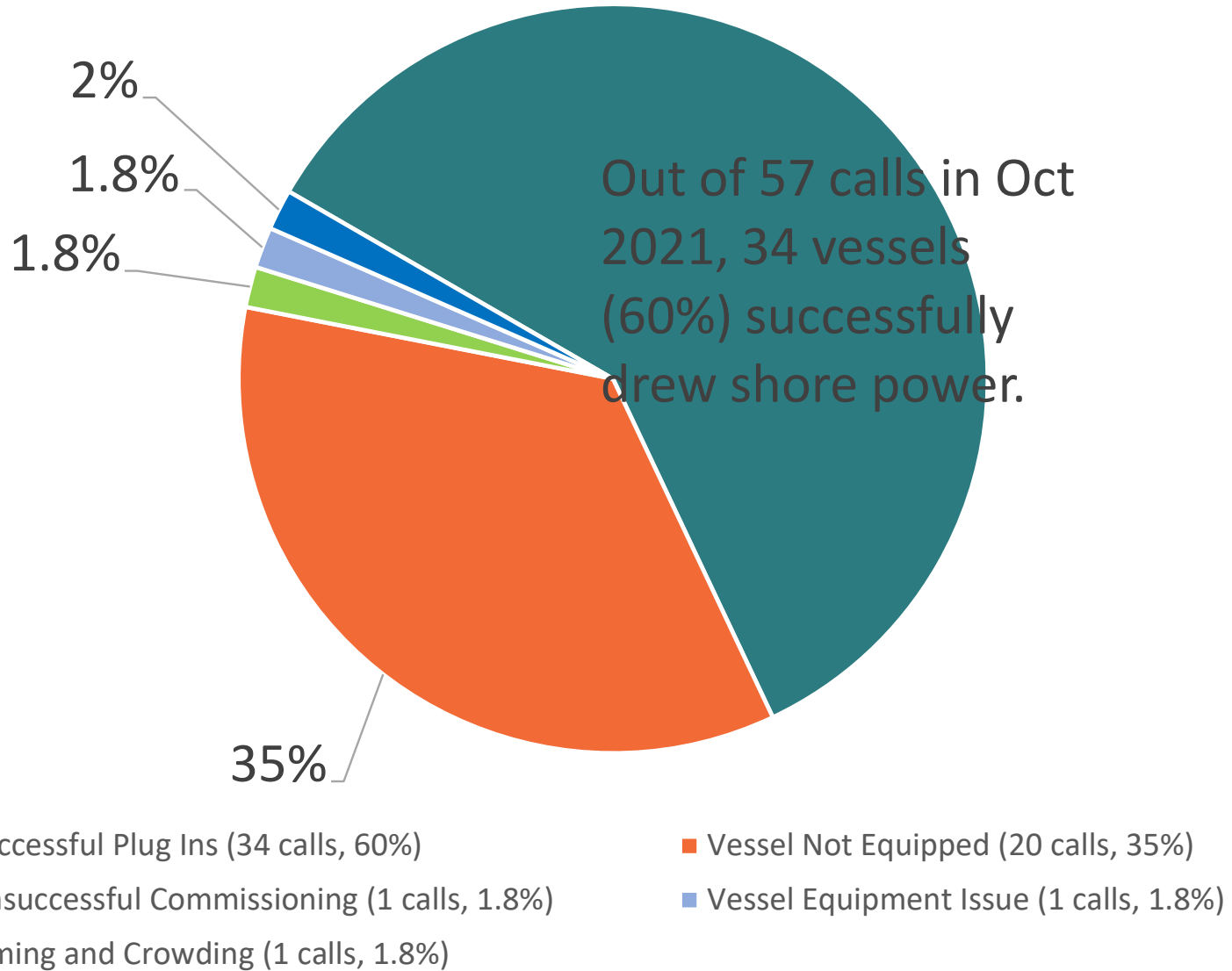


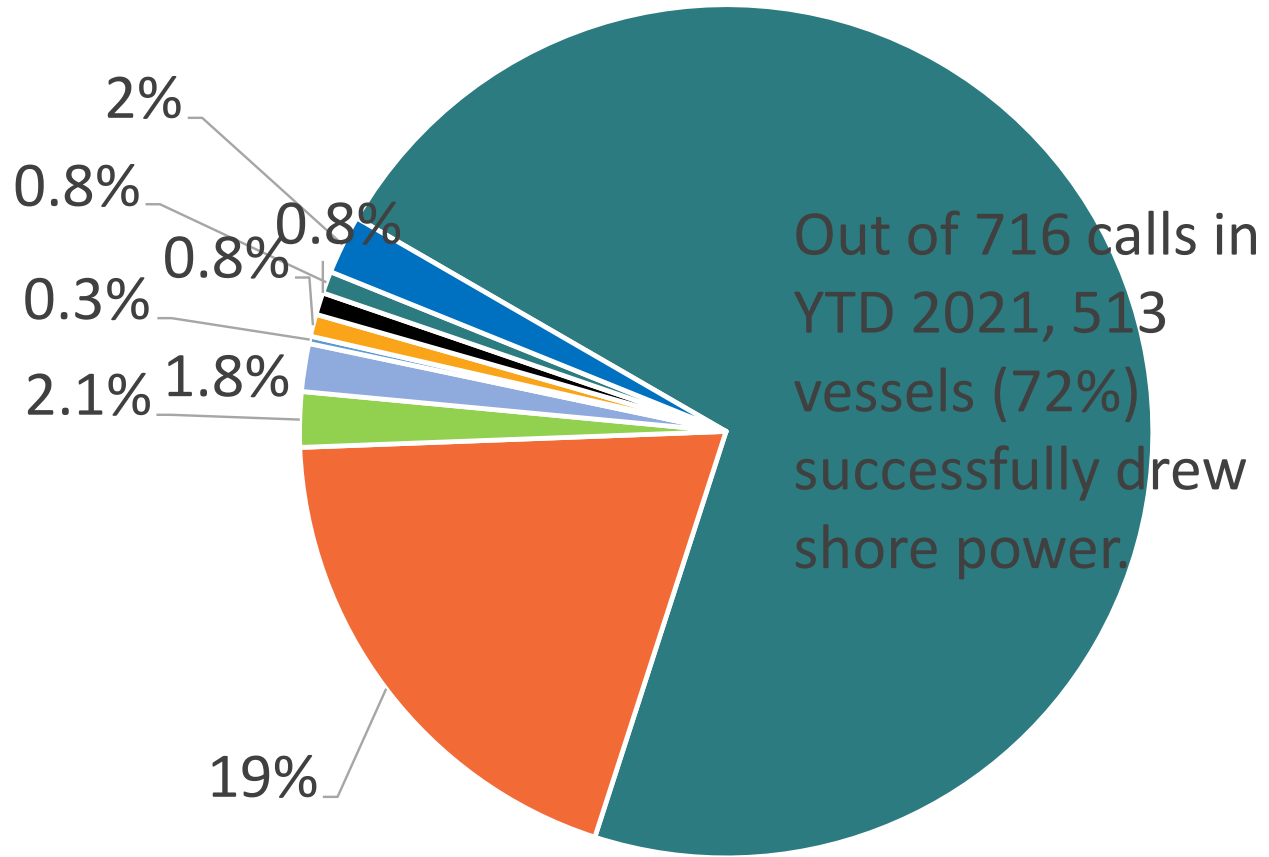
# Shore Power Summary, Oct 2021

## Port-Wide: 57 Total Calls



# Shore Power Summary, YTD 2021

## Port-Wide: 716 Total Calls



- Successful Plug Ins (513 calls, 72%)
- Unsuccessful Commissioning (15 calls, 2.1%)
- Shoreside Issue incl. Maint. (2 calls, 0.3%)
- No Data (6 calls, 0.8%)
- Vessel Not Equipped (139 calls, 19%)
- Vessel Equipment Issue (13 calls, 1.8%)
- Extreme Heat Advisory (6 calls, 0.8%)
- Crane Work (6 calls, 0.8%)

**Port of Oakland Vessel Connection Summary  
Oct 2021**

<b>Ocean Carrier</b>	<b>Total Calls</b>	<b>Calls by Commissioned Vessels</b>	<b>Calls that Drew Shore Power</b>	<b>% of Calls by Commissioned Vessels</b>	<b>% of Calls that Drew Shore Power</b>
<b>CMA-CGM Group</b>	8	5	5	63%	63%
<b>Evergreen</b>	7	7	6	100%	86%
<b>Hapag Lloyd</b>	4	3	3	75%	75%
<b>Hyundai</b>	1	0	0	0%	0%
<b>Maersk</b>	2	1	1	50%	50%
<b>Matson (MV)</b>	9	9	8	100%	89%
<b>MSC</b>	7	7	6	100%	86%
<b>ONE</b>	6	5	5	83%	83%
<b>Pasha</b>	4	N/A	N/A	N/A	N/A
<b>Polynesia</b>	1	0	0	0%	0%
<b>Wan Hai</b>	8	0	0	0%	0%
<b>Total</b>	<b>57</b>	<b>37</b>	<b>34</b>	<b>65%</b>	<b>60%</b>

