Tesoro Logistics Operations LLC (TLO)* Terminal 1, Long Beach 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.

*Tesoro Logistics Operations LLC is the terminal operator for Carson Cogeneration LLC, the leaseholder with the Port of Long Beach.

1. GENERAL INFORMATION Terminal Contact Name: Timothy Hayes Phone Number: 562-499-2249 Email: twhayes@marathonpetroleum.com Berths Included in this Plan: Approximate Geographic Boundary Coordinates:* 1. Berth T121 1. 33.75713, -118.21901 *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. 2. STRATEGY DETAILS Strateg(ies) used to comply with the requirements for ocean-going vessels visiting each berth: Provided technology is sufficiently developed to operate with an acceptable level of personal and process safety risk, Tesoro Logistics Operations LLC (TLO) plans to employ the following strategies. 1. Use of current shore power system. 2. CARB-Approved Capture and Control System as a CARB-Approved Emission Control Strategy (CAECS) 3. CARB-Approved Innovative Concept – See TLO's Innovative Concept Application for Long Beach 2.1 Istrategu 1 Identification and description of all necessary equipment: Equipment: Location: 1. Shore Power (currently installed on a decicated dolphin) a. Vessel connection is port side only, connecting at the rear of the vessel b. 60 Hz, 6.6kV, 900A, 10,288kVA Number of vessel sexpected to use this strate		
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	· •	
SHULE POWEL LECHHOLOGY		
Berths where equipment will be used:	· · ·	

Schedule for installing equipment:	Estimated Completion Dates
Project: 1. Not applicable – already ins	Estimated Completion Date: talled 1. Not applicable – already installed
2.2 [Strategy 2]	
Identification and description of all r	
<u>Equipment:</u>	Location:
1. CARB Approved Capture and	
System – will include one or	
following shore and/or barg	
a. Fully contained barg	
including connection	n system and
treatment system	
b. Barge connection sy	
shore-based treatm	•
c. Permanent structur	
system with shore-b	based
treatment system	
Number of <u>vessels</u> expected to use t	
Number of vessel visits expected to	
Berths where equipment will be used	d:
1. Berth T121	
Schedule for installing equipment:	
	Estimated Completion Date:
1. CARB Approved Capture	 9/1/2026*: Barge Based Capture & Control ("C&C")
and Control System	 C&C estimates assume technology is proven safe
	controls all emission sources required in the
	regulation, and the CARB Executive Officer has
	approved a system by the end of 2023. Given the
	complexity of tankers, this timeline is viewed as
	the least certain and with a reasonable
	probability of extending beyond 2023.
	 9/1/2028*: Shore-Based Capture & Control ("C&C")
	 C&C estimates assume technology is proven safe
	controls all emission sources required in the
	regulation, and the CARB Executive Officer has
	approved a system by the end of 2023. Given the
	complexity of tankers, this timeline is viewed as
	the least certain and with a reasonable
	probability of extending beyond 2023.
	• 9/1/2028: Shore Power (Terminal Project Only)
	• Shore Power schedule assumes electric utility ca
	· · · · · · · · · · · · · · · · · · ·
	meet the proposed construction schedule and
	meet the proposed construction schedule and grid is sufficient to handle the increased power

reflect timeline for ships to convert to connect to shore power.

TLO has not selected a primary control mechanism and may rely on various technologies at a single terminal to reduce emissions from vessels at TLO's berths. The technology selection will consider the safety of personnel, the safe passage of adjacent marine traffic, and the significant land use constraints at TLO's terminals. TLO is presently engaged in an extensive Feasibility Engineering Analysis investigating each known technology, shore power, shore-based C&C, and barge-based C&C, this analysis will allow for TLO to identify the most appropriate technologies for each berth. The analysis is scheduled to conclude in the 4th quarter of 2022.

*Any unmitigated risks detailed below may result in a change to the Estimated Completion Date stated above.

- Full resolution of considerations identified in the Safety Study under the CARB grant for C&C Systems for Oil Tanker Project awarded to SCAQMD where TLO resources are actively supporting advancement as a demonstration partner.
- Full resolution of considerations from future safety studies and hazard assessments which TLO anticipates and view as necessary to ensure safe operations on tanker vessels
- Stack connection design:
 - C&C providers have not shared technical details for connection to the vessel stacks to TLO.
 - Ability to connect to as many as six or more stacks at the same time without damaging a vessel's exhaust stacks.
 - Ability to connect to a variable set of stack configurations without damaging the vessel's exhaust stacks.
 - Ability to connect without creating sparks, or designing for electrical continuity
 - Ability of the connection to adjust with vessel draft and pitch changes due to cargo operations
 - Ability of connection system to adequately transport a wide range of flow rates from multiple stacks
- Barge congestion and siting around vessels
 - C&C barges must not interfere with adjacent vessel traffic in the port

