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

18 **SUPERIOR COURT OF THE STATE OF CALIFORNIA**

19 **COUNTY OF SAN DIEGO, CENTRAL DIVISION**

20  
21 NATURAL RESOURCES DEFENSE  
COUNCIL, INC., SAN PEDRO AND  
22 PENINSULA HOMEOWNERS  
COALITION, SAN PEDRO PENINSULA  
23 HOMEOWNERS UNITED, INC., EAST  
YARD COMMUNITIES FOR  
24 ENVIRONMENTAL JUSTICE and  
COALITION FOR CLEAN AIR, INC.,  
25 nonprofit corporations,

26 Petitioner/Plaintiffs

27  
28 v.

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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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 #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 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

 1/14/2026  
Signature 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:**

There are two vessels disconnected early from AMP. Vessel #199 One Matrix disconnected 13 minutes early. Vessel #229 Valor disconnected three (3) minutes early. Due to these two vessels disconnecting early, POLA reports the compliance status for MM AQ-9 as "not in compliance" for this reporting period.

Vessel #199 One Matrix and Vessel #229 Valor disconnected sixty three (63) minutes prior to the Port Pilot's arrival and seventy three (73) minutes prior to the Port Pilot's arrival, exceeding the allowable time by three (3) minutes and thirteen (13) minutes. These two delays account for the 97% compliance rate.

Above two (2) subject vessels were used exception as "Vessel Commissioning" on calling at WBCT berth. Please see the attached WBCT statement for details along with other exception used vessels.

**STEPS TAKEN:**

**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

1/28/2026  
\_\_\_\_\_  
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:**

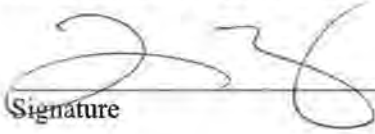
Please see attachment

**COMPLIANCE VERIFICATION:**

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Quentin Yang, WBCT Vice President

\_\_\_\_\_  
Name and Title of Responsible Person

  
Signature

1/14/2026  
\_\_\_\_\_  
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.

**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.

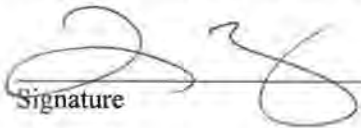
**STEPS TAKEN:**

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

1/14/2026  
Date

**(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:**

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Quentin Yang, WBCT Vice President \_\_\_\_\_

Name and Title of Responsible Person

 \_\_\_\_\_

1/14/2026

Signature

Date

**(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<sub>x</sub> emissions limits for Category 3 engines.

**Mitigation Implementation and Monitoring Frequency:** There are three tiers of IMO MARPOL Annex VI NO<sub>x</sub> 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:**

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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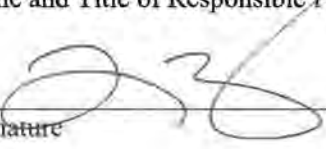
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Quentin Yang, WBCT Vice President

\_\_\_\_\_  
Name and Title of Responsible Person

Signature



Date

1/14/2026

**(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<sub>x</sub>, SO<sub>x</sub> and PM) and GHG emission (CO, CH<sub>4</sub>, O<sub>3</sub>, 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<sub>x</sub> 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:**

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

1/4/2020

\_\_\_\_\_  
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:**

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

1/14/2026

\_\_\_\_\_  
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:**

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

1/14/2026

\_\_\_\_\_  
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.

**STEPS TAKEN:**

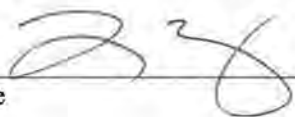
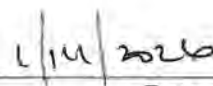
Please see attachment

**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 

**(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

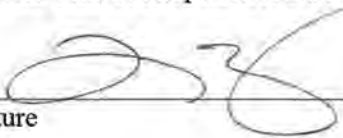
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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

Signature



Date

1/14/2026

**(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.

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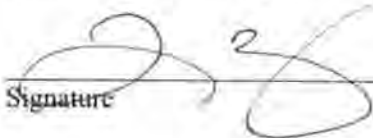
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Signature

1/14/2026  
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:**

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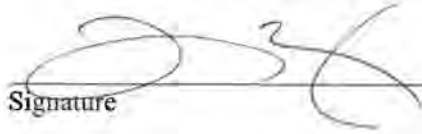
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\_\_\_\_\_  
Name and Title of Responsible Person

  
Signature

1/14/2024  
\_\_\_\_\_  
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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Signature  \_\_\_\_\_ 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:**

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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Name and Title of Responsible Person

  
Signature

1/14/2026  
Date

**(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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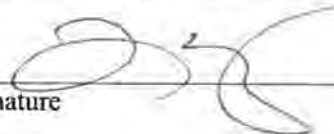
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1/14/2026  
Date

**(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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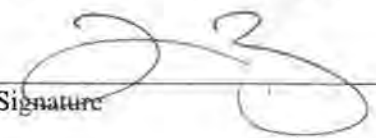
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Quentin Yang, WBCT Vice President

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Name and Title of Responsible Person

 \_\_\_\_\_  
Signature

1/14/2026  
\_\_\_\_\_  
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:**

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  Date 1/14/2026

**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.

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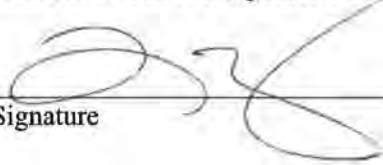
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Quentin Yang, WBCT Vice President

\_\_\_\_\_  
Name and Title of Responsible Person

Signature



Date

1/14/2020

**(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.

Topicks

- 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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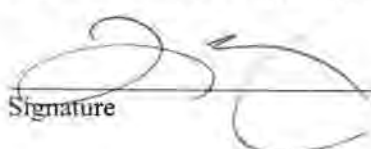
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Name and Title of Responsible Person

Signature 

1/14/2026  
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.

**STEPS TAKEN:**


Please see attachment

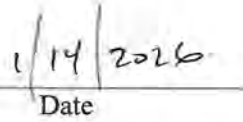
**COMPLIANCE VERIFICATION:**

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

**(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:**

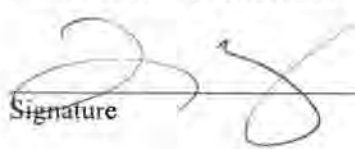
Please see attachment

**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 

1/14/2016  
\_\_\_\_\_  
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.

**STEPS TAKEN:**

Please see attachment

**COMPLIANCE VERIFICATION:**

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Quentin Yang, WBCT Vice President

\_\_\_\_\_  
Name and Title of Responsible Person

Signature 

1/14/2026  
\_\_\_\_\_  
Date

**(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.

**STEPS TAKEN:**

Please see attachment

**COMPLIANCE VERIFICATION:**

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Quentin Yang, WBCT Vice President

Name and Title of Responsible Person

  
Signature

1/14/2026

Date

**(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<sub>2e</sub>, multiplied by (ii) the current (2019) market value of carbon credits established by CARB at \$15.62 per metric ton CO<sub>2e</sub>. 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:

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





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

January<sup>0092</sup> 2026



**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	<b>2008 MMRP MM AES-2 Crane Color</b>	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	<b>2008 MMRP MM AQ-9 AMP</b>	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"> <li>• January 1 to June 30, 2005: 60 percent of total ship calls (ASJ Requirement)</li> <li>• July 1, 2005: 70 percent of total ship calls (ASJ Requirement)</li> <li>• January 1, 2010: 90 percent of ship calls</li> <li>• January 1, 2011, and thereafter: 100 percent of ship calls</li> </ul> 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	<b>2008 MMRP MM AQ-10 &amp; MM BIO-2 Vessel Speed Reduction Program</b>	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"> <li>• 2009 and thereafter: 100 percent</li> </ul> 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	<b>2008 MMRP MM AQ-11 Low-Sulfur Fuel</b>	<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"> <li>• 2009 and thereafter: 30 percent of auxiliary engines, main engines, and boilers</li> <li>• 2010: 50 percent of auxiliary engines, main engines, and boilers</li> <li>• 2013 and thereafter: 100 percent of auxiliary engines, main engines, and boilers</li> </ul>	<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	<b>2008 MMRP MM AQ-12 Slide Valve</b>	<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"> <li>• 2009: 25 percent</li> <li>• 2010: 50 percent</li> <li>• 2012: 75 percent</li> <li>• 2014 and thereafter: 100 percent</li> </ul>	<p>Only vessels with main engines manufactured by MAN-B&amp;W are equipped with slide valves as documented in a service letter issued by MAN B&amp;W Diesel A/S dated June 2002. Although MAN-B&amp;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&amp;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>



**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
6	<b>2008 MMRP MM AQ-13 Reroute Cleaner Ships</b>	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	<b>2008 MMRP MM AQ-14 New Vessel Build</b>	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	<b>2019 MMRP MM AQ-15 Yard Tractor at Berth 97-109</b>	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



**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
9	<p><b>2008 MMRP MM AQ-17 Yard Equipment Berth 97-109 Terminal</b></p>	<p>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.</p>	<p>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.</p>	<p>The Tenant shall submit verification documents to the Environmental Management Division in accordance with the timelines specified as follows:</p> <ul style="list-style-type: none"> <li>• Progress reports due every six months at time of initiation and during one-year pilot project demonstration.</li> <li>• Final report due within six months of pilot project completion, including feasibility determination.</li> <li>• Subject to the feasibility determination, a 5-year procurement plan, equipment inventory, and schedule shall be due annually, if applicable.</li> </ul>	<p>Please refer to the attached supporting documents</p>
10	<p><b>2008 MMRP MM AQ-19 Clean Truck Program</b></p>	<p>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:</p> <ul style="list-style-type: none"> <li>• 2009: 50 percent USEPA 2007</li> <li>• 2010: 70 percent USEPA 2007</li> <li>• 2011: 90 percent USEPA 2007</li> <li>• 2012: 100 percent USEPA 2007</li> </ul>	<p>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.</p>	<p>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.</p>	<p>No further action at this time</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
11	<b>2008 MMRP MM AQ-21 Truck Idling Reduction Measure</b>	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	<b>2008 MMRP MM AQ-23 &amp; MM AQ-26 Compact Fluorescent Light Bulbs</b>	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	<b>2008 MMRP MM AQ-27 Energy Audit</b>	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



