

Port of Stockton At Berth Terminal Plan/Port Plan

This terminal plan has been prepared by the Port of Stockton 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. Port of Stockton is the operator of the berths in question.

1. GENERAL INFORMATION	
Contact Name: Jeff Wingfield	
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<i>Berths Included in this Plan:</i>	
<u>Name:</u> Berth 7/8	<u>Approximate Geographic Boundary Coordinates:*</u> Lat 37.950734 Long -121.324804
<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>Strateg(ies) used to comply with the requirements for ocean-going vessels visiting each berth:</i>	
<p>The Port of Stockton does not receive liner services; all tanker calls are arranged on an as-needed basis by Port users who charter vessels from the global spot market. As a result, the Port has no control over vessel selection, and there is no predictable fleet of repeat callers that could justify or support vessel-specific or shore-side infrastructure alternatives.</p> <p>From 2023 through 2025, Berth 7/8 received 62 tanker calls, and only approximately 15% of those vessels returned more than once during that period. This high level of fleet variability means that the Port cannot rely on any compliance strategy that requires vessel-specific equipment, vessel-installed modifications, or advance coordination with a consistent operator base.</p> <p>Given these market characteristics, the only feasible compliance pathway is a barge-based CAECS that can serve any tanker regardless of ownership, configuration, or frequency of call. This is currently the only technology type capable of accommodating the diverse, non-recurring tanker fleet that call Berth 7/8.</p>	
<i>Identification and description of all necessary equipment:</i>	
<u>Equipment:</u> 1. Barge-based CAECS	<u>Location:</u> 1. Alongside Berth 7/8 during tanker calls; mooring location within Port waters when not in service.
Number of vessels expected to visit the terminal to use this strategy (annual): 15	
<i>Berths where equipment will be used:</i> Berth 7/8	
<i>Schedule for installing equipment:</i>	
<u>Project:</u> 1. Tanker Capture and Control Equipment	<u>Estimated Completion Date:</u> 1. January 1, 2027* *Contingent upon availability of barge-based CAECS equipment.

3. TERMINAL OPERATOR/PORT BERTHING RESTRICTIONS

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

Berth 7/8 is located in a slip approximately 800' long and 250' wide. Additional waterborne equipment such as a barge-based CAECS operating in the slip will be restricted by limited operational area.

4. DIVISION OF ROLES AND RESPONSIBILITIES

Division of responsibilities for enacting infrastructure:

The Port of Stockton is responsible for managing public use of the marine terminal, including maintenance and repair of common-use marine infrastructure consistent with navigational and safety requirements. The Port does not control vessel selection or vessel chartering decisions. Liquid bulk tenants procure vessels from the global spot market on an as-needed basis, resulting in a highly variable fleet with minimal repeat callers.

Because the Port does not receive liner services and cannot rely on a predictable or recurring fleet, the Port cannot implement vessel-specific or shore-side emissions control technologies. Instead, individual Port users calling Berth 7/8 are responsible for contracting with a CARB-Approved Emission Control Strategy (CAECS) provider to ensure compliance with the At-Berth Regulation. Given the diversity of vessel ownership, configurations, and call frequency, a barge-based CAECS is the only technology capable of serving all vessels safely and reliably under the Port's business, market, and operational conditions. The Port's role is to coordinate berth access and ensure safe operational conditions for CAECS deployment.

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

To be determined.

5. SIGNATURE OF PORT OF STOCKTON

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

Name: Jeff Wingfield

Title: Deputy Port Director, Regulatory and Public Affairs

Date: 04/10/26

Signature:

