

Errata: Berths 97-109 (China Shipping) Container Terminal Project
Final Revised Supplemental Environmental Impact Report (RSEIR)
(SCH NO. 2003061153, APP No. 150224-504)

Introduction

The City of Los Angeles Harbor Department (LAHD) has prepared these Errata to clarify and correct information in the Final Revised Supplemental Environmental Impact Report (Final RSEIR) and the 2019 Supplemental EIR, as revised by the RSEIR, for the Berths 97-109 (China Shipping) Container Terminal Project (or Revised Project) certified by the Los Angeles Board of Harbor Commissioners on November 20, 2025. These Errata include minor edits to the Final RSEIR, and subsequent revisions herein do not contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Revised Project or a feasible way to mitigate or avoid such an effect. Additionally, information clarified in these Errata does not present a feasible mitigation measure considerably different from others previously analyzed in the Final RSEIR. All of the information added in these Errata merely clarifies, amplifies, or makes insignificant modifications. The LAHD has reviewed the information in these Errata and has determined that it does not change any of the findings or conclusions of the Final RSEIR and does not constitute “significant new information” pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162.

Errata of the Final RSEIR

Since certification of the Final RSEIR in November 2025, LAHD has identified two inadvertent errors in the RSEIR. These Errata correct those errors. The changes are shown in ~~strikeout~~ for deletions of text, and in underline for new text, as in Chapter 3 of the Final RSEIR.

1. See Final RSEIR Section 3.2.1, page 3-2:

MM AQ-9. Alternative Maritime Power (AMP). All vessels owned, chartered or operated by China Shipping calling at Berths 97-109 shall use AMP while docked at the berth for 100-percent of vessel visits.

Additionally, all vessels retrofitted for or capable of using AMP calling at Berths 97-109 shall use AMP while docked at the berth for 100-percent compliance of vessel visits.

“Vessels”, “berth” and “visits” shall be defined as provided in California Code of Regulations, Title 17, section 93130.8~~2~~, subdivision (c), and applicable future regulations that may be promulgated by CARB regarding at-berth emissions. The following exceptions apply to this measure:

- (1) During any portion of a vessel visit that qualifies as a “safety and emergency event” under California Code of Regulations, Title 17, section 93130.8, subdivision (a).
- (2) During any portion of a vessel visit that qualifies as “commissioning” under California Code of Regulations, Title 17, section 93130.8, subdivision (c).
- (3) During any portion of a vessel visit that occurs during either a vessel-side equipment failure or a terminal-side equipment failure. A “terminal-side equipment failure” shall be deemed to occur when the terminal or LAHD have installed shoreside control equipment and maintains that equipment according to manufacturer recommendations, but that equipment experiences an unexpected failure at the time during the vessel visit for which the equipment failure is claimed. In addition, a “terminal-side equipment failure” cannot be claimed unless arrangements are promptly made to ensure that repair, replacement, or servicing of the failed equipment will be completed as soon as possible. A “vessel-side equipment failure” shall be deemed to occur when a vessel owner or operator has installed on-board equipment to connect with shoreside control equipment and maintains that onboard equipment according to manufacturer recommendations, but that on-board equipment experiences an unexpected failure at the time during the vessel visit for which the equipment failure is claimed. In addition, a “vessel-side equipment failure” cannot be claimed unless arrangements are promptly made to ensure that repair, replacement, or servicing of the failed on-board equipment will be completed as soon as possible. Necessary documentation to substantiate these exceptions includes, at minimum, the dates and times of the failure(s); any relevant correspondence documenting the equipment failure consistent with the definitions above; evidence that the equipment at issue has been maintained according to manufacturer recommendations; evidence that the equipment failure was unexpected at the time during the vessel visit for which the equipment failure is claimed; and evidence that arrangements have been made to ensure that repair, replacement, or servicing will be completed as soon as possible. If a vessel visit qualifies for an exception above but can still feasibly control emissions using a CARB-certified alternative control technology (i.e., a barge-based capture and

control system), the vessel shall use that strategy, consistent with the requirements of MM AQ-31.

2. See Draft RSEIR Section 3.1, pages 3.1-39, 3.1-43, 3.1-51, and 3.1-55:

LAHD discovered that certain emissions sources associated with one sweeper and the gasoline powered terminal shuttle buses were omitted from the air quality calculations. Those emissions have been calculated and are now included in the revised tables below, as errata. In those tables, the addition of shuttle bus and sweeper emissions do not affect some of the total emissions figures because the changes are so small that they are lost in rounding to the nearest whole number. This is particularly true for particulate matter (PM) and sulfur oxides (SO_x); only carbon monoxide (CO) and nitrogen oxides (NO_x) are consistently changed by the additions. As a result, the values that are revised for the Cargo Handling Equipment (CHE) emissions often do not show a change because the incremental sweeper emissions did not cause the total output to round up to the next whole number. As shown in the revised tables, the inclusion of one sweeper and shuttle bus sources does not materially change the magnitude of the Revised Project's emissions. Accordingly, the significance determinations of the RSEIR are unchanged.