**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
14	<b>2008 MMRP MM AQ-29 Recycling</b>	<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"> <li>• White and colored paper</li> <li>• Post-it notes</li> <li>• Magazines</li> <li>• Newspaper</li> <li>• File folders</li> <li>• All envelopes including those with plastic windows</li> <li>• All cardboard boxes and cartons</li> <li>• All metal and aluminum cans</li> <li>• Glass bottles and jars</li> <li>• All plastic bottles</li> </ul>	<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>No further action at this time</p>
15	<b>2008 MMRP LM AQ-22 Periodic Review of New Technology and Regulations</b>	<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>



**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
16	<b>2008 MMRP LM AQ-24 General Mitigation Measure</b>	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	<b>2008 MMRP MM GEO-1 Emergency Response Planning</b>	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	<b>2008 MMRP MM GW-1 Site Remediation</b>	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



**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
		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	<b>2008 MMRP MM PS-3 Long Term Solid Waste Management</b>	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.	No further action at this time
20	<b>2019 MMRP MM AQ-17 Cargo Handling Equipment</b>	All yard equipment at the terminal, except for yard tractors, shall implement the following requirements: <b>Forklifts</b> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <b>Toppicks</b> <ul style="list-style-type: none"> <li>• 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.</li> </ul>	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



**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
20		<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> <p><b><u>Rubber-Tired Gantry (RTG) Cranes</u></b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p><b><u>Sweepers</u></b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b><u>Shuttle Buses</u></b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>			



**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	<b>2019 MMRP MM GHG-1 LED Lighting</b>	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	<b>2019 MMRP LM AQ-1 Cleanest Available Cargo Handling Equipment</b>	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"> <li>• 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.</li> <li>• Annual procurement plan and equipment inventory shall be due annually (by January) during the term of the Permit as amended, including during any holdover.</li> </ul>	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><b>2019 MMRP LM AQ-2 Priority Access for Drayage</b></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	<b>2019 MMRP LM AQ-3 Demonstration of Zero-Emissions Equipment</b>	<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.</p> <p>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.</p> <p>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"> <li>• Progress reports due every six months at time of initiation and during one-year demonstration project.</li> <li>• Final report due within six months of demonstration project completion, including feasibility determination.</li> <li>• Feasibility assessments and progress reports due in 2025 and 2028 (date modified to adjust the timing of this measure).</li> </ul>	<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	<b>2019 MMRP LM GHG-1 GHG Credit Fund</b>	<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 CO<sub>2</sub>e, multiplied by (ii) the current (2019) market value of carbon credits established by CARB at \$15.62 per metric ton CO<sub>2</sub>e. 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 1<sup>st</sup> 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 seventy-four (74) vessel visits from July 1st to December 31st, 2025. Twenty-four (24) vessel visits were exception used of 74 total visits. Including six (7) visits (#166, #185, #190, #205, #219, #221, #251) exception used on “Safety and Emergency Event(s)”. Sixteen (16) visits (#133, #142, #143, #144, #147, #169, #172, #178, #199, #207, #229, #238, #245, #249, #259, #260) exception used on “Vessel Commissioning”. One (1) visit (#214) exception used on “Remediation Fund”. See below in details.

1. **Visit #133, SEATTLE BRIDGE:** Arrival 7/3, 06:02am. Emission control start 7/3, 11:50am. Emission control end 7/7, 16:08pm. Departure 7/7, 17:11pm. **Exception used as “Vessel Commissioning”.** See attached supporting documents.
2. **Visit #142, YM MASCULINITY:** Arrival 7/12, 06:33am. Emission control start 7/12, 12:59pm. Emission control end 7/16, 03:15am. Departure 7/16, 04:12am. **Exception used as “Vessel Commissioning”.** See attached supporting documents.
3. **Visit #143, MSC BRIDGEPORT:** Arrival 7/14, 15:55pm. Emission control start 7/14, 20:40pm. Emission control end 7/18, 17:49pm. Departure 7/18, 18:26pm. **Exception used as “Vessel Commissioning”.** See attached supporting documents.

4. **Visit #144, MSC SILVAHA VIII:** Arrival 7/16, 06:19am. Emission control start 7/16, 11:20am. Emission control end 7/20, 09:00am. Departure 7/20, 10:26am. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
5. **Visit #147, MSC ATHOS:** Arrival 7/23, 00:45am. Emission control start 7/23, 02:07am. Emission control end 7/25, 03:12am. Departure 7/25, 04:14am. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
6. **Visit #166, MSC ADONIS:** Arrival 8/14, 02:57am. The 1<sup>st</sup> emission control start 8/14, 03:56am. The 1<sup>st</sup> emission control end 8/15, 09:40am. The 2<sup>nd</sup> emission control start 8/15, 11:16am. The 2<sup>nd</sup> emission control end 8/16, 03:10am. Departure 8/16, 04:24am. **Exception used as “Safety and Emergency Event” from 8/15, 09:40am to 11:16am**. See attached supporting documents.
7. **Visit #169, MSC DESIREE:** Arrival 8/17, 06:26am. Emission control start 8/17, 08:08am. Emission control end 8/21, 03:28am. Departure 8/21, 04:35am. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
8. **Visit #172, CAPE SOUNIO:** Arrival 8/21, 11:51am. Emission control start 8/21, 12:36pm. Emission control end 8/23, 04:46am. Departure 8/23, 05:49am. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
9. **Visit #178, CAPE KORTIA:** Arrival 8/28, 22:32pm. Emission control start 8/28, 23:29pm. Emission control end 8/30, 17:23pm. Departure 8/30, 18:18pm. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
10. **Visit #185, YM UNIFORM:** Arrival 9/6, 05:51am. The 1<sup>st</sup> emission control start 9/6, 06:50am. The 1<sup>st</sup> emission control end 9/7, 10:35am. The 2<sup>nd</sup> emission control start 9/7, 11:23am. The 2<sup>nd</sup> emission control end 9/8, 07:52am. The 3<sup>rd</sup> emission control start 9/8, 08:42am. The 3<sup>rd</sup> emission control end 9/10, 04:46am. Departure 9/10, 05:22am. **Exception used as “Safety and Emergency Event” from 9/7, 10:35am to 11:23am and 9/8, 7:52am to 8:42am**. See attached supporting documents.
11. **Visit #190, YM UTILITY:** Arrival 9/13, 05:06am. The 1<sup>st</sup> emission control start 9/13, 06:08am. The 1<sup>st</sup> emission control end 9/16, 06:35am. The 2<sup>nd</sup> emission control start 9/16, 08:02am. The 2<sup>nd</sup> emission control end 9/16, 15:35pm. The 3<sup>rd</sup> emission control start 9/16, 19:41pm. The 3<sup>rd</sup> emission control end 9/17, 19:27pm. Departure 9/17, 20:10pm. **Exception used as “Safety and Emergency Event” from 9/16, 06:35am to 08:02am and 15:35pm to 19:41pm**. See attached supporting documents.
12. **Visit #199, ONE MATRIX:** Arrival 9/27, 04:37am. Emission control start 9/27, 12:30pm. Emission control end 10/1, 02:34am. Departure 10/1, 04:28am. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
13. **Visit #205, YM UPSURGENCE:** Arrival 10/6, 05:12am. The 1<sup>st</sup> emission control start 10/6, 06:17am. The 1<sup>st</sup> emission control end 10/9, 06:52am. The 2<sup>nd</sup> emission control start 10/9, 07:42am. The 2<sup>nd</sup> emission control end 10/10, 03:20pm. Departure 10/10, 04:07am. **Exception used as “Safety and Emergency Event” from 10/9, 06:52am to 07:42am**. See attached supporting documents.

14. **Visit #207, MSC FLORA:** Arrival 10/9, 05:58am. Emission control start 10/9, 07:00am. Emission control end 10/10, 17:19pm. Departure 10/10, 18:18pm. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
15. **Visit # 214, MSC ALGERO:** Arrival 10/20, 15:52pm. Emission control start 10/20, 20:49pm. Emission control end 10/22, 03:20am. Departure 10/22, 04:12am. **Exception used as “Remediation Fund”**. See attached supporting documents.
16. **Visit #219, GREENVILLE:** Arrival 10/28, 05:32am. Emission control start 10/28, 09:40am. Emission control end 10/29, 19:15pm. Departure 10/29, 19:49pm. **Exception used as “Safety and Emergency Event”**. See attached supporting documents.
17. **Visit #221, YM UNIFORM:** Arrival 10/29, 15:00pm. Emission control start 10/29, 18:45pm. Emission control end 11/2, 17:37pm. Departure 11/2, 18:09pm. **Exception used as “Safety and Emergency Event” from 10/29, 15:30pm to 18:45pm**. See attached supporting documents.
18. **Visit #229, VALOR:** Arrival 11/12, 02:46am. Emission control start 11/12, 03:45am. Emission control end 11/13, 03:45am. Departure 11/13, 05:15am. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
19. **Visit #238, CAPE SOUNIO:** Arrival 11/26, 00:53am. Emission control start 11/26, 01:42am. Emission control end 11/29, 03:22am. Departure 11/29, 08:14am. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
20. **Visit #245, VALUE:** Arrival 12/4, 01:40am. Emission control start 12/4, 03:37. Emission control end 12/7, 04:06am. Departure 12/7, 05:21am. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
21. **Visit #249, MSC LE HAVRE:** Arrival 12/11, 22:51pm. Emission control start 12/12, 04:08am. Emission control end 12/13, 17:36pm. Departure 12/13, 18:31pm. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
22. **Visit #251, CAPE AKRITAS:** Arrival 12/17, 01:06am. The 1<sup>st</sup> emission control start 12/17, 02:24am. The 1<sup>st</sup> emission control end 12/18, 06:27am. The 2<sup>nd</sup> emission control start 12/18, 08:24am. The 2<sup>nd</sup> emission control end 12/18, 09:40am. Departure 12/18, 10:09am. **Exception used as “Safety and Emergency Event” from 12/18, 06:27am to 08:24am**. See attached supporting documents.
23. **Visit #259, MSC LE HAVRE:** Arrival 12/30, 06:38am. Emission control start 12/30, 07:42am. Emission control end 12/31, 04:15am. Departure 12/31, 05:28am. **Exception used as “Vessel Commissioning”**. See attached supporting documents.
24. **Visit #260, MSC CALAIS:** Arrival 12/30, 03:00am. Emission control start 12/30, 07:56am. Emission control end 12/31, 03:15am. Departure 12/31, 04:09am. **Exception used as “Vessel Commissioning”**. See attached supporting documents.



Information listed of "China Shipping Owned Vessels" and "Ships Retrofitted with AMP"

No	Visit #	Vessel Name	Arrival Date and Time	Departure Date and Time	China Shipping Owned Vessels (Y/N)	Emission Control Strategy Used	Ships retrofitted with AMP (Y/N)
1	130	WAN HAI 721	2025-07-01 06:15	2025-07-04 05:00	N	Shore Power	Y
2	131	MSC GIULIA	2025-07-02 05:55	2025-07-03 04:39	N	Shore Power	Y
3	133	SEATTLE BRIDGE	2025-07-03 06:02	2025-07-07 17:11	N	Shore Power	Y
4	134	MSC CATERINA	2025-07-04 06:03	2025-07-08 04:25	N	Shore Power	Y
5	136	YM UPWARD	2025-07-08 03:36	2025-07-13 18:05	N	Shore Power	Y
6	137	MSC JEONGMIN	2025-07-08 15:49	2025-07-10 05:49	N	Shore Power	Y
7	140	MSC BENIN	2025-07-10 07:27	2025-07-11 18:43	N	Shore Power	Y
8	142	YM MASCULINITY	2025-07-12 06:33	2025-07-16 04:12	N	Shore Power	Y
9	143	MSC BRIDGEPORT	2025-07-14 15:55	2025-07-18 18:26	N	Shore Power	Y
10	144	MSC SILVANA VIII	2025-07-16 06:19	2025-07-20 10:26	N	Shore Power	Y
11	145	YM UNIFORM	2025-07-19 03:40	2025-07-23 04:39	N	Shore Power	Y
12	147	MSC ATHOS	2025-07-23 00:45	2025-07-25 04:14	N	Shore Power	Y
13	149	GREENVILLE	2025-07-23 13:57	2025-07-25 05:07	N	Shore Power	Y
14	152	YM UTILITY	2025-07-27 04:59	2025-07-30 16:14	N	Shore Power	Y
15	153	MSC ELODIE	2025-07-28 16:30	2025-08-02 04:11	N	Shore Power	Y
16	156	CAPE SOUNIO	2025-07-30 17:45	2025-08-01 04:21	N	Shore Power	Y
17	157	MSC JEONGMIN	2025-08-01 07:00	2025-08-02 18:38	N	Shore Power	Y
18	158	YM UBIQUITY	2025-08-02 06:00	2025-08-05 18:10	N	Shore Power	Y
19	160	MSC ALGHERO	2025-08-06 04:20	2025-08-07 05:36	N	Shore Power	Y
20	162	MSC YASHI B	2025-08-11 16:20	2025-08-13 05:33	N	Shore Power	Y
21	164	GREENVILLE	2025-08-13 00:54	2025-08-14 07:24	N	Shore Power	Y
22	166	MSC ADONIS	2025-08-14 02:57	2025-08-16 04:24	N	Shore Power	Y
23	168	YM UPSURGENGE	2025-08-16 05:59	2025-08-20 04:45	N	Shore Power	Y
24	169	MSC DESIREE	2025-08-17 06:26	2025-08-21 04:35	N	Shore Power	Y
25	172	CAPE SOUNIO	2025-08-21 11:51	2025-08-23 05:49	N	Shore Power	Y
26	173	CAPE AKRITAS	2025-08-21 07:00	2025-08-23 04:48	N	Shore Power	Y
27	174	YM UPWARD	2025-08-24 05:07	2025-08-28 04:15	N	Shore Power	Y
28	175	MSC YASHI B	2025-08-27 06:11	2025-08-28 05:18	N	Shore Power	Y
29	178	CAPE KORTIA	2025-08-28 22:32	2025-08-30 18:18	N	Shore Power	Y
30	180	YM MASCULINITY	2025-08-29 04:33	2025-09-02 18:43	N	Shore Power	Y
31	181	MSC ADONIS	2025-09-03 06:12	2025-09-04 04:31	N	Shore Power	Y
32	184	MSC ANZU	2025-09-04 16:04	2025-09-05 18:14	N	Shore Power	Y
33	185	YM UNIFORM	2025-09-06 05:51	2025-09-10 05:22	N	Shore Power	Y
34	187	CAPE TAINARO	2025-09-10 13:50	2025-09-12 06:51	N	Shore Power	Y
35	188	CAPE AKRITAS	2025-09-11 05:10	2025-09-12 05:57	N	Shore Power	Y
36	190	YM UTILITY	2025-09-13 05:06	2025-09-17 20:10	N	Shore Power	Y
37	191	CAPE KORTIA	2025-09-17 02:53	2025-09-18 06:22	N	Shore Power	Y
38	195	YM UBIQUITY	2025-09-20 04:58	2025-09-24 04:17	N	Shore Power	Y
39	196	MSC ANZU	2025-09-24 02:58	2025-09-25 07:04	N	Shore Power	Y
40	199	ONE MATRIX	2025-09-27 04:37	2025-10-01 04:28	N	Shore Power	Y
41	200	MSC BRITTANY	2025-09-29 06:11	2025-09-30 18:48	N	Shore Power	Y
42	201	CAPE TAINARO	2025-10-01 05:57	2025-10-02 07:26	N	Shore Power	Y
43	205	YM UPSURGENGE	2025-10-06 05:12	2025-10-10 04:07	N	Shore Power	Y
44	207	MSC FLORA	2025-10-09 05:58	2025-10-10 18:18	N	Shore Power	Y
45	209	MSC BENIN	2025-10-11 15:55	2025-10-12 18:32	N	Shore Power	Y
46	212	MSC ATHOS	2025-10-17 15:50	2025-10-18 18:26	N	Shore Power	Y
47	213	YM MASCULINITY	2025-10-17 14:58	2025-10-20 18:06	N	Shore Power	Y
48	214	MSC ALGHERO	2025-10-20 15:52	2025-10-22 04:12	N	Shore Power	Y
49	215	YM UPWARD	2025-10-21 02:57	2025-10-25 16:05	N	Shore Power	Y
50	216	MSC BRITTANY	2025-10-22 06:21	2025-10-23 18:47	N	Shore Power	Y
51	219	GREENVILLE	2025-10-28 05:32	2025-10-29 19:49	N	Shore Power	Y
52	221	YM UNIFORM	2025-10-29 15:00	2025-11-02 18:09	N	Shore Power	Y
53	223	CAPE SOUNIO	2025-11-04 06:04	2025-11-05 18:09	N	Shore Power	Y
54	225	MSC ATHOS	2025-11-05 06:20	2025-11-06 19:42	N	Shore Power	Y
55	228	YM UTILITY	2025-11-11 05:00	2025-11-15 19:43	N	Shore Power	Y
56	229	VALOR	2025-11-12 02:46	2025-11-13 05:15	N	Shore Power	Y
57	232	MSC ADONIS	2025-11-18 05:11	2025-11-19 19:44	N	Shore Power	Y
58	233	YM UBIQUITY	2025-11-18 04:15	2025-11-22 19:16	N	Shore Power	Y
59	236	CAPE AKRITAS	2025-11-24 04:57	2025-11-25 18:41	N	Shore Power	Y
60	237	YM UPSURGENGE	2025-11-24 16:47	2025-11-30 04:21	N	Shore Power	Y
61	238	CAPE SOUNIO	2025-11-26 00:53	2025-11-29 08:14	N	Shore Power	Y
62	241	CAPE KORTIA	2025-12-01 05:14	2025-12-02 18:20	N	Shore Power	Y



Information listed of "China Shipping Owned Vessels" and "Ships Retrofitted with AMP"

No	Visit #	Vessel Name	Arrival Date and Time	Departure Date and Time	China Shipping Owned Vessels (Y/N)	Emission Control Strategy Used	Ships retrofitted with AMP (Y/N)
63	242	YM MASCULINITY	2025-11-30 15:42	2025-12-03 18:17	N	Shore Power	Y
64	245	VALUE	2025-12-04 01:40	2025-12-07 05:21	N	Shore Power	Y
65	246	MSC ADONIS	2025-12-10 05:01	2025-12-11 04:15	N	Shore Power	Y
66	249	MSC LE HAVRE	2025-12-11 22:51	2025-12-13 18:31	N	Shore Power	Y
67	250	YM UPWARD	2025-12-12 11:27	2025-12-16 04:43	N	Shore Power	Y
68	251	CAPE AKRITAS	2025-12-17 01:06	2025-12-18 10:09	N	Shore Power	Y
69	252	CAPE TAINARO	2025-12-17 03:55	2025-12-18 18:52	N	Shore Power	Y
70	254	YM UNIFORM	2025-12-20 01:57	2025-12-24 05:38	N	Shore Power	Y
71	255	CAPE KORTIA	2025-12-22 16:57	2025-12-23 18:35	N	Shore Power	Y
72	257	MSC FLORA	2025-12-23 21:49	2025-12-27 05:34	N	Shore Power	Y
73	259	MSC LE HAVRE	2025-12-30 06:38	2025-12-31 05:28	N	Shore Power	Y
74	260	MSC CALAIS	2025-12-30 03:00	2025-12-31 04:09	N	Shore Power	Y





**THE PORT OF LOS ANGELES**

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>SEATTLE BRIDGE</i>	DATE (mm/dd/yy): <i>1/3/25</i>	TIME OF CONFERENCE <i>1050</i>
SHIP IMO No. <i>9560352</i>	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input type="checkbox"/> THURS <input checked="" type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL <i>CHINA</i>	BERTH <i>102</i>	HVSC SHORE BOX/VAULT <i>5</i>
<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>RG</i>	<i>RG</i>	7 Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>RG</i>	<i>RG</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			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 _____		
3 Has the ship successfully transferred to and from high voltage shore power in compliance with IEC/ISO/IEEE 60005-1 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 checked="" type="checkbox"/> Ready for cables on ship/shore <input checked="" type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input checked="" type="checkbox"/> Authorization to transfer power (energize/de-energize) <input type="checkbox"/> Power transfer completed <input checked="" 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, explain in comment section)			10 During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> 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 checked="" type="checkbox"/> No (If yes, explain in comment section)					
6 Frequency 60 HZ, A-B-C Counter-Clockwise					
Comments:					

SHIP PIC/TITLE (print) \_\_\_\_\_ SIGNATURE *[Signature]*

POLA PIC/PORT ELECTRICAL MECHANIC (print) *R. GOMEZ* SIGNATURE *[Signature]*

**FOR PORT OF LOS ANGELES USE ONLY** MAINTSTAR WORK ORDER NUMBER: *195710*

POLA PIC ARRIVAL TIME: *0730* HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: *1230*  Holiday  4 hr. Call-out  
(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <i>2,310.822</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>1148</i>
POLA PIC Initials <i>RG</i>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	



# SYSTEM SAFETY VERIFICATION HIGH VOLTAGE SHORE CONNECTION (HVSC)\*

\*Also known as Alternative Maritime Power (AMP)

# S

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>SEATTLE BRIDGE</i>	DATE (mm/dd/yy) <i>7/3/25</i>
SHIP IMO No. <i>7560352</i>	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input type="checkbox"/> THURS <input checked="" type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>
TERMINAL <i>CHINA</i>	BERTH <i>102</i>
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	HVSC SHORE BOX/VULT <i>5</i>

**HVSC SYSTEM SAFETY VERIFICATION INSTRUCTIONS:** This form must be completed in addition to the Power Transfer Conference Form. The system safety verification procedure must be completed for all IEC/ISO/IEEE 80005-1 compliant ships that have not previously successfully transferred to and from high voltage shore power or have not successfully transferred to and from high voltage shore power within the last 12-months ("No" answer to question #3 on the Power Transfer Conference Form). Time for connection will be tracked via the Power Conference Form. The Ship Person in Charge (PIC) and the Port of Los Angeles (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.

**NOTE:** Ships that are not compliant with IEC/ISO/IEEE 80005-1 standards (except those previously accepted by POLA for AMP barge connections) shall not be connected to shore side power.

ITEM	INITIALS		ITEM	INITIALS	
	SHIP PIC	SHIP PIC		SHIP PIC	POLA PIC
1 Ship HVSC designed/ built in compliance with IEC/ISO/IEEE 80005-1, or previously accepted for use with POLA AMP barge. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (if no, ship cannot connect to POLA HVSC system)	<i>[Signature]</i>	<i>[Signature]</i>	6 Visually verified equipotential bond monitoring: no signs of rust or wear of ship plugs, all pins, receptacles, plugs or cables	<i>[Signature]</i>	<i>RG</i>
2 Reviewed insulation resistance measurement and voltage test of cables. (1) <input type="checkbox"/> Actual Testing <input checked="" type="checkbox"/> Testing documentation reviewed			7 Function tested interlocking system, via POLA HVSC connection procedure.		
3 Performed visual inspection of HVSC system in general			8 Verified function of cable management system, via POLA HVSC connection procedure (2)		
4 Performed visual inspection of earthing resistance (shore only)			9 Integration testing to demonstrate that shore and shipside installations work properly together, including protection devices and control equipment. <input checked="" type="checkbox"/> All individual emergency push buttons (e-stop) on ship tested <input checked="" type="checkbox"/> All individual emergency push buttons (e-stop) on shore tested		
5 Visually verified phase sequence: frequency 60 HZ, A-B-C Counter-Clockwise					

Comments:

\*\* Based upon IEC/ISO/IEEE 80005-1 Section 10.4.2

(1) Only required for initial shore or ship commissioning or in excess of 20-month period from last successful transfer to high voltage shore power  
(2) # system trips, check adjustment of cable tension management system

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

SIGNATURE

0118



**THE PORT OF LOS ANGELES**

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>Seattle Bridge</i>	DATE (mm/dd/yy) <i>7.7.2025</i>	TIME OF CONFERENCE <i>3:45 PM</i>
SHIP IMO No. <i>China 9560352</i>	SUN MON TUES WED THURS FRI SAT <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
TERMINAL <i>4</i>	BERTH <i>102</i>	HVSC SHORE BOX/VAULT <i>5</i>
<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 60364-7-710 procedures within the last 10 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 to cables on ship/shore <input type="checkbox"/> Lock-Out/Tag-Out Procedure 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 <b>POLA (310) 732-3550</b> 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:

*Terminal operations*  
SHIP PIC/TITLE (print)

*Terminal operations*  
SIGNATURE

POLA PIC/PORT ELECTRICAL/MECHANIC (print)  
*MARK*

SIGNATURE  
*[Signature]*

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: *195710*

POLA PIC ARRIVAL TIME: *3:00 pm* 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 <i>2,377.606</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>4:11 16:11</i>
POLA PIC Initials: <i>MP</i>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

WO#: 11- 39900

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	YM MASCULINITY	Berthing Side	Port	Pier	Date
Container #	N/A	<input type="checkbox"/> Starboard <input type="checkbox"/> Port	LAX	WBCT	2025-07-12
			Berth	SPO	Customer
			100	100-1	SAIERNICO

METER READINGS					
Ship power	kW	Ship energy counter	kWh	Shore energy counter	MWh
1104		1592		2510.477	

TIMES							
First Line Ashore	DAY	HOUR	MIN	LDpa boarded vessel	DAY	HOUR	MIN
			:			07	:13
Vessel All Fast	DAY	HOUR	MIN	Notified terminal ready for shorepower	DAY	HOUR	MIN
		06	:50			12	:12
Gangway net in place	DAY	HOUR	MIN	Shorepower gang arrived	DAY	HOUR	MIN
		07	:10			12	:18
Cleared by Customs	DAY	HOUR	MIN	Shorepower cable plugged in	DAY	HOUR	MIN
			:			12	:28
Ready to work	DAY	HOUR	MIN	Shorepower sent to vessel	DAY	HOUR	MIN
			:			12	:39

**COMMENTS / NOTES**

CHECKED AMP SYSTEM FOUND ALL IN GOOD CONDITION. PLUGGED IN SHORE CABLE AND TESTED ALL SAFETY LDDP ITEMS INCL. ESTOPS AND CB SERVICE POSITION, TRANSFERRED TO SHORE POWER SUCCESSFULLY.

AMP SYSTEM IS SUCCESSFULLY COMMISSIONED ON PORT SIDE

REMAINING ITEMS	MATERIALS	WORKERS
	Qty: Type / Description:	From: To: Workers:
		DAY HOUR MIN DAY HOUR MIN
		06:00 14:00 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	SIGNATURES	DATE
Shore power successfully commissioned? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Service Engineer: L. DAVID 	Date: 2025.07.12





**THE PORT OF LOS ANGELES**

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>YM Masculinity</b>	DATE (mm/dd/yy): <b>7-12-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9485007</b>	SUN MON TUES WED THURS FRI SAT <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<b>0715</b>
TERMINAL <b>CHINA</b>	BERTH <b>B100</b>	HVSC SHORE BOX/VAULT <b>#1</b>
<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>cc</i>	<i>ML</i>	7. Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>cc</i>	<i>ML</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.			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: _____		
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 checked="" type="checkbox"/> Ready for cables on ship/shore <input checked="" type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input checked="" type="checkbox"/> Authorization to transfer power (energize/de-energize) <input checked="" type="checkbox"/> Power transfer completed <input checked="" 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 checked="" type="checkbox"/> No (If yes, explain in comment section)			10. During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> 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 checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If yes, explain in comment section) <i>changed Board out</i>					
6. Frequency 60 HZ, A-B-C Counter-Clockwise					
Comments: <i>CLIFF CALLED 0730, SAID ON Board Tec is making adjustments on sh.p Will call when complete. Agent called at 1100. Ready to connect</i>					

SHIP PIC/TITLE (print)  
**CLIFF CURTIS**

POLA PIC/PORT ELECTRICAL MECHANIC (print)  
**MARTIN LOVATO**

SIGNATURE  
*[Signature]*

SIGNATURE  
*[Signature]*

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: **195826**

POLA PIC ARRIVAL TIME: **0630** HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **1308**  Holiday  4 hr. Call-out  
(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <b>2,510.477 mwh</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>1259</b>
POLA PIC Initials: <b>ML</b>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

**74742 3420**

**\*\*USE THIS FORM FOR ANY AMP ISSUES, OR DELAYS THAT ARE MORE THAN 60 MINUTES PAST THE REQUESTED TIME\*\***

### PORT ELECTRICAL MECHANICS

CONNECT     DISCONNECT     COMMISSIONING     REPOWER

SHIP: YM MASCULINITY    DATE: 7-12-25    REQUESTED TIME: 0700

BERTH: B100    MAINTSTAR: 195826    PEM 1: M. Lavato

TIME: 0000 - 2359    |    NOTES: STATUS - DELAYS - ISSUES    PEM 2: \_\_\_\_\_

#### TIMELINE FOR ALTERNATIVE MARITIME POWER (AMP)

0730 CLIFF FROM LD SAID TEC ON BOARD TO  
CHANGE CONTROL PANEL

1100 AGENT CALLED SHOP SAID READY TO CONNECT.

1215 PCMC CONNECTED CABLES

1230 DAVID LORENS FROM LD SAID READY  
FOR SEVERAL E-stop test

1240 BREAKER CLOSED

1259 TRANSFERED POWER



**THE PORT OF LOS ANGELES**

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>YM MASCULINITY</b>	DATE (mm/dd/yy): <b>7-16-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9485007</b>	SUN MON TUES WED THURS FRI SAT <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
TERMINAL <b>CHINA</b>	BERTH <b>100</b>	HVSC SHORE BOX/VAULT <b>1</b>
<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 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: <b>POLA (310) 732-3550</b> ☎ 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) <b>Packer Dattallas</b>	SIGNATURE _____

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: **195826**

POLA PIC ARRIVAL TIME: **0320**      HAND-OFF TIME: \_\_\_\_\_      HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **0410**       Holiday       4 hr. Call-out

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

POLA METER READING - MWH <b>2618.173 MWH</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0327</b>
POLA PIC Initials: <b>pd</b>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

WOS: 11-40001

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 1370 W Park Western Dr #203  
 San Pedro, CA 90722 USA  
 Tel: +1 310 7071115 Fax: +1 310 8200448  
 Email: service@ldpa.us  
 www.ldpowerautomation.com



# AMP COMMISSIONING REPORT

## WORK ORDER INFORMATION

Vessel <b>MSC BRIDGEPORT</b>	Berthing Side <b>Starboard</b>	Port <b>LAX</b>	WOS <b>WBCT</b>	Date <b>2025-07-14</b>
Order # <b>HRDN 4000818</b>	<input type="checkbox"/> Port	Port # <b>102</b>	WOS <b>100</b>	Customer <b>MSC</b>

## METER READINGS

Ship power <b>855</b>	SW	Ship energy counter <b>29,35</b>	SWH	Ship energy counter <b>2564.212</b>	SWH	SWH
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## TIMES

First Line Ashore	<b>16:00</b>	LDpa boarded vessel	<b>20:00</b>	Vessel on shorepower	<b>20:30</b>
Vessel All Fast	<b>16:22</b>	Notified terminal ready for shorepower		AMP system commissioned	<b>20:45</b>
Gangway not in place	<b>18:05</b>	Shorepower gang arrived	<b>17:15</b>	Generator Stopped	<b>20:33</b>
Cleared by Customs		Shorepower cable plugged in	<b>17:30</b>		
Ready to work		Shorepower sent to vessel	<b>20:25</b>		

## COMMENTS / NOTES

Blank area for handwritten comments and notes.

### REMAINING ITEMS


### MATERIALS

Qty	Type / Description

### WORKERS

From	To	Workers

### STATUS

Were power successfully commissioned?

Yes  No

### SIGNATURES

Service Engineer

*[Signature]*

Vessel (Signature / Stamp)

**MSC BRIDGEPORT**

*[Signature]*

Date: **14/07/2025**





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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>MSC Bridgeport</b>	DATE (mm/dd/yy): <b>7-14-25</b>	TIME OF CONFERENCE <b>1932</b>
SHIP IMO No. <b>9243409</b>	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"/>	<b>CONNECT 1711</b>
TERMINAL <b>China</b>	BERTH <b>102-11</b>	
<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.	<b>AP</b>	<b>PV</b>	7. Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>AP</b>	<b>PV</b>
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.	<b>AP</b>	<b>PV</b>	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: _____	<b>AP</b>	<b>PV</b>
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 checked="" type="checkbox"/> No (If no, ship requires HVSC system safety verification)	<b>AP</b>	<b>PV</b>	9. Critical stages AMP voice communications: <input checked="" type="checkbox"/> Ready for cables on ship/shore <input checked="" type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input checked="" type="checkbox"/> Authorization to transfer power (energize/de-energize) <input checked="" type="checkbox"/> Power transfer completed <input checked="" type="checkbox"/> Ready for E-stop testing, if requested	<b>AP</b>	<b>PV</b>
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)	<b>AP</b>	<b>PV</b>	10. During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> Ship power transfer contact phone number: _____	<b>AP</b>	<b>PV</b>
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)	<b>AP</b>	<b>PV</b>			
6. Frequency 60 HZ, A-B-C Counter-Clockwise	<b>AP</b>	<b>PV</b>			

Comments: **1735 WAITING FOR LD TECH, SHIP TIED OFF AT 1630 LATE ARRIVAL**

SHIP PIC/TITLE (print) <b>Dave Elkin</b>	SIGNATURE 
POLA PIC/PORT ELECTRICAL MECHANIC (print) <b>Roger Villason</b>	SIGNATURE 

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **195845**

POLA PIC ARRIVAL TIME: **1600**      HAND-OFF TIME: \_\_\_\_\_      HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **2051**       Holiday       4 hr. Call-out  
(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <b>2564.212</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>2030</b>
POLA PIC Initials: <b>PV</b> 2nd Person Initials - Confirmation: <b>BS</b> As needed: Additional Confirmation: Initials: _____	COMMENTS (continue on back if needed):



# SYSTEM SAFETY VERIFICATION HIGH VOLTAGE SHORE CONNECTION (HVSC)\*

\*Also known as Alternative Maritime Power (AMP)

# S

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>MSC Bridgeport</i>	DATE (mm/dd/yy): <i>7-14-25</i>
SHIP IMO No.	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 <i>China</i>	BERTH <i>102</i>
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	HVSC SHORE BOX/VAULT <i>11</i>

**HVSC SYSTEM SAFETY VERIFICATION INSTRUCTIONS:** This form must be completed in addition to the Power Transfer Conference Form. The system safety verification procedure must be completed for all IEC/ISO/IEEE 80005-1 compliant ships that have not previously successfully transferred to and from high voltage shore power or have not successfully transferred to and from high voltage shore power within the last 12-months ("No" answer to question #3 on the Power Transfer Conference Form). Time for connection will be tracked via the Power Conference Form. The Ship Person in Charge (PIC) and the Port of Los Angeles (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.

**NOTE:** Ships that are not compliant with IEC/ISO/IEEE 80005-1 standards (except those previously accepted by POLA for AMP barge connections) shall not be connected to shore side power.

ITEM	INITIALS		ITEM	INITIALS	
	Ship PIC	POLA PIC		Ship PIC	POLA PIC
1. Ship HVSC designed/ built in compliance with IEC/ISO/IEEE 80005-1, or previously accepted for use with POLA AMP barge. <input type="checkbox"/> Yes <input type="checkbox"/> No (If no, ship cannot connect to POLA HVSC system.)	<i>DF</i>	<i>RV</i>	6. Visually verified equipotential bond monitoring: no signs of rust or wear of ship plugs, all pins, receptacles, plugs or cables.	<i>DF</i>	<i>RV</i>
2. Reviewed insulation resistance measurement and voltage test of cables. (1) <input type="checkbox"/> Actual Testing <input type="checkbox"/> Testing documentation reviewed	<i>DF</i>	<i>RV</i>	7. Function tested interlocking system, via POLA HVSC connection procedure.	<i>DF</i>	<i>RV</i>
3. Performed visual inspection of HVSC system in general.	<i>DF</i>	<i>RV</i>	8. Verified function of cable management system, via POLA HVSC connection procedure. (2)	<i>DF</i>	<i>RV</i>
4. Performed visual inspection of earthing resistance (shore only).	<i>DF</i>	<i>RV</i>	9. Integration testing to demonstrate that shore and shipside installations work properly together, including protection devices and control equipment. <input type="checkbox"/> All individual emergency push buttons (e-stop) on ship tested. <input type="checkbox"/> All individual emergency push buttons (e-stop) on shore tested.	<i>DF</i>	<i>RV</i>
5. Visually verified phase sequence: frequency 60 HZ, A-B-C Counter-Clockwise.	<i>DF</i>	<i>RV</i>			

Comments:

\*\* Based upon IEC/ISO/IEEE 80005-1 Section 10.4.2  
(1) Only required for initial shore or ship commissioning or in excess of 30-month period from last successful transfer to high voltage shore power.  
(2) If system trips, check adjustment of cable tension management system.

SHIP PIC/TITLE (print)  
*Daniel E. Win*

POLA PIC/PORT ELECTRICAL MECHANIC (print)  
*Roger Villaseñor*

SIGNATURE  
*Daniel E. Win*

SIGNATURE  
*Roger Villaseñor*



**THE PORT OF LOS ANGELES**

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>MSC Bridgeport</b>	DATE (mm/dd/yy): <b>07/18/25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9243409</b>	SUN MON TUES WED THURS FRI SAT <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	
TERMINAL <b>WBCT (China Shipping)</b>	BERTH <b>102</b>	HVSC SHORE BOX/VAULT <b># 11</b>
<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 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: <b>POLA (310) 732-3550</b> 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) Bryce Parsons

SIGNATURE Bp

POLA PIC/PORT ELECTRICAL MECHANIC (print) Mike DeLang

SIGNATURE Mike DeLang

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: 195845

POLA PIC ARRIVAL TIME: 16:30

HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: 17:52

Holiday  4 hr. Call-out

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

POLA METER READING - MWH  
2643,662 MWH.

POLA PIC Initials: MM

2nd Person Initials - Confirmation: \_\_\_\_\_

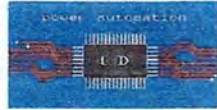
As needed: Additional Confirmation: Initials: \_\_\_\_\_

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS  
17:37

COMMENTS (continue on back if needed):

WO#: 11- 40007

**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 <i>MSC Silvana VIII</i>	Berthing Side <input checked="" type="checkbox"/> Starboard <input type="checkbox"/> Port	Port <i>LAX</i>	Pier <i>ubct</i>	Date <i>7/16/2025</i>	Customer <i>MSC</i>
Container # <i>N/A</i>		Berth <i>100</i>	SPO <i>6</i>		

METER READINGS					
Ship power <i>895</i>	kW	Ship energy counter <i>6477 x100</i>	kWh	Shore energy counter <i>2618.173</i>	MWh
					kWh

TIMES					
First Line Ashore	DAY HOUR MIN <i>06:18</i>	LDpa boarded vessel	DAY HOUR MIN <i>07:03</i>	Vessel on shorepower	DAY HOUR MIN <i>11:20</i>
Vessel All Fast	DAY HOUR MIN <i>06:43</i>	Notified terminal ready for shorepower	DAY HOUR MIN <i>10:03</i>	AMP system commissioned	DAY HOUR MIN <i>11:35</i>
Gangway net in place	DAY HOUR MIN <i>07:31</i>	Shorepower gang arrived	DAY HOUR MIN <i>10:08</i>	Generator Stopped	DAY HOUR MIN <i>12:53</i>
Cleared by Customs	DAY HOUR MIN <i>08:35</i>	Shorepower cable plugged in	DAY HOUR MIN <i>10:18</i>		DAY HOUR MIN :
Ready to work	DAY HOUR MIN <i>08:35</i>	Shorepower sent to vessel	DAY HOUR MIN <i>10:26</i>		DAY HOUR MIN :

**COMMENTS / NOTES**

*Assisted Cayotec with Reel Commissioning & commissioned ship's AMP system.*

*AMP Room & Main switch Board Safety device are not displaying correctly & should be replaced.*

*Meters on MSB Amp breaker panel should be replaced.*

REMAINING ITEMS	MATERIALS	WORKERS
	Qty: Type / Description:	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	SIGNATURES		
Shore power successfully commissioned? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Service Engineer: <i>[Signature]</i>	Vessel: (Signature / Stamp) <i>M. SILVANA VIII</i>	Date: <i>7/16/2025</i>
		<i>[Signature]</i> CHIEF ENGINEER	



WO#: 11-4008

**LD power automation**  
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 E-mail: service@ldpa.us  
 www.ldpowerautomation.com



# AMP ASSIST DEPARTURE REPORT

## WORK ORDER INFORMATION

Vessel <i>MSC Silvana VIII</i>	Berthing Side <input checked="" type="checkbox"/> Starboard <input type="checkbox"/> Port	Port <i>LAX</i>	Pier <i>WBCT</i>	Date <i>2025-07-20</i>
Container # <i>N/A</i>		Berth <i>100</i>	SPO <i>6</i>	Customer <i>MSC</i>

