



Port of
LONG BEACH
THE PORT OF CHOICE

Submitted by email: shorepower@arb.ca.gov

December 1, 2021

Re: Port Plan for the Port of Long Beach

To the California Air Resources Board (CARB):

Attached, please find the Port Plan for the Port of Long Beach pursuant to 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.

This Port Plan contains information for 13 marine terminals on Port property subject to the At-Berth Regulation. Of note, this plan does not contain information for the Vopak Terminal at 3601 Dock Street in Long Beach. Vopak is on private land and has no contractual relationship with the Port of Long Beach, nor does the Port own or maintain any infrastructure that might be required for Vopak to comply with this regulation. Please see the attached letter to Vopak sent in February 2021 that confirms this position.

If you have any questions about this Port Plan, please contact Morgan Caswell at morgan.caswell@polb.com or 562-283-7100. We will consider this plan approved if we do not hear from CARB within the 90-day review period. Thank you.


Sincerely,

Mario Cordero
Executive Director
Port of Long Beach

Port of Long Beach 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: Morgan Caswell	
Phone Number: 562-283-7100	Email: morgan.caswell@polb.com
<i>Terminals Included in this Plan:</i>	
<u>Name:</u>	<u>Geographic Boundary Coordinates:</u>
1. Total Terminals International	1. 33.76053204408781, -118.22487076709469
2. International Transportation Service	2. 33.74297736441505, -118.19115930587934
3. Pacific Maritime Services (PCT)	3. 33.74120998314381, -118.18805902259558
4. Long Beach Container Terminal	4. 33.750715017805064, -118.21362917771495
5. SSA Terminals (Pier A)	5. 33.774150375998225, -118.23836678179971
6. SSA Terminals (Pier C)	6. 33.774525562376496, -118.20872249590325
7. Chemoil	7. 33.75236775428441, -118.20423598025917
8. SSA Pacific	8. 33.745043809244606, -118.20980617024244
9. Tesoro Logistics (Terminal 2 – B77-B78)	9. 33.77747481991456, -118.20796410354856
10. Tesoro Logistics (LBT – B84-B86)	10. 33.773041933235035, -118.22087704313827
11. Tesoro Logistics (Terminal 1 – T121)	11. 33.756728848857854, -118.21988175389073
12. Petro-Diamond Terminal Company	12. 33.77692842182595, -118.21912813015226
13. Toyota Logistics Services, Inc.	13. 33.77854758030443, -118.22042765696082
2. TERMINAL DETAILS	
<i>Terminal details can be found on the subsequent pages.</i>	

2.1. Total Terminals International		
<i>Identification and description of which strateg(ies) the terminal will use for compliance:</i>		
Total Terminals International intends to use shore power as its strategy. Please see Attachment A for more details.		
<i>Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:</i>		
Not applicable.		
<i>Schedule for installing equipment and/or any necessary construction projects:</i>		
Not applicable.		
<i>Division of responsibilities for enacting infrastructure:</i>		
Note: This plan does not amend or modify the terms and/or the conditions of Total Terminal International's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Total Terminal International with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Total Terminal International.		
	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	
<i>Terminal Operator approval of responsibilities:</i>		
The responsible official of Total Terminals International 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: William Peratt	Title: CEO	
Signature: 	Date: November 19, 2021	

2.2. International Transportation Service

Identification and description of which strateg(ies) the terminal will use for compliance:

International Transportation Service intends to use shore power as its strategy. Please see **Attachment B** for more details.

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

Shore power outlets are in place at all berths. The wharf at Berth G236 is being extended and one SPO will be repositioned to support larger vessel connections. See Attachment B for more details.

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

Please see Attachment B for more details.

<u>Project:</u>	<u>Estimated Completion Date:</u>
1. Wharf extension and SPO reposition	1. November 2022

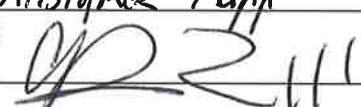
Division of responsibilities for enacting infrastructure:


	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	

Note: This plan does not amend or modify the terms and/or the conditions of ITS's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of ITS with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or ITS.


Terminal Operator approval of responsibilities:


The responsible official of **International Transportation Service** 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: <i>Christopher Rapp</i>	Title: <i>Vice President</i>
Signature: 	Date: <i>12/1/21</i>

2.3. Pacific Maritime Services (PCT)		
<i>Identification and description of which strateg(ies) the terminal will use for compliance:</i>		
Pacific Maritime Services intends to use shore power as its strategy. Please see Attachment C for more details.		
<i>Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:</i>		
None.		
<i>Schedule for installing equipment and/or any necessary construction projects:</i>		
Not applicable.		
<i>Division of responsibilities for enacting infrastructure:</i>		
Note: This plan does not amend or modify the terms and/or the conditions of Pacific Maritime Services's (PCT) preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of PCT with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or PCT.		
	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	
<i>Terminal Operator approval of responsibilities:</i>		
The responsible official of Pacific Maritime Services 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: <u>SAL FERRIGNO</u>	Title: <u>VP</u>	
Signature: 	Date: <u>11/19/21</u>	

2.4. Long Beach Container Terminal (LBCT)	
<i>Identification and description of which strateg(ies) the terminal will use for compliance:</i>	
LBCT plans to use shore power as its primary strategy. Please see Attachment D for more details.	
<i>Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:</i>	
None needed.	
<i>Schedule for installing equipment and/or any necessary construction projects:</i>	
No infrastructure needed.	
<i>Division of responsibilities for enacting infrastructure:</i>	
<p>The electrical infrastructure to support shore power plug-in at LBCT LLC, known as Long Beach Container Terminal, as of December 1, 2021 was designed, bid, and built by the Port of Long Beach (POLB). The terminal roles and responsibilities pertaining to the completed electrical infrastructure at LBCT LLC are:</p> <ul style="list-style-type: none"> • Maintain electrical infrastructure inside terminal lease boundaries. • Control emissions during repair of electrical infrastructure/ equipment. <p>Additional shore power infrastructure is not required at LBCT LLC to meet the January 1, 2023 deadline. However, should additional electrical infrastructure be deemed necessary in the future, the roles and responsibilities of the terminal are:</p> <ul style="list-style-type: none"> • Initiation of electrical infrastructure construction including design. • Provide equipment or necessary electrical infrastructure inside of the terminal. • Maintain electrical infrastructure inside of the terminal. • Control emissions at berth due to incomplete electrical infrastructure construction. • Control emissions during repair of electrical infrastructure/equipment. <p>The POLB is responsible for submitting the Port Plan, and LBCT LLC is responsible for submitting this Terminal Plan to the California Air Resources Board (CARB).</p> <p>Note: this plan does not amend or modify the terms and/or the conditions of LBCT LLC's preferential assignment agreement and other agreements with the POLB, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the POLB and/or of LBCT LLC with other entities nor does it modify or diminish any other obligations of other entities to the POLB and/or LBCT LLC.</p>	
<i>Terminal Operator approval of responsibilities:</i>	
The responsible official of Long Beach Container Terminal confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.4 of this At Berth Port Plan and agrees to them under penalty of perjury.	
Name: Bill Carson	Title: Director, SSE
Signature: <i>Bill Carson</i>	Date: 11/29/2021

2.5. SSA Terminals (Pier A)		
<i>Identification and description of which strateg(ies) the terminal will use for compliance:</i>		
SSA intends to use shore power as its primary compliance strategy. Please see Attachment E for more details.		
<i>Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:</i>		
None.		
<i>Schedule for installing equipment and/or any necessary construction projects:</i>		
Not applicable.		
<i>Division of responsibilities for enacting infrastructure:</i>		
Note: This plan does not amend or modify the terms and/or the conditions of SSA's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of SSA with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or SSA.		
	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	
<i>Terminal Operator approval of responsibilities:</i>		
The responsible official of SSA Terminals Pier A confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.5 of this At Berth Port Plan and agrees to them under penalty of perjury.		
Name: SA Ferrigno	Title: VP	
Signature: 	Date: 11/19/21	

2.6. SSA Terminals (Pier C)		
<i>Identification and description of which strategy(ies) the terminal will use for compliance:</i>		
SSA intends to use shore power as its primary compliance strategy. Please see Attachment F for more details.		
<i>Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:</i>		
None.		
<i>Schedule for installing equipment and/or any necessary construction projects:</i>		
Not applicable		
<i>Division of responsibilities for enacting infrastructure:</i>		
Note: This plan does not amend or modify the terms and/or the conditions of SSA's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of SSA with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or SSA.		
	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	
<i>Terminal Operator approval of responsibilities:</i>		
The responsible official of SSA Terminals Pier C confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.6 of this At Berth Port Plan and agrees to them under penalty of perjury.		
Name: SAL FERRIGNO	Title: VP	
Signature: 	Date: 11/19/21	

2.7. Chemoil

Identification and description of which strateg(ies) the terminal will use for compliance:

Chemoil plans to use shore power as its strategy. Please see **Attachment G** for more details.

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

Chemoil must install the shore power infrastructure. See Attachment G for more details.

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

Project:

1. Shore power infrastructure

Estimated Completion Date:

1. Q3 2024

Division of responsibilities for enacting infrastructure:

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	

Note: this plan does not amend or modify the terms and/or the conditions of Chemoil Terminals LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Chemoil Terminals LLC's with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Chemoil Terminals LLC's.

Chemoil Terminals LLC's preferential assignment agreement expires 6/30/2025. Roles and responsibilities may be updated in a new preferential assignment agreement. Any changes to roles and responsibilities will be updated in an amended plan sent to CARB.

