

APM Terminals Pacific, 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: Christopher Allen	
Phone Number: 310.222.4270	Email: Christopher.allen@apmterminals.com
<i>Berths Included in this Plan:</i> 2500 Navy Way, Terminal Island, CA 90731	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:*</u>
15. Port of Los Angeles Berth 401	15. 33.732978, -118.243694
16. Port of Los Angeles Berth 402	16. 33.732052, -118.247149
17. Port of Los Angeles Berth 403	17. 33.730861, -118.251264
18. Port of Los Angeles Berth 404	18. 33.729575, -118.255538
19. Port of Los Angeles Berth 405	19. 33.725364, -118.259897
<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 (Alternative Maritime Power, or AMP) The primary method of compliance for Pier 400 will be shore power. Pier 400 is currently equipped with shore power at many locations along the berths. Pier 400 is installing additional Alternate Marine Power Extended assemblies to accommodate the ever increasing size of oceangoing vessels and the need to have power available in additional places along the berths. Pier 400 does not believe these assemblies require permitting or CEQA review. Additionally: <ul style="list-style-type: none"> • No electrical upgrades to shore power as a stand alone circuit(s) will be required however; substantial increase in electrical supply to Pier 400 will be required to accommodate total electrical load. With the electrification of terminal equipment to run in 2030 it is not clear how the additional load will be supplied. • Pier 400 does not foresee a need for structural upgrades to wharves to support weight of any added equipment • Alternate Marine Power Extended assemblies requires some minor installation and approvals which should be complete 2022. It is anticipated these assemblies will be operational 2022. 	
Vessel operators are responsible to ensure their vessels are equipped to handle Pier 400s shore power and equipment and that the vessel equipment is fully functional. Pier 400 will confirm vessels are equipped with shore power capability prior to arrival at Pier 400 in accordance with requirements.	
1 Shore Power	
<i>Identification and description of all necessary equipment:</i>	

<u>Equipment:</u>	<u>Location:</u>
1. Alternate Marine Power 401 AV1-307	1. Berth 401
2. Alternate Marine Power 401 AV2-910	2. Berth 401
3. Alternate Marine Power 401 AV3-1107	3. Berth 401
4. Alternate Marine Power 401 AV4-1220	4. Berth 401
5. Alternate Marine Power 402 AV5-1500	5. Berth 402
6. Alternate Marine Power 402 AV6-2231	6. Berth 402
7. Alternate Marine Power 402 AV7-2450	7. Berth 402
8. Alternate Marine Power 402 AV8-2525	8. Berth 402
9. Alternate Marine Power 403 AV9-3554	9. Berth 403
10. Alternate Marine Power 403 AV10-3853	10. Berth 403
11. Alternate Marine Power 403 AV11-3914	11. Berth 403
12. Alternate Marine Power 403 AV12-4030	12. Berth 403
13. Alternate Marine Power 404 AV13-4220	13. Berth 404
14. Alternate Marine Power 404 AV14-4700	14. Berth 404
15. Alternate Marine Power 404 AV15-4820	15. Berth 404
16. Alternate Marine Power 404 AV16-5025	16. Berth 404
17. Alternate Marine Power 405 AV17-5720	17. Berth 405
18. Alternate Marine Power 405 AV18-6030	18. Berth 405
19. Alternate Marine Power 405 AV19-6320	19. Berth 405
20. Alternate Marine Power 405 AV20-6640	20. Berth 405
21. Alternate Marine Power Extended Assembly 401 - 457	21. Berth 401
22. Alternate Marine Power Extended Assembly 403 - 2725	22. Berth 403
23. Alternate Marine Power Extended Assembly 405 - 6840	23. Berth 405
Number of vessels expected to use this strategy (annual): 65	
It is expected that 85% of vessels equipped with shore power will use shore power as a compliance strategy. Most vessels that call Pier 400 at this time are equipped with shore power. However, the global pandemic has made supply_chains and vessel schedules much more unpredictable. Vessel schedules and the specific vessels that call on Pier 400 will likely change by the time the rule goes into effect.	
Number of vessel visits expected to use this strategy (annual): #284	
<i>Berths where equipment will be used:</i>	
1. Port of Los Angeles Berth 401	
2. Port of Los Angeles Berth 402	
3. Port of Los Angeles Berth 403	
4. Port of Los Angeles Berth 404	
5. Port of Los Angeles Berth 405	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>

3. Alternative Marine Power 401-405	3. Complete
4. Alternate Marine Power Extended Assembly 401 - 457	4. 2022
5. Alternate Marine Power Extended Assembly 403 - 2725	5. 2022
6. Alternate Marine Power Extended Assembly 405 - 6840	6. 2022

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

AMP connections are fixed. Vessels must be configured to line up with AMP or be within range of alternate marine power extended assembly. Coast guard regulations on distance between vessels have potential to restrict access to connections.

AMP connection assemblies on vessels are typically on one side of the vessel and often near the house. Each vessel is unique and these restrictions must be identified prior to arrival. A vessel's AMP connection must be lined up on the wharf side in order to connect to shore power.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Port:

- Alternate Marine Power 401-405 construction currently planned, maintenance and operation inclusive of power supply and availability.
- Provide equipment or necessary infrastructure at terminal as determined through Terminal's Permit (lease) with the Port
- Responsibility of uncontrolled emissions due to construction as determined by the Terminal's Permit (lease) with the Port
- Responsibility of uncontrolled emissions from repair of Port owned shore power infrastructure/equipment

Terminal Operator:

- Alternate Marine Power Extended Assembly installation, maintenance and operation.
- Initiation of new construction through the Application for Port Permit (APP) process.
- Provide equipment or necessary infrastructure at terminal as determined through Terminal's Permit (lease) with the Port.
- Responsibility of uncontrolled emissions due to construction as determined by the Terminal's Permit (lease) with the Port.
- Responsibility of uncontrolled emissions from repair of Terminal owned shore power infrastructure/equipment.



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

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: Michael DiBernardo Title: Deputy Executive Director

Port: Port of Los Angeles

Signature: *Michael DiBernardo* Date: 11/15/2021

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: *STEVEN M. TROMBIEL* Title: *MANAGING Director*

Signature: *St. M. Trombier* Date: *11/2/2021*