## METER READINGS

Ship power kW <i>750</i>	Ship energy counter kWh <i>1011200</i>	Shore energy counter kWh <i>2707.281</i>	MWh	kWh
-----------------------------	---	---	-----	-----

## TIMES

LDpa boarded vessel	DAY HOUR MIN <i>,04:06</i>	Shorepower gang arrived	DAY HOUR MIN <i>,04:33</i>	DAY HOUR MIN : :
Generator started	DAY HOUR MIN <i>,04:10</i>	Shorepower cables unplugged	DAY HOUR MIN <i>,04:41</i>	DAY HOUR MIN : :
Pilot on bridge	DAY HOUR MIN : :	First line released	DAY HOUR MIN : :	DAY HOUR MIN : :
Transfer to vessel power	DAY HOUR MIN <i>,04:12</i>	Last line released	DAY HOUR MIN : :	DAY HOUR MIN : :
Notified terminal ready for disconnect	DAY HOUR MIN <i>,04:33</i>		DAY HOUR MIN : :	DAY HOUR MIN : :

## COMMENTS / NOTES

*vessel 2.5 connected successfully.*

## 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

## SIGNATURES

Service Engineer:  
*Parsons*  
*BSB*

Vessel:  
(Signature / Stamp)  
*[Signature]*  
**MSC SILVANA VIII**

Date:  
*2025-07-20*

**DATE: CHIEF ENGINEER**





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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>MSC SILVANA VIII</b>	DATE (mm/dd/yy): <b>07/16/25</b>	TIME OF CONFERENCE <b>0623</b>
SHIP IMO No. <b>9309459</b>	SUN MON TUES WED THURS FRI SAT <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
TERMINAL <b>WBC +</b>	BERTH <b>100</b>	HVSC SHORE BOX/VAULT <b>6</b>
<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>D</i>	<i>A</i>	7. Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>D</i>	<i>A</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>D</i>	<i>A</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>D</i>	<i>A</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>D</i>	<i>A</i>	9 Critical stages AMP voice communications: <input checked="" type="checkbox"/> Ready for cables on ship/shore <input checked="" type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input checked="" type="checkbox"/> Authorization to transfer power (energize/de-energize) <input checked="" type="checkbox"/> Power transfer completed <input checked="" type="checkbox"/> Ready for E-stop testing, if requested	<i>D</i>	<i>A</i>
4 Has the ship power infrastructure been modified since last successful high voltage ship to shore power transfer? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, explain in comment section)	<i>D</i>	<i>A</i>	10 During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> Ship power transfer contact phone number _____	<i>D</i>	<i>A</i>
5 Has the shore power infrastructure been modified since last successful high voltage ship to shore power transfer? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If yes, explain in comment section)	<i>D</i>	<i>A</i>			
6 Frequency 60 HZ, A-B-C Counter-Clockwise	<i>D</i>	<i>A</i>			
Comments:					

SHIP PIC/TITLE (print) <i>Dave E. Hu</i>	SIGNATURE <i>[Signature]</i>
POLA PIC/PORT ELECTRICAL MECHANIC (print) <i>Arjun Y...</i>	SIGNATURE <i>[Signature]</i>

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: 195866

POLA PIC ARRIVAL TIME: 06:18      HAND-OFF TIME: \_\_\_\_\_      HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: \_\_\_\_\_

Holiday       4 hr. Call-out  
(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <b>2618.173 MWH</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>1120</b>
POLA PIC Initials: <u>DA</u>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	



# SYSTEM SAFETY VERIFICATION HIGH VOLTAGE SHORE CONNECTION (HVSC)\*

\*Also known as Alternative Marine Power (AMP)

# S

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>MSC SILVANA VIII</i>		DATE (mm/dd/yy): <i>07/16/25</i>					
SHIP IMO No. <i>9309459</i>	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 <i>WBC 1</i>	BERTH <i>100</i>						
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV		HVSC SHORE BOX/VAULT <i>6</i>					

**HVSC SYSTEM SAFETY VERIFICATION INSTRUCTIONS:** This form must be completed in addition to the Power Transfer Conference Form. The system safety verification procedure must be completed for all IEC/ISO/IEEE 80005-1 compliant ships that have not previously successfully transferred to and from high voltage shore power or have not successfully transferred to and from high voltage shore power within the last 12-months ("No" answer to question #3 on the Power Transfer Conference Form). Time for connection will be tracked via the Power Conference Form. The Ship Person in Charge (PIC) and the Port of Los Angeles (POLA) PIC must initial each item as being discussed. In the comments area, describe any items 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.

**NOTE:** Ships that are not compliant with IEC/ISO/IEEE 80005-1 standards (except those previously accepted by POLA for AMP barge connections) shall not be connected to shore side power.

ITEM	INITIALS		ITEM	INITIALS	
	Ship PIC	POLA PIC		Ship PIC	POLA PIC
1. Ship HVSC designed/ built in compliance with IEC/ISO/IEEE 80005-1, or previously accepted for use with POLA AMP barge. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If no, ship cannot connect to POLA HVSC system)	<i>DS</i>	<i>AM</i>	6. Visually verified equipotential bond monitoring, no signs of rust or wear of ship (RAGS, all parts, receptacles, cables or conductors)	<i>DS</i>	<i>AM</i>
2. Reviewed insulation resistance measurement and voltage test of cables (1) <input type="checkbox"/> Actual Testing <input checked="" type="checkbox"/> Testing documentation reviewed	<i>DS</i>	<i>AM</i>	7. Function tested Interlocking system, via POLA HVSC connection procedure.	<i>DS</i>	<i>AM</i>
3. Performed visual inspection of HVSC system in general	<i>DS</i>	<i>AM</i>	8. Verified function of cable management system, via POLA HVSC connection procedure (2)	<i>DS</i>	<i>AM</i>
4. Performed visual inspection of earthing resistance (shore only)	<i>DS</i>	<i>AM</i>	9. Integration testing to demonstrate that shore and shipside installations work properly together, including protection devices and control equipment. <input checked="" type="checkbox"/> All individual emergency push buttons (e-stop) on ship tested <input type="checkbox"/> All individual emergency push buttons (e-stop) on shore tested	<i>DS</i>	<i>AM</i>
5. Visually verified phase sequence: frequency 60 HZ, A-B-C Counter-Clockwise	<i>DS</i>	<i>AM</i>			

Comments:

\* IEC/ISO/IEEE 80005-1 Section 10.4.2

(1) Only required for ships prior to ship commissioning or in excess of 30-month period from last successful transfer to high voltage shore power

(2) If system has a cable management system

SHIP PIC/TITLE (print)

*Don E. H.*

SIGNATURE

*Don E. H.*

POLA PIC/PORT ELECTRICAL MECHANIC (print)

*Adrian Yankovic*

SIGNATURE

*Adrian Yankovic*

0131



**THE PORT OF LOS ANGELES**

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>MSC SILVANA VIII</i>		DATE (mm/dd/yy): <i>7.20.25</i>	TIME OF CONFERENCE <i>8:45am</i>
SHIP IMO No. <i>9309459</i>		SUN <input type="checkbox"/> MON <input type="checkbox"/> TUE <input type="checkbox"/> WED <input type="checkbox"/> THURS <input type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL <i>China</i>		BERTH <i>100</i>	HVSC SHORE BOX/VAULT <i>6</i>
<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/IEEE 60055-1 procedures within the last 12 months? <input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, ship requires HVSC system safety verification)			9. Critical stages AMP voice communications: <input type="checkbox"/> Ready for cable or shorestart <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 complete <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 <b>POLA (310) 732-3550</b> 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: <i>Terminal operations - L&amp;D</i> <span style="float:right"><i>L&amp;D - Terminal operations</i></span>					

SHIP PIC/TITLE (print) <i>[Signature]</i>	SIGNATURE <i>[Signature]</i>
POLA PIC/PORT ELECTRICAL MECHANIC (print) <i>MIKE V.</i>	SIGNATURE <i>[Signature]</i>

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: *195886*

POLA PIC ARRIVAL TIME: *8:00am*      HAND-OFF TIME: \_\_\_\_\_      HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: \_\_\_\_\_

Holiday       4 hr. Call-out

*(if over 90 minutes in duration explain in comment section below)*

POLA METER READING - MWH <i>2,707.281</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>9:10 AM</i>
POLA PIC Initials: <i>MF</i>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed, Additional Confirmation: Initials: _____	

0132



WO#: 11- 40255

**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 ATHOS</i>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <i>LAX</i>	Pier <i>WBCT</i>	Date <i>2025-07-25</i>
Container # <i>N/A</i>		Berth <i>100</i>	SPO <i>1</i>	Customer <i>MSC</i>

METER READINGS				
Ship power <i>1314</i>	kW	Ship energy counter <i>1262669</i>	kWh	Shore energy counter <i>2790008</i>
			MWh	kWh

TIMES							
LDpa boarded vessel	DAY	HOUR	MIN	Shorepower gang arrived	DAY	HOUR	MIN
			<i>, 03:00</i>				<i>, 03:33</i>
Generator started	DAY	HOUR	MIN	Shorepower cables unplugged	DAY	HOUR	MIN
			<i>, 03:13</i>				
Pilot on bridge	DAY	HOUR	MIN	First line released	DAY	HOUR	MIN
Transfer to vessel power	DAY	HOUR	MIN	Last line released	DAY	HOUR	MIN
			<i>, 03:15</i>				
Notified terminal ready for disconnect	DAY	HOUR	MIN		DAY	HOUR	MIN
			<i>, 03:24</i>				