Table 3.1-5. Peak Daily Baseline Emissions

Source Category	Peak Day Emissions (lb/day)					
	VOC	CO	NO _x	PM ₁₀	PM _{2.5}	SO _x
2008 Actual Baseline						
Cargo Handling Equipment	27	458	275	8	8	0.2
Harbor Craft	3	11	40	2	2	0.0
Ocean Going Vessels	62	70	1,138	108	87	1,154
Worker Vehicles Offsite Driving	2	70	6	0.1	0.1	0.1
Trucks Offsite Driving	77	298	1,413	48	39	1.2
Worker Vehicles Onsite Driving	0.2	3	0.3	1	0.2	0.0
Trucks Onsite Driving/Idling	19	46	101	19	7	0.1
Rail Offsite Operations	36	117	660	23	22	0.5
Rail On Dock Operations	6	20	112	4	4	0.1
<u>Shuttle Bus</u>	<u>0.2</u>	<u>3</u>	<u>0.6</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total Emissions	234	1,0941,097	3,7453,746	214	168	1,156

Table 3.1-8. Peak Daily Operational Emissions—Revised Project (lbs/day)

Source Category	Peak Day Emissions (lb/day)					
	VOC	CO	NO _x	PM ₁₀	PM _{2.5}	SO _x
2012 Actual						
Cargo Handling Equipment	99	1,013	525	16	15	0.4
Harbor Craft	3	16	27	1.0	0.9	0.0

Table 3.1-8. Peak Daily Operational Emissions—Revised Project (lbs/day)

Source Category	Peak Day Emissions (lb/day)					
Worker Vehicles Offsite Driving	1.2	49.2	4.2	0.1	0.1	0.1
Trucks Offsite Driving	25	162	827	31	18	1.8
Ocean Going Vessels	69	125	1,006	31	29	155
Worker Vehicles Onsite Driving	0.1	2.4	0.2	1.2	0.2	0.0
Trucks Onsite Driving/Idling	12	60	112	24	5	0.1
Rail Offsite Operations	29	117	543	19	17	0.5
Rail On Dock Operations	5	22	96	3	3	0.1
Shuttle Bus	<u>0.2</u>	<u>2.1</u>	<u>0.5</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	<u>243</u> <u>244</u>	<u>1,566</u> <u>1,568</u>	3,139	125	89	158
2008 Actual Baseline	234	<u>1,094</u> <u>1,097</u>	<u>3,745</u> <u>3,746</u>	214	168	1,156
Total 2012 Emissions Minus 2008 Actual Baseline	10	<u>472</u> <u>471</u>	<u>-606</u> <u>-607</u>	-88	-79	-998
Significance Threshold	55	550	55	150	55	150
Significant?	No	No	No	No	No	No
2014 Actual						
Cargo Handling Equipment	218	<u>2,152</u> <u>2,154</u>	<u>1,130</u> <u>1,132</u>	18	17	0.8
Harbor Craft	2	13	24	0.9	0.8	0.0
Worker Vehicles Offsite Driving	0.9	39.8	3.2	0.1	0.1	0.1
Trucks Offsite Driving	39	272	1,651	47	21	4.0
Ocean Going Vessels	242	334	5,029	90	83	156
Worker Vehicles Onsite Driving	0.1	1.9	0.1	1.2	0.2	0.0
Trucks Onsite Driving/Idling	22	172	437	50	8	0.6
Rail Offsite Operations	28	125	564	18	17	0.5
Rail On Dock Operations	5	25	107	3	3	0.1
Shuttle Bus	<u>0.2</u>	<u>2.0</u>	<u>0.5</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	<u>557</u> <u>558</u>	<u>3,136</u> <u>3,140</u>	<u>8,946</u> <u>8,949</u>	227	150	162
2008 Actual Baseline	234	<u>1,094</u> <u>1,097</u>	<u>3,745</u> <u>3,746</u>	214	168	1,156
Total 2014 Emissions Minus 2008 Actual Baseline	324	<u>2,041</u> <u>2,043</u>	<u>5,201</u> <u>5,203</u>	14	-18	-994
Significance Threshold	55	550	55	150	55	150
Significant?	Yes	Yes	Yes	No	No	No
2018 Actuals						
Cargo Handling Equipment	98	<u>1,850</u> <u>1,851</u>	<u>538</u> <u>539</u>	8	8	0.3
Harbor Craft	0.3	2	10	0.2	0.2	0
Worker Vehicles Offsite Driving	1.8	45.8	4.0	9.0	1.4	0
Trucks Offsite Driving	33	249	1,536	100	31	4.5

Table 3.1-8. Peak Daily Operational Emissions—Revised Project (lbs/day)

