

## Wilmington Berth 164 Marine Terminal CARB At Berth Terminal Plan

Last Update: November 23, 2021

This terminal plan was prepared by Ultramar, Inc. dba the Valero Wilmington Marine Terminal (Valero) pursuant to 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.

### Control Strategies

Ultramar, Inc. dba the Valero Wilmington Marine Terminal (Ultramar) and Shore Terminals LLC dba as NuStar (NuStar) have 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. Ultramar and NuStar have initiated a project to reconstruct Berth 163 for compliance with California Building Code (CBC) Chapter 31F: Marine Oil Terminals also known as the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS) regulated by the California State Lands Commission (CSLC) in compliance. After the new Berth 163 is operational, both Ultramar and NuStar will consolidate all vessel oil transfer operations to Berth 163. Berth 164 will be decommissioned from oil transfer activities. Therefore, the Wilmington Berth 163 Marine Terminal CARB At Berth Terminal Plan submitted by Ultramar and NuStar is intended to cover the CARB regulation requirements for a Terminal Plan for both parties at Berths 163 and 164. This document is submitted to CARB per the CARB At Berth Regulation Frequently Asked Question & Answer #100 requiring Operators to submit a plan for terminals that will no longer be in service in the future.

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**93130.14(a)(3)(A):** Identification of and description of all necessary equipment, including whether it will be located on the vessel, wharf, shore, or elsewhere:

*See Wilmington Berth 163 Marine Terminal CARB At Berth Terminal Plan*

**93130.14(a)(3)(B):** Number of vessels expected to visit the terminal using the strategy:

*See Wilmington Berth 163 Marine Terminal CARB At Berth Terminal Plan*

**93130.14(a)(3)(C):** List of each berth with geographic boundary coordinates:

<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u> *
Wilmington Berth 164 Port of Los Angeles	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 approximate only.*

**93130.14(a)(3)(D):** Identify berth(s) where equipment will be used:

*Wilmington Berth 164, Port of Los Angeles*

**93130.14(a)(3)(E):** Terminal/port specific berthing restrictions:

*Berthing restrictions are regulated by the existing MOTEMS operating limits.*

**93130.14(a)(3)(F):** Schedule for installing equipment:

*See Wilmington Berth 163 Marine Terminal CARB At Berth Terminal Plan*

**93130.14(a)(3)(G):** Division of responsibilities between the terminal operator and the port, including contractual limitations applicable to the terminal, relevant to enacting the infrastructure required by each terminal's plan:

*See Wilmington Berth 163 Marine Terminal CARB At Berth Terminal Plan*

**93130.14(a)(3)(H):** A terminal operator claiming that a physical and/or operational constraint will delay its ability to implement its preferred CARB approved control strategy to achieve emission reductions from vessels at berth according to the requirements of section 93130 et seq., must also include with its terminal plan a technical feasibility study evaluating if there are any other emission control options that could be implemented more quickly at the terminal:

*See Wilmington Berth 163 Marine Terminal CARB At Berth Terminal Plan*

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**SIGNATURE OF TERMINAL'S RESPONSIBLE OFFICIAL**

*By signing below, the Terminal Operator's Responsible Official confirms under penalty of perjury that he/she has reviewed this At Berth Terminal Plan and is submitting this At Berth Terminal Plan as the Wilmington Berth 164 compliance strategy for the At Berth Regulation. Terminal personnel understand this plan is subject to verification by CARB staff.*

Name: Mark Phair Title: Vice President and General Manager  
Ulramar, Inc. dba the Valero Wilmington Marine Terminal

Signature:  Date: 11/29/21