Terminal Operator approval of responsibilities:

The responsible official of **Chemoil** Terminal confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.7 of this At Berth Port Plan and agrees to them under penalty of perjury.

Name:

Vincent R. Godfrey

Title:

Vice President

Signature:

Vincent R. Godfrey

Date:

11/19/21

2.8. SSA Pacific

Identification and description of which strateg(ies) the terminal will use for compliance:

SSA Pacific plans to use shore power as its strategy. Please see **Attachment H** for more details.

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

The terminal must install the shore power infrastructure. Please see **Attachment H** for more details.

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

Project:

Estimated Completion Date:

1. Shore power infrastructure

1. Less than 4 years from project start date

Division of responsibilities for enacting infrastructure:

Note: This plan does not amend or modify the terms and/or the conditions of SSA Pacific’s preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of SSA Pacific with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or SSA Pacific.

Responsibility	Port	Terminal Operator
Submission of Terminal Plan per Section 93130.14(a)		✓
Submission of Port Plan per Section 93130.14(b)	✓	
Initiation of on-terminal terminal shore power design, permitting and construction (from substation to berth)		✓
Responsibility to provide shore power equipment or necessary shore power infrastructure inside of the terminal		✓
Responsibility to maintain shore power infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete shore power infrastructure construction (from substation to vessel connection)		✓
Communicate and coordinate with vessel prior to arrival		✓
Ensure proper positioning of vessel		✓
Connect vessels to shore power when called by a commissioned shore power-enabled vessel		✓
Submit vessel visit information and wharfinger data to CARB per regulation requirements	✓	✓
Responsibility of uncontrolled emissions from repair of shore power infrastructure/equipment		✓

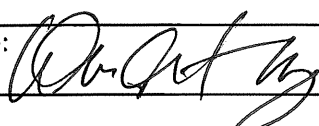
Terminal Operator approval of responsibilities:

The responsible official of **SSA Pacific** Terminal confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.8 of this At Berth Port Plan and agrees to them under penalty of perjury.

Name:

Title:

Signature:



Date:

11/23/21

2.9. Tesoro Logistics (Terminal 2-B77-B78)		
<i>Identification and description of which strateg(ies) the terminal will use for compliance:</i>		
Tesoro plans to use a CARB-approved capture and control system (CAECS) and the Innovative Concept. Please see Attachment I for more details.		
<i>Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:</i>		
Tesoro needs to secure the CAECS.		
<i>Schedule for installing equipment and/or any necessary construction projects:</i>		
<u>Project:</u> <u>Estimated Completion Date:</u>		
1. CAECS 1. See Attachment I		
2. Innovative Concept 2. See Attachment I		
<i>Division of responsibilities for enacting infrastructure:</i>		
Note: this plan does not amend or modify the terms and/or the conditions of Tesoro Refining & Marketing Company LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Tesoro Refining & Marketing Company LLC with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Tesoro Refining & Marketing Company LLC.		
	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓

Submission of port plan	✓	
<p><i>Terminal Operator approval of responsibilities:</i> The responsible official of Tesoro (B77-B78) confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.9 of this At Berth Port Plan and agrees to them under penalty of perjury.</p> <p>Name: <u>Ernstby W. Hayes</u> Title: <u>Region Manager</u> Signature: <u>[Handwritten Signature]</u> Date: <u>11-29-21</u></p>		

2.10. Tesoro Logistics (LBT – B84-B86)

Identification and description of which strateg(ies) the terminal will use for compliance:

Tesoro plans to use a CARB-Approved Capture and Control System and the Innovative Concept option. Please see **Attachment J** for more details.

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

Tesoro must secure the CAECS.

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

<u>Project:</u>	<u>Estimated Completion Date:</u>
1. CAECS	1. See Attachment J
2. Innovative Concept	2. See Attachment J

Division of responsibilities for enacting infrastructure:

Note: this plan does not amend or modify the terms and/or the conditions of Tesoro Refining & Marketing Company LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Tesoro Refining & Marketing Company LLC with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Tesoro Refining & Marketing Company LLC.

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓

Submission of terminal plan		✓
Submission of port plan	✓	

Terminal Operator approval of responsibilities:

The responsible official of **Tesoro Logistics (LBT)** confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.10 of this At Berth Port Plan and agrees to them under penalty of perjury.

Name: *Timothy W. Hayes* Title: *Region Manager*
 Signature: *Timothy W. Hayes* Date: *11-29-21*

2.11. Tesoro Logistics (Terminal 1-T121)

Identification and description of which strateg(ies) the terminal will use for compliance:

Tesoro plans to use shore power, a CARB-approved capture and control system (CAECS), and the Innovative Concept option. Please see **Attachment K** for more details.

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

Tesoro still must secure the CAECS.

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

<u>Project:</u>	<u>Estimated Completion Date:</u>
1. CAECS	1. See Attachment K
2. Innovative Concept	2. See Attachment K

Division of responsibilities for enacting infrastructure:

Note: this plan does not amend or modify the terms and/or the conditions of Carson Cogeneration LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Carson Cogeneration LLC with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Carson Cogeneration LLC.


	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	



Terminal Operator approval of responsibilities:

The responsible official of Tesoro Terminal confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.11 of this At Berth Port Plan and agrees to them under penalty of perjury.

Name:	<i>Timothy W Hayes</i>	Title:	<i>Region Manager</i>
Signature:	<i>Timothy W Hayes</i>		
		Date:	<i>11-29-21</i>

2.12. Petro-Diamond Terminal Company	
<i>Identification and description of which strateg(ies) the terminal will use for compliance:</i>	
None. Petro-Diamond is considered a low-use terminal per 93130.10(a)(2). Please see Attachment L for more details.	
<i>Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:</i>	
Not applicable.	
<i>Schedule for installing equipment and/or any necessary construction projects:</i>	
Not applicable.	
<i>Division of responsibilities for enacting infrastructure:</i>	
<u>Port:</u>	
Not applicable	
<u>Terminal Operator:</u>	
Not applicable	
Note: This plan does not amend or modify the terms and/or the conditions of Petro-Diamond's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Petro-Diamond with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Petro-Diamond.	
<i>Terminal Operator approval of responsibilities:</i>	
The responsible official of Petro-Diamond Terminal confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.12 of this At Berth Port Plan and agrees to them under penalty of perjury.	
Name: ERIC CONARD	Title: GENERAL MGR.
Signature: 	Date: 11/23/2021

2.13. Toyota Logistics Services

Identification and description of which strateg(ies) the terminal will use for compliance:

Toyota plans to use a barge-mounted capture and control system (CAECS). Please see **Attachment M** for more details.

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

Toyota must secure the CARB-approved capture and control system. See Attachment M for details.

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

<u>Project:</u>	<u>Estimated Completion Date:</u>
1. Vendor selection for CAECS	1. End of 2023
2. Vessel modifications	2. Mid 2024

Division of responsibilities for enacting infrastructure:

Note: this plan does not amend or modify the terms and/or the conditions of Toyota's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Toyota with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Toyota.


	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	

Terminal Operator approval of responsibilities:

The responsible official of Toyota Terminal confirms by signing below that he/she has reviewed the division of responsibilities set forth in Section 2.13 of this At Berth Port Plan and agrees to them under penalty of perjury.

Name: Manny Banssi

Title: TLS VP

Signature: 

Date: 11/24/21

3. PORT-SPECIFIC BERTHING RESTRICTIONS


The Port does not have any specific port-wide berthing restrictions. Please see the individual terminal plans for berthing restrictions relative to that terminal.

4. SIGNATURES

The Port's responsible official 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: Mario Cordero

Title: Executive Director

Signature: 

Date: 12/01/2021

Attachment A:

Terminal Plan for TotalTerminals International

Faint handwritten notes, possibly "Terminal 1" and "Terminal 2".

Faint handwritten notes, possibly "Terminal 3" and "Terminal 4".

California Air Resources Board
Control Measure for Ocean-Going Vessels At Berth
Terminal Plan, Dated October 29, 2021

Port: Long Beach
Terminal: Pier T
Terminal Operator: Total Terminals International, LLC
Terminal Point of Contact: Justin French
Phone: (562) 256-2752

Purpose

In response to the "Final Regulation Order, Control Measure For Ocean-Going Vessels At Berth" Section 93130.14, this document is intended to serve as the Terminal Plan for Total Terminals International, LLC (TTI).

Overview

TTI currently services container ships at its facility located at Pier T within the Port of Long Beach. Pursuant to the new Control Measure, Section 93130.14, TTI intends to utilize shore power connections as the control strategy for achieving compliance for all ocean-going container vessels that visit Pier T under this Control Measure.

Terminal Plan Details

TTI submits this Terminal Plan in accordance with Section 93130.14 (3) for the implementation of the new Control Measure, pursuant to sub-sections (A) through (H) below:

(A) Identification and description of all necessary equipment, including whether it will be located on the vessel, wharf, shore, or elsewhere

- TTI Response – Please reference the below Table 1 which identifies and describes the necessary equipment.

Table 1	
Identification / Description of Necessary Equipment	<ul style="list-style-type: none"> • SPO 2 – Shore power vault located on wharf • SPO 3 – Shore power vault located on wharf • SPO 5 – Shore power vault located on wharf • SPO 6 – Shore power vault located on wharf • SPO 8 – Shore power vault located on wharf • SPO 9 – Shore power vault located on wharf • SPO 11 – Shore power vault located on wharf • SPO 12 – Shore power vault located on wharf • SPO 14 – Shore power vault located on wharf • SPO 15 – Shore power vault located on wharf • SPO 16 – Shore power vault located on wharf • SPO 17 – Shore power vault located on wharf

(B) Number of vessels expected to visit the terminal using the strategy

- TTI Response - Current forecasts reflect 156 container vessel calls are anticipated at TTI annually, all of which are expected to use shore power as the control strategy.