Source Category	Peak Day Emissions (lb/day)					
Ocean Going Vessels	76	158	1,357	26	24	63
Worker Vehicles Onsite Driving	0.0	1.5	0.1	1.5	0.2	0
Trucks Onsite Driving/Idling	8	73	133	20	3	0.2
Rail Offsite Operations	3	17	73	2	2	0.1
Rail On Dock Operations	0.7	4	16	0.4	0.4	0
<u>Shuttle Bus</u>	<u>0.1</u>	<u>1.4</u>	<u>0.4</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	221	2,400 <u>2,403</u>	3,666 <u>3,668</u>	168	71	68
2008 Actual Baseline	234	1,094 <u>1,097</u>	3,745 <u>3,746</u>	214	168	1,156
Total 2018 Emissions Minus 2008 Actual Baseline	-13	4,306 <u>1,306</u>	-79 <u>-78</u>	-46	-98	-1,108 <u>-1,088</u>
Significance Threshold	55	550	55	150	55	150
Significant?	No	Yes	No	No	No	No
2019 Actuals						
Cargo Handling Equipment	53	253 <u>254</u>	279 <u>280</u>	8	7	0.4
Harbor Craft	0.5	2	14	0.3	0.2	0
Worker Vehicles Offsite Driving	1	35	3	8	1	0
Trucks Offsite Driving	32	257	1,498	102	31	4.7
Ocean Going Vessels	96	201	1,792	32	29	76
Worker Vehicles Onsite Driving	0.0	1.2	0.1	1.3	0.2	0
Trucks Onsite Driving/Idling	8	81	138	21	3	0.2
Rail Offsite Operations	3	14	62	2	1	0.1
Rail On Dock Operations	0.6	3	13	0.3	0.3	0
<u>Shuttle Bus</u>	<u>0.1</u>	<u>1.3</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	194	849 <u>851</u>	3,799 <u>3,801</u>	174	75	81
2008 Actual Baseline	234	1,094 <u>1,097</u>	3,745 <u>3,746</u>	214	168	1,156
Total 2019 Emissions Minus 2008 Actual Baseline	-40	-245 <u>-246</u>	54 <u>55</u>	-39	-94	-1,075
Significance Threshold	55	550	55	150	55	150
Significant?	No	No	No	No	No	No
2020 Actuals						
Cargo Handling Equipment	93	378 <u>379</u>	404 <u>406</u>	10	10	0.6
Harbor Craft	0.8	4	23	0.4	0.4	0
Worker Vehicles Offsite Driving	2	55	5	12	2	0
Trucks Offsite Driving	42	425	2,035	151	45	7
Ocean Going Vessels	95	167	4,548	43	40	135
Worker Vehicles Onsite Driving	0	2	0.1	2	0.3	0

Table 3.1-8. Peak Daily Operational Emissions—Revised Project (lbs/day)

Source Category	Peak Day Emissions (lb/day)					
Trucks Onsite Driving/Idling	10	112	173	30	5	0.3
Rail Offsite Operations	5	28	122	3	3	0.1
Rail On Dock Operations	1	8	34	0.8	0.8	0
<u>Shuttle Bus</u>	<u>0.1</u>	<u>1.2</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	250	<u>4,1781,181</u>	<u>7,3447,346</u>	252	105	143
2008 Actual Baseline	234	<u>4,0941,097</u>	<u>3,7453,746</u>	214	168	1,156
Total 2020 Emissions Minus 2008 Actual Baseline	16	84	<u>3,5983,600</u>	39	-63	-1,013
Significance Threshold	55	550	55	150	55	150
Significant?	No	No	Yes	No	No	No
2021 Actuals						
Cargo Handling Equipment	244	<u>636637</u>	<u>848849</u>	18	17	1.0
Harbor Craft	0.4	2	13	0.2	0.2	0
Worker Vehicles Offsite Driving	2	71	6	19	3	0
Trucks Offsite Driving	55	674	2,758	238	70	11
Ocean Going Vessels	59	114	2,549	27	25	81
Worker Vehicles Onsite Driving	0.1	2	0.1	3	0.5	0
Trucks Onsite Driving/Idling	35	415	567	47	8	1.0
Rail Offsite Operations	8	46	198	5	5	0.2
Rail On Dock Operations	2	14	58	1	1	0.1
<u>Shuttle Bus</u>	<u>0.1</u>	<u>1.1</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	406	<u>4,9741,977</u>	<u>6,9986,999</u>	359	129	94
2008 Actual Baseline	234	<u>4,0941,097</u>	<u>3,7453,746</u>	214	168	1,156
Total 2021 Emissions Minus 2008 Actual Baseline	172	880	3,253	146	-39	-1,062
Significance Threshold	55	550	55	150	55	150
Significant?	Yes	Yes	Yes	No	No	No
2022 Actuals						
Cargo Handling Equipment	285	<u>686688</u>	<u>923924</u>	24	23	1
Harbor Craft	0.8	4	19	0.3	0.3	0
Worker Vehicles Offsite Driving	2	63	6	19	3	0
Trucks Offsite Driving	42	756	2,330	261	75	12
Ocean Going Vessels	60	89	3,941	22	21	81
Worker Vehicles Onsite Driving	0.1	2	0.1	3	0.5	0
Trucks Onsite Driving/Idling	40	512	635	52	8	1
Rail Offsite Operations	11	63	270	6	6	0.2

Table 3.1-8. Peak Daily Operational Emissions—Revised Project (lbs/day)

Source Category	Peak Day Emissions (lb/day)					
Rail On Dock Operations	3	20	81	2	2	0.1
<u>Shuttle Bus</u>	<u>0.1</u>	<u>1.0</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	445	2,197 <u>2,200</u>	8,204 <u>8,205</u>	389	138	95 <u>96</u>
2008 Actual Baseline	234	1,094 <u>1,097</u>	3,745 <u>3,746</u>	214	168	1,156
Total 2022 Emissions Minus 2008 Actual Baseline	211	1,103	4,459	176	-30	-1,061
Significance Threshold	55	550	55	150	55	150
Significant?	Yes	Yes	Yes	Yes	No	No
2023 Actuals						
Cargo Handling Equipment	275	665 <u>667</u>	791 <u>792</u>	22	21	1.0
Harbor Craft	0.8	4	19	0.3	0.3	0
Worker Vehicles Offsite Driving	1	41	4	14	2	0
Trucks Offsite Driving	11	632	994	198	56	9
Ocean Going Vessels	162	350	2,928	47	43	101
Worker Vehicles Onsite Driving	0.0	2	0.1	2	0.4	0
Trucks Onsite Driving/Idling	26	416	333	39	6	0.7
Rail Offsite Operations	5	32	136	3	3	0.1
Rail On Dock Operations	2	10	43	1.0	0.9	0
<u>Shuttle Bus</u>	<u>0.1</u>	<u>0.9</u>	<u>0.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	482 <u>483</u>	2,152 <u>2,155</u>	5,247 <u>5,248</u>	327	132	112
2008 Actual Baseline	234	1,094 <u>1,097</u>	3,745 <u>3,746</u>	214	168	1,156
Total 2023 Emissions Minus 2008 Actual Baseline	249	1,058 <u>1,057</u>	1,502	113 <u>114</u>	-36	-1,044
Significance Threshold	55	550	55	150	55	150
Significant?	Yes	Yes	Yes	No	No	No
2026 Revised Project						
Cargo Handling Equipment	275	1,915 <u>1,917</u>	665	42 <u>13</u>	12	1
Harbor Craft	1	7	32	0.5	0.5	0
Worker Vehicles Offsite Driving	0.5	49	2	0.3	0.1	0.2
Trucks Offsite Driving	3	120	207	35	13	4
Ocean Going Vessels	224	451	6,531	78	72	206
Worker Vehicles Onsite Driving	0.0	1	0.1	2	0.3	0
Trucks Onsite Driving/Idling	15	252	122	53	8	0.5
Rail Offsite Operations	18	115	469	11	10	0.4
Rail On Dock Operations	2	13	52	1	1	0.1
<u>Shuttle Bus</u>	<u>0.1</u>	<u>0.7</u>	<u>0.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	539	2,925 <u>2,928</u>	8,080 <u>8,081</u>	192	117	212
2008 Actual Baseline	234	1,094 <u>1,097</u>	3,745 <u>3,746</u>	214	168	1,156

Table 3.1-8. Peak Daily Operational Emissions—Revised Project (lbs/day)

Source Category	Peak Day Emissions (lb/day)					
Total 2026 Emissions Minus 2008 Actual Baseline	305	1,831	4,334 <u>4,335</u>	-21.2	-51	-944
Significance Threshold	55	550	55	150	55	150
Significant?	Yes	Yes	Yes	No	No	No
2036 Revised Project						
Cargo Handling Equipment	43	354 <u>353</u>	2930	3	3	0.7
Harbor Craft	0.4	5	12	0.3	0.3	0
Worker Vehicles Offsite Driving	0.2	26	1	0.2	0.1	0.1
Trucks Offsite Driving	4	125	158	54	19	5
Ocean Going Vessels	360	737	3,318	94	86	200
Worker Vehicles Onsite Driving	0.0	1	0.0	3	0.5	0
Trucks Onsite Driving/Idling	24	396	101	79	12	0.7
Rail Offsite Operations	13	119	373	7	7	0.5
Rail On Dock Operations	2	15	46	0.9	0.8	0.1
<u>Shuttle Bus</u>	<u>0.0</u>	<u>0.4</u>	<u>0.1</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	446	1,776 <u>1,778</u>	4,038 <u>4,039</u>	240 <u>241</u>	129	207
2008 Actual Baseline	234	1,094 <u>1,097</u>	3,745 <u>3,746</u>	214	168	1,156
Total 2036 Emissions Minus 2008 Actual Baseline	213	682 <u>681</u>	293	27	-39	-949
Significance Threshold	55	550	55	150	55	150
Significant?	Yes	Yes	Yes	No	No	No
2045 Revised Project						
Cargo Handling Equipment	46	318 <u>319</u>	19	2	2	0.6
Harbor Craft	0.4	5	12	0.3	0.3	0
Worker Vehicles Offsite Driving	0.1	25	0.9	0.2	0.1	0.1
Trucks Offsite Driving	4	131	124	54	19	4
Ocean Going Vessels	360	737	1,417	94	86	200
Worker Vehicles Onsite Driving	0.0	1	0.0	3	0.5	0
Trucks Onsite Driving/Idling	25	411	77	74	12	0.6
Rail Offsite Operations	12	208	322	5	5	0.8
Rail On Dock Operations	1	15	27	0.4	0.4	0.1
<u>Shuttle Bus</u>	<u>0.0</u>	<u>0.2</u>	<u>0.1</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	448	1,852 <u>1,854</u>	1,999	233	125	206
2008 Actual Baseline	234	1,094 <u>1,097</u>	3,745 <u>3,746</u>	214	168	1,156
Total 2045 Emissions Minus 2008 Actual Baseline	215	758 <u>756</u>	-1,746 <u>1,747</u>	19	-43	-950
Significance Threshold	55	550	55	150	55	150
Significant?	Yes	Yes	No	No	No	No

