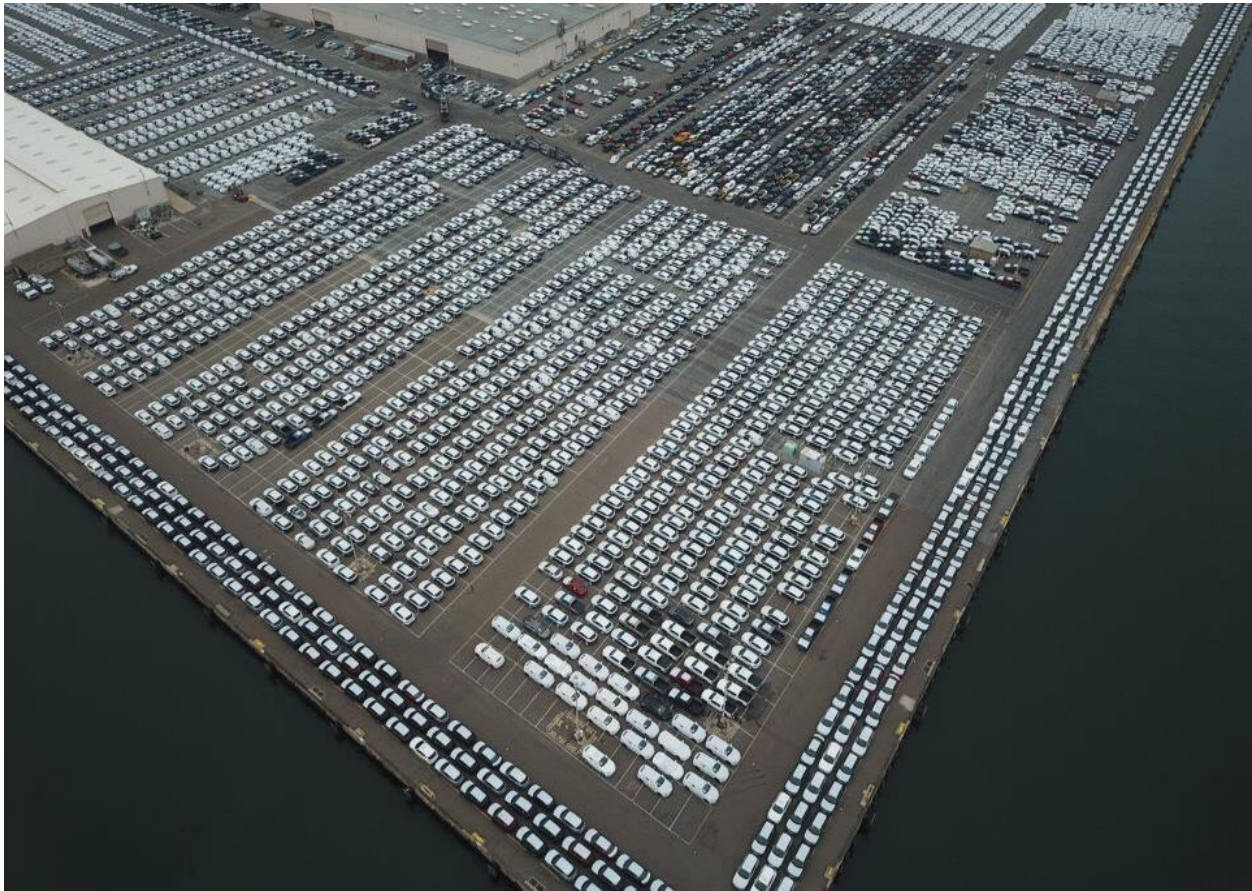
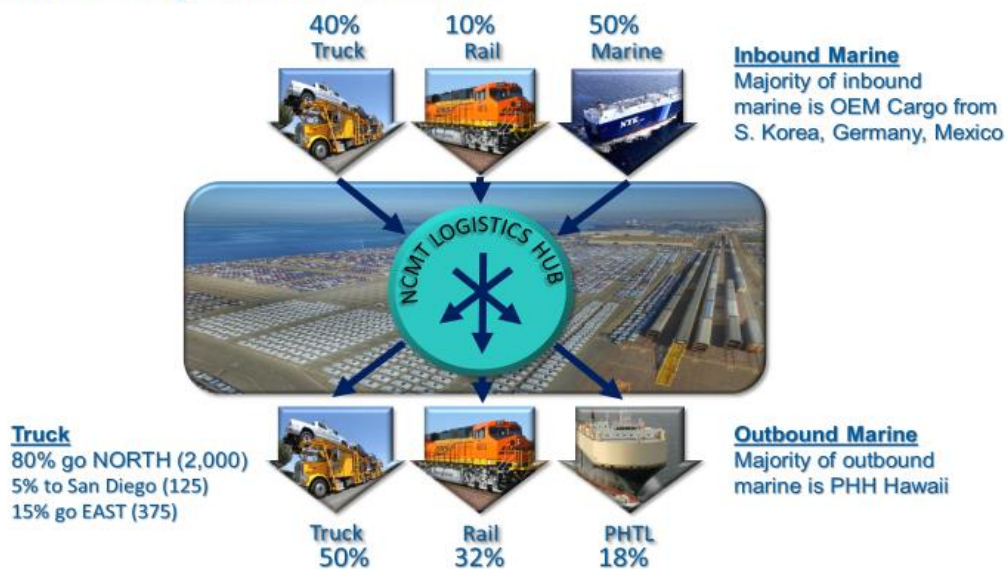