(C) List of each berth with geographic boundary coordinates

- TTI Response –
 - Berth 134: 33.754570,-118.232231 to 33.755577,-118.228825
 - Berth 136: 33.753387,-118.236274 to 33.754570,-118.232231
 - Berth 138: 33.752204,-118.240317 to 33.753387,-118.236274
 - Berth 140: 33.751021,-118.244360 to 33.752204,-118.240317

(D) Identify berth(s) where equipment will be used

- TTI Response –
 - Berth 134
 - Berth 136
 - Berth 138
 - Berth 140

(E) Terminal/port specific berthing restrictions

- TTI Response - While TTI has four identified berths (134, 136, 138, 140), only 3 container vessels can be berthed alongside the wharf at any point in time due to the large size of the vessels.

(F) Schedule for installing equipment

- TTI Response – Not applicable, as all equipment is currently installed.

(G) Division of responsibilities between the terminal operator and the port, including contractual limitations applicable to the terminal, relevant to enacting the infrastructure required by each terminal’s plan

- TTI Response – Please see Table 2 below for the division of responsibilities. There are not expected to be any contractual limitations.

Table 2

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	

Note: This plan does not amend or modify the terms and/or the conditions of TTI’s preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of TTI with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or TTI.

(H) A terminal operator claiming that a physical and/or operational constraint will delay its ability to implement its preferred CARB approved control strategy to achieve emission reductions from vessels at berth according to the requirements of section 93130 et seq., must also include with its terminal plan a technical feasibility study evaluating if there are any other emission control options that could be implemented more quickly at the terminal.

- TTI Response – Not applicable, as TTI is not claiming a physical and/or operational constraint.

Port Approval of Responsibilities

Set forth in Section G of this At Berth Terminal Plan, the port's responsible official confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of Total Terminals International, LLC's proposed compliance strategy set forth in this At Berth Terminal Plan.

MARIO CORDERO M. Cordero 11/17/21
Name of Port's Responsible Official Signature of Port's Responsible Official Date

Terminal Approval of Responsibilities

By signing below, Total Terminals International, LLC's responsible official confirms under penalty of perjury that he/she has reviewed this At Berth Terminal Plan and is submitting this At Berth Terminal Plan as Total Terminals International, LLC's compliance strategy for the At Berth Regulation. Total Terminals International, LLC understands this plan is subject to verification by CARB staff.

William Peratt W. Peratt 10/29/2021
Name of Terminal's Responsible Official Signature of Terminal's Responsible Official Date

Attachment B:

Terminal Plan for International Transportation Service

INTERNATIONAL TRANSPORTATION SERVICE, LLC (ITS) 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: Christopher Rapp	
Phone Number: 562.590.6839	Email: christopher.rapp@itslb.com
Berths Included in this Plan:	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u>
1. G227	1. G227: 33.44'47.93" N 118.11'56.89" W
2. G232	2. G232: 33.44'38.41" N 118.12'05.59" W
3. G235	3. G235: 33.44'47.93" N 118.11'49.78" W
4. G236	4. G236: 33.44'38.89" N 118.11'41.19" 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	
Strategy(ies) used to comply with the requirements for ocean-going vessels visiting each berth:	
1. Shorepower	
2.1 [Strategy 1]	
Identification and description of all necessary equipment:	
Shore power outlets (SPOs) are in place at all berths. The wharf at G236 is being extended, and construction includes one repositioned SPO to support larger vessel connections.	
<u>Equipment:</u>	<u>Location:</u>
1. Shorepower Outlet (SPO)	1. Wharf
Number of vessels expected to use this strategy (annual): As many as capable (Subject to change)	
Number of vessel visits expected to use this strategy (annual): As many as capable (Subject to change)	
Berths where equipment will be used:	
1. G232 (5 SPOs)	
2. G235 (1 SPO)	
3. G236 (6 SPOs)	
Schedule for installing equipment:	
<u>Project:</u>	<u>Estimated Completion Date:</u>
1. G236 Wharf Extension (includes 1 repositioned SPO to facilitate	1. November, 2022



connections for larger vessels in the future)

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

Are there any terminal or port specific berthing restrictions? If yes, please describe.

- All ITS shorepower berths are separate and not linear. Therefore, ITS is limited to the berth capacity and ship lengths.
- ITS connects on Port Side.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

<u>Table 1 – Unless otherwise agreed</u>	Port	Terminal
1. Initiation of electrical infrastructure construction including design		✓
2. Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
3. Responsibility to maintain electrical infrastructure inside of the terminal		✓
4. Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
5. Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
6. Submission of terminal plan		✓
7. Submission of port plan	✓	

Note: this plan does not amend or modify the terms and/or the conditions of ITS’s preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of ITS with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or ITS.

The G236 wharf extension project is led by the Port of Long Beach. As part of the G236 Wharf extension project, the Port is responsible for designing and repositioning one SPO to support larger ship connections. ITS is responsible for providing space and access for Port contractors.

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe. Not at this time.

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 Sec 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: Mario Cordero

Title: Executive Director

Port: Port of Long Beach

Signature:

Date:

12/01/2021

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 [Terminal Operator's] compliance strategy for the At Berth Regulation. [Terminal Operator] understands this plan is subject to verification by CARB staff.

Name:

Christopher Rapp

Title:

Vice President

Signature:

Date:

12/1/21



Attachment C:

Terminal Plan for Pacific Maritime Services

[Faint, illegible text, possibly bleed-through from the reverse side of the page]

**Pacific Maritime Services, LLC
(also known as Pacific Container Terminal (PCT))
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:	
Phone Number:	Email:
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u> *
1. J245	1. Berth 0-2000 Feet (33.44.25 N, 118.11.53 W)
2. J266	2. Berth 0-1450 Feet (33.44.11 N, 118.11.31 W)
3. J270	3. Berth 1450- 2600 Feet (33.44.11N, 118.11.19 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>	
1. SHORE POWER ONLY (SPO)	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. Existing Shore Power Outlets	1. Shore/Wharf
Number of vessels expected to use this strategy (annual): 50	
Number of vessel visits expected to use this strategy (annual): 125	
<i>Berths where equipment will be used:</i>	
1. LB245	
2. LB266	
3. LB270	
<i>Schedule for installing equipment:</i>	INSTALLATION COMPLETE/ NO SCHEDULE NEEDED
<i>Project:</i> Not applicable	<u>Estimated Completion Date:</u> Not applicable

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

Are there any terminal or part specific berthing restrictions? If yes, please describe.

- LB245- PORT SIDE ONLY**
- LB266- STARBOARD SIDE ONLY**
- LB270- STARBOARD SIDE ONLY**

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Note: this plan does not amend or modify the terms and/or the conditions of Pacific Maritime Services, LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Pacific Maritime Services, LLC with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Pacific Maritime Services, LLC.

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	



Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe. None currently known.

Port approval of responsibilities:

Set forth in Section 4 of this At Berth Terminal Plan, the Port's responsible officer confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations or attestations about the accuracy, feasibility, or legality of Pacific Maritime Services, LLC's proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: MARIO CORDERO Title: Executive Director

Port:

Signature: [Signature]

Date:

Nov 17, 2021

5. SIGNATURE OF TERMINAL OPERATOR

By signing below, Pacific Maritime Services, LLC'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 Pacific Maritime Services, LLC's compliance strategy for the At Berth Regulation. Pacific Maritime Services, LLC understands this plan is subject to verification by CARB staff.

Name: Sue Ferris

Title: VP

Signature: [Signature]

Date:

10/26/21



Attachment D:

Terminal Plan for Long Beach Container Terminal



Long Beach Container Terminal

LBCT LLC 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: Long Beach Container Terminal (LBCT LLC)	
Phone Number: 562-951-6000	Email: POC: sse@lbct.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u> *
1. E22	1. 33.75435 – 118.21552
2. E24	2. 33.75815 – 118.21590
3. E26	3. 33.75952 – 118.214781
*The number of berths on a terminal and the spatial positioning of berths are dependent on vessel size; thus, the geographic boundary coordinates are approximating only.	
2. STRATEGY DETAILS	
<i>Strategy(ies) used to comply with the requirements for ocean-going vessels visiting each berth:</i>	
1. shore power	
LBCT LLC will also consider the use of other CARB-approved emission control strategies during extenuating circumstances, such as the arrival of ships without shore power capabilities and on-terminal shore power infrastructure repair. However, shore power will remain LBCT LLC's primary strategy for compliance.	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. electrical infrastructure and outlet	1. wharf

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Number of <u>vessels</u> expected to use this strategy (annual): 25	
Number of vessel <u>visits</u> expected to use this strategy (annual): 100	
<i>Berths where equipment will be used:</i>	
<ol style="list-style-type: none"> 1. E22 2. E24 3. E26 	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
1. electrical infrastructure and outlet	1. In place

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

Are there any terminal or port specific berthing restrictions? If yes, please describe.
No current restrictions

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:
The electrical infrastructure to support shore power plug-in at LBCT LLC, known as Long Beach Container Terminal, as of December 1, 2021 was designed, bid, and built by the Port of Long Beach (POLB). The terminal roles and responsibilities pertaining to the completed electrical infrastructure at LBCT LLC are:

- Maintain electrical infrastructure inside terminal lease boundaries.
- Control emissions during repair of electrical infrastructure/ equipment.

