

SECTION TWENTY-THREE INCENTIVES – GENERAL RULES AND REGULATIONS		Item No.
<p>DEFINITIONS OCEAN COMMON CARRIER – ULTRA LARGE CONTAINER VESSEL INCENTIVE PROGRAM</p> <p>“ALTERNATIVE MARITIME POWER (AMP)” means an air emission reduction technology that allows ships to be powered by shore supplied electrical power while at berth rather than running their auxiliary diesel engines.</p> <p>“BOARD” means the Board of Harbor Commissioners of the City of Los Angeles.</p> <p>“CONTAINER REPORT” means a report produced by the Terminal Operator upon completion of the loading and discharge operations of a vessel showing the total number of containers loaded and or discharged of such vessel.</p> <p>“MINIMUM TEU VOLUME” means a minimum of 24,500 TEU of the loaded and empty container volume combined, delivered to the Port of Los Angeles by all Ocean Common Carriers having loaded and empty containers on one Ultra Large Container Vessel for which one of the Ocean Common Carriers is the Vessel Operator.</p> <p>“OCEAN COMMON CARRIER” means a vessel-operating common carrier as defined in the Shipping Act of 1984, whose vessels call at Port of Los Angeles.</p> <p>“PORT OF LOS ANGELES” All the navigable waters within the City of Los Angeles included within, or northerly of, the Los Angeles Harbor Breakwater and the easterly prolongation thereof in a straight line to its intersection with the easterly boundary line of the City of Los Angeles are herein designated and referred to as the “Port of Los Angeles” or “Los Angeles Harbor.”</p> <p>“TEU” means the unit of measurement that is derived by converting the actual length of a cargo container into twenty-foot equivalent units.</p> <p>“TEU VOLUME” means loaded and empty container volume combined, delivered to the Port of Los Angeles by an Ocean Common Carrier.</p> <p>“ULTRA LARGE CONTAINER VESSEL” means an ocean going container vessel with a registered Length Overall of minimum 398 meters, and a width of minimum 54 meters according to Lloyd’s Register.</p>		<p>+ 2326</p>
See Item 10 for explanation of abbreviations and symbols.		
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<p>“VESSEL OPERATOR” shall be determined by the Port by reference to Lloyd’s Register. Any operator disagreeing with this determination shall have 30 days from notice of this determination to submit documentation that a vessel is in fact operated by an operator other than the one listed in Lloyd’s Register. Upon review of this information, the Port may amend its initial determination at the sole discretion of the Executive Director.</p>	<p>+ 2326 (Cont.)</p>
<p style="text-align: center;">OCEAN COMMON CARRIER – ULTRA LARGE CONTAINER VESSEL INCENTIVE PROGRAM AND ELIGIBILITY REQUIREMENTS</p> <p>(a) An Ocean Common Carrier is eligible to receive a \$10 per loaded TEU that the Ocean Common Carrier delivered on its behalf to the Port of Los Angeles. Payment to the eligible Ocean Common Carrier shall be limited to the TEU Volume of one Ultra Large Container Vessel for which the Ocean Common Carrier is the Vessel Operator, and where the Minimum TEU Volume requirement was met. The maximum payment an Ocean Common Carrier can receive under this item shall not exceed \$150,000, and is limited to one of the Ocean Common Carrier’s Ultra Large Container Vessels this Ocean Common Carrier operates on behalf of itself, and limited to one vessel visit of that Ultra Large Container Vessel at the Port of Los Angeles.</p> <p>(b) An Ocean Common Carrier that previously received a financial incentive from the Harbor Department, directly, or indirectly through a previously Board approved permit amendment providing a cost reduction to that Ocean Common Carrier to handle an Ultra Large Container Vessel shall not be eligible to receive an Ultra Large Container Vessel Incentive under this Tariff item.</p> <p>Ocean Common Carriers that merged their container shipping operations into a newly formed or existing Ocean Common Carrier shall be eligible for this incentive program, unless one or more of the now merged Ocean Common Carriers previously received a financial incentive from the Harbor Department directly, or indirectly through a previous Board approved permit amendment providing a cost reduction to that Ocean Common Carrier to handle one of its Ultra Large Container Vessel operated at the Port of Los Angeles.</p>	<p>+ 2327</p>

