



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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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. Vopak

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

Vopak 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 – Vopak intends to contract with third-party provider when approved.

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

Not applicable – Vopak 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 3rd 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: *Brandon Friend*

Title: *Site Director*

Signature:

Date:

Jan 2, 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:

1/24/2024



*Port of Los Angeles
At-Berth Port Plan*

ATTACHMENT F

Vopak Terminal Los Angeles At Berth Terminal Plan (Updated)

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: Brandon Friend

Phone Number: 310 518 6419

Email: brandon.friend@vopak.com

Berths Included in this Plan:

Name:

Approximate Geographic Boundary
Coordinates (Lat/Long):*

1. Berth 187-188

1. 33.766252 / -118.259959 to
33.764062 / -118.259786

2. Berth 189-190

2. 33.764062 / -118.259786 to
33.761149 / -118.259562

**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:

1. Vopak has determined that Barge Based Capture & Control technology will be implemented, primarily due to:
 - a. The Shore Power option of the regulations are infeasible with the operations of the Vopak terminals, primarily due to the “ship of opportunity” basis that our customers use. This results in mostly different ships for each visit and rare repeat calls.
 - b. The land based version of Capture & Control has fatal flaws associated with permitting schedule and approvals.
2. Vopak Terminals Los Angeles, Inc. (Vopak) has executed an agreement with Clean Air Engineering - Maritime, Inc. (CAEM) for preferential services of CAEM’s new barge-based Capture & Control (C&C) system.
3. The barge system is currently targeting testing & service as soon as Q2 2024.
4. CAEM submitted an Innovative Concepts (IC) for “Credit Banking” to CARB for consideration and approval. The IC will allow the generation of credits by controlling unregulated vessel emissions, to be used when regulated ships cannot be controlled for various reasons. This is in

addition to the VIEs and TIEs that are currently in the regulations, and allows for more efficient use of the equipment.

5. Vopak’s strategy is to use a combination of barges and credits to cover the various operational scenarios.

2.1 Barge-based exhaust capture & treatment

Identification and description of all necessary equipment:

<u>Equipment:</u>	<u>Location:</u>
1. Barge-based exhaust capture & treatment #1	1. B187-188
2. Barge-based exhaust capture & treatment #2	2. B189-190

Number of **vessels** expected to use this strategy (annual): 109 (unique ships)

Number of vessel **visits** expected to use this strategy (annual): 158

Berths where equipment will be used:

1. Berth 187-188
2. Berth 189-190

Schedule for installing equipment:

* The estimated completion dates listed below are contingent upon favorable results of a hazardous operations analysis, and approval for use by ship owners.

<u>Equipment:</u>	<u>Estimated Completion Date:</u>
1. Barge-based exhaust capture & treatment #1	1. January 1, 2025*
a. Contracted September 5, 2023	2. Q1 2025*
2. Barge-based exhaust capture & treatment #2	
a. Plan to contract Q1 2024	

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

All berthings must comply with MOTEMS regulations and VTLA Terminal Operating Limits. A barge-based system will need a stand-off distance from the tanker at berth. The Barge may need to move out of the way at B189-190 when a passing vessel is navigating to B187-188.

While the technology is similar to the existing CAEM barge that is in service for container ships, the new barges are not yet certified by CARB.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

Port:

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

Terminal:

- Contract with 3rd party CAECS service provider.
- Require use of the 3rd party CAECS service provider on vessels that call to terminal.

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

POLA and Vopak are currently in negotiations for lease extensions starting approximately Q3 2025. An Environmental Impact Report is underway to include the lease extension, MOTEMS upgrade project, and cement terminal projects.

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 Vopak Terminal Los Angeles compliance strategy for the At Berth Regulation. Vopak Terminal Los Angeles understands this plan is subject to verification by CARB staff.

Name: Brandon Friend Title: Site Director

Signature: *[Handwritten Signature]* Date: Jan 2, 2024