAT) Berths 67-68 1 Market Street Oakland, CA 94607 www.ssofa.com</p> <p>Contact: Chris Hurley, General Manager 510-446-2403 Chris.Hurley@ssamarine.com</p> <p>Gate Hours: Mon: 07:00-12:00, 13:00-22:00, 23:00 – 03:00 Tue Tues: 07:00-17:00 (no lunch break) Wed: 07:00-12:00, 13:00-17:00 Thurs: 07:00-12:00, 13:00-22:00, 23:00 – 03:00 Fri. Fri. 07:00-17:00 (no lunch break)</p> <p>Note: Day of the Second night gate alternates weekly between Wed night and Thur night.</p>	<p>Option: Extended hours, 65 hour week (30 minute queue does not apply)</p>

EXHIBIT 3 - INSPECTION FORM IDLING TRUCKS AT CALIFORNIA PORTS



Bay Area Air Quality Management District
 939 Ellis Street, San Francisco, CA 94109
 415.771.6000

H&SC Section 40720

To	Initials	Date
SUPV		
FILE		

SITE NUMBER: _____

Marine Terminal		Address		Compliance Option	
Inspector		Date/Time	Contact Name/Title		
Number of Queues	No. Trucks in Queues		No. of Trucks in Violation	NOV#	

DATA COLLECTION			
Last Truck License/Cargo Container ID	Start Time	Term Entry Time	Estimated Wait Time

Time	Truck License/Cargo Container ID	Appt.	Time	Truck License/Cargo Container ID	Appt.

Time	Truck License/Cargo Container ID	Appt.	Time	Truck License/Cargo Container ID	Appt.

Comments _____

