



TraPac

Los Angeles • Oakland

August 10, 2007

**VIA FACSIMILE & U.S. MAIL
(310) 519-0291**

David Freeman
President, Board of Harbor Commissioners
Port of Los Angeles
425 South Palos Verdes Street, 5th Floor
San Pedro, California 90731

RE: Berths 136-147 DEIR/EIS

Dear President Freeman:

The Berth 136-147 DEIR/EIS for TraPac is an effort to refurbish the most obsolete terminal in the San Pedro Bay port complex, having the only obstructed gate, the only facility without access to an on-dock rail yard and the shortest berths and oldest cranes in existence.

To offset these limitations, TraPac has spent millions of dollars on technology and infrastructure to reduce and/or eliminate bottlenecks within the facility. Nonetheless, both TraPac and the Port of Los Angeles have lost millions of dollars in business to the Port of Long Beach which can currently offer more advanced terminal alternatives without the cost of current environmental mitigation. In the last few years CMA-CGM and Wan Hai have left our terminal due to a lack of on-dock rail and high rates caused by the Port, and relocated to Long Beach.

The certification of the DEIR/EIS will eliminate many of these current terminal inefficiencies and implement much needed cutting-edge environmental technologies including:

- Trucks queuing into the community caused by the numerous daily trains blocking the main gate to the facility;
- Additional grade crossings so that the community will not be affected by rail will be improved by grade separations;
- The elimination of 800 truck trips per day, nearly 5,000 truck trips per week and over 250,000 truck trips per year with the use of the on-dock rail;

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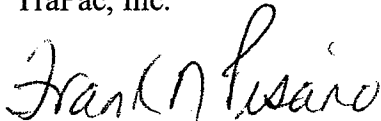
- Vessels will be worked with more units of newer, faster cranes thus reducing the time at berth. These newer, faster cranes will enable a net reduction of crane units on the facility;
- The citizens of Wilmington will enjoy a 25-acre greenbelt on industrial land that was purchased at tens of millions of dollars, and will be improved at the cost of tens of millions of dollars more, on what was originally earmarked for terminal expansion.

All the above benefits will be further enhanced with many other mitigation measures which include the complete replacement of the terminal truck fleet with the cleanest, most efficient engines that burn ultra low sulfur fuel, upgrades of filtration systems and fuels for all other terminal handling equipment, AMP, slide valves and fuel upgrades for vessels calling on the facility.

There is simply no realistic better alternative. We respectfully ask your support and approval of this project.

Sincerely,

TraPac, Inc.



Frank N. Pisano
Vice President

FNP:all