**Table 3.1-9. Peak Daily Operational Emissions: FEIR Mitigated Scenario (lb/day)
(informational only)**

Source Category	Peak Day Emissions (lb/day)					
	VOC	CO	NOx	PM ₁₀	PM _{2.5}	SOx
2012 FEIR Mitigated Scenario						
Cargo Handling Equipment	84	980	347	11	11	0.3
Harbor Craft	3	16	27	1.0	0.9	0.0
Worker Vehicles Offsite	1	49	4	0.1	0.1	0.1
Trucks Offsite Driving	16	938	501	28	14	0.9
Ocean Going Vessels	49	78	417	15	14	82
Worker Vehicles Onsite Driving	0.1	2	0.2	1	0.2	0.0
Trucks Onsite Driving/Idling	8	137	72	23	4	0.1
Rail Offsite Operations	29	117	543	19	17	0.5
Rail On Dock Operations	5	22	96	3	3	0.1
Shuttle Bus	<u>0.2</u>	<u>2.1</u>	<u>0.5</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	194	<u>2,340</u> <u>2,342</u>	2,007	102	65	84
2008 Actual Baseline	234	<u>1,094</u> <u>1,097</u>	<u>3,745</u> <u>3,746</u>	214	168	1,156
Total 2012 Emissions Minus 2008 Actual Baseline	-39.4	1,245	-1,739	-111.7	-103.3	-1,072
Significance Threshold	55	550	55	150	55	150
2014 FEIR Mitigated Scenario						
Cargo Handling Equipment	213	<u>2,216</u> <u>2,218</u>	<u>560</u> <u>562</u>	11	11	0.6
Harbor Craft	5	27	49	2	2	0.0
Worker Vehicles Offsite	0.9	40	3	0.1	0.1	0.1
Trucks Offsite Driving	19	2,618	708	49	18	1
Ocean Going Vessels	218	274	4,453	77	71	143
Worker Vehicles Onsite Driving	0.1	2	0.1	1	0.2	0.0
Trucks Onsite Driving/Idling	9	416	190	49	8	0.2
Rail Offsite Operations	28	125	564	18	17	0.5
Rail On Dock Operations	5	25	107	3	3	0.1
Shuttle Bus	<u>0.2</u>	<u>2.0</u>	<u>0.5</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	498	<u>5,742</u> <u>5,746</u>	<u>6,633</u> <u>6,636</u>	211	129	146
2008 Actual Baseline	234	<u>1,094</u> <u>1,097</u>	<u>3,745</u> <u>3,746</u>	214	168	1,156

