

Port of Los Angeles At-Berth Port Plan

This 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.

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2. Port of Los Angeles Combined Port Plan/Terminal Plan for World Cruise Terminal

1. GENERAL INFORMATION

Port Contact Name: Amber Coluso

Phone Number: (310) 732-3950

Email: acoluso@portla.org

Terminals Included in this Plan:

Name:

Geographic Boundary Coordinates:

- | | |
|---------------------------------------|---|
| 1. APM Terminals (APMT) | 1. 33.722090886996625, -118.25254438337515 |
| 2. West Basin Container Terminal (CS) | 2. 33.756491978297944, -118.2883656707375 |
| 3. Phillips 66 | 3. 33.75550245219525, -118.27207489342517 |
| 4. Everport | 4. 33.74319965018955, -118.26468118948587 |
| 5. Fenix Marine Services | 5. 33.74134726929683, -118.25331298693834 |
| 6. Kinder Morgan | 6. 33.75683899474685, -118.28017520886124 |
| 7. Ultramar | 7. 33.75997302835016, -118.26669471196274 |
| 8. PBF Energy | 8. 33.734901549457234, -118.27277912250663 |
| 9. Shell Mormon Island Terminal | 9. 33.75433052370465, -118.26739388705505 |
| 10. TraPac | 10. 33.77056754790128, -118.26734023042205 |
| 11. Vopak | 11. 33.76648577062244, -118.26006492568224 |
| 12. Wallenius Wilhelmsen | 12. 33.7690695347976, -118.25803662615778 |
| 13. Everglades Terminal (WBCT) | 13. 33.759357363825934, -118.28791607308987 |
| 14. Yusen Terminals | 14. 33.75480470379808, -118.25695173480659 |
| 15. SSA Pacific | 15. 33.7244589648447, -118.27615445460938 |
| 16. Shore Terminals | 16. 33.779605, -118.233935 |

2. TERMINAL DETAILS

Terminal details can be found on the subsequent pages.

2.8. Ultramar

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

Ultramar is planning to comply through the terminal exception of low activity terminal. See **Attachment G** for more details.

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

Not applicable.

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

Not applicable

Division of responsibilities for enacting infrastructure:

For the low activity exception –

- Ultramar will keep records of vessel visits.

Port:

- Review the barge-based CAECS system location to confirm that it will not impact navigation
- As applicable, provide equipment or necessary infrastructure at terminal as negotiated by the parties

Terminal Operator:

- Finalize contract with barge-based C&C vendor
- Update TOLs, update DOM and obtain USCG approval

Barge Based C&C Vendor:

- Satisfy multiple variables that are yet to be demonstrated (e.g. USCG approvals, meeting hazard classifications, MTSA/Security concerns, etc.)
- Obtaining CARB certification of barge-based C&C system
- Fabricate and make available barge-based C&C system for the POLA Berth 163

Terminal approval of responsibilities:

By signing below, the terminal's responsible officer confirms that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury.

| | |
|-----------------------------------|--|
| Name: <i>Christine James</i> | Title: <i>VP & General Manager</i> |
| Signature: <i>Christine James</i> | Date: <i>1/16/24</i> |

3. PORT-SPECIFIC BERTHING RESTRICTIONS

The Port does not impose any berthing restrictions on terminals. Restrictions imposed by terminal operators themselves may be found in their respective terminal plans (see attachments).

4. SIGNATURES

By signing below, the port'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.

| | |
|--------------------------------------|---|
| Name: <i>Michael DiBernardo</i> | Title: <i>Deputy Executive Director</i> |
| Signature: <i>Michael DiBernardo</i> | Date: <i>Jan 24, 2024</i> |



ATTACHMENT G

Wilmington Berth 164 Marine Terminal 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: Richard Vasquez

Phone Number: (562) 491-6753

Email: Richard.Vasquez@valero.com

Berths Included in this Plan:

Name:

Port of Los Angeles Berth 164

Approximate Geographic Boundary Coordinates:*

33.759531, -118.267742

**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

Strategies used to comply with the requirements for ocean-going vessels visiting each berth:

Ultramar, Inc. dba the Valero Wilmington Marine Terminal (Ultramar) continues to evaluate a range of potential compliance options, including CAECS technologies that can be safely and reliably implemented, including shore power, shore-based and barge-based capture and control (C&C) and the low activity terminal exception pursuant to Section 93130.10. Based on Ultramar's feasibility studies to date, Ultramar has identified barge-based C&C as the most feasible long-term CAECS, and likely the first available technology to comply with the regulation for tanker vessels at Berth 164. Ultramar is accordingly evaluating such barge-based C&C systems under development by several companies. The final decision will be based on multiple factors, including, among other things, demonstrated successful testing, equipment approval for tanker vessels, equipment availability, and vessel/berth compatibility.

