

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.

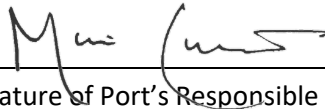
- TTI Response – Not applicable, as TTI is not claiming a physical and/or operational constraint.

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

Name of Port’s Responsible Official



Signature of Port’s Responsible Official

11/9/21

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

Name of Terminal’s Responsible Official



Signature of Terminal’s Responsible Official

10/29/2021

Date