PASHA AUTOMOTIVE SERVICES

- Operator of the National City Marine Terminal
- Our customers are the auto makers (i.e. Hyundai, Volkswagen) with 3 to 5 year contracts
- Auto makers contract directly/separately with vessel, truck, rail
- Pasha Hawaii (sister company) makes up 20% of total vessel calls
- All other vessel calls are third party international carriers (i.e. NYK, K-Line, Glovis)
- Pasha Distribution Services (sister company) makes up approximately 5% of all truck trips
- All other truck trips are third party and have direct contracts with auto makers

National City Marine Terminal





FACT SHEET

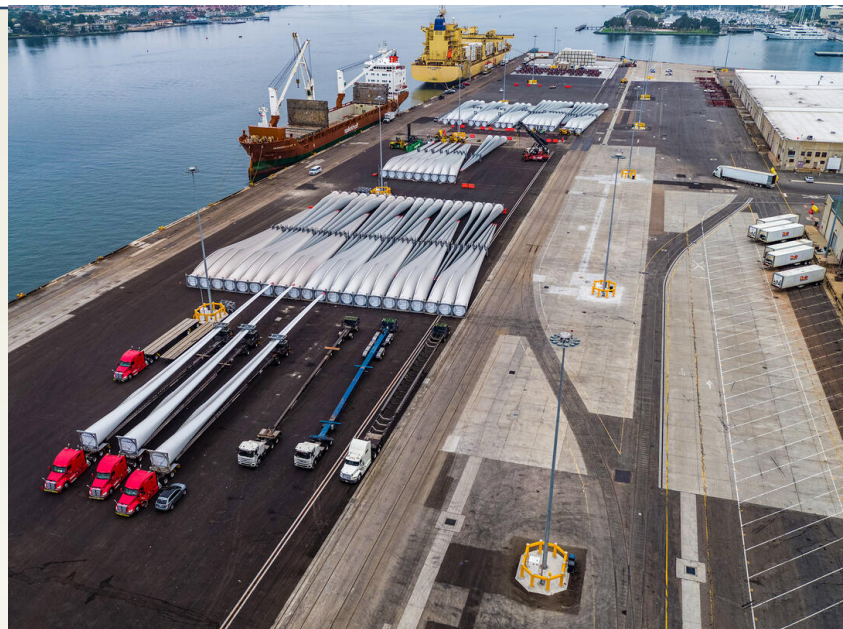
Tenth Avenue Marine Terminal Transportation

OVERVIEW

Dole imports fresh produce and other cargo at the Tenth Avenue Marine Terminal. We are a weekly service distributing fresh produce to not only the local region but west of the Rocky Mountains and up to the Pacific North West, Hawaii and Alaska. Our operation brings over \$110 million of direct economic impact to the region and supports good quality paying jobs to the ILWU.

KEY FACT: DOLE does not own, operate or control trucks.

- 17 pieces of Cargo handling equipment owned by DOLE
- 5 out of 15 yard tractors have been replaced with electric
- There are no contracts guaranteeing business or equipment requirements between truckers and Dole.
- Dole containers, which are available for pick-up on an as needed basis or with a reservation and are transported by 3rd party truckers.
- Customers can also arrange own transportation. Their business model requires long-range capacity. Trucks are dispatched as needed to the terminal to pick up a load, deliver, and then sent to the next pickup location.



- 99% of deliveries go further than 250 miles round trip
- 55% of truckers picking up cargo from San Diego may not return to the port for their next load
- Hours of service for truckers are 14 hrs on duty and 11 hr behind the wheel driving, per DOT

Ships

- Ships used for operations are owned by DOLE
- Ships are dedicated to the San Diego service.
- All vessels plug into electricity while in port.



**MITSUBISHI
CEMENT
CORPORATION**

FACT SHEET

Warehouse C: Bulk Cement Warehouse and Loading Facility Project

Transportation

PROJECT OVERVIEW

MCC is proposing a bulk cement warehouse and loading facility at the Tenth Avenue Marine Terminal. The project, which is aligned with the TAMT Redevelopment Plan, will import and provide a local supply of cement and cementitious materials, including slag, fly ash, and pozzolans. The project will create jobs, address the cement shortage which is currently causing construction delays and increasing costs, and decrease greenhouse gas emissions by reducing truck travel across the region and installing clean, green shore power infrastructure at the Port.



Mitsubishi Cement Corp's proposed project – Warehouse C: Bulk Cement Warehouse and Loading Facility - will import and store cement and cementitious materials, including slag, fly ash, and pozzolans.

TRANSPORTATION

KEY FACT: MCC does not own, operate, or control trucks or ships.

