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Attorneys for Respondents/Defendants CITY OF
LOS ANGELES, LOS ANGELES CITY
COUNCIL, PORT OF LOS ANGELES, THE
CITY OF LOS ANGELES HARBOR
DEPARTMENT, and THE LOS ANGELES
BOARD OF HARBOR COMMISSIONERS

**SUPERIOR COURT OF THE STATE OF CALIFORNIA
COUNTY OF SAN DIEGO, CENTRAL DIVISION**

NATURAL RESOURCES DEFENSE
COUNCIL, INC., SAN PEDRO AND
PENINSULA HOMEOWNERS
COALITION, SAN PEDRO PENINSULA
HOMEOWNERS UNITED, INC., EAST
YARD COMMUNITIES FOR
ENVIRONMENTAL JUSTICE and
COALITION FOR CLEAN AIR, INC.,
nonprofit corporations,

Petitioner/Plaintiffs

Case No. 37-2021-00023385-CU-TT-CTL

Assigned For All Purposes To:
Hon. James Mangione, Dept. C-75

**EXHIBIT B, PART 1 TO
DECLARATION OF LISA OCHSNER**

Actions Filed: September 16, 2020

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v.

CITY OF LOS ANGELES, PORT OF LOS ANGELES, LOS ANGELES BOARD OF ANGELES and LOS ANGELES BOARD OF HARBOR COMMISSIONERS, public entities,

Respondents.

CHINA SHIPPING (NORTH AMERICA) HOLDING CO. LTD, a Delaware corporation; COSCO SHIPPING (NORTH AMERICA), INC., a California corporation; WEST BASIN CONTAINER TERMINAL LLC, a Delaware corporation; CHINA COSCO SHIPPING CORPORATION LIMITED, a corporation; and DOES 1 THROUGH 50, inclusive,

Real Parties in Interest.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT, a Public Entity,

Petitioner,

v.

CITY OF LOS ANGELES, a Public Entity; LOS ANGELES CITY COUNCIL, a Public Entity; the CITY OF LOS ANGELES HARBOR DEPARTMENT, a Public Entity; and the LOS ANGELES BOARD OF HARBOR COMMISSIONERS, a Public Entity,

Respondents.

CHINA SHIPPING (NORTH AMERICA) HOLDING CO. LTD, et al.

Real Parties in Interest.

Consolidated Case

EXHIBIT B

Part 1

**MONITORING AND REPORTING FORMS
FOR
DECEMBER 2008 MMRP**

Monitoring and Reporting Forms are the documentation to be completed by the Tenant and submitted to the Los Angeles Harbor Department (LAHD), to certify compliance that the mitigation measures and lease measures have been implemented. The monitoring and reporting forms shall be submitted to the LAHD at the address below:

Port of Los Angeles - Environmental Management Division

425 S. Palos Verdes Street

San Pedro, CA 90731

Attention: Compliance Coordinator

With the following identifier:

Berths 97-109 [China Shipping] Container Terminal Project

State Clearinghouse No. 2003061153

APP #: 030127-018 and 150224-504

The Tenant shall maintain documents listed and otherwise required demonstrating compliance with each individual measure and shall provide such documentation to the LAHD upon request. The Tenant shall identify a representative as being responsible for: 1) verifying implementation of measures, 2) providing backup documentation and information with the Monitoring and Reporting forms, and 3) ensuring all required documentation is maintained on site. The Tenant may establish their own forms as well. The LAHD may request a status report or an audit on the performance of compliance with measures by the Tenant.

Monitoring and Reporting forms are provided for the following list of measures that are identified as the Tenant's responsibility pursuant to the December 2008 MMRP and as modified pursuant to the Court decision.

- MM AES-2: Crane Color
- MM AQ-9: AMP
- MM AQ-10 and MM BIO-2: Vessel Speed Reduction Program
- MM AQ-11: Low-Sulfur Fuel
- MM AQ-12: Slide Valve

- MM AQ-13: Reroute Cleaner Ships
- MM AQ-14: New Vessel Build
- MM AQ-15: Yard Tractors at Berth 97-109 Terminal (refer to October 2019 Supplemental MMRP)
- MM AQ-17: Yard Equipment at Berth 97-109 Terminal (Modified by Court Decision)
- MM AQ-19: Clean Truck Program
- MM AQ-21: Truck Idling Reduction Measure
- MM AQ-23 and AQ-26: Compact Fluorescent Light Bulbs
- MM AQ-27: Energy Audit
- MM AQ-29: Recycling
- LM AQ-22: Periodic Review of New Technology and Regulations
- LM AQ-24: General Mitigation Measure
- MM GEO-1: Emergency Response Planning
- MM GW-1: Site Remediation
- MM PS-3: Long Term Solid Waste Management

(2008 MMRP) MM AES-2: Crane Color

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

Specify a gray color for the cranes to make them visually distinct from the Vincent Thomas Bridge, reduce their contrast with the sky backdrop, and reduce their visual prominence and apparent mass. An appropriate shade of gray should be specified as the color for repainting the four cranes now at the site and as the factory-applied color for the six additional cranes proposed for installation.

Mitigation Implementation and Monitoring Frequency: The timing of this measure applies prior to the receipt of cranes and shall be implemented when existing cranes are repainted, replaced, or new cranes are added by the Tenant.

Mitigation/Reporting Requirement: The Tenant shall notify the LAHD at least 60 days in advance of any plans to repaint, replace, or order new wharf cranes to be installed at the terminal. LAHD shall work with the Tenant to identify and select the appropriate shade of gray color prior to any crane work as described above. The Tenant shall submit verification documents to the Environmental Management Division confirming the crane color specifications and LAHD's approval prior to performing the work specified above.

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next section and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:

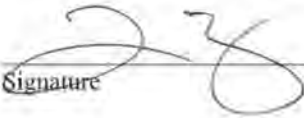
Please see attachment

COMPLIANCE VERIFICATION:

By signing this form, I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature 

7/6/2025

Date

(2008 MMRP) MM AQ-9. Alternative Maritime Power (AMP)

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

China Shipping ships calling at Berths 97-109 must use AMP at the following percentages while hoteling in the Port:

- January 1 to June 30, 2005: 60 percent of total ship calls (ASJ Requirement)
- July 1, 2005: 70 percent of total ship calls (ASJ Requirement)
- January 1, 2010: 90 percent of ship calls
- January 1, 2011, and thereafter: 100 percent of ship calls

Additionally, by 2010, all ships retrofitted for AMP shall be required to use AMP while hoteling at a 100 percent compliance rate, with the exception of circumstances when an AMP-capable berth is unavailable due to utilization by another AMP-capable ship.

Mitigation Implementation and Monitoring Frequency: Every six months during the term of the Permit, including during any holdover.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents, including copies of monthly reports submitted to the California Air Resources Board (CARB) for compliance with the Ocean-Going Vessels At Berth Regulation, to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:


Please see attachment

COMPLIANCE VERIFICATION:

By signing this form, I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature 

7/16/2025

Date

(2008 MMRP) MM AQ-10: Vessel Speed Reduction Program and MM BIO-2: Vessel Speed Reduction Program

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

MM AQ-10: All ships calling at Berths 97-109 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule:

- 2009 and thereafter: 100 percent

MM BIO-2: All ships calling at Berths 97-109 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: 100 percent starting in 2009.

Mitigation Implementation and Monitoring Frequency: Every six months during the term of the Permit as amended, including during any holdover.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next section and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:

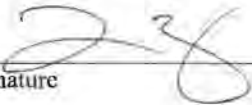
Please see attachment

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature 

7/16/2025

Date

(2008 MMRP) MM AQ-11: Low-Sulfur Fuel

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

All ships (100 percent) calling at Berth 97-109 shall use low-sulfur fuel (maximum sulfur content of 0.2 percent) in auxiliary engines, main engines, and boilers within 40 nm of Point Fermin (including hoteling for non-AMP ships) beginning on Day 1 of operation. Ships with mono-tank systems or having technical issues prohibiting use of low-sulfur fuel would be exempt from this requirement. The tenant shall notify the Port of such vessels prior to arrival and shall make every effort to retrofit such ships within 1 year. The following annual participation rates were assumed in the air quality:

- 2009 and thereafter: 30 percent of auxiliary engines, main engines, and boilers
- 2010: 50 percent of auxiliary engines, main engines, and boilers
- 2013 and thereafter: 100 percent of auxiliary engines, main engines, and boilers

Mitigation Implementation and Monitoring Frequency: As required by the California Air Resources Board (CARB's) Ocean-Going Vessel (OGV) Fuel Regulation, as of July 1, 2009, all vessels are required to use low-sulfur fuel (0.5% max sulfur content) in their main engines, auxiliary engines and boilers within 24 nm of the coastline. In 2015, the allowable sulfur standard was reduced to 0.1% by the International Maritime Organization (IMO) for the North American Emission Control Area (ECA) that includes 200 nautical miles from the coasts of the United States. While the fuel sulfur limits under the CARB OGV Fuel Regulation and the ECA Regulation are now the same (0.1% sulfur), there are provisions in the ECA Regulation that are different from the CARB OGV Fuel Regulation as follows: 1) The ECA is 200 nautical miles from the California shoreline and the United States Coast Guard (USCG) has primary authority for enforcement, while the CARB OGV Fuel Regulation is 24 nautical miles and is enforced by CARB; 2) The ECA Regulation allows alternative emissions control technologies such as "scrubbers" to be used, while the CARB OGV Fuel Regulation does not allow compliance via scrubbers; and 3) The ECA Regulation requires that a fuel meet the specified percent sulfur requirements (example: ultra-low sulfur fuel oil, ULSFO), while the CARB OGV Fuel Regulation requires that the fuel also meet the specifications for distillate grades (marine gas oil or marine diesel oil).

Mitigation/Reporting Requirement: The measure has been superseded by state regulation and IMO fuel requirements for the North American ECA. No further monitoring of this measure is required by the Tenant. The Tenant shall notify the LAHD of any notice of violations issued by regulatory agencies and shall provide copies of such notices to the LAHD. Furthermore, the Tenant shall maintain all records on-site in accordance with rules and regulations, which shall be made available to the LAHD upon request for inspection or to perform an audit.

(2008 MMRP) MM AQ-12: Slide Valve

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

Ships calling at Berths 97-109 shall be equipped with slide valves or equivalent on main engines in the following percentages:

- 2009: 25 percent
- 2010: 50 percent
- 2012: 75 percent
- 2014 and thereafter: 100 percent

Mitigation Implementation and Monitoring Frequency: Only vessels with main engines manufactured by MAN-B&W are equipped with slide valves as documented in a service letter issued by MAN B&W Diesel A/S dated June 2002. Although MAN-B&W introduced slide valves in early 2000, this technology was not used until 2004 when slide valves became more common on vessels with a keel laid date of 2004 or later. In order to implement this measure, the Tenant shall monitor only vessels with engines manufactured by MAN-B&W with a keel laid date of 2004 or newer and shall submit a log of all vessels visits every six months during the term of the Permit as amended, including during any holdover.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:

Please see attachment

COMPLIANCE VERIFICATION:

By signing this form, I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature  _____ Date 7/16/2025

(2008 MMRP) MM AQ-13: Reroute Cleaner Ships

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

When scheduling vessels for service to the Port of Los Angeles, Tenant shall ensure that 75 percent of all ship calls to the Berth 97-109 Terminal meet IMO MARPOL Annex VI NO_x emissions limits for Category 3 engines.

Mitigation Implementation and Monitoring Frequency: There are three tiers of IMO MARPOL Annex VI NO_x emission limits for category 3 marine engines: Tier 1 became effective in 2000 (applies to vessel engines with keel laid dates of 2000 to 2010); Tier 2 became effective in 2011 (applies to vessel engines with keel laid dates of 2011 to 2015); and Tier 3 became effective in 2016 in the North American Emission Control Area. The Tenant shall monitor these vessel categories and shall submit a log of all vessels visits every six months during the term of the Permit as amended, including during any holdover.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

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Please see attachment

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature 

7/16/2025

Date

(2008 MMRP) MM AQ-14: New Vessel Build

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

The purchaser shall confer with the ship designer and engine manufacture to determine the feasibility of incorporating all emission reduction technology and/or design options and when ordering new ships bound for the Port of Los Angeles. Such technology shall be designed to reduce criteria pollutant emissions (NO_x, SO_x and PM) and GHG emission (CO, CH₄, O₃, and CFCs). Design considerations and technology shall include, but are not limited to:

1. Selective Catalytic Reduction Technology
2. Exhaust Gas Recirculation
3. In-line fuel emulsification technology
4. Diesel Particulate Filters (DPFs) or exhaust scrubbers
5. Common Rail
6. Low NO_x Burners for Boilers
7. Implement fuel economy standards by vessel class and engine
8. Diesel-electric pod propulsion systems

Mitigation Implementation and Monitoring Frequency: The Tenant shall consult and confer with ship designers and engine manufacturers to implement new technological advancements that are feasible as listed above when ordering and purchasing new vessel builds on a frequency of not less than once every six months during the term of the Permit as amended, including during any holdover.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person



Signature

7/16/2025

Date

(2008 MMRP) MM AQ-17: Yard Equipment at Berth 97-109 Terminal

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE: MODIFIED BY COURT DECISION

The Tenant at Berth 97-109 shall participate in a 1-year electric yard tractor [truck] pilot project. As part of the pilot project, two electric tractors will be deployed at the terminal within 1 year of lease approval. If the pilot project is successful in terms of operation, costs and availability, the tenant shall replace half of the Berth 97-109 yard tractors with electric tractors within 5 years of the feasibility determination.

Mitigation Implementation and Monitoring Frequency: The Tenant shall initiate the pilot project within one year after the effective date of the Permit, as amended, with progress reports due every six months until the pilot project is complete. The progress reports shall include, but not be limited to, information and details on the equipment and charging infrastructure procurement timeline, including order and delivery schedules; construction schedule for installing the charging infrastructure and supporting electrical work, as applicable; timeline for equipment and charging infrastructure commissioning and worker training; and testing data and information on equipment performance, maintenance, and defects/failures during the pilot test. The pilot project shall include demonstration of the equipment for a period of at least one year. Upon completion of the pilot project, a final report shall be due to the LAHD within six months, including a feasibility determination on operation, cost, and availability. If found to be feasible, the Tenant shall submit a procurement plan, equipment inventory, and schedule to the LAHD for the replacement of half (50 percent) of the yard tractors operated at Berths 97-109 within five years of the feasibility determination.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division in accordance with the timelines specified as follows:

- Progress reports due every six months at time of initiation and during one-year pilot project demonstration.
- Final report due within six months of pilot project completion, including feasibility determination.
- Subject to the feasibility determination, a 5-year procurement plan, equipment inventory, and schedule shall be due annually, if applicable.

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:

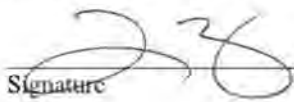
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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature 

7/16/2025

Date

(2008 MMRP) MM AQ-19: Clean Truck Program

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

The Tenant shall comply with the Port's Clean Truck Program. Based on participation in the Clean Truck Program, Heavy-duty diesel trucks entering the Berth 97-109 terminal shall meet the USEPA 2007 emission standards for on-road heavy-duty diesel engines (USEPA, 2001) in the following percentages:

- 2009: 50 percent USEPA 2007
- 2010: 70 percent USEPA 2007
- 2011: 90 percent USEPA 2007
- 2012: 100 percent USEPA 2007

Mitigation Implementation and Monitoring Frequency: In 2008, the Port's Clean Truck Program banned pre-1989 trucks followed by a progressive ban on all trucks that did not meet 2007 emission standards by 2012. In 2018, more stringent requirements were approved where only model year 2014 or newer are allowed to enter terminals which are tracked through the Port Drayage Truck Registry (PDTR). In addition, all drayage trucks entering port terminals must be signed up in the PDTR and comply with the California Air Resources Board's Drayage Truck Regulation as required by Port of Los Angeles Tariff No. 4 Section 20.

Mitigation/Reporting Requirement: This measure has been superseded by state regulation and the Port's latest Clean Truck Program requirements implemented under Port of Los Angeles Tariff No. 4 Section 20. No further monitoring of this measure is required by the Tenant. The Tenant shall notify the LAHD of any notice of violations issued by regulatory agencies and shall provide copies of such notices to the LAHD. Furthermore, the Tenant shall maintain all records on-site in accordance with rules and regulations, which shall be made available to the LAHD upon request for inspection or to perform an audit.

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next section and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:


Please see attachment

COMPLIANCE VERIFICATION:

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person



Signature

7/16/2025

Date

(2008 MMRP) MM AQ-21: Truck Idling Reduction Measure

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

Within 6 months of the effective date and thereafter for the remaining term of the Berth 97-109 Permit and any holdover, the Berth 97-109 terminal operator shall ensure that truck idling is reduced to less than 30 minutes in total or 10 minutes at any given time while on the Berth 97-109 terminal through measures that include, but are not limited to, the following: (1) operator shall maximize the durations when the main gates are left open, including during off-peak hours (6 pm to 7 am), (2) operator shall implement a container tracking and appointment-based truck delivery and pick-up system to minimize truck queuing (trucks lining up to enter and exit the terminal's gate), and (3) operator shall design the main entrance and exit gates to exceed the average hourly volume of trucks that enter and exit the gates (truck flow capacity) to ensure queuing is minimized.

Mitigation Implementation and Monitoring Frequency: Every six months during the term of the Permit as amended, including during any holdover.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature  _____ Date 

(2008 MMRP) MM AQ-23 and AQ-26: Compact Fluorescent Light Bulbs

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURES:

MM AQ-23: All interior terminal building lighting shall use compact fluorescent light bulbs and the tenant shall maintain and replace all compact fluorescent bulbs.

MM AQ-23: All interior terminal building lighting shall use compact fluorescent light bulbs. Fluorescent light bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs.

Initial bulbs will be supplied by the LAHD. China Shipping shall be responsible for replacing such bulbs in kind.

Mitigation Implementation and Monitoring Frequency: These measures have been superseded by the Energy Independence and Security Act of 2007 that mandated an eventual ban on the sale of light bulbs, including compact fluorescent light bulbs that do not meet a new minimum efficiency standard of 45 lumens per watt nationally by 2020, or by 2018 in California. Furthermore, California Assembly Bill AB 2208, signed into law in September 2022, bans the sale and distribution of fluorescent bulbs in California starting on January 1, 2024.

Mitigation/Reporting Requirement: These measures have been superseded by federal and state regulations. No further monitoring of these measures is required by the Tenant. The Tenant shall notify the LAHD of any notice of violations issued by regulatory agencies and shall provide copies of such notices to the LAHD. Furthermore, the Tenant shall maintain all records on-site in accordance with federal and state laws, which shall be made available to the LAHD upon request for inspection or to perform an audit.

COMPLIANCE STATUS:

Has compliance with the above mitigation measures been met?

Yes (please sign form) No (If no, explain in next section and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:

Please see attachment

COMPLIANCE VERIFICATION:

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature



Date

7/16/2025

(2008 MMRP) MM AQ-27: Energy Audit

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

The Tenant shall conduct a third party energy audit every five years and install innovative power saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.

Mitigation Implementation and Monitoring Frequency: Every five years during the term of the Permit as amended, including during any holdover.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division.

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:

Please see attachment

COMPLIANCE VERIFICATION:

By signing this form, I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature

7/16/2025

Date

(2008 MMRP) MM AQ-29: Recycling

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

The terminal buildings shall achieve a minimum of 40 percent recycling by 2012 and 60 percent recycling by 2015. Recycled materials shall include:

- White and colored paper
- Post-it notes
- Magazines
- Newspaper
- File folders
- All envelopes including those with plastic windows
- All cardboard boxes and cartons
- All metal and aluminum cans
- Glass bottles and jars
- All plastic bottles

Mitigation Implementation and Monitoring Frequency: The California Integrated Waste Management Act (AB 939) made all California cities, counties, and approved regional solid waste management agencies responsible for enacting plans and implementing programs to divert 25 percent of their solid waste by 1995 and 50 percent by year 2000. Later legislation mandates the 50 percent diversion requirement be achieved every year with a statewide goal of 75% by 2020. The City of Los Angeles Zero Waste Program ordinance adopted in 2014 establishes more aggressive recycling rates for commercial and industrial businesses with a 70% diversion rate by 2013, 90% by 2025 and 100% by 2030. This measure has been superseded by local and state requirements.

Mitigation/Reporting Requirement: This measure has been superseded by local and state requirements. No further monitoring of this measure is required by the Tenant. The Tenant shall notify the LAHD of any notice of violations issued by regulatory agencies and shall provide copies of such notices to the LAHD. Furthermore, the Tenant shall maintain all records on-site in accordance with local and state laws, which shall be made available to the LAHD upon request for inspection or to perform an audit.

