

Vopak Terminal Los Angeles 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: Michael LaCavera	
Phone Number: 310 549 0961	Email: michael.lacavera@vopak.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates (Lat/Long):*</u>
1. Berth 187-188	1. 33.766252 / -118.259959 to 33.764062 / -118.259786
2. Berth 189-190	2. 33.764062 / -118.259786 to 33.761149 / -118.259562
<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>	
1. Other CARB-approved emission control strategy, using marine diesel exhaust capture & treatment similar to that currently being used, provided such maintains CARB certifications and is compatible with marine oil terminal operations. Final decision on equipment selected will be based only upon successful proof-of-concept testing underway.	
2.1 Land-based exhaust capture & treatment	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. Land-based exhaust capture & treatment	1. B187-188
2. Land-based exhaust capture & treatment	2. B189-190
Number of vessels expected to use this strategy (annual): 18	
Number of vessel visits expected to use this strategy (annual): 112	
<i>Berths where equipment will be used:</i>	
1. Berth 187-188	
2. Berth 189-190	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
1. Land-based exhaust capture & treatment	1. January 1, 2025*
2. Land-based exhaust capture & treatment	2. January 1, 2025*



2.2 Barge-based exhaust capture & treatment (or in combination w/ 2.1)	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. Barge-based exhaust capture & treatment	1. B187-188
2. Barge-based exhaust capture & treatment	2. B189-190
Number of vessels expected to use this strategy (annual): 18	
Number of vessel visits expected to use this strategy (annual): 112	
<i>Berths where equipment will be used:</i>	
1. Berth 187-188	
2. Berth 189-190	
<i>Schedule for installing equipment:</i>	
<u>Equipment:</u>	<u>Estimated Completion Date:</u>
1. Barge-based exhaust capture & treatment	1. January 1, 2025*
2. Barge-based exhaust capture & treatment	2. January 1, 2025*

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

Land-based equipment requires berthing port-side-to at all locations. This is typically done to date but will be required when equipment is installed. All berthings must comply with MOTEMS regulations and VTLA Terminal Operating Limits. Land-based systems must be designated as intrinsically safe. A barge-based system will need a stand-off distance from the tanker at berth.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Port:

- 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 infrastructure/ equipment

Terminal Operator:

- Initiation of construction through the Application for Port Permit (APP) process
- 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 Terminal owned infrastructure/equipment



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

POLA and Vopak are currently in negotiations for lease extensions starting approximately Q1 2023. An Environmental Impact Report is underway to include the lease extension, MOTEMS upgrade project, and cement terminal projects. Any permanent equipment installations for exhaust capture may also need to be included in the EIR. The construction of any permanent land-based system must be coordinated with the MOTEMS Upgrade project scheduled to begin no earlier than Q1 2023.

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 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: Michael LaCavera Title: Managing Director

Signature: *Michael LaCavera* Date: October 4, 2021

*Vopak is exploring the use of land-based capture and treatment systems, barge-based capture and treatment systems and a combination of both. The safety of the use of these systems on bulk liquid tankers handling hazardous materials needs to be established. The estimated completion dates listed above are contingent upon favorable results of a hazardous operations analysis, scheduled to start in 2022.

