

Valero Benicia Marine Terminal CARB At Berth Terminal Plan

This terminal plan has been prepared pursuant Section to 93130.14(a)(3) of the Control Measure for Ocean-Going Vessels At-Berth in a California Port.

Control Strategy

Commercially available barge-based capture and control system that is CARB, United States Coast Guard (USCG), and IMO (International Maritime Organization) approved and accepted for safe interfacing with all tanker vessels. Note that there is no commercially available barge-based capture and control system demonstrated safe for interfacing with all tankers. While there have been Executive Orders issued to vendors for CARB approved emission control systems (CAECS), the barge-based capture and control systems apply to smaller tankers' auxiliary engines at this time.

93130.14(a)(3)(A): Identification of and description of all necessary equipment, including whether it will be located on the vessel, wharf, shore, or elsewhere:

For a barge-based capture and control system, there are unique challenges to the exposed Bay Area terminals that require additional advancements to maintain position of the barge systems in challenging current, metocean, and geotechnical conditions. However, implementation of barge-based capture and control will require the following equipment and infrastructure at a minimum:

- *Third party barge-based capture and control system that is CARB, United States Coast Guard (USCG) and IMO (International Maritime Organization) approved and accepted for safe interfacing with tanker vessels and that can safely maintain position at the terminal location.*
- *Additional infrastructure or modifications to existing infrastructure may be required to provide a safe anchorage for a barge at this site due to strong currents and challenging metocean and geotechnical conditions.*

93130.14(a)(3)(B): Number of vessels expected to visit the terminal using the strategy:

Up to 125 regulated vessels per year requiring the use of a CAECS.

93130.14(a)(3)(C): List of each berth with geographic boundary coordinates:

<u>Name:</u>	<u>Approximate Geographic Boundary Coordinates:</u>
Valero Benicia Marine Terminal Berth 1	38.044667, -122.12943

**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.*

93130.14(a)(3)(D): Identify berth(s) where equipment will be used:

Valero Benicia Marine Terminal Berth 1

93130.14(a)(3)(E): Terminal/port specific berthing restrictions:

Valero Benicia complies with all federal, state, and local requirements. Terminal restrictions are documented in the latest Terminal Operating Limits as approved and regulated by the California State Lands Commission (CSLC) in compliance with California Building Code (CBC) Chapter 31F: Marine Oil Terminals also known as the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). Additional berthing restrictions are identified in the Valero Benicia Port Information & Terminal Regulations Manual. Once a commercially available CARB and IMO approved technology is available, Valero Benicia will be able to identify any specific berthing restrictions presented by the barge-based capture and control system once a CARB-approved barge-based capture and control system is available for all tankers.

93130.14(a)(3)(F): Schedule for installing equipment:

Valero is currently in contract negotiations with two barge-based capture and control providers. We will be in compliance with the At Berth Regulations by January 1, 2027.

93130.14(a)(3)(G): Division of responsibilities between the terminal operator and the port, including contractual limitations applicable to the terminal, relevant to enacting the infrastructure required by each terminal's plan:

There is no Port Authority responsibility identified in association with the Valero Benicia Marine Terminal. The Port of City of Benicia is not considered responsible for any needed infrastructure of the Benicia Terminal Dock.

93130.14(a)(3)(H): A terminal operator claiming that a physical and/or operational constraint will delay its ability to implement its preferred CARB approved control strategy to achieve emission reductions from vessels at berth according to the requirements of section 93130 et seq., must also include with its terminal plan a technical feasibility study evaluating if there are any other emission control options that could be implemented more quickly at the terminal:

Constraints directly impacting the operability and safety of the ship/shore interface are documented in the DNV "CARB OGV at Berth Regulation Emissions Control Technology Assessment for Tankers" feasibility report and in the Moffatt and Nichols "Valero Benicia CARB Feasibility Study" previously submitted.

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SIGNATURE OF TERMINAL'S RESPONSIBLE OFFICIAL	
<i>By signing below, the Terminal Operator'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 the Valero Benicia Marine Terminal compliance strategy for the At Berth Regulation. Terminal personnel understand this plan is subject to verification by CARB staff</i>	
Name: Taryn Goodwin	Title: Manager Environmental Engineering
Signature: <i>Taryn Goodwin</i>	Date: 7/24/2026