



PBF Energy – Southwest Terminal At-Berth Terminal Plan, Updated Submission

This updated terminal plan has been prepared pursuant Section 93130.14(a)(2)(F) 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: Joshua Briscoe	
Phone Number: (310) 212-4211	Email: Joshua.briscoe@pbfenergy.com
<i>Berths Included in this Plan:</i>	
<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u>
1. LA – B238	3. 33°43'04.47 N, 118°16'24.99 W
2. LA – B239	4. 33°43'59.41 N, 118°16'22.28 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 approximate only.</i>	
2. STRATEGY DETAILS	
<i>Strategy/strategies used to comply with the requirements for ocean-going vessels visiting each berth:</i>	
1. No controls are planned; 93130.10 (a)(2) Terminal Exceptions / Low Activity Terminal continues to apply.	
2.1 [Strategy 1]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
1. None - Terminal Exception / Low Activity Terminal	1. 33°43'04.47 N, 118°16'24.99 W
2. None - Terminal Exception / Low Activity Terminal	2. 33°43'59.41 N, 118°16'22.28 W
Number of vessels expected to use this strategy (annual): 19	
<i>Berths where equipment will be used:</i>	
1. N/A	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
1. None - Terminal Exception / Low Activity Terminal	1. N/A
2. None - Terminal Exception / Low Activity Terminal	2. N/A

2.2 [Strategy 2, if needed]	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u>	<u>Location:</u>
<p>1. If technically feasible, the control equipment could consist of:</p> <ul style="list-style-type: none"> a. a barge based emissions capture unit consisting of a barge mounted, crane/boom, stack adaptor, and flexible ducting: or b. Barge-based emissions control system including inlet ducting, treatment system, exhaust fan, and power supply to meet terminal maximum flow rates. 	1. 33°43'04.47 N, 118°16'24.99 W
<p>2. If technically feasible, the control equipment could consist of:</p> <ul style="list-style-type: none"> a. a barge based emissions capture unit consisting of a barge mounted, crane/boom, stack adaptor, and flexible ducting: or b. Barge-based emissions control system including inlet ducting, treatment system, exhaust fan, and power supply to meet terminal maximum flow rates. 	2. 33°43'59.41 N, 118°16'22.28 W
Number of vessels expected to use this strategy (annual): None	
<i>Berths where equipment will be used:</i>	
Not Applicable	
<i>Schedule for installing equipment:</i>	
<u>Project:</u>	<u>Estimated Completion Date:</u>
Not Applicable	Not applicable at this time but ultimately would be dependent on availability of equipment verses demand in the Port of Los Angeles.

3. TERMINAL/PORT BERTHING RESTRICTIONS <i>Are there any terminal or port specific berthing restrictions? If yes, please describe.</i> [May include requirements to berth starboard- or port-side, channel constrictions, etc.]	
All vessels must moor port side to the berth. If technically feasible, barge-based systems would sit at Starboard side and Aft of the vessel due to traffic in the main channel.	
3. DIVISION OF ROLES AND RESPONSIBILITIES <i>Division of responsibilities for enacting infrastructure:</i>	
Port: <ul style="list-style-type: none"> Construction / Permit approval through the Application for Port Permit (APP) process Port to submit vessel visit information to CARB If technically feasible, 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 shore power infrastructure/equipment 	Terminal: <ul style="list-style-type: none"> Initiation of construction through the Application for Port Permit (APP) process If technically feasible, 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
<i>Are there any contractual limitations applicable to the terminal relevant to enacting the infrastructure? If yes, describe.</i> No	
<i>Port approval of responsibilities:</i> 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: <i>Michael DiBernardo</i>	Date: Jan 24, 2024

4. SIGNATURES <i>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.</i>	
Name: Joshua Briscoe	Title: Area Manager
Signature: <i>[Handwritten Signature]</i>	Date: 11/10/2023