Additional shore power infrastructure is not required at LBCT LLC to meet the January 1, 2023 deadline. However, should additional electrical infrastructure be deemed necessary in the future, the roles and responsibilities of the terminal are:

- Initiation of electrical infrastructure construction including design.
- Provide equipment or necessary electrical infrastructure inside of the terminal.
- Maintain electrical infrastructure inside of the terminal.
- Control emissions at berth due to incomplete electrical infrastructure construction.
- Control emissions during repair of electrical infrastructure/equipment.

The POLB is responsible for submitting the Port Plan, and LBCT LLC is responsible for submitting this Terminal Plan to the California Air Resources Board (CARB).

Note: this plan does not amend or modify the terms and/or the conditions of LBCT LLC's preferential assignment agreement and other agreements with the POLB, including without

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limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the POLB and/or of LBCT LLC with other entities nor does it modify or diminish any other obligations of other entities to the POLB and/or LBCT LLC.

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe. There are no identified contractual limitations.

Port approval of responsibilities:

The POLB 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 POLB does not make any representations or attestations about the accuracy, feasibility, or legality of the LBCT LLC's proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: M. Cordeiro Title: Executive Director
 Port: Port of Long Beach
 Signature: MARIO CORDEIRO Date: November 22, 2021

5. SIGNATURE OF TERMINAL OPERATOR

By signing below, LBCT LLC'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 LBCT LLC's compliance strategy for the At Berth Regulation. LBCT LLC understands this plan is subject to verification by CARB staff.

Name: Bill Carson Title: Director, SSE
 Signature: _____ Date: 11/1/2021

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*Port of Long Beach
At Berth Port Plan*

Attachment E:

Terminal Plan for SSA Terminals Pier A

SSA Terminals (Pier A), LLC (SSA) 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: Mike Patalano	
Phone Number: (562) 495-8657	Email: Mike.Patalano@SSAMarine.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u>
1. A90	1. 33.46.10 N, 118.13.45 W
2. A92	2. 33.46.08 N, 118.13.56 W
3. A94	3. 33.46.05 N, 118.14.07 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>	
1. SHORE POWER ONLY (SPO)	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. Existing Shore Power Outlets	1. Shore/Wharf
Number of vessels expected to use this strategy (annual): 60	
Number of vessel visits expected to use this strategy (annual): 350	
<i>Berths where equipment will be used:</i>	
1. A90	
2. A92	
3. A94	
<i>Schedule for installing equipment:</i> INSTALLATION COMPLETE/ NO SCHEDULE NEEDED	
<u>Project:</u>	<u>Estimated Completion Date:</u>
Not Applicable	Not Applicable

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

Are there any terminal or port specific berthing restrictions? If yes, please describe.

A90: Port Side Only

A92: Port Side Only

A94: Port Side Only

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Note: this plan does not amend or modify the terms and/or the conditions of SSA's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of SSA with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or SSA.

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	



Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe. None currently known.

Port approval of responsibilities:

Set forth in Section 4 of this At Berth Terminal Plan, the Port's responsible official confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of SSA Terminals (Pier A), LLC's proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: MARIO LODGELO Title: Executive Director

Port:

Signature: [Handwritten Signature] Date: NOV 17, 2021

5. SIGNATURE OF TERMINAL OPERATOR

By signing below, SSA Terminals, (Pier A), LLC's responsible official 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 (Pier A), LLC's compliance strategy for the At Berth Regulation. SSA Terminals (Pier A), LLC. understands this plan is subject to verification by CARB staff.

Name: SAL FERRIGNO Title: VP

Signature: [Handwritten Signature] Date: 10/26/21



*Port of Long Beach
At Berth Port Plan*

Attachment F:

Terminal Plan for SSA Terminals (Pier C)

SSA Terminals, LLC (SSA) 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: Ryan Baird	
Phone Number: (562) 495-8657	Email: Ryan.Baird@SSAMarine.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u>
<ol style="list-style-type: none"> 1. C62 2. C60 	<ol style="list-style-type: none"> 1. Berth 900-1800 Feet (33.46.11 N, 118.13.03 W) 2. Berth 0-899 Feet (33.46.13 N, 118.12.57 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. SHORE POWER ONLY (SPO) 	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
<ol style="list-style-type: none"> 1. Existing Shore Power Outlets 	<ol style="list-style-type: none"> 1. Shore/Wharf
Number of <u>vessels</u> expected to use this strategy (annual): 12	
Number of vessel <u>visits</u> expected to use this strategy (annual): 104	
<i>Berths where equipment will be used:</i>	
<ol style="list-style-type: none"> 1. C62 2. C60 	
<i>Schedule for installing equipment:</i> INSTALLATION COMPLETE/ NO SCHEDULE NEEDED	
<u>Project:</u>	<u>Estimated Completion Date:</u>
Not Applicable	Not Applicable

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

Are there any terminal or port specific berthing restrictions? If yes, please describe.

C62- STARBOARD SIDE ONLY
C60- STARBOARD SIDE ONLY

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Note: this plan does not amend or modify the terms and/or the conditions of SSA's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of SSA with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or SSA.

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe. None currently known.

Port approval of responsibilities:

Set forth in Section 4 of this At Berth Terminal Plan, the Port's responsible official confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of SSA Terminal, LLC's proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: MARIO CORDERO Title: Executive Director

Port:

Signature:



Date:

Nov 17, 2022

5. SIGNATURE OF TERMINAL OPERATOR

By signing below, SSA Terminals, LLC's responsible official 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's compliance strategy for the At Berth Regulation. SSA Terminals, LLC understands this plan is subject to verification by CARB staff.

Name: S Ar Ferrigno

Title: VP

Signature:



Date:

10/26/21

Attachment G:
Terminal Plan for **Chemoil**

Chemoil Terminals LLC 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: Justin Avril	
Phone Number: 562-485-4205	Email: justin.avril@chemoil.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u> 1. Long Beach Berth F209	<u>Approximate Geographic Boundary Coordinates:</u> * 1. 33.74 North 118.21 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>	
1. Shore Power.	
2.1 Shore Power	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. Conduit and power conductors from Pier F Street to transformer location at B-F209	1. Wharf
2. Stepdown transformer and switchgear.	2. Wharf
3. Cable reel with cables and receptacles.	3. Wharf
4. Communications cable reel for shore to ship power systems communication.	4. Wharf
5. Lifting boom to lift power cables and receptacles up to the vessel from the berth.	5. Wharf
Number of vessels expected to use this strategy (annual): 65	
Number of vessel visits expected to use this strategy (annual): 65	
<i>Berths where equipment will be used:</i>	
1. Long Beach Berth F209.	
<i>Schedule for installing equipment:</i>	
<u>Project:</u> 1. All equipment listed above.	<u>Estimated Completion Date:</u> 1. Q3 2024
3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS	
<i>Are there any terminal or port specific berthing restrictions? If yes, please describe.</i>	
Vessels berth Port Side to the dock and berth is restricted to 39 feet 6 inches draft on all vessels.	

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	

Note: this plan does not amend or modify the terms and/or the conditions of Chemoil Terminals LLC's lease and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Chemoil Terminals LLC's with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Chemoil Terminals LLC's.

Chemoil Terminals LLC's lease expires 06/30/2025. Roles and responsibilities may be updated in a new or amended lease agreement. Any changes to roles and responsibilities will be updated in an amended plan sent to CARB.

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe.

None known by Chemoil Terminals LLC.

Port approval of responsibilities:

Set forth in Section 4 of this At Berth Terminal Plan, the port's responsible official confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of Chemoil Terminals LLC's 's proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: _____ Title: _____

Port: _____

Signature: _____ Date: _____

Chemoil Terminals LLC
At Berth Terminal Plan

5. SIGNATURE OF TERMINAL OPERATOR

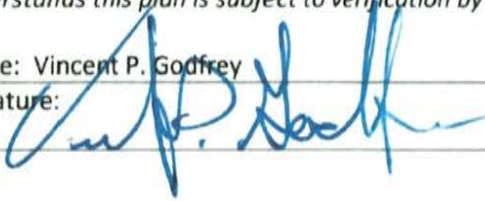
By signing below, the Terminal Operator's responsible officer confirms under penalty of perjury that he/she has reviewed this At Berth Terminal Plan and is submitting this At Berth Terminal Plan as Chemoil Terminals LLC compliance strategy for the At Berth Regulation. Chemoil Terminals LLC understands this plan is subject to verification by CARB staff.

Name: Vincent P. Godfrey

Title: Vice President

Signature:

Date:



11/19/21

Attachment H:
Terminal Plan for SSA Pacific

Terminal Plan

Pier F, Port of Long Beach; Terminal Operator and Responsible Official: SSA Pacific Inc, Bill Fitz
on behalf of the two Pier F lessees (Crescent Terminals, Inc. and CSA Equipment Company, LLC)

Pier F is a 22-acre (8.9 hectare) breakbulk cargo terminal with four contiguous berths (designated 204, 205, 206 and 207) totaling 2,400 linear feet (732 meters) operated by SSA Pacific.

Pier F Strategy: *Provide shore power to Pier F allowing for two simultaneously berthed roll-on/roll-off (RoRo) vessels and accommodate vessel operators' use of CARB-approved innovative solutions when vessels aren't equipped to plug in to shore power*

The proposed new shore power infrastructure investments will take significant time and resources to implement and RoRo vessel owners calling Pier F will need to retrofit or build new vessels with vessel-side shore power-capable connections. As such, to augment our strategy within the near-term compliance timeline, we encourage and embrace third-party vendors that can achieve CARB approvals for their innovative concept solutions (see Item "H" below) to provide services to vessel operators when shore power is not feasible at the berth.