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<p style="text-align: center;">OCEAN COMMON CARRIER – ULTRA LARGE CONTAINER VESSEL INCENTIVE PROGRAM AND ELIGIBILITY REQUIREMENTS -- Continued</p> <p>(c) In order for the Ocean Common Carrier to be entitled to receive payments under this program, the Ocean Common Carrier or their agent shall be required to:</p> <ol style="list-style-type: none"> 1. Transmit electronically to the Harbor Department the manifest and container information in accordance with the schedule provided in Item No 2325. This electronic transmission shall be through preapproved contractual EDI procedures or through other procedures and formats approved by the Executive Director. 2. Meet the requirements of the Vessel Speed Reduction Program provided in Section Twenty, Item No. 2045 during this Ultra Large Container Vessel’s call at the Port of Los Angeles. 3. Use AMP or equivalent emissions reduction technology during this Ultra Large Container Vessel’s call at the Port of Los Angeles. <p>(d) The Port of Los Angeles shall, within (30) days of receipt of the TEU Volumes delivered by an individual Ocean Common Carrier of one of its Ultra Large Container Vessels it operated at the Port of Los Angeles, determine the actual monetary payment the eligible Ocean Common Carrier is entitled to receive by reconciling the following:</p> <ol style="list-style-type: none"> 1. Ocean Common Carrier data according to Item No. 255 2. The Terminal Operator supplied Container Report <p>An Ocean Common Carrier potentially entitled to payment under this incentive program shall submit a written request for payment, directed to the Executive Director within (60) days of the Ultra Large Container Vessel arrival at the Port of Los Angeles. Payments made under this program, if any, shall be paid in one-time, lump-sum payments. The determination as to whether an Ocean Common Carrier is entitled to receive an incentive payment under this program and the amount of such payment shall be resolved by the Executive Director at his or her sole discretion. To be paid an incentive, the Ocean Common Carrier must have filed a Los Angeles Business Tax Registration Certificate and federal tax form W-9 or form W-8BEN with the Port of Los Angeles.</p>	<p>+ 2327 (Cont.)</p>

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Item No.

OCEAN COMMON CARRIER – ULTRA LARGE CONTAINER VESSEL
INCENTIVE PROGRAM AND ELIGIBILITY REQUIREMENTS -- Continued

(e) The Ocean Common Carrier – Ultra Large Container Vessel Incentive Program under Item No. 2327 shall remain valid for minimum period of one 12 month period commencing on March 1, 2019, and continue until terminated at the discretion of the City of Los Angeles Board of Harbor Commissioners.

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2327
(Cont.)

DEFINITIONS CRUISE VESSEL INCENTIVE PROGRAM

For purposes of Item 2330, Item 2335, and Item 2340 the following definitions shall apply:

“Cruise Year” is defined as the twelve month period beginning September 1st through August 31st of the following calendar year.

“Cruise Vessel Operator” shall be determined by the Port in reference to the operator listed in the Lloyds Register of Ships or the parent of a wholly owned subsidiary which is listed as the operator in the Lloyds Register of Ships. Any Cruise Vessel Operator disagreeing with this determination shall have 30 days from notice of this determination to submit documents that a vessel is in fact operated by an operator other than the one listed in Lloyd’s Register of Ships. Upon review of this information, the Port may amend its initial determination at the exclusive discretion of the Executive Director.

“Summer Season” is defined as the four month period beginning May 15th through September 15th during the same calendar year.

2330

See Item 10 for explanation of abbreviations and symbols.

Correction No. 701	Order No. 16-7208	Adopted September 15, 2016	EFFECTIVE: December 24, 2016
	Ordinance No. 184562	Adopted November 9, 2016	