Notes:

Rows shaded grey indicate infrequent caller in 2020 (<25 calls/year)

Some missed plug-ins have CARB exemptions due to COVID-19. Reasons for exemptions include: Key staff/vendors/technicians unavailable or unable to travel, vessel substitutions, extra-loaders, shipyard delays, and COVID-caused work backlogs.

**Port of Oakland Vessel Connection Summary**  
**YTD 2021 (January through Oct 2021)**

<b>Ocean Carrier</b>	<b>Total Calls</b>	<b>Calls by Commissioned Vessels</b>	<b>Calls that Drew Shore Power</b>	<b>% of Calls by Commissioned Vessels</b>	<b>% of Calls that Drew Shore Power</b>
<b>CMA-CGM Group</b>	76	50	42	66%	55%
<b>Cosco</b>	17	17	10	100%	59%
<b>Evergreen</b>	70	70	64	100%	91%
<b>Hapag Lloyd</b>	51	42	41	82%	80%
<b>Hyundai</b>	32	31	29	97%	91%
<b>Maersk</b>	65	39	34	60%	52%
<b>Matson (MV)</b>	96	95	82	99%	85%
<b>Matson (steamships)</b>	1	N/A	N/A	N/A	N/A
<b>MSC</b>	72	72	67	100%	93%
<b>ONE</b>	120	114	108	95%	90%
<b>Pasha</b>	43	N/A	N/A	N/A	N/A
<b>Polynesia</b>	8	0	0	0%	0%
<b>SM Line</b>	6	6	6	100%	100%
<b>Wan Hai</b>	26	0	0	0%	0%
<b>Yang Ming</b>	32	31	30	97%	94%
<b>ZIM</b>	1	0	0	0%	0%
<b>Total</b>	<b>716</b>	<b>567</b>	<b>513</b>	<b>79%</b>	<b>72%</b>

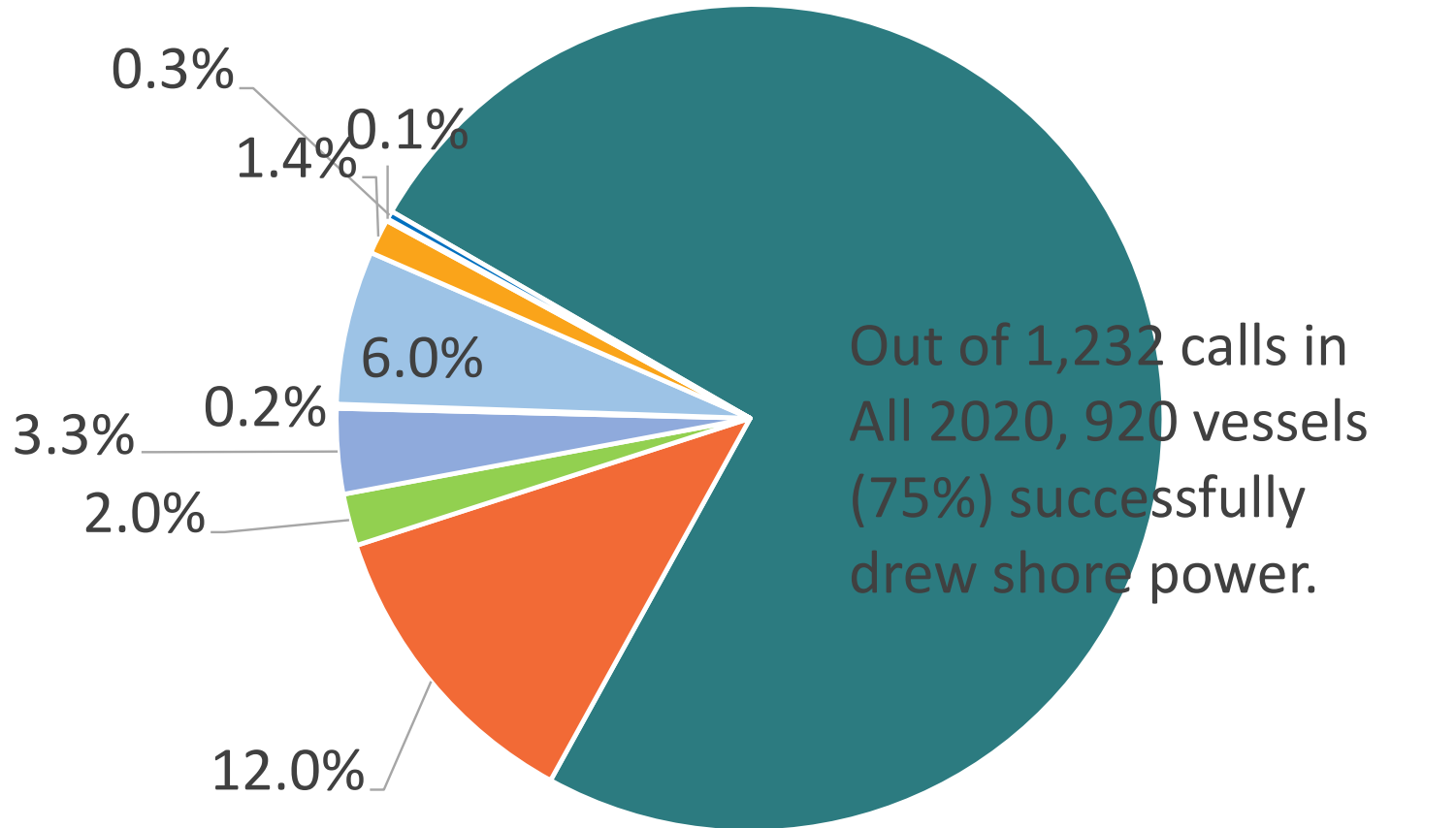
Notes:

Rows shaded grey indicate infrequent caller in 2020 (<25 calls/year)

Some missed plug-ins have CARB exemptions due to COVID-19. Reasons for exemptions include: Key staff/vendors/technicians unavailable or unable to travel, vessel substitutions, extra-loaders, shipyard delays, and COVID-caused work backlogs.

# Shore Power Summary, All 2020

## Port-Wide: 1,232 Total Calls



- Successful Plug Ins (920 calls, 75%)
- Unsuccessful Commissioning (25 calls, 2%)
- Shoreside Issue incl. Maint. (2 calls, 0.2%)
- Extreme Heat Advisory (17 calls, 1.4%)
- Vessel Not Equipped (148 calls, 12%)
- Vessel Equipment Issue (41 calls, 3.3%)
- COVID Exemption (74 calls, 6%)
- No Data (1 calls, 0.1%)

**Port of Oakland Vessel Connection Summary  
All 2020**

<b>Ocean Carrier</b>	<b>Total Calls</b>	<b>Calls by Commissioned Vessels</b>	<b>Calls that Drew Shore Power</b>	<b>% of Calls by Commissioned Vessels</b>	<b>% of Calls that Drew Shore Power</b>
<b>CMA-CGM Group</b>	117	84	74	72%	63%
<b>Cosco</b>	43	40	37	93%	86%
<b>Evergreen</b>	140	125	114	89%	81%
<b>Hapag Lloyd</b>	112	102	95	91%	85%
<b>Hyundai</b>	55	48	45	87%	82%
<b>Maersk</b>	148	87	72	59%	49%
<b>Matson (MV)</b>	108	104	96	96%	89%
<b>MSC</b>	135	130	129	96%	96%
<b>ONE</b>	231	213	200	92%	87%
<b>Pasha</b>	47	N/A	N/A	N/A	N/A
<b>Polynesia</b>	10	0	0	0%	0%
<b>SM Line</b>	8	8	7	100%	88%
<b>U.S. Lines</b>	17	0	0	0%	0%
<b>Wan Hai</b>	1	0	0	0%	0%
<b>Yang Ming</b>	59	54	51	92%	86%
<b>ZIM</b>	1	0	0	0%	0%
<b>Total</b>	<b>1,232</b>	<b>995</b>	<b>920</b>	<b>81%</b>	<b>75%</b>

Notes:

Rows shaded grey indicate infrequent caller in 2019 (<25 calls/year)

Some missed plug-ins have CARB exemptions due to COVID-19. Reasons for exemptions include: Key staff/vendors/technicians unavailable or unable to travel, vessel substitutions, extra-loaders, shipyard delays, and COVID-caused work backlogs.