

## INTERNATIONAL TRANSPORTATION SERVICE, LLC (ITS) 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 Rapp	
Phone Number: 562.590.6839	Email: christopher.rapp@itslb.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:*</u>
1. G227	1. G227: 33.44'47.93" N 118.11'56.89" W
2. G232	2. G232: 33.44'38.41" N 118.12'05.59" W
3. G235	3. G235: 33.44'47.93" N 118.11'49.78" W
4. G236	4. G236: 33.44'38.89" N 118.11'41.19" W
<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>Strategy(ies) used to comply with the requirements for ocean-going vessels visiting each berth:</i>	
1. Shorepower	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
Shore power outlets (SPOs) are in place at all berths. The wharf at G236 is being extended, and construction includes one repositioned SPO to support larger vessel connections.	
<u>Equipment:</u>	<u>Location:</u>
1. Shorepower Outlet (SPO)	1. Wharf
Number of <b>vessels</b> expected to use this strategy (annual): As many as capable (Subject to change)	
Number of vessel <b>visits</b> expected to use this strategy (annual): As many as capable (Subject to change)	
<i>Berths where equipment will be used:</i>	
1. G232 (5 SPOs)	
2. G235 (1 SPO)	
3. G236 (6 SPOs)	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
1. G236 Wharf Extension (includes 1 repositioned SPO to facilitate	1. November, 2022

connections for larger vessels in the future)

**3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS**

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

- All ITS shorepower berths are separate and not linear. Therefore, ITS is limited to the berth capacity and ship lengths.
- ITS connects on Port Side.

**4. DIVISION OF ROLES AND RESPONSIBILITIES**

Division of responsibilities for enacting infrastructure:

<u>Table 1 – Unless otherwise agreed</u>	Port	Terminal
1. Initiation of electrical infrastructure construction including design		✓
2. Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓
3. Responsibility to maintain electrical infrastructure inside of the terminal		✓
4. Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		✓
5. Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		✓
6. Submission of terminal plan		✓
7. Submission of port plan	✓	

Note: this plan does not amend or modify the terms and/or the conditions of ITS’s preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of ITS with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or ITS.

The G236 wharf extension project is led by the Port of Long Beach. As part of the G236 Wharf extension project, the Port is responsible for designing and repositioning one SPO to support larger ship connections. ITS is responsible for providing space and access for Port contractors.

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe. *Not at this time.*

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 Sec 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: Mario Cordero

Title: Executive Director

Port: Port of Long Beach

Signature:



Date:

12/01/2021

**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:

Christopher Rapp

Title:

Vice President

Signature:



Date:

12/1/21