**Table 3.1-9. Peak Daily Operational Emissions: FEIR Mitigated Scenario (lb/day)
(informational only)**

Source Category	Peak Day Emissions (lb/day)					
Total 2014 Emissions Minus 2008 Actual Baseline	<u>264</u> <u>265</u>	<u>4,647</u> <u>4,649</u>	<u>2,888</u> <u>2,890</u>	<u>-2.8</u> <u>-2.7</u>	<u>-38.8</u> <u>-38.7</u>	-1,010
Significance Threshold	55	550	55	150	55	150
2018 FEIR Mitigated Scenario						
Cargo Handling Equipment	5	<u>161</u> <u>162</u>	<u>39</u> <u>41</u>	2	2	0.2
Harbor Craft	0.3	2	10	0.2	0.2	0.0
Worker Vehicles Offsite	2	46	4	9	1	0.0
Trucks Offsite Driving	10	4,061	280	106	26	0.0
Ocean Going Vessels	58	113	893	17	15	37
Worker Vehicles Onsite Driving	0.0	1	0.1	2	0.2	0.0
Trucks Onsite Driving/Idling	0.9	200	25	20	3	0.0
Rail Offsite Operations	3	17	73	2	2	0.1
Rail On Dock Operations	0.7	4	16	0.4	0.4	0.0
Shuttle Bus	<u>0.1</u>	<u>1.4</u>	<u>0.4</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	81	<u>4,605</u> <u>4,607</u>	<u>1,340</u> <u>1,342</u>	<u>156</u> <u>157</u>	50	38
2008 Actual Baseline	234	<u>1,094</u> <u>1,097</u>	<u>3,745</u> <u>3,746</u>	214	168	1,156
Total 2018 Emissions Minus 2008 Actual Baseline	<u>-152.7</u> <u>-152.6</u>	<u>3,511</u> <u>3,510</u>	<u>-2,405</u> <u>-2,404</u>	<u>-57.2</u> <u>-57.1</u>	<u>118.5</u> <u>-118.4</u>	-1,118
Significance Threshold	55	550	55	150	55	150
2019 FEIR Mitigated Scenario						
Cargo Handling Equipment	6	<u>160</u> <u>161</u>	<u>46</u> <u>47</u>	2	2	0.3
Harbor Craft	0.6	3	18	0.3	0.3	0.0
Worker Vehicles Offsite	1	35	3	8	1	0.0
Trucks Offsite Driving	11	4,180	288	110	27	0.0
Ocean Going Vessels	89	181	1,542	27	25	62
Worker Vehicles Onsite Driving	0.0	1	0.1	1	0.2	0.0
Trucks Onsite Driving/Idling	0.9	215	26	21	3	0.0
Rail Offsite Operations	3	14	62	2	1	0.1
Rail On Dock Operations	0.6	3	13	0.3	0.3	0.0
Shuttle Bus	<u>0.1</u>	<u>1.3</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>

**Table 3.1-9. Peak Daily Operational Emissions: FEIR Mitigated Scenario (lb/day)
(informational only)**

Source Category	Peak Day Emissions (lb/day)					
Total	<u>411112</u>	<u>4,7934,795</u>	<u>4,9992,001</u>	171	60	62
2008 Actual Baseline	234	<u>4,0941,097</u>	<u>3,7453,746</u>	214	168	1,156
Total 2019 Emissions Minus 2008 Actual Baseline	-122.2 <u>122.1</u>	3,6993,698	-1,746	-43.0 <u>42.9</u>	108.1 <u>108.0</u>	-1,094
Significance Threshold	55	550	55	150	55	150
2020 FEIR Mitigated Scenario						
Cargo Handling Equipment	22	<u>210211</u>	<u>444146</u>	6	56	0.9
Harbor Craft	0.8	4	23	0.4	0.4	0.0
Worker Vehicles Offsite	2	55	5	12	2	0.0
Trucks Offsite Driving	16	6,228	430	163	40	0.0
Ocean Going Vessels	71	109	3,915	30	27	98
Worker Vehicles Onsite Driving	0.0	2	0.1	2	0.3	0.0
Trucks Onsite Driving/Idling	1	300	37	30	5	0.0
Rail Offsite Operations	5	28	122	3	3	0.1
Rail On Dock Operations	1	8	34	0.8	0.8	0.0
Shuttle Bus	<u>0.1</u>	<u>1.2</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	<u>419120</u>	<u>6,9436,946</u>	<u>4,7104,712</u>	247	84	99
2008 Actual Baseline	234	<u>4,0941,097</u>	<u>3,7453,746</u>	214	168	1,156
Total 2020 Emissions Minus 2008 Actual Baseline	-114.2 <u>114.0</u>	5,849	<u>964966</u>	33	-84.5 <u>84.4</u>	-1,057
Significance Threshold	55	550	55	150	55	150
2021 FEIR Mitigated Scenario						
Cargo Handling Equipment	29	<u>395396</u>	127	6	5	0.7
Harbor Craft	0.6	3	18	0.3	0.3	0.0
Worker Vehicles Offsite	2	71	6	19	3	0.0
Trucks Offsite Driving	25	9,925	685	261	64	0.0
Ocean Going Vessels	43	75	2,112	19	17	58
Worker Vehicles Onsite Driving	0.1	2	0.1	3	0.5	0.0
Trucks Onsite Driving/Idling	4	736	107	47	7	0.0
Rail Offsite Operations	8	46	198	5	5	0.2