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next section and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:

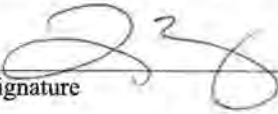
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Name and Title of Responsible Person


Signature

7/16/2025
Date

(2008 MMRP) LM AQ-22: Periodic Review of New Technology and Regulations

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

LEASE MEASURE:

The Port shall require the Berth 97-109 tenant to review, in terms of feasibility, any Port-identified or other new emissions-reduction technology, and report to the Port. Such technology feasibility reviews shall take place at the time of the Port's consideration of any lease amendment or facility modification for the Berth 97 109 property. If the technology is determined by the Port to be feasible in terms of cost, technical and operational feasibility, the tenant shall work with the Port to implement such technology.

Potential technologies that may further reduce emission and/or result in cost-savings benefits for the tenant may be identified through future work on the CAAP. Over the course of the lease, the tenant and the Port shall work together to identify potential new technology. Such technology shall be studied for feasibility, in terms of cost, technical and operational feasibility.

As partial consideration for the Port agreement to issue the permit to the tenant, the tenant shall implement not less frequently than once every 7 years following the effective date of the permit, new air quality technological advancements, subject to mutual agreement on operational feasibility and cost sharing, which shall not be unreasonably withheld.

Implementation and Monitoring Frequency: Every seven years during the term of the Permit as amended, including during any holdover, or at the time of the LAHD's consideration of any lease amendment or facility modification for the Berth 97-109 terminal property.

Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division in accordance with the timeline specified above.

COMPLIANCE STATUS:

Has compliance with the above lease measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

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7/16/2025
Date

(2008 MMRP) LM AQ-24: General Mitigation Measure

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

LEASE MEASURE:

For any of the above mitigation measures (MM AQ-9 through AQ-21), if any kind of technology becomes available and is shown to be as good or as better in terms of emissions reduction performance than the existing measure, the technology could replace the existing measure pending approval by the Port of Los Angeles. The technology's emissions reductions must be verifiable through USEPA, CARB, or other reputable certification and/or demonstration studies to the Port's satisfaction.

Implementation and Monitoring Frequency: During the term of the Permit as amended, including during any holdover.

Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division at the time of requesting substitution of a mitigation measure (MM AQ-9 through AQ-21), which shall be subject to approval by the LAHD.

COMPLIANCE STATUS:

Has compliance with the above lease measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

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Name and Title of Responsible Person

Signature 

Date 7/16/2025

(2008 MMRP) MM GEO-1: Emergency Response Planning

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

The terminal operator shall work with Port engineers and Port police to develop tsunami response training and procedures to assure that construction and operations personnel will be prepared to act in the event of a large seismic event. Such procedures shall include immediate evacuation requirements in the event that a large seismic event is felt at the proposed Project site, as part of overall emergency response planning for this proposed Project.

Mitigation Implementation and Monitoring Frequency: Within one year after the effective date of the Permit, as amended, and annually thereafter.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division.

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

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 _____
Signature Date

(2008 MMRP) MM GW-1: Site Remediation

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

Should the Tenant undertake soil disturbing construction activities, the following measure applies.

Unless otherwise authorized by the lead regulatory agency for any given site, the Tenant shall remediate all encountered contaminated soils or contamination within the excavation zones on the Project site boundaries prior to or during subsurface construction activities. Remediation shall occur in compliance with local, state, and federal regulations, as described in Section 3.7.3, and as directed by the Los Angeles Fire Department, DTSC, and/or RWQCB.

Soil remediation shall be completed such that contamination levels in subsurface excavations are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Only clean soil would be used as backfill. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) in backland areas and/or risk-based soil assessments but would be subject to the discretion of the lead regulatory agency. Excavated contaminated soil shall not be placed in another location onsite; it must be properly disposed of offsite. All imported soil to be used as backfill in excavated areas should be sampled to ensure that the soil is free of contamination.

Existing groundwater contamination throughout the proposed Project boundary shall continue to be monitored and remediated as encountered, simultaneous and/or subsequent to site development, and/or in accordance with direction provided by the RWQCB.

Unless otherwise authorized by the lead regulatory agency for any given site, areas of excavation with soil contamination that shall be remediated prior to, or in conjunction with, Project construction.

Mitigation Implementation and Monitoring Frequency: The Tenant shall notify the LAHD at least 60 days prior to undertaking any soil disturbance construction activities and shall obtain written approval from the LAHD to proceed with the work.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division.

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

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Name and Title of Responsible Person

 _____
Signature

7/16/2025

Date

(2008 MMRP) MM PS-3: Long Term Solid Waste Management

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

To ensure adequate long-term solid waste management, the proposed Project will be required to comply with policies and standards set forth in the City's Solid Waste Integrated Resources Plan (SWIRP) following 2025.

Mitigation Implementation and Monitoring Frequency: The California Integrated Waste Management Act (AB 939) made all California cities, counties, and approved regional solid waste management agencies responsible for enacting plans and implementing programs to divert 25 percent of their solid waste by 1995 and 50 percent by year 2000. Later legislation mandates the 50 percent diversion requirement be achieved every year with a statewide goal of 75% by 2020. The City of Los Angeles Solid Waste Integrated Resources Plan (SWIRP), now known as the Zero Waste Program as adopted by ordinance in 2014, established a goal of 90 percent diversion by 2025 and 100% by 2030.

Mitigation/Reporting Requirement: This measure has been superseded by local and state requirements. No further monitoring of this measure is required by the Tenant. The Tenant shall notify the LAHD of any notice of violations issued by regulatory agencies and shall provide copies of such notices to the LAHD. Furthermore, the Tenant shall maintain all records on-site in accordance with local and state laws, which shall be made available to the LAHD upon request for inspection or to perform an audit.

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

 X Yes (please sign form) _____ No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

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7/16/2025

Date

**MONITORING AND REPORTING FORMS
FOR
OCTOBER 2019 SUPPLEMENTAL MMRP**

Monitoring and Reporting Forms are the documentation to be completed by the Tenant and submitted to the Los Angeles Harbor Department (LAHD), to certify compliance that the mitigation measures and lease measures have been implemented. The monitoring and reporting forms shall be submitted to the LAHD at the address below:

Port of Los Angeles - Environmental Management Division

425 S. Palos Verdes Street

San Pedro, CA 90731

Attention: Compliance Coordinator

With the following identifier:

Berths 97-109 [China Shipping] Container Terminal Project

State Clearinghouse No. 2003061153

APP #s: 030127-018 and 150224-504

The Tenant shall maintain documents listed and otherwise required demonstrating compliance with each individual measure and shall provide such documentation to the LAHD upon request. The Tenant shall identify a representative as being responsible for: 1) verifying implementation of measures, 2) providing backup documentation and information with the Monitoring and Reporting forms, and 3) ensuring all required documentation is maintained on site. The Tenant may establish their own forms as well. The LAHD may request a status report or an audit on the performance of compliance with measures by the Tenant.

Monitoring and Reporting forms are provided for the following list of measures that are identified as the Tenant's responsibility pursuant to the October 2019 Supplemental MMRP.

- MM AQ-15: Yard Tractors
- MM AQ-17: Cargo-Handling Equipment
- MM GHG-1: LED Lighting
- LM AQ-1: Cleanest Available Cargo Handling Equipment
- LM AQ-2: Priority Access for Drayage
- LM AQ-3: Demonstration of Zero Emissions Equipment
- LM GHG-1: GHG Credit Fund

(2019 Supplemental MMRP) MM AQ-15. Yard Tractors

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

1) No later than one year after the effective date of a new lease amendment between the Tenant and the LAHD, all LPG yard tractors of model years 2007 or older shall be replaced with alternative-fuel units that meet or are lower than a NOx emission rate of 0.02 g/bhp-hr and Tier 4 final off-road emission rates for other criteria pollutants.

2) No later than five years after the effective date of a new lease amendment between the Tenant and the LAHD, all LPG yard tractors of model years 2011 or older shall be replaced with alternative fuel units that meet or are lower than a NOx emission rate of 0.02 g/bhp-hr and Tier 4 final off-road engine emission rates for other criteria pollutants.

Mitigation Implementation and Monitoring Frequency: Every six months during the term of the Permit, including during any holdover.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division such as a detailed equipment inventory that specifies each unit's compliance with the above standards in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:

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COMPLIANCE VERIFICATION:

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature

7/16/2025

Date

(2019 Supplemental MMRP) MM AQ-17. Cargo Handling Equipment

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

All yard equipment at the terminal, except for yard tractors, shall implement the following requirements:

Forklifts

- By one year after the effective date of a new lease amendment between the Tenant and the LAHD, all 18-ton diesel forklifts of model years 2004 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx.
- By two years after the effective date of a new lease amendment between the Tenant and the LAHD, all 18-ton diesel forklifts of model years 2005 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx.
- By two years after the effective date of a new lease amendment between the Tenant and the LAHD, all 5-ton forklifts of model years 2011 or older shall be replaced with zero-emission units.
- By three years after the effective date of a new lease amendment between the Tenant and the LAHD, all 18-ton diesel forklifts of model years 2007 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx.

Toppicks

- By one year after the effective date of a new lease amendment between the Tenant and the LAHD, all diesel top-picks of model years 2006 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx.
- By three years after the effective date of a new lease amendment between the Tenant and the LAHD, all diesel top-picks of model years 2007 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx.
- By five years after the effective date of a new lease amendment between the Tenant and the LAHD, all diesel top-picks of model years 2014 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx.

Rubber-Tired Gantry (RTG) Cranes

- By three years after the effective date of a new lease amendment between the Tenant and the LAHD, all diesel RTG cranes of model years 2003 and older shall be replaced with diesel-electric hybrid units with diesel engines that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx.
- By five years after the effective date of a new lease amendment between the Tenant and the LAHD, all diesel RTG cranes of model years 2004 and older shall be replaced with diesel-electric hybrid units with diesel engines that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx.

- By seven years after the effective date of a new lease amendment between the Tenant and the LAHD, four RTG cranes of model years 2005 and older shall be replaced with all-electric units, and one diesel RTG crane of model year 2005 shall be replaced with a diesel-electric hybrid unit with a diesel engine that meets or is lower than Tier 4 final off-road engine emission rates for PM and NOx.

Sweepers

- Sweeper(s) shall be alternative fuel or the cleanest available by six years after the effective date of a new lease amendment between the Tenant and the LAHD.

Shuttle Buses

- Gasoline shuttle buses shall be zero-emission units by seven years after the effective date of a new lease amendment between the Tenant and the LAHD.

Mitigation Implementation and Monitoring Frequency: Every six months during the term of the Permit, including during any holdover.

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division such as a detailed equipment inventory that specifies each unit's compliance with the above standards in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature 

7/16/2025

Date

(2019 Supplemental MMRP) LM AQ-1. Cleanest Available Cargo Handling Equipment

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

LEASE MEASURE:

Subject to zero and near-zero emissions feasibility assessments that shall be carried out by LAHD, with input from Tenant as part of the CAAP process, Tenant shall replace cargo handling equipment with the cleanest available equipment anytime new or replacement equipment is purchased, with a first preference for zero-emission equipment, a second preference for near-zero equipment, and then for the cleanest available if zero or near-zero equipment is not feasible, provided that LAHD shall conduct engineering assessments to confirm that such equipment is capable of installation at the terminal.

Starting one year after the effective date of a new lease amendment between the Tenant and the LAHD, tenant shall submit to the Port an equipment inventory and 10-year procurement plan for new cargo-handling equipment, and infrastructure, and will update the procurement plan annually in order to assist with planning for transition of equipment to zero emissions in accordance with the foregoing paragraph.

LAHD will include a summary of zero and near-zero emission equipment operating at the terminal each year as part of mitigation measure tracking.

Implementation and Monitoring Frequency: Implementation of this lease measure by the Tenant shall be done in coordination with the timelines established in mitigation measures MM AQ-15 and MM AQ-17 in the 2019 Supplemental MMRP. Therefore, the monitoring frequency has been adjusted as follows:

- Initial procurement plan and equipment inventory shall be due upon the effective start date of the Permit as amended, but no later than within the first six months.
- Annual procurement plan and equipment inventory shall be due annually (by January) during the term of the Permit as amended, including during any holdover.

Reporting Requirement: Prior to obtaining quotes or submitting an order for the purchase or replacement of any cargo handling equipment, including equipment identified in mitigation measures MM AQ-15 and MM AQ-17 in the 2019 Supplemental MMRP, the Tenant shall submit a detailed procurement plan and equipment inventory with each unit's specification and schedule for replacement or new purchase to the LAHD Environmental Management Division for review. The LAHD Environmental Management Division will assist the Tenant in identifying purchase preference and priority of the cleanest available technology, subject to feasibility assessments conducted through the Port's Clean Air Action Plan process and availability of charging and fueling infrastructure. Such reviews shall be completed in a timely manner so as not to delay the Tenant's obligation to meet the required timelines for equipment replacement or purchase as identified in mitigation measures MM AQ-15 and MM AQ-17. Annually thereafter (by January), the Tenant shall submit an updated procurement plan and a detailed equipment inventory to the LAHD Environmental Management Division to verify unit replacements and new purchases over a 10-year period.

In order to avoid duplication of efforts, the equipment inventory can be combined with reporting requirements for MM AQ-15 and MM AQ-17.

It shall be the responsibility of the LAHD to include a summary of zero and near-zero emission equipment operating at the terminal each year as part of mitigation measure tracking and annual reporting to the Board of Harbor Commissioners.

COMPLIANCE STATUS:

Has compliance with the above lease measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person



Signature

7/16/2025

Date

(2019 Supplemental MMRP) LM AQ-2. Priority Access for Drayage

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

LEASE MEASURE:

A priority access system shall be implemented at the terminal to provide preferential access to zero- and near-zero-emission trucks.

Implementation and Monitoring Frequency: During operation after the effective start date of the Permit as amended, and consistent with implementation timelines established in the Port's 2017 Clean Air Action Plan.

Reporting Requirement: The Tenant shall submit a report to the LAHD Environmental Management Division that details plans for implementing a priority access system as prescribed in the lease measure along with a schedule. Once the priority access system is installed and operating, the Tenant shall submit verification documents to the Environmental Management Division demonstrating it has complied with the lease measure.

COMPLIANCE STATUS:

Has compliance with the above lease measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:

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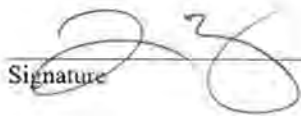
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Name and Title of Responsible Person

Signature



7/16/2025
Date

(2019 Supplemental MMRP) LM AQ-3. Demonstration of Zero-Emissions Equipment

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

LEASE MEASURE:

Tenant shall conduct a one-year zero emission demonstration project with at least 10 units of zero-emission cargo handling equipment. Upon completion, tenant shall submit a report to LAHD that evaluates the feasibility of permanent use of the tested equipment. Tenant shall continue to test zero-emission equipment and provide feasibility assessments and progress reports in 2020 and 2025 to evaluate the status of zero-emission technologies and infrastructure as well as operational and financial considerations, with a goal of 100% zero-emission cargo handling equipment by 2030.

Implementation and Monitoring Frequency: The Tenant shall initiate the demonstration project within one year after the effective date of the Permit, as amended, with progress reports due every six months until the demonstration project is complete. The progress reports shall include, but not be limited to, information and details on the equipment and charging infrastructure procurement timeline, including order and delivery schedules; construction schedule for installing the charging infrastructure and supporting electrical work, as applicable; timeline for equipment and charging infrastructure commissioning and worker training; and testing data and information on equipment performance, maintenance, and defects/failures during the demonstration. The demonstration project shall test the equipment for a period of at least one year. Upon completion of the demonstration project, a final report shall be due to the LAHD within six months including a feasibility determination on operation, cost, and availability for permanent use at the terminal.

The Tenant shall continue to test zero-emission equipment and provide feasibility assessments and progress reports in 2025 and 2028 (date modified to adjust the timing of this measure) to evaluate the status of zero-emission technologies and infrastructure as well as operational and financial considerations, with a goal of 100% zero-emission cargo handling equipment by 2030.

Reporting Requirement: The Tenant shall submit verification documents to the LAHD Environmental Management Division in accordance with the timelines prescribed in the lease measure and adjusted as follows:

- Progress reports due every six months at time of initiation and during one-year demonstration project.
- Final report due within six months of demonstration project completion, including feasibility determination.
- Feasibility assessments and progress reports due in 2025 and 2028 (date modified to adjust the timing of this measure).

COMPLIANCE STATUS:

Has compliance with the above lease measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

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7/16/2025
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(2019 Supplemental MMRP) MM GHG-1. LED Lighting

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

MITIGATION MEASURE:

All lighting within the interior of buildings on the premises and outdoor high mast terminal lighting will be replaced with LED lighting or a technology with similar energy-saving capabilities within two years after the effective date of the new lease amendment between the Tenant and the LAHD or by no later than 2023.

Mitigation Implementation and Monitoring Frequency: Within two years after the effective start date of the Permit as amended, or by no later than December 31, 2023 (past due date no longer applicable).

Mitigation/Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division such as lighting specifications, receipts, purchase orders, and/or contract documents verifying installation of LED lighting at prescribed terminal locations.

COMPLIANCE STATUS:

Has compliance with the above mitigation measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature  Date 2/16/2025

(2019 Supplemental MMRP) LM GHG-1. GHG Credit Fund (REVISED)

Project: Berths 97-109 [China Shipping] Container Terminal Project

Tenant: China Shipping

Application for Port Project (APP) Number: 030127-018 and 150224-504

State Clearinghouse Number: 2003061153

LEASE MEASURE:

LAHD shall establish a Greenhouse Gas Fund, which LAHD shall have the option to accomplish through a Memorandum of Understanding (MOU) with the California Air Resources Board (CARB) or another appropriate entity. The fund shall be used for GHG-reducing projects and programs approved by the Port of Los Angeles, or through the purchase of emission reduction credits from a CARB approved offset registry. It shall be the responsibility of the Tenant to make contributions to the fund in the amount of \$250,000 per year, for a total of eight years, for the funding of GHG reducing projects or the purchase of GHG emission reduction credits, commencing after the date that the SEIR is conclusively determined to be valid, either by operation of Public Resources Code Section 21167.2 or by final judgment or final adjudication (“Conclusive Determination of Validity Date”), as described below. The fund contribution amount is established as follows: (i) the peak year of GHG operational emissions (2030), after application of mitigation, that exceed the established threshold for the Revised Project, estimated in the SEIR to be 129,336 metric tons CO_{2e}, multiplied by (ii) the current (2019) market value of carbon credits established by CARB at \$15.62 per metric ton CO_{2e}. The payment for the first year shall be due within ninety (90) days of the Conclusive Determination of Validity Date, and the payment for each successive year shall be due on the anniversary of the Conclusive Determination of Validity Date. If LAHD is unable to establish the fund through an MOU with CARB within one year prior to when any year’s payment is due, the Tenant shall instead apply that year’s payment, using the same methodology described in parts (i) and (ii) above, to purchase emission reduction credits from a CARB approved GHG offset registry.

Implementation and Monitoring Frequency: The first payment shall be due after the effective start date of the Permit as amended, but within ninety (90) days of the Conclusive Determination of Validity Date as specified in the lease measure. Successive payments, for a total of eight years, shall be due on the anniversary of the Conclusive Determination of Validity Date.

Reporting Requirement: The Tenant shall submit verification documents to the Environmental Management Division such as receipts for fund deposits or payment records from purchases made through verified carbon offset registries. Per the LAHD, the “Conclusive Determination of Validity Date” is interpreted as the effective date of the sixth amendment to Permit No. 999 with the Tenant which was approved by the Los Angeles City Council on July 2, 2024 (Council File No. 09-1872-S3). The payment schedule is established as follows:

- 1st payment due by 10/2/2024
- 2nd payment due by 7/2/2025
- 3rd payment due by 7/2/2026
- 4th payment due by 7/2/2027
- 5th payment due by 7/2/2028
- 6th payment due by 7/2/2029

7th payment due by 7/2/2030
8th payment due by 7/2/2031

COMPLIANCE STATUS:

Has compliance with the above lease measure been met?

Yes (please sign form) No (If no, explain in next sections and sign form)

NON-COMPLIANCE:

Explain and/or discuss. Attach certification documents as well as document coordination with and acceptance of non-compliance or substitute equivalent.

STEPS TAKEN:

Please see attachment

COMPLIANCE VERIFICATION:

By signing this form, I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Quentin Yang, WBCT Vice President

Name and Title of Responsible Person



Signature

7/16/2025

Date



WBCT Monitoring and Reporting Forms for December 2008 MMRP & October 2019 Supplemental MMRP

July, 2025



Monitoring and Reporting Forms for December 2008 MMRP & October 2019 Supplemental MMRP

No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
1	2008 MMRP MM AES-2 Crane Color	Specify a gray color for the cranes to make them visually distinct from the Vincent Thomas Bridge, reduce their contrast with the sky backdrop, and reduce their visual prominence and apparent mass. An appropriate shade of gray should be specified as the color for repainting the four cranes now at the site and as the factory-applied color for the six additional cranes proposed for installation.	The timing of this measure applies prior to the receipt of cranes and shall be implemented when existing cranes are repainted, replaced, or new cranes are added by the Tenant.	The Tenant shall notify the LAHD at least 60 days in advance of any plans to repaint, replace, or order new wharf cranes to be installed at the terminal. LAHD shall work with the Tenant to identify and select the appropriate shade of gray color prior to any crane work as described above. The Tenant shall submit verification documents to the Environmental Management Division confirming the crane color specifications and LAHD's approval prior to performing the workspecified above.	No further action at this time
2	2008 MMRP MM AQ-9 AMP	China Shipping ships calling at Berths 97-109 must use AMP at the following percentages while hoteling in the Port: <ul style="list-style-type: none"> • January 1 to June 30, 2005: 60 percent of total ship calls (ASJ Requirement) • July 1, 2005: 70 percent of total ship calls (ASJ Requirement) • January 1, 2010: 90 percent of ship calls • January 1, 2011, and thereafter: 100 percent of ship calls Additionally, by 2010, all ships retrofitted for AMP shall be required to use AMP while hoteling at a 100 percent compliance rate, with the exception of circumstances when an AMP-capable berth is unavailable due to utilization by another AMP-capable ship.	Every six months during the term of the Permit, including during any holdover.	The Tenant shall submit verification documents, including copies of monthly reports submitted to the California Air Resources Board (CARB) for compliance with the Ocean-Going Vessels At Berth Regulation, to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).	Please refer to the attached supporting documents
3	2008 MMRP MM AQ-10 & MM BIO-2 Vessel Speed Reduction Program	MM AQ-10: All ships calling at Berths 97-109 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: <ul style="list-style-type: none"> • 2009 and thereafter: 100 percent MM BIO-2: All ships calling at Berths 97-109 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: 100 percent starting in 2009.	Every six months during the term of the Permit as amended, including during any holdover.	The Tenant shall submit verification documents to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).	Please refer to the attached supporting documents



Monitoring and Reporting Forms for December 2008 MMRP & October 2019 Supplemental MMRP

No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
4	<p>2008 MMRP MM AQ-11 Low-Sulfur Fuel</p>	<p>All ships (100 percent) calling at Berth 97-109 shall use low-sulfur fuel (maximum sulfur content of 0.2 percent) in auxiliary engines, main engines, and boilers within 40 nm of Point Fermin (including hoteling for non-AMP ships) beginning on Day 1 of operation. Ships with mono-tank systems or having technical issues prohibiting use of low-sulfur fuel would be exempt from this requirement. The tenant shall notify the Port of such vessels prior to arrival and shall make every effort to retrofit such ships within 1 year. The following annual participation rates were assumed in the air quality:</p> <ul style="list-style-type: none"> • 2009 and thereafter: 30 percent of auxiliary engines, main engines, and boilers • 2010: 50 percent of auxiliary engines, main engines, and boilers • 2013 and thereafter: 100 percent of auxiliary engines, main engines, and boilers 	<p>As required by the California Air Resources Board (CARB's) Ocean-Going Vessel (OGV) Fuel Regulation, as of July 1, 2009, all vessels are required to use low-sulfur fuel (0.5 max sulfur content) in their main engines, auxiliary engines and boilers within 24 nm of the coastline. In 2015, the allowable sulfur standard was reduced to 0.1% by the International Maritime Organization (IMO) for the North American Emission Control Area (ECA) that includes 200 nautical miles from the coasts of the United States. While the fuel sulfur limits under the CARB OGV Fuel Regulation and the ECA Regulation are now the same (0.1% sulfur), there are provisions in the ECA Regulation that are different from the CARB OGV Fuel Regulation as follows: 1) The ECA is 200 nautical miles from the California shoreline and the United States Coast Guard (USCG) has primary authority for enforcement, while the CARB OGV Fuel Regulation is 24 nautical miles and is enforced by CARB; 2) The ECA Regulation allows alternative emissions control technologies such as "scrubbers" to be used, while the CARB OGV Fuel Regulation does not allow compliance via scrubbers; and 3) The ECA Regulation requires that a fuel meet the specified percent sulfur requirements (example: ultra-low sulfur fuel oil, ULSFO), while the CARB OGV Fuel Regulation requires that the fuel also meet the specifications for distillate grades (marine gas oil or marine diesel oil).</p>	<p>The measure has been superseded by state regulation and IMO fuel requirements for the North American ECA. No further monitoring of this measure is required by the Tenant. The Tenant shall notify the LAHD of any notice of violations issued by regulatory agencies and shall provide copies of such notices to the LAHD. Furthermore, the Tenant shall maintain all records on site in accordance with rules and regulations, which shall be made available to the LAHD upon request for inspection or to perform an audit.</p>	<p>No further action at this time</p>
5	<p>2008 MMRP MM AQ-12 Slide Valve</p>	<p>Ships calling at Berths 97-109 shall be equipped with slide valves or equivalent on main engines in the following percentages:</p> <ul style="list-style-type: none"> • 2009: 25 percent • 2010: 50 percent • 2012: 75 percent • 2014 and thereafter: 100 percent 	<p>Only vessels with main engines manufactured by MAN-B&W are equipped with slide valves as documented in a service letter issued by MAN B&W Diesel A/S dated June 2002. Although MAN-B&W introduced slide valves in early 2000, this technology was not used until 2004 when slide valves became more common on vessels with a keel laid date of 2004 or later. In order to implement this measure, the Tenant shall monitor only vessels with engines manufactured by MAN-B&W with a keel laid date of 2004 or newer and shall submit a log of all vessels visits every six months during the term of the Permit as amended, including during any holdover.</p>	<p>The Tenant shall submit verification documents to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).</p>	<p>Please refer to the attached supporting documents</p>



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No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
6	2008 MMRP MM AQ-13 Reroute Cleaner Ships	When scheduling vessels for service to the Port of Los Angeles, Tenant shall ensure that 75 percent of all ship calls to the Berth 97-109 Terminal meet IMO MARPOL Annex VI NOX emissions limits for Category 3 engines.	There are three tiers of IMO MARPOL Annex VI NOx emission limits for category 3 marine engines: Tier 1 became effective in 2000 (applies to vessel engines with keel laid dates of 2000 to 2010); Tier 2 became effective in 2011 (applies to vessel engines with keel laid dates of 2011 to 2015); and Tier 3 became effective in 2016 in the North American Emission Control Area. The Tenant shall monitor these vessel categories and shall submit a log of all vessels visits every six months during the term of the Permit as amended, including during any holdover.	The Tenant shall submit verification documents to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).	Please refer to the attached supporting documents
7	2008 MMRP MM AQ-14 New Vessel Build	The purchaser shall confer with the ship designer and engine manufacture to determine the feasibility of incorporating all emission reduction technology and/or design options and when ordering new ships bound for the Port of Los Angeles. Such technology shall be designed to reduce criteria pollutant emissions (NOX, SOX and PM) and GHG emission (CO, CH4, O3, and CFCs). Design considerations and technology shall include, but are not limited to: 1. Selective Catalytic Reduction Technology 2. Exhaust Gas Recirculation 3. In-line fuel emulsification technology 4. Diesel Particulate Filters (DPFs) or exhaust scrubbers 5. Common Rail 6. Low NOX Burners for Boilers 7. Implement fuel economy standards by vessel class and engine 8. Diesel-electric pod propulsion systems	The Tenant shall consult and confer with ship designers and engine manufacturers to implement new technological advancements that are feasible as listed above when ordering and purchasing new vessel builds on a frequency of not less than once every six months during the term of the Permit as amended, including during any holdover.	The Tenant shall submit verification documents to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).	Please refer to the attached supporting documents
8	2019 MMRP MM AQ-15 Yard Tractor at Berth 97-109	1) No later than one year after the effective date of a new lease amendment between the Tenant and the LAHD, all LPG yard tractors of model years 2007 or older shall be replaced with alternative-fuel units that meet or are lower than a NOx emission rate of 0.02 g/bhp-hr and Tier 4 final off-road emission rates for other criteria pollutants. 2) No later than five years after the effective date of a new lease amendment between the Tenant and the LAHD, all LPG yard tractors of model years 2011 or older shall be replaced with alternative fuel units that meet or are lower than a NOx emission rate of 0.02 g/bhp-hr and Tier 4 final off-road engine emission rates for other criteria pollutants.	Every six months during the term of the Permit, including during any holdover.	The Tenant shall submit verification documents to the Environmental Management Division such as a detailed equipment inventory that specifies each unit's compliance with the above standards in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).	Please refer to the attached supporting documents



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No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
9	2008 MMRP MM AQ-17 Yard Equipment Berth 97-109 Terminal	The Tenant at Berth 97-109 shall participate in a 1-year electric yard tractor [truck] pilot project. As part of the pilot project, two electric tractors will be deployed at the terminal within 1 year of lease approval. If the pilot project is successful in terms of operation, costs and availability, the tenant shall replace half of the Berth 97-109 yard tractors with electric tractors within 5 years of the feasibility determination.	The Tenant shall initiate the pilot project within one year after the effective date of the Permit, as amended, with progress reports due every six months until the pilot project is complete. The progress reports shall include, but not be limited to, information and details on the equipment and charging infrastructure procurement timeline, including order and delivery schedules; construction schedule for installing the charging infrastructure and supporting electrical work, as applicable; timeline for equipment and charging infrastructure commissioning and worker training; and testing data and information on equipment performance, maintenance, and defects/failures during the pilot test. The pilot project shall include demonstration of the equipment for a period of at least one year. Upon completion of the pilot project, a final report shall be due to the LAHD within six months, including a feasibility determination on operation, cost, and availability. If found to be feasible, the Tenant shall submit a procurement plan, equipment inventory, and schedule to the LAHD for the replacement of half (50 percent) of the yard tractors operated at Berths 97-109 within five years of the feasibility determination.	The Tenant shall submit verification documents to the Environmental Management Division in accordance with the timelines specified as follows: <ul style="list-style-type: none"> • Progress reports due every six months at time of initiation and during one-year pilot project demonstration. • Final report due within six months of pilot project completion, including feasibility determination. • Subject to the feasibility determination, a 5-year procurement plan, equipment inventory, and schedule shall be due annually, if applicable. 	Please refer to the attached supporting documents
10	2008 MMRP MM AQ-19 Clean Truck Program	The Tenant shall comply with the Port's Clean Truck Program. Based on participation in the Clean Truck Program, Heavy-duty diesel trucks entering the Berth 97-109 terminal shall meet the USEPA 2007 emission standards for on-road heavy-duty diesel engines (USEPA, 2001) in the following percentages: <ul style="list-style-type: none"> • 2009: 50 percent USEPA 2007 • 2010: 70 percent USEPA 2007 • 2011: 90 percent USEPA 2007 • 2012: 100 percent USEPA 2007 	In 2008, the Port's Clean Truck Program banned pre-1989 trucks followed by a progressive ban on all trucks that did not meet 2007 emission standards by 2012. In 2018, more stringent requirements were approved where only model year 2014 or newer are allowed to enter terminals which are tracked through the Port Drayage Truck Registry (PDTR). In addition, all drayage trucks entering port terminals must be signed up in the PDTR and comply with the California Air Resources Board's Drayage Truck Regulation as required by Port of Los Angeles Tariff No. 4 Section 20.	This measure has been superseded by state regulation and the Port's latest Clean Truck Program requirements implemented under Port of Los Angeles Tariff No. 4 Section 20. No further monitoring of this measure is required by the Tenant. The Tenant shall notify the LAHD of any notice of violations issued by regulatory agencies and shall provide copies of such notices to the LAHD. Furthermore, the Tenant shall maintain all records on-site in accordance with rules and regulations, which shall be made available to the LAHD upon request for inspection or to perform an audit.	No further action at this time



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No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
11	2008 MMRP MM AQ-21 Truck Idling Reduction Measure	Within 6 months of the effective date and thereafter for the remaining term of the Berth 97-109 Permit and any holdover, the Berth 97-109 terminal operator shall ensure that truck idling is reduced to less than 30 minutes in total or 10 minutes at any given time while on the Berth 97-109 terminal through measures that include, but are not limited to, the following: (1) operator shall maximize the durations when the main gates are left open, including during off-peak hours (6 pm to 7am), (2) operator shall implement a container tracking and appointment-based truck delivery and pick-up system to minimize truck queuing (trucks lining up to enter and exit the terminal's gate), and (3) operator shall design the main entrance and exit gates to exceed the average hourly volume of trucks that enter and exit the gates (truck flow capacity) to ensure queuing is minimized.	Every six months during the term of the Permit as amended, including during any holdover.	The Tenant shall submit verification documents to the Environmental Management Division in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).	Please refer to the attached supporting documents
12	2008 MMRP MM AQ-23 & MM AQ-26 Compact Fluorescent Light Bulbs	MM AQ-23: All interior terminal building lighting shall use compact fluorescent light bulbs and the tenant shall maintain and replace all compact fluorescent bulbs. MM AQ-26: All interior terminal building lighting shall use compact fluorescent light bulbs. Fluorescent light bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs. Initial bulbs will be supplied by the LAHD. China Shipping shall be responsible for replacing such bulbs in kind.	These measures have been superseded by the Energy Independence and Security Act of 2007 that mandated an eventual ban on the sale of light bulbs, including compact fluorescent light bulbs that do not meet a new minimum efficiency standard of 45 lumens per watt nationally by 2020, or by 2018 in California. Furthermore, California Assembly Bill AB 2208, signed into law in September 2022, bans the sale and distribution of fluorescent bulbs in California starting on January 1, 2024.	These measures have been superseded by federal and state regulations. No further monitoring of these measures is required by the Tenant. The Tenant shall notify the LAHD of any notice of violations issued by regulatory agencies and shall provide copies of such notices to the LAHD. Furthermore, the Tenant shall maintain all records on-site in accordance with federal and state laws, which shall be made available to the LAHD upon request for inspection or to perform an audit.	No further action at this time
13	2008 MMRP MM AQ-27 Energy Audit	The Tenant shall conduct a third party energy audit every five years and install innovative power saving technology where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.	Every five years during the term of the Permit as amended, including during any holdover.	The Tenant shall submit verification documents to the Environmental Management Division.	WBCT will comply with the measure



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No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
14	2008 MMRP MM AQ-29 Recycling	<p>The terminal buildings shall achieve a minimum of 40 percent recycling by 2012 and 60 percent recycling by 2015. Recycled materials shall include:</p> <ul style="list-style-type: none"> • White and colored paper • Post-it notes • Magazines • Newspaper • File folders • All envelopes including those with plastic windows • All cardboard boxes and cartons • All metal and aluminum cans • Glass bottles and jars • All plastic bottles 	<p>The California Integrated Waste Management Act (AB 939) made all California cities, counties, and approved regional solid waste management agencies responsible for enacting plans and implementing programs to divert 25 percent of their solid waste by 1995 and 50 percent by year 2000. Later legislation mandates the 50 percent diversion requirement be achieved every year with a statewide goal of 75% by 2020. The City of Los Angeles Zero Waste Program ordinance adopted in 2014 establishes more aggressive recycling rates for commercial and industrial businesses with a 70% diversion rate by 2013, 90% by 2025 and 100% by 2030. This measure has been superseded by local and state requirements.</p>	<p>This measure has been superseded by local and state requirements. No further monitoring of this measure is required by the Tenant. The Tenant shall notify the LAHD of any notice of violations issued by regulatory agencies and shall provide copies of such notices to the LAHD. Furthermore, the Tenant shall maintain all records on-site in accordance with local and state laws, which shall be made available to the LAHD upon request for inspection or to perform an audit.</p>	<p>Please refer to the attached supporting documents</p>
15	2008 MMRP LM AQ-22 Periodic Review of New Technology and Regulations	<p>The Port shall require the Berth 97-109 tenant to review, in terms of feasibility, any Port-identified or other new emissions-reduction technology, and report to the Port. Such technology feasibility reviews shall take place at the time of the Port's consideration of any lease amendment or facility modification for the Berth 97-109 property. If the technology is determined by the Port to be feasible in terms of cost, technical and operational feasibility, the tenant shall work with the Port to implement such technology. Potential technologies that may further reduce emission and/or result in cost-savings benefits for the tenant may be identified through future work on the CAAP. Over the course of the lease, the tenant and the Port shall work together to identify potential new technology. Such technology shall be studied for feasibility, in terms of cost, technical and operational feasibility. As partial consideration for the Port agreement to issue the permit to the tenant, the tenant shall implement not less frequently than once every 7 years following the effective date of the permit, new air quality technological advancements, subject to mutual agreement on operational feasibility and cost sharing, which shall not be unreasonably withheld.</p>	<p>Every seven years during the term of the Permit as amended, including during any holdover, or at the time of the LAHD's consideration of any lease amendment or facility modification for the Berth 97-109 terminal property.</p>	<p>The Tenant shall submit verification documents to the Environmental Management Division in accordance with the timeline specified above.</p>	<p>Please refer to the attached supporting documents</p>



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No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
16	2008 MMRP LM AQ-24 General Mitigation Measure	For any of the above mitigation measures (MM AQ-9 through AQ-21), if any kind of technology becomes available and is shown to be as good or as better in terms of emissions reduction performance than the existing measure, the technology could replace the existing measure pending approval by the Port of Los Angeles. The technology's emissions reductions must be verifiable through USEPA, CARB, or other reputable certification and/or demonstration studies to the Port's satisfaction.	During the term of the Permit as amended, including during any holdover.	The Tenant shall submit verification documents to the Environmental Management Division at the time of requesting substitution of a mitigation measure (MM AQ-9 through AQ-21), which shall be subject to approval by the LAHD.	WBCT will comply with the measure
17	2008 MMRP MM GEO-1 Emergency Response Planning	The terminal operator shall work with Port engineers and Port police to develop tsunami response training and procedures to assure that construction and operations personnel will be prepared to act in the event of a large seismic event. Such procedures shall include immediate evacuation requirements in the event that a large seismic event is felt at the proposed Project site, as part of overall emergency response planning for this proposed Project.	Within one year after the effective date of the Permit, as amended, and annually thereafter.	The Tenant shall submit verification documents to the Environmental Management Division.	Please refer to the attached supporting documents
18	2008 MMRP MM GW-1 Site Remediation	Unless otherwise authorized by the lead regulatory agency for any given site, the Tenant shall remediate all encountered contaminated soils or contamination within the excavation zones on the Project site boundaries prior to or during subsurface construction activities. Remediation shall occur in compliance with local, state, and federal regulations, as described in Section 3.7.3, and as directed by the Los Angeles Fire Department, DTSC, and/or RWQCB. Soil remediation shall be completed such that contamination levels in subsurface excavations are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Only clean soil would be used as backfill. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) in backland areas and/or risk-based soil assessments but would be subject to the discretion of the lead regulatory agency. Excavated contaminated soil shall not be placed in another location onsite; it must be properly disposed of offsite. All imported soil to be used as backfill in excavated areas should be sampled to ensure that the soil is free of contamination. Existing groundwater contamination throughout the proposed Project boundary shall continue to be monitored and remediated as encountered, simultaneous and/or subsequent to site development, and/or in accordance with direction provided by the RWQCB. Unless otherwise authorized by the lead	The Tenant shall notify the LAHD at least 60 days prior to undertaking any soil disturbance construction activities and shall obtain written approval from the LAHD to proceed with the work.	The Tenant shall submit verification documents to the Environmental Management Division.	No further action at this time



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No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
		regulatory agency for any given site, areas or excavation with soil contamination that shall be remediated prior to, or in conjunction with, Project construction.			
19	2008 MMRP MM PS-3 Long Term Solid Waste Management	To ensure adequate long-term solid waste management, the proposed Project will be required to comply with policies and standards set forth in the City's Solid Waste Integrated Resources Plan (SWIRP) following 2025.	The California Integrated Waste Management Act (AB 939) made all California cities, counties, and approved regional solid waste management agencies responsible for enacting plans and implementing programs to divert 25 percent of their solid waste by 1995 and 50 percent by year 2000. Later legislation mandates the 50 percent diversion requirement be achieved every year with a statewide goal of 75% by 2020. The City of Los Angeles Solid Waste Integrated Resources Plan (SWIRP), now known as the Zero Waste Program as adopted by ordinance in 2014, established a goal of 90 percent diversion by 2025 and 100% by 2030.	This measure has been superseded by local and state requirements. No further monitoring of this measure is required by the Tenant. The Tenant shall notify the LAHD of any notice of violations issued by regulatory agencies and shall provide copies of such notices to the LAHD. Furthermore, the Tenant shall maintain all records on-site in accordance with local and state laws, which shall be made available to the LAHD upon request for inspection or to perform an audit.	Please refer to the attached supporting documents
20	2019 MMRP MM AQ-17 Cargo Handling Equipment	All yard equipment at the terminal, except for yard tractors, shall implement the following requirements: Forklifts <ul style="list-style-type: none"> • By one year after the effective date of a new lease amendment between the Tenant and the LAHD, all 18-ton diesel forklifts of model years 2004 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx. • By two years after the effective date of a new lease amendment between the Tenant and the LAHD, all 18-ton diesel forklifts of model years 2005 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx. • By two years after the effective date of a new lease amendment between the Tenant and the LAHD, all 5-ton forklifts of model years 2011 or older shall be replaced with zero-emission units. • By three years after the effective date of a new lease amendment between the Tenant and the LAHD, all 18-ton diesel forklifts of model years 2007 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx. Toppicks <ul style="list-style-type: none"> • By one year after the effective date of a new lease amendment between the Tenant and the LAHD, all diesel top-picks of model years 2006 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx. 	Every six months during the term of the Permit, including during any holdover.	The Tenant shall submit verification documents to the Environmental Management Division such as a detailed equipment inventory that specifies each unit's compliance with the above standards in accordance with the following schedule: January to June data is due by the following month (July). July to December data is due by the following month (January).	Please refer to the attached supporting documents



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No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
20		<ul style="list-style-type: none"> • By three years after the effective date of a new lease amendment between the Tenant and the LAHD, all diesel top-picks of model years 2007 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx. • By five years after the effective date of a new lease amendment between the Tenant and the LAHD, all diesel top-picks of model years 2014 and older shall be replaced with units that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx. <p><u>Rubber-Tired Gantry (RTG) Cranes</u></p> <ul style="list-style-type: none"> • By three years after the effective date of a new lease amendment between the Tenant and the LAHD, all diesel RTG cranes of model years 2003 and older shall be replaced with diesel-electric hybrid units with diesel engines that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx. • By five years after the effective date of a new lease amendment between the Tenant and the LAHD, all diesel RTG cranes of model years 2004 and older shall be replaced with diesel-electric hybrid units with diesel engines that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx. • By seven years after the effective date of a new lease amendment between the Tenant and the LAHD, four RTG cranes of model years 2005 and older shall be replaced with all-electric units, and one diesel RTG crane of model year 2005 shall be replaced with a diesel-electric hybrid unit with a diesel engine that meets or is lower than Tier 4 final off-road engine emission rates for PM and NOx. <p><u>Sweepers</u></p> <ul style="list-style-type: none"> • Sweeper(s) shall be alternative fuel or the cleanest available by six years after the effective date of a new lease amendment between the Tenant and the LAHD. <p><u>Shuttle Buses</u></p> <ul style="list-style-type: none"> • Gasoline shuttle buses shall be zero-emission units by seven years after the effective date of a new lease amendment between the Tenant and the LAHD. 			



Monitoring and Reporting Forms for December 2008 MMRP & October 2019 Supplemental MMRP

No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
21	2019 MMRP MM GHG-1 LED Lighting	All lighting within the interior of buildings on the premises and outdoor high mast terminal lighting will be replaced with LED lighting or a technology with similar energy-saving capabilities within two years after the effective date of the new lease amendment between the Tenant and the LAHD or by no later than 2023.	Within two years after the effective start date of the Permit as amended, or by no later than December 31, 2023 (past due date no longer applicable).	The Tenant shall submit verification documents to the Environmental Management Division such as lighting specifications, receipts, purchase orders, and/or contract documents verifying installation of LED lighting at prescribed terminal locations.	Please refer to the attached supporting documents
22	2019 MMRP LM AQ-1 Cleanest Available Cargo Handling Equipment	Subject to zero and near-zero emissions feasibility assessments that shall be carried out by LAHD, with input from Tenant as part of the CAAP process, Tenant shall replace cargo handling equipment with the cleanest available equipment anytime new or replacement equipment is purchased, with a first preference for zero-emission equipment, a second preference for near-zero equipment, and then for the cleanest available if zero or near-zero equipment is not feasible, provided that LAHD shall conduct engineering assessments to confirm that such equipment is capable of installation at the terminal. Starting one year after the effective date of a new lease amendment between the Tenant and the LAHD, tenant shall submit to the Port an equipment inventory and 10-year procurement plan for new cargo handling equipment, and infrastructure, and will update the procurement plan annually in order to assist with planning for transition of equipment to zero emissions in accordance with the foregoing paragraph. LAHD will include a summary of zero and near-zero emission equipment operating at the terminal each year as part of mitigation measure tracking.	Implementation of this lease measure by the Tenant shall be done in coordination with the timelines established in mitigation measures MM AQ-15 and MM AQ-17 in the 2019 Supplemental MMRP. Therefore, the monitoring frequency has been adjusted as follows: <ul style="list-style-type: none"> • Initial procurement plan and equipment inventory shall be due upon the effective start date of the Permit as amended, but no later than within the first six months. • Annual procurement plan and equipment inventory shall be due annually (by January) during the term of the Permit as amended, including during any holdover. 	Prior to obtaining quotes or submitting an order for the purchase or replacement of any cargo handling equipment, including equipment identified in mitigation measures MM AQ-15 and MM AQ-17 in the 2019 Supplemental MMRP, the Tenant shall submit a detailed procurement plan and equipment inventory with each unit's specification and schedule for replacement or new purchase to the LAHD Environmental Management Division for review. The LAHD Environmental Management Division will assist the Tenant in identifying purchase preference and priority of the cleanest available technology, subject to feasibility assessments conducted through the Port's Clean Air Action Plan process and availability of charging and fueling infrastructure. Such reviews shall be completed in a timely manner so as not to delay the Tenant's obligation to meet the required timelines for equipment replacement or purchase as identified in mitigation measures MM AQ-15 and MM AQ-17. Annually thereafter (by January), the Tenant shall submit an updated procurement plan and a detailed equipment inventory to the LAHD Environmental Management Division to verify unit replacements and new purchases over a 10-year period.	Please refer to the attached supporting documents



Monitoring and Reporting Forms for December 2008 MMRP & October 2019 Supplemental MMRP

No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
				<p>In order to avoid duplication of efforts, the equipment inventory can be combined with reporting requirements for MM AQ-15 and MM AQ-17.</p> <p>It shall be the responsibility of the LAHD to include a summary of zero and near-zero emission equipment operating at the terminal each year as part of mitigation measure tracking and annual reporting to the Board of Harbor Commissioners.</p>	
23	<p>2019 MMRP LM AQ-2 Priority Access for Drayage</p>	<p>A priority access system shall be implemented at the terminal to provide preferential access to zero- and near-zero-emission trucks.</p>	<p>During operation after the effective start date of the Permit as amended, and consistent with implementation timelines established in the Port's 2017 Clean Air Action Plan.</p>	<p>The Tenant shall submit a report to the LAHD Environmental Management Division that details plans for implementing a priority access system as prescribed in the lease measure along with a schedule. Once the priority access system is installed and operating, the Tenant shall submit verification documents to the Environmental Management Division demonstrating it has complied with the lease measure.</p>	<p>Please refer to the attached supporting documents</p>



Monitoring and Reporting Forms for December 2008 MMRP & October 2019 Supplemental MMRP

No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
24	<p>2019 MMRP LM AQ-3 Demonstration of Zero-Emissions Equipment</p>	<p>Tenant shall conduct a one-year zero emission demonstration project with at least 10 units of zero-emission cargo handling equipment. Upon completion, tenant shall submit a report to LAHD that evaluates the feasibility of permanent use of the tested equipment. Tenant shall continue to test zero-emission equipment and provide feasibility assessments and progress reports in 2020 and 2025 to evaluate the status of zero emission technologies and infrastructure as well as operational and financial considerations, with a goal of 100% zero-emission cargo handling equipment by 2030.</p>	<p>The Tenant shall initiate the demonstration project within one year after the effective date of the Permit, as amended, with progress reports due every six months until the demonstration project is complete. The progress reports shall include, but not be limited to, information and details on the equipment and charging infrastructure procurement timeline, including order and delivery schedules; construction schedule for installing the charging infrastructure and supporting electrical work, as applicable; timeline for equipment and charging infrastructure commissioning and worker training; and testing data and information on equipment performance, maintenance, and defects/failures during the demonstration. The demonstration project shall test the equipment for a period of at least one year. Upon completion of the demonstration project, a final report shall be due to the LAHD within six months including a feasibility determination on operation, cost, and availability for permanent use at the terminal. The Tenant shall continue to test zero-emission equipment and provide feasibility assessments and progress reports in 2025 and 2028 (date modified to adjust the timing of this measure) to evaluate the status of zero emission technologies and infrastructure as well as operational and financial considerations, with a goal of 100% zero-emission cargo handling equipment by 2030.</p>	<p>The Tenant shall submit verification documents to the LAHD Environmental Management Division in accordance with the timelines prescribed in the lease measure and adjusted as follows:</p> <ul style="list-style-type: none"> • Progress reports due every six months at time of initiation and during one-year demonstration project. • Final report due within six months of demonstration project completion, including feasibility determination. • Feasibility assessments and progress reports due in 2025 and 2028 (date modified to adjust the timing of this measure). 	<p>Please refer to the attached supporting documents</p>



Monitoring and Reporting Forms for December 2008 MMRP & October 2019 Supplemental MMRP

No	Measure	Mitigation Measure	Mitigation Implementation and Monitoring Frequency	Mitigation/Reporting Requirement	WBCT Action
25	<p>2019 MMRP LM GHG-1 GHG Credit Fund</p>	<p>LAHD shall establish a Greenhouse Gas Fund, which LAHD shall have the option to accomplish through a Memorandum of Understanding (MOU) with the California Air Resources Board (CARB) or another appropriate entity. The fund shall be used for GHG reducing projects and programs approved by the Port of Los Angeles, or through the purchase of emission reduction credits from a CARB approved offset registry. It shall be the responsibility of the Tenant to make contributions to the fund in the amount of \$250,000 per year, for a total of eight years, for the funding of GHG reducing projects or the purchase of GHG emission reduction credits, commencing after the date that the SEIR is conclusively determined to be valid, either by operation of Public Resources Code Section 21167.2 or by final judgment or final adjudication ("Conclusive Determination of Validity Date"), as described below. The fund contribution amount is established as follows: (i) the peak year of GHG operational emissions (2030), after application of mitigation, that exceed the established threshold for the Revised Project, estimated in the SEIR to be 129,336 metric tons CO₂e, multiplied by (ii) the current (2019) market value of carbon credits established by CARB at \$15.62 per metric ton CO₂e. The payment for the first year shall be due within ninety (90) days of the Conclusive Determination of Validity Date, and the payment for each successive year shall be due on the anniversary of the Conclusive Determination of Validity Date. If LAHD is unable to establish the fund through an MOU with CARB within one year prior to when any year's payment is due, the Tenant shall instead apply that year's payment, using the same methodology described in parts (i) and (ii) above, to purchase emission reduction credits from a CARB approved GHG offset registry.</p>	<p>The first payment shall be due after the effective start date of the Permit as amended, but within ninety (90) days of the Conclusive Determination of Validity Date as specified in the lease measure. Successive payments, for a total of eight years, shall be due on the anniversary of the Conclusive Determination of Validity Date.</p>	<p>The Tenant shall submit verification documents to the Environmental Management Division such as receipts for fund deposits or payment records from purchases made through verified carbon offset registries. Per the LAHD, the "Conclusive Determination of Validity Date" is interpreted as the effective date of the sixth amendment to Permit No. 999 with the Tenant which was approved by the Los Angeles City Council on July 2, 2024 (Council File No. 09-1872-S3). The payment schedule is established as follows: 1st payment due by 10/2/2024 2nd payment due by 7/2/2025 3rd payment due by 7/2/2026 4th payment due by 7/2/2027 5th payment due by 7/2/2028 6th payment due by 7/2/2029 7th payment due by 7/2/2030 8th payment due by 7/2/2031</p>	<p>Please refer to the attached supporting documents</p>



2008 MMRP MM AES-2 Crane Color

Mitigation Measure:

Specify a gray color for the cranes to make them visually distinct from the Vincent Thomas Bridge, reduce their contrast with the sky backdrop, and reduce their visual prominence and apparent mass. An appropriate shade of gray should be specified as the color for repainting the four cranes now at the site and as the factory-applied color for the six additional cranes proposed for installation.

WBCT Statement:

No further requesting by the tenant at this time, WBCT will comply with the measure when the existing STS cranes are repainted or purchase the new STS crane. The existing crane color was confirmed and approved by POLA, please see email correspondence on the 1st period submitted report in July, 2024.



2008 MMRP MM AQ-9 AMP

Mitigation Measure:

China Shipping ships calling at Berths 97-109 must use AMP at the following percentages while hoteling in the Port:

- January 1 to June 30, 2005: 60 percent of total ship calls (ASJ Requirement)
- July 1, 2005: 70 percent of total ship calls (ASJ Requirement)
- January 1, 2010: 90 percent of ship calls
- January 1, 2011, and thereafter: 100 percent of ship calls

Additionally, by 2010, all ships retrofitted for AMP shall be required to use AMP while hoteling at a 100 percent compliance rate, with the exception of circumstances when an AMP-capable berth is unavailable due to utilization by another AMP-capable ship.

WBCT Statement:

Please refer to the attached “List of China Shipping Owned Vessels and Ships Retrofitted with APM” and “terminal operator visit report”. There are total eighty-three (83) vessel visits from January 1st to June 30th, 2025. Including six (6) visits (visit #16, #21, #36, #37 #56, #58) with bonnet barge used on the emission control. And also, eighteen (18) visits (visit #05, #06, #32, #40, #41, #69, #71, #73, #77, #83, #90, #94, #96, #98, #100, #115, #116, #127) with shore power connected, but “Exception Used” as certain condition happen during the emission control period, see below in details.

1. **Visit #05, MSC LILY:** Arrival 1/6, 14:53pm. Emission control start 1/6, 15:52pm. Emission control end 1/7, 22:20pm. Departure 1/8/2025, 18:38pm. **Exception used as “Safety and Emergency Event” on 1/7/2025, 19:24pm.** See attached supporting documents.
2. **Visit #06, YM UTILITY:** Arrival 1/7, 03:00am. The 1st emission control start 1/7, 04:10am. The 1st emission control end 1/7, 22:12pm. The 2nd emission control start 1/9, 19:24pm. The 2nd emission control end 1/11, 16:40pm. Departure 1/11, 17:34pm. **Exception used as “Safety and Emergency Event” from 1/7, 22:12pm to 1/9, 19:24pm.** See attached supporting documents.
3. **Visit #16, TS KWANGYANG:** Arrival 1/23, 04:46am. Emission control start 1/23, 08:00am. Emission control end 1/24, 04:00am. Departure 1/24, 04:46am. **Sock barge “G-23-294-001 (STAXbox 1-1 and STAXbox 2-1)” used for the emission control.** See attached supporting documents.

4. **Visit #21, TS BANGKOK:** Arrival 1/29, 05:50am. Emission control start 1/29, 08:40am. Emission control end 1/30, 03:00am. Departure 1/30, 04:14am. **Sock barge “G-23-294-001 (STAXbox 1-1 and STAXbox 2-1)” used for the emission control.** See attached supporting documents.
5. **Visit #32, CAPE TAINARO:** Arrival 2/10, 16:02pm. Emission control start 2/10, 20:25pm. Emission control end 2/12, 03:30am. Departure 2/12, 04:33am. **Exception used as “Vessel Commissioning” on 2/10 due to it being the first visit for the vessel.** See attached supporting documents.
6. **Visit #36, TS TOKYO:** Arrival 2/14, 07:02am. Emission control start 2/14, 09:30am. Emission control end 2/15, 17:10pm. Departure 2/15, 18:15pm. **Sock barge “G-23-294-001 (STAXbox 1-1 and STAXbox 2-1)” used for the emission control.** See attached supporting documents.
7. **Visit #37, ZIM PELICAN:** Arrival 2/18, 07:33am. Emission control start 2/18, 09:05am. Emission control end 2/20, 02:02am. Departure 2/20, 03:15am. **Sock barge “G-23-294-001 (STAXbox 1-1 and STAXbox 2-1)” used for the emission control.** See attached supporting documents.
8. **Visit #40, MSC ROMANE:** Arrival 2/20, 06:36am. Emission control start 2/20, 11:23am. Emission control end 2/21, 16:06pm. Departure 2/21, 17:02pm. **Exception used as “Safety and Emergency Event” due to CBP on board 2/20 06:50am to 11:11am.** See attached supporting documents.
9. **Visit #41, MSC LA SPEZIA:** Arrival 2/23, 16:03pm. Emission control start 2/23, 16:56pm. Emission control end 2/26, 10:41am. Departure 2/26, 11:08am. **Exception used as “Vessel Commissioning”.** See attached supporting documents.
10. **Visit #56, TS KWANGYANG:** Arrival 3/14, 17:09pm. Emission control start 3/14, 18:18pm. Emission control end 3/15, 16:45pm. Departure 3/15, 17:10pm. **Sock barge used for the emission control.** See attached supporting documents.
11. **Visit #58, TS BANKOK:** Arrival 3/17, 15:37pm. Emission control start 3/17, 17:50pm. Emission control end 3/18, 18:20pm. Departure 3/18, 19:10pm. **Sock barge “G-23-294-001 (STAXbox 1-1 and STAXbox 2-1)” used for the emission control.** See attached supporting documents.
12. **Visit #69, SEASPAN KYOTO:** Arrival 3/31, 05:56am. Emission control start 3/31, 09:48am. Emission control end 4/2, 17:24pm. Departure 4/3, 01:09am. **Exception used as “Vessel Incident Event” due to lashing not completed.** See attached supporting documents.
13. **Visit #71, MSC BRITTANY:** Arrival 4/4, 15:43pm. Emission control start 4/4, 16:34pm. Emission control end 4/6, 03:15am. Departure 4/6, 05:27am. **Exception used as “Vessel Commissioning” on 4/4.** See attached supporting documents.
14. **Visit #73, MSC CATERINA:** Arrival 4/6, 15:47pm. The 1st emission control start 4/6, 16:42pm. The 1st emission control end 4/7, 21:17pm. The 2nd emission control start 4/8, 00:19am. The 2nd emission control end 4/9, 03:42am. Departure 4/9, 04:26am. **Exception**

used as “**Safety and Emergency Event**” due to the transformer was tripped. See attached supporting documents.

15. **Visit #77, MSC CATERINA:** Arrival 4/14, 06:07am. Emission control start 4/15, 00:22am. Emission control end 4/16, 03:45am. Departure 4/16, 04:29am. **Exception used as “Safety and Emergency Event” due to the substation vault repair.** See attached supporting documents.
16. **Visit #83, YM UTILITY:** Arrival 4/21, 02:56am. The 1st emission control start 4/21, 03:50am. The 1st emission control end 4/25, 06:25am. The 2nd emission control start 4/25, 11:15am. The 2nd emission control end 4/25, 17:25pm. Departure 4/25, 19:09pm. **Exception used as “Safety and Emergency Event” due to one crew member was injured and went to the hospital.** See attached supporting documents.
17. **Visit #90, MSC YASHI B:** Arrival 5/2, 15:19pm. Emission control start 5/2, 18:19pm. Emission control end 5/4, 17:30pm. Departure 5/4, 18:38pm. **Exception used as “Vessel Commissioning” on 5/2.** See attached supporting documents.
18. **Visit #94, MSC ADONIS:** Arrival 5/8, 22:42pm. Emission control start 5/9, 02:48am. Emission control end 5/10, 17:30pm. Departure 5/10, 18:35pm. **Exception used as “Vessel Commissioning”.** See attached supporting documents.
19. **Visit #96, GREENVILLE:** Arrival 5/10, 06:24am. Emission control start 5/10, 07:59am. Emission control end 5/11, 17:17pm. Departure 5/11, 18:11pm. **Exception used as “Vessel Commissioning”.** See attached supporting documents.
20. **Visit #98, CAPE SOUNIO:** Arrival 5/14, 07:06am. Emission control start 5/14, 08:42am. Emission control end 5/16, 03:23am. Departure 5/16, 04:05am. **Exception used as “Vessel Commissioning”.** See attached supporting documents.
21. **Visit #100, CAPE AKRITAS:** Arrival 5/16, 15:53pm. Emission control start 5/16, 17:56pm. Emission control end 5/18, 05:16am. Departure 5/18, 06:17am. **Exception used as “Vessel Commissioning”.** See attached supporting documents.
22. **Visit #115, YM UTILITY:** Arrival 6/9, 04:54am. The 1st emission control start 6/9, 05:50am. The 1st emission control end 6/9, 17:00pm. The 2nd emission control start 6/9, 18:40pm. The 2nd emission control end 6/13, 03:40am. Departure 6/13, 04:48am. **Exception used as “Safety and Emergency Event” on 6/9 17:00pm to 18:40pm.** See attached supporting documents.
23. **Visit #116, CAPE KORTIA:** Arrival 6/11, 06:34am. Emission control start 6/11, 07:40am. Emission control end 6/12, 03:09am. Departure 6/12, 05:03am. **Exception used as “Vessel Commissioning”.** See attached supporting documents.
24. **Visit #127, MSC BENIN:** Arrival 6/28, 06:02am. Emission control start 6/28, 10:22am. Emission control end 6/30, 04:42am. Departure 6/30, 05:39am. **Exception used as “Vessel Commissioning”.** See attached supporting documents.