**COMMENTS / NOTES**

*vessel transferred to SHIPS power successfully.*

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**

**SIGNATURES**

Service Engineer: *M. Solis*

Vessel: *MSC ATHOS KALLETTA*

Date: *2025-07-25*





THE PORT OF LOS ANGELES

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>MSC ATHOS</b>		DATE (mm/dd/yy): <b>7-23-25</b>	TIME OF CONFERENCE <b>0140</b>
SHIP IMO No. <b>9618317</b>	SUN MON TUES WED THURS FRI SAT <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		
TERMINAL <b>CTINA</b>	BERTH <b>100</b>	HVSC SHORE BOX/VAULT <b>1</b>	
<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>[Signature]</i>	<i>[Signature]</i>	7 Ship stop testing requested? <input checked="" type="checkbox"/> Yes <input 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			8 Communication mode? <input type="checkbox"/> Direct Verbal <input checked="" type="checkbox"/> Two-way radio <input checked="" type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel/Freq./Other: <b>LD POWER</b>		
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 checked="" type="checkbox"/> Ready for cables on ship/shore <input checked="" type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input checked="" type="checkbox"/> Authorization to transfer power (energize/de-energize) <input checked="" 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 checked="" type="checkbox"/> No (if yes, explain in comment section)			10 During ship call if any power transfer issues arise call <b>POLA (310) 732-3550</b> 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 checked="" type="checkbox"/> No (if yes, explain in comment section)					
6 Frequency 60 HZ, A-B-C Counter-Clockwise					
Comments:					

SHIP PIC/TITLE (print) *[Signature]* SIGNATURE *[Signature]*

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

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: 196001

POLA PIC ARRIVAL TIME: 0110 HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: 0215  Holiday  4 hr. Call-out  
(if over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <b>2707.281</b> <i>MWH</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0210</b>
POLA PIC Initials: <u><i>[Signature]</i></u> 2nd Person Initials - Confirmation: _____ As needed: Additional Confirmation: Initials: _____	COMMENTS (continue on back if needed)



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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>MSC ATHOS</b>	DATE (mm/dd/yy): <b>7-25-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>7618317</b>	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input type="checkbox"/> THURS <input type="checkbox"/> FRI <input checked="" type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL <b>CHINA</b>	BERTH <b>100</b>	
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 66KV	<input type="checkbox"/> CONNECTION <input checked="" type="checkbox"/> DISCONNECTION (skip Power Transfer Conference)	HVSC SHORE BOX/VAULT <b>1</b>

**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			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 duty, power transfer shall occur call <b>POLA (310) 732-3550</b> 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)

*Marky Quintana*

SIGNATURE

*[Signature]*

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER

**196001**

POLA PIC ARRIVAL TIME:

**0240**

HAND-OFF TIME:

HAND-OFF TIME:

POLA PIC DEPARTURE TIME:

**0400**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

**2790.008 MWH**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

**0320**

POLA PIC Initials:

*MD*

COMMENTS (continue on back if needed):

2nd Person Initials - Confirmation:

As needed: Additional Confirmation Initials:

**0136**







**THE PORT OF LOS ANGELES**

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>MSC Adonis</i>	DATE (mm/dd/yy) <i>2/11/23</i>	TIME OF CONFERENCE <i>03:00 AM</i>
SHIP IMO No. <i>7706310</i>	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input type="checkbox"/> THURS <input checked="" type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL <i>Chesapeake</i>	BERTH <i>21-2</i>	HVSC SHORE BOX/VAULT <i>#1</i>
<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>A</i>	<i>CA</i>	7 Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No		<i>CA</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>A</i>	8 Communication mode? <input type="checkbox"/> Direct Verbal <input checked="" type="checkbox"/> Two-way radio <input checked="" type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel/No./Other: _____		<i>CA</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>CA</i>	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 checked="" type="checkbox"/> Authorization to transfer power (energize/de-energize) <input type="checkbox"/> Power transfer completed <input checked="" type="checkbox"/> Ready for E-stop testing, if requested		<i>CA</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>A</i>	10 During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> Ship power transfer contact phone number _____		<i>CA</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>A</i>	<i>A</i>			
6 Frequency 60 HZ, A-B-C Counter-Clockwise		<i>A</i>			
Comments:					

SHIP PIC/TITLE (print) <i>Tomas Fish</i>	SIGNATURE <i>[Signature]</i>
POLA PIC/PORT ELECTRICAL MECHANIC (print) <i>Charles Asendorf</i>	SIGNATURE <i>[Signature]</i>

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER *196683*

POLA PIC ARRIVAL TIME: *07:30 AM*      HAND-OFF TIME: \_\_\_\_\_      HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: *01:15 AM*       Holiday       4 hr. Call-out  
(if over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <i>3,165.229</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>05:55 AM</i>
POLA PIC Initials: <i>CA</i>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation Initials: _____	

0139



**THE PORT OF LOS ANGELES**

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>MSC Adonis</b>		DATE (mm/dd/yy): <b>08/15/25</b>	TIME OF CONFERENCE <b>10:41</b>
SHIP IMO No. <b>9706310</b>		SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input type="checkbox"/> THURS <input type="checkbox"/> FRI <input checked="" type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL <b>China</b>		BERTH <b>102</b>	HVSC SHORE BOX/VAULT
<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.			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: <b>POLA (310) 732-3550</b> 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: <b>Repair. POLA found no alarms and 86 was not tripped. Reported to LD Power. Loss of Pilot Loop</b>					

SHIP PIC/TITLE (print)

*[Signature]*

SIGNATURE

*[Signature]*

POLA PIC/PORT ELECTRICAL MECHANIC (print)

*[Signature]*

SIGNATURE

*[Signature]*

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **196683**

POLA PIC ARRIVAL TIME: **10:30**

HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **11:30**

Holiday  4 hr. Call-out

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

POLA METER READING - MWH <b>3,231.371 MWH</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>11:13</b>
POLA PIC Initials: <b>JH</b>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	



**THE PORT OF LOS ANGELES**

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>MSC Adonis</b>	DATE (mm/dd/yy): <b>08/16/25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9706310</b>	SUN MON TUES WED THURS FRI SAT <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<b>03:10 AM</b>
TERMINAL <b>China Shipping</b>	BERTH <b>B102</b>	HVSC SHORE BOX/VAULT <b>#7</b>
<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 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: <b>POLA (310) 732-3550</b> 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)

SIGNATURE

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: **196683**

POLA PIC ARRIVAL TIME: **02:30 AM**

HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **03:40 AM**

Holiday  4 hr. Call-out

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

POLA METER READING - MWH <b>3,258.082</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>03:30 AM</b>
POLA PIC Initials: <b>CA</b>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

WO#: 11-40724

**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 <b>MSC Desiree</b>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>LAX</b>	Pier <b>WBCT</b>	Date <b>2025-08-17</b>
Container # <b>N/A</b>		Berth <b>100</b>	SPO <b>1</b>	Customer <b>MSC</b>

## METER READINGS

Ship power kW <b>1350</b>	Ship energy counter kWh <b>105784</b>	Shore energy counter MWh <b>3041.835</b>	<b>Change over</b> <b>1700040</b> kWh
------------------------------	--	---	--

## TIMES

First Line Ashore	DAY HOUR MIN <b>,06:38</b>	LDpa boarded vessel	DAY HOUR MIN <b>,07:25</b>	Vessel on shorepower	DAY HOUR MIN <b>,08:08</b>
Vessel All Fast	DAY HOUR MIN <b>,06:54</b>	Notified terminal ready for shorepower	DAY HOUR MIN <b>,07:41</b>	AMP system commissioned	DAY HOUR MIN <b>,08:23</b>
Gangway net in place	DAY HOUR MIN <b>,07:20</b>	Shorepower gang arrived	DAY HOUR MIN <b>,07:41</b>	Generator Stopped	DAY HOUR MIN <b>,08:13</b>
Cleared by Customs	DAY HOUR MIN : : :	Shorepower cable plugged in	DAY HOUR MIN <b>,07:54</b>		DAY HOUR MIN : : :
Ready to work	DAY HOUR MIN : : :	Shorepower sent to vessel	DAY HOUR MIN <b>,08:01</b>		DAY HOUR MIN : : :

## COMMENTS / NOTES

vessel connected successfully. no issues with AMP, vessel commissioned successfully.

## 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 commissioned?  
 Yes  No

**SIGNATURES**  
 Service Engineer:  
**Persons**

Vessel:  
 (Signature / Stamp)  
  
**CH. ENGINEER DIRETTORE**  
**GIANPAOLO GRIECO**  
 Date: **2025-08-17**







THE PORT OF LOS ANGELES

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>MSC DESIREE</i>	DATE (mm/dd/yyyy) <i>8/17/25</i>	TIME OF CONFERENCE <i>0705</i>
SHIP IMO No. <i>9745665</i>	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 <i>CHINA</i>	BERTH <i>100</i>	HVSC SHORE BOX/VAULT <i>1</i>
<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>30</i>	<i>RG</i>	7. Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<i>RG</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.			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: _____		
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"/> 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 checked="" type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input checked="" type="checkbox"/> Authorization to transfer power (energize/de-energize) <input checked="" type="checkbox"/> Power transfer completed <input checked="" 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 checked="" type="checkbox"/> No (If yes, explain in comment section)			10. During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> 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 checked="" 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)

SIGNATURE

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: *196725*

POLA PIC ARRIVAL TIME: *0623*

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

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

POLA PIC Initials: *RG*

COMMENTS (continue on back if needed):

2nd Person Initials - Confirmation: \_\_\_\_\_

As needed: Additional Confirmation: Initials: \_\_\_\_\_

0144



# SYSTEM SAFETY VERIFICATION HIGH VOLTAGE SHORE CONNECTION (HVSC)\*

\*Also known as Alternative Maritime Power (AMP)

# S

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>MSC DESIREE</i>		DATE (mm/dd/yy): <i>8/17/25</i>					
SHIP IMO No. <i>9745665</i>	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 <i>CHINA</i>	BERTH <i>100</i>						
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV		HVSC SHORE BOX/VAULT <i>1</i>					

**HVSC SYSTEM SAFETY VERIFICATION INSTRUCTIONS:** This form must be completed in addition to the Power Transfer Conference Form. The system safety verification procedure must be completed for all IEC/ISO/IEEE 80005-1 compliant ships that have not previously successfully transferred to and from high voltage shore power or have not successfully transferred to and from high voltage shore power within the last 12-months ("No" answer to question #3 on the Power Transfer Conference Form). Time for connection will be tracked via the Power Conference Form. The Ship Person in Charge (PIC) and the Port of Los Angeles (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.

**NOTE:** Ships that are not compliant with IEC/ISO/IEEE 80005-1 standards (except those previously accepted by POLA for AMP barge connections) shall not be connected to shore side power.

ITEM	INITIALS		ITEM	INITIALS	
	SHIP PIC	POLA PIC		SHIP PIC	POLA PIC
1. Ship HVSC designed/ built in compliance with IEC/ISO/IEEE 80005-1, or previously accepted for use with POLA AMP barge. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (if no, ship cannot connect to POLA HVSC system)		<i>RLG</i>	6. Visually verified equipotential bond monitoring; no signs of rust or wear of ship plugs, all pins, receptacles, plugs or cables.		<i>RLG</i>
2. Reviewed insulation resistance measurement and voltage test of cables (1) <input type="checkbox"/> Actual Testing <input checked="" type="checkbox"/> Testing documentation reviewed			7. Function tested interlocking system, via POLA HVSC connection procedure		
3. Performed visual inspection of HVSC system in general			8. Verified function of cable management system, via POLA HVSC connection procedure (2)		
4. Performed visual inspection of earthing resistance (shore only)			9. Integration testing to demonstrate that shore and shipside installations work properly together, including protection devices and control equipment. <input checked="" type="checkbox"/> All individual emergency push buttons (e-stop) on ship tested. <input checked="" type="checkbox"/> All individual emergency push buttons (e-stop) on shore tested		
5. Visually verified phase sequence: frequency 60 HZ, A-B-C Counter-Clockwise					

Comments:

\* IEC/ISO/IEEE 80005-1 Table 4.1.2

- (1) Only required for initial shore or ship commissioning or in excess of 30 month period from last successful transfer to high voltage shore power
- (2) If system trips, check adjustment of cable tension management system

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

SIGNATURE

0145



THE PORT OF LOS ANGELES

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>MSC Desiree</i>	DATE (mm/dd/yy): <i>08/21/25</i>	TIME OF CONFERENCE <i>03 20 AM</i>
SHIP IMO No. <i>9745663</i>	SUN MON TUES WED THURS FRI SAT <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
TERMINAL <i>Chgo Shipping</i>	BERTH <i>B107</i>	HVSC SHORE BOX/VAULT <i>#1</i>
<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 shore communications: <input checked="" type="checkbox"/> Ready for cables on ship/shore <input checked="" type="checkbox"/> Lock-Out/Tag-Out Procedures for each ground (connect & disconnect) <input checked="" type="checkbox"/> Authorization to transfer power (emergency/emergency) <input checked="" type="checkbox"/> Power transfer completed <input checked="" 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 <b>POLA (310) 732-3550</b> 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)

SIGNATURE

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: *196725*

POLA PIC ARRIVAL TIME: *03 00 AM*

HAND-OFF TIME:

HAND-OFF TIME:

POLA PIC DEPARTURE TIME: *03 50 AM*

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

*3,213.181*

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

*03 30 AM*

POLA PIC Initials: *CA*

COMMENTS (continue on back if needed):

2nd Person Initials - Confirmation:

As needed: Additional Confirmation: Initials:

0146







**THE PORT OF LOS ANGELES**

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>Ege 20110</i>	DATE (mm/dd/yy): <i>12/15/08</i>	TIME OF CONFERENCE <i>12.08</i>
SHIP IMO No. <i>9112155</i>	SUN <input 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 <i>Terminal 3</i>	BERTH <i>5100</i>	HVSC SHORE BOX/VAULT <i>15</i>
<input type="checkbox"/> 11 KV <input 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>[initials]</i>	<i>[initials]</i>	7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No		<i>[initials]</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>[initials]</i>	<i>[initials]</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>[initials]</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>[initials]</i>	<i>[initials]</i>	9. Critical stages AMP voice communications: <input checked="" type="checkbox"/> Ready for cables on ship/shore <input checked="" type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input checked="" type="checkbox"/> Authorization to transfer power (energize/de-energize) <input checked="" type="checkbox"/> Power transfer completed <input checked="" type="checkbox"/> Ready for E-stop testing, if requested	<i>[initials]</i>	<i>[initials]</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>[initials]</i>	<i>[initials]</i>	10. During ship call if any power transfer issues arise call <b>POLA (310) 732-3550</b> Ship power transfer contact phone number: _____		<i>[initials]</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>[initials]</i>	<i>[initials]</i>			
6. Frequency 60 HZ. A-B-C Counter-Clockwise	<i>[initials]</i>	<i>[initials]</i>			
Comments:					

SHIP PIC/TITLE (print) \_\_\_\_\_ SIGNATURE \_\_\_\_\_

POLA PIC/PORT ELECTRICAL MECHANIC (print) \_\_\_\_\_ SIGNATURE \_\_\_\_\_

**FOR PORT OF LOS ANGELES USE ONLY**

POLA PIC ARRIVAL TIME: *11:58* HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: \_\_\_\_\_

Holiday  4 hr. Call-out  
(if over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <i>3,213.181 MWH</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>12:30</i>
POLA PIC Initials: _____ 2nd Person Initials - Confirmation: _____ As needed: Additional Confirmation: Initials: _____	COMMENTS (continue on back if needed):



THE PORT OF LOS ANGELES

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>CAPE SOUNIO</i>	DATE (mm/dd/yy): <i>8/23/2025</i>	TIME OF CONFERENCE
SHIP IMO No. <i>9727625</i>	SUN MON TUES WED THURS FRI SAT <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	
TERMINAL <i>WBCT (CHINA)</i>	BERTH <i>100</i>	HVSC SHORE BOX/VAULT <i>15</i>
<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 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 <b>POLA (310) 732-3550</b> 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: <i>AMP DISCONNECT REVISED TO 0430 HRS</i>					

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

*RONALD L. DEGLER*

SIGNATURE

*Ronald L. Degler*

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER

*196813*

POLA PIC ARRIVAL TIME:

*0400 HRS*

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

*3275.779*

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

*C/S OPENED AT 0450 HRS*

POLA PIC Initials:

*RLD*

COMMENTS (continue on back if needed)

2nd Person Initials - Confirmation:

As needed: Additional Confirmation: Initials:

0150



THE PORT OF LOS ANGELES

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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>CAPE KORTIA</b>	DATE (mm/dd/yy): <b>8-28-25</b>	TIME OF CONFERENCE <b>2322</b>
SHIP IMO No. <b>9727613</b>	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input type="checkbox"/> THURS <input checked="" type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	<b>CONNECT 2331</b>
TERMINAL <b>WBCT</b>	BERTH <b>100</b>	HVSC SHORE BOX/VAULT <b>1</b>
<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.	<b>BP</b>	<b>BS</b>	7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>BP</b>	<b>BS</b>
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 checked="" 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 checked="" type="checkbox"/> Ready for cables on ship/shore <input checked="" type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input checked="" type="checkbox"/> Authorization to transfer power (energize/de-energize) <input checked="" type="checkbox"/> Power transfer completed <input checked="" 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 checked="" type="checkbox"/> No (If yes, explain in comment section)			10. During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> 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 checked="" type="checkbox"/> No (If yes, explain in comment section)					
6. Frequency 60 HZ, A-B-C Counter-Clockwise					

Comments: **HAD TO RESET 34.5 RESET SEPAM TO GET 86**

SHIP PIC/TITLE (print) \_\_\_\_\_

**Boyce Parsons**

SIGNATURE \_\_\_\_\_

**BP**

POLA PIC/PORT ELECTRICAL MECHANIC (print) \_\_\_\_\_

**WILLIAM STEL**

SIGNATURE \_\_\_\_\_

**William Stel**

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **196931**

POLA PIC ARRIVAL TIME: **2252**

HAND-OFF TIME: \_\_\_\_\_

HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **2338**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH: **3316.071**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS: **2328**

POLA PIC Initials: **BS**

COMMENTS (continue on back if needed):

2nd Person Initials - Confirmation: \_\_\_\_\_

As needed: Additional Confirmation: Initials: \_\_\_\_\_



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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>CAPE KONTRON</b>	DATE (mm/dd/yy): <b>8-30-2025</b>	TIME OF CONFERENCE <b>5:15pm</b>
SHIP IMO No. <b>9727613</b>	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input type="checkbox"/> WED <input type="checkbox"/> THURS <input type="checkbox"/> FRI <input type="checkbox"/> SAT <input checked="" type="checkbox"/>	
TERMINAL <b>China</b>	BERTH <b>100</b>	HVSC SHORE BOX/VAULT
<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 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: <b>POLA (310) 732-3550</b> 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) 224VID SIGNATURE [Signature]

POLA PIC/PORT ELECTRICIAN MECHANIC (print) [Signature] SIGNATURE [Signature]

**FOR PORT OF LOS ANGELES USE ONLY** MAINTSTAR WORK ORDER NUMBER: 196931

POLA PIC ARRIVAL TIME: 4:30 pm 16:30 HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: 17:40  Holiday  4 hr. Call-out  
(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH 3,424.804 TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS 17:33 5:33pm

POLA PIC Initials: \_\_\_\_\_ COMMENTS (continue on back if needed): \_\_\_\_\_

2nd Person Initials - Confirmation: \_\_\_\_\_

As needed: Additional Confirmation: Initials: \_\_\_\_\_

Larry Li

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**From:** Ryan Daguro  
**Sent:** Thursday, January 8, 2026 10:58 AM  
**To:** Ryan Daguro  
**Subject:** Fw: YM UNIFORM cold ironing report) at LAX.  
**Attachments:** RE: YM UNIFORM Game Plan--(ETA LAX p/s 9/06 04:00lt. shore power connect time: 9/06 05:30lt) ; 3810\_001.pdf

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](mailto:ryanda@wbct.us)  
[www.portsamerica.com](http://www.portsamerica.com)

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**From:** Ryan Daguro <ryanda@wbct.us>  
**Sent:** Friday, September 12, 2025 10:14 AM  
**To:** Thomas Zin <thomaszin@us.yangming.com>  
**Cc:** Brian Kachevas <brianka@wbct.us>; Giuseppe Napoli <giuseppena@wbct.us>; LAX marine operation <laxvsl@us.yangming.com>; Master YM Uniform <ymuniform@fleet.yangming.com>; Quentin Yang <QuentinYa@wbct.us>  
**Subject:** RE: YM UNIFORM 團明 cold ironing report) at LAX.

Hello Capt,

Based on the attached, this call will be reported as a "Safety and Emergency Event" due to the intermittent power loss. Per POLA, there were no issues with shore side power. Please have the vessel double check/troubleshoot their AMP system.

9.7.25

1034 – Vessel notified management of intermittent power loss  
1123 – Power restored

9.8.25

0752 – Vessel notified management of power loss  
0842 – Power restored

Thank you,  
Ryan Daguro  
Marine Manager  
Ports America  
2050 John S. Gibson Blvd.  
San Pedro, Ca 90731