- Ships and trucks used for operations are **not owned by MCC**
- There are no contracts legally binding the relationship between MCC and customers.
- MCC warehouses the material, which is available for purchase on an as-needed basis, picked up and transported by customers
- Customers own the cement transfer trucks used to pick up material and deliver to their job sites. Their business model requires long-range capacity. Trucks are dispatched as needed to the terminal to pick up a load, deliver their load, then are sent to the next job or pickup location.

- Customers have indicated they are starting to purchase reduced-emissions trucks. While EV trucks are not yet commercially available, one customer has ordered three. Another customer has begun replacing a sizeable portion of their fleet with RNG.

Ships

- Bulk ships are not in dedicated service. Cement is a “back-haul commodity;” ships delivering it are focused on the “more valuable” cargo they are delivering.
- This project increases the productivity and profitability of the port by supporting the dry bulk cargo envisioned in the TAMT Redevelopment Plan, making cement a uniquely desirous commodity for the Port of San Diego.

PROJECT EMISSION CONTROLS

Ships

- As a non-dedicated fleet, power is supplied via connection to the ship's dry-dock breaker, which limits the power supplied.
- Ships unloading MCC's dry bulk cargo will be on shore power at least 50% of the time. Availability of port cranes could drive the use of shore power up to 100%.
- Pneumatic unloader is electric powered.

Trucks

- Truck loadout will have loading emissions capture and baghouse control

- Trucks are required to adhere to the designated truck route and idling restrictions
- Most trucks will be 5-years old or newer, which requires newer trucks than current regulations. The lifespan of these trucks is shorter than normal drayage trucks because of their heavy loads and miles traveled.

Warehouse

- Baghouses will control emissions from warehouse operations (*USEPA: Best Available Control Technology*)

Dry Bulk – Cement Hauler



Not for Dry Bulk



REDUCING EMISSIONS BY OPTIMIZING EXISTING TECHNOLOGY

Overall Port **emissions will likely be REDUCED** within Portside Communities as a result of the Mitsubishi Cement Corp's Bulk Cement Warehouse and Loading Facility.



- The project installs shore-power infrastructure, allowing ships to plug in, rather than use on-board engines

- Project-related local customer truck emissions would be offset by the use of 35 additional hours of shore power from another tenant, making this a **NET NEGATIVE** emissions project
 - 4,000 available hours for other port tenants to reduce emissions
- The MCC project has the potential to offset the equivalent emissions of up to 685 local truck trips for each hour of shore power used
- Shore power technology is available NOW

IMPLEMENTING CARB ADVANCED CLEAN TRUCK (ACT) RULE / PORT OF SAN DIEGO MCAS

Per the CARB ACT Rule, beginning in 2024, manufacturers must increase their zero-emission truck sales to between 30-50 percent by 2030 and 40-75 percent by 2035.

In October 2021, the Port of San Diego adopted the Maritime Clean Air Strategy (MCAS) with a vision of *Health Equity for All*. It calls for 40% zero emission cargo trucks by 2026, and 100% ZE cargo trucks and cargo handling equipment by 2030..

“Mitsubishi Cement Corporation supports the Port’s efforts to address poor air quality, creating greener, more efficient Port operations, ultimately allowing the Port to be a better neighbor to Portside Communities”

- Austin Marshall, President,
Mitsubishi Cement Corporation

...Still Working Through...

- Zero-Emission (ZE) trucks used for heavy loads (Class 8) are aspirational, but currently not feasible, for operations with daily ranges over 100 miles per day

- Engine Manufacturer’s Association comment to CARB: Class 8 tractors with long ranges are the least feasible application for electric trucks and will be developed last
- No public heavy-duty truck fast-charging stations have been installed in San Diego County
- Infrastructure needs dedicated destinations so fast-charging stations can be strategically located to provide charging access when needed

EV Truck Status

- The Ports of Los Angeles and Long Beach (POLA/ POLB) have had an on-going program of electric truck demonstration projects in conjunction with the South Coast Air Quality Management District since 2012.
- There are currently 31 hydrogen-fuel cell and battery-electric trucks in the POLA/POLB truck registry, which are in grant-funded demonstration projects.
- The demonstration projects are for container drayage trucks as part of supply-chain pilots. The Ports have committed to supporting regional demonstrations.
- The POLB Master Plan Update Draft EIR released in August 2019 did not require or analyze the use of zero-emission drayage trucks due to the uncertainty of the future implementation of the technology.

EV Dry Bulk Trucks Summary

- MCC supports the Port of San Diego’s efforts to integrate clean, green technology into port operations.
- MCC **DOES NOT** own or operate or control trucks
- MCC customers own the cement transfer trucks. There are no contracts legally binding the relationship between MCC and our customers.
- EV truck technology is still in development for heavy duty cement haulers.
- MCC has won awards for implementing green technologies, including those that will be utilized at the proposed Bulk Cement Warehouse and Loading Facility. Ultimately, the infrastructure improvements proposed for this project can create a cleaner Port, making it a better neighbor for local portside communities.