A. Identification and Description of all Necessary Equipment

Outside of the Pier F terminal (Utility Provider and Port Authority responsibility), equipment required to extend shore power to the terminal includes:

Item/Description	Location			
	Vessel	Wharf	Shore	Elsewhere
High-Voltage (HV) supply system				✓
HV distribution (right-of-way, overhead or underground lines) from supply to Shore Power Vault System				✓

Within the Pier F terminal (Terminal Operator responsibility), equipment to extend shore power to the berths includes:

Item/Description	Location			
	Vessel	Wharf	Shore	Elsewhere
Shore Power Substation			✓	
Electrical Controls to comply with IEC/IEEE 80005-1 and SEC regulations			✓	
Medium Voltage Conduit and Wiring		✓	✓	
Shore Power Vaults		✓		
Cable Management System		✓		
Vessel-side infrastructure to connect to shore power system (<i>provided by vessel owner, retrofit or newbuild vessels, shore power capable</i>)	✓			

B. Forecasted Vessel Volume

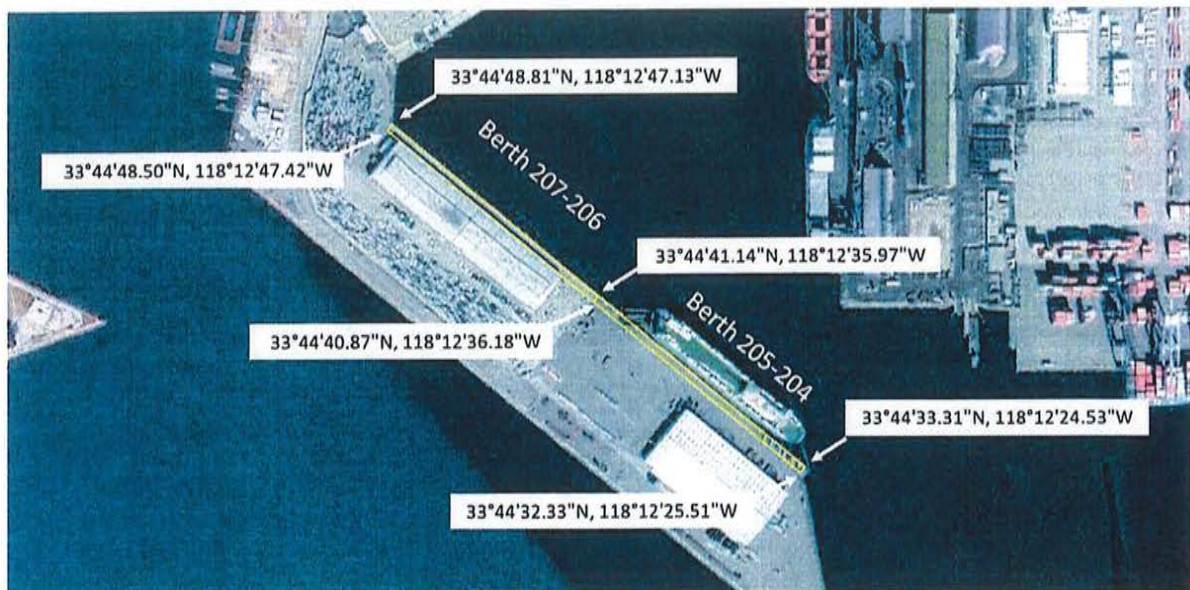
Pier F's 5-year vessel call forecast horizon (2022-2027) anticipates 95-100 vessels per year:

- 35-40 WWL (26-hour call, berth 204-205)
- 60 pure RoRo (12-hour call, berth 206-207)

Note: due to the typical RoRo vessel length overall (LOA), the combined 204-205 berths are considered one RoRo berthing position and the combined 206-207 berths are considered one RoRo berth position, allowing Pier F to berth and operate two RoRo vessels simultaneously.

C. List of Each Berth with Coordinates

Pier F, Port of Long Beach, California



D. Berth Location

Compliance equipment will be used at the Port of Long Beach’s Pier F, Berths 204-205 and 206-207.

E. Terminal/Port-Specific Berthing Restrictions

Pier F anticipates no Terminal or Port-specific berthing restrictions.

F. Implementation Schedule

New on-terminal shore power equipment installations will be required at the berths to serve up to two RoRo ships simultaneously. Upon plan approval, we expect the design, permitting, bid, construction, and commissioning of the shore power infrastructure to take up to four years.

RoRo Shore Power Element	Responsibility	Planning, Permitting and Design Duration	Construction and Commissioning Duration	Total Duration
On-Terminal and Berth Infrastructure (at berths 206-207 and 204-205)	Terminal Operator	Up to 2 Years	Up to 2 Years	Less than 4 Years <i>Allows for overlap of Planning/Design/Permitting with Construction</i>

G. Division of Responsibilities: Terminal Operator and the Port

Considerations for implementing shore power stemming from CARB’s At-Berth Regulations has been specifically incorporated into the “Third Amendment to Preferential Assignment Agreement HD-6517”, the lease and operating agreement for the use of the Port of Long Beach Pier F marine terminal facility by Crescent Terminals, Inc. and CSA Equipment Company LLC, whom collectively has assigned SSA Pacific as the Terminal Operator.

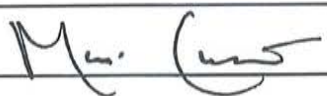
Responsibility	Port	Terminal Operator
Submission of Terminal Plan per Section 93130.14(a)		✓
Submission of Port Plan per Section 93130.14(b)	✓	
Initiation of on-terminal terminal shore power design, permitting and construction (from substation to berth)		✓
Responsibility to provide shore power equipment or necessary shore power infrastructure inside of the terminal		✓
Responsibility to maintain shore power infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete shore power infrastructure construction (from substation to vessel connection)		✓
Communicate and coordinate with vessel prior to arrival		✓
Ensure proper positioning of vessel		✓
Connect vessels to shore power when called by a commissioned shore power-enabled vessel		✓
Submit vessel visit information and wharfing data to CARB per regulation requirements	✓	✓
Responsibility of uncontrolled emissions from repair of shore power infrastructure/equipment		✓

Note: this plan does not amend or modify the terms and/or the conditions of SSA Pacific’s preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of SSA Pacific with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or SSA Pacific.



Port approval of responsibilities:

Set forth in Section G of this At Berth Terminal Plan, the Port's responsible official confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of SSA Pacific's proposed compliance strategy set forth in this At Berth Terminal Plan.

Name:	MARIO CORDERO	Title:	Executive Director
Port:			
Signature:		Date:	Nov 17, 2021

H. Other Emission Control Options

As a Terminal Operator, our primary concern is providing safe and efficient operations compliant with all regulatory requirements. **We do not assert that a physical and/or operational constraint will delay our ability to implement our preferred shore power strategy.** However, the time required to design, permit and construct the solution by the January 1, 2025 Compliance Start Date will be challenging. As such we remain fully supportive and enthusiastic that third-party providers will respond to market demand and develop CARB-approved emission control solutions providing on-demand services to Vessel Operators when calling Pier F, for example:

- Fuel Cell Technology – Vessel-side or shore-based modular, self-contained and portable zero- emission fuel cell systems connecting to vessels in much the same manner as grid-based shore-power solutions. Fuel cell solutions would require vessel retrofit. The terminal operator would accommodate space requirements for the fuel cell arrays and potentially their associated hydrogen production and storage facilities.
- Capture and Control Systems – Barge-based or shore-based technology configurations designed to capture and treat exhaust emissions from ocean-going RoRo vessels while at berth, regardless of that vessel’s stack design or funnel characteristics. Capture and Control vendors would coordinate services directly with the vessel’s agent and vessel operator. The Terminal Operator would accommodate the vendor’s services while the vessel is at berth.

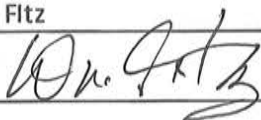
Terminal Responsible Official Signature

By signing below, SSA Pacific’s Responsible Official confirms under penalty of perjury that he has reviewed this Terminal Plan and is submitting this Terminal Plan as SSA Pacific’s compliance strategy for the At Berth Regulation on behalf of SSA Pacific Inc and the two lessees of Pier F (Crescent Terminals, Inc and CSA Equipment Company, LLC). SSA Pacific understands this plan is subject to verification by CARB staff.

Name: Bill Fitz

Title: Regional Vice President, SSA Pacific Inc.

Signature:



Date:

11/23/2021

Attachment I:

Terminal Plan for Tesoro Logistics (Terminal 2)

Tesoro Logistics Operations LLC (TLO)* Terminal 2, Long Beach 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.

*Tesoro Logistics Operations LLC is the terminal operator for Tesoro Refining & Marketing Company LLC, the leaseholder with the Port of Long Beach.

