



February 1, 2021

Vanaroth Samrith
West Coast Operations Manager
Vopak Terminal Long Beach, Inc.
vanaroth.samrith@vopak.com

Re: Vopak Exclusion from the Port of Long Beach At-Berth Regulation Plan

Dear Mr. Samrith:

The newly amended California Air Resources Board (CARB) At-Berth Regulation requires the Port of Long Beach to submit a “port plan” for terminal infrastructure modifications at all regulated terminals within its jurisdictional authority. This letter is to confirm that Vopak Terminal Long Beach, Inc., (Vopak) as a privately operated terminal on private land, **will not be included** in the Port of Long Beach’s port plan.

Please note, Vopak may still be required to submit a terminal plan pursuant to the At-Berth Regulation. If you have any questions about this process, please consult with CARB directly. More information about the CARB At-Berth Regulation can be found at <https://ww2.arb.ca.gov/new-berth-regulation-development>.

If you believe this letter is in error, or if you have additional questions, please contact Morgan Caswell, Manager of Air Quality Practices, at morgan.caswell@polb.com.

Sincerely,

Matthew Arms
Director of Environmental Planning
Port of Long Beach

Vopak Terminal 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.

1. GENERAL INFORMATION	
Terminal Contact Name: Michael LaCavera	
Phone Number: 310 549 0961	Email: michael.lacavera@vopak.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates (Lat/Long):*</u>
1. Berth S101	1. 33.765125 / -118.240247 to 33.764754 / -118.241845
<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. Other CARB-approved emission control strategy, using marine diesel exhaust capture & treatment similar to that currently being used, provided such maintains CARB certifications and is compatible with marine oil terminal operations. Final decision on equipment selected will be based only upon successful proof-of-concept testing underway.	
2.1 Land-based exhaust capture & treatment	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. Land-based exhaust capture & treatment	1. S101
Number of <u>vessels</u> expected to use this strategy (annual): 18	
Number of vessel <u>visits</u> expected to use this strategy (annual): 48	
<i>Berths where equipment will be used:</i>	
1. Berth S101	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
1. Land-based exhaust capture & treatment	1. 1/1/2025



2.2 Barge-based exhaust capture & treatment (as alternate to 2.1)

Identification and description of all necessary equipment:

<u>Equipment:</u>	<u>Location:</u>
1. Barge-based exhaust capture & treatment	1. B187-188

Number of **vessels** expected to use this strategy (annual): 18

Number of vessel **visits** expected to use this strategy (annual): 48

Berths where equipment will be used:

- Berth S101

Schedule for installing equipment:

<u>Equipment:</u>	<u>Estimated Completion Date:</u>
1. Barge-based exhaust capture & treatment	1. 1/1/2025

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

Land-based equipment requires berthing port-side-to at this location. This is typically done to date but will be required when equipment is installed. Berthing must comply with MOTEMS regulations and VTLB Terminal Operating Limits. Land-based system must be designated as intrinsically safe. A barge-based system will need a stand-off distance from the tanker at berth.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Port: POLB has no responsibilities for this terminal since it is on private property. See attached letter from POLB. However, POLB will provide all permits within their jurisdiction. The Port pilots will need to review the barge-based system and confirm that it will not impact navigation.

Terminal Operator: Vopak will be responsible for supplying, constructing, operating, and maintaining all equipment.

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

Permits for permanent equipment installations for exhaust capture will be needed. Any CEQA requirement are TBD.

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 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: N/A

Title:

Port:

Signature:

Date:

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 Vopak Terminal Long Beach compliance strategy for the At Berth Regulation. Vopak Terminal Long Beach understands this plan is subject to verification by CARB staff.

Name: Michael LaCavera

Title: Managing Director

Signature:

Date:

 11/24/21

*Vopak is exploring the use of shore based capture and control systems, barge based capture and control systems and a combination of both. The safety of the use of these systems on bulk liquid tankers handling hazardous materials needs to be established. The estimated completion dates listed above are contingent upon favorable results of a hazardous operations analysis, scheduled to start in 2022.