



## **Port of Los Angeles At-Berth Port Plan**

This port plan has been prepared pursuant Section 93130.14(b)(3) of the Airborne Toxic Control Measure for Auxiliary Diesel Engines Operated on Ocean-Going Vessels At-Berth in a California Port.

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#### **2. Port of Los Angeles Combined Port Plan/Terminal Plan for World Cruise Terminal**



**1. GENERAL INFORMATION**

Port Contact Name: Amber Coluso

Phone Number: (310) 732-3950

Email: acoluso@portla.org

*Terminals Included in this Plan:*

Name:

Geographic Boundary Coordinates:

- |                                       |   |
|---------------------------------------|---|
| 1. APM Terminals (APMT)               | 1. 33.722090886996625, -118.25254438337515  |
| 2. West Basin Container Terminal (CS) | 2. 33.756491978297944, -118.2883656707375   |
| 3. Phillips 66                        | 3. 33.75550245219525, -118.27207489342517   |
| 4. Everport                           | 4. 33.74319965018955, -118.26468118948587   |
| 5. Fenix Marine Services              | 5. 33.74134726929683, -118.25331298693834   |
| 6. Kinder Morgan                      | 6. 33.75683899474685, -118.28017520886124   |
| 7. Ultramar                           | 7. 33.75997302835016, -118.26669471196274   |
| 8. PBF Energy                         | 8. 33.734901549457234, -118.27277912250663  |
| 9. Shell Mormon Island Terminal       | 9. 33.75433052370465, -118.26739388705505   |
| 10. TraPac                            | 10. 33.77056754790128, -118.26734023042205  |
| 11. Vopak                             | 11. 33.76648577062244, -118.26006492568224  |
| 12. Wallenius Wilhelmsen              | 12. 33.7690695347976, -118.25803662615778   |
| 13. Everglades Terminal (WBCT)        | 13. 33.759357363825934, -118.28791607308987 |
| 14. Yusen Terminals                   | 14. 33.75480470379808, -118.25695173480659  |
| 15. SSA Pacific                       | 15. 33.7244589648447, -118.27615445460938   |
| 16. Shore Terminals                   | 16. 33.779605, -118.233935                  |

**2. TERMINAL DETAILS**

*Terminal details can be found on the subsequent pages.*



### 2.6. Kinder Morgan

*Identification and description of which strateg(ies) terminal will use for compliance:*

Kinder Morgan intends to contract with a CARB-approved third-party barge-based emissions control system. See **Attachment F** for more details.

*Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:*

Not applicable – Kinder Morgan intends to contract with third-party provider when approved.

*Schedule for installing equipment and/or any necessary construction projects:*

Not applicable – Kinder Morgan intends to contract with third-party provider when approved.

*Division of responsibilities for enacting infrastructure:*

Port:

Permit the operation of Emission Control Barge in POLA waterways.

Terminal:

Contract with 3<sup>rd</sup> party service provider.

*Terminal approval of responsibilities:*

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

Name: William Toepfer

Title: Director of Operations

Signature:

Date:

January 8, 2024

### 3. PORT-SPECIFIC BERTHING RESTRICTIONS

The Port does not impose any berthing restrictions on terminals. Restrictions imposed by terminal operators themselves may be found in their respective terminal plans (see attachments).

### 4. SIGNATURES

*By signing below, the port'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: Michael DiBernardo

Title: Deputy Executive Director

Signature:

Date:

Jan 24, 2024



**ATTACHMENT F**



## L.A. Harbor Terminal (Kinder Morgan) 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: Jordan Neuner  |  |
| Phone Number: 310-628-7350  | Email: Jordan_Neuner@kindermorgan.com  |
| <i>Berths Included in this Plan:</i>  |  |
| <u>Name:</u><br>1. Berth 118/119  | <u>Approximate Geographic Boundary Coordinates:</u><br>1. [33° 45'22.39"N 118° 16'52.03"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. Emissions Capture and Control - Barge Based  |  |
| 2.1 Strategy 1 - Emissions Control Barge (3 <sup>rd</sup> Party Service Provider)   |  |
| <i>Identification and description of all necessary equipment:</i>   |  |
| <u>Equipment:</u>   | <u>Location:</u>   |
| 1. Preconditioning Chamber.   | 1. Barge   |
| 2. Cloud Generation Chambers.   | 2. Barge   |
| 3. System ID Fan.   | 3. Barge   |
| 4. Selective Catalytic Reduction (SCR).   | 4. Barge   |
| 5. Heater (Burner).   | 5. Barge   |
| 6. Heat Exchanger.  | 6. Barge   |
| 7. Exhaust Intake Bonnet (EIB).   | 7. Barge   |
| 8. Articulating Arm.  | 8. Barge   |
| 9. Placement Tower.   | 9. Barge   |
| Number of vessels expected to use this strategy (annual): 40  |  |
| <i>Berths where equipment will be used:</i><br>Berth 118/119  |  |
| <i>Schedule for installing equipment:</i>   |  |
| <u>Project:</u><br>1. Emission Control Barge  | <u>Estimated Completion Date:</u><br>1. By the end of the second quarter of 2024, Kinder Morgan will collaborate with customers to initiate contracting with a 3 <sup>rd</sup> party service upon CARB certification of a barge based CAECS for liquid bulk vessels. |

### 3. TERMINAL/PORT BERTHING RESTRICTIONS

*Are there any terminal or port specific berthing restrictions? If yes, please describe.*  
Kinder Morgan will engage a Marine Engineering Firm in conjunction barge-based technology companies to perform layout studies, mooring and passing vessel analysis considering the barge-based technologies currently under development. Target completion date is the end of the second quarter of 2024.



#### 4. DIVISION OF ROLES AND RESPONSIBILITIES

*Division of responsibilities for enacting infrastructure:*

Port:

- Permit the operation of Emission Control Barge in POLA waterways.
- 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:

- By the end of the second quarter of 2024, collaborate with customers to contract with 3rd party service provider.
- Initiation of any 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.*

Kinder Morgan is in the process of accessing and comparing the two currently viable barge emission capture technologies, CAEM and STAX, while also watching the market for others. Service proposals are being reviewed in lieu of negotiating and executing service contracts at this time. The expectation is to select a provider and initiate contracting with customers by the end of the second quarter of 2024.

Some risks we have identified include availability and scheduling should only one provider obtain CARB approval (single supplier); control technology interfacing with tanker vessel stack and safety requirements; recordkeeping, reporting, and training of facility personnel; readiness and ability of tanker vessels to facilitate control connection; and timeline for necessary agency permitting.

*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: Jan 24, 2024

#### 5. 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: William Toepfer Title: Director of Operations

Signature: *William Toepfer* Date: 11-13-23