1. GENERAL INFORMATION	
Terminal Contact Name: Timothy Hayes	
Phone Number: 562-499-2249	Email: twhayes@marathonpetroleum.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u> *
1. Berth B77	1. 33.77580, -118.21300
2. Berth B78	2. 33.77501, -118.21501
Berth B76 handles liquids but is barge only. Berths B79 and B80 do not handle liquids.	
<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>	
Provided technology is sufficiently developed to operate with an acceptable level of personal and process safety risk, TLO plans to employ the following strategies:	
<ol style="list-style-type: none"> 1. CARB-Approved Capture and Control (C&C) System as a CARB-Approved Emission Control Strategy (CAECS) 2. CARB-Approved Innovative Concept – See TLO’s Innovative Concept Application for Long Beach 	
Should tanker vessel owners install equipment that provides a vessel side connection for shore power in the future, TLO may consider adding new land-based connection systems to supply electricity from the grid to a vessel. However, shore power is not anticipated to be TLO’s solution for the compliance deadline set forth in the regulation.	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. CARB Approved Capture and Control Systems - will include one or more of the following shore and/or barge unit(s)	1. Terminal 2, Berths B77, B78

<ul style="list-style-type: none"> a. Fully contained barge system including connection system and treatment system b. Barge connection system with shore-based treatment system c. Permanent structure connection system with shore-based treatment system d. Mobile land-based connection system with mobile or fixed shore-based treatment system 	
Number of vessels expected to use this strategy (annual): 25	
Number of vessel visits expected to use this strategy (annual): 100	
<i>Berths where equipment will be used:</i>	
<ul style="list-style-type: none"> 1. Berth 77 2. Berth 78 	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
CARB Approved Capture and Control Systems	<p>Unresolved risks may result in a delay of compliance with the regulation. Construction is expected to commence upon completion of the design and testing of a safe, approved system able to be permitted and produced on a scale necessary to satisfy industry requirements. Present concerns for capture and control systems that have not yet been resolved include:</p> <ul style="list-style-type: none"> • Full resolution of considerations identified in the Safety Study under the CARB grant for Capture and Control Systems for Oil Tanker Project awarded to SCAQMD where TLO resources are actively supporting advancement as a demonstration partner. • Capture and Control providers have not shared technical details for connection to the vessel stacks. The following risks are still unresolved pending evaluation of the final connection design. <ul style="list-style-type: none"> ○ Ability to connect to multiple stacks at the same time without damaging a vessel's exhaust stacks. ○ Ability to connect to a variable set of stack configurations without damaging the vessel's exhaust stacks. ○ Ability to connect without creating sparks, or designing for electrical continuity ○ Ability of the connection to adjust with vessel draft changes due to cargo operations ○ Ability of connection system to adequately transport a wide range of flows from multiple stacks • Barge congestion and siting around vessels is unresolved. The ability to locate barges to treat vessels must ensure the following:

<ul style="list-style-type: none"> ○ Capture & Control (C&C) barges not interfere with vessel traffic in the port ○ C&C barges stay clear of mooring lines of the vessel at berth ○ C&C barges will not be adversely affected by passing vessel traffic ○ C&C barges not interfere with containment boom ○ C&C barge mooring systems not impact submerged utilities crossing navigational channels ● Adequate emergency preparedness to ensure safety of barge-based system operators in close proximity to hazardous cargo ● Ability to deliver exhaust to a shore-based treatment unit within the acceptable range of critical process variables such as temperature 				
2.2 [Strategy 2, if needed]				
<i>Identification and description of all necessary equipment:</i>				
<table border="0"> <tr> <td><u>Equipment:</u></td> <td><u>Location:</u></td> </tr> <tr> <td>1. Innovative concept – see “Innovative Concept Application” submittal</td> <td>1. Innovative concept – see “Innovative Concept Application” submittal</td> </tr> </table>	<u>Equipment:</u>	<u>Location:</u>	1. Innovative concept – see “Innovative Concept Application” submittal	1. Innovative concept – see “Innovative Concept Application” submittal
<u>Equipment:</u>	<u>Location:</u>			
1. Innovative concept – see “Innovative Concept Application” submittal	1. Innovative concept – see “Innovative Concept Application” submittal			
Number of vessels expected to use this strategy (annual): TBD				
Number of vessel visits expected to use this strategy (annual): TBD				
<i>Berths where equipment will be used:</i>				
1. See “Innovative Concept Application” submittal				
<i>Schedule for installing equipment:</i>				
<table border="0"> <tr> <td><u>Project:</u></td> <td><u>Estimated Completion Date:</u></td> </tr> <tr> <td>1. See “Innovative Concept Application” submittal</td> <td>1. See “Innovative Concept Application” submittal</td> </tr> </table>	<u>Project:</u>	<u>Estimated Completion Date:</u>	1. See “Innovative Concept Application” submittal	1. See “Innovative Concept Application” submittal
<u>Project:</u>	<u>Estimated Completion Date:</u>			
1. See “Innovative Concept Application” submittal	1. See “Innovative Concept Application” submittal			

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS
<i>Are there any terminal or port specific berthing restrictions? If yes, please describe.</i>
<ol style="list-style-type: none"> 1. Vessels calling at Berth B78 in crude petroleum and heavy intermediate petroleum product service are restricted to starboard side to only. 2. Future dock enhancements necessary to accommodate capture and control systems could necessitate additional berthing restrictions. 3. Underwater utilities located near the vessel berthing locations could restrict mooring systems for barge-based capture and control.

4. DIVISION OF ROLES AND RESPONSIBILITIES
<i>Division of responsibilities:</i>

Note: this plan does not amend or modify the terms and/or the conditions of Tesoro Refining & Marketing Company LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Tesoro Refining & Marketing Company LLC with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Tesoro Refining & Marketing Company LLC.

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe.

None

Port approval of responsibilities:

Set forth in Section 4 of this At Berth Terminal Plan, the Port's responsible official confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of Tesoro Refining & Marketing Company LLC proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: Title:

MARIO CORDERO Executive Director

Port:

Long Beach

Signature: Date:

Mario Cordero

11/19/21

5. SIGNATURE OF TERMINAL OPERATOR



By signing below, Tesoro Logistics Operations LLC's responsible official confirms under penalty of perjury that he/she has reviewed this At Berth Terminal Plan and is submitting this At Berth Terminal Plan as Tesoro Logistics Operations LLC's compliance strategy for the At Berth Regulation. Tesoro Logistics Operations understands this plan is subject to verification by CARB staff.

Name: Timothy Hayes

Title: Region Manager

Signature:

Date:

Attachment J:
Terminal Plan for **Tesoro Logistics (LBT)**

Tesoro Logistics Operations LLC (TLO)* Long Beach Terminal (LBT), Long Beach 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.

*Tesoro Logistics Operations LLC is the terminal operator for Tesoro Refining & Marketing Company LLC, the leaseholder with the Port of Long Beach.

1. GENERAL INFORMATION	
Terminal Contact Name: Timothy Hayes	
Phone Number: 562-499-2249	Email: twhayes@marathonpetroleum.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u>
1. Berth B84a	1. 33.77236, -118.22173
2. Berth B86	2. 33.77104, -118.22411
Berths B84a and B86 are the only berths at the terminal which receive tanker vessels.	
<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>	
Provided technology is sufficiently developed to operate with an acceptable level of personal and process safety risk, Tesoro Logistics Operations LLC plans to employ the following strategies.	
<ol style="list-style-type: none"> 1. CARB-Approved Capture and Control System as a CARB-Approved Emission Control Strategy (CAECS) 2. CARB-Approved Innovative Concept – See TLO’s Innovative Concept Application for Long Beach 	
Should tanker vessel owners install equipment that provides a vessel side connection for shore power in the future, TLO may consider adding new land-based connection systems to supply electricity from the grid to a vessel. However, shore power is not anticipated to be TLO’s solution for the compliance deadline set forth in the regulation.	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. CARB Approved Capture and Control Systems - will include one or more of the following shore and/or barge unit(s)	1. Long Beach Terminal, Berths B84a, B86

- a. Fully contained barge system including connection system and treatment system
- b. Barge connection system with shore-based treatment system
- c. Permanent structure connection system with shore-based treatment system
- d. Mobile land-based connection system with mobile or fixed shore-based treatment system

Number of vessels expected to use this strategy (annual): 70

Number of vessel visits expected to use this strategy (annual): 190

Berths where equipment will be used:

1. Berth B84a
2. Berth B86

Schedule for installing equipment:

Project:

CARB Approved Capture and Control Systems

Estimated Completion Date:

Unresolved risks may result in a delay of compliance with the regulation. Construction is expected to commence upon completion of the design and testing of a safe, approved system able to be permitted and produced on a scale necessary to satisfy industry requirements. Present concerns for capture and control systems that have not yet been resolved include:

- Full resolution of considerations identified in the Safety Study under the CARB grant for Capture and Control Systems for Oil Tanker Project awarded to SCAQMD where TLO resources are actively supporting advancement as a demonstration partner.
- Capture and Control providers have not shared technical details for connection to the vessel stacks. The following risks are still unresolved pending evaluation of the final connection design.
 - Ability to connect to multiple stacks at the same time without damaging a vessel's exhaust stacks.
 - Ability to connect to a variable set of stack configurations without damaging the vessel's exhaust stacks.
 - Ability to connect without creating sparks, or designing for electrical continuity
 - Ability of the connection to adjust with vessel draft changes due to cargo operations
 - Ability of connection system to adequately transport a wide range of flows from multiple stacks

- Barge congestion and siting around vessels is unresolved. The ability to locate barges to treat vessels must ensure the following:
 - Capture & Control (C&C) barges not interfere with vessel traffic in the port
 - C&C barges stay clear of mooring lines of the vessel at berth
 - C&C barges will not be adversely affected by passing vessel traffic
 - C&C barges not interfere with containment boom
 - C&C barge mooring systems not impact submerged utilities crossing navigational channels
- Adequate emergency preparedness to ensure safety of barge-based system operators in close proximity to hazardous cargo
- Ability to deliver exhaust to a shore-based treatment unit within the acceptable range of critical process variables such as temperature

2.2 [Strategy 2, if needed]

Identification and description of all necessary equipment:

Equipment:

Location:

1. Innovative concept – see “Innovative Concept Application” submittal

1. Innovative concept – see “Innovative Concept Application” submittal

Number of **vessels** expected to use this strategy (annual): TBD

Number of vessel **visits** expected to use this strategy (annual): TBD

Berths where equipment will be used:

1. See “Innovative Concept Application” submittal

Schedule for installing equipment:

Project:

Estimated Completion Date:

1. See “Innovative Concept Application” submittal

1. See “Innovative Concept Application” submittal

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

Are there any terminal or port specific berthing restrictions? If yes, please describe.