Larry Li

From: Quentin Yang
Sent: Thursday, January 9, 2025 1:10 PM
To: Ryan Daguro
Subject: FW: AMP POWER INTERRUPTION - DWP

For your record

Quentin Yang

From: Giuseppe Napoli <giuseppena@wbct.us>
Sent: Thursday, January 9, 2025 12:51 PM
To: Quentin Yang <QuentinYa@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>
Subject: FW: AMP POWER INTERRUPTION - DWP

fyi

Regards,

Giuseppe Napoli
Terminal Manager
West Basin Container Terminal
Cell (310) 756-7744 Office (310) 732-2456

From: Coluso, Amber <AColuso@portla.org>
Sent: Thursday, January 9, 2025 12:44 PM
To: Tressa Sanford <tsanford@yti.com>; Ken Fletcher <kfletcher@yti.com>; YTIMARINE-LA <ytimarine-la@yti.com>; Shore Power Pier 400 <ShorePowerPier400@apmterminals.com>; CARB Reporting <CARBReporting@trapac.com>; Susie Rodriguez <susie.rodriguez@apmterminals.com>; Carlos Linares <carlos.linares@apmterminals.com>; Ashley Winkels <ashley.w@apmterminals.com>; Giuseppe Napoli <giuseppena@wbct.us>; Ryan Daguro <ryanda@wbct.us>; Matthew Dickinson <mdickinson@fmslax.com>; jbrown@fmslax.com; nferrigno@fmslax.com; FRANCISCO MORALES <fmorales@everport-terminals.com>; BRANDON OLIVAS <bolivas@everport-terminals.com>; ETS-ETSLAMARINE <etslamarine@everport-terminals.com>
Cc: PEM Office <PEMOffice@portla.org>
Subject: AMP POWER INTERRUPTION - DWP

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Dear POLA Marine Terminal Operators,

The City of Los Angeles Department of Water & Power (DWP) experienced a disturbance in the transmission line that has effected equipment around 22:11 on 1/7/2025. This disturbance has caused an ongoing electrical power outage only for AMP. The Port Electrical Mechanic (PEM) Shop has been actively addressing the ongoing electrical power outage affecting the 34.5 kV feeds at the following six terminals:

- **B100-102**
- **B136-139**
- **B212-225**

#5 MSC LILY

- **B226-236**
- **B302-305**
- **B401-405**

DWP has already been made aware of the situation. The PEM Shop staff are currently working to resolve the issue with DWP, but due to the fires there is no estimate on when this will be resolved. We kindly ask for your understanding and patience. The PEM Shop has personnel deployed at each of your terminals at this time to be able to connect vessels to shore power as soon as power is restored.

For California Air Resources Board (CARB) terminal reporting, please indicate that shore power could not be used due to electrical provider outage starting for any vessels that were connected or called since 1/7/2025.

I will notify you with more updates as they become available.

Thank You,

Amber Coluso
Air Quality Environmental Specialist III
Port of Los Angeles
Environmental Management Division
425 S. Palos Verdes St.
San Pedro, CA 90731
Office: (310) 732-3950
acoluso@portla.org



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#6 YM UTILITY

Larry Li

From: Coluso, Amber <AColuso@portla.org>
Sent: Monday, January 13, 2025 10:02 AM
To: Tressa Sanford; Ken Fletcher; YTIMARINE-LA; Shore Power Pier 400; CARB Reporting; Susie Rodriguez; Carlos Linares; Ashley Winkels; Giuseppe Napoli; Ryan Daguro; Matthew Dickinson; jbrown@fmslax.com; nferrigno@fmslax.com; FRANCISCO MORALES; BRANDON OLIVAS; ETS-ETSLAMARINE
Cc: PEM Office
Subject: RE: AMP POWER INTERRUPTION - DWP

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Dear POLA Marine Terminal Operators,

Power was restored early Friday morning (1/10/2025) to shore power. Our PEM Shop should have already contacted you and/or the vessels to arrange to have the vessels at your terminals connect to AMP. If you are still having issues with AMP, please contact our PEM Shop office.

AMP AMP@portla.org
(310) 732-3550

Thank You,

Amber Coluso
Air Quality Environmental Specialist III
Port of Los Angeles
Environmental Management Division
425 S. Palos Verdes St.
San Pedro, CA 90731
Office: (310) 732-3950
acoluso@portla.org



From: Coluso, Amber
Sent: Thursday, January 9, 2025 12:44 PM
To: Tressa Sanford <tsanford@yti.com>; Ken Fletcher <kfletcher@yti.com>; YTIMARINE-LA <ytimarine-la@yti.com>; Shore Power Pier 400 <ShorePowerPier400@apmterminals.com>; CARB Reporting <CARBReporting@trapac.com>; Susie Rodriguez <susie.rodriguez@apmterminals.com>; Carlos Linares <carlos.linares@apmterminals.com>; Ashley Winkels <ashley.w@apmterminals.com>; Giuseppe Napoli <giuseppena@wbct.us>; Ryan Daguro <ryanda@wbct.us>; Matthew Dickinson <mdickinson@fmslax.com>; jbrown@fmslax.com; nferrigno@fmslax.com; FRANCISCO MORALES

#6 YM UTILITY

<fmorales@everport-terminals.com>; BRANDON OLIVAS <bolivas@everport-terminals.com>; ETS-ETSLAMARINE <etslamarine@everport-terminals.com>
Cc: PEM Office <PEMOffice@portla.org>
Subject: AMP POWER INTERRUPTION - DWP

Dear POLA Marine Terminal Operators,

The City of Los Angeles Department of Water & Power (DWP) experienced a disturbance in the transmission line that has effected equipment around 22:11 on 1/7/2025. This disturbance has caused an ongoing electrical power outage only for AMP. The Port Electrical Mechanic (PEM) Shop has been actively addressing the ongoing electrical power outage affecting the 34.5 kV feeds at the following six terminals:

- **B100-102**
- **B136-139**
- **B212-225**
- **B226-236**
- **B302-305**
- **B401-405**

DWP has already been made aware of the situation. The PEM Shop staff are currently working to resolve the issue with DWP, but due to the fires there is no estimate on when this will be resolved. We kindly ask for your understanding and patience. The PEM Shop has personnel deployed at each of your terminals at this time to be able to connect vessels to shore power as soon as power is restored.

For California Air Resources Board (CARB) terminal reporting, please indicate that shore power could not be used due to electrical provider outage starting for any vessels that were connected or called since 1/7/2025.

I will notify you with more updates as they become available.

Thank You,

Amber Coluso
Air Quality Environmental Specialist III
Port of Los Angeles
Environmental Management Division
425 S. Palos Verdes St.
San Pedro, CA 90731
Office: (310) 732-3950
acoluso@portla.org



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#6 YM UTILITY

is prohibited. If you have received this communication in error, please notify us immediately by e-mail and delete the original message and any attachment without reading or saving in any manner.

#6 YM UTILITY

Larry Li

From: Thomas Zin - lax trml <ThomasZin@us.yangming.com>
Sent: Friday, January 10, 2025 9:57 AM
To: Giuseppe Napoli; Ryan Daguro
Cc: LAX marine operation
Subject: RE: YM Utility Game Plan

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Dear Giuseppe:

Good day

I need (9) 1ST shift figure and appreciated in advance.

Meanwhile , for “YM UPSURGENCY” shore power issue, I will arrange “LD” company assist to connect shore power at 12th/ 03:30.

Therefore , please note this situation.

TKS,b.rgds.

Capt.Zin Thomas

2001 John S.Gibson Blvd.San Pedro ,CA 90731

Tel.(310) 519-2397 Cell :626) 315-0235

Email: thomaszin@us.yangming.com

Website: www.yangming.com

From: Giuseppe Napoli <giuseppena@wbct.us>
Sent: Friday, January 10, 2025 9:45 AM
To: Thomas Zin - lax trml <ThomasZin@us.yangming.com>; Ryan Daguro <ryanda@wbct.us>
Cc: LAX marine operation <laxvsl@us.yangming.com>
Subject: RE: YM Utility Game Plan

Captain, there was a stop work last night. No work was performed on the vessel. The report from yesterday is the most accurate.

Regards,

Giuseppe Napoli
Terminal Manager
West Basin Container Terminal
Cell (310) 756-7744 Office (310) 732-2456

#6 YM UTILITY

From: Thomas Zin - lax trml <ThomasZin@us.yangming.com>
Sent: Friday, January 10, 2025 9:42 AM
To: Ryan Daguro <ryanda@wbct.us>
Cc: Giuseppe Napoli <giuseppena@wbct.us>; LAX marine operation <laxvsl@us.yangming.com>
Subject: RE: YM Utility Game Plan
Importance: High

Dear Ryan:

Good day

Please send Game plan (9) of "YM UTILITY" for me due to my report to need how many moves remand on board and productivity asap.

TKS,b.rgds.

Capt.Zin Thomas

2001 John S.Gibson Blvd.San Pedro ,CA 90731

Tel.(310) 519-2397 Cell :626) 315-0235

Email: thomaszin@us.yangming.com

Website: www.yangming.com

From: Ryan Daguro <ryanda@wbct.us>
Sent: Friday, January 10, 2025 9:02 AM
To: Tom Denardo <Tom.Denardo@portsamerica.com>; Travis Thompson <Travis.Thompson@portsamerica.com>; Chris Poirier <Chris.Poirier@portsamerica.com>; Giuseppe Napoli <giuseppena@wbct.us>; Thomas Zin - lax trml <ThomasZin@us.yangming.com>; LAX marine operation <laxvsl@us.yangming.com>; Andy Lin - oak opr <andylin@us.yangming.com>; Roy Tsai - lax eqc/mnr <roytsai@us.yangming.com>; Jason Sellers - lax opn <jasonsellers@us.yangming.com>
Cc: Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Charles Clifton - bsc opr <CharlesClifton@us.yangming.com>; Jay Seo <lajse@hmm21.com>; Brian Kachevas <brianka@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; 'Andrew, Sean' <Sean.Andrew@hlag.com>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>
Subject: RE: YM Utility Game Plan

ETD 1800 1/11

Ryan Daguro
Marine Manager
Ports America
2050 John S. Gibson Blvd
San Pedro, Ca 90731
Mobile: 310.505.9243
Office: 310.732.2486
ryanda@wbct.us
www.portsamerica.com

#6 YM UTILITY

From: Tom Denardo <Tom.Denardo@portsamerica.com>
Sent: Thursday, January 9, 2025 9:12 AM
To: Travis Thompson <Travis.Thompson@portsamerica.com>; Chris Poirier <Chris.Poirier@portsamerica.com>; Giuseppe Napoli <giuseppena@wbct.us>; Thomas Zin <thomaszin@us.yangming.com>; Ryan Daguro <ryanda@wbct.us>; LAX marine operation <laxvsl@us.yangming.com>; Andy Lin <andylin@us.yangming.com>; Roy Tsai <RoyTsai@us.yangming.com>; Jason Sellers <jasonsellers@us.yangming.com>
Cc: Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Charles Clifton <CharlesClifton@us.yangming.com>; Jay Seo <lajse@hmm21.com>; Brian Kachevas <brianka@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; 'Andrew, Sean' <Sean.Andrew@hlag.com>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <RobertoIlg@wbct.us>
Subject: RE: YM Utility Game Plan

As of this morning power has still not been restored. LA harbor department expects to be able to provide an update today.

From: Travis Thompson <Travis.Thompson@portsamerica.com>
Sent: Wednesday, January 8, 2025 9:03 AM
To: Chris Poirier <Chris.Poirier@portsamerica.com>; Giuseppe Napoli <giuseppena@wbct.us>; Thomas Zin <thomaszin@us.yangming.com>; Ryan Daguro <ryanda@wbct.us>; LAX marine operation <laxvsl@us.yangming.com>; Andy Lin <andylin@us.yangming.com>; Roy Tsai <RoyTsai@us.yangming.com>; Jason Sellers <jasonsellers@us.yangming.com>
Cc: Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Charles Clifton <CharlesClifton@us.yangming.com>; Jay Seo <lajse@hmm21.com>; Brian Kachevas <brianka@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; 'Andrew, Sean' <Sean.Andrew@hlag.com>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <RobertoIlg@wbct.us>
Subject: RE: YM Utility Game Plan

Substation still does not have power. Harbor dept is on-site but waiting on DWP.

From: Chris Poirier <Chris.Poirier@portsamerica.com>
Sent: Tuesday, January 7, 2025 11:33 PM
To: Giuseppe Napoli <giuseppena@wbct.us>; Thomas Zin <thomaszin@us.yangming.com>; Ryan Daguro <ryanda@wbct.us>; LAX marine operation <laxvsl@us.yangming.com>; Andy Lin <andylin@us.yangming.com>; Roy Tsai <RoyTsai@us.yangming.com>; Jason Sellers <jasonsellers@us.yangming.com>
Cc: Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Charles Clifton <CharlesClifton@us.yangming.com>; Jay Seo <lajse@hmm21.com>; Brian Kachevas <brianka@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; 'Andrew, Sean' <Sean.Andrew@hlag.com>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <RobertoIlg@wbct.us>
Subject: RE: YM Utility Game Plan

YML Team,

Be advised the Terminal experienced a power surge around 2035, and the YM-Utility lost shore power connection. Once available, Harbor Dept will work w/ Vessel crew to reestablish connection. This was Harbor wide power outage,

Chris Poirier
WBCT – Vessel Operations Manager
Cell-310.863.9511

#6 YM UTILITY

Office-310.732.2433

Email: chris.poirier@portsamerica.com

From: Giuseppe Napoli <giuseppena@wbct.us>

Sent: Friday, January 3, 2025 3:13 PM

To: Thomas Zin <ThomasZin@us.yangming.com>; Ryan Daguro <ryanda@wbct.us>; LAX marine operation <laxvsl@us.yangming.com>; Andy Lin <andylin@us.yangming.com>; Roy Tsai <RoyTsai@us.yangming.com>; Jason Sellers <jasonsellers@us.yangming.com>

Cc: Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Charles Clifton <CharlesClifton@us.yangming.com>; Jay Seo <lajse@hmm21.com>; Brian Kachevas <brianka@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; 'Andrew, Sean' <Sean.Andrew@hlag.com>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>

Subject: RE: YM Utility Game Plan

No Problem Captain, 0200 is good.

Regards,

Giuseppe Napoli
Terminal Manager
West Basin Container Terminal
Cell (310) 756-7744 Office (310) 732-2456

From: Thomas Zin - lax trml <ThomasZin@us.yangming.com>

Sent: Friday, January 3, 2025 2:29 PM

To: Giuseppe Napoli <giuseppena@wbct.us>; Ryan Daguro <ryanda@wbct.us>; LAX marine operation <laxvsl@us.yangming.com>; Andy Lin <andylin@us.yangming.com>; Roy Tsai <roytsai@us.yangming.com>; Jason Sellers <jasonsellers@us.yangming.com>

Cc: Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Charles Clifton <CharlesClifton@us.yangming.com>; Jay Seo <lajse@hmm21.com>; Brian Kachevas <brianka@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; 'Andrew, Sean' <Sean.Andrew@hlag.com>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>

Subject: RE: YM Utility Game Plan

Importance: High

Dear Giuseppe:

Good day

Well received u-mail and noted.

In order to avoid vessel berthing delay due to dense fog condition recently , I will arrange "YM Utility " ETA LAX p/s 07th/02:00 if berth available.

Please let me know your idea.

TKS,b.rgds.

#6 YM UTILITY

Capt.Zin Thomas

2001 John S.Gibson Blvd.San Pedro ,CA 90731

Tel.(310) 519-2397 Cell :626) 315-0235

Email: thomaszin@us.yangming.com

Website: www.yangming.com

From: Giuseppe Napoli <giuseppena@wbct.us>

Sent: Friday, January 3, 2025 11:48 AM

To: Ryan Daguro <ryanda@wbct.us>; LAX marine operation <laxvsl@us.yangming.com>; Andy Lin - oak opr <andylin@us.yangming.com>; Roy Tsai - lax eqc/mnr <roytsai@us.yangming.com>; Jason Sellers - lax opn <jasonsellers@us.yangming.com>; Thomas Zin - lax trml <ThomasZin@us.yangming.com>

Cc: Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Charles Clifton - bsc opr <CharlesClifton@us.yangming.com>; Jay Seo <lajse@hmm21.com>; Brian Kachevas <brianka@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; 'Andrew, Sean' <Sean.Andrew@hlag.com>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>

Subject: YM Utility Game Plan

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please bring your good vessel to B100 on Tuesday 1/07.

Pilot 0500.

Port to

Bridge 385'

Please plan AMP Connect 0630.

Please advise AGM/Auqualane status

ETD Sat 1/11 1800.

This notice is to satisfy the Final Regulation Order Control Measure for Ocean-Going Vessels at Berth, section 93130.9 (d)(1)

- All WBCT shore power connection points are in good working order.
- All of your vessels calling WBCT must comply and use CAECS, and have a compliant call.
- Please confirm that all equipment onboard is functioning properly and your vessel stands ready for shore power connection.
- If your vessel has not connected to shore power with the last 365 days please advise.
- If an alternate CAECS is to be used please notify WBCT accordingly.
- Please note that any and all communication between WBCT and yourself that predates date of CARB Regulation becoming enforceable will not be reported or shared with CARB until that date.

Unless informed otherwise, WBCT will assume AMP capabilities/functionality remains unchanged since previous call.

Regards,

Giuseppe Napoli

Terminal Manager, WBCT

2050 John S. Gibson Blvd.

San Pedro, CA 90731

giuseppena@wbct.us

#6 YM UTILITY

Mobile: 310 756-7744

Office: 310 732-2456

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#16 TS KWANGYANG



STAX Engineering, Inc.
215 W Figueroa St
Santa Barbara, CA 93101

JANUARY 24, 2025

Client:

TS Lines

105 6F, No.167, Tun-Hwa N.Rd

Taipei, Taiwan 10549

Terminal Operator: Ryan Daguro WBCT (ryanda@wbct.us)

Vessel Operator: Quatina Ling TS LINES (quatina_lian@tslines.com)

Date	Vessel Name	Vessel IMO Number	Vessel Type	California Port Visited	Terminal Visited
01/23/2025	TS Kwangyang	9757541	CONTAINER	Los Angeles	West Basin Container Terminal
Berth Visited	CAECS Start Date	CAECS Start Time	CAECS End Date	CAECS End Time	Comments
100	01/23/2025	8:23 AM	01/24/2025	3:30 AM	SEE BELOW

VESSEL Berth Time: 0636HRS / 23RD
VESSEL Last Line: 0448HRS / 24TH
Port: LOS ANGELES
Voyage Number: 2410
STAX VESSEL: STAX1
STAX XBOX: XBOX1-1

Sincerely,

Michael Walker
CEO
reporting@staxengineering.com

#16 TS KWANGYANG



STAX Engineering, Inc.
215 W Figueroa St
Santa Barbara, CA 93101

JANUARY 24, 2025

Client:

TS Lines

105 6F, No.167, Tun-Hwa N.Rd

Taipei, Taiwan 10549

Terminal Operator: Ryan Daguro WBCT (ryanda@wbct.us)

Vessel Operator: Quatina Ling TS LINES (quatina_lian@tslines.com)

Date	Vessel Name	Vessel IMO Number	Vessel Type	California Port Visited	Terminal Visited
01/23/2025	TS Kwangyang	9757541	CONTAINER	Los Angeles	West Basin Container Terminal
Berth Visited	CAECS Start Date	CAECS Start Time	CAECS End Date	CAECS End Time	Comments
100	01/23/2025	8:23 AM	01/24/2025	3:30 AM	SEE BELOW

VESSEL Berth Time: 0636HRS / 23RD

VESSEL Last Line: 0448HRS / 24TH

Port: LOS ANGELES

Voyage Number: 2410

STAX VESSEL: STAX1

STAX XBOX: XBOX1-2

Sincerely,

Michael Walker

CEO

reporting@staxengineering.com

#21 TS BANGKOK



STAX Engineering, Inc.
215 W Figueroa St
Santa Barbara, CA 93101

JANUARY 30, 2025

Client:

TS Lines

105 6F, No.167, Tun-Hwa N.Rd

Taipei, Taiwan 10549

Terminal Operator: Ryan Daguro WBCT (ryanda@wbct.us)

Vessel Operator: Quatina Ling TS LINES (quatina_lian@tslines.com)

Date	Vessel Name	Vessel IMO Number	Vessel Type	California Port Visited	Terminal Visited
01/29/2025	BANGKOK	9784233	CONTAINER	Los Angeles	West Basin Container Terminal
Berth Visited	CAECS Start Date	CAECS Start Time	CAECS End Date	CAECS End Time	Comments
100	01/29/2025	8:07 AM	01/30/2025	3:00 AM	SEE BELOW

VESSEL Berth Time: 0600HRS / 29TH
VESSEL Last Line: 0412HRS / 30TH

Port: LOS ANGELES
Voyage Number: 2415

STAX VESSEL: STAX1
STAX XBOX: XBOX

Sincerely,

Michael Walker
CEO
reporting@staxengineering.com

#21 TS BANGKOK



STAX Engineering, Inc.
215 W Figueroa St
Santa Barbara, CA 93101

JANUARY 30, 2025

Client:

TS Lines

105 6F, No.167, Tun-Hwa N.Rd

Taipei, Taiwan 10549

Terminal Operator: Ryan Daguro WBCT (ryanda@wbct.us)

Vessel Operator: Quatina Ling TS LINES (quatina_lian@tslines.com)

Date	Vessel Name	Vessel IMO Number	Vessel Type	California Port Visited	Terminal Visited
01/29/2025	BANGKOK	9784233	CONTAINER	Los Angeles	West Basin Container Terminal
Berth Visited	CAECS Start Date	CAECS Start Time	CAECS End Date	CAECS End Time	Comments
100	01/29/2025	8:07 AM	01/30/2025	3:00 AM	SEE BELOW

VESSEL Berth Time: 0600HRS / 29TH VESSEL Last Line: 0412HRS / 30TH Port: LOS ANGELES Voyage Number: 2415 STAX VESSEL: STAX1 STAX XBOX: XBOX1-2

Sincerely,

Michael Walker
CEO
reporting@staxengineering.com

#32 CAPE TAINARO

WO#: 11-35971

LD power automation
 1379 W Park Western Dr #283
 San Pedro, CA 90732 USA
 Tel: +1 310 7071115 Fax: +1 310 6269486
 E-mail: service@ldpa.us
 www.ldpowerautomation.com



AMP COMMISSIONING REPORT

WORK ORDER INFORMATION					
Vessel	Berthing Side	Port	Pier	Date	
CAPE tainaro	<input type="checkbox"/> Starboard	LAX	WBCT	2025-02-10	
Container #	<input checked="" type="checkbox"/> Port	Berth	SPO	Customer	
N/A		102	7	MSC	

METER READINGS					
Ship power	kW	Ship energy counter	kWh	Shore energy counter	MWh
1850		511715		8836848	

TIMES											
First Line Ashore	DAY	HOUR	MIN	LDpa boarded vessel	DAY	HOUR	MIN	Vessel on shorepower	DAY	HOUR	MIN
		16	04			16	40			20	37
Vessel All Fast	DAY	HOUR	MIN	Notified terminal ready for shorepower	DAY	HOUR	MIN	AMP system commissioned	DAY	HOUR	MIN
		16	25			18	15			20	52
Gangway net in place	DAY	HOUR	MIN	Shorepower gang arrived	DAY	HOUR	MIN	Generator Stopped	DAY	HOUR	MIN
		17	05			18	16			20	40
Cleared by Customs	DAY	HOUR	MIN	Shorepower cable plugged in	DAY	HOUR	MIN		DAY	HOUR	MIN
						18	30				
Ready to work	DAY	HOUR	MIN	Shorepower sent to vessel	DAY	HOUR	MIN		DAY	HOUR	MIN
						18	38				

COMMENTS / NOTES

vessel port-side "VCB close" first attempt unsuccessful, after trouble shooting found modifications done to "Amp pilot Loop p2" & "Amp pilot Loop p1": Diode for pilot Loop p1 Relay was shorted out, not allowing "VCB to close". Diode was taken out and "VCB close" was successful. Relay "862" was replaced.