While Ultramar has identified barge-based C&C as the most feasible long-term CAECS, Ultramar has consulted with industry and third-party experts, such as Moffatt & Nichol and DNV GL USA, Inc. Maritime, who have evaluated various technologies such as shore power and shore- and barge-based capture and control. They both independently determined that there is currently no commercially available means to comply with the regulation. Additionally, Ultramar is working with STAX and Marathon on the testing and evaluation of STAX's barge-based C&C technology. However, Ultramar does not believe that sufficient barges will be commercially available in time for the January 1, 2025 compliance deadline and so Ultramar is unable to say with certainty what the estimated completion date will be for having a barge-based C&C system operational at the berth.

In light of the foregoing, Ultramar plans to employ the follow strategies:

First Choice: Low Activity Exception

Second Choice: CARB Approved Barge Based Capture and Control System

Please note that Ultramar and Shore Terminals LLC dba NuStar are currently in lease negotiations with the Port of Los Angeles regarding the future operation of NuStar's Berth 163. After the finalization of the lease, the dock at Berth 163 will be demolished and a new dock constructed. NuStar's vessel transfer operations will be consolidated with Ultramar's at Berth 164 until the new dock is constructed. Depending on the number of consolidated vessel visits at Berth 164, Ultramar may amend the terminal plan to incorporate a different CAECS for Berth 164.

After the new Berth 163 is operational, both Ultramar and NuStar will consolidate all vessel transfer operations from Berth 164 to Berth 163. Berth 164 will be decommissioned from oil transfer activities. The planned demolition of the dock at Berth 163 limits the potentially feasible control technology until the new dock is constructed. Depending on the construction and design of the new dock, Ultramar and NuStar may amend the terminal plan for Berth 163 to incorporate a different CAECS for the new dock.

* A terminal plan for consolidated vessel transfer operations was timely submitted by Ultramar and NuStar when it was anticipated that the new dock at Berth 163 would be operational by January 1, 2025. An updated plan is not being submitted at this time as the dock is not anticipated to be operation until after the compliance deadline. An updated plan may be provided in future.

Number of **vessels** expected to use this strategy (annual): Between 12 and 20

Number of vessel **visits** expected to use this strategy (annual): Between 12 and 20

Berths where equipment will be used: POLA Berth 164

Schedule for installing equipment:

| <u>Project:</u> | <u>Estimated Completion Date:</u> |
|---------------------------|-----------------------------------|
| 1. Low Activity Exception | January 1, 2025 |
| 2. Barge-Based C&C | Currently unknown |

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

For the low activity exception –

- Berthing restrictions are regulated by the existing MOTEMS terminal operating limits and other federal, state, and local requirements.

For barge-based capture and control -

- Berthing restrictions are regulated by the existing MOTEMS terminal operating limits and other federal, state, and local requirements.
- For a barge-based C&C system, the CAECS barge will need to be either intrinsically safe or operated outside the ocean-going vessel's hazardous zone. The industry appears to be moving in the direction of operating outside of the hazardous zone. Further review with the POLA will be required to determine the CAECS barge location. Lastly, the CAECS barge must not inhibit the vessel's ability to get underway within 30 min in an emergency situation.
- Ultramar will also rely on input from the third-party barge-based C&C service provider to identify any additional restrictions.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

For low activity exception –

- Ultramar will keep records of the number of vessel visits.

For barge-based capture and control –

Port:

- Review the barge-based CAECS system location to confirm that it will not impact navigation
- As applicable, provide equipment or necessary infrastructure at terminal as negotiated by the parties

Terminal Operator:

- Finalize contract with barge-based C&C vendor
- Update terminal operating limits, update dock operations manual and obtain USCG approval

Barge Based C&C Vendor:

- Satisfy multiple variables that are yet to be demonstrated (e.g. USCG approvals, meeting hazard classifications, MTSA/Security concerns, etc.)
- Obtaining CARB certification of barge-based C&C system
- Fabricate and make available barge-based C&C system for the berth

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

For Barge Based C&C

- Considering the selected barge-based C&C vendor meets the various requirements, a long-term service agreement with the service provider will be required.
- Contractual limitations applicable to the terminal relevant to enacting the barge-based C&C system and meeting the January 1, 2025 compliance date include:
 1. Ultramar expects at least one company will satisfactorily complete testing on tankers by the first quarter of 2024
 2. A barge-based CACES system will have to be approved by CARB by mid-2024
 3. Assuming the CARB approval is issued by mid-2024, Ultramar will finalize the selection of the barge-based vendor and enter into a service agreement with a target equipment availability for use at by January 1, 2025. However, as previously discusses in this plan, Ultramar does not believe that sufficient barges will be commercially available in time for the January 1, 2025 compliance deadline and so Ultramar is unable to say with certainty what the estimated completion date will be for having a barge-based C&C system operational at the berth.

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: Jan 24, 2024

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 Ultramar Inc.'s compliance strategy for the At Berth Regulation. Ultramar Inc. understands this plan is subject to verification by CARB staff.

Name: Christine James

Title: VP and General Manager

Signature: *Christine James*

Date: *1/3/24*