

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: Brandon Friend	
Phone Number: 310 518 6419	Email: brandon.friend@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>	
<ol style="list-style-type: none"> 1. Vopak has determined that Barge Based Capture & Control technology will be implemented, primarily due to: <ol style="list-style-type: none"> a. The Shore Power option of the regulations are infeasible with the operations of the Vopak terminals, primarily due to the “ship of opportunity” basis that our customers use. This results in mostly different ships for each visit and rare repeat calls. b. The land based version of Capture & Control has fatal flaws associated with permitting schedule and approvals. 2. Vopak Terminals Long Beach, Inc. (Vopak) has executed an agreement with Clean Air Engineering - Maritime, Inc. (CAEM) for preferential services of CAEM’s new barge-based Capture & Control (C&C) system. 3. The barge system is currently targeting testing & service as soon as Q2 2024. 4. CAEM submitted an Innovative Concepts (IC) for “Credit Banking” to CARB for consideration and approval. The IC will allow the generation of credits by controlling unregulated vessel emissions, to be used when regulated ships cannot be controlled for various reasons. This is in addition to the VIEs and TIEs that are currently in the regulations, and allows for more efficient use of the equipment. 5. Vopak’s strategy is to use a combination of barges and credits to cover the various operational scenarios. 	
2.1 Barge-based exhaust capture & treatment	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. Barge-based exhaust capture & treatment #1	1. S101

Number of vessels expected to use this strategy (annual): 30 (unique ships)

Number of vessel visits expected to use this strategy (annual): 40

Berths where equipment will be used:

1. Berth S101

Schedule for installing equipment:

* The estimated completion dates listed below are contingent upon favorable results of a hazardous operations analysis, and approval for use by ship owners.

Equipment:

Estimated Completion Date:

- | | |
|---|---------------------|
| 1. Barge-based exhaust capture & treatment #1 | 1. January 1, 2025* |
| a. Contracted September 5, 2023 | 2. Q1 2025* |
| 2. Barge-based exhaust capture & treatment #2 | |
| a. Plan to contract Q1 2024 | |

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

All berthings must comply with MOTEMS regulations and VTLB Terminal Operating Limits. A barge-based system will need a stand-off distance from the tanker at berth. No passing vessel is anticipated.

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:

- Contract with 3rd party CAECS service provider.
- Require use of the 3rd party CAECS service provider on vessels that call to the terminal.

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

No.

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: N/A

Port: N/A

Signature: N/A

Date: N/A

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

Name: Brandon Friend

Title: Site Director

Signature:



Date:

Jan 26, 2024