



Torrance Logistics Company LLC
799 South Seaside Ave
San Pedro, California 90731

CHIEF, TRANSPORTATION AND TOXICS DIVISION
CALIFORNIA AIR RESOURCES BOARD
1001 I STREET SACRAMENTO, CA 95814

November 23, 2021

At-Berth Terminal Plan, Initial Submission

Dear Sir / Madam,

In accordance with the Final Regulation Order, Control Measure for Ocean Going Vessels at Berth, specifically section 93130.14 Terminal and Port Plan and Interim Evaluations, PBF Energy submits it's Terminal Plan as attached. This plan as signed by PBF Energy's responsible officer and the Port of Los Angeles Deputy Executive Director describes the most likely control strategy.

PBF Energy's Southwest Terminal will be utilizing the Terminal Exception as a low activity terminal pursuant to Section 93130.10(a)(2) as its initial compliance strategy.

I attested that this is a true, accurate, and complete, signed under penalty of perjury by individual(s) with the authority to certify that the regulated party comply with applicable requirements of this Control Measure

Sincerely,

A handwritten signature in black ink, appearing to read "J. Briscoe", is written over a light blue horizontal line.

Joshua Briscoe
Manager, Southern Area Operations



PBF Energy – Southwest Terminal At-Berth Terminal Plan, Initial Submission

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: Steve Brett	
Phone Number: (310) 241-5028	Email: steve.brett@pbfenergy.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:*</u>
1. LA – B238	3. 33°43'04.47 N, 118°16'24.99 W
2. LA – B239	4. 33°43'59.41 N, 118°16'22.28 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/strategies used to comply with the requirements for ocean-going vessels visiting each berth:</i>	
1. No controls are planned; 193130.10 (a)(2) Terminal Exceptions / Low Activity Terminal.	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. None - Terminal Exception / Low Activity Terminal	1. 33°43'04.47 N, 118°16'24.99 W
Number of vessels expected to use this strategy (annual): 19	
<i>Berths where equipment will be used:</i>	
1. N/A	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
1. None - Terminal Exception / Low Activity Terminal.	1. N/A
2.2 [Strategy 2, if needed]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. If technically feasible, the control equipment could consist of:	1. 33°43'04.47 N, 118°16'24.99 W

- a. a barge-based emissions capture unit consisting of a barge mounted, crane/boom, stack adaptor, and flexible ducting; or
- b. Barge-based emissions control system including inlet ducting, treatment system, exhaust fan, and power supply to meet terminal maximum flow rates.

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

Berths where equipment will be used:

Not Applicable

Schedule for installing equipment:

Project:

Not Applicable

Estimated Completion Date:

Not applicable at this time but ultimately would be dependent on availability of equipment verses demand in the Port of Los Angeles.

3. TERMINAL/PORT BERTHING RESTRICTIONS

Are there any terminal or port specific berthing restrictions? If yes, please describe.
[May include requirements to berth starboard- or port-side, channel constrictions, etc.]

All vessels must currently moor port side to the berth. If technically feasible, barge-based systems would sit at Starboard side and Aft of the vessel due to traffic in the main channel. We are currently evaluating the draft DNV-GL Technology Assessment for technical feasibility of potential emission control equipment and safety mitigations for risks associated with barges operating and/or moored alongside a ship actively loading or unloading hazardous cargos.

3. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Port:

- Construction / Permit approval through the Application for Port Permit (APP) process
- Port to submit vessel visit information to CARB

Terminal:

- Initiation of construction through the Application for Port Permit (APP) process
- If technically feasible, provide equipment or necessary infrastructure at terminal as



- If technically feasible, 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
- 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
 -

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

No

Port approval of responsibilities:

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

Name: Michael DiBernardo

Title: Deputy Executive Director

Port: Port of Los Angeles

Signature: *Michael DiBernardo*

Date: 11/15/2021

4. 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.

Name: *Joshua Briscoe*

Title: *Area Manager*

Signature: *[Handwritten Signature]*

Date: *9-29-2021*