	•	 C&C barges must stay clear of mooring lines of the vessel at berth C&C barges must not interfere with containment boom C&C barge mooring systems must not impact submerged utilities crossing navigational channels Adequate emergency preparedness to ensure safety of barge-based system operators near hazardous cargo Treatment system performance meets or exceeds emission reduction requirements for all emissions sources that are required to be controlled on tankers Construction schedule for multiple systems, including CEQA Permitting timelines for land-based systems.
	rategy 3, if needed]	
-	ication and description of all necessar	
Equipm		Location:
1.		•
	Concept Application" submittal	Concept Application" submittal
	er of <u>vessels</u> expected to use this strat	
Numbe	er of vessel <u>visits</u> expected to use this	strategy (annual): TBD
Berths	where equipment will be used:	
1	See "Innovative Concept Application	ı" submittal
±.	le for installing equipment:	
	<u>:</u>	Estimated Completion Date:

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

- 1. Vessels are restricted to berthing port side to only.
- 2. Underwater utilities located near the vessel berthing locations could restrict capture and control mooring systems.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities:

Note: this plan does not amend or modify the terms and/or the conditions of Tesoro Refining & Marketing Company LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Tesoro Refining & Marketing Company LLC with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Tesoro Refining & Marketing Company LLC with other and/or Tesoro Refining & Marketing Company LLC.

	Port	Terminal
Initiation of electrical infrastructure construction including design		√
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		✓ ✓
Responsibility to maintain electrical infrastructure inside of the terminal		√
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		~
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		√
Submission of terminal plan		~
Submission of port plan	√	
Are there any contractual limitations applicable to the terminal rele infrastructure? If yes, describe. None	vant to enacting	g the
Port approval of responsibilities: Set forth in Section 4 of this At Berth Terminal Plan, the Port's respo		onfirms by signin

below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of Tesoro Refining & Marketing Company LLC proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: Title:

Port:

Signature: Date:

5. SIGNATURE OF TERMINAL OPERATOR

By signing below, Carson Cogeneration LLC'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 Carson Cogeneration LLC's compliance strategy for the At Berth Regulation. Carson Cogeneration LLC understands this plan is subject to verification by CARB staff.

Name: Timothy Hayes	Title: Region Manager
Signature: 7. d UCRI	Date:
Imally . Na	10 5-27-2027
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Tesoro Logistics Operations LLC (TLO)* Terminal 2, Long Beach 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.

*Tesoro Logistics Operations LLC is the terminal operator for Tesoro Refining & Marketing Company LLC, the leaseholder with the Port of Long Beach.

1. GENERAL INFORMATION	
Terminal Contact Name: Timothy Hayes	
Phone Number: 562-499-2249	Email: twhayes@marathonpetroleum.com
Berths Included in this Plan:	
Name:	Approximate Geographic Boundary Coordinates:*
1. Berth B77	1. 33.77580, -118.21300
2. Berth B78	2. 33.77501, -118.21501
Berth B76 handles liquids but is barge only.	
Berths B79 and B80 are not in service.	
*The number of barths on a terminal and the constinution	itioning of berths are dependent on vessel size; thus, the
geographic boundary coordinates are approximates only	
2. STRATEGY DETAILS	
Strateg(ies) used to comply with the requirements	for ocean-aging vessels visiting each berth
	or occur going vessels visiting each ber th.
Provided technology is sufficiently developed to op	erate with an accentable level of personal and
process safety risk, TLO plans to employ the follow	
1. CARB-Approved Capture and Control (C&C	System as a CARR-Approved Emission Control
Strategy (CAECS)	system as a CARD Approved Emission control
2. CARB-Approved Innovative Concept – See	TLO's Innovative Concept Application for Long
Beach	reo similovative concept Application for Long
Deach	
Should tanker vessel owners install equipment that	provides a vessel side connection for shore power
in the future, TLO may consider adding new land-b	
the grid to a vessel.	ased connection systems to supply electricity from
the grid to a vessel.	
2.1 [Stratom 1]	
2.1 [Strategy 1]	an an ta
Identification and description of all necessary equip	
Equipment:	Location:
1. CARB Approved Capture and Control	1. Terminal 2, Berths B77, B78
Systems - will include one or more of the	
following shore and/or barge unit(s)	

