

**DATE: APRIL 9, 2025**

**FROM: PLANNING AND STRATEGY**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ – ISSUANCE OF A LEVEL II NON-APPEALABLE COASTAL DEVELOPMENT PERMIT (NO. 25-02) TO TRAPAC LLC TO ADD ONE SHIP-TO-SHORE CRANE AT THE BERTHS 136-147 CONTAINER TERMINAL**

**SUMMARY:**

Staff requests that the Board of Harbor Commissioners (Board) approve a Level II non-appealable Coastal Development Permit (CDP) No. 25-02 to TraPac, LLC (TraPac) to add one electric ship-to-shore crane at the Berths 136-147 container terminal. The new crane would be the 11th ship-to-shore crane at the terminal and would be labeled Crane No. 11. Crane No. 11 has a maximum lift height of 124.7 feet and a stowage height of approximately 288 feet. TraPac will be financially responsible for payment of expenses related to acquiring and placing Crane No. 11.

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners:

1. Hold a public hearing for the proposed Coastal Development Permit No. 25-02, a Level II non-appealable permit;
2. Find that the Director of Environmental Management has determined that the proposed action has been previously evaluated pursuant to the requirements of the California Environmental Quality Act (CEQA) under Article II Section 2(i) of the Los Angeles City CEQA Guidelines;
3. Find that the proposed project conforms with the Port of Los Angeles certified Port Master Plan;
4. Upon closure of the public hearing, resolve to approve the issuance of Coastal Development Permit No. 25-02, consistent with the project description listed on Application for Port Permit No. 250317-044, and designate the Director of Planning and Strategy to execute and issue said permit on behalf of the Executive Director; and
5. Adopt Resolution No. \_\_\_\_\_.

**SUBJECT: LEVEL II CDP TO ADD ONE SHIP-TO-SHORE CRANE AT THE BERTHS 136-147 CONTAINER TERMINAL**

**DISCUSSION:**

Background/Context – TraPac is located at Berths 136-147 in the West Basin/Wilmington planning area of the Port of Los Angeles (Port) (Transmittal 1). TraPac’s real estate entitlement, Permit 881, expires September 28, 2039. Since 2008, TraPac has received four CDPs to raise all 10 of their current ship-to-shore cranes. The existing crane heights and the year the crane was last raised, are outlined in Table 1 below, along with the heights of a proposed 11th crane. The Environmental Impact Report for Berths 136-147, approved by the Board in 2007 with addendums approved in 2012 and 2018, evaluated the TraPac terminal with up to 12 cranes.

**Table 1**

Crane No.	Lift Height (feet)	Stowage Height (feet)	Year Raised	Raised by (feet)
7	144	320.5	2018	24
8	144	320.5	2018	24
9	144	320.5	2014	24
3	144	373.5	2016	12
4	144	373.5	2016	12
5	144	373.5	2016	12
1	132	349.9	2013	22
2	132	349.9	2013	22
6	132	349.9	2013	22
10	132	349.9	2013	22
11	124.7	288.3	N/A	N/A

Project Description – TraPac is proposing to add one PACECO 60 Long Ton (LT) ship-to-shore container crane purchased and delivered from the International Transportation Service, LLC (ITS) container terminal located at Pier G at the Port of Long Beach. The new crane would increase the total ship-to-shore cranes owned and operated by TraPac from 10 to 11. Crane No. 11 would be the shortest crane at the terminal when measured by lift and stowage heights. Lift height indicates the maximum height the crane’s spreader can be lifted above the ground. The stowage height indicates the maximum height from the ground to the end of the boom when stowed, which is typically raised at an angle of approximately 45 degrees but can be raised nearly vertically. Crane No. 11’s lift height and outreach would allow it to service up to 10,000 twenty-foot-equivalent container units (TEU) vessels.

Crane No. 11’s apex, forestays, and backstays would be removed at ITS to temporarily reduce the height to allow it to clear the Vincent Thomas Bridge. Temporary support

**SUBJECT: LEVEL II CDP TO ADD ONE SHIP-TO-SHORE CRANE AT THE BERTHS 136-147 CONTAINER TERMINAL**

structures will be installed for the boom and back reach. The crane would be loaded onto a barge, transported via sea voyage along the Outer Harbor, and then re-erected and offloaded at Berth 136 at the Port of Los Angeles. Crane No. 11 would be commissioned at the northern berth of the TraPac container terminal, which is the conventional portion of the terminal. This location would allow longshore workers to utilize five cranes instead of four to efficiently offload ships that call at this portion of the terminal.