1. Presently there are no restrictions however dock enhancements necessary to accommodate capture and control systems could necessitate berthing restrictions.
2. Underwater utilities located near the vessel berthing locations could restrict mooring systems for barge-based capture and control.

4. D. VISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities:

Note: this plan does not amend or modify the terms and/or the conditions of Tesoro Refining & Marketing Company LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Tesoro Refining & Marketing Company LLC with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Tesoro Refining & Marketing Company LLC.

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe.

None

Port approval of responsibilities:

Set forth in Section 4 of this At Berth Terminal Plan, the Port's responsible official confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of Tesoro Refining & Marketing Company LLC proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: Title: *Mario Cordero, EXECUTIVE Director*

Port: *port of LONG BEACH*



Signature: _____ Date: _____
M. G.

04 22, 2021

5. SIGNATURE OF TERMINAL OPERATOR

By signing below, Tesoro Logistics Operations LLC's responsible official confirms under penalty of perjury that he/she has reviewed this At Berth Terminal Plan and is submitting this At Berth Terminal Plan as Tesoro Logistics Operations LLC's compliance strategy for the At Berth Regulation. Tesoro Logistics Operations understands this plan is subject to verification by CARB staff.

Name: Timothy Hayes Title: Region Manager
Signature: _____ Date: _____
[Handwritten Signature] *2021*

Attachment K:

Terminal Plan for Tesoro Logistics – Terminal 1

Tesoro Logistics Operations LLC (TLO)*

Terminal 1, Long Beach

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.

*Tesoro Logistics Operations LLC is the terminal operator for Carson Cogeneration LLC, the leaseholder with the Port of Long Beach.

1. GENERAL INFORMATION	
Terminal Contact Name: Timothy Hayes	
Phone Number: 562-499-2249	Email: twhayes@marathonpetroleum.com
Berths Included in this Plan:	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u> *
1. Berth T121	1. 33.75713, -118.21901
<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>Strategies used to comply with the requirements for ocean-going vessels visiting each berth:</i>	
Provided technology is sufficiently developed to operate with an acceptable level of personal and process safety risk, Tesoro Logistics Operations LLC (TLO) plans to employ the following strategies.	
<ol style="list-style-type: none"> 1. Use of current shore power system. 2. CARB-Approved Capture and Control System as a CARB-Approved Emission Control Strategy (CAECS) 3. CARB-Approved Innovative Concept – See TLO’s Innovative Concept Application for Long Beach 	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
<ol style="list-style-type: none"> 1. Shore Power (currently installed on a dedicated dolphin) <ol style="list-style-type: none"> a. Vessel connection is port side only, connecting at the rear of the vessel b. 60 Hz, 6.6kV, 900A, 10,288kVA 	<ol style="list-style-type: none"> 1. Terminal 1, Berth T121
Number of vessels expected to use this strategy (annual): 1	
Number of vessel visits expected to use this strategy (annual): 14	
<i>Berths where equipment will be used:</i>	
<ol style="list-style-type: none"> 1. Berth T121 	

<i>Schedule for installing equipment:</i>	
<u>Project:</u> 1. Not applicable	<u>Estimated Completion Date:</u> 1. Not applicable
2.2 [Strategy 2]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u> 1. CARB Approved Capture and Control System – will include one or more of the following shore and/or barge unit(s) a. Fully contained barge system including connection system and treatment system b. Barge connection system with shore-based treatment system c. Permanent structure connection system with shore-based treatment system	<u>Location:</u> 1. Terminal 1, Berth T121
Number of vessels expected to use this strategy (annual): 100	
Number of vessel visits expected to use this strategy (annual): 250	
<i>Berths where equipment will be used:</i> 1. Berth T121	
<i>Schedule for installing equipment:</i>	
<u>Project:</u> 1. CARB Approved Capture and Control System	<u>Estimated Completion Date:</u> Unresolved risks may result in a delay of compliance with the regulation. Construction is expected to commence upon completion of the design and testing of a safe, approved system able to be permitted and produced on a scale necessary to satisfy industry requirements. Present concerns for capture and control systems that have not yet been resolved include: <ul style="list-style-type: none"> • Full resolution of considerations identified in the Safety Study under the CARB grant for Capture and Control Systems for Oil Tanker Project awarded to SCAQMD where TLO resources are actively supporting advancement as a demonstration partner. • Capture and Control providers have not shared technical details for connection to the vessel stacks. The following risks are still unresolved pending evaluation of the final connection design. <ul style="list-style-type: none"> ○ Ability to connect to multiple stacks at the same time without damaging a vessel's exhaust stacks. ○ Ability to connect to a variable set of stack configurations without damaging the vessel's exhaust stacks. ○ Ability to connect without creating sparks, or designing for electrical continuity

- Ability of the connection to adjust with vessel draft changes due to cargo operations
- Ability of connection system to adequately transport a wide range of flows from multiple stacks
- Barge congestion and siting around vessels is unresolved. The ability to locate barges to treat vessels must ensure the following:
 - Capture & Control (C&C) barges not interfere with vessel traffic in the port
 - C&C barges stay clear of mooring lines of the vessel at berth
 - C&C barges will not be adversely affected by passing vessel traffic
 - C&C barges not interfere with containment boom
 - C&C barge mooring systems not impact submerged utilities crossing navigational channels
- Adequate emergency preparedness to ensure safety of barge-based system operators in close proximity to hazardous cargo
- Ability to deliver exhaust to a shore-based treatment unit within the acceptable range of critical process variables such as temperature

2.3 [Strategy 3, if needed]

Identification and description of all necessary equipment:

<u>Equipment:</u>	<u>Location:</u>
1. Innovative concept – see “Innovative Concept Application” submittal	1. Innovative concept – see “Innovative Concept Application” submittal

Number of **vessels** expected to use this strategy (annual): TBD

Number of vessel **visits** expected to use this strategy (annual): TBD

Berths where equipment will be used:

1. See “Innovative Concept Application” submittal

Schedule for installing equipment:

<u>Project:</u>	<u>Estimated Completion Date:</u>
1. See “Innovative Concept Application” submittal	1. See “Innovative Concept Application” submittal

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

Are there any terminal or port specific berthing restrictions? If yes, please describe.

1. Vessels are restricted to berthing port side to only.
2. Underwater utilities located near the vessel berthing locations could restrict capture and control mooring systems:

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities:

Note: this plan does not amend or modify the terms and/or the conditions of Tesoro Refining & Marketing Company LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Tesoro Refining & Marketing Company LLC with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Tesoro Refining & Marketing Company LLC.

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe.
None

Port approval of responsibilities:

Set forth in Section 4 of this At Berth Terminal Plan, the Port's responsible official confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of Tesoro Refining & Marketing Company LLC proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: Title: **MARIO CORDERO, EXECUTIVE DIRECTOR**

Port: **PORT OF LONG BEACH**

Signature:  Date: **11/23/21**

5. SIGNATURE OF TERMINAL OPERATOR

By signing below, Carson Cogeneration LLC's responsible official confirms under penalty of perjury that he/she has reviewed this At Berth Terminal Plan and is submitting this At Berth Terminal Plan as Carson Cogeneration LLC's compliance strategy for the At Berth Regulation. Carson Cogeneration LLC } understands this plan is subject to verification by CARB staff.

Name: Timothy Hayes

Title: Region Manager

Signature:



Date: 11-22-2021

Attachment L:

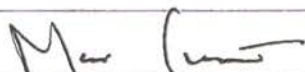
Terminal Plan for Petro-Diamond

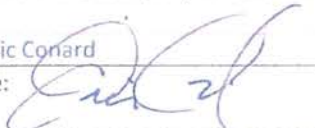
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Petro-Diamond Terminal Company (Petro-Diamond) At Berth Terminal Plan

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: <u>Pat Kennedy</u>	
Phone Number: <u>562-435-8364</u>	Email: <u>patk@petrodiamond.com</u>
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u>
1. <u>B82</u>	1. <u>33° 46.465'N, 118° 13.069'W</u>
2. <u>B83</u>	2. <u>33° 46.425'N, 118° 13.146'W</u>
<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>	
1. <u>Not applicable</u> – shared berth(s) and considered low activity per 93130.10(a)(2)	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. <u>Not applicable</u>	1. <u>Not applicable</u>
Number of <u>vessels</u> expected to use this strategy (annual): <u>All (< 20)</u>	
Number of vessel <u>visits</u> expected to use this strategy (annual): <u>All (< 20) 2020 and 2021 YTD calls attached.</u>	
<i>Berths where equipment will be used:</i>	
1. <u>Not applicable</u>	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
1. <u>Not applicable</u>	1. <u>Not applicable</u>
3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS	
<i>Are there any terminal or port specific berthing restrictions? If yes, please describe.</i>	
<u>Not applicable</u> [May include requirements to berth starboard- or port-side, channel constrictions, etc.]	

