



YUSEN TERMINALS LLC 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: KEN FLETCHER	
Phone Number: 310-427-2295	Email: KFLETCHER@YTI.COM
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u> *
1. TI212	1. 33.45.35N 118.15.24W
2. TI214	2. 33.45.25N 118.15.36W
3. TI218	3. 33.45.12N 118.15.49W
<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 approximate only.</i>	
2. STRATEGY DETAILS	
<i>Strateg(ies) used to comply with the requirements for ocean-going vessels visiting each berth:</i>	
<ol style="list-style-type: none"> 1. AMP- The primary strategy for compliance by the terminal will be connection to shore-side power. All berths operated by Yusen have been equipped with AMP vaults, as indicated in Section 2.1 below. Yusen 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. 2. 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 Yusen will assist the vessel in loading the container onto the vessel. The vessel is responsible for connecting the AMP container to the vessel. 	
<p>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 strategy, the Bonnet Barge may be utilized. While it is the primary responsibility of the vessel to arrange for this service, Yusen will assist the vessel in connecting to the barge, if necessary and agreed to by the parties.</p>	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. AMP VAULTS QTY 2	1. TI212
2. AMP VAULTS QTY 4	2. TI214
3. AMP VAULTS QTY 3	3. TI218
Number of vessels expected to use this strategy (annual): 156	
Number of vessel visits expected to use this strategy (annual): 141	

<i>Berths where equipment will be used:</i>	
1. TI212	
2. TI214	
3. TI218	
<i>Schedule for installing equipment: N/A</i>	
	1.
2.2 [Strategy 2, if needed]	
<i>Identification and description of all necessary equipment: N/A</i>	
<u>Equipment:</u>	<u>Location:</u>
1. Bonnet Barge	1. Stored location is berth 136
Number of vessels expected to use this strategy (annual): unknown	
Number of vessel visits expected to use this strategy (annual): unknown	
<i>Berths where equipment will be used:</i>	
1. TI212	
2. TI214	
3. TI218	
<i>Schedule for installing equipment: N/A</i>	
	1.

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.

Yusen 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.

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: TBD

Port:

Provides the AMP vault infrastructure for vessel plug ins



Provides functional berths with supply of electricity for AMP use
Provides qualified staff to provide timely hook up of AMP equipment

Terminal Operator:

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.
Assist vessel operator with Bonnet Barge, when feasible.

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.

Yusen 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. Yusen 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.

Yusen is required to use electrical power as supplied from the Port of Los Angeles. In addition, no connection to the Port of Los Angeles 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.

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

Name: *Ken Fletcher*

Title: *General Manager - SSE*

Signature: *[Handwritten Signature]*

Date: *11/11/21*

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