REMAINING ITEMS	MATERIALS	WORKERS
	Qty: Type / Description:	From: To: Workers:
		DAY HOUR MIN DAY HOUR MIN
		1 : : 1 : :
		DAY HOUR MIN DAY HOUR MIN
		1 : : 1 : :
		DAY HOUR MIN DAY HOUR MIN
		1 : : 1 : :
		DAY HOUR MIN DAY HOUR MIN
		1 : : 1 : :
		DAY HOUR MIN DAY HOUR MIN
		1 : : 1 : :

STATUS	SIGNATURES		Date:
Shore power successfully commissioned? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Service Engineer: 	Vessel: CAPE TAINARO VALLETTA	2025-02-10



#32 CAPE TAINARO

Larry Li

From: Luis Lopez
Sent: Monday, February 10, 2025 9:19 PM
To: Travis Thompson; Riad Dahimene -MSC; Giuseppe Napoli; Ryan Daguro; Stanley Kwiaton; Norton Lilly LGB Ops; Brandon Phinney
Cc: WBCT Marine Ops; Andrew Bradley; Chin Wang; Quentin Yang; Chad Hyde; Matthew Sentell; Brian Kachevas; Melissa Brewer; Roberto Lo Grande
Subject: RE: Cape Tainaro Game Plan

MSC,

As info, the Cape Tainaro plugged in at 16:34 but did not successfully draw power until 20:32. Per the Chief Mate and Harbor Department this was due to it being the first visit for the vessel. All is in order now. Thanks.

Luis Lopez
Operations Manager
Ports America – West Basin Container Terminal
2050 John S. Gibson Blvd
San Pedro, CA 90731
Cell: 424-308-3077
Email: Luis.lopez@portsamerica.com

From: Travis Thompson <Travis.Thompson@portsamerica.com>
Sent: Monday, February 10, 2025 2:29 PM
To: Riad Dahimene -MSC <riad.dahimene@msc.com>; Giuseppe Napoli <giuseppena@wbct.us>; Ryan Daguro <ryanda@wbct.us>; Stanley Kwiaton <Stanley.kwiaton@msc.com>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Brandon Phinney <brandon.phinney@msc.com>
Cc: WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <RobertoLg@wbct.us>
Subject: RE: Cape Tainaro Game Plan

Sorry

3 tonight, 3 tomorrow.

From: riad.dahimene@msc.com <riad.dahimene@msc.com>
Sent: Monday, February 10, 2025 10:37 AM
To: Giuseppe Napoli <giuseppena@wbct.us>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; Stanley Kwiaton <stanley.kwiaton@msc.com>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Brandon Phinney <brandon.phinney@msc.com>
Cc: WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer

#32 CAPE TAINARO

<Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>

Subject: RE: Cape Tainaro Game Plan

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Good day,

Kindly advise gangs structure for tonight. ETD 12th 0400LT

Best Regards,

Riad Dahimene

Manager , Port Operations

Marine Operations Department

MSC MEDITERRANEAN SHIPPING COMPANY (USA) INC.

555 Anton Boulevard, Suite 1050, Costa Mesa CA 92626, USA

O: +1 714-327-0818 | M: +1 332-239-8963 | W: www.msc.com

Group Email: US038-MarOps@msc.com

As agent for MSC Mediterranean Shipping Company S.A., Geneva

Sensitivity: Internal

From: Giuseppe Napoli <giuseppena@wbct.us>

Sent: Saturday, February 8, 2025 8:28 AM

To: Riad Dahimene (MSC USA) <riad.dahimene@msc.com>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; Stanley Kwiaton (MSC USA) <stanley.kwiaton@msc.com>; US038 - lgb-ops contact <lgb-ops@nortonlilly.com>; Brandon Phinney (MSC USA) <brandon.phinney@msc.com>

Cc: WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>

Subject: Cape Tainaro Game Plan

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, Please confirm if loading any empties.

Please bring your good vessel to B102 on Monday 2/10:

Pilot 1500

Port To

Bridge 2070'

Vessel will connect to AMP 1630 at AMP 1550'

#32 CAPE TAINARO

Please advise AGM/Aqualane status

Estimated total moves 1900

Tentative ETD Wed 2/12 0400

This notice is to satisfy the Final Regulation Order Control Measure for Ocean-Going Vessels at Berth, section 93130.9 (d)(1)

- All WBCT shore power connection points are in good working order.
- All of your vessels calling WBCT must comply and use CAECS, and have a compliant call.
- Please confirm that all equipment onboard is functioning properly and your vessel stands ready for shore power connection.
- If your vessel has not connected to shore power with the last 365 days please advise.
- If an alternate CAECS is to be used please notify WBCT accordingly.
- Please note that any and all communication between WBCT and yourself that predates date of CARB Regulation becoming enforceable will not be reported or shared with CARB until that date.

Unless informed otherwise, WBCT will assume AMP capabilities/functionality remains unchanged since previous call.

Regards,

Giuseppe Napoli
Terminal Manager
West Basin Container Terminal
Cell (310) 756-7744 Office (310) 732-2456

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#36 TS TOKYO



STAX Engineering, Inc.
215 W Figueroa St
Santa Barbara, CA 93101

FEBRUARY 15, 2025

Client:

TS Lines

105 6F, No.167, Tun-Hwa N.Rd

Taipei, Taiwan 10549

Terminal Operator: Ryan Daguro WBCT (ryanda@wbct.us)

Vessel Operator: Quatina Ling TS LINES (quatina_lian@tslines.com)

Date	Vessel Name	Vessel IMO Number	Vessel Type	California Port Visited	Terminal Visited
02/14/2025	TS TOKYO	9784245	CONTAINER	Los Angeles	West Basin Container Terminal
Berth Visited	CAECS Start Date	CAECS Start Time	CAECS End Date	CAECS End Time	Comments
102	02/14/2025	9:46 AM	02/15/2025	5:35 PM	SEE BELOW

VESSEL Berth Time: 0654HRS / 14TH

VESSEL Last Line: 1818HRS / 15TH

Port: LOS ANGELES
Voyage Number: 2503

STAX VESSEL: STAX2
STAX XBOX: XBOX2-1

Sincerely,

Michael Walker
CEO
reporting@staxengineering.com

#37 ZIM PELICAN



STAX Engineering, Inc.
215 W Figueroa St
Santa Barbara, CA 93101

FEBRUARY 20, 2025

Client:

ZIM Integrated Shipping Services
5405 Garden Grove Blvd
Westminster, CA 92683

Terminal Operator: Ryan Daguro WBCT (ryanda@wbct.us)

Vessel Operator: Luis Villegas ZIM (Villegas.Luis@zim.com)

Date	Vessel Name	Vessel IMO Number	Vessel Type	California Port Visited	Terminal Visited
02/18/2025	Pelican	9960526	CONTAINER	Los Angeles	West Basin Container Terminal
Berth Visited	CAECS Start Date	CAECS Start Time	CAECS End Date	CAECS End Time	Comments
102	02/18/2025	9:05 AM	02/20/2025	2:02 AM	SEE BELOW

VESSEL Berth Time: NOT AVAILABLE
VESSEL Last Line: NOT AVAILABLE

Port: LOS ANGELES
Voyage Number: 4/W

STAX VESSEL: STAX1
STAX XBOX: XBOX1-2

Sincerely,

Michael Walker
CEO
reporting@staxengineering.com

#40 MSC ROMANE

Larry Li

From: Paul Choi
Sent: Thursday, February 20, 2025 11:11 AM
To: Ryan Daguro
Cc: Riad Dahimene -MSC; Stanley Kwiaton; Tom Denardo; scott.higman@msc.com; jason.burden@msc.com; logan.richardson@msc.com; Giuseppe Napoli; Travis Thompson; Norton Lilly LGB Ops; Brandon Phinney; WBCT Marine Ops; Andrew Bradley; Chin Wang; Quentin Yang; Chad Hyde; Matthew Sentell; Brian Kachevas; Melissa Brewer; Roberto Lo Grande; Stanley Kablick; fabrizio.vaccaro@msc.com; WBCT TOC Ops; Norton Lilly LGB Ops; WBCT Marine Ops; WBCT TOC Ops
Subject: Re: MSC Romane Game Plan

AMP plugged in as of 1111.

Paul Choi
Vessel Ops Mgr
Ports America - WBCT
C: 424.342.1811

On Feb 20, 2025, at 11:02 AM, Ryan Daguro <ryanda@wbct.us> wrote:

Team MSC,

Per our conversation,

We'll squeeze 20 hours out of the 4 gangs on the order today.

Run 4 gangs tonight and finish with 2 gangs tomorrow.

Goal is to cut 100 empties and sail by 1300 (maybe 1400) tomorrow. This is a tough order, but we'll reassess in the morning.

All billable gang hours.

Ryan Daguro
Marine Manager
Ports America
2050 John S. Gibson Blvd
San Pedro, Ca 90731
Mobile: 310.505.9243
Office: 310.732.2486
ryanda@wbct.us
www.portsamerica.com

#40 MSC ROMANE

From: riad.dahimene@msc.com <riad.dahimene@msc.com>
Sent: Thursday, February 20, 2025 9:16 AM
To: Paul Choi <Paul.Choi@portsamerica.com>; Stanley Kwiaton <stanley.kwiaton@msc.com>
Cc: Tom Denardo <Tom.Denardo@portsamerica.com>; scott.higman@msc.com;
jason.burden@msc.com; logan.richardson@msc.com; Giuseppe Napoli <giuseppena@wbct.us>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Brandon Phinney <brandon.phinney@msc.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>; Stanley Kablick <stanley.kablick@msc.com>; fabrizio.vaccaro@msc.com; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; WBCT TOC Ops <WBCTTOCOps@portsamerica.com>
Subject: RE: MSC Romane Game Plan

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#) | [Report](#)

well noted.

Best Regards,

Riad Dahimene

Manager , Port Operations
Marine Operations Department

MSC MEDITERRANEAN SHIPPING COMPANY (USA) INC.

555 Anton Boulevard, Suite 1050, Costa Mesa CA 92626, USA
O: +1 714-327-0818 | M: +1 332-239-8963 | W: www.msc.com
Group Email: US038-MarOps@msc.com
As agent for MSC Mediterranean Shipping Company S.A., Geneva

Sensitivity: Internal

Ship has been cleared. LD Power is reaching out to POLA to return to site for plug in.

Paul Choi
Vessel Ops Mgr.
Ports America - WBCT
C: 424.342.1811

From: riad.dahimene@msc.com <riad.dahimene@msc.com>
Sent: Thursday, February 20, 2025 9:16 AM
To: Paul Choi <Paul.Choi@portsamerica.com>; Stanley Kwiaton <stanley.kwiaton@msc.com>

#40 MSC ROMANE

Cc: Tom Denardo <Tom.Denardo@portsamerica.com>; scott.higman@msc.com; jason.burden@msc.com; logan.richardson@msc.com; Giuseppe Napoli <giuseppena@wbct.us>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Brandon Phinney <brandon.phinney@msc.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>; Stanley Kablick <stanley.kablick@msc.com>; fabrizio.vaccaro@msc.com; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; WBCT TOC Ops <WBCTTOCOps@portsamerica.com>
Subject: RE: MSC Romane Game Plan

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well noted.

Best Regards,

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Marine Operations Department

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Sensitivity: Internal

From: Paul Choi <Paul.Choi@portsamerica.com>
Sent: Thursday, February 20, 2025 9:00 AM
To: Stanley Kwiaton (MSC USA) <stanley.kwiaton@msc.com>
Cc: Tom Denardo <Tom.Denardo@portsamerica.com>; Riad Dahimene (MSC USA) <riad.dahimene@msc.com>; Scott Higman (MSC USA) <scott.higman@msc.com>; Jason Burden (MSC USA) <jason.burden@msc.com>; Logan Richardson (MSC USA) <logan.richardson@msc.com>; Giuseppe Napoli <giuseppena@wbct.us>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; US038 - lgb-ops contact <lgb-ops@nortonlilly.com>; Brandon Phinney (MSC USA) <brandon.phinney@msc.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>; Stanley Kablick (MSC USA) <stanley.kablick@msc.com>; Fabrizio Vaccaro (MSC USA) <fabrizio.vaccaro@msc.com>; US038 - lgb-ops contact <lgb-ops@nortonlilly.com>; WBCT TOC Ops <WBCTTOCOps@portsamerica.com>
Subject: RE: MSC Romane Game Plan

#40 MSC ROMANE

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Update:

The dive team is done but the on-board inspection will take at least another hour, possibly 2.

Paul Choi
Vessel Ops Mgr.
Ports America - WBCT
C: 424.342.1811

From: Paul Choi <Paul.Choi@portsamerica.com>
Sent: Thursday, February 20, 2025 7:55 AM
To: Stanley Kwiaton <Stanley.kwiaton@msc.com>
Cc: Tom Denardo <Tom.Denardo@portsamerica.com>; Riad Dahimene -MSC <Riad.Dahimene@msc.com>; scott.higman@msc.com; jason.burden@msc.com; logan.richardson@msc.com; Giuseppe Napoli <giuseppena@wbct.us>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Brandon Phinney <brandon.phinney@msc.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <RobertoIlg@wbct.us>; Stanley Kablick <stanley.kablick@msc.com>; fabrizio.vaccaro@msc.com; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>
Subject: Re: MSC Romane Game Plan

Looks like the dive team is here.
<image001.jpg>

From: Paul Choi <Paul.Choi@portsamerica.com>
Sent: Thursday, February 20, 2025 9:00 AM
To: Stanley Kwiaton (MSC USA) <stanley.kwiaton@msc.com>
Cc: Tom Denardo <Tom.Denardo@portsamerica.com>; Riad Dahimene (MSC USA) <riad.dahimene@msc.com>; Scott Higman (MSC USA) <scott.higman@msc.com>; Jason Burden (MSC USA) <jason.burden@msc.com>; Logan Richardson (MSC USA) <logan.richardson@msc.com>; Giuseppe Napoli <giuseppena@wbct.us>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; US038 - lgb-ops contact <lgb-ops@nortonlilly.com>; Brandon Phinney (MSC USA) <brandon.phinney@msc.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer

#40 MSC ROMANE

<Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>; Stanley Kablick (MSC USA) <stanley.kablick@msc.com>; Fabrizio Vaccaro (MSC USA) <fabrizio.vaccaro@msc.com>; US038 - lgb-ops contact <lgb-ops@nortonlilly.com>; WBCT TOC Ops <WBCTTOCOps@portsamerica.com>
Subject: RE: MSC Romane Game Plan

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Update:

The dive team is done but the on-board inspection will take at least another hour, possibly 2.

Paul Choi
Vessel Ops Mgr.
Ports America - WBCT
C: 424.342.1811

From: Paul Choi <Paul.Choi@portsamerica.com>
Sent: Thursday, February 20, 2025 7:55 AM
To: Stanley Kwiaton <Stanley.kwiaton@msc.com>
Cc: Tom Denardo <Tom.Denardo@portsamerica.com>; Riad Dahimene -MSC <Riad.Dahimene@msc.com>; scott.higman@msc.com; jason.burden@msc.com; logan.richardson@msc.com; Giuseppe Napoli <giuseppena@wbct.us>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Brandon Phinney <brandon.phinney@msc.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>; Stanley Kablick <stanley.kablick@msc.com>; fabrizio.vaccaro@msc.com; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>
Subject: Re: MSC Romane Game Plan

Looks like the dive team is here.

<image003.jpg>

Paul Choi
Vessel Ops Mgr
Ports America - WBCT
C: 424.342.1811

On Feb 20, 2025, at 7:22 AM, stanley.kwiaton@msc.com wrote:

#40 MSC ROMANE

Good day
Well Noted, many thanks for the update, keep us posted.
Stanley Kwiaton

Regional Manager-West Coast, Port Operations
Marine Operations Department

MSC MEDITERRANEAN SHIPPING COMPANY (USA) INC.

555 Anton Boulevard, Suite 1050, Costa Mesa CA 92626, USA
O: +1 714-327-0818 | M: +1 843-817-8247 | W: www.msc.com
Group Email: US038-MarOps@msc.com
As agent for MSC Mediterranean Shipping Company S.A., Geneva

California's Green Flag Program :

All MSC vessels are required to participate – pls adjust **speed of 10 knots or less over the ground** when transiting within a 40 mile radius of Point Fermin. - The speed restriction is effective both when arriving and departing LGB/LAX.

Santa Barbara channel and San Francisco Bay Area VSR.

San Francisco and Monterey region will start May 01 – January 15, 2025.
Santa Barbara Channel VSR will start May 01 - January 15, 2025.

<image001.png>

<image004.jpg>

<image005.jpg>

<image006.jpg>

<image007.jpg>

Sensitivity: Internal

From: Paul Choi <Paul.Choi@portsamerica.com>
Sent: Thursday, February 20, 2025 6:56 AM
To: Tom Denardo <Tom.Denardo@portsamerica.com>; Riad Dahimene (MSC USA) <riad.dahimene@msc.com>
Cc: Giuseppe Napoli <giuseppena@wbct.us>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; Stanley Kwiaton (MSC USA) <stanley.kwiaton@msc.com>; US038 - lgb-ops contact <lgb-ops@nortonlilly.com>; Brandon Phinney (MSC USA) <brandon.phinney@msc.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>

#40 MSC ROMANE

Subject: RE: MSC Romane Game Plan

Importance: High

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Please note that there's about 15 members of CBP on site stating that they're performing a full inspection of vessel including a dive team. Nobody is to board or start operations until they are done with the inspection which will take at least 2 hours, likely closer to 3.

<image008.png>

Paul Choi
Vessel Ops Mgr.
Ports America - WBCT
C: 424.342.1811

From: Tom Denardo <Tom.Denardo@portsamerica.com>
Sent: Wednesday, February 19, 2025 3:10 PM
To: Riad Dahimene -MSC <Riad.Dahimene@msc.com>
Cc: Giuseppe Napoli <giuseppena@wbct.us>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; Stanley Kwiaton <Stanley.kwiaton@msc.com>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Brandon Phinney <brandon.phinney@msc.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>
Subject: Re: MSC Romane Game Plan

Good Day Riad,

We have 4 gangs to start tomorrow

Thanks,

Tom DeNardo

On Feb 19, 2025, at 1:16 PM, riad.dahimene@msc.com wrote:

Good day.