Preparations are currently underway at ITS for the removal of Crane No. 11. Should the Board approve the issuance of CDP No. 25-02, the crane would be moved from ITS to TraPac, subject to TraPac obtaining all other required local, State, and Federal permits and approvals. The crane transport from Pier G to Berth 136 is expected to be completed in one day. At Berth 136, the crane would be installed on existing wharf crane rails; the rails are used to electrify the crane and move it alongside a docked vessel. Operations would commence once installed. TraPac will pay the estimated \$3.5 million project cost.

Crane No. 11 would improve operational efficiency at the conventional portion at TraPac by adding a fifth crane to this berth. In April 2025 the Harbor Department commissioned AECOM to conduct a detailed operational and capacity analysis of the conventional wharf to assess the effect of the proposed project. AECOM used their BERTHA model, a proprietary simulation model that quantifies the annual wharf capacity of a terminal by simulating an entire year of vessel movements to and from a wharf under maximum possible volume conditions. This is their standard methodology used for assessments of wharf capacity. The linear wharf space constrains the number and size of vessels that can dock at the northern berth. AECOM simulated TraPac's operations with the current four cranes and with Crane No. 11. Simulation results revealed that while the proposed project improves the efficiency of loading and unloading at the conventional berth, this improvement is insufficient to allow for an increase in weekly vessel calls.

The Los Angeles Regional Water Quality Control Board has determined that a Section 401 permit is not required. The U.S. Army Corps of Engineers has issued a Letter of Permission for the proposed project (SPL-2025-00250).

Coastal Permit Requirements – The proposed project is a Level II non-appealable project in accordance with Section 6.4 of the Port Master Plan (PMP) (Transmittal 2). A Level II permit is required for projects that: involve significant resources; cause major changes in land and/or water use and in the density or intensity of the use; have the potential of creating significant environmental impacts that can or cannot be mitigated; or are appealable. The proposed project needs a Level II CDP because Section 6.4.3 of the PMP lists crane additions as an example of a project requiring a Level II CDP.

**DATE: APRIL 9, 2025**

**PAGE 4 OF 5**

**SUBJECT: LEVEL II CDP TO ADD ONE SHIP-TO-SHORE CRANE AT THE BERTHS 136-147 CONTAINER TERMINAL**

Procedurally, a Level II non-appealable CDP requires a public hearing that is publicized at least 15 calendar days prior to the scheduled date of the hearing. A public notice for the proposed development was published on April 9, 2025 (Transmittal 3).

The Director of Planning and Strategy has determined that the proposed project is consistent with the PMP and the Chapter 8 policies of the California Coastal Act of 1976, as amended (Coastal Act). Located in Planning Area 2 of the PMP, the placement and use of a container crane is consistent with its Container land use. The proposed project is consistent with Sections 30701 of the Coastal Act and Policy 1.3 of the PMP, which encourages the modernization of the Port and construction of necessary facilities within the boundaries of the Port in order to minimize future dredging and filling to create new ports in new areas of the state. The proposed project is consistent with Section 30708 of the Coastal Act and Policy 2.1 of the PMP on the location, design, and construction of development in order to 1) minimize substantial adverse impacts, 2) minimize potential traffic conflicts between vessels, and 3) prioritize the use of existing land use for the port purpose of shipping industries.

**ENVIRONMENTAL ASSESSMENT:**

The proposed action is approval of Level II CDP No. 25-02 for the delivery and installation of a crane to Berth 136 at TraPac, which is an activity for which the underlying project has been previously assessed in Berths 136-147 (TraPac) Container Terminal Project (SCH# 2003104005), which was certified by the Board on December 6, 2007, the First Addendum which was considered by the Board on September 19, 2012, and the Second Addendum which was considered by the Board on September 20, 2018. Therefore, the Director of Environmental Management has determined that the proposed action has been previously evaluated pursuant to the requirements of CEQA under Article II Section 2(i) of the Los Angeles City CEQA Guidelines.

**FINANCIAL IMPACT:**

TraPac is responsible for all costs associated with obtaining and commissioning Crane No. 11. TraPac will continue to be able to receive cargo and any associated revenues after the crane raising.

DATE: APRIL 9, 2025

PAGE 5 OF 5

SUBJECT: LEVEL II CDP TO ADD ONE SHIP-TO-SHORE CRANE AT THE BERTHS  
136-147 CONTAINER TERMINAL

**CITY ATTORNEY:**

The Office of the City Attorney has reviewed the CDP and finds no legal issues present at this time.

**TRANSMITTALS:**

1. Site Location Map
2. CDP No. 25-02
3. Public Notice

FIS Approval: JS (initials)  
CA Approval: SO (initials)

*Michael Keenan*  
MICHAEL KEENAN  
Director of Planning and Strategy

*Michael DiBernardo*  
MICHAEL DiBERNARDO  
Deputy Executive Director

APPROVED:

*Erica M. Calhoun* for

EUGENE D. SEROKA  
Executive Director

Author: D. Jordan

APP No. 250317-044