TraPac
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: Bana James/Bill Schopp

Phone Number:	Email:

Berths Included in this Plan:

Name:	Approximate Geographic Boundary Coordinates:*
1. Berth 139	1. 33.766635N Lat., 118.273935W Long
2. Berth 144	2. 33.764030N Lat., 118.271832W Long
3. Berth 147	3. 33.760748N Lat., 118.273076W Long

**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:

1. AMP- The primary strategy for compliance by the terminal will be connection to shore-side power. All berths operated by TraPac have been equipped with AMP vaults, as indicated in Section 2.1 below. TraPac will take all necessary and reasonable steps within its control to ensure the berth is ready and available to connect all vessels to shore power.

   Note that some vessels are not equipped with AMP capabilities onboard, so the shipping line has acquired AMP containers to enable the vessel to connect to shore power. These containers are stored on the terminal property, and TraPac will assist the vessel in loading the container onto the vessel. The vessel is responsible for connecting the AMP container to the vessel.
2. Bonnet Barge- For those vessels that are not equipped with the ability to connect to shore power and when an AMP container is not available, and for which CARB has approved use of this CAESC strategy, the Bonnet Barge may be utilized. While it is the primary responsibility of the vessel to arrange for this service, TraPac will assist the vessel in acquiring and connecting to the barge, if necessary and agree to by the parties.

2.1 **[Strategy 1]**

Identification and description of all necessary equipment:

Equipment:	Location:
1. AMP Vault	1. Berth 139 710’ mark
2. AMP Vault	2. Berth 139 938’ mark
3. AMP Vault	3. Berth 139 1214’ mark
4. AMP Vault	4. Berth 139 1718’ mark
5. AMP Vault	5. Berth 144 890’ mark
6. AMP Vault	6. Berth 144 1096’ mark
7. AMP Vault	7. Berth 147 2203’ mark

8. AMP Vault 9. AMP Vault 10. AMP Vault	8. Berth 147 2483' mark 9. Berth 147 2716' mark 10. Berth 147 2945' mark
Number of **vessels** expected to use this strategy (annual): 40	
Number of vessel **visits** expected to use this strategy (annual): 90	
Berths where equipment will be used: 1. 139 2. 144 3. 147	
Schedule for installing equipment: None, all equipment is in place. Project: N/A	Estimated Completion Date: N/A
2.2 **[Strategy 2, if needed]**	
Identification and description of all necessary equipment: Equipment: 1. Bonnet Barge	Location: 1. Stored location is berth 136
Number of **vessels** expected to use this strategy (annual): 15	
Number of vessel **visits** expected to use this strategy (annual): 20	
Berths where equipment will be used: 1. 139 2. 144 3. 147	
Schedule for installing equipment: N/A Project:	Estimated Completion Date:

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

Some vessels must berth starboard or port-side to facilitate AMP. Locations of AMP connections on board varies from ship to ship however vault locations are fixed. TraPac is unable to use AMP extension cords to connect a vessel, as currently the Port of LA has not approved anyAMP extension cords for TraPac.

TraPac assigns a vessel arrival time to ensure a trained ILWU crew is available to connect the vessel to shore power. The vessel then arranges 3rd party tug services to assist the vessel in berthing. Harbor tug shortages may impact vessel arrival as well as departure times. If a vessel misses the connection window, it may conflict with automation at the berth and thus impact AMP connection or disconnection.

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Vessel arrival times may conflict with gang availability times to load AMP containers (see contractual limitations below).

The terminal must await POLA staff to facilitate AMP connection. (See contractual limitations, below.)

The terminal is obligate to utilize power supplied power. (See contractual limitations, below.) If there is a power outage, or in the case of a Governor's Executive Order requiring to a reduction in electricity usage, the terminal will not be able to provide a shore power connection.
If vessel is too tall or too wide, cannot use Bonnet Barge.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:
https://www.portoflosangeles.org/environment/environmental-documents

Port:
Provides functional berths and ensures a reliable supply of electricity for AMP use
Constructs and maintains equipment to supply electricity AMP vaults
Provides qualified staff to provide timely hook up of AMP equipment
Provides alternative CAESC when port construction interferes with berth availability and/or electricity supply

Terminal Operator:
Provides the AMP vault infrastructure for vessel plug-in.
Provides ILWU labor to load and unload AMP containers.
Provides ILWU labor to perform vessel plug-in.
Coordinate vessel operator with POLA AMP connection staff.
Coordinate vessel operator with Bonnet Barge, when feasible.
Provides alternative CAESC when terminal construction interferes with berth availability

Vessel:
Ensure vessel crew are fully trained for AMP processes.
Engage outside consultant when training required.
Have crew on hand for all vessel plug/unplug.
Ensure all vessels systems have been inspected and in good working order prior to arrival.
Engage tugboat services to meet designated arrival times.
Purchase and ensure AMP containers are available and in good working order.
Ensure Bonnet Barge services are properly arranged.

Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe.
TraPac has contractual obligations to the ILWU regarding hours of availability and work stoppages. (See e.g., Pacific Coast Longshore Contract.)

Some vessel lines have arranged for AMP cable reel containers to be used on vessels that do not have built in cable reels. TraPac stores the AMP containers on site and will help to load the containers on

the vessel. The shipping lines are responsible for maintenance of the containers and connection to the vessel.

In accordance with Mitigation Measure MM AQ-6: Ship Measures - Alternative Maritime Power (AMP), of the TraPac EIR/EIS and the Port Environmental Compliance Plan, TraPac is required to use electrical power as supplied from the port. In addition, no connection to the Port power supply is allowed without the presence of Port Engineers. Thus, any failure of electrical power or delay in the attendance of Port Engineers is the responsibility of the Port. See MM AQ-6:

- Only AMP-Approved Vessels will be allowed to connect to Port AMP Infrastructure. Accordingly, only AMP-Approved Vessels will be allowed to register AMP hours for MM AQ-6 compliance.
- Notwithstanding the provision of MM AQ-18b, when AMP Approved Vessels call at the Terminal, such vessels shall exclusively utilize electrical power supplied by the Port AMP Infrastructure, as opposed to bunker or other fuels, while berthed at the Terminal."

TraPac is obligated to use port engineers to connect the vessel to the AMP vault pursuant to in accordance with Exhibit L 1.4.B to Permit No. 881.

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:	11/15/2021

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

Name:	BANA JAMES	Title:	VP Operations
Signature:	Bana James	Date:	Nov 15, 2021