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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 2 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 2**

## Visit #185 YM Uniform

Mobile: 310.505.9243

Office: 310.732.2486

[ryanda@wbct.us](mailto:ryanda@wbct.us)

[www.portsamerica.com](http://www.portsamerica.com)

---

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

**Sent:** Friday, September 12, 2025 9:56 AM

**To:** Ryan Daguro <ryanda@wbct.us>

**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>

**Subject:** YM UNIFORM 團明 cold ironing report) at LAX.

**Importance:** High

Dear Ryan:

Good day

Attached the file for your reference.

TKS,b.rgds.

Capt.Zin Thomas

1500 W Carson Street STE 202 Long Beach ,CA 90810

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

Email: [thomaszin@us.yangming.com](mailto:thomaszin@us.yangming.com)

Website: [www.yangming.com](http://www.yangming.com)



**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 Uniform</b>	DATE (mm/dd/yy): <b>9/6/25</b>	TIME OF CONFERENCE <b>0638</b>
SHIP IMO No. <b>9337482</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"/>	
TERMINAL <b>China</b>	BERTH <b>102</b>	HVSC SHORE BOX/VAULT <b>7</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.	J	P	7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No	J	P
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.	J	P	8. Communication mode? <input checked="" type="checkbox"/> Direct Verbal <input checked="" type="checkbox"/> Two-way radio <input type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel/No./Other: _____	J	P
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)	J	P	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	J	P
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)	J	P	10. During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> Ship power transfer contact phone number: _____	J	P
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)	J	P			
6. Frequency 60 HZ, A-B-C Counter-Clockwise	J	P			
Comments:					

SHIP PIC/TITLE (print) <b>JIANGJING</b>	SIGNATURE <i>Jiangjing</i>
POLA PIC/PORT ELECTRICAL MECHANIC (print) <b>Jonathan Fredzess</b>	SIGNATURE <i>Jonathan Fredzess</i>

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: **197312**

POLA PIC ARRIVAL TIME: **0620**      HAND-OFF TIME: \_\_\_\_\_      HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **0700**       Holiday       4 hr. Call-out  
(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <b>3,775.637 MWH</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0650</b>
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 <b>YM UNIFORM</b>	DATE (mm/dd/yy): <b>9-7-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9337482</b>	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"/>	<b>1115</b>
TERMINAL <b>WBCT</b>	BERTH <b>102</b>	HVSC SHORE BOX/VAULT <b>7</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.			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>REPOWER - NO ISSUES WERE FOUND.</b>					

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

**CHARCIL PARSONS**

SIGNATURE

*Charles D. Parsons*

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: **197312**

POLA PIC ARRIVAL TIME: **1105**

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

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

POLA PIC DEPARTURE TIME: **1130**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH <b>3809.601</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>1123</b>
POLA PIC Initials: <b>CPP</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 <u>YM Uniform</u>	DATE (mm/dd/yy): <u>9-8-25</u>	TIME OF CONFERENCE <u>0835</u>
SHIP IMO No. <u>9337482</u>	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 <u>China</u>	BERTH <u>B102</u>	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.		<u>ML</u>	7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<u>ML</u>
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.		<u> </u>	8. Communication mode? <input type="checkbox"/> Direct Verbal <input checked="" type="checkbox"/> Two-way radio <input type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel/No./Other: _____		<u> </u>
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)		<u> </u>	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		<u> </u>
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)		<u> </u>	10. During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> Ship power transfer contact phone number: _____		<u> </u>
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)		<u> </u>			
6. Frequency 60 HZ, A-B-C Counter-Clockwise					

Comments:

RE-POWER

SHIP PIC/TITLE (print) JIANG JING

POLA PIC/PORT ELECTRICAL MECHANIC (print) MARTIN LOVATO

SIGNATURE [Signature]

SIGNATURE [Signature]

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: 197312

POLA PIC ARRIVAL TIME: 0830

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

POLA PIC DEPARTURE TIME: 0900

Holiday  4 hr. Call-out

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

POLA METER READING - MWH 3,838.024 mwh

POLA PIC Initials: ML

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

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

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS 0842

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>YM UNIFORM</b>	DATE (mm/dd/yy): <b>9/10/2025</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9337482</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>WBCT (CHINA)</b>	BERTH <b>102</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 checked="" 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>AMP DISCONNECT SCHEDULED FOR 0430 HRS</b>					

SHIP PIC/TITLE (print)	SIGNATURE
POLA PIC/PORT ELECTRICAL MECHANIC (print) <b>RONALD L. DEGLER</b>	SIGNATURE <i>Ronald L. Degler</i>

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **197312**

POLA PIC ARRIVAL TIME: **0400 HRS**      HAND-OFF TIME: \_\_\_\_\_      HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **0500 HRS**       Holiday       4 hr. Call-out  
(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <b>3901.884</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>C/B OPENED AT 0446 HRS</b>
POLA PIC Initials: <b>RLD</b>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

**Larry Li**

---

**From:** Coluso, Amber <AColuso@portla.org>  
**Sent:** Thursday, September 18, 2025 10:43 AM  
**To:** Shore Power Pier 400; ashley.w@apmterminals.com; Susie Rodriguez; FRANCISCO MORALES; BRANDON OLIVAS; ETS-ETSLAMARINE; Jeffrey Brown; Matthew Dickinson; nferrigno@fmslax.com; CARB Reporting; Valerie Do Carmo; Giuseppe Napoli; Ryan Daguro; Ken Fletcher; Tressa Sanford; YTIMARINE-LA  
**Cc:** Warren, Lee; DeLang, Mike; Palma, Irwin; Noltensmeier, Thomas; Pisano, Teresa; Nicholas Verginio; NA VO AMP  
**Subject:** POLA Shore Power Outage 2025-09-16

Dear POLA Marine Terminal Operators,

On the morning of Tuesday, September 16, 2025 at 0637, a substation main breaker had a failure that caused an outage to IS Station 5261. The failure caused a cascade of outages reported by Department of Water and Power customers port-wide. Repairs were immediately made and power was restored to all effected vessels and terminal equipment by the end of the day.

CARB reporting for vessels that were using shore power at the time of outage should be noted that a safety/emergency event occurred with comments explaining the cause was a utility provider outage.

Thank You,

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



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-----Confidentiality Notice-----

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**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>YM Utility</i>	DATE (mm/dd/yy): <i>09/13/25</i>	TIME OF CONFERENCE
SHIP IMO No. <i>9327173</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 checked="" type="checkbox"/>	<i>0510 AM</i>
TERMINAL <i>Blue Shipping</i>	BERTH <i>B102</i>	HVSC SHORE BOX/VAULT <i>A7</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>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>CA</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>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 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>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>CA</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>			
6 Frequency 60 HZ A-B-C Counter-Clockwise		<i>CA</i>			
Comments:					

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

SIGNATURE

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: \_\_\_\_\_

POLA PIC ARRIVAL TIME: *05 20 AM*

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

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

POLA PIC DEPARTURE TIME: *06 20 AM*

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

*3,990.462*

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

*06 28 AM*

POLA PIC initials: *CA*

COMMENTS (continue on back if needed)

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

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

0160



**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 UTILITY</b>	DATE (mm/dd/yyyy) <b>9-17-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9337470</b>	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 <b>WBCT</b>	BERTH <b>102</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: <b>OPERATION RAN LATE</b>					

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

**WILLIAM STEL**

SIGNATURE

*William Stel*

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER:

**197423**

POLA PIC ARRIVAL TIME

**1805**

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

**4106.737**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

**1927**

POLA PIC Initials

*WS*

COMMENTS (continue on back if needed):

2nd Person Initials - Confirmation:

As needed: Additional Confirmation: Initials:

0161

WO#: 11-42140

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>ONE Matrix</b>	Receiving Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>USLAX</b>	Pass <b>WBCT</b>	Date <b>2025-09-27</b>
Container # <b>ONPU 0000119</b>		Mooring <b>102</b>	HP/PS <b>5</b>	Customer <b>ONE</b>

METER READINGS			
Ship power <b>900</b> kW	Ship energy counter <b>1412755</b> kWh	Shore energy counter <b>4232.919</b> kWh	

TIMES			
First Line Ashore	<b>04:39</b>	LDpa boarded vessel	<b>07:46</b>
Vessel All Fast	<b>04:56</b>	Notified terminal ready for shorepower	<b>09:05</b>
Gangway net in place	<b>05:36</b>	Shorepower gang arrived	<b>09:15</b>
Cleared by Customs	<b>08:28</b>	Shorepower cable plugged in	<b>09:36</b>
Ready to work	<b>09:28</b>	Shorepower sent to vessel	<b>09:52</b>
		Vessel on shorepower	<b>12:30</b>
		AMP system commissioned	<b>12:45</b>
		Generator Stopped	<b>12:35</b>
		Container Loaded	<b>08:47</b>

**COMMENTS / NOTES**

Delay for cargo container needing to be loaded off before AMP container can be loaded on

Delay for agricultural

Delay from ship connecting to shore, placed jumper on #1

vessel connected successfully

REMAINING ITEMS

MATERIALS	
Qty	Type / Description

WORKERS		
From	To	WORKERS
<b>03:00</b>	<b>14:00</b>	<b>1</b>
<b>06:00</b>	<b>14:00</b>	<b>1</b>

**STATUS**

Shore power successfully commissioned?

Yes  No

**SIGNATURES**

Service Engineer:  
**A. Lopez**

Vessel (Company / Name)  
**CIE**

Date  
**2025-09-27**





**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>ONE MATRIX</i>	DATE (mm/dd/yy) <i>09/27/25</i>	TIME OF CONFERENCE <i>08:40</i>
SHIP IMO No <i>9424924</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 checked="" 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>AL</i>	<i>EC</i>	7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No	<i>AL</i>	<i>EC</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>AL</i>	<i>EC</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>AL</i>	<i>EC</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>AL</i>	<i>EC</i>	9. Critical stages AMP voice communications: <input type="checkbox"/> Ready for cables on ship/shore <input type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input type="checkbox"/> Authorization to transfer power (energize/de-energize) <input type="checkbox"/> Power transfer completed <input type="checkbox"/> Ready for E-stop testing, if requested	<i>AL</i>	<i>EC</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 checked="" type="checkbox"/> No (if yes, explain in comment section)	<i>AL</i>	<i>EC</i>	10. During ship call if any power transfer issues (write call): <b>POLA (310) 732-3550</b> Ship power transfer contact phone number _____	<i>AL</i>	<i>EC</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>AL</i>	<i>EC</i>			
6. Frequency 60 HZ, 50 HZ, A-B-C, Country (clockwise)	<i>AL</i>	<i>EC</i>			
Comments:					

SHIP PIC/TITLE (print)

*Andrew Lopez*

SIGNATURE

*[Signature]*

POLA PIC/PORT ELECTRICAL MECHANIC (print)

*EDUARDO CARLOS / A YNIGUITZ*

SIGNATURE

*[Signature]*

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER

*197690*

POLA PIC ARRIVAL TIME:

*07:50*

HAND-OFF TIME:

*09:00*

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

*4232.914 MWH*

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

*09:55 - 12:30*

POLA PIC Initials

*E.C.*

COMMENTS (continue on back if needed):

2nd Person Initials - Confirmation:

As needed: Additional Confirmation: Initials:

0163



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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>ONE MATRIX</b>	DATE (mm/dd/yy): <b>10-1-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9424942</b>	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 <b>CHINA</b>	BERTH <b>102</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)	HVSC SHORE BOX/VAULT <b>5</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 attend 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 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 in and from high voltage shore power in compliance with IEC/IEEE (60088-1) 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 communication: <input type="checkbox"/> Ready for 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:					

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

SIGNATURE

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: **197690**

POLA PIC ARRIVAL TIME: **0320**

HAND-OFF TIME:

HAND-OFF TIME:

POLA PIC DEPARTURE TIME: **0340**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

**4301.029 mwh**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

**0300**

POLA PIC Initials: **PLA**

COMMENTS (continue on back if needed):

2nd Person Initials - Confirmation:

As needed: Additional Confirmation: Initials:

0164

## STATEMENT OF FACT

NAME OF VESSEL :	YM UPSURGENCE	VOYAGE No	074W
NATIONALITY :	TAIWAN	OFFICIAL No:	015299
PORT OF REGISTRY	KEELUNG	MASTER'S NAME :	Shang-Fang Yu
GROSS TONNAGE :	91586 T	NET TONNAGE :	55413 T
OWNER : Yang Ming Marine Transport Corp.			
DATE AND PLACE OF OCCURRENCE : 09 <sup>th</sup> /October/2025 Los Angeles, United State			

YM UPSURGENCE berthed at WEST BASIN CONTAINER TERMINAL No.102 at 10:50UTC (ZD+7) on 06<sup>th</sup>/October/2025 and departed from the port at 11:12UTC (ZD+7) on 10<sup>th</sup>/October/2025

On 09<sup>th</sup>/October/2025, during ongoing cargo operations alongside WBCT Terminal, the vessel experienced an unexpected loss of shore power originating from the terminal side. The sequence of events as recorded onboard is as follows:

06:52– Shore power was lost due to a supply interruption from WBCT. Crew found the power failure and responded accordingly.

07:03 – The vessel's diesel generator was started, and the ship's power supply was switched to DG mode to ensure continuity of critical systems.


07:36 – Shore power became available again; the shore power vacuum circuit breaker was closed.


07:37 – Electrical load was shifted back to shore power.


07:42 – The diesel generator was stopped, and the vessel resumed normal operation on shore power.

During the power loss and transfer process, the vessel maintained internal safety and operational control. This incident was caused by a shore-side(terminal-side) power supply failure.

