Ultramar, Inc. dba the Valero Wilmington Marine Terminal and Shore Terminals LLC dba NuStar 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

Ultramar Contact Name: Richard Vasquez

Shore Terminals Contact Name: Jerome Jackson

Ultramar Phone Number: 562-491-6753	Ultramar Email: Richard.Vasquez@valero.com
Shore Terminals Phone Number: 916-317-0799	Shore Terminals Email: jerome.jackson@nustarenergy.com

Berths Included in this Plan:

Name:	Approximate Geographic Boundary Coordinates:*
1. Berth 163	1. Coordinates: 33' 45' 36.67" N, 118' 16' 02.65" 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

Strateg(ies) used to comply with the requirements for ocean-going vessels visiting each berth:

Ultramar, Inc. and Shore Terminals LLC have consulted with industry and third-party experts, such as Moffatt Nichols and DNV GL USA, Inc. Maritime, who have evaluated various technologies such as shore power and shore and barge capture and control. They both independently determined that there is currently no commercially available means to comply with the regulation. Hence, it is unlikely that anyone will be able to comply with the 2020 At-berth Regulation timeline. Shore Terminals and Ultramar reserve the right to continue to evaluate technologies as they become available. Even as technologies become available they must be approved by multiple agencies before they can be implemented to comply with the regulation. Once an available strategy has been identified and received all required approvals, Ultramar and Shore Terminals will update this plan and provide it to the Port. Shore Terminals and Ultramar also reserve the right to evaluate all innovative compliance options as the terminal continues to plan for CARB compliance.

2.1 CAECS (CARB Approved Emission Control System) – once one is approved

Identification and description of all necessary equipment:

Equipment:	Location:
1. CAECS	1. Berth 163

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

As there is currently no commercially available means to comply with the regulation, it is not known what vessels will use which specific strategy annually. Vessel traffic for 2019 was as follows:

Shore Terminals: 23 tankers

Ultramar: 41 tankers

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

As there is currently no commercially available means to comply with the regulation, it is not known what vessels will use which specific strategy annually. Vessel traffic for 2019 was as follows:

Shore Terminals: 23 tankers

Ultramar: 41 tankers

Berths where equipment will be used:

1. Berth 163

Schedule for installing equipment:

Project:	Estimated Completion Date:
1. CAECS	1. Dependent on CARB certification date

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

Berthing restrictions are regulated by the existing MOTEMS terminal operating limits.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Port:

- Provide equipment or necessary infrastructure at terminal as negotiated by the parties
- Responsibility of uncontrolled emissions due to construction as negotiated by the parties
- Responsibility of uncontrolled emissions from repair of Port owned infrastructure/equipment as required by law

Terminal Operator:

- Initiation of construction through the Application for Port Permit (APP) process
- Provide equipment or necessary infrastructure at terminal as negotiated by the parties
- Responsibility of uncontrolled emissions due to construction as negotiated by the parties
- Responsibility of uncontrolled emissions from repair of Terminal owned infrastructure/equipment as required by law

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

None.

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:	Title:
Michael DiBernardo	Deputy Executive Director

Port:

Port of Los Angeles

Signature:	Date:
Michael DiBernardo	11/15/2021

5. SIGNATURES

By signing below, the terminal's responsible officer confirms that he/she has reviewed this plan under penalty of perjury and understands this plan is subject to verification by CARB staff.

Shore Terminals LLC Name: Jerome Jackson Title: GM Pipeline & Terminal Operations, West Coast, for Shore Terminals LLC

Signature: _____ Date: 11/4/2021

Ultramar, Inc. Name: Ui An for Mark Phair Title: Director Technical Services

Signature: _____ Date: 11/4/21