a. Fully contained	barge system
including conne	ection system and
treatment syste	em
b. Barge connection system with	
shore-based treatment system	
c. Permanent stru	ucture connection
system with sh	ore-based
treatment syste	
d. Mobile land-ba	
system with me	
	eatment system
Number of <u>vessels</u> expected to	-
	ed to use this strategy (annual): 100
Berths where equipment will be	
1. Berth 77	, изси.
2. Berth 78	
Schedule for installing equipme	nt
Project:	Estimated Completion Date:
CARB Approved Capture and	• 9/1/2026*: Barge Based Capture & Control ("C&C")
Control Systems	• C&C estimates assume technology is proven safe,
	controls all emission sources required in the
	regulation, and the CARB Executive Officer has
	approved a system by the end of 2023. Given the
	complexity of tankers, this timeline is viewed as the
	least certain and with a reasonable probability of
	extending beyond 2023.
	 9/1/2028*: Shore-Based Capture & Control ("C&C")
	 C&C estimates assume technology is proven safe,
	controls all emission sources required in the
	regulation, and the CARB Executive Officer has
	approved a system by the end of 2023. Given the
	complexity of tankers, this timeline is viewed as the
	least certain and with a reasonable probability of
	extending beyond 2023.
	 9/1/2028: Shore Power (Terminal Project Only)
	 Shore Power schedule assumes electric utility can
	meet the proposed construction schedule and grid is
	sufficient to handle the increased power demand.
	Estimated completion date does not reflect timeline
	for ships to convert to connect to shore power.
	TLO has not selected a primary control mechanism and may rely on
	various technologies at a single terminal to reduce emissions from
	vessels at TLO's berths. The technology selection will consider the
	safety of personnel, the safe passage of adjacent marine traffic, and
	the significant land use constraints at TLO's terminals. TLO is
	presently engaged in an extensive Feasibility Engineering Analysis
	, , , , , , , , , , , , , , , , , , , ,

investigating each known technology, shore power, shore-based C&C, and barge-based C&C, this analysis will allow for TLO to identify the most appropriate technologies for each berth. The analysis is scheduled to conclude in the 4th quarter of 2022.

*Any unmitigated risks detailed below may result in a change to the Estimated Completion Date stated above.

- Full resolution of considerations identified in the Safety Study under the CARB grant for C&C Systems for Oil Tanker Project awarded to SCAQMD where TLO resources are actively supporting advancement as a demonstration partner.
- Full resolution of considerations from future safety studies and hazard assessments which TLO anticipates and view as necessary to ensure safe operations on tanker vessels
- Stack connection design:
 - C&C providers have not shared technical details for connection to the vessel stacks to TLO.
 - Ability to connect to as many as six or more stacks at the same time without damaging a vessel's exhaust stacks.
 - Ability to connect to a variable set of stack configurations without damaging the vessel's exhaust stacks.
 - Ability to connect without creating sparks, or designing for electrical continuity
 - Ability of the connection to adjust with vessel draft and pitch changes due to cargo operations
 - Ability of connection system to adequately transport a wide range of flow rates from multiple stacks
- Barge congestion and siting around vessels
 - C&C barges must not interfere with adjacent vessel traffic in the port
 - C&C barges must stay clear of mooring lines of the vessel at berth
 - C&C barges must not interfere with containment boom
 - C&C barge mooring systems must not impact submerged utilities crossing navigational channels
- Adequate emergency preparedness to ensure safety of barge-based system operators near hazardous cargo
- Treatment system performance meets or exceeds emission reduction requirements for all emissions sources that are required to be controlled on tankers

permi	itting timelines for land-based systems.
2.2 [Strategy 2, if needed]	
Identification and description of all necessary e	quipment:
<u>Equipment:</u>	Location:
1. Innovative concept – see "Innovative	1. Innovative concept – see "Innovative
Concept Application" submittal	Concept Application" submittal
Number of vessels expected to use this strateg	y (annual): TBD
Number of vessel visits expected to use this str	ategy (annual): TBD
Berths where equipment will be used:	
1. See "Innovative Concept Application" s	ubmittal
Schedule for installing equipment:	
Project:	Estimated Completion Date:
1. See "Innovative Concept Application"	1. See "Innovative Concept Application"
submittal	submittal

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

- 1. Vessels calling at Berth B78 in crude petroleum and heavy intermediate petroleum product service are restricted to starboard side to only.
- 2. Future dock enhancements necessary to accommodate capture and control systems could necessitate additional berthing restrictions.
- 3. Underwater utilities located near the vessel berthing locations could restrict mooring systems for barge-based capture and control.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities:

Note: this plan does not amend or modify the terms and/or the conditions of Tesoro Refining & Marketing Company LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Tesoro Refining & Marketing Company LLC with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Tesoro Refining & Marketing Company LLC with other entities to the Port of Long Beach and/or Tesoro Refining & Marketing Company LLC.