**Table 3.1-9. Peak Daily Operational Emissions: FEIR Mitigated Scenario (lb/day)
(informational only)**

Source Category	Peak Day Emissions (lb/day)					
Rail On Dock Operations	2	14	58	1	1	0.1
Shuttle Bus	<u>0.1</u>	<u>1.1</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	115	41,267 <u>11,270</u>	3,311 <u>3,312</u>	361	104	59
2008 Actual Baseline	234	4,094 <u>1,097</u>	3,745 <u>3,746</u>	214	168	1,156
Total 2021 Emissions Minus 2008 Actual Baseline	-119.0	10,173	434.0 <u>433.8</u>	148	-64.4	-1,097
Significance Threshold	55	550	55	150	55	150
2022 FEIR Mitigated Scenario						
Cargo Handling Equipment	37	432 <u>434</u>	143 <u>144</u>	7	6	0.8
Harbor Craft	0.8	4	19	0.3	0.3	0.0
Worker Vehicles Offsite	2	63	6	19	3	0.0
Trucks Offsite Driving	29	11,043	765	291	72	0.0
Ocean Going Vessels	60	83	3,834	22	20	79
Worker Vehicles Onsite Driving	0.1	2	0.1	3	0.5	0.0
Trucks Onsite Driving/Idling	5	865	126	51	8	0.0
Rail Offsite Operations	11	63	270	6	6	0.2
Rail On Dock Operations	3	20	81	2	2	0.1
Shuttle Bus	<u>0.1</u>	<u>1.0</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	147	42,577 <u>12,580</u>	5,245 <u>5,246</u>	402	118	80
2008 Actual Baseline	234	4,094 <u>1,097</u>	3,745 <u>3,746</u>	214	168	1,156
Total 2022 Emissions Minus 2008 Actual Baseline	-86.8	11,483	1,500	189	50.3 <u>50.2</u>	-1,076
Significance Threshold	55	550	55	150	55	150
2023 FEIR Mitigated Scenario						
Cargo Handling Equipment	40	437 <u>439</u>	142	7	6	0.8
Harbor Craft	0.8	4	19	0.3	0.3	0.0
Worker Vehicles Offsite	1	41	4	14	2	0.0
Trucks Offsite Driving	31	9,904	746	247	63	0.0
Ocean Going Vessels	155	330	2,697	42	39	88
Worker Vehicles Onsite Driving	0.0	2	0.1	2	0.4	0.0
Trucks Onsite Driving/Idling	3	652	87	40	6	0.0

**Table 3.1-9. Peak Daily Operational Emissions: FEIR Mitigated Scenario (lb/day)
(informational only)**

Source Category	Peak Day Emissions (lb/day)					
Rail Offsite Operations	5	32	136	3	3	0.1
Rail On Dock Operations	2	10	43	1.0	0.9	0.0
Shuttle Bus	<u>0.1</u>	<u>0.9</u>	<u>0.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	238	41,412 11,415	3,873	356	121	89
2008 Actual Baseline	234	4,094 1,097	3,745 3,746	214	168	1,156
Total 2023 Emissions Minus 2008 Actual Baseline	4	10,318	127	143	-47.2	-1,067
Significance Threshold	55	550	55	150	55	150
2026 FEIR Mitigated Scenario						
Cargo Handling Equipment	70	497 499	151	9	8	0.8
Harbor Craft	1	7	32	0.5	0.5	0.0
Worker Vehicles Offsite	0.5	49	2	0.3	0.1	0.2
Trucks Offsite Driving	5	2,241	123	48	16	0.0
Ocean Going Vessels	189	357	5,619	58	54	154
Worker Vehicles Onsite Driving	0.0	1	0.1	2	0.3	0.0
Trucks Onsite Driving/Idling	2	431	50	53	8	0.0
Rail Offsite Operations	18	115	469	11	10	0.4
Rail On Dock Operations	2	13	52	1	1	0.1
Shuttle Bus	<u>0.1</u>	<u>0.7</u>	<u>0.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	288	3,712 3,715	6,498 6,499	183	98	156
2008 Actual Baseline	234	4,094 1,097	3,745 3,746	214	168	1,156
Total 2026 Emissions Minus 2008 Actual Baseline	55	2,618	2,753	-30.5 <u>30.4</u>	-69.9	-1,000
Significance Threshold	55	550	55	150	55	150
2036 FEIR Mitigated Scenario						
Cargo Handling Equipment	31	319 320	17	2	2	0.6
Harbor Craft	0.4	5	12	0.3	0.3	0.0
Worker Vehicles Offsite	0.2	26	1	0.2	0.1	0.1
Trucks Offsite Driving	3	2,231	58	71	24	0.0
Ocean Going Vessels	338	678	2,943	81	74	165
Worker Vehicles Onsite Driving	0.0	1	0.0	3	0.5	0.0

Table 3.1-9. Peak Daily Operational Emissions: FEIR Mitigated Scenario (lb/day) (informational only)