4. DIVISION OF ROLES AND RESPONSIBILITIES	
<i>Division of responsibilities for enacting infrastructure:</i>	
<u>Port:</u>	
Not applicable	
<u>Terminal Operator:</u>	
Not applicable	
<p><u>Note: this plan does not amend or modify the terms and/or the conditions of Petro-Diamond's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Petro-Diamond with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Petro-Diamond.</u></p>	
<p><i>Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe.</i></p>	
Not applicable	
<p><i>Port approval of responsibilities:</i> The Port's responsible official 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 Petro-Diamond Terminal Company's proposed compliance strategy set forth in this At Berth Terminal Plan.</p>	
Name:	MARIO CORDERO Title: Executive Director
Port:	
Signature:	 Date: Nov 17, 2021

5. SIGNATURE OF TERMINAL OPERATOR	
<i>By signing below, Petro-Diamond Terminal Company's responsible official confirms under penalty of perjury that he/she has reviewed this At Berth Terminal Plan and is submitting this At Berth Terminal Plan as Petro-Diamond Terminal Company's compliance strategy for the At Berth Regulation. Petro-Diamond Terminal Company understands this plan is subject to verification by CARB staff.</i>	
Name:	Eric Conard Title: General Manager
Signature:	 Date: 10/28/2021

Berth 82/83 Vessel Log 2020

	Date	Vessel Name	Vessel Type
1	1/15/2020	550-1	Barge
2	1/18/2020	DBL 185	Barge
3	1/23/2020	650-6	ATB
4	2/3/2020	Sadah Silver	Ship
5	2/14/2020	FFA	Barge
6	2/19/2020	650-2	ATB
7	2/24/2020	550-1	Barge
8	3/3/2020	Sadah Silver	Ship
9	3/13/2020	550-1	Barge
10	3/20/2020	Jal Sasvata	Ship
11	3/26/2020	550-1	Barge
12	5/27/2020	Pelican State	Ship
13	7/17/2020	Rudolph Schulte	Ship
14	8/17/2020	Torm Gerd	Ship
15	9/16/2020	Resolve II	Ship

PDTC Berth 82/83 Vessel Log 2021

	Date	Vessel Name	Vessel Type
1	1/20/2021	Overseas Boston	Ship
2	2/5/2021	Overseas Boston	Ship
3	3/5/2021	Nave Sextans	Ship
4	3/9/2021	DBL 185	ATB
5	4/7/2021	Pelican Pacific	Ship
6	5/17/2021	Marlin Aventurine	Ship
7	6/10/2021	Marlin Ammolite	Ship
8	6/23/2021	PTI Hudson	Ship
9	7/13/2021	Stavanger Poseidon	Ship
10	8/19/2021	Blue Butterfly	Ship
11	8/27/2021	NCC Hijaz	Ship

Attachment M:
Terminal Plan for **Toyota Logistics Services**

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Toyota Long Beach Vehicle Distribution Center – Berth 82 and 83
At Berth Terminal Plan

TOYOTA MOTOR NORTH AMERICA, INC. – BERTH B82 AND B83 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: Jessica Gambhir	
Phone Number: 210-328-2140	Email: Jessica.gambhir@toyota.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u> *
1. Berth B82 and B83	1. - 33°46'24.73"N, 118°13'11.97"W - 33°46'24.02"N, 118°13'11.38"W - 33°46'30.43"N, 118°13'1.14"W - 33°46'29.76"N, 118°13'0.54"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>Strategy used to comply with the requirements for ocean-going vessels visiting each berth:</i>	
<p>Barge-Mounted Capture Control - A barge-based mobile emissions control system will connect and capture emissions from the ship's auxiliary power units. There is no initial installation cost if using a rental barge-mounted capture control system. However, some modifications to the ship or to the capture system may be necessary for the barge-based emissions control system because the available vessels may have different configurations and vessel connections may require modifications. There are several vendors that offer barge-based control systems that may be positioned with a tugboat next to a vessel at berth. There are possible scenarios when the barge may be unable to connect to a vessel, such as during strong wind conditions.</p> <p>Toyota is selecting to proceed with the Barge-Mounted Capture Control at this time and is planning to utilize a rental barge-mounted capture control system. Vendor selection is pending a [California Air Resources Board (CARB) Approved Emission Control Strategy (CAECS)] for Roll on/roll off (RoRo) vessels.</p> <p>Technical challenges presented for adapting Barge-Mounted Capture Control for RoRo vessels include:</p> <ul style="list-style-type: none"> - Currently there are no CARB-approved barge-mounted capture control systems for RoRo vessels: Existing systems are only approved for Container Vessels. RoRo vessels have a 	

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*Toyota Long Beach Vehicle Distribution Center – Berth 82 and 83
At Berth Terminal Plan*

- wider power range while at berth and require a taller mast with longer reach. Thus, the existing systems will need to be adapted and then CARB-approved for RoRo vessel use.
- CARB-approved barge-mounted capture control systems for RoRo vessels may not be available by 2024.
 - Permitting considerations for the barge-based system: A barge-based control system may require a permit to operate from the South Coast Air Quality Management District, with possible California Environmental Quality Act (CEQA) review. Therefore, delays with the permit issuance may delay the estimated equipment installation completion date.

Other Considerations-Shore Power

Toyota also studied Shore Power as an option for compliance at the Port of Long Beach. While Shore Power offers several benefits and may be the better long term solution, there are several technical challenges presented by Shore Power for RoRo vessels.

First, there is a lack of a technical standard for Shore Power connections for RoRo vessels. The American National Standards Institute (ANSI)/ International Electrotechnical Commission (IEC) process kicked off this summer to determine this standard, however the final document is not expected until 2022-2023.

Second, modification is required for both shore facilities and incoming ships. The ANSI/IEC standard is needed prior to the modifications taking place. In addition, the ship modifications must be accomplished while each ship is in dry dock. Both the timing of ANSI standard availability and the ship modification requirements create a long lead time to implement Shore Power. The anticipated schedule for Shore Power conversion exceeds the regulatory timeframe mandated by California Code of Regulations Title 17, Section 93130.7.

An additional consideration is grid power availability. California's increasing shift to solar power and away from natural-gas fired generators can result in reduced generation capacity during the evening and nighttime hours when there is no available sunlight for the solar power systems. During extreme heat events, high electricity demands for air conditioning systems increases the likelihood of a shortfall in electricity. Furthermore, California Governor Gavin Newsom issued Executive Order N-79-20 in September 2020 that requires all new cars and passenger trucks sold in California to be zero-emission vehicles by 2035. Most of these will be electric which will increase the electricity demand. Therefore, there is growing concern for California's grid capacity/resiliency to support shore power in addition to the increasing electricity demand from electric vehicles and the high electricity demand during extreme heat events. Also, there is limited information available from electric utility providers.

As compliance is a shared responsibility between the Port and the Terminal, both the Port and Toyota will continue to review and investigate compliance options as more details become available across the RoRo shipping industry and in terms of grid availability. Toyota reserves the right to revisit Shore Power as part of our compliance strategy should the dynamics described in this Section change in ways that could alter our assessment of viability.

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Toyota Long Beach Vehicle Distribution Center – Berth 82 and 83
At Berth Terminal Plan

2.1 [Strategy 1 – Barge Mounted Emission Control]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. Flexible Emissions Capture Device	1. Barge
2. Emissions Control System	2. Barge
3. Potential vessel stack modification	3. Vessel
Number of vessels expected to use this strategy (annual): 18	
Number of vessel visits expected to use this strategy (annual): 60	
<i>Berths where equipment will be used:</i> Berth B82 and B83	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
1. Selection of Capture Control Vendor – CARB Approved.	1. End-2023
2. Vessel stack modification	2. Mid-2024

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS
<i>Are there any terminal or port specific berthing restrictions? If yes, please describe.</i>
Barge Mounted Capture Control: The barge would constrict a portion of the channel that may affect passing ship navigation.
Toyota is not aware of any other official port berthing restrictions.
[May include requirements to berth starboard- or port-side, channel constrictions, etc.]

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*Toyota Long Beach Vehicle Distribution Center – Berth 82 and 83
At Berth Terminal Plan*

4. DIVISION OF ROLES AND RESPONSIBILITIES

This section list the division of roles and responsibilities between the Port and the Terminal. Compliance is a shared responsibility between the Port and the Terminal.

Division of responsibilities:

Note: this plan does not amend or modify the terms and/or the conditions of Toyota’s preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Toyota with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Toyota.

	Port	Terminal
Initiation of electrical infrastructure construction including design		✓
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
Responsibility to maintain electrical infrastructure inside of the terminal		✓
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
Submission of terminal plan		✓
Submission of port plan	✓	

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe.

Berths B82 and B83 are shared Berths. Toyota Motor North America, Inc. is only the Terminal operator while Toyota-leased ships are at berth. National Gypsum has preferential berthing rights and may impact scheduling.

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Toyota Long Beach Vehicle Distribution Center – Berth 82 and 83
At Berth Terminal Plan

Port approval of responsibilities:	
The Port's responsible official 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:	MARIO CORDEAU Title: Executive Director
Port: Port of Long Beach	
Signature:	Date: Nov. 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 [Terminal Operator's] compliance strategy for the At Berth Regulation. [Terminal Operator] understands this plan is subject to verification by CARB staff.	
Name:	Manny Bansi Title: TLS VP
Signature:	Date: 11/18/21