	Port	Terminal
Initiation of electrical infrastructure construction including design		\checkmark

Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		√
Responsibility to maintain electrical infrastructure inside of the terminal		~
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		1
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		1
Submission of terminal plan		~
Submission of port plan	\checkmark	

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

None

Port approval of responsibilities:

Set forth in Section 4 of this At Berth Terminal Plan, the Port's responsible official confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of Tesoro Refining & Marketing Company LLC proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: Title:

Port:

Signature: Date:

5. SIGNATURE OF TERMINAL OPERATOR

By signing below, Tesoro Logistics Operations LLC'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 Tesoro Logistics Operations LLC's compliance strategy for the At Berth Regulation. Tesoro Logistics Operations understands this plan is subject to verification by CARB staff.

Name: Hmothy Hayes	Title: Region Manager
Signature:	Date:
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Tesoro Logistics Operations LLC (TLO)* Long Beach Terminal (LBT), Long Beach 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.

*Tesoro Logistics Operations LLC is the terminal operator for Tesoro Refining & Marketing Company LLC, the leaseholder with the Port of Long Beach.

1. GENERAL INFORMATION		
Terminal Contact Name: Timothy Ha		
Phone Number: 562-499-2249	Email: twhayes@marathonpetroleum.com	
Berths Included in this Plan:		
Name:	Approximate Geographic Boundary Coordinates:*	
1. Berth B84a	1. 33.77236, -118.22173	
2. Berth B86	2. 33.77104, -118.22411	
Berths B84a and B86 are the only		
berths at the terminal which		
receive tanker vessels.		
	d the spatial positioning of berths are dependent on vessel size; thus, the	
geographic boundary coordinates are ap	proximates only.	
2. STRATEGY DETAILS		
Strateg(ies) used to comply with the	requirements for ocean-going vessels visiting each berth:	
	eveloped to operate with an acceptable level of personal and	
process safety risk, Tesoro Logistics (Operations LLC plans to employ the following strategies.	
	Control System as a CARB-Approved Emission Control Strategy	
(CAECS)		
2. CARB-Approved Innovative Concept – See TLO's Innovative Concept Application for Long		
Beach		
	equipment that provides a vessel side connection for shore power	
	ng new land-based connection systems to supply electricity from	
the grid to a vessel.		
2.1 [Strategy 1]		
Identification and description of all n	ecessary equipment:	
Equipment:	Location:	
1. CARB Approved Capture and	Control 1. Long Beach Terminal, Berths B84a,	
Systems - will include one or	more of the B86	
following shore and/or barge	e unit(s)	

a. Fully contained barg	ge system					
including connection	including connection system and					
treatment system						
b. Barge connection sy	vstem with					
shore-based treatm						
c. Permanent structur	-					
with shore-based tr						
d. Mobile land-based d						
system with mobile						
based treatment sys						
based deatment sys	Setti -					
Number of <u>vessels</u> expected to use t	this strategy (appual): 70					
Number of vessel <u>visits</u> expected to						
Berths where equipment will be used						
1. Berth B84a						
2. Berth B86						
Schedule for installing equipment:						
Project:	Estimated Completion Date:					
CARB Approved Capture and	• 9/1/2026*: Barge Based Capture & Control ("C&C")					
Control Systems	 C&C estimates assume technology is proven 					
	safe, controls all emission sources required in					
	the regulation, and the CARB Executive Officer					
	has approved a system by the end of 2023.					
	Given the complexity of tankers, this timeline is					
	viewed as the least certain and with a					
	reasonable probability of extending beyond					
	2023.					
	 9/1/2028*: Shore-Based Capture & Control ("C&C") 					
	C&C estimates assume technology is proven					
	safe, controls all emission sources required in					
	the regulation, and the CARB Executive Officer					
	has approved a system by the end of 2023.					
	Given the complexity of tankers, this timeline is					
	viewed as the least certain and with a					
	reasonable probability of extending beyond					
	2023.					
	• 9/1/2028: Shore Power (Terminal Project Only)					
	 Shore Power schedule assumes electric utility 					
	can meet the proposed construction schedule					
	and grid is sufficient to handle the increased					
	power demand. Estimated completion date					
	does not reflect timeline for ships to convert to					
	connect to shore power.					
	·					
	TLO has not selected a primary control mechanism and may					
rely on various technologies at a single terminal to reduce						
	emissions from vessels at TLO's berths. The technology					
	emissions nom vessels at reo 3 berths. The technology					

selection will consider the safety of personnel, the safe passage of adjacent marine traffic, and the significant land use constraints at TLO's terminals. TLO is presently engaged in an extensive Feasibility Engineering Analysis investigating each known technology, shore power, shore-based C&C, and bargebased C&C, this analysis will allow for TLO to identify the most appropriate technologies for each berth. The analysis is scheduled to conclude in the 4th quarter of 2022.