Source Category	Peak Day Emissions (lb/day)					
Trucks Onsite Driving/Idling	2	557	45	79	12	0.0
Rail Offsite Operations	13	119	373	7	7	0.5
Rail On Dock Operations	2	15	46	0.9	0.8	0.1
Shuttle Bus	0.0	0.4	0.1	0.0	0.0	0.0
Total	389	3,9513,953	3,495	244	120	167
2008 Actual Baseline	234	1,0941,097	3,7453,746	214	168	1,156
Total 2036 Emissions Minus 2008 Actual Baseline	155	2,856	-250.6	30	-48.0-47.9	-989.6
Significance Threshold	55	550	55	150	55	150
2045 FEIR Mitigated Scenario						
Cargo Handling Equipment	41	303304	16	2	2	0.5
Harbor Craft	0.4	5	12	0.3	0.3	0.0
Worker Vehicles Offsite	0.1	25	0.9	0.2	0.1	0.1
Trucks Offsite Driving	4	2,328	51	64	22	0.0
Ocean Going Vessels	338	678	1,238	81	74	165
Worker Vehicles Onsite Driving	0.0	1	0.0	3	0.5	0.0
Trucks Onsite Driving/Idling	2	564	43	74	12	0.0
Rail Offsite Operations	12	208	322	5	5	0.8
Rail On Dock Operations	1	15	27	0.4	0.4	0.1
Shuttle Bus	0.0	0.2	0.1	0.0	0.0	0.0
Total	397398	4,1274,128	1,710	230	115	167
2008 Actual Baseline	234	1,0941,097	3,7453,746	214	168	1,156
Total 2045 Emissions Minus 2008 Actual Baseline	164	3,0333,031	-2,036	16	-53.2	-989.3
Significance Threshold	55	550	55	150	55	150

Table 3.1-10. Summary of Emission Impacts for Revised Project and FEIR Mitigated Scenario (informational only)

Pollutant	Year	Peak day emissions minus 2008 Actual Baseline (lbs/day)		Difference between scenarios
		Revised Project	FEIR Mitigated	
VOC	2012	10	-39	49

Table 3.1-10. Summary of Emission Impacts for Revised Project and FEIR Mitigated Scenario (informational only)				
Pollutant	Year	Peak day emissions minus 2008 Actual Baseline (lbs/day)		Difference between scenarios
		Revised Project	FEIR Mitigated	
	2014	324	264 <u>265</u>	59
	2018	-13	-153	140
	2019	-40	-122	82
	2020	16	-114	130
	2021	172	-119	291
	2022	211	-87	298
	2023	249	4	245
	2026	305	55 <u>54</u>	251
	2036	213	155	57
	2045	215	164	51
NOx	2012	606 <u>607</u>	-1,739	1,132
	2014	5,201 <u>5,203</u>	2,888 <u>2,890</u>	2,313
	2018	79 <u>78</u>	2,405 <u>2,404</u>	2,326
	2019	5455	-1,746	1,800
	2020	3,598 <u>3,600</u>	964 <u>966</u>	2,634
	2021	3,253	-434	3,687
	2022	4,459	1,500	2,959
	2023	1,502	127	1,375
	2026	4,334 <u>4,335</u>	2,753	1,582
	2036	293	-251	544
2045	-1,747	-2,036	289	
CO	2012	472471	1,245	-773
	2014	2,044 <u>2,043</u>	4,647 <u>4,649</u>	-2,606
	2018	1,306	3,511 <u>3,510</u>	-2,205
	2019	245 <u>246</u>	3,699 <u>3,698</u>	-3,944
	2020	84	5,849	-5,765
	2021	880	10,173	-9,293
	2022	1,103	11,483	-10,380
	2023	1,058 <u>1,057</u>	10,318	-9,260
	2026	1,831	2,618	-787
	2036	682 <u>681</u>	2,856	-2,174
2045	758 <u>756</u>	3,033 <u>3,031</u>	-2,275	
PM ₁₀	2012	-88	-112	24
	2014	14	-3	16
	2018	-46	-57	11

Table 3.1-10. Summary of Emission Impacts for Revised Project and FEIR Mitigated Scenario (informational only)				
Pollutant	Year	Peak day emissions minus 2008 Actual Baseline (lbs/day)		Difference between scenarios
		Revised Project	FEIR Mitigated	
	2019	-39	-43	4
	2020	39	33	5
	2021	146	148	-2
	2022	176	189	-13
	2023	413 114	143	-29
	2026	-21	-30	9
	2036	27	30	-3
	2045	19	16	3
PM _{2.5}	2012	-79	-103	24
	2014	-18	-39	20
	2018	-98	-118	21
	2019	-94	-108	14
	2020	-63	-85 -84	21
	2021	-39	-64	26
	2022	-30	-50	20
	2023	-36	-47	11
	2026	-51	-70	19
	2036	-39	-48	9
	2045	-43	-53	10
SOx	2012	-998	-1,072	74
	2014	-994	-1,010	16
	2018	-1,088	-1,118	30
	2019	-1,075	-1,094	19
	2020	-1,013	-1,057	44
	2021	-1,062	-1,097	35
	2022	-1,061	-1,076	15
	2023	-1,044	-1,067	23
	2026	-944	-1,000	56
	2036	-949	-990	40
2045	-950	-989	40	

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