I hereby affirm the above statement is true and correct to the best of my knowledge

  
\_\_\_\_\_  
Chief Engineer  
Chi-Wei Lai

  
\_\_\_\_\_  
Second Engineer  
Wei-Rong Lin

  
\_\_\_\_\_  
Master of YM UPSURGENCE  
Shang-Fang Yu

**M/V YM UPSURGENCE**



**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>YM Upsurgence</i>	DATE (mm/dd/yy) <i>10/26/25</i>	TIME OF CONFERENCE <i>05 30 AM</i>
SHIP IMO No. <i>9462720</i>	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 Shipping</i>	BERTH <i>B102</i>	HVSC SHORE BOX/VAULT <i>A 7</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 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 this 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>CA</i>	7. Ship E-stop testing requested? <input checked="" 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>CA</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>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>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>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>CA</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>CA</i>			
6. Frequency 60 HZ, A-B-C Counter-Clockwise		<i>CA</i>			
Comments:					

SHIP PIC/TITLE (print)

SIGNATURE *[Signature]*

POLA PIC/PORT ELECTRICAL MECHANIC (print)

SIGNATURE *[Signature]*

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: *198153*

POLA PIC ARRIVAL TIME: *04.30 AM*

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

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

POLA PIC DEPARTURE TIME: *06 45 AM*

Holiday

4 hr. Call-out

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

POLA METER READING - MWH <i>4,301.029</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>06 17 AM</i>
POLA PIC Initials: <i>CA</i>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

0166



**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 Upsurgence</b>	DATE (mm/dd/yy): <b>10/9/23</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9462720</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>0730</b>
TERMINAL <b>Chim</b>	BERTH	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 work communications: <input type="checkbox"/> Ready for cables in disposition <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 checked="" type="checkbox"/> No (If yes, explain in comment section)					
6. Frequency 60 HZ, A-B-C Counter-Clockwise					
Comments: <b>0734 Break Close</b>					

SHIP PIC/TITLE (print)

**0652 Deep Power**  
SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

SIGNATURE

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER

**198153**

POLA PIC ARRIVAL TIME: **0715**

HAND-OFF TIME:

HAND-OFF TIME:

POLA PIC DEPARTURE TIME: **0745**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH <b>4,387.246 MWH</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0737</b>
POLA PIC Initials: _____ 2nd Person Initials - Confirmation: _____ As needed: Additional Confirmation: Initials _____	COMMENTS (continue on back if needed):

0167



# 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 UPSURGENCE</b>	DATE (mm/dd/yy): <b>10-10-25</b>	TIME OF CONFERENCE _____
SHIP IMO No. <b>9462720</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>WBCT</b>	BERTH <b>102</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: <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

POLA PIC/PORT ELECTRICAL MECHANIC (print)

*Chuck Parsons*

SIGNATURE

*Charles D. Parsons*

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **198153**

POLA PIC ARRIVAL TIME: **0310**

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

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

POLA PIC DEPARTURE TIME: **0350**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

**4411.883**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

**0330**

POLA PIC Initials: *CP*

COMMENTS (continue on back if needed)

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

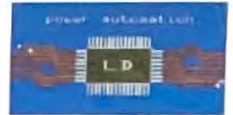
As needed: Additional Confirmation: Initials: \_\_\_\_\_

0168



WO#: 11-41710

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# AMP ASSIST DEPARTURE REPORT

## WORK ORDER INFORMATION

Vessel <b>MSC Flora</b>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>USLAX</b>	Pier <b>WBCT</b>	Date <b>2025-10-10</b>
Container # <b>N/A</b>		Berth <b>100</b>	SPO <b>1</b>	Customer <b>MSC</b>

## METER READINGS

Ship power <b>1653 kW</b>	kw	Ship energy counter <b>267007 kWh</b>	kWh	Shore energy counter <b>3720.646 MWh</b>	MWh		kWh
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## TIMES

LDpa boarded vessel	DAY HOUR MIN <b>.17 :02</b>	Shorepower gang arrived	DAY HOUR MIN <b>.17 :35</b>		DAY HOUR MIN : : :
Generator started	DAY HOUR MIN <b>.17 :19</b>	Shorepower cables unplugged	DAY HOUR MIN <b>.17 :40</b>		DAY HOUR MIN : : :
Pilot on bridge	DAY HOUR MIN <b>.17 :48</b>	First line released	DAY HOUR MIN <b>.18 :16</b>		DAY HOUR MIN : : :
Transfer to vessel power	DAY HOUR MIN <b>.17 :27</b>	Last line released	DAY HOUR MIN <b>.18 :24</b>		DAY HOUR MIN : : :
Notified terminal ready for disconnect	DAY HOUR MIN <b>.17 :30</b>		DAY HOUR MIN : : :		DAY HOUR MIN : : :

## COMMENTS / NOTES

Assisted with shorepower disconnection. Give clear for the generator start up.  
 Operated lockout and tagout at AMP switchgear to ensure safety for PCMC.  
 NO issues encountered.

## 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:  
*G. Peltanca*  
*Guy PKK*

Vessel (Signature) **MSC FLORA**  
  
 Date: \_\_\_\_\_  
 CHIEF ENGINEER

Date:  
**2025-10-10**





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 Flora</b>	DATE (mm/dd/yy) <b>10/9/25</b>	TIME OF CONFERENCE <b>0630</b>
SHIP IMO No. <b>9978937</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"/>	
TERMINAL <b>China</b>	BERTH <b>B100</b>	HVSC SHORE BOX/VAULT <b>100 v/s</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 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 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>JA</i>	<i>JA</i>	7. Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>JA</i>	<i>JA</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 type="checkbox"/> Yes <input checked="" 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 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: <b>0630 Lotu 0650 Keys 0630 E-stop test</b> <b>0656 Breaker Closed</b>					

SHIP PIC/TITLE (print) <i>John Alvinger</i>	SIGNATURE <i>[Signature]</i>
POLA PIC/PORT ELECTRICAL MECHANIC (print) <i>John Alvinger</i>	SIGNATURE <i>[Signature]</i>

**FOR PORT OF LOS ANGELES USE ONLY** MAINTSTAR WORK ORDER NUMBER: **198230**

POLA PIC ARRIVAL TIME: <b>0624</b>	HAND-OFF TIME: _____	HAND-OFF TIME: _____
POLA PIC DEPARTURE TIME: <b>0730</b>	<input type="checkbox"/> Holiday <input type="checkbox"/> 4 hr. Call-out	(if over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <b>3,676.496 MWH-1</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0700</b>
POLA PIC Initials: <i>JA</i>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

0171



# 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 Flora</i>	DATE (mm/dd/yy) <i>10/9/25</i>
SHIP IMO No. <i>9978937</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>P100</i>
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	HVSC SHORE BOX/VAULT

**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>HE</i>	<i>SP</i>	6. Visually verified equipotential bond monitoring; no signs of rust or wear of ship plugs, all pins, receptacles, plugs or cables	<i>HE</i>	<i>SP</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 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		
5. Visually verified phase sequence, frequency 60 HZ, A-B-C Counter-Clockwise					
Comments					

(1) Ships (per IEC/ISO/IEEE 80005-1 Clause 11.4)  
 (1) This required for ships that are commissioning or in excess of 30 month period for the connection to high voltage shore power.  
 (2) All tested high voltage equipment on cable tension management system.

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

SIGNATURE



# 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 Flora</i>	DATE (mm/dd/yy) <i>10-10-25</i>	TIME OF CONFERENCE <i>1700</i>
SHIP IMO No. <i>9978937</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>B100 China</i>	BERTH <i>B100</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 (emergency/normal) <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: *198230*

POLA PIC ARRIVAL TIME: *1630*

HAND-OFF TIME

HAND-OFF TIME

POLA PIC DEPARTURE TIME: *1740*

Holiday

4 hr. Call-out

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

POLA METER READING - MWH <i>3720.646</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>1720</i>
POLA PIC Initials: <i>KC</i>	COMMENTS (continue on back if needed)
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

0173

WO#: 11- 42107

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 www.ldpowerautomation.com



# AMP ASSIST ARRIVAL REPORT

WORK ORDER INFORMATION				
Vessel <b>MSC Alghero</b>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>LAX</b>	Pier <b>WBCT</b>	Date <b>2025-10-20</b>
Container # <b>N/A</b>		Berth <b>100</b>	SPO <b>1</b>	Customer <b>MSC</b>

METER READINGS			
Ship power <b>1980</b>	kW	Ship energy counter <b>6942289</b>	kWh
		Shore energy counter <b>3791882</b>	MWh
			kWh

TIMES					
First Line Ashore	DAY HOUR MIN <b>, 15 : 55</b>	LDpa boarded vessel	DAY HOUR MIN <b>, 16 : 25</b>	Vessel on shorepower	DAY HOUR MIN <b>, 20 : 49</b>
Vessel All Fast	DAY HOUR MIN <b>, 16 : 15</b>	Notified terminal ready for shorepower	DAY HOUR MIN <b>, 17 : 08</b>	Generator Stopped	DAY HOUR MIN <b>, 20 : 52</b>
Gangway net in place	DAY HOUR MIN <b>, : :</b>	Shorepower gang arrived	DAY HOUR MIN <b>, 17 : 10</b>		DAY HOUR MIN <b>, : :</b>
Cleared by Customs	DAY HOUR MIN <b>, : :</b>	Shorepower cable plugged in	DAY HOUR MIN <b>, 18 : 45</b>		DAY HOUR MIN <b>, : :</b>
Ready to work	DAY HOUR MIN <b>, : :</b>	Shorepower sent to vessel	DAY HOUR MIN <b>, 20 : 41</b>		DAY HOUR MIN <b>, : :</b>

**COMMENTS / NOTES**

- AMP Reel cable guide Hydraulic Hose connector gasket broken upon lowering AMP Reel guide, NEW gasket installed & thread Sealant tape Added.
- Cable Guide issue Repaired.
- After Attempting to connect shore cable plugs, port mechanics spotted Drops of water leaking from Back of Blue plug, Removed Back piece of Blue plug to check for water Damage. No water Damage found, Blue plug BACK clamp Broke After putting plug BACK, Replaced BACK clamp with Spares from LD power Shop.
- "P2" pilot Loop from ship showing "48VDC", shore side not able to Reset "86", After troubleshooting found A BAD Relay contact, Replaced this BAD Relay with A SHIPS Spare and "98VDC" from "P2" pilot Loop indicating "OVDC", shoreside now Able to Reset "86"
- SHIP Successfully ON SHORE POWER.

REMAINING ITEMS

MATERIALS	
Qty.	Type / Description:
1	pair of Blue plug clamp

WORKERS		
From:	To:	Workers:
DAY HOUR MIN <b>, : :</b>	DAY HOUR MIN <b>, : :</b>	
DAY HOUR MIN <b>, : :</b>	DAY HOUR MIN <b>, : :</b>	
DAY HOUR MIN <b>, : :</b>	DAY HOUR MIN <b>, : :</b>	
DAY HOUR MIN <b>, : :</b>	DAY HOUR MIN <b>, : :</b>	
DAY HOUR MIN <b>, : :</b>	DAY HOUR MIN <b>, : :</b>	

**STATUS**  
 Shore power successfully connected?  
 Yes  No

**SIGNATURES**  
 Service Engineer:  
  
 Vessel (Signature / Stamp):

**MSC ALGHERO**  
  
 CHIEF ENGINEER  
 Date: **20/10/2025**

Date: **20-OCT-2025**



WO#: 11-42108

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 www.ldpowerautomation.com



# AMP ASSIST DEPARTURE REPORT

## WORK ORDER INFORMATION

Vessel <b>MSC Aghero</b>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>USLAX</b>	Pier <b>WBCT</b>	Date <b>2025-10-22</b>
Container # <b>N/A</b>		Berth <b>100</b>	SPO <b>01</b>	Customer <b>MSC</b>

## METER READINGS

Ship power <b>1750kW</b>	kW	Ship energy counter <b>7911601 kWh</b>	kWh	Shore energy counter <b>3850.433 MWh</b>	MWh		kWh
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## TIMES

LDpa boarded vessel	DAY HOUR MIN .03 :03	Shorepower gang arrived	DAY HOUR MIN .03 :30		DAY HOUR MIN : : :
Generator started	DAY HOUR MIN .03 :15	Shorepower cables unplugged	DAY HOUR MIN .03 :39		DAY HOUR MIN : : :
Pilot on bridge	DAY HOUR MIN .03 :45	First line released	DAY HOUR MIN : : :		DAY HOUR MIN : : :
Transfer to vessel power	DAY HOUR MIN .03 :20	Last line released	DAY HOUR MIN : : :		DAY HOUR MIN : : :
Notified terminal ready for disconnect	DAY HOUR MIN .03 :20		DAY HOUR MIN : : :		DAY HOUR MIN : : :

## COMMENTS / NOTES

- Vessel disconnected from shore power. No issues encountered, during disconnection.

- Hose for guide ramp is damaged. Crew informed beforehand (to LD Power) of the damage.

## 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:  
**G. Palanca**  
*G. Palanca*

Vessel:  
**MSC ALGHERO**  
 (Signature / Stamp)  
*R. [Signature]*  
 Date: **22-OCT-2025**

Date:  
**2025-10-22**





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 ALGHERO</b>		DATE (mm/dd/yy) <b>10-20-25</b>	TIME OF CONFERENCE <b>1848</b>
SHIP IMO No. <b>9618288</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 1659</b>
TERMINAL <b>W0CT</b>		BERTH <b>100</b>	HVSC SHORE BOX/VAULT <b>1</b>
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 3.6 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>AF</b>	<b>JK</b>	7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>AF</b>	<b>JK</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 method: <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 (GHz), A-B-C Counter Clockwise					
Comments: <b>WAITING FOR MECHANICS - PLUG HAD WATER IN IT, BLUE PLUG CRACKED BACK END, REPLACING NOW. TECH WENT TO GET PARTS 1750 FOUND BAD RELAY 2040</b>					

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

SIGNATURE \_\_\_\_\_

POLA PIC/PORT ELECTRICAL MECHANIC (print) **William Steel**

SIGNATURE **William Steel**

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **198392**

POLA PIC ARRIVAL TIME: **1600**

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

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

POLA PIC DEPARTURE TIME: **1750**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH **3791.882**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS **2048**

POLA PIC Initials: **AF**

COMMENTS (continue on back if needed):

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

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

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**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 ALGHERO</b>	DATE (mm/dd/yy): <b>10-22-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9618288</b>	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 <b>WBC T</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 of HVSC local communications: <input checked="" type="checkbox"/> Ready for call-in on signature <input checked="" type="checkbox"/> Ready for 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 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: **198372**

POLA PIC ARRIVAL TIME: **0245**

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

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

POLA PIC DEPARTURE TIME: **0345**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

**3850,433**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

**0323**

POLA PIC Initials: **CPD**

COMMENTS (continue on back if needed):

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

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

0177

WO#: 11- 42777

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



# AMP ASSIST ARRIVAL REPORT

WORK ORDER INFORMATION				
Vessel <b>Greenville</b>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>USLAX</b>	Pier <b>WBCT</b>	Date <b>2025-10-28</b>
Container # <b>N/A</b>		Berth <b>102</b>	SPO <b>07</b>	Customer <b>MSC</b>

METER READINGS			
Ship power kW <b>2000 kW</b>	Ship energy counter kWh <b>583071 kWh</b>	Shore energy counter kWh <b>4651.816 MWh</b>	MWh _____ kWh

TIMES					
First Line Ashore	DAY HOUR MIN <b>.05 :38</b>	LDpa boarded vessel	DAY HOUR MIN <b>.06 :16</b>	Vessel on shorepower	DAY HOUR MIN <b>.09 :37</b>
Vessel All Fast	DAY HOUR MIN <b>.05 :52</b>	Notified terminal ready for shorepower	DAY HOUR MIN <b>.06 :16</b>	Generator Stopped	DAY HOUR MIN <b>.09 :42</b>
Gangway net in place	DAY HOUR MIN <b>.06 :40</b>	Shorepower gang arrived	DAY HOUR MIN <b>.06 :17</b>		DAY HOUR MIN : : :
Cleared by Customs	DAY HOUR MIN <b>.08 :25</b>	Shorepower cable plugged in	DAY HOUR MIN <b>.06 :22</b>		DAY HOUR MIN : : :
Ready to work	DAY HOUR MIN <b>.08 :25</b>	Shorepower sent to vessel	DAY HOUR MIN <b>.09 :22</b>		DAY HOUR MIN : : :

**COMMENTS / NOTES**

- Vessel successfully connected on shorepower
- 8:20, vessel received shorepower for 45 seconds, before losing power without closing breaker in AMP room.
- Shorepower informed LD, they are not receiving pilot loop. We troubleshoot P1 & P2 loops on ship, and verified all systems were in good condition
- After POLA shift change, and resetting of "86" on shore side, pilot loop was established. Breaker successfully closed in AMP room. Ship synchronized to shorepower with no issue.
- Delay caused by shoreside issue

REMAINING ITEMS

MATERIALS	
Qty:	Type / Description:

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

**STATUS**

Shore power successfully connected?  
 Yes  No

**SIGNATURES**

Service Engineer:  
*La. Palanca*  
*Alyson [Signature]*

Vessel:  
 (Signature / Stamp)  
**CIE** **GREENVILLE**

Date:  
**2025-10-28**



WO#: 11-42778

**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	Greenville	Berthing Side	Port	Pier	Date
Container #	N/A	<input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	LAX	WBCT	2025-10-29
			Berth	SPO	Customer
			100		MSC

METER READINGS					
Ship power	kW	Ship energy counter	kWh	Shore energy counter	MWh
1200		53964		4704.570	

TIMES							
LDpa boarded vessel	DAY	HOUR	MIN	Shorepower gang arrived	DAY	HOUR	MIN
		18	45			19	19
Generator started	DAY	HOUR	MIN	Shorepower cables unplugged	DAY	HOUR	MIN
		19	11			19	30
Pilot on bridge	DAY	HOUR	MIN	First line released	DAY	HOUR	MIN
		19	10				
Transfer to vessel power	DAY	HOUR	MIN	Last line released	DAY	HOUR	MIN
		19	15				
Notified terminal ready for disconnect	DAY	HOUR	MIN		DAY	HOUR	MIN
		19	19				

**COMMENTS / NOTES**

Crew didn't want to start disconnection procedures until pilot is on board and tugs are here per as they were informed by MSC charter by email.

after pilot was on board vessel was transferred to ship power and disconnected 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:	Vessel:	Date:
A. Kyillos	CIFUG AKSENGI	2025-10-29
<div style="border: 2px solid blue; padding: 5px; display: inline-block;">GREENVILLE</div>		





**THE PORT OF LOS ANGELES**

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

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## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>GREENVILLE</b>	DATE (mm/dd/yy): <b>10-28-25</b>	TIME OF CONFERENCE <b>0610</b>
SHIP IMO No. <b>9970014</b>	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input checked="" type="checkbox"/> WED <input type="checkbox"/> THURS <input type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL <b>CHINA</b>	BERTH <b>102</b>	HVSC SHORE BOX/VAULT <b>57</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.	GP	PL	7. Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GP	PL
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.	GP		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: <b>LD POWER</b>	GP	
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)	GP		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 checked="" type="checkbox"/> Power transfer completed <input checked="" type="checkbox"/> Ready for E-stop testing, if requested	GP	
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)	GP		10. During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> Ship power transfer contact phone number: _____	GP	
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)	GP				
6. Frequency 60 HZ, A-B-C Counter-Clockwise	GP				
Comments: <b>Ship having trouble on the pilot loop. At 0720 ship saying they found a loose wire on their PLC. LD advice ship will call POLA once they're ready for power.</b>					

SHIP PIC/TITLE (print)

*Grey Palencia*

SIGNATURE

*Grey Palencia*

POLA PIC/PORT ELECTRICAL MECHANIC (print)

*Peter Dubois*

SIGNATURE

*Peter Dubois*

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: **198546**

POLA PIC ARRIVAL TIME: **0545**

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

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

POLA PIC DEPARTURE TIME: **0740**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

**4651.810 mwh**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

**UNABLE TO TRANSFER POWER**

POLA PIC Initials: **PL**

COMMENTS (continue on back if needed):

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

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

0180



THE PORT OF LOS ANGELES

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

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## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>Greenville</i>	DATE (mm/dd/yy): <i>10-29-25</i>	TIME OF CONFERENCE
SHIP IMO No. <i>99 500 14</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>Chim</i>	BERTH <i>B102</i>	HVSC SHORE BOX/VAULT <i>07</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)	

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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>		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 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:

*Dis @ 19:30*

SHIP PIC/TITLE (print)

*Antonios Keadlos*

POLA PIC/PORT ELECTRICAL MECHANIC (print)

*Jose Guardo*

SIGNATURE

*[Signature]*

SIGNATURE

*[Signature]*

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: *198546*

POLA PIC ARRIVAL TIME: *18:43*

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

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

POLA PIC DEPARTURE TIME: *19:30*

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

*4,704.570*

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

*19:19*

POLA PIC Initials: *AG*

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

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

COMMENTS (continue on back if needed):

0181



**THE PORT OF LOS ANGELES**

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

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## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>YM Uniform</i>	DATE (mm/dd/yy): <i>10-29-25</i>	TIME OF CONFERENCE
SHIP IMO No. <i>9357482</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"/>	<i>18:11</i>
TERMINAL <i>China</i>	BERTH <i>B100</i>	HVSC SHORE BOX/VAULT <i>01</i>
<input type="checkbox"/> 11 KV <input type="checkbox"/> 6.6 KV	<input type="checkbox"/> CONNECTION <input type="checkbox"/> DISCONNECTION (skip Power Transfer Conference)	

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

ITEM	INITIALS		ITEM	INITIALS	
	SHIP PIC	POLA PIC		SHIP PIC	POLA PIC
1. Ship PIC, single person with sufficient information, instructions, tools and resources to safely implement HVSC procedures, designated to communicate in English with the POLA PIC	-	<i>2</i>	7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No		<i>2</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>4</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>4</i>
3. Has the ship successfully transferred to and from high voltage shore power in compliance with IEC/ISO/IEEE 80005-1 procedures within the last 12-months? <input type="checkbox"/> Yes <input type="checkbox"/> No (If no, ship requires HVSC system safety verification)		<i>6</i>	9. Critical stages AMP voice communications <input type="checkbox"/> Ready for cables on ship/shore <input type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input type="checkbox"/> Authorization to transfer power (energize/de-energize) <input type="checkbox"/> Power transfer completed <input type="checkbox"/> Ready for E-stop testing, if requested		<i>6</i>
4. Has the ship power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (If yes, explain in comment section)		<i>2</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>2</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>5</i>			<i>5</i>
6. Frequency 60 HZ, A-B-C Counter-Clockwise		<i>1</i>			<i>1</i>
Comments: <i>Contact 6 18:34</i>					

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

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: *198600*

POLA PIC ARRIVAL TIME: *17:46*      HAND-OFF TIME: \_\_\_\_\_      HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: *19:43*       Holiday  4 hr. Call-out  
*(If over 90 minutes in duration explain in comment section below)*

POLA METER READING - MWH <i>3,872.857</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>16:30</i>
POLA PIC Initials: _____ 2nd Person Initials - Confirmation: _____ As needed: Additional Confirmation Initials: _____	COMMENTS <i>(continue on back if needed)</i>



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

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## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>YM YagPac</i>		DATE (mm/dd/yy): <i>11/2/15</i>	TIME OF CONFERENCE
SHIP IMO No. <i>1337182</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>Union S</i>	BERTH <i>E100</i>	HVSC SHORE BOX/VULT	
<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 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 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 <i>Direct Verbal</i>		
3. Has the ship successfully transferred to and from high voltage shore power in compliance with IEC/ISO/IEEE 80005-1 procedures within the last 12-months? <input type="checkbox"/> Yes <input type="checkbox"/> No (if no, ship requires HVSC system safety verification)			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: *110000*

POLA PIC ARRIVAL TIME: *1:00 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>41,213 MWH</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>12:37</i>
POLA PIC Initials: _____	COMMENTS (Continue on back if needed)
2nd Person Initials - Confirmation: _____	
As needed, Additional Confirmation: Initials: _____	

0183

**Larry Li**

---

**From:** Thomas Zin - lax trml <ThomasZin@us.yangming.com>  
**Sent:** Wednesday, October 29, 2025 7:46 PM  
**To:** John Saari; Jason Sellers; 'AMP@portla.org'  
**Cc:** Chad Hyde; Matthew Sentell; WBCT Marine Ops; Chin Wang; Alfredo Vargas - one-line; Charles Clifton; Jay Seo; Giuseppe Napoli; Brian Kachevas; Quentin Yang; 'Andrew, Sean'; Melissa Brewer; Roberto Lo Grande; Ryan Daguro; LAX marine operation; Master YM Uniform  
**Subject:** RE: YM uniform Game Plan--(ETA LAX p/s 10/29 14:00lt. shore power connect time: 10/29 15:30lt)  
**Importance:** High

Dear All:

Good day

Below message for your reference.

=====

**From:** Thomas Zin - lax trml  
**Sent:** Tuesday, October 28, 2025 9:27 AM  
**To:** 'AMP@portla.org' [AMP@portla.org](mailto:AMP@portla.org); Jason Sellers - lax opn [jasonsellers@us.yangming.com](mailto:jasonsellers@us.yangming.com)  
**Cc:** 'Chad Hyde' [ChadHy@wbct.us](mailto:ChadHy@wbct.us); 'Matthew Sentell' [Matthew.Sentell@portsamerica.com](mailto:Matthew.Sentell@portsamerica.com); 'WBCT Marine Ops' [WBCTMarineOps@portsamerica.com](mailto:WBCTMarineOps@portsamerica.com); 'Chin Wang' [ChinW@wbct.us](mailto:ChinW@wbct.us); 'Alfredo Vargas - one-line' [alfredo.vargas@one-line.com](mailto:alfredo.vargas@one-line.com); Charles Clifton - usa opr [CharlesClifton@us.yangming.com](mailto:CharlesClifton@us.yangming.com); 'Jay Seo' [lajse@hmm21.com](mailto:lajse@hmm21.com); 'Giuseppe Napoli' [giuseppena@wbct.us](mailto:giuseppena@wbct.us); 'Brian Kachevas' [brianka@wbct.us](mailto:brianka@wbct.us); Jason Sellers - lax opn [jasonsellers@us.yangming.com](mailto:jasonsellers@us.yangming.com); 'Quentin Yang' [QuentinYa@wbct.us](mailto:QuentinYa@wbct.us); 'Andrew, Sean' [Sean.Andrew@hlag.com](mailto:Sean.Andrew@hlag.com); 'Melissa Brewer' [Melissa.Brewer@portsamerica.com](mailto:Melissa.Brewer@portsamerica.com); 'Roberto Lo Grande' [Robertolg@wbct.us](mailto:Robertolg@wbct.us); 'Ryan Daguro' [ryanda@wbct.us](mailto:ryanda@wbct.us); LAX marine operation [laxvsl@us.yangming.com](mailto:laxvsl@us.yangming.com); 'Master YM Uniform' [YMUNIFORM@fleet.yangming.com](mailto:YMUNIFORM@fleet.yangming.com)  
**Subject:** YM uniform Game Plan--(ETA LAX p/s 10/29 14:00lt. shore power connect time: 10/29 15:30lt)  
**Importance:** High

Good day POLA,

**AMP @ WBCT B102-YM uniform**

Please bring your good vessel to **B100 on Wed. 10/29:**

Port to

Vessel will connect to Shore Power at 350' on arrival.  
((connect time: 10/29 15:30lt.))

Visit #221 YM Uniform

Dear Jason:

Please advise AGM/Auqualane status

ETD 1800 Sunday 11/2

TKS,b.rgds.

Capt.Zin Thomas

1500 W Carson Street STE 202 Long Beach ,CA 90810

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

Email: [thomaszin@us.yangming.com](mailto:thomaszin@us.yangming.com)

Website: [www.yangming.com](http://www.yangming.com)

TKS,b.rgds.

Capt.Zin Thomas

1500 W Carson Street STE 202 Long Beach ,CA 90810

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

Email: [thomaszin@us.yangming.com](mailto:thomaszin@us.yangming.com)

Website: [www.yangming.com](http://www.yangming.com)

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**From:** John Saari <johnsa@wbct.us>

**Sent:** Wednesday, October 29, 2025 5:48 PM

**To:** Jason Sellers - lax opn <jasonsellers@us.yangming.com>; Thomas Zin - lax trml <ThomasZin@us.yangming.com>; 'AMP@portla.org' <AMP@portla.org>

**Cc:** Chad Hyde <ChadHy@wbct.us>; Matthew Sentell <Matthew.Sentell@portsamerica.com>; WBCT Marine Ops <WBCTMarineOps@portsamerica.com>; Chin Wang <ChinW@wbct.us>; Alfredo Vargas - one-line <alfredo.vargas@one-line.com>; Charles Clifton - usa opr <CharlesClifton@us.yangming.com>; Jay Seo <lajse@hmm21.com>; Giuseppe Napoli <giuseppena@wbct.us>; Brian Kachevas <brianka@wbct.us>; Quentin Yang <QuentinYa@wbct.us>; 'Andrew, Sean' <Sean.Andrew@hlag.com>; Melissa Brewer <Melissa.Brewer@portsamerica.com>; Roberto Lo Grande <Robertolg@wbct.us>; Ryan Daguro <ryanda@wbct.us>; LAX marine operation <laxvsl@us.yangming.com>; Master YM Uniform <YMUNIFORM@fleet.yangming.com>

**Subject:** RE: YM uniform Game Plan--(ETA LAX p/s 10/29 14:00lt. shore power connect time: 10/29 15:30lt)

Some people who received this message don't often get email from [johnsa@wbct.us](mailto:johnsa@wbct.us). [Learn why this is important](#)

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

Be advised that we were just contacted by the CM of YM Uniform that the vessel has not been connected to shore power.

We/WBCT have contacted Harbor Department, Harbor Department is saying that they never received any communication to schedule connection of the YM Uniform.

## Visit #221 YM Uniform

They are sending a crew out now.

John Saari

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**From:** Jason Sellers - lax opn <[jasonsellers@us.yangming.com](mailto:jasonsellers@us.yangming.com)>  
**Sent:** Tuesday, October 28, 2025 11:40 AM  
**To:** Thomas Zin <[ThomasZin@us.yangming.com](mailto:ThomasZin@us.yangming.com)>; 'AMP@portla.org' <[AMP@portla.org](mailto:AMP@portla.org)>  
**Cc:** Chad Hyde <[ChadHy@wbct.us](mailto:ChadHy@wbct.us)>; Matthew Sentell <[Matthew.Sentell@portsamerica.com](mailto:Matthew.Sentell@portsamerica.com)>; WBCT Marine Ops <[WBCTMarineOps@portsamerica.com](mailto:WBCTMarineOps@portsamerica.com)>; Chin Wang <[ChinW@wbct.us](mailto:ChinW@wbct.us)>; Alfredo Vargas - one-line <[alfredo.vargas@one-line.com](mailto:alfredo.vargas@one-line.com)>; Charles Clifton <[CharlesClifton@us.yangming.com](mailto:CharlesClifton@us.yangming.com)>; Jay Seo <[lajse@hmm21.com](mailto:lajse@hmm21.com)>; Giuseppe Napoli <[giuseppena@wbct.us](mailto:giuseppena@wbct.us)>; Brian Kachevas <[brianka@wbct.us](mailto:brianka@wbct.us)>; Quentin Yang <[QuentinYa@wbct.us](mailto:QuentinYa@wbct.us)>; 'Andrew, Sean' <[Sean.Andrew@hlag.com](mailto:Sean.Andrew@hlag.com)>; Melissa Brewer <[Melissa.Brewer@portsamerica.com](mailto:Melissa.Brewer@portsamerica.com)>; Roberto Lo Grande <[Robertolg@wbct.us](mailto:Robertolg@wbct.us)>; Ryan Daguro <[ryanda@wbct.us](mailto:ryanda@wbct.us)>; LAX marine operation <[laxvsl@us.yangming.com](mailto:laxvsl@us.yangming.com)>; Master YM Uniform <[YMUNIFORM@fleet.yangming.com](mailto:YMUNIFORM@fleet.yangming.com)>  
**Subject:** RE: YM uniform Game Plan--(ETA LAX p/s 10/29 14:00lt. shore power connect time: 10/29 15:30lt)

AQUALANE approved

Jason Sellers  
Yang Ming (America) Corp.  
949-294-3968

---

**From:** Thomas Zin - lax trml <[ThomasZin@us.yangming.com](mailto:ThomasZin@us.yangming.com)>  
**Sent:** Tuesday, October 28, 2025 9:27 AM  
**To:** 'AMP@portla.org' <[AMP@portla.org](mailto:AMP@portla.org)>; Jason Sellers - lax opn <[jasonsellers@us.yangming.com](mailto:jasonsellers@us.yangming.com)>  
**Cc:** Chad Hyde <[ChadHy@wbct.us](mailto:ChadHy@wbct.us)>; Matthew Sentell <[Matthew.Sentell@portsamerica.com](mailto:Matthew.Sentell@portsamerica.com)>; WBCT Marine Ops <[WBCTMarineOps@portsamerica.com](mailto:WBCTMarineOps@portsamerica.com)>; Chin Wang <[ChinW@wbct.us](mailto:ChinW@wbct.us)>; Alfredo Vargas - one-line <[alfredo.vargas@one-line.com](mailto:alfredo.vargas@one-line.com)>; Charles Clifton - usa opr <[CharlesClifton@us.yangming.com](mailto:CharlesClifton@us.yangming.com)>; Jay Seo <[lajse@hmm21.com](mailto:lajse@hmm21.com)>; Giuseppe Napoli <[giuseppena@wbct.us](mailto:giuseppena@wbct.us)>; Brian Kachevas <[brianka@wbct.us](mailto:brianka@wbct.us)>; Jason Sellers - lax opn <[jasonsellers@us.yangming.com](mailto:jasonsellers@us.yangming.com)>; Quentin Yang <[QuentinYa@wbct.us](mailto:QuentinYa@wbct.us)>; 'Andrew, Sean' <[Sean.Andrew@hlag.com](mailto:Sean.Andrew@hlag.com)>; Melissa Brewer <[Melissa.Brewer@portsamerica.com](mailto:Melissa.Brewer@portsamerica.com)>; Roberto Lo Grande <[Robertolg@wbct.us](mailto:Robertolg@wbct.us)>; Ryan Daguro <[ryanda@wbct.us](mailto:ryanda@wbct.us)>; LAX marine operation <[laxvsl@us.yangming.com](mailto:laxvsl@us.yangming.com)>; Master YM Uniform <[YMUNIFORM@fleet.yangming.com](mailto:YMUNIFORM@fleet.yangming.com)>  
**Subject:** YM uniform Game Plan--(ETA LAX p/s 10/29 14:00lt. shore power connect time: 10/29 15:30lt)  
**Importance:** High

Good day POLA,

**AMP @ WBCT B102-YM uniform**

Please bring your good vessel to **B100 on Wed. 10/29:**

Port to

Vessel will connect to Shore Power at 350' on arrival.  
((connect time: 10/29 15:30lt.))

Visit #221 YM Uniform

Dear Jason:

Please advise AGM/Auqualane status

ETD 1800 Sunday 11/2

TKS,b.rgds.

Capt.Zin Thomas

1500 W Carson Street STE 202 Long Beach ,CA 90810

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

Email: [thomaszin@us.yangming.com](mailto:thomaszin@us.yangming.com)

Website: [www.yangming.com](http://www.yangming.com)

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**From:** Thomas Zin - lax trml

**Sent:** Friday, October 17, 2025 4:39 PM

**To:** 'AMP@portla.org' <[AMP@portla.org](mailto:AMP@portla.org)>; Jason Sellers - lax opn <[jasonsellers@us.yangming.com](mailto:jasonsellers@us.yangming.com)>

**Cc:** 'Chad Hyde' <[ChadHy@wbct.us](mailto:ChadHy@wbct.us)>; 'Matthew Sentell' <[Matthew.Sentell@portsamerica.com](mailto:Matthew.Sentell@portsamerica.com)>; 'WBCT Marine Ops' <[WBCTMarineOps@portsamerica.com](mailto:WBCTMarineOps@portsamerica.com)>; 'Chin Wang' <[ChinW@wbct.us](mailto:ChinW@wbct.us)>; 'Alfredo Vargas - one-line' <[alfredo.vargas@one-line.com](mailto:alfredo.vargas@one-line.com)>; 'Charles Clifton - usa opr' <[CharlesClifton@us.yangming.com](mailto:CharlesClifton@us.yangming.com)>; 'Jay Seo' <[lajse@hmm21.com](mailto:lajse@hmm21.com)>; 'Giuseppe Napoli' <[giuseppena@wbct.us](mailto:giuseppena@wbct.us)>; 'Brian Kachevas' <[brianka@wbct.us](mailto:brianka@wbct.us)>; Jason Sellers - lax opn <[jasonsellers@us.yangming.com](mailto:jasonsellers@us.yangming.com)>; 'Quentin Yang' <[QuentinYa@wbct.us](mailto:QuentinYa@wbct.us)>; 'Andrew, Sean' <[Sean.Andrew@hlag.com](mailto:Sean.Andrew@hlag.com)>; 'Melissa Brewer' <[Melissa.Brewer@portsamerica.com](mailto:Melissa.Brewer@portsamerica.com)>; 'Roberto Lo Grande' <[Robertolg@wbct.us](mailto:Robertolg@wbct.us)>; 'Ryan Daguro' <[ryanda@wbct.us](mailto:ryanda@wbct.us)>; LAX marine operation <[laxvsl@us.yangming.com](mailto:laxvsl@us.yangming.com)>; 'MASTER YM UPWARD' <[YMUPWARD@fleet.yangming.com](mailto:YMUPWARD@fleet.yangming.com)>

**Subject:** YM upward Game Plan--(ETA LAX p/s 10/21 04:00lt. shore power connect time: 10/21 05:30lt)

**Importance:** High

**Good day POLA,**

**AMP @ WBCT B102-**YM** upward**

Please bring your good vessel to **B102 on Tue. 10/21:**

Port to

Vessel will connect to Shore Power at 1625' on arrival((**connect time: 10/21 05:30lt.**)

Dear Jason:

Please advise AGM/Auqualane status

ETD 0400 Tuesday 10/25

WO#: 11-42785

**LD power automation**  
 1378 W Park Western Dr #283  
 San Pedro, CA 90732 USA  
 Tel: +1 310 7071115 Fax: +1 310 8269480  
 E-mail: service@ldpa.us  
 www.ldpowerautomation.com



# AMP COMMISSIONING REPORT

## WORK ORDER INFORMATION

Vessel <b>VALOR</b>	Red Star Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>USLAX</b>	Port <b>WB&amp;T</b>	Date <b>2025-11-12</b>
Container # <b>N/A</b>		Depth <b>100</b>	APC <b>01</b>	Customer <b>MSC</b>

## METER READINGS

Shore power <b>1200kW</b>	Shore energy counter <b>438737 kWh</b>	Shore energy meter <b>4064.469 MWh</b>	
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## TIMES

First Line Ashore	<b>02:55</b>	LDpa boarded vessel	<b>03:26</b>	Vessel on shorepower	<b>03:45</b>
Vessel All Fast	<b>03:06</b>	Notified terminal ready for shorepower	<b>03:29</b>	AMP system commissioned	<b>04:02</b>
Gangway net in place	<b>03:44</b>	Shorepower gang arrived	<b>03:30</b>	Generator Stopped	<b>03:47</b>
Cleared by Customs	<b>:</b>	Shorepower cable plugged in	<b>03:36</b>		<b>:</b>
Ready to work	<b>:</b>	Shorepower sent to vessel	<b>03:41</b>		<b>:</b>

## COMMENTS / NOTES

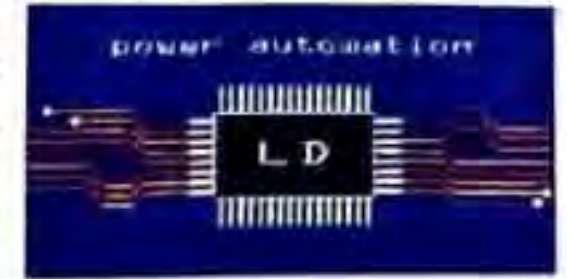
- Inspected cable reel plugs for corrosion, no damage found. (Before boarding)
- Tested P1 & P2 on plugs
- Operated AMP switchgear and cable reel
- Synchronized ship with shorepower, with no issues
- Ship on shorepower successfully.
- Ship commissioned successfully as of November 12<sup>th</sup>, 2025 (2025-11-12) at WB&T of USLAX.

REMAINING ITEMS	MATERIALS	WORKERS
	Qty   Type / Description	From   To   Remarks

<b>STATUS</b> Shore power successfully commissioned? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>SIGNATURES</b> Service Engineer: G. Peralanca 		Vessel (Signature/Stamp): 	Date: <b>2025-11-12</b>	
	VALOR VALLETTA				

WO#: 11-42786

**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 <b>Valor</b>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>LAX</b>	Pier <b>WBCT</b>	Date <b>2025-11-13</b>
Container # <b>N/A</b>	Berth <b>100</b>	SPO <b>1</b>	Customer <b>MSC</b>	

## METER READINGS

Ship power <b>1100</b> kW	Ship energy counter <b>466844</b> kWh	Shore energy counter <b>4,092.465</b> MWh		
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## TIMES

LDpa boarded vessel	DAY HOUR MIN <b>,04:07</b>	Shorepower gang arrived	DAY HOUR MIN <b>,04:25</b>		
Generator started	DAY HOUR MIN <b>,04:13</b>	Shorepower cables unplugged	DAY HOUR MIN <b>,04:30</b>		
Pilot on bridge	DAY HOUR MIN <b>,04:</b>	First line released	DAY HOUR MIN <b>:</b>		
Transfer to vessel power	DAY HOUR MIN <b>,04:15</b>	Last line released	DAY HOUR MIN <b>:</b>		
Notified terminal ready for disconnect	DAY HOUR MIN <b>,04:19</b>		DAY HOUR MIN <b>:</b>		

## COMMENTS / NOTES

Vessel transferred to ship power and disconnected successfully

## REMAINING ITEMS MATERIALS WORKERS

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	Date:
	Service Engineer: <b>A. Kerollos</b> <i>[Signature]</i>	<b>2025-11-13</b>
	Vessel: (Signature / Stamp)	





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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>VALOR</b>	DATE (mm/dd/yy): <b>11-12-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9628154</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"/>	<del>0730</del> <b>0330</b>
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 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>CP</b>	<b>Pd</b>	7. Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>CP</b>	<b>Pd</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>CP</b>	<b>Pd</b>	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: <b>LD POWER</b>	<b>CP</b>	<b>Pd</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 checked="" type="checkbox"/> No (If no, ship requires HVSC system safety verification)	<b>CP</b>	<b>Pd</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 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>CP Pd</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>CP</b>	<b>Pd</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>CP Pd</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>CP</b>	<b>Pd</b>			
6. Frequency 60 HZ, A-B-C Counter-Clockwise.	<b>CP</b>	<b>Pd</b>			
Comments: <b>COMMISSIONING</b>					

SHIP PIC/TITLE (print) \_\_\_\_\_  
**Greg Palanca**

POLA PIC/PORT ELECTRICAL MECHANIC (print) \_\_\_\_\_  
**Ricky Dutalka**

SIGNATURE \_\_\_\_\_  
**Greg Palanca**

SIGNATURE \_\_\_\_\_  
**Ricky Dutalka**

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: **199032**

POLA PIC ARRIVAL TIME: **0310** HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **0350**  Holiday  4 hr. Call-out  
(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <b>4064.469 mwh</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0345</b>
POLA PIC Initials: <b>Pd</b>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

0190



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

\*Also known as Alternative Maritime Power (AMP)

# S

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>VALOR</b>	DATE (mm/dd/yy): <b>11-12-25</b>
SHIP IMO No. <b>9628154</b>	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 <b>CHINA</b>	BERTH <b>100</b>
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	HVSC SHORE BOX/VAULT <b>1</b>

**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.)	GP	Rd	6. Visually verified equipotential bond monitoring: no signs of rust or wear of ship plugs, all pins, receptacles, plugs or cables.	GP	Rd
2. Reviewed insulation resistance measurement and voltage test of cables. (1) <input checked="" type="checkbox"/> Actual Testing <input type="checkbox"/> Testing documentation reviewed	GP	Rd	7. Function tested interlocking system, via POLA HVSC connection procedure.	GP	Rd
3. Performed visual inspection of HVSC system in general.	GP	Rd	8. Verified function of cable management system, via POLA HVSC connection procedure. (2)	GP	Rd
4. Performed visual inspection of earthing resistance (shore only).	GP	Rd	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.		
5. Visually verified phase sequence: frequency 60 HZ, A-B-C Counter-Clockwise.	GP	Rd			

Comments: **COMMISSIONING**

\*\* 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)

*Greg Palanca*

SIGNATURE

*Greg Palanca*

POLA PIC/PORT ELECTRICAL MECHANIC (print)

*Ricky Dutilleul*

SIGNATURE

*Ricky Dutilleul*

0191



**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>Valor</i>	DATE (mm/dd/yy): <i>11/13/25</i>	TIME OF CONFERENCE <i>04:00 AM</i>
SHIP IMO No. <i>9628154</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 Shipping</i>	BERTH <i>B100</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 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: *199032*

POLA PIC ARRIVAL TIME: *04:00 AM*

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

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

POLA PIC DEPARTURE TIME: *04:45 AM*

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

*4,092.465*

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

*04:15 AM*

POLA PIC Initials: *CA*

COMMENTS (continue on back if needed):

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

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

0192

WO#: 11-43128

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



# AMP ASSIST ARRIVAL REPORT

WORK ORDER INFORMATION				
Vessel Cape Sounio	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port USLAX	Par WBCT	Date 2025-11-26
Container # N/A		Berth 102	SPQ 102-7	Customer MSC

METER READINGS			
Ship power 1520	kWh	Ship energy counter 2394014	kWh
		Shore energy counter 5037.570	MWh
			kWh

TIMES			
First Line Ashore	.00:47	LDpa boarded vessel	.01:11
Vessel All Fast	.01:04	Notified terminal ready for shorepower	.01:13
Gangway net in place	.01:30	Shorepower gang arrived	.01:20
Cleared by Customs	:	Shorepower cable plugged in	.01:34
Ready to work	:	Shorepower sent to vessel	.01:34
		Vessel on shorepower	.01:42
		Generator Stopped	.01:47

**COMMENTS / NOTES**

- Connected vessel to shore power successfully
- No issues to report

REMAINING ITEMS	MATERIALS	WORKERS
	Qty: Type / Description:	From: To: Workers:

<b>STATUS</b> Shore power successfully connected? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>SIGNATURES</b> Service Engineer: A. Lopez 	Vessel: Signature / Stamp: 	Date: 2025-11-26
---	--	-----------------------------------	---------------------



WO#: 11-43129

**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 <b>Cape Sounio</b>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>USLAX</b>	Pier <b>WBCT</b>	Date <b>2025-11-29</b>
Container # <b>N/A</b>		Berth <b>102</b>	SPO <b>7</b>	Customer <b>MSU</b>

## METER READINGS

Ship power <b>1600 kW</b>	kW	Ship energy counter <b>2506871 kWh</b>	kWh	Shore energy counter <b>5416.394 MWh</b>	MWh	V/m
------------------------------	----	---	-----	---	-----	-----

## TIMES

LDpa boarded vessel	DAY HOUR MIN <b>03 08</b>	Shorepower gang arrived	DAY HOUR MIN <b>03 37</b>		
Generator started	DAY HOUR MIN <b>03 38</b>	Shorepower cables unplugged	DAY HOUR MIN <b>03 41</b>		
Pilot on bridge	DAY HOUR MIN <b>03 51</b>	First line released	DAY HOUR MIN :		
Transfer to vessel power	DAY HOUR MIN <b>03 33</b>	Last line released	DAY HOUR MIN :		
Notified terminal ready for disconnect	DAY HOUR MIN <b>03 35</b>		DAY HOUR MIN :		

## COMMENTS / NOTES

*Vessel disconnected from shorepower with no issues.*

## 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:  
**G. Palanca**  
*[Signature]*

Vessel:  
 (Signature / Stamp)  
**CAPE SOUNIO**

Date:  
**2025-11-29**





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 SOUNIO</b>	DATE (mm/dd/yy): <b>11-26-25</b>	TIME OF CONFERENCE <b>0140</b>
SHIP IMO No. <b>9727625</b>	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 <b>CHUA</b>	BERTH <b>102</b>	HVSC SHORE BOX/VAULT <b>7</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 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 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.	AL	PL	7. Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	AL	PL
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.	AL	PL	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: <b>LD POWER</b>	AL	PL
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)	AL	PL	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	AL	PL
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)	AL	PL	10. During ship call if any power transfer issues arise call <b>POLA (310) 732-3550</b> Ship power transfer contact phone number	AL	PL
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)	AL	PL			
6. Frequency 60 HZ, A-B-C Counter-Clockwise	AL	PL			
Comments:					

SHIP PIC/TITLE (print) Andrew Lopez  
POLA PIC/PORT ELECTRICAL MECHANIC (print) RICKY DURAN

SIGNATURE [Signature]  
SIGNATURE [Signature]

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: 199270

POLA PIC ARRIVAL TIME: 0115 HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_  
POLA PIC DEPARTURE TIME: 0150  Holiday  4 hr. Call-out  
(if over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <b>5037.510</b> MWH	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0142</b>
POLA PIC Initials: <u>PL</u> 2nd Person Initials - Confirmation: _____ As needed: Additional Confirmation: Initials: _____	COMMENTS (continue on back if needed):

0195



**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>11/29/25</i>	TIME OF CONFERENCE <i>2:00 AM</i>
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>China Shipping</i>	BERTH <i>B102</i>	HVSC SHORE BOX/VAULT <i>#7</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 checked="" type="checkbox"/> Direct Verbal <input type="checkbox"/> Two-way radio <input type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel No./Title: _____		
3 Has the ship successfully transferred to and from high voltage shore power in compliance with IEC/ISO/IEEE 30025-1 procedures within the last 12 months? <input type="checkbox"/> Yes <input type="checkbox"/> No (if no, ship requires HVSC system safety verification)			9. Critical stages, AMP voice communications: <input checked="" type="checkbox"/> Ready for cables on ship/shore <input checked="" type="checkbox"/> Lock-Out/Tag-Out Procedure for safe 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:					

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

SIGNATURE

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: *199270*

POLA PIC ARRIVAL TIME: *02:00 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 <i>5,146.394</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>03:35 AM</i>
POLA PIC Initials: <i>LA</i>	COMMENTS (continue on back if needed)
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

0196

WO#: 11-43567

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



# AMP COMMISSIONING REPORT

WORK ORDER INFORMATION				
Vessel <i>Value</i>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <i>LAX</i>	Pier <i>wbot</i>	Date <i>2025-4-12</i>
Container # <i>N/A</i>		Berth <i>100</i>	SPO <i>1</i>	Customer <i>MSC</i>

METER READINGS			
Ship power <i>1000</i>	kW	Ship energy counter <i>825146</i>	kWh
		Shore energy counter <i>4483.921</i>	MWh
			kWh

TIMES					
First Line Ashore	DAY HOUR MIN <i>01 30</i>	LDpa boarded vessel	DAY HOUR MIN <i>02 00</i>	Vessel on shorepower	DAY HOUR MIN <i>03 42</i>
Vessel All Fast	DAY HOUR MIN <i>01 56</i>	Notified terminal ready for shorepower	DAY HOUR MIN <i>02 :42</i>	AMP system commissioned	DAY HOUR MIN <i>03 :57</i>
Gangway net in place	DAY HOUR MIN <i>02 25</i>	Shorepower gang arrived	DAY HOUR MIN <i>02 :42</i>	Generator Stopped	DAY HOUR MIN <i>03 47</i>
Cleared by Customs	DAY HOUR MIN <i>:</i>	Shorepower cable plugged in	DAY HOUR MIN <i>02 :58</i>		DAY HOUR MIN <i>:</i>
Ready to work	DAY HOUR MIN <i>02 25</i>	Shorepower sent to vessel	DAY HOUR MIN <i>03 37</i>		DAY HOUR MIN <i>:</i>

**COMMENTS / NOTES**

*Ship commissioned successfully. No problems found.*

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		Date:
Shore power successfully commissioned? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Service Engineer: <i>D. Valletta</i>	Vessel: (Signature / Stamp) <i>VALUE VALLETTA</i>	







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>VALUE</b>	DATE (mm/dd/yyyy) <b>12-04-25</b>	TIME OF CONFERENCE <b>0748</b>
SHIP IMO No. <b>9628166</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 type="checkbox"/>	<b>CONNECT 0730</b>
TERMINAL <b>WBCT</b>	BERTH <b>100</b>	HVSC SHORE BOX/WAULT <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		Ship PIC	POLA
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 checked="" 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 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 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 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: <b>COMMISSION SHIP HAS NOT BEEN HERE FOR 3 RS</b>					

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

SIGNATURE \_\_\_\_\_

POLA PIC/PORT ELECTRICAL MECHANIC (print) **WILLIAM STEL**

SIGNATURE **William Stel**

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER **199645**

POLA PIC ARRIVAL TIME **0211**

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 <b>4483.921</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0341</b>
POLA PIC Initials: <b>BS</b>	COMMENTS (continue on back if needed)
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

0199



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

\*Also known as Alternative Maritime Power (AMP)



## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>VALUE</b>	DATE (mm/dd/yy): <b>12-04-25</b>
SHIP IMO No. <b>9628166</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 type="checkbox"/>
TERMINAL <b>WBCT</b>	BERTH <b>100</b>
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	HVSC SHORE BOX/VAULT

**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)			6. Visually verified equipotential bond monitoring: no signs of rust or wear of ship plugs, pins, receptacles, plugs or cables.		
2. Reviewed insulation resistance measurement and voltage test of cables. (1) <input type="checkbox"/> Actual Testing <input 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)					
5. Visually verified phase sequence, frequency 60 HZ, A-B-C Counter-Clockwise.			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		

Comments:

1. Based upon IEC/ISO/IEEE 80005-1 Section 5.4.2  
2. Only required for cable ships for ship connections in presence of 30-month period from last successful transfer to high-voltage shore power  
3. If system has, please adjustment of operation management system

SHIP PIC/TITLE (print) **X Hua Fan**

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print) **WILLIAM STEL**

SIGNATURE



**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>Value</i>	DATE (mm/dd/yy): <i>12/07/25</i>	TIME OF CONFERENCE
SHIP IMO No. <i>9628166</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"/>	<i>04:05 AM</i>
TERMINAL <i>China Shipping</i>	BERTH <i>B100</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 60085-1 procedures within the last 12 months? <input type="checkbox"/> Yes <input type="checkbox"/> No (if no, ship requires HVSC system safety verifications)			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 *199645*

POLA PIC ARRIVAL TIME *03:30 AM*

HAND-OFF TIME:

HAND-OFF TIME:

POLA PIC DEPARTURE TIME *04:30 AM*

Holiday

4 hr. Call-out

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

POLA METER READING - MWH <i>4,562.666</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>04:08 AM</i>
POLA PIC Initials: <i>LOA</i>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation:	
As needed: Additional Confirmation: Initials:	

0201

WO#: 11- 43580

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 E-mail: service@ldpa.us  
 www.ldpowerautomation.com



# AMP COMMISSIONING REPORT

## WORK ORDER INFORMATION

Vessel <b>MSC LE HAURE</b>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>U.S. LAX</b>	Pier <b>WBCT</b>	Date <b>2025-12-12</b>
Container # <b>N/A</b>		Berth <b>B102</b>	SPO <b>5</b>	Customer <b>MSC</b>

## METER READINGS

Ship power <b>2443</b>	Ship energy counter <b>110500</b>	Shore energy counter <b>5202.113</b>	
---------------------------	--------------------------------------	---	--

## TIMES

First Line Ashore	11, 22:56	LDpa boarded vessel	11, 23:21	Vessel on shorepower	12, 04:54
Vessel All Fast	11, 23:03	Notified terminal ready for shorepower	12, 01:57	AMP system commissioned	12, 05:09
Gangway net in place	11, 23:40	Shorepower gang arrived	12, 02:41	Generator Stopped	12, 04:59
Cleared by Customs	NA	Shorepower cable plugged in	12, 02:58		
Ready to work	11, 23:40	Shorepower sent to vessel	12, 03:00		

## COMMENTS / NOTES

Attended vessel for commissioning.

Inspected plugs, plugs OK. Inspected AMP changover panel, ALL OK.

P2 loop closed when breaker in test position, added KAll contact to P2 loop. Now P2 loop open in test position.

Amp breaker opened after 30s when paralleled with generator, could not transfer to shore power in 30s. Changed to 60s, successfully changed to shore power. System commissioned successfully.

## REMAINING ITEMS


## MATERIALS

Qty:	Type / Description:

## WORKERS

From:	To:	Workers:
11, 21:30	12, 06:00	1
11, 22:00	12, 06:00	1
:	:	
:	:	
:	:	
:	:	

## STATUS

Shore power successfully commissioned?  
 Yes  No

## SIGNATURES

Service Engineer:  
**K. COLLINS**  
*Kenneth Collins*

Vessel:  
 (Signature / Stamp)  
  
**MSC LE HAURE**  
*[Signature]*  
**CHIEF ENGINEER**  
 Date:

Date:







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

\*Also known as Alternative Maritime Power (AMP)



## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>MSC LE Havre</i>		DATE (mm/dd/yy): <i>12/12/25</i>						
SHIP IMO No. <i>9975583</i>		SUN	MON	TUES	WED	THURS	FRI	SAT
TERMINAL <i>China Shipping</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV		BERTH <i>B102</i>						
		HVSC SHORE BOX/VAULT <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	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>[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>[Signature]</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>[Signature]</i>	<i>[Signature]</i>	7. Function tested interlocking system, via POLA HVSC connection procedure.	<i>[Signature]</i>	<i>[Signature]</i>
3. Performed visual inspection of HVSC system in general.	<i>[Signature]</i>	<i>[Signature]</i>	8. Verified function of cable management system, via POLA HVSC connection procedure. (2)	<i>[Signature]</i>	<i>[Signature]</i>
4. Performed visual inspection of earthing resistance (shore only).	<i>[Signature]</i>	<i>[Signature]</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 checked="" type="checkbox"/> All individual emergency push buttons (e-stop) on shore tested.	<i>[Signature]</i>	<i>[Signature]</i>

Comments:  
*None*

\*\* 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)  
*Dave F. [Signature]*

SIGNATURE  
*[Signature]*

POLA PIC/PORT ELECTRICAL MECHANIC (print)  
*Charles Asendorf*

SIGNATURE  
*[Signature]*



# 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 LE HAVRE</b>		DATE (mm/dd/yy): <b>12-13-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9975583</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>WBCT</b>	BERTH <b>10A</b>	HVSC SHORE BOX/VAULT <b>5</b>	
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	<input type="checkbox"/> CONNECTION <input type="checkbox"/> DISCONNECTION (skip Power Transfer Conference)		

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

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

*William Stel*

*William Stel*

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: \_\_\_\_\_

POLA PIC ARRIVAL TIME: **1757**

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

**5266.042**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

**1808**

POLA PIC Initials: **RS**

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

COMMENTS (continue on back if needed):

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

0205

*GREG*



# 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 LE Havre</b>	DATE (mm/dd/yy): <b>12/12/25</b>	TIME OF CONFERENCE <b>2:15 AM</b>
SHIP IMO No. <b>9975583</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 Shipping</b>	BERTH <b>B102</b>	HVSC SHORE BOX/VAULT <b>#5</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>DECA</i>	<i>DECA</i>	7. Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>DE</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>DECA</i>	<i>DECA</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: <b>LD DAVE</b>	<i>DE</i>	
3. Has the ship successfully transferred to and from high voltage shore power in compliance with IEC/ISO/IEEE 80005-1 procedures within the last 12-months? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If no, ship requires HVSC system safety verification)	<i>DECA</i>	<i>DECA</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>DE</i>	
4. Has the ship power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (If yes, explain in comment section)	<i>DECA</i>	<i>DECA</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>DE</i>	
5. Has the shore power infrastructure been modified since last successful high voltage ship to shore power transfer? <input type="checkbox"/> Yes <input type="checkbox"/> No (If yes, explain in comment section)	<i>DECA</i>	<i>DECA</i>			
6. Frequency 60 HZ, A-B-C Counter-Clockwise	<i>DECA</i>	<i>DECA</i>			
Comments: <b>0440 power is sent to the ship</b>					

SHIP PIC/TITLE (print) <b>Dave E/Kin</b>	SIGNATURE <i>[Signature]</i>
POLA PIC/PORT ELECTRICAL MECHANIC (print) <b>Charles Aseendorf</b>	SIGNATURE <i>[Signature]</i>

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **199767**

POLA PIC ARRIVAL TIME: **02:15 AM** HAND-OFF TIME: **0400 Pd** HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **0510**  Holiday  4 hr. Call-out

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

POLA METER READING - MWH <b>5,202.113</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0450</b>
POLA PIC Initials: <b>CA</b>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

C/V CAPE AKRITAS

AT SEA

VALLETTA

DATE :18.12.2025

## STATEMENT OF FACTS

On 18/12/25 06:30 LT – Vessel alongside Los Angeles and ready to depart.

On 18/12/25 06:54 LT – 2 Pilots Mr.B.RUPS and Mr J.MAYER embarked.

On 18/12/2025 07:00 LT – Master and Pilots exchange information and performed Navigation Risk Assessment as the Visibility was Zero due to very thick Fog. The Pilots Recommended to wait 3 hrs until visibility is improved. In order to depart in Safe way, Master agreed with the Pilots and Agent – Mr Alex MENDEZ - informed.

On 18/12/25 07:24 - The pilots disembarked.

On 18/12/2025 09:00 LT – Visibility Improved to moderate.

On 18/12/25 09:48 LT – Both Pilots Mr.B.RUPS and Mr J.MAYER embarked.

On 18/12/2025 10:12 LT – Vessel Safely Departed Los Angeles.

MASTER 

Capt. Dimitrios KALAMIDAS

WO#: 11- 43809

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 www.ldpowerautomation.com



# AMP ASSIST ARRIVAL REPORT

WORK ORDER INFORMATION				
Vessel MSC Akritas	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port LAX Berth 100	Pier WBCT SPO 1	Date 2025-12-17 Customer MSC

METER READINGS			
Ship power kW	Ship energy counter kWh	Shore energy counter kWh	MWh kWh
1160.0000000000	1661149.0000000000	4680.6340000000	

TIMES					
First Line Ashore	DAY HOUR MIN 01:06	LDpa boarded vessel	DAY HOUR MIN 01:31	Vessel on shorepower	DAY HOUR MIN 02:26
Vessel All Fast	DAY HOUR MIN 01:29	Notified terminal ready for shorepower	DAY HOUR MIN 01:46	Generator Stopped	DAY HOUR MIN 02:31
Gangway net in place	DAY HOUR MIN 01:36	Shorepower gang arrived	DAY HOUR MIN 02:07		DAY HOUR MIN :
Cleared by Customs	DAY HOUR MIN :	Shorepower cable plugged in	DAY HOUR MIN 02:20		DAY HOUR MIN :
Ready to work	DAY HOUR MIN 01:36	Shorepower sent to vessel	DAY HOUR MIN 02:24		DAY HOUR MIN :

**COMMENTS / NOTES**

Attended Vessel for arrival. Inspected HV plugs for damage. None found. Called for shore mechanics, plugged in cables and received power. Estop was checked. Worked normally. Ship connected to shore power successfully.

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

STATUS	SIGNATURES		Date:
Shore power successfully connected? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Service Engineer: <i>D. FIK...</i>	Vessel: (Signature / Stamp) <b>CAPE AKRITAS VALLETTA</b>	17-12-2025



WO#: 11-43810

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 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 Cape Akritas	Mooring Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port USLAX	Plan WBCT	Date 2025-12-18
Container # N/A	Berth 100	SPO 1	Customer MSC	

METER READINGS			
Ship power kW 1400	Ship energy counter kWh 1698559	Store energy counter MWh 478.281	

TIMES					
LDpa boarded vessel	06:00	Shorepower gang arrived	06:32		
Generator started	06:14	Shorepower cables unplugged	06:34		
Pilot on bridge		First line released			
Transfer to vessel power	06:18	Last line released			
Notified terminal ready for disconnect	06:27				

**COMMENTS / NOTES**

Disconnected vessel from shore power successfully  
 No issues to report

REMAINING ITEMS

MATERIALS	
Qty	Type / Description

WORKERS		
From:	To:	Workers

**STATUS**

**SIGNATURES**  
 Service Engineer:  
 A. Lopez  
*[Signature]*

Vessel:  
 Signature / Stamp  
**CAPE AKRITAS  
 VALLETTA**

Date:  
 2025-12-18









# 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 AKRITAS</b>	DATE (mm/dd/yy): <b>12-17-25</b>	TIME OF CONFERENCE <b>0115</b>
SHIP IMO No. <b>9706190</b>	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 <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.	<i>JL</i>	<i>CP</i>	7. Ship E-stop testing requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>JL</i>	<i>CP</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>CP</i>	<i>CP</i>	8. Communication mode? <input type="checkbox"/> Direct Verbal <input checked="" type="checkbox"/> Two-way radio <input type="checkbox"/> Cell phone <input type="checkbox"/> Other Channel/No./Other: _____	<i>JL</i>	<i>CP</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>JL</i>	<i>CP</i>	9. Critical stages AMP voice communications: <input type="checkbox"/> Ready for cables on ship/shore <input type="checkbox"/> Lock-Out/Tag-Out Procedures for earth ground (connect & disconnect) <input type="checkbox"/> Authorization to transfer power (energize/de-energize) <input type="checkbox"/> Power transfer completed <input type="checkbox"/> Ready for E-stop testing, if requested	<i>JL</i>	<i>CP</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>JL</i>	<i>CP</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>JL</i>	<i>CP</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>JL</i>	<i>CP</i>			
6. Frequency 60 HZ, A-B-C Counter-Clockwise	<i>JL</i>	<i>CP</i>			
Comments:					

SHIP PIC/TITLE (print)

*Chuck Parsons*  
**CHUCK PARSONS**

SIGNATURE

*Charles A. Parsons*  
**Charles A. Parsons**

POLA PIC/PORT ELECTRICAL MECHANIC (print)

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: **199826**

POLA PIC ARRIVAL TIME: **0110**

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

POLA PIC DEPARTURE TIME: **0230**

Holiday  4 hr. Call-out

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

POLA METER READING - MWH  
**4680, 634**

POLA PIC Initials: *CP*

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

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

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS  
**0226**

COMMENTS (continue on back if needed):

**0212**



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 AKRITAS</b>	DATE (mm/dd/yy): <b>12-18-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9706190</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"/>	
TERMINAL <b>WBCT</b>	BERTH <b>100</b>	HVSC SHORE BOX/VAULT <b>1</b>
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6KV	<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: <b>FOG DELAYS - SCHEDULE MOVED FROM 0300 → 0500 → 0630</b>					

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

**CHUCK PARSONS**

SIGNATURE

*Chuck Parsons*

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: **199826**

POLA PIC ARRIVAL TIME: **0445**

HAND-OFF TIME:

HAND-OFF TIME:

POLA PIC DEPARTURE TIME: **0645**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

**4718,281**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

**0626**

POLA PIC Initials: **CP**

COMMENTS (continue on back if needed):

**FOG DELAYS**

2nd Person Initials - Confirmation:

As needed: Additional Confirmation: Initials:

**0213**



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 AKRITAS</b>	DATE (mm/dd/yy): <b>12-18-25</b>	TIME OF CONFERENCE
SHIP IMO No. <b>9706190</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>0750</b>
TERMINAL <b>China</b>	BERTH <b>B100</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.	<b>ML</b>		7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>ML</b>	<b>ML</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>ML</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>ML</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)	<b>ML</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>ML</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>ML</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>ML</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>ML</b>				
6. Frequency 60 HZ, A-B-C Counter-Clockwise	<b>ML</b>				

Comments: **Re-POWER RE-CONNECT** **9515206346**

SHIP PIC/TITLE (print) <b>Andrew Lopez</b>	SIGNATURE <i>[Signature]</i>
POLA PIC/PORT ELECTRICAL MECHANIC (print) <b>MARTIN LOVATO</b>	SIGNATURE <i>[Signature]</i>

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **199826**

POLA PIC ARRIVAL TIME: ~~0745~~ **0745**      HAND-OFF TIME: \_\_\_\_\_      HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: **0845**       Holiday       4 hr. Call-out  
*(If over 90 minutes in duration explain in comment section below)*

POLA METER READING - MWH <b>4,718.281 mwh</b> <b>ML</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0832</b>
A PIC Initials: _____ Initials - Confirmation: _____ Additional Confirmation: Initials: _____	COMMENTS (continue on back if needed):  <b>0214</b>



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

\*Also known as Alternative Maritime Power (AMP)

## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <b>CAP AKRITAS</b>	DATE (mm/dd/yy): <b>12-18-25</b>	TIME OF CONFERENCE
SHIP IMO No.	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 <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 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 checked="" 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: **199826**

POLA PIC ARRIVAL TIME: **0940**

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

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

POLA PIC DEPARTURE TIME: **1000**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH <b>4,719,244 mwh</b>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <b>0912</b>
POLA PIC Initials: _____ 2nd Person Initials - Confirmation: _____ As needed: Additional Confirmation: Initials: _____	COMMENTS (continue on back if needed):   <b>0215</b>

WO#: 11-44377

LD power automation  
 1379 W Park Western Dr #203  
 San Pedro, CA 90732 USA  
 Tel: +1 310 7071115 Fax: +1 310 6269488  
 E-mail: service@ldpa.us  
 www.ldpowerautomation.com



# AMP ASSIST ARRIVAL REPORT

WORK ORDER INFORMATION				
Vessel MSC LE HARVE	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port US LAX	Ref WBCT	Date 2025-12-30
Container # N/A		Berth 100	S/O VS	Customer MSC

METER READINGS			
Ship power kW 1430	Ship energy counter kWh 232940	Shore energy counter kWh 4837.808	MWh kWh

TIMES					
First Line Ashore	06:41	LDpa boarded vessel	07:09	Vessel on shorepower	07:47
Vessel All Fast	06:57	Notified terminal ready for shorepower	07:14	Generator Stopped	07:52
Gangway net in place	07:18	Shorepower gang arrived	07:26		
Cleared by Customs		Shorepower cable plugged in	07:34		
Ready to work		Shorepower sent to vessel	07:42		

**COMMENTS / NOTES**

- Visually inspected cable reel plugs and pins, all good
- Conducted e-stop test, all good
- Connected vessel to shore power successfully
- No issues to report

REMAINING ITEMS	MATERIALS	WORKERS
	Qty: Type / Description:	From: To: Workers:

<b>STATUS</b> Shore power successfully connected? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>SIGNATURES</b> Service Engineer: A. Lopez 	Vessel: (Signature / Stamp) 	Date: 2025-12-30	

WO#: 11-44378

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 <b>MSC LE HAVRE</b>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>US LAX</b>	Pier <b>WBCT</b>	Date <b>2025-12-31</b>
Container # <b>N/A</b>		Berth <b>100</b>	SPO <b># 15</b>	Customer <b>MSC</b>

## METER READINGS

Ship power kW <b>1600</b>	Ship energy counter kWh <b>265610</b>	Shore energy counter MWh <b>4869.735</b>	
------------------------------	--	---	--

## TIMES

LDpa boarded vessel	DAY HOUR MIN <b>,04:00</b>	Shorepower gang arrived	DAY HOUR MIN <b>,04:21</b>		DAY HOUR MIN : : :
Generator started	DAY HOUR MIN <b>,04:15</b>	Shorepower cables unplugged	DAY HOUR MIN <b>,04:32</b>		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 <b>,04:19</b>	Last line released	DAY HOUR MIN : : :		DAY HOUR MIN : : :
Notified terminal ready for disconnect	DAY HOUR MIN : : :		DAY HOUR MIN : : :		DAY HOUR MIN : : :

## COMMENTS / NOTES

\* VESSEL SUCCESSFULLY DISCONNECTED FROM SHORE POWER PORT SIDE AT 04:19

## 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:  
**A POWELL**  
*Alex Powell*

Vessel:  
(Signature / Stamp)

**MSC LE HAVRE**  
*[Signature]*  
**CHIEF ENGINEER**

Date:  
**2025-12-31**





# 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 Le Havre</i>		DATE (mm/dd/yy): <i>12/30/25</i>	TIME OF CONFERENCE <i>07:00</i>
SHIP IMO No. <i>9975583</i>		SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input checked="" 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>15</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>AL</i>	<i>AL</i>	7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<i>AL</i>	<i>AL</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>AL</i>	<i>AL</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>AL</i>	<i>AL</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>AL</i>	<i>AL</i>	9. Critical stages AMP voice communications: <input 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 type="checkbox"/> Ready for E-stop testing, if requested	<i>AL</i>	<i>AL</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>AL</i>	<i>AL</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>AL</i>	<i>AL</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>AL</i>	<i>AL</i>			
6. Frequency 60 HZ, A-B-C Counter-Clockwise	<i>AL</i>	<i>AL</i>			
Comments:					

SHIP PIC/TITLE (print) *Andrew Lopez*

SIGNATURE *[Signature]*

POLA PIC/PORT ELECTRICAL MECHANIC (print) *Jane Henderson*

SIGNATURE *[Signature]*

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: *199940*

POLA PIC ARRIVAL TIME: *0650*

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

POLA PIC DEPARTURE TIME: *0750*

Holiday  4 hr. Call-out

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

POLA METER READING - MWH <i>4,837.808 MWH</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>0746</i>
POLA PIC Initials: <i>JH</i>	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 <i>MSC LE HAVRE</i>	DATE (mm/dd/yy): <i>12-30-25</i>	TIME OF CONFERENCE <i>—</i>
SHIP IMO No. <i>9975583</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>WBCT</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
<del>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.</del>			7. Ship E-stop testing requested? <input type="checkbox"/> Yes <input type="checkbox"/> No		
<del>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.</del>			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: _____		
<del>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)</del>			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		
<del>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)</del>			10. During ship call if any power transfer issues arise call: <b>POLA (310) 732-3550</b> Ship power transfer contact phone number: _____		
<del>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)</del>					
<del>6. Frequency 60 HZ, A-B-C Counter-Clockwise</del>					

Comments:

SHIP PIC/TITLE (print)

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

*CLUCK PARSONS*

SIGNATURE

*Charles Parsons*

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: *199940*

POLA PIC ARRIVAL TIME: *0400*

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>4869,735</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>0418</i>
POLA PIC Initials: <i>CP</i>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	

0219

**WO#: 11- 44375**

**LD power automation**  
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 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 Calais</b>	Berthing Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>USLAX</b>	Pier <b>WBCT</b>	Date <b>2025-12-30</b>
Container # <b>N/A</b>		Berth <b>102</b>	SPO <b>5</b>	Customer <b>MSC</b>

METER READINGS			
Ship power <b>2693.0000000000</b> kW	Ship energy counter <b>215300.0000000000</b> kWh	Shore energy counter <b>5508.2860000000</b> kWh	MWh _____ kWh

TIMES					
First Line Ashore	DAY HOUR MIN 30, 03 : 02	LDpa boarded vessel	DAY HOUR MIN 30, 03 : 23	Vessel on shorepower	DAY HOUR MIN 30, 07 : 56
Vessel All Fast	DAY HOUR MIN 30, 03 : 15	Notified terminal ready for shorepower	DAY HOUR MIN 30, 03 : 45	AMP system commissioned	DAY HOUR MIN 30, 08 : 11
Gangway net in place	DAY HOUR MIN 30, 03 : 18	Shorepower gang arrived	DAY HOUR MIN 30, 03 : 51	Generator Stopped	DAY HOUR MIN 30, 07 : 59
Cleared by Customs	DAY HOUR MIN 30, 07 : 50	Shorepower cable plugged in	DAY HOUR MIN 30, 04 : 01		DAY HOUR MIN : : :
Ready to work	DAY HOUR MIN 30, 07 : 50	Shorepower sent to vessel	DAY HOUR MIN 30, 07 : 03		DAY HOUR MIN : : :

**COMMENTS / NOTES**

Attended vessel for AMP commissioning at WBCT USLAX. Inspected 6.6kv cable reel and plugs for damage, found to be in good condition.  
 Checked all safety loops, found C/O Panel CB Service Position not in pilot loop.  
 Found Abnormal signal from C/O Panel to MSB to be incorrect.  
 Corrected all issues and tested.  
 Adjusted transfer time from 30 seconds to 60 seconds.  
 Able to transfer to shore power with no further issues.  
 AMP system successfully commissioned on 2025-12-30 at 08:11 Port Side in the Port of Los Angeles.

REMAINING ITEMS	MATERIALS	WORKERS
	Qty: Type / Description:	From: To: Workers:
		DAY HOUR MIN DAY HOUR MIN
		30, 02 : 00 30, 09 : 00 2
		DAY HOUR MIN DAY HOUR MIN
		: : : : :
		DAY HOUR MIN DAY HOUR MIN
		: : : : :
		DAY HOUR MIN DAY HOUR MIN
		: : : : :
		DAY HOUR MIN DAY HOUR MIN
		: : : : :

<b>STATUS</b> Shore power successfully commissioned? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>SIGNATURES</b> Service Engineer: <i>K. Collins</i> <i>Kenneth Collins</i>	Vessel: (Signature / Stamp) 	Date: _____	
	Date: <b>30/12/2025</b>			

WO#: 11-44376

LD power automation  
 1379 W Park Western Dr #283  
 San Pedro, CA 90732 USA  
 Tel +1 310 7071115 Fax +1 310 5259486  
 E-mail service@ldpa.us  
 www.ldpowerautomation.com



# AMP ASSIST DEPARTURE REPORT

WORK ORDER INFORMATION				
Vessel <b>MSC Calais</b>	Breasting Side <input type="checkbox"/> Starboard <input checked="" type="checkbox"/> Port	Port <b>US LAX</b>	Par <b>WBCT</b>	Date <b>2025-12-31</b>
Container # <b>N/A</b>		Berth <b>102</b>	SPO <b>5</b>	Customer <b>MSC</b>

METER READINGS			
Ship power <b>2030</b> kW	Ship energy counter <b>255200</b>	Shore energy counter <b>5549.006</b> kWh	MWh

TIMES			
LDpa boarded vessel	<b>03:02</b>	Shorepower gang arrived	<b>03:31</b>
Generator started	<b>03:15</b>	Shorepower cables unplugged	<b>03:44</b>
Pilot on bridge		First line released	
Transfer to vessel power	<b>03:14</b>	Last line released	
Notified terminal ready for disconnect	<b>03:26</b>		

**COMMENTS/NOTES**

Disconnected vessel from shore power successfully.  
 No issues to report.

REMAINING ITEMS

MATERIALS	
Qty	Type / Description

WORKERS		
From	To	Workers
DAY HOUR MIN	DAY HOUR MIN	

**STATUS**

**SIGNATURES**  
 Service Engineer:  
**A Lopez**  
*AL*

**MSC GALAIS**

**F. Us**  
*F. Us*  
 Date: 31/12/2025  
 CHIEF ENGINEER

Date: **2025-12-31**





# 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 Calais</i>	DATE (mm/dd/yy): <i>12/30/25</i>	TIME OF CONFERENCE <i>03:00 AM</i>
SHIP IMO No. <i>9975600</i>	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input checked="" type="checkbox"/> WED <input type="checkbox"/> THURS <input type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>	
TERMINAL <i>China Shipping</i>	BERTH <i>B102</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>CA</i>		7. Ship E-stop testing requested? <input checked="" 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>CA</i>		8. Communication mode? <input type="checkbox"/> Direct Verbal <input checked="" type="checkbox"/> Two-way radio <input 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 type="checkbox"/> Yes <input checked="" 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 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>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>CA</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>CA</i>				
6. Frequency 60 HZ, A-B-C Counter-Clockwise	<i>CA</i>				

Comments: *COMMISSIONING*

SHIP PIC/TITLE (print)  
*LD Power Via Cell Phone - Bryce*

POLA PIC/PORT ELECTRICAL MECHANIC (print)  
*Charles Abendorf*

SIGNATURE \_\_\_\_\_

SIGNATURE *[Signature]*

**FOR PORT OF LOS ANGELES USE ONLY**

MAINTSTAR WORK ORDER NUMBER: *199939*

POLA PIC ARRIVAL TIME: *02:30 AM* HAND-OFF TIME: \_\_\_\_\_ HAND-OFF TIME: \_\_\_\_\_

POLA PIC DEPARTURE TIME: *08:02*  Holiday  4 hr. Call-out  
(If over 90 minutes in duration explain in comment section below)

POLA METER READING - MWH <i>5,507.713</i>	TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS <i>07:56</i>
POLA PIC Initials: <i>CA</i>	COMMENTS (continue on back if needed):
2nd Person Initials - Confirmation: _____	
As needed: Additional Confirmation: Initials: _____	<b>0222</b>



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

\*Also known as Alternative Maritime Power (AMP)



## CONSTRUCTION AND MAINTENANCE DIVISION

NAME OF SHIP <i>MSC Calais</i>	DATE (mm/dd/yy): <i>12/30/25</i>
SHIP IMO No. <i>9975600</i>	SUN <input type="checkbox"/> MON <input type="checkbox"/> TUES <input checked="" type="checkbox"/> WED <input type="checkbox"/> THURS <input type="checkbox"/> FRI <input type="checkbox"/> SAT <input type="checkbox"/>
TERMINAL <i>China Shipping</i>	BERTH <i>B102</i>
<input type="checkbox"/> 11 KV <input checked="" type="checkbox"/> 6.6 KV	HVSC SHORE BOX/VAULT <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	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>CA</i>	6. Visually verified equipotential bond monitoring: no signs of rust or wear of ship plugs, all pins, receptacles, plugs or cables.		<i>CA</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>CA</i>	7. Function tested interlocking system, via POLA HVSC connection procedure.		<i>CA</i>
3. Performed visual inspection of HVSC system in general.		<i>CA</i>	8. Verified function of cable management system, via POLA HVSC connection procedure. (2)		<i>CA</i>
4. Performed visual inspection of earthing resistance (shore only).		<i>CA</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 checked="" type="checkbox"/> All individual emergency push buttons (e-stop) on shore tested.		<i>CA</i>
5. Visually verified phase sequence: frequency 60 HZ, A-B-C Counter-Clockwise.		<i>CA</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)

*LD Power Via Cell Phone - Bryce*

SIGNATURE

POLA PIC/PORT ELECTRICAL MECHANIC (print)

*Charles Asendorf*

SIGNATURE

0223



**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 CALAIS</b>	DATE (mm/dd/yy): <b>12-31-25</b>	TIME OF CONFERENCE _____
SHIP IMO No. <b>9975600</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>WBCT</b>	BERTH <b>102</b>	HVSC SHORE BOX/VAULT <b>5</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 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 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)

*Charles PARSONS*

SIGNATURE

*Charles Loren*

### FOR PORT OF LOS ANGELES USE ONLY

MAINTSTAR WORK ORDER NUMBER: **199939**

POLA PIC ARRIVAL TIME: **0300**

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

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

POLA PIC DEPARTURE TIME: **0345**

Holiday

4 hr. Call-out

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

POLA METER READING - MWH

**5549.006**

TIME OF TRANSFER TO/FROM SHORE POWER FOR SHIP OPERATIONS

**0325**

POLA PIC Initials: **CP**

COMMENTS (continue on back if needed):

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

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

0224

**Section A. Vessel Visit Information**

(Required for all)

No	Visit #	Vessel Name	Vessel IMO Number	Vessel Type (Choose from List)	IMO NOx Tier (Choose from List)	California Port or Independent Marine Terminal Visited (Choose from List and fill out before Terminal and Berth)	Terminal Visited (Choose from List and fill out after Port, before Berth)	Berth Visited (Choose from List and fill out after Terminal)	Arrival Date and Time (YYYY-MM-DD HH:MM)	Departure Date and Time (YYYY-MM-DD HH:MM)	Is this visit due to a shift from a different berth?	CARB Approved Emission Control Strategy (CAECS) Used	Exception Used
		The name of the vessel visiting the port or marine terminal	The IMO number of the vessel. "IMO number" means the vessel's International Maritime Organization (IMO) number which is a unique identifier for vessels.	Choose the vessel type from the drop-down menu. If not listed, you vessel type might not be subject to the regulation. You can reach out to shorepower@arb.ca.gov for more information	Choose the IMO NOx tier of the vessel. Vessels without an IMO NOx tier are considered pre-Tier I vessels	Choose the port or independent marine terminal visited from the drop-down menu first. If the port is not listed, you may manually enter the port name directly into the cell. Please email shorepower@arb.ca.gov to request an update to this template.  Bay Area Terminals: Note that marine terminals in the Martinez, Benicia, Crockett, Rodero, and Pittsburg area are listed under independent marine terminals, please select accordingly	After selecting the port, choose the terminal visited from the drop-down menu. If the terminal is not listed, you may manually enter the terminal name directly into the cell and email shorepower@arb.ca.gov to request an update to this template	After selecting the terminal, choose the berth visited from the drop-down menu. If the berth is not listed, you may manually enter the berth name directly into the cell and email shorepower@arb.ca.gov to request an update to this template	Example: 2023-01-01 01:00  "Vessel arrival" means the date and time that a vessel is initially tied to a berth with first line	Example: 2023-01-01 15:45  "Vessel departure" means the date and time that a vessel casts off the last line	Vessel shift to another berth must be reported as a separate visit	Choose from the drop-down menu to indicate the CARB Approved Emission Control Strategy (CAECS) used for the visit.  If the CAECS is not listed, please specify in the comment field (column AC) and email shorepower@arb.ca.gov to request an update to this template  If a CAECS was used for the visit,	Choose from the drop-down menu to indicate the exception(s) used for the visit.  Complete the applicable sub-sections in Section C if using an exception other than (b)Bulk and General Cargo or (e)Low Activity Terminal Visit
1	130	WAN HAI 721	9398242	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-07-01 06:15	2025-07-04 05:00	N	Shore Power	No exception was used
2	131	MSC GIULIA	9770737	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-07-02 05:55	2025-07-03 04:39	N	Shore Power	No exception was used
3	133	SEATTLE BRIDGE	9560352	Container	Tier I	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-07-03 06:02	2025-07-07 17:11	N	Shore Power	(c) Vessel Commissioning
4	134	MSC CATERINA	9705005	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-07-04 06:03	2025-07-08 04:25	N	Shore Power	No exception was used
5	136	YM UPWARD	9337468	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-07-08 03:36	2025-07-13 18:05	N	Shore Power	No exception was used
6	137	MSC JEONGMIN	9720471	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-07-08 15:49	2025-07-10 05:49	N	Shore Power	No exception was used
7	140	MSC BENIN	9974565	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-07-10 07:27	2025-07-11 18:43	N	Shore Power	No exception was used
8	142	YM MASCULINITY	9485007	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-07-12 06:33	2025-07-16 04:12	N	Shore Power	(c) Vessel Commissioning
9	143	MSC BRIDGEPORT	9243409	Container	Tier I	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-07-14 15:55	2025-07-18 26:26	N	Shore Power	(c) Vessel Commissioning
10	144	MSC SILVANA VIII	9309459	Container	Tier I	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-07-16 06:19	2025-07-20 10:26	N	Shore Power	(c) Vessel Commissioning
11	145	YM UNIFORM	9337482	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-07-19 03:40	2025-07-23 04:39	N	Shore Power	No exception was used
12	147	MSC ATHOS	9618317	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-07-23 00:45	2025-07-25 04:14	N	Shore Power	(c) Vessel Commissioning
13	149	GREENVILLE	9970014	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-07-23 13:57	2025-07-25 05:07	N	Shore Power	No exception was used
14	152	YM UTILITY	9337470	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-07-27 04:59	2025-07-30 16:14	N	Shore Power	No exception was used
15	153	MSC ELODIE	9704972	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-07-28 16:30	2025-08-02 04:11	N	Shore Power	No exception was used
16	156	CAPE SOUNIO	9727825	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-07-30 17:45	2025-08-01 04:21	N	Shore Power	No exception was used
17	157	MSC JEONGMIN	9720471	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-08-01 07:00	2025-08-02 18:38	N	Shore Power	No exception was used
18	158	YM UBIQUITY	9462706	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-08-02 06:00	2025-08-05 18:10	N	Shore Power	No exception was used
19	160	MSC ALGHERO	9618288	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-08-06 04:20	2025-08-07 05:36	N	Shore Power	No exception was used
20	162	MSC YASHIB	9778090	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-08-11 16:20	2025-08-13 05:33	N	Shore Power	No exception was used
21	164	GREENVILLE	9970014	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-08-13 00:54	2025-08-14 07:24	N	Shore Power	No exception was used
22	166	MSC ADONIS	9706310	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-08-14 02:57	2025-08-16 04:24	N	Shore Power	(a) Safety and Emergency Event(s)
23	168	YM UPSURGENCE	9462720	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-08-16 05:59	2025-08-20 04:45	N	Shore Power	No exception was used
24	169	MSC DESIREE	9745665	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-08-17 06:26	2025-08-21 04:35	N	Shore Power	(c) Vessel Commissioning
25	172	CAPE SOUNIO	9727825	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-08-21 11:51	2025-08-23 05:49	N	Shore Power	(c) Vessel Commissioning
26	173	CAPE AKRITAS	9706190	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-08-21 07:00	2025-08-23 04:48	N	Shore Power	No exception was used
27	174	YM UPWARD	9337468	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-08-24 05:07	2025-08-28 04:15	N	Shore Power	No exception was used
28	175	MSC YASHIB	9778090	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-08-27 06:11	2025-08-28 05:18	N	Shore Power	No exception was used
29	178	CAPE KORTIA	9727613	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-08-28 22:32	2025-08-30 18:18	N	Shore Power	(c) Vessel Commissioning
30	180	YM MASCULINITY	9485007	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-08-29 04:33	2025-09-02 18:43	N	Shore Power	No exception was used
31	181	MSC ADONIS	9706310	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-09-03 06:12	2025-09-04 04:31	N	Shore Power	No exception was used
32	184	MSC ANZU	9710426	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-09-04 16:04	2025-09-05 18:14	N	Shore Power	No exception was used
33	185	YM UNIFORM	9337482	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-09-06 05:51	2025-09-10 05:22	N	Shore Power	(a) Safety and Emergency Event(s)
34	187	CAPE TAINARO	9706205	Container	Tier I	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-09-10 13:50	2025-09-12 06:51	N	Shore Power	No exception was used
35	188	CAPE AKRITAS	9706190	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-09-11 05:10	2025-09-12 05:57	N	Shore Power	No exception was used
36	190	YM UTILITY	9337470	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-09-13 05:06	2025-09-17 20:10	N	Shore Power	(a) Safety and Emergency Event(s)
37	191	CAPE KORTIA	9727613	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-09-17 02:53	2025-09-18 06:22	N	Shore Power	No exception was used
38	195	YM UBIQUITY	9462706	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-09-20 04:58	2025-09-24 04:17	N	Shore Power	No exception was used
39	196	MSC ANZU	9710426	Container	Tier I	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-09-24 02:58	2025-09-25 07:04	N	Shore Power	No exception was used
40	199	ONE MATRIX	9424924	Container	Tier I	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-09-27 04:37	2025-10-01 04:28	N	Shore Power	(c) Vessel Commissioning

**Section A. Vessel Visit Information**

(Required for all)

No	Visit #	Vessel Name	Vessel IMO Number	Vessel Type (Choose from List)	IMO NOx Tier (Choose from List)	California Port or Independent Marine Terminal Visited (Choose from List and fill out before Terminal and Berth)	Terminal Visited (Choose from List and fill out after Port, before Berth)	Berth Visited (Choose from List and fill out after Terminal)	Arrival Date and Time (YYYY-MM-DD HH:MM)	Departure Date and Time (YYYY-MM-DD HH:MM)	Is this visit due to a shift from a different berth?	CARB Approved Emission Control Strategy (CAECS) Used	Exception Used
		The name of the vessel visiting the port or marine terminal	The IMO number of the vessel. "IMO number" means the vessel's International Maritime Organization (IMO) number which is a unique identifier for vessels.	Choose the vessel type from the drop-down menu. If not listed, you vessel type might not be subject to the regulation. You can reach out to shorepower@arb.ca.gov for more information	Choose the IMO NOx tier of the vessel. Vessels without an IMO NOx tier are considered pre-Tier I vessels	Choose the port or independent marine terminal visited from the drop-down menu first. If the port is not listed, you may manually enter the port name directly into the cell. Please email shorepower@arb.ca.gov to request an update to this template.  Bay Area Terminals: Note that marine terminals in the Martinez, Benicia, Crockett, Rodero, and Pittsburg area are listed under independent marine terminals, please select accordingly	After selecting the port, choose the terminal visited from the drop-down menu. If the terminal is not listed, you may manually enter the terminal name directly into the cell and email shorepower@arb.ca.gov to request an update to this template	After selecting the terminal, choose the berth visited from the drop-down menu. If the berth is not listed, you may manually enter the berth name directly into the cell and email shorepower@arb.ca.gov to request an update to this template	Example: 2023-01-01 01:00  "Vessel arrival" means the date and time that a vessel is initially tied to a berth with first line	Example: 2023-01-01 15:45  "Vessel departure" means the date and time that a vessel casts off the last line	Vessel shift to another berth must be reported as a separate visit	Choose from the drop-down menu to indicate the CARB Approved Emission Control Strategy (CAECS) used for the visit.  If the CAECS is not listed, please specify in the comment field (column AC) and email shorepower@arb.ca.gov to request an update to this template  If a CAECS was used for the visit,	Choose from the drop-down menu to indicate the exception(s) used for the visit.  Complete the applicable sub-sections in Section C if using an exception other than (b)Bulk and General Cargo or (e)Low Activity Terminal Visit
41	200	MSC BRITTANY	9724049	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-09-29 06:11	2025-09-30 18:48	N	Shore Power	No exception was used
42	201	CAPE TAINARO	9706205	Container	Tier I	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-10-01 05:57	2025-10-02 07:26	N	Shore Power	No exception was used
43	205	YM UPSURGENCE	9462720	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-10-06 05:12	2025-10-10 04:07	N	Shore Power	(a) Safety and Emergency Event(s)
44	207	MSC FLORA	9978937	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-10-09 05:58	2025-10-10 18:18	N	Shore Power	(c) Vessel Commissioning
45	209	MSC BENN	9974565	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-10-11 15:55	2025-10-12 18:32	N	Shore Power	No exception was used
46	212	MSC ATHOS	9618317	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-10-17 15:50	2025-10-18 18:26	N	Shore Power	No exception was used
47	213	YM MASCULINITY	9485007	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-10-17 14:58	2025-10-20 18:06	N	Shore Power	No exception was used
48	214	MSC ALGHERO	9618288	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-10-20 15:52	2025-10-22 04:12	N	Shore Power	(g) Remediation Fund
49	215	YM UPWARD	9337488	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-10-21 02:57	2025-10-25 18:05	N	Shore Power	No exception was used
50	216	MSC BRITTANY	9724049	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-10-22 06:21	2025-10-23 18:47	N	Shore Power	No exception was used
51	219	GREENVILLE	9970014	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-10-28 05:32	2025-10-29 19:49	N	Shore Power	(a) Safety and Emergency Event(s)
52	221	YM UNIFORM	9337482	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-10-29 15:00	2025-11-02 18:09	N	Shore Power	(a) Safety and Emergency Event(s)
53	223	CAPE SOUNIO	9727625	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-11-04 06:04	2025-11-05 18:09	N	Shore Power	No exception was used
54	225	MSC ATHOS	9618317	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-11-05 06:20	2025-11-06 19:42	N	Shore Power	No exception was used
55	228	YM UTILITY	9337470	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-11-11 05:00	2025-11-15 19:43	N	Shore Power	No exception was used
56	229	VALOR	9628154	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-11-12 02:46	2025-11-13 05:15	N	Shore Power	(c) Vessel Commissioning
57	232	MSC ADONIS	9706310	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-11-18 05:11	2025-11-19 19:44	N	Shore Power	No exception was used
58	233	YM UBIQUITY	9462706	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-11-18 04:15	2025-11-22 19:16	N	Shore Power	No exception was used
59	236	CAPE AKRITAS	9706190	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-11-24 04:57	2025-11-25 18:41	N	Shore Power	No exception was used
60	237	YM UPSURGENCE	9462720	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-11-24 16:47	2025-11-30 04:21	N	Shore Power	No exception was used
61	238	CAPE SOUNIO	9727625	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-11-26 00:53	2025-11-29 08:14	N	Shore Power	(c) Vessel Commissioning
62	241	CAPE KORTIA	9727613	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-12-01 05:14	2025-12-02 18:20	N	Shore Power	No exception was used
63	242	YM MASCULINITY	9485007	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-11-30 15:42	2025-12-03 18:17	N	Shore Power	No exception was used
64	245	VALUE	9628166	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-12-04 01:40	2025-12-07 05:21	N	Shore Power	(c) Vessel Commissioning
65	246	MSC ADONIS	9706310	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-12-10 05:01	2025-12-11 04:15	N	Shore Power	No exception was used
66	249	MSC LE HAVRE	9975583	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-12-11 22:51	2025-12-13 18:31	N	Shore Power	(c) Vessel Commissioning
67	250	YM UPWARD	9337488	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-12-12 11:27	2025-12-16 04:43	N	Shore Power	No exception was used
68	251	CAPE AKRITAS	9706190	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-12-17 01:06	2025-12-18 10:09	N	Shore Power	(a) Safety and Emergency Event(s)
69	252	CAPE TAINARO	9706205	Container	Tier I	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-12-17 03:55	2025-12-18 18:52	N	Shore Power	No exception was used
70	254	YM UNIFORM	9337482	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-12-20 01:57	2025-12-24 05:38	N	Shore Power	No exception was used
71	255	CAPE KORTIA	9727613	Container	Tier II	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-12-22 16:57	2025-12-23 18:35	N	Shore Power	No exception was used
72	257	MSC FLORA	9978937	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-12-23 21:49	2025-12-27 05:34	N	Shore Power	No exception was used
73	259	MSC LE HAVRE	9975583	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	100	2025-12-30 06:38	2025-12-31 05:28	N	Shore Power	(c) Vessel Commissioning
74	260	MSC CALAIS	9975600	Container	Tier III	Los Angeles	WBCT   China Shipping (Holding) NA	102	2025-12-30 03:00	2025-12-31 04:09	N	Shore Power	(c) Vessel Commissioning

		Section A. Vessel Vis	Section B. CAECS Information							
		(Required for all)	(Required only when using a CAECS)							
No	Visit #	Vessel Name	Shore Power Connection Power Meter Reading (MWh)	Shore Power Disconnection Power Meter Reading (MWh)	Emission Control Start Date and Time 1 (YYYY-MM-DD HH:MM)	Emission Control End Date and Time 1 (YYYY-MM-DD HH:MM)	Emission Control Start Date and Time 2 (YYYY-MM-DD HH:MM)	Emission Control End Date and Time 2 (YYYY-MM-DD HH:MM)	Emission Control Start Date and Time 3 (YYYY-MM-DD HH:MM)	Emission Control End Date and Time 3 (YYYY-MM-DD HH:MM)
		The name of the vessel visiting the port or marine terminal	If shore power was used for the visit, enter the power meter reading at the time of shore power connection (MWh)	If shore power was used for the visit, enter the power meter reading immediately after disconnecting from shore power (MWh)	For all CAECS, unless not applicable, enter the time that the CAECS began controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	For all CAECS, unless not applicable, enter the time that the CAECS stopped or paused controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	If an interruption to emission control occurred, enter the time that the CAECS resume controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	For all CAECS, unless not applicable, enter the time that the CAECS stopped or paused controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	If a second interruption to emission control occurred, enter the time that the CAECS resume controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	For all CAECS, unless not applicable, enter the time that the CAECS stopped or paused controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)
1	130	WAN HAI 721	2137.00	2196.00	2025-07-01 07:30	2025-07-04 04:30				
2	131	MSC GIULIA	2273.00	2310.00	2025-07-02 06:53	2025-07-03 03:48				
3	133	SEATTLE BRIDGE	2310.00	2377.00	2025-07-03 11:50	2025-07-07 16:08				
4	134	MSC CATERINA	2196.00	2361.00	2025-07-04 06:43	2025-07-08 03:33				
5	136	YM UPWARD	2377.00	2564.00	2025-07-08 04:42	2025-07-13 17:20				
6	137	MSC JEONGMIN	2361.00	2471.00	2025-07-08 18:21	2025-07-10 04:17				
7	140	MSC BENIN	2471.00	2510.00	2025-07-10 08:50	2025-07-11 18:00				
8	142	YM MASCULINITY	2510.00	2618.00	2025-07-12 12:59	2025-07-16 03:15				
9	143	MSC BRIDGEPORT	2564.00	2645.00	2025-07-14 20:40	2025-07-18 17:49				
10	144	MSC SILVANA VIII	2618.00	2707.00	2025-07-16 11:20	2025-07-20 09:00				
11	145	YM UNIFORM	2645.00	2772.00	2025-07-19 04:50	2025-07-23 03:25				
12	147	MSC ATHOS	2707.00	2790.00	2025-07-23 02:07	2025-07-25 03:12				
13	149	GREENVILLE	2772.00	2841.00	2025-07-23 15:21	2025-07-25 04:18				
14	152	YM UTILITY	2841.00	2939.00	2025-07-27 05:40	2025-07-30 15:10				
15	153	MSC ELODIE	2790.01	2907.87	2025-07-28 17:27	2025-08-02 03:20				
16	156	CAPE SOUNIO	2939.00	3027.00	2025-07-30 18:43	2025-08-01 03:17				
17	157	MSC JEONGMIN	3027.00	3086.00	2025-08-01 08:54	2025-08-02 17:17				
18	158	YM UBQUITY	2907.87	3007.84	2025-08-02 07:19	2025-08-05 17:10				
19	160	MSC ALGHERO	3007.00	3054.00	2025-08-06 05:26	2025-08-07 04:28				
20	162	MSC YASHIB	3086.00	3160.00	2025-08-11 17:43	2025-08-13 04:17				
21	164	GREENVILLE	3054.00	3091.00	2025-08-13 02:31	2025-08-14 06:51				
22	166	MSC ADONIS	3160.00	3258.00	2025-08-14 03:56	2025-08-15 09:40	2025-08-15 11:16	2025-08-16 03:10		
23	168	YM UPSURGENCE	3258.00	3372.00	2025-08-16 07:15	2025-08-20 03:19				
24	169	MSC DESIREE	3091.00	3213.00	2025-08-17 08:08	2025-08-21 03:28				
25	172	CAPE SOUNIO	3213.00	3275.00	2025-08-21 12:36	2025-08-23 04:46				
26	173	CAPE AKRITAS	3372.00	3471.00	2025-08-21 08:44	2025-08-23 03:18				
27	174	YM UPWARD	3471.00	3602.00	2025-08-24 05:57	2025-08-28 03:30				
28	175	MSC YASHIB	3275.00	3316.00	2025-08-27 07:41	2025-08-28 04:14				
29	178	CAPE KORTIA	3316.00	3424.00	2025-08-28 23:29	2025-08-30 17:23				
30	180	YM MASCULINITY	3602.00	3735.00	2025-08-29 06:03	2025-09-02 17:20				
31	181	MSC ADONIS	3424.00	3453.00	2025-09-03 07:15	2025-09-04 03:29				
32	184	MSC ANZU	3735.00	3775.00	2025-09-04 17:49	2025-09-05 17:15				
33	185	YM UNIFORM	3775.00	3901.00	2025-09-06 06:50	2025-09-07 10:35	2025-09-07 11:23	2025-09-08 07:52	2025-09-08 08:42	2025-09-10 04:46
34	187	CAPE TAINARO	3901.00	3990.00	2025-09-10 15:11	2025-09-12 05:50				
35	188	CAPE AKRITAS	3453.00	3490.00	2025-09-11 06:18	2025-09-12 04:51				
36	190	YM UTILITY	3990.00	4106.00	2025-09-13 06:08	2025-09-16 06:35	2025-09-16 08:02	2025-09-16 15:35	2025-09-16 18:41	2025-09-17 19:27
37	191	CAPE KORTIA	3490.00	3533.00	2025-09-17 04:52	2025-09-18 05:20				
38	195	YM UBQUITY	4106.00	4232.00	2025-09-20 06:35	2025-09-24 03:00				
39	196	MSC ANZU	3533.00	3578.00	2025-09-24 04:19	2025-09-25 06:11				
40	199	ONE MATRIX	4232.00	4301.00	2025-09-27 12:30	2025-10-01 02:34				

		Section A. Vessel Vis	Section B. CAECS Information							
		(Required for all)	(Required only when using a CAECS)							
No	Visit #	Vessel Name	Shore Power Connection Power Meter Reading (MWh)	Shore Power Disconnection Power Meter Reading (MWh)	Emission Control Start Date and Time 1 (YYYY-MM-DD HH:MM)	Emission Control End Date and Time 1 (YYYY-MM-DD HH:MM)	Emission Control Start Date and Time 2 (YYYY-MM-DD HH:MM)	Emission Control End Date and Time 2 (YYYY-MM-DD HH:MM)	Emission Control Start Date and Time 3 (YYYY-MM-DD HH:MM)	Emission Control End Date and Time 3 (YYYY-MM-DD HH:MM)
		The name of the vessel visiting the port or marine terminal	If shore power was used for the visit, enter the power meter reading at the time of shore power connection (MWh)	If shore power was used for the visit, enter the power meter reading immediately after disconnecting from shore power (MWh)	For all CAECS, unless not applicable, enter the time that the CAECS began controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	For all CAECS, unless not applicable, enter the time that the CAECS stopped or paused controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	If an interruption to emission control occurred, enter the time that the CAECS resume controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	For all CAECS, unless not applicable, enter the time that the CAECS stopped or paused controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	If a second interruption to emission control occurred, enter the time that the CAECS resume controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	For all CAECS, unless not applicable, enter the time that the CAECS stopped or paused controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)
41	200	MSC BRITTANY	3578.00	3639.00	2025-09-29 07:34	2025-09-30 17:14				
42	201	CAPE TAINARO	3639.00	3676.00	2025-10-01 06:57	2025-10-02 06:20				
43	205	YM UPSURGENCE	4301.00	4411.00	2025-10-06 06:17	2025-10-09 06:52	2025-10-09 07:42	2025-10-10 03:20		
44	207	MSC FLORA	3676.00	3720.00	2025-10-09 07:00	2025-10-10 17:19				
45	209	MSC BENN	3720.00	3752.00	2025-10-11 17:37	2025-10-12 17:40				
46	212	MSC ATHOS	3752.00	3791.00	2025-10-17 17:30	2025-10-18 17:42				
47	213	YM MASCULINITY	4411.00	4503.00	2025-10-17 16:40	2025-10-20 17:25				
48	214	MSC ALGHERO	3791.00	3850.00	2025-10-20 20:49	2025-10-22 03:20				
49	215	YM UPWARD	4503.00	4651.00	2025-10-21 04:51	2025-10-25 17:25				
50	216	MSC BRITTANY	3850.00	3892.00	2025-10-22 07:12	2025-10-23 17:57				
51	219	GREENVILLE	4651.00	4704.00	2025-10-28 09:40	2025-10-29 19:15				
52	221	YM UNIFORM	3892.00	4021.00	2025-10-29 18:45	2025-11-02 17:37				
53	223	CAPE SOUNIO	7404.00	4782.00	2025-11-04 06:54	2025-11-05 17:28				
54	225	MSC ATHOS	4021.00	4064.00	2025-11-05 07:08	2025-11-06 18:56				
55	228	YM UTILITY	4782.00	4911.00	2025-11-11 06:15	2025-11-15 18:40				
56	229	VALOR	4064.00	4092.00	2025-11-12 03:45	2025-11-13 03:45				
57	232	MSC ADONIS	4911.00	4971.00	2025-11-18 06:20	2025-11-19 18:22				
58	233	YM UBIQUITY	4092.00	4234.00	2025-11-18 05:25	2025-11-22 18:25				
59	236	CAPE AKRITAS	4971.00	5037.00	2025-11-24 06:06	2025-11-25 17:22				
60	237	YM UPSURGENCE	4234.00	4402.00	2025-11-24 18:14	2025-11-30 03:13				
61	238	CAPE SOUNIO	5037.00	5146.00	2025-11-26 01:42	2025-11-29 03:22				
62	241	CAPE KORTIA	5146.00	5202.00	2025-12-01 06:03	2025-12-02 17:19				
63	242	YM MASCULINITY	4402.00	4483.00	2025-11-30 17:01	2025-12-03 17:15				
64	245	VALUE	4483.00	4562.00	2025-12-04 03:37	2025-12-07 04:06				
65	246	MSC ADONIS	4562.00	4593.00	2025-12-10 06:08	2025-12-11 03:10				
66	249	MSC LE HAVRE	5202.00	5266.00	2025-12-12 04:48	2025-12-13 17:36				
67	250	YM UPWARD	4593.00	4680.00	2025-12-12 13:10	2025-12-16 04:00				
68	251	CAPE AKRITAS	4680.00	4718.00	2025-12-17 02:24	2025-12-18 06:27	2025-12-18 08:24	2025-12-18 09:40		
69	252	CAPE TAINARO	5266.00	5332.00	2025-12-17 05:14	2025-12-18 17:10				
70	254	YM UNIFORM	4718.00	4837.00	2025-12-20 03:00	2025-12-24 04:10				
71	255	CAPE KORTIA	5332.00	5359.00	2025-12-22 17:45	2025-12-23 17:13				
72	257	MSC FLORA	5359.00	5507.00	2025-12-23 22:41	2025-12-27 04:20				
73	259	MSC LE HAVRE	4837.00	4869.00	2025-12-30 07:42	2025-12-31 04:15				
74	260	MSC CALAIS	5507.00	5549.00	2025-12-30 07:56	2025-12-31 03:15				

**Section A. Vessel Vis**  
(Required for all)

No	Visit #	Vessel Name	Emission Control Start Date and Time 4 (YYYY-MM-DD HH:MM)	Emission Control End Date and Time 4 (YYYY-MM-DD HH:MM)	Emission Control Start Date and Time 5 (YYYY-MM-DD HH:MM)	Emission Control End Date and Time 