*Any unmitigated risks detailed below may result in a change to the Estimated Completion Date stated above.

- Full resolution of considerations identified in the Safety Study under the CARB grant for C&C Systems for Oil Tanker Project awarded to SCAQMD where TLO resources are actively supporting advancement as a demonstration partner.
- Full resolution of considerations from future safety studies and hazard assessments which TLO anticipates and view as necessary to ensure safe operations on tanker vessels
- Stack connection design:
 - C&C providers have not shared technical details for connection to the vessel stacks to TLO.
 - Ability to connect to as many as six or more stacks at the same time without damaging a vessel's exhaust stacks.
 - Ability to connect to a variable set of stack configurations without damaging the vessel's exhaust stacks.
 - Ability to connect without creating sparks, or designing for electrical continuity
 - Ability of the connection to adjust with vessel draft and pitch changes due to cargo operations
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- Barge congestion and siting around vessels
 - C&C barges must not interfere with adjacent vessel traffic in the port
 - C&C barges must stay clear of mooring lines of the vessel at berth
 - C&C barges must not interfere with containment boom
 - C&C barge mooring systems must not impact submerged utilities crossing navigational channels

2.2 [Strategy 2, if needed]	•	Adequate emergency preparedness to ensure safety of barge-based system operators near hazardous cargo Treatment system performance meets or exceeds emission reduction requirements for all emissions sources that are required to be controlled on tankers Construction schedule for multiple systems, including CEQA permitting timelines for land-based systems
Identification and description of all r	Pressary	equipment.
Equipment:	Locatio	
1. Innovative concept – see		Innovative concept – see "Innovative Concept
"Innovative Concept		Application" submittal
Application" submittal		
Number of vessels expected to use t	his strate	egy (annual): TBD
Number of vessel visits expected to		
Berths where equipment will be used		••••
1. See "Innovative Concept Ap		" submittal
Schedule for installing equipment:		
Project:	<u>Estima</u>	ted Completion Date:
1. See "Innovative Concept	1.	See "Innovative Concept Application" submittal
Application" submittal		

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

- 1. Presently there are no restrictions however dock enhancements necessary to accommodate capture and control systems could necessitate berthing restrictions.
- 2. Underwater utilities located near the vessel berthing locations could restrict mooring systems for barge-based capture and control.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities:

Note: this plan does not amend or modify the terms and/or the conditions of Tesoro Refining & Marketing Company LLC's preferential assignment agreement and other agreements with the Port, including without limitation expiration dates, nor does it amend or modify the terms and/or conditions of any agreements of the Port of Long Beach and/or of Tesoro Refining & Marketing Company LLC with other entities nor does it modify or diminish any other obligations of other entities to the Port of Long Beach and/or Tesoro Refining & Marketing Company LLC with other entities to the Port of Long Beach and/or Tesoro Refining & Marketing Company LLC.

		Port	Terminal
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Initiation of electrical infrastructure construction including design		√
Responsibility to provide equipment or necessary electrical infrastructure inside of the terminal		1
Responsibility to maintain electrical infrastructure inside of the terminal		\checkmark
Responsibility of uncontrolled emissions at berth due to incomplete electrical infrastructure construction		\checkmark
Responsibility of uncontrolled emissions during repair of electrical infrastructure/equipment		√
Submission of terminal plan		1
Submission of port plan	√	-

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

None

Port approval of responsibilities:

Set forth in Section 4 of this At Berth Terminal Plan, the Port's responsible official confirms by signing below that he/she has reviewed the division of responsibilities and agrees to them under penalty of perjury. The Port does not make any representations about the accuracy, feasibility, or legality of Tesoro Refining & Marketing Company LLC proposed compliance strategy set forth in this At Berth Terminal Plan.

Name: Title:

Port:

Signature: Date:

5. SIGNATURE OF TERMINAL OPERATOR

By signing below, Tesoro Logistics Operations LLC's responsible official confirms under penalty of perjury thathe/she has reviewed this At Berth Terminal Plan and is submitting this At Berth Terminal Plan as Tesoro Logistics Operations LLC's compliance strategy for the At Berth Regulation. Tesoro Logistics Operations understands this plan is subject to verification by CARB staff.

Name: Tim	othy Hayes	- 1	Title: F	legion Manager	
Signature:	Y- 4	M	Date:	5 07 9099	
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