Kindly advise gangs structure for tomorrow 1st shift.
ETD 21st 0400LT

#40 MSC ROMANE

Best regards.

Riad Dahimene

Port Manager

Marine Operations / Los Angeles

MSC MEDITERRANEAN SHIPPING COMPANY (USA) INC.

555 Anton Boulevard Suite 1050, Costa Mesa, California 92626

M: +1 3322398963 T: +1 8439714100 W: <https://www.msc.com>

E: riad.dahimene@msc.com Group E: US038-MarOps@msc.com

As agent for MSC Mediterranean Shipping Company S.A., Geneva

California's Green Flag Program :

All MSC vessels are required to participate – pls adjust **speed of 10 knots or less over the ground** when transiting within a 40 mile radius of Point Fermin. - The speed restriction is effective both when arriving and departing LGB/LAX.

Santa Barbara channel and San Francisco Bay Area VSR.

San Francisco bay area VSR **will start May 01** and stop on December 15, 2022.

Santa Barbara Channel VSR **will start May 01** and stop on December 15, 2022.

<image004.jpg>

<image005.jpg>

Sensitivity: Internal

From: Giuseppe Napoli <giuseppena@wbct.us>

Sent: Wednesday, February 19, 2025 9:16:37 AM

To: Riad Dahimene (MSC USA) <riad.dahimene@msc.com>; Travis Thompson <Travis.Thompson@portsamerica.com>; Ryan Daguro <ryanda@wbct.us>; Stanley Kwiaton (MSC USA) <stanley.kwiaton@msc.com>; US038 - lgb-ops contact <lgb-ops@nortonlilly.com>; Brandon Phinney (MSC USA) <brandon.phinney@msc.com>

Cc: WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Brian Kachevas <brianka@wbct.us>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande

#40 MSC ROMANE

<Robertolg@wbct.us>

Subject: MSC Romane Game Plan

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, Please send prestow ASAP....

Please bring your good vessel to B100 on Thursday 2/20:

Pilot 0500

Port To

Bridge 350'

Vessel will connect to AMP 0630 at AMP 350'

Please advise AGM/Aqualane status

Estimated total moves 1312

Tentative ETD Fri 2/21 0400

This notice is to satisfy the Final Regulation Order Control Measure for Ocean-Going Vessels at Berth, section 93130.9 (d)(1)

1. All WBCT shore power connection points are in good working order.
2. All of your vessels calling WBCT must comply and use CAECS, and have a compliant call.
3. Please confirm that all equipment onboard is functioning properly and your vessel stands ready for shore power connection.
4. If your vessel has not connected to shore power with the last 365 days please advise.
5. If an alternate CAECS is to be used please notify WBCT accordingly.
6. Please note that any and all communication between WBCT and yourself that predates date of CARB Regulation becoming enforceable will not be reported or shared with CARB until that date.

Unless informed otherwise, WBCT will assume AMP capabilities/functionality remains unchanged since previous call.

Regards,

Giuseppe Napoli

Terminal Manager

West Basin Container Terminal

Cell (310) 756-7744 Office (310) 732-2456

IMPORTANT: This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify the sender immediately and delete the message. If you are not the named addressee, you should not disseminate, print, distribute, or copy this email without prior consent of the sender.

#40 MSC ROMANE

To find more about the processing of your personal data please click here <https://www.msc.com/-/media/files/legal-files/general-data-protection-notice-for-customer2024.pdf> .

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WO#: 11-36194

#40 MSC ROMANE

LD power automation
1379 W Park Western Dr #283
San Pedro, CA 90732 USA
Tel: +1 310 7071115 Fax: +1 310 6269486
E-mail: service@ldpa.us
www.ldpowerautomation.com



AMP ASSIST ARRIVAL REPORT

WORK ORDER INFORMATION

Vessel MSC ROMANE	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port LAX	Pier WBCT	Date 2025.02.20
Container # N/A	Berth 100	SPO 1	Customer MSC	

METER READINGS

Ship power 1800 kW	Ship energy counter 1060834 kWh	Shore energy counter 71.935 kWh	MVh _____ kWh
------------------------------	---	---	------------------

TIMES

First Line Ashore	DAY HOUR MIN : : :	LDpa boarded vessel	DAY HOUR MIN .10:45	Vessel on shorepower	DAY HOUR MIN .11:23
Vessel All Fast	DAY HOUR MIN .06:55	Notified terminal ready for shorepower	DAY HOUR MIN .10:55	Generator Stopped	DAY HOUR MIN .11:28
Gangway net in place	DAY HOUR MIN .11:00	Shorepower gang arrived	DAY HOUR MIN .11:07		DAY HOUR MIN : : :
Cleared by Customs	DAY HOUR MIN .10:30	Shorepower cable plugged in	DAY HOUR MIN : : :		DAY HOUR MIN : : :
Ready to work	DAY HOUR MIN .10:30	Shorepower sent to vessel	DAY HOUR MIN : : :		DAY HOUR MIN : : :

COMMENTS / NOTES

DELAY BOARDING, SURPRISED VESSEL SEARCH FROM CBP.
VESSEL IS STILL GOOD FROM REGULATION.

REMAINING ITEMS

MATERIALS

Qty:	Type / Description:

WORKERS

From	To	Workers
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	

STATUS

Shore power successfully connected?
 Yes No

SIGNATURES

Service Engineer

Vessel
(Signature / Stamp)

MSC ROMANE
 [Signature]
 Date: _____

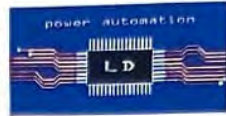
Date



WO#: 11- 36195

#40 MSC ROMANE

LD power automation
 1379 W Park Western Dr #283
 San Pedro, CA 90732 USA
 Tel: +1 310 7071115 Fax: +1 310 6269486
 E-mail: service@ldpa.us
 www.ldpowerautomation.com



AMP ASSIST DEPARTURE REPORT

WORK ORDER INFORMATION

Vessel <i>MSC Romane</i>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <i>LAX</i>	Pier <i>WBCT</i>	Date <i>2025-02-21</i>
Container # <i>N/A</i>		Berth <i>100</i>	SPO <i>1</i>	Customer <i>MSC</i>

METER READINGS

Ship power <i>1500</i>	kW	Ship energy counter <i>1110589</i>	kWh	Shore energy counter <i>171400</i>	MWh		kWh
---------------------------	----	---------------------------------------	-----	---------------------------------------	-----	--	-----

TIMES

LDpa boarded vessel	DAY HOUR MIN <i>, 16 : 00</i>	Shorepower gang arrived	DAY HOUR MIN <i>, 16 : 13</i>		DAY HOUR MIN : : :
Generator started	DAY HOUR MIN <i>, 16 : 06</i>	Shorepower cables unplugged	DAY HOUR MIN <i>, 16 : 17</i>		DAY HOUR MIN : : :
Pilot on bridge	DAY HOUR MIN : : :	First line released	DAY HOUR MIN <i>, 16 : 58</i>		DAY HOUR MIN : : :
Transfer to vessel power	DAY HOUR MIN <i>, 16 : 08</i>	Last line released	DAY HOUR MIN <i>, 17 : 02</i>		DAY HOUR MIN : : :
Notified terminal ready for disconnect	DAY HOUR MIN <i>, 16 : 13</i>		DAY HOUR MIN : : :		DAY HOUR MIN : : :

COMMENTS / NOTES

Blank area for handwritten comments and notes.

REMAINING ITEMS

MATERIALS

Qty:	Type / Description:

WORKERS

From:	To:	Workers:
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	

STATUS

Blank area for status information.

SIGNATURES

Service Engineer:
M. Solis

Vessel:
 (Signature / Stamp)

 Date:

Date:
2025-02-21



#41 MSC LA SPEZIA



HIGH VOLTAGE SHORE CONNECTION (HVSC)* PRE-POWER TRANSFER CONFERENCE

*Also known as Alternative Maritime Power (AMP)

CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP MSC LA SPEZIA	DATE (mm/dd/yy): 2-23-25	TIME OF CONFERENCE 16:20 4:20pm
SHIP IMO No. 9461403	SUN <input checked="" type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input type="checkbox"/> THURS <input type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL China	BERTH B100	HVSC SHORE BOX/VAULT 15
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	<input checked="" type="checkbox"/> CONNECTION <input type="checkbox"/> DISCONNECTION (skip Power Transfer Conference)	

POWER TRANSFER CONFERENCE INSTRUCTIONS: A Power Transfer Conference between the Ship Person in Charge (PIC) and the Port of Los Angeles (POLA) PIC shall be held prior to connecting a ship to shore power to review the details pertaining to high voltage shore connection/disconnection power transfer procedures. The Ship PIC and POLA PIC must initial each item as being discussed. In the comments area, describe any item(s) needing action, clarification, or further documentation. The original completed form must be submitted to POLA Division 147 by the end of the POLA PIC's shift, with a copy of the form being provided to the Ship PIC at the conference.

ITEM	INITIALS		ITEM	INITIALS	
	Ship PIC	POLA PIC		Ship PIC	POLA PIC
1. Ship PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the POLA PIC.	<i>JP</i>	<i>MF</i>	7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No	<i>JP</i>	<i>MF</i>
2. POLA PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the Ship PIC.		<i>MF</i>	8. Communication mode? <input type="checkbox"/> Direct Verbal <input type="checkbox"/> Two-way radio <input type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel/No./Other: _____		<i>MF</i>
3. Has the ship successfully transferred to and from high voltage shore power in compliance with IEC/ISO/IEEE 80005-1 procedures within the last 12-months? <input type="checkbox"/> Yes <input type="checkbox"/> No (if no, ship requires HVSC system safety verification)		<i>MF</i>	9. Critical stages AMP voice communications: <input type="checkbox"/> Ready for cables on ship/shore <input type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input type="checkbox"/> Authorization to transfer power (energize/de-energize) <input type="checkbox"/> Power transfer completed <input type="checkbox"/> Ready for E-stop testing, if requested		<i>MF</i>
4. Has the ship power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, explain in comment section)		<i>MF</i>	10. During ship call if any power transfer issues arise call: POLA (310) 732-3550 Ship power transfer contact phone number: _____		<i>MF</i>
5. Has the shore power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, explain in comment section)		<i>MF</i>			
6. Frequency 60 HZ, A-B-C Counter-Clockwise		<i>MF</i>			

Comments:

SHIP PIC/TITLE (print) **Porras Josh**

SIGNATURE *[Signature]*

POLA PIC/PORT ELECTRICAL MECHANIC (print) *[Signature]*

SIGNATURE *[Signature]*

FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **192117**

POLA PIC ARRIVAL TIME: **4:15 pm 16:15**

HAND-OFF TIME: _____ HAND-OFF TIME: _____

POLA PIC DEPARTURE TIME: **17:05**

Holiday 4 hr. Call-out

(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH 121.400	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS 16:56 4:56pm
POLA PIC Initials: _____ 2nd Person Initials - Confirmation: MF As needed: Additional Confirmation: Initials: _____	COMMENTS (continue on back if needed):

Revision Date 4/14/2014 2014-0212

#41 MSC LA SPEZIA



HIGH VOLTAGE SHORE CONNECTION (HVSC)* PRE-POWER TRANSFER CONFERENCE

*Also known as Alternative Maritime Power (AMP)

CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP MSC LA SPEZIA	DATE (mm/dd/yy): 2-26-25	TIME OF CONFERENCE _____
SHIP IMO No. 9461403	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input checked="" type="checkbox"/> THURS <input type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	_____
TERMINAL WBCT	BERTH 100	HVSC SHORE BOX/VAULT 15
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	<input type="checkbox"/> CONNECTION <input checked="" type="checkbox"/> DISCONNECTION (skip Power Transfer Conference)	

POWER TRANSFER CONFERENCE INSTRUCTIONS: A Power Transfer Conference between the Ship Person in Charge (PIC) and the Port of Los Angeles (POLA) PIC shall be held prior to connecting a ship to shore power to review the details pertaining to high voltage shore connection/disconnection power transfer procedures. The Ship PIC and POLA PIC must initial each item as being discussed. In the comments area, describe any item(s) needing action, clarification, or further documentation. The original completed form must be submitted to POLA Division 147 by the end of the POLA PIC's shift, with a copy of the form being provided to the Ship PIC at the conference.

ITEM	INITIALS		ITEM	INITIALS	
	Ship PIC	POLA PIC		Ship PIC	POLA PIC
1. Ship PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the POLA PIC.			7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No		
2. POLA PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the Ship PIC.			8. Communication mode? <input type="checkbox"/> Direct Verbal <input type="checkbox"/> Two-way radio <input type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel/No./Other: _____		
3. Has the ship successfully transferred to and from high voltage shore power in compliance with IEC/ISO/IEEE 80005-1 procedures within the last 12-months? <input type="checkbox"/> Yes <input type="checkbox"/> No (If no, ship requires HVSC system safety verification)			9. Critical stages AMP voice communications: <input checked="" type="checkbox"/> Ready for cables on ship/shore <input type="checkbox"/> Lock-Out Tag-Out Procedures for earth ground (connect & disconnect) <input type="checkbox"/> Authorization to transfer power (energize/de-energize) <input type="checkbox"/> Power transfer completed <input type="checkbox"/> Ready for E-stop testing, if requested		
4. Has the ship power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (If yes, explain in comment section)			10. During ship call if any power transfer issues arise call: POLA (310) 732-3550 Ship power transfer contact phone number: _____		
5. Has the shore power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (If yes, explain in comment section)					
6. Frequency 60 HZ, A-B-C Counter-Clockwise					
Comments:					

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

CHUCK PARSONS

SIGNATURE

Charles D. Parsons

FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **192117**

POLA PIC ARRIVAL TIME: **0245**

HAND-OFF TIME: _____ HAND-OFF TIME: _____

POLA PIC DEPARTURE TIME: **0355**

Holiday 4 hr. Call-out

(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH 178.293	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS 0340
POLA PIC Initials: CDP	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

Revision Date 4/14/2014 2014-0212

#41 MSC LA SPEZIA



HIGH VOLTAGE SHORE CONNECTION (HVSC)* PRE-POWER TRANSFER CONFERENCE

*Also known as Alternative Maritime Power (AMP)

CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP MSC LA-SPEZIA	DATE (mm/dd/yy): 2-26-25	TIME OF CONFERENCE 0501
SHIP IMO No. 9461403	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input checked="" type="checkbox"/> THURS <input type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL WBCT	BERTH 100	HVSC SHORE BOX/VAULT 15
<input checked="" type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	<input checked="" type="checkbox"/> CONNECTION <input type="checkbox"/> DISCONNECTION (skip Power Transfer Conference)	

POWER TRANSFER CONFERENCE INSTRUCTIONS: A Power Transfer Conference between the Ship Person in Charge (PIC) and the Port of Los Angeles (POLA) PIC shall be held prior to connecting a ship to shore power to review the details pertaining to high voltage shore connection/disconnection power transfer procedures. The Ship PIC and POLA PIC must initial each item as being discussed. In the comments area, describe any item(s) needing action, clarification, or further documentation. The original completed form must be submitted to POLA Division 147 by the end of the POLA PIC's shift, with a copy of the form being provided to the Ship PIC at the conference.

ITEM	INITIALS		ITEM	INITIALS	
	Ship PIC	POLA PIC		Ship PIC	POLA PIC
1. Ship PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the POLA PIC.	<i>[Signature]</i>	<i>[Signature]</i>	7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<i>[Signature]</i>	<i>[Signature]</i>
2. POLA PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the Ship PIC.	<i>[Signature]</i>	<i>[Signature]</i>	8. Communication mode? <input type="checkbox"/> Direct Verbal <input type="checkbox"/> Two-way radio <input checked="" type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel/No./Other: _____	<i>[Signature]</i>	<i>[Signature]</i>
3. Has the ship successfully transferred to and from high voltage shore power in compliance with IEC/ISO/IEEE 80005-1 procedures within the last 12-months? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If no, ship requires HVSC system safety verification)	<i>[Signature]</i>	<i>[Signature]</i>	9. Critical stages AMP voice communications: <input type="checkbox"/> Ready for cables on ship/shore <input type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input type="checkbox"/> Authorization to transfer power (energize/de-energize) <input type="checkbox"/> Power transfer completed <input type="checkbox"/> Ready for E-stop testing, if requested	<i>[Signature]</i>	<i>[Signature]</i>
4. Has the ship power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If yes, explain in comment section)	<i>[Signature]</i>	<i>[Signature]</i>	10. During ship call if any power transfer issues arise call: POLA (310) 732-3550 Ship power transfer contact phone number: _____	<i>[Signature]</i>	<i>[Signature]</i>
5. Has the shore power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If yes, explain in comment section)	<i>[Signature]</i>	<i>[Signature]</i>			
6. Frequency 60 HZ, A-B-C Counter-Clockwise	<i>[Signature]</i>	<i>[Signature]</i>			
Comments: RE-CONNECT AFTER FOG DELAY BY CAPTAIN OF SHIP					

SHIP PIC/TITLE (print)

Pan E. [Signature]

SIGNATURE

[Signature]

POLA PIC/PORT ELECTRICAL MECHANIC (print)

CHUCK PARSONS

SIGNATURE

Charles Parsons [Signature]

FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **192117 -2**

POLA PIC ARRIVAL TIME: **0425**

HAND-OFF TIME: _____ HAND-OFF TIME: _____

POLA PIC DEPARTURE TIME: **0550**

Holiday 4 hr. Call-out

(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH **178,293**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS **0545**

POLA PIC Initials: *CP*

COMMENTS (continue on back if needed):

2nd Person Initials - Confirmation: _____

As needed: Additional Confirmation: Initials: _____

Revision Date 4/14/2014 2014-0212

#41 MSC LA SPEZIA



HIGH VOLTAGE SHORE CONNECTION (HVSC)* PRE-POWER TRANSFER CONFERENCE

*Also known as Alternative Maritime Power (AMP)

CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP MSC La Spezia	DATE (mm/dd/yy): 2-26-25	TIME OF CONFERENCE 1030
SHIP IMO No. 9461403	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input checked="" type="checkbox"/> THURS <input type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL China	BERTH 100	HVSC SHORE BOX/VAULT 15
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	<input type="checkbox"/> CONNECTION <input checked="" type="checkbox"/> DISCONNECTION (skip Power Transfer Conference)	

POWER TRANSFER CONFERENCE INSTRUCTIONS: A Power Transfer Conference between the Ship Person in Charge (PIC) and the Port of Los Angeles (POLA) PIC shall be held prior to connecting a ship to shore power to review the details pertaining to high voltage shore connection/disconnection power transfer procedures. The Ship PIC and POLA PIC must initial each item as being discussed. In the comments area, describe any item(s) needing action, clarification, or further documentation. The original completed form must be submitted to POLA Division 147 by the end of the POLA PIC's shift, with a copy of the form being provided to the Ship PIC at the conference.

