



THE PORT  
OF LOS ANGELES  
Executive Director's  
Report to the

Board of Harbor Commissioners

**DATE: AUGUST 4, 2011**

**FROM: PLANNING & ECONOMIC DEVELOPMENT DIVISION**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ - ISSUANCE OF A LEVEL II COASTAL DEVELOPMENT PERMIT (NO. 11-06) TO THE CITY OF LOS ANGELES HARBOR DEPARTMENT FOR THE CONSTRUCTION OF ALTERNATIVE MARITIME POWER™ INFRASTRUCTURE**

**SUMMARY:**

The City of Los Angeles Harbor Department (Harbor Department) is applying for a Coastal Development Permit (CDP) for the construction of Alternative Maritime Power (AMP) Infrastructure at several berths in the Port of Los Angeles (Port). Staff is recommending the Board of Harbor Commissioners (Board) approve CDP No. 11-06, a Level II non-appealable CDP for the proposed project.

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners:

1. Hold a public hearing for the proposed Level II Coastal Development Permit No. 11-06;
2. Find that the proposed project is consistent with the Port Master Plan and the California Coastal Act of 1976, as amended; and find that this project will have no significant adverse environmental impacts as provided in the California Environmental Quality Act;
3. Authorize the Executive Director to approve the issuance of Coastal Development Permit No. 11-06; and
4. Adopt Resolution No. \_\_\_\_\_.

**DISCUSSION:**

Background – On November 20, 2006, the Board approved the Clean Air Action Plan (CAAP), the most comprehensive clean air strategy produced for a seaport complex. The CAAP and the CAAP Update, approved by the Board on November 22, 2010, include a measure to reduce at-berth vessel emissions through the use of shore power. Additionally, in December 2007 the California Air Resources Board (CARB) approved a

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regulation to reduce emissions from diesel auxiliary engines on container ships, passenger ships, and refrigerated-cargo ships while berthing at a California port through the use of shore power.

The Port of Los Angeles has undertaken a commitment to provide shore power through the AMP program. Currently, there are three container berths (at the China Shipping, Yusen, and Evergreen terminals) and two cruise berths that have been provided with AMP Infrastructure. A second berth at China Shipping terminal is currently being provided with AMP Infrastructure. Below is a summary of the AMP program at the Port.

Terminal	Current AMP Berths*	Additional Berths	Expenditure to Date	Proposed Expenditure	Proposed Completion
Cruise Terminal	2	0	\$20 Million	-	February 2011
China Shipping	2	0	\$10 Million	-	August 2011
Yang Ming	0	2	-	\$15 Million	December 2013
TraPac	4	0	\$20 Million	-	January 2012
Yusen	1	2	\$3.5 Million	\$20 Million	September 2013
Evergreen	1	1	\$5 Million	\$7 Million	September 2013
APL	0	5	-	\$40 Million	December 2013
APM	0	6	-	\$45 Million	December 2013
<b>TOTAL</b>	<b>10</b>	<b>16</b>	<b>\$58.5 Million</b>	<b>\$127 Million</b>	

\* Completed or under construction

The Harbor Department is set to commence the construction of additional AMP Infrastructure at Yang Ming, Yusen, Evergreen, APL and APM.

For each of the terminals where AMP is to be installed, the following elements will be constructed:

- 1) One Los Angeles Department of Water and Power 34.5 kilovolt (kV) industrial station
- 2) One Port 34.5 kV station
- 3) One 6.6 kV substation per berth
- 4) Four AMP vaults at the wharf per berth
- 5) Associated underground conduit to connect with power supply facilities

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Coastal Permit Requirements – The proposed project, which is being constructed at Port Master Plan Areas 4, 7 and 9, is a Level II, non-appealable project in accordance with the definitions set forth in the *Guidelines for Implementation of the Port of Los Angeles Certified Port Master Plan*. A Level II permit is one of three levels of permits that the Board can issue. Level II permits are required for projects that pose potential minor changes in the density and intensity of land and/or water use, or developments that have minor environmental impacts which can be mitigated.

The proposed project has been found to be consistent with the Port Master Plan as the proposed development will provide for port-related development. The proposed project has been found to be consistent with Chapter 8 policies of the California Coastal Act of 1976, as amended. Specifically, the construction of AMP Infrastructure at several berths in the Port is consistent with Section 30708 in that the project provides for the use of existing harbor area for port-related development.

#### **ENVIRONMENTAL ASSESSMENT:**

The proposed action is approval to issue a CDP for the construction of AMP Infrastructure at Yang Ming, Yusen, Evergreen, APL and APM terminals. The Director of Environmental Management has determined that the construction of AMP Infrastructure for all berths covered by the CDP is exempt from the California Environmental Quality Act (CEQA) under Article III Class 3 (4) and 3 (8) of the Los Angeles City CEQA Guidelines. The proposed project involves installing equipment used for environmental controls that will improve public health (Class 3(4)) and related additions to underground electric utility distribution systems (Class 3(8)). The AMP installation is necessitated regardless of any current or future development plan at the terminals by accelerating requirements of the CAAP to reduce emissions from diesel auxiliary engines on container ships while at berth and to meet the requirements of the CARB regulation.

#### **ECONOMIC BENEFITS:**

Economic benefits of the AMP construction projects will be calculated when each contract is brought before the Board. More generally, the provision of AMP infrastructure is essential in the implementation of the Clean Air Action Plan which facilitates continued cargo growth at the Port of Los Angeles.

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**FINANCIAL IMPACT:**

Issuance of the proposed Level II coastal development permit will allow the construction of AMP Infrastructure discussed herein. The construction costs associated with the AMP Infrastructure is estimated at \$127 million, which will be borne by the Harbor Department. A separate Board action will be presented to the Board in the future seeking approval of the AMP Infrastructure construction costs and the contractor that will perform the installation on behalf of the Harbor Department. Responsibility for ongoing operating and maintenance expenses associated with the AMP Infrastructure will be borne by the Harbor Department.

**CITY ATTORNEY:**

This action raises no legal issues at this time.

**TRANSMITTALS:**

1. Site Location Map
2. CDP No. 11-06
3. Public Notice

FIS Approval DM (Initials)  
CA Approval DM (Initials)

  
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