



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
<i>Terminals Included in this Plan:</i>	
<u>Name:</u>	<u>Geographic Boundary Coordinates:</u>
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
<i>Terminal details can be found on the subsequent pages.</i>

2.8. Shore Terminals
<i>Identification and description of which strateg(ies) terminal will use for compliance:</i>
Shore Terminals is planning to comply through the terminal by contracting with a 3 rd party CAECS provider. See Attachment P for more details.
<i>Equipment purchases and/or construction that are in progress or must still be completed to reduce emissions:</i>
See Attachment P for more details.
<i>Schedule for installing equipment and/or any necessary construction projects:</i>
See Attachment P for more details.

Division of responsibilities for enacting infrastructure:

Port:

- Review the barge-based CAECS system location to confirm that it will not impact navigation
- As applicable, provide equipment or necessary infrastructure at terminal as negotiated by the parties

Terminal Operator:

- Finalize contract with barge-based C&C vendor
- Update TOLs, update DOM and obtain USCG approval

Barge Based C&C Vendor:

- Satisfy multiple variables that are yet to be demonstrated (e.g. USCG approvals, meeting hazard classifications, MTTA/Security concerns, etc.)
- Obtaining CARB certification of barge-based C&C system
- Fabricate and make available barge-based C&C system for the POLA Berth 163

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: **Christopher Vratil** Title: **General Manager**

Signature: *Chris Vratil* Date: **18 January 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: *Michael DiBernardo* Date: **Jan 24, 2024**



ATTACHMENT P

Shore Terminals LLC dba NuStar At-Berth Terminal Plan

✦ Rectangular Snip

This terminal 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.

1. GENERAL INFORMATION

Terminal Contact Name: Christopher Vratil

Phone Number: (361) 906-7454

Email: chris.vratil@nustarenergy.com

Berths Included in this Plan:

Name:

1. Port of Los Angeles Berth 163

Approximate Geographic Boundary Coordinates:*

33 deg 45' 37" N, 118 deg 16' 02" W

**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

Strategies used to comply with the requirements for ocean-going vessels visiting each berth:

Shore Terminals LLC (Shore Terminals) continues to evaluate a range of potential CAECS technologies that can be safely and reliably implemented, including shore power, shore-based and barge-based capture and control (C&C). Based on the company's feasibility studies to date, Shore Terminals has identified barge-based C&C as the most feasible CAECS, and likely the first available technology to comply with the regulation for tanker vessels at Berth 163. The company is accordingly evaluating such barge-based C&C systems under development by several companies and has initiated contract discussions with one vendor. The final decision will be based on multiple factors, including, among other things, demonstrated successful testing, equipment approval for tanker vessels, equipment availability, and vessel/berth compatibility.

Furthermore, Shore Terminals is currently in lease negotiations with the Port of Los Angeles regarding the future operation of Berth 163. After the finalization of the lease, the dock at Berth 163 will be demolished and a new dock constructed. The planned demolition of the dock limits the potentially feasible control technology until the new dock is constructed. Depending on the construction and design of the new dock, Shore Terminals may amend its terminal plan to incorporate a different CAECS for the new dock.

Number of vessels expected to use this strategy (annual): 29

Number of vessel visits expected to use this strategy (annual): 29

Berths where equipment will be used: POLA Berth 163

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

Shore Terminals must secure a third-party CAECS provider who will dictate the necessary equipment and construction. As referenced above, Shore Terminals is currently in negotiations to contract with a barge C&C provider.

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

<u>Project:</u>	<u>Estimated Completion Date:</u>
1. Barge-Based Capture & Control	1. January 1, 2025 commencement of barge-based emissions capture and control

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

- Berthing restrictions for the existing Berth 163 are regulated by the existing MOTEMS terminal operating limits and other federal, state, and local requirements.
- For a barge-based C&C system, the CAECS barge will need to be either intrinsically safe or operated outside the ocean-going vessel's hazardous zone. The industry appears to be moving in the direction of operating outside of the hazardous zone. In either case, due to terminal siting limitations and the location of mooring lines at Berth 163, the CAECS barge will be located waterside of the pierhead line. Further review with the Port of LA will be required to determine if the CAECS barge location will impact navigation. Lastly, the CAECS barge must not inhibit the vessel's ability to get underway within 30 min in an emergency situation.
- Shore Terminals will also rely on input from the third-party barge-based C&C service provider to identify any additional restrictions.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Port:

- Review the barge-based CAECS system location to confirm that it will not impact navigation
- As applicable, provide equipment or necessary infrastructure at terminal as negotiated by the parties

Terminal Operator:

- Finalize contract with barge-based C&C vendor
- Update TOLs, update DOM and obtain USCG approval

Barge Based C&C Vendor:

- Satisfy multiple variables that are yet to be demonstrated (e.g. USCG approvals, meeting hazard classifications, MTS/Security concerns, etc.)
- Obtaining CARB certification of barge-based C&C system
- Fabricate and make available barge-based C&C system for the POLA Berth 163

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

- Considering the selected barge-based capture and control vendor meets the various requirements, a long-term service agreement with the service provider will be required.
- Contractual limitations applicable to the terminal relevant to enacting the barge-based C&C system and meeting the January 1, 2025 compliance date include:
 - Shore Terminals expects at least one company will satisfactorily complete testing on tankers by the first quarter of 2024
 - A barge-based CACES system will have to be approved by CARB by mid-2024

- o Assuming the CARB approval is issued by mid-2024, Shore Terminals will finalize the selection of the barge-based vendor and enter into a service agreement with a target equipment availability for use at Berth 163 on January 1, 2025

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: Jan 24, 2024

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 Shore Terminals LLC's compliance strategy for the At Berth Regulation. Shore Terminals LLC understands this plan is subject to verification by CARB staff.

Name: Christopher Vratil

Title: GM Pipeline and Terminal Operations

Signature: *Chris Vratil*

Date: 15 December 2023