ITEM	INITIALS		ITEM	INITIALS	
	Ship PIC	POLA PIC		Ship PIC	POLA PIC
1. Ship PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the POLA PIC.			7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No		
2. POLA PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the Ship PIC.			8. Communication mode? <input type="checkbox"/> Direct Verbal <input type="checkbox"/> Two-way radio <input type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel/No./Other: _____		
3. Has the ship successfully transferred to and from high voltage shore power in compliance with IEC/ISO/IEEE 80005-1 procedures within the last 12-months? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If no, ship requires HVSC system safety verification)			9. Critical stages AMP voice communications: <input type="checkbox"/> Ready for cables on ship/shore <input type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input type="checkbox"/> Authorization to transfer power (energize/de-energize) <input type="checkbox"/> Power transfer completed <input type="checkbox"/> Ready for E-stop testing, if requested		
4. Has the ship power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (If yes, explain in comment section)			10. During ship call if any power transfer issues arise call: POLA (310) 732-3550 Ship power transfer contact phone number: _____		
5. Has the shore power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (If yes, explain in comment section)					
6. Frequency 60 HZ, A-B-C Counter Clockwise					
Comments:					

SHIP PIC/TITLE (print) **Marco Solis**

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print) **Frank Alvarez**

SIGNATURE

FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **192117**

POLA PIC ARRIVAL TIME: **0945**

HAND-OFF TIME: _____ HAND-OFF TIME: _____

POLA PIC DEPARTURE TIME: **1106**

Holiday 4 hr. Call-out

(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH FA 184.132 MWH	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS 1046
POLA PIC Initials: _____ 2nd Person Initials - Confirmation: _____ As needed: Additional Confirmation: Initials: _____	COMMENTS (continue on back if needed):

Revision Date 4/14/2014 2014-0212

#56 TS KWANGYANG

MARCH 15, 2025



STAX Engineering, Inc.
215 W Figueroa St
Santa Barbara, CA 93101

Client:

TS Lines

105 6F, No.167, Tun-Hwa N.Rd

Taipei, Taiwan 10549

Terminal Operator: Ryan Daguro WBCT (ryanda@wbct.us)

Vessel Operator: Quatina Ling TS LINES (quatina_lian@tslines.com)

Date	Vessel Name	Vessel IMO Number	Vessel Type	California Port Visited	Terminal Visited
03/14/2025	TS Kwangyang	9757541	CONTAINER	Los Angeles	West Basin Container Terminal
Berth Visited	CAECS Start Date	CAECS Start Time	CAECS End Date	CAECS End Time	Comments
100	03/14/2025	6:36 PM	03/15/2025	4:01 PM	SEE BELOW

VESSEL Berth Time: 1706HRS / 14TH
VESSEL Last Line: 1706HRS / 15TH

Port: LOS ANGELES
Voyage Number: 2501

STAX VESSEL: STAX5
STAX XBOX: XBOX5-1

Sincerely,

Michael Walker
CEO
reporting@staxengineering.com

#58 TS BANGKOK



STAX Engineering, Inc.
215 W Figueroa St
Santa Barbara, CA 93101

MARCH 18, 2025

Client:

TS Lines

105 6F, No.167, Tun-Hwa N.Rd

Taipei, Taiwan 10549

Terminal Operator: Ryan Daguro WBCT (ryanda@wbct.us)

Vessel Operator: Quatina Ling TS LINES (quatina_lian@tslines.com)

Date	Vessel Name	Vessel IMO Number	Vessel Type	California Port Visited	Terminal Visited
03/17/2025	BANGKOK	9784233	CONTAINER	Los Angeles	West Basin Container Terminal
Berth Visited	CAECS Start Date	CAECS Start Time	CAECS End Date	CAECS End Time	Comments
100	03/17/2025	4:59 PM	03/18/2025	5:43 AM	SEE BELOW

VESSEL Berth Time: 1600HRS / 17TH
VESSEL Last Line: 1912HRS / 18TH

Port: LOS ANGELES
Voyage Number: 2502

STAX VESSEL: STAX1
STAX XBOX: XBOX1-2

Sincerely,

Michael Walker
CEO
reporting@staxengineering.com

Statement of Facts

Vessel	M.V. SEASPAN KYOTO		
Last Name:	LUZKO	First Name:	VYACHESLAV
Rank:	MASTER	Today's Date:	02/04/2025

1) Name(s) of those involved in the Incident:

1.	LUZKO VYACHESLAV (MASTER)		
2.	MAI VAN CHUNG (CHIEF OFFICER)		

2) Date & Time of the Incident:

Date:	02/04/2025	Time:	17:00 LT
--------------	------------	--------------	----------

3) Place & Location of the Incident:

Place:	AT LOS ANGELES	Location:	BERTH WBCT LA-102
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4) Detailed description of the Incident:

SUBJECT: VESSEL DELAY DEPARTURE DUE TO LASHING NOT COMPLETED FROM STEVEDORES

02ND APR 2025 / 1700 LT- 01 HOUR NOTICE GIVEN TO ECR.

02ND APR 2025 / 1700 LT- INFORM TERMINAL BY PHONE LASHING NOT COMPLETED STEVEDORE NOT DOING LASHING PROPERLY AS PER CSM

02ND APR 2025 / 1728 LT- ALL CARGO LOADING COMPLETED

02ND APR 2025 / 1742 LT- PILOT ON BOARD

02ND APR 2025 /1756 LT-SHORE POWER CONTAINER DISCHARGED.

02ND APR 2025 /1800 LT-M/E STANDBY, ALL CREW STANDBY

02ND APR 2025 / 1824 LT- PILOT DISEMBARKATION

02ND APR 2025 / 1833 LT- REPORT TO P/S PILOT DISEMBARKATION DUE TO CARGO OPERATION NOT COMPLETE

02ND APR 2025 / 1900 LT- ALL STEVEDORES DISEMBARKATION. (REMAINING 3 LOCATIONS LASHING OPEN TWISTLOCK & 1 LOCATION WITHOUT LASHING LONG BAR AND CONTAINER NOT SITED WITHOUT RECTIFY.

02ND APR 2025 / 2127 LT -.SUPERVISE STEVEDORE ON BOARD

02ND APR 2025 / 2155 LT – ONE STEVEDORE ON BOARD

02ND APR 2025 / 2205 LT- RESUMING LASHING OPERATION

02ND APR 2025 / 2208 LT – LOCATION 541390 OPEN TWISTLOCK RECTIFIED.

02ND APR 2025 / 2228 LT - . STEVEDORE DISEMBARKATION

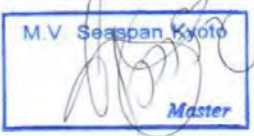
02ND APR 2025 / 2306 LT - SIX STEVEDORES ON BOARD

02ND APR 2025 / 2316 LT- LOCATION 180788 WITHOUT LASHING LONG BAR & AND CONTAINER NOT SIT RECTIFIED

#69 SEASPAN KYOTO

02ND APR 2025 / 2335 LT- LOCATION 261390 OPEN TWISTLOCK RECTIFIED
02ND APR 2025 / 2344 LT- LOCATION 380190 OPEN TWISTLOCK RECTIFIED
02ND APR 2025 / 2344 LT- ALL LASHING COMPLETED / CARGO OPERATION COMPLETED
02ND APR 2025 / 2348 LT- ALL STEVEDORES DESEMBARKATION
03RD APR 2025 / 0000 LT – 1HR NOTICE TO ECR
03RD APR 2025 / 0042 LT-PILOT ON BOARD.
03RD APR 2025 / 0100 LT- M/E STANDBY
03RD APR 2025 / 0112 LT-ALL LINE ON BOARD
03RD APR 2025 / 0206 LT- PILOT DESEMBARKATION / VSL SAILING TO OAKLAND PORT

By signing this form, I hereby confirm that the information provided in this 'Statement of Facts' is true and correct to the best of my knowledge.

Signature:		Print Name:	CAPT. LUZKO VYACHESLAV
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The current version of this document can be found in the Company's electronic Management System. Whenever this document is revised, it is the responsibility of the user to ensure that the edition being used is valid.

#69 SEASPAN KYOTO

Larry Li

From: Ryan Daguro
Sent: Thursday, April 3, 2025 9:30 AM
To: Giuseppe Napoli; NA VO Vessel Ops
Cc: Juan Nodal; Noah Elia; Norton Lilly LGB Ops; Alfredo Vargas - one-line; Brian Kachevas; Chad Hyde; Quentin Yang; Matthew Sentell; Chin Wang; Roberto Lo Grande; Andrew Bradley; NA VO Vessel Ops
Subject: Re: SEASPAN KYOTO Gameplan

Good morning,

On the finishing shift yesterday, the Marine Operations Team ensured all lashing/cargo deficiencies on the vessel whiteboard were completed but were notified of last-minute changes upon the completion of cargo. Also, requiring operations to fix deficiencies on a through cargo bay from another port of call. Thus, the Master of your good vessel made the decision to delay sailing until all lashing/cargo deficiencies were resolved.

The vessel AMP was unplugged and discharged prior to the original pilot time of 1800 4/2.

The vessel did not sail until 0100 4/3. As a result, this vessel call will be reported as a VIE.

Ryan Daguro

From: Ryan Daguro <ryanda@wbct.us>
Sent: Tuesday, April 1, 2025 8:36 AM
To: Giuseppe Napoli <giuseppena@wbct.us>; NA VO Vessel Ops <na.vo.vesselops@one-line.com>
Cc: Juan Nodal <jnodal@nortonlilly.com>; Noah Elia <noah.elia@one-line.com>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Brian Kachevas <brianka@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Roberto Lo Grande <Robertolg@wbct.us>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; NA VO Vessel Ops <na.vo.vesselops@one-line.com>
Subject: RE: SEASPAN KYOTO Gameplan

ETD 1800 4/02

Ryan Daguro
Marine Manager
Ports America
2050 John S. Gibson Blvd
San Pedro, Ca 90731
Mobile: 310.505.9243
Office: 310.732.2486
ryanda@wbct.us
www.portsamerica.com

From: Giuseppe Napoli <giuseppena@wbct.us>
Sent: Tuesday, April 1, 2025 8:36 AM
To: NA VO Vessel Ops <na.vo.vesselops@one-line.com>
Cc: Juan Nodal <jnodal@nortonlilly.com>; Noah Elia <noah.elia@one-line.com>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Brian Kachevas <brianka@wbct.us>;

#69 SEASPAN KYOTO

Ryan Daguro <ryanda@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Roberto Lo Grande <Robertolg@wbct.us>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; NA VO Vessel Ops <na.vo.vesselops@one-line.com>

Subject: RE: SEASPAN KYOTO Gameplan

No discrepancies, just confirming.

Regards,

Giuseppe Napoli
Terminal Manager
West Basin Container Terminal
Cell (310) 756-7744 Office (310) 732-2456

From: NA VO Vessel Ops <na.vo.vesselops@one-line.com>
Sent: Tuesday, April 1, 2025 8:31 AM
To: Giuseppe Napoli <giuseppena@wbct.us>
Cc: Juan Nodal <jnodal@nortonlilly.com>; Noah Elia <noah.elia@one-line.com>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Brian Kachevas <brianka@wbct.us>; Ryan Daguro <ryanda@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Roberto Lo Grande <Robertolg@wbct.us>; Andrew Bradley <Andrew.Bradley@portsamerica.com>; NA VO Vessel Ops <na.vo.vesselops@one-line.com>
Subject: Re: SEASPAN KYOTO Gameplan

Caution! This message was sent from outside your organization.

[Block sender](#) | [Report](#)

Good Day Giuseppe,

Please note that the AMP unit PXC0000103 is indeed to be discharged prior to departure.

Let me know if there are any discrepancies.

Best Regards,

Floyd Johnson

Services covered by NA Vessel Operations: FP/PS/PN/EC/AL/EMA/IEX/AP1/WIN

□-----□

Regional Vessel Operations & Stowage Planning

□-----□

Ocean Network Express (North America) Inc.

8730 Stony Point Parkway, Suite 300
Richmond, VA 23235
www.one-line.com

#69 SEASPAN KYOTO

On Tue, Apr 1, 2025 at 11:24 AM Giuseppe Napoli <giuseppena@wbct.us> wrote:

All, please confirm we are to discharge the AMP container prior to sailing.

Regards,

Giuseppe Napoli
Terminal Manager
West Basin Container Terminal
Cell (310) 756-7744 Office (310) 732-2456

From: Juan Nodal <jnodal@nortonlilly.com>

Sent: Thursday, March 27, 2025 4:25 PM

To: Giuseppe Napoli <giuseppena@wbct.us>; Noah Elia <noah.elia@one-line.com>; Norton Lilly LGB Ops <lgb-ops@nortonlilly.com>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; NA VO Vessel Ops <Na.vo.vesselops@one-line.com>

Cc: Brian Kachevas <brianka@wbct.us>; Ryan Daguro <ryanda@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Roberto Lo Grande <Robertolg@wbct.us>; Andrew Bradley <Andrew.Bradley@portsamerica.com>

Subject: RE: SEASPAN KYOTO Gameplan

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Good day all,

Below noted, thank you.

Best Regards,

Juan Nodal

Norton Lilly International

Marine Agent

213-364-0527 (M)

Personal: jnodal@nortonlilly.com

Group: lgb-ops@nortonlilly.com



NORTON LILLY
INTERNATIONAL

301 E. Ocean Blvd Ste #2060, Long Beach, CA 90802

www.nortonlilly.com

From: Giuseppe Napoli <giuseppena@wbct.us>

Sent: Thursday, March 27, 2025 2:09 PM

#69 SEASPAN KYOTO

To: Noah Elia <noah.elia@one-line.com>; lgb-ops <lgb-ops@nortonlilly.com>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Na.vo.vesselops@one-line.com
Cc: Brian Kachevas <brianka@wbct.us>; Ryan Daguro <ryanda@wbct.us>; Chad Hyde <ChadHy@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Roberto Lo Grande <Robertolg@wbct.us>; Andrew Bradley <Andrew.Bradley@portsamerica.com>
Subject: SEASPAN KYOTO Gameplan

[CAUTION : External E-Mail] This is an External E-Mail .

Please plan to bring your good vessel to B102 on Monday 3/31.

Pilot 0500

Portside TO

Bridge 1740'

Vessel will connect to Shore Power 0730 after loading AMP Container in bay 62 Port Side.

Estimated total moves 3850 ETD Wed 4/02 1800. Subject to change.

This notice is to satisfy the Final Regulation Order Control Measure for Ocean-Going Vessels at Berth, section 93130.9 (d)(1)

- All WBCT shore power connection points are in good working order.
- All of your vessels calling WBCT must comply and use CAECS, and have a compliant call.
- Please confirm that all equipment onboard is functioning properly and your vessel stands ready for shore power connection.
- If your vessel has not connected to shore power with the last 365 days please advise.
- If an alternate CAECS is to be used please notify WBCT accordingly.
- Please note that any and all communication between WBCT and yourself that predates date of CARB Regulation becoming enforceable will not be reported or shared with CARB until that date.

Unless informed otherwise, WBCT will assume AMP capabilities/functionality remains unchanged since previous call.

Regards,

Giuseppe Napoli
Terminal Manager
West Basin Container Terminal
Cell (310) 756-7744 Office (310) 732-2456

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#69 SEASPAN KYOTO

Our Privacy Notice has changed. Please visit <https://www.one-line.com/standard-page/privacy-policy> to view the updated notice.

WO#: 11-37451

#73 MSC CATERINA

LD power automation
1379 W Park Western Dr #283
San Pedro, CA 90732 USA
Tel: +1 310 7071115 Fax: +1 310 6269486
E-mail: service@ldpa.us
www.ldpowerautomation.com



AMP ASSIST INTERRUPTION REPORT

WORK ORDER INFORMATION

Vessel MSC CATERINA	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port LAX	Pier WBCT	Date 2025.04.07
Container # N/A		Berth 100	SPO 1	Customer MSC

METER READINGS

Ship power 1200 kW	Ship energy counter 2376916 kWh	Shore energy counter 797.359 kWh	MWh	kWh
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TIMES

Interruption occurred	DAY HOUR MIN : : :	Vessel on shorepower	DAY HOUR MIN 08.00:18	DAY HOUR MIN : : :
Generator started	DAY HOUR MIN 07.23:00	Generator Stopped	DAY HOUR MIN 08.00:19	DAY HOUR MIN : : :
LDpa boarded vessel	DAY HOUR MIN 07.22:15		DAY HOUR MIN : : :	DAY HOUR MIN : : :
Notified terminal ready for shorepower	DAY HOUR MIN : : :		DAY HOUR MIN : : :	DAY HOUR MIN : : :
Shorepower sent to vessel	DAY HOUR MIN 07.23:18		DAY HOUR MIN : : :	DAY HOUR MIN : : :

COMMENTS / NOTES

ATTENDED VESSEL AFTER BLACKOUT. CHECKED AMP SYSTEM, FOUND OK. VESSEL HAD UNDER VOLTAGE ALARM, ASKED PORT OF LOS ANGELES FOR THEIR ALARMS. THERE WAS A GROUND FAULT ALARM ON THE PRIMARY BREAKER, FROM SUBSTATION TO SHIP, NO ALARM.

REMAINING ITEMS

MATERIALS

Qty:	Type / Description:

WORKERS

From:	To:	Workers:
DAY HOUR MIN 07.21:30	DAY HOUR MIN 08.01:30	1
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	

STATUS

Shore power successfully reconnected?
 Yes No

SIGNATURES

Service Engineer:

Vessel (Signature):

MSC CATERINA
 2nd ENGINEER
 Date: **08.04.2025**

Date:





#73 MSC CATERINA

HIGH VOLTAGE SHORE CONNECTION (HVSC)* PRE-POWER TRANSFER CONFERENCE

*Also known as Alternative Maritime Power (AMP)

CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP MSC CATERINA	DATE (mm/dd/yyyy): 4-7-25	TIME OF CONFERENCE
SHIP IMO No. 9705005	SUN <input type="checkbox"/> MON <input checked="" type="checkbox"/> TUES <input type="checkbox"/> WED <input type="checkbox"/> THURS <input type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL WBCT	BERTH B100	HVSC SHORE BOX/VAULT 1
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	<input type="checkbox"/> CONNECTION <input type="checkbox"/> DISCONNECTION (skip Power Transfer Conference)	

POWER TRANSFER CONFERENCE INSTRUCTIONS: A Power Transfer Conference between the Ship Person in Charge (PIC) and the Port of Los Angeles (POLA) PIC shall be held prior to connecting a ship to shore power to review the details pertaining to high voltage shore connection/disconnection power transfer procedures. The Ship PIC and POLA PIC must initial each item as being discussed. In the comments area, describe any item(s) needing action, clarification, or further documentation. The original completed form must be submitted to POLA Division 147 by the end of the POLA PIC's shift, with a copy of the form being provided to the Ship PIC at the conference.

ITEM	INITIALS		ITEM	INITIALS	
	Ship PIC	POLA PIC		Ship PIC	POLA PIC
1. Ship PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the POLA PIC.			7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No		
2. POLA PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the Ship PIC.			8. Communication mode? <input type="checkbox"/> Direct Verbal <input type="checkbox"/> Two-way radio <input type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel/No./Other: _____		
3. Has the ship successfully transferred to and from high voltage shore power in compliance with IEC/ISO/IEEE 80005-1 procedures within the last 12-months? <input type="checkbox"/> Yes <input type="checkbox"/> No (if no, ship requires HVSC system safety verification)			9. Critical stages AMP voice communications: <input type="checkbox"/> Ready for cables on ship/shore <input type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input type="checkbox"/> Authorization to transfer power (energize/de-energize) <input type="checkbox"/> Power transfer completed <input type="checkbox"/> Ready for E-stop testing, if requested		
4. Has the ship power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, explain in comment section)			10. During ship call if any power transfer issues arise call: POLA (310) 732-3550 Ship power transfer contact phone number: _____		
5. Has the shore power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, explain in comment section)					
6. Frequency 60 HZ, A-B-C Counter-Clockwise					

Comments: **REPOWER TO 6.6KV TRANSFORMER WAS TRIPPED HAD TO RESET, NO ALARMS AT SWITCHGEAR 66TRANS HAD 2 REDS ON STARTED AND SEPAM ON LEFT READ 0 ROUND FALT AND RIGHE OVER VOLT**

SHIP PIC/TITLE (print) **X PARRAS JASH** SIGNATURE _____

POLA PIC/PORT ELECTRICAL MECHANIC (print) **WILLIAM STEW** SIGNATURE **William Stew**

FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: _____

POLA PIC ARRIVAL TIME: **2223** HAND-OFF TIME: _____ HAND-OFF TIME: _____

Holiday 4 hr. Call-out

POLA PIC DEPARTURE TIME: _____ (if over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH 797.359	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS 0019
POLA PIC Initials: [Signature]	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

#73 MSC CATERINA

WO#: 11-37390

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 Tel: +1 310 7071115 Fax: +1 310 6269486
 E-mail: service@ldpa.us
 www.ldpowerautomation.com



AMP ASSIST ARRIVAL REPORT

WORK ORDER INFORMATION				
Vessel <i>Caterina</i>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <i>LAX</i>	Pier <i>Wbet</i>	Date <i>4/14/2025</i>
Container # <i>N/A</i>	Berth <i>100</i>	SPO <i>1</i>	Customer <i>MSC</i>	

METER READINGS			
Ship power kW <i>461</i>	Ship energy counter <i>2435907</i>	Shore energy counter kWh <i>827.441</i>	MVh _____ kWh

TIMES					
First Line Ashore	DAY HOUR MIN <i>06:12</i>	LDpa boarded vessel	DAY HOUR MIN <i>06:30</i>	Vessel on shorepower	DAY HOUR MIN : : :
Vessel All Fast	DAY HOUR MIN <i>06:20</i>	Notified terminal ready for shorepower	DAY HOUR MIN <i>06:40</i>	Generator Stopped	DAY HOUR MIN : : :
Gangway net in place	DAY HOUR MIN <i>07:00</i>	Shorepower gang arrived	DAY HOUR MIN <i>06:45</i>		DAY HOUR MIN : : :
Cleared by Customs	DAY HOUR MIN : : :	Shorepower cable plugged in	DAY HOUR MIN <i>06:55</i>		DAY HOUR MIN : : :
Ready to work	DAY HOUR MIN : : :	Shorepower sent to vessel	DAY HOUR MIN <i>07:03</i>		DAY HOUR MIN : : :

COMMENTS / NOTES

During connection shore side receptical started out. Short contaminated ships plugs. LD power will disassemble, clean & test ships plugs before ship can be connected

REMAINING ITEMS

MATERIALS	
Qty:	Type / Description:

WORKERS		
From:	To:	Workers:
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	
DAY HOUR MIN : : :	DAY HOUR MIN : : :	

STATUS

Shore power successfully connected?
 Yes No

SIGNATURES

Service Engineer:
[Signature]

Vessel: *C10*

POR	MAZURKA
IMC NO	2705005
CFE NO	1799
ST	96332
WT	26588
NET	109581
KW	474307
CALL SIGN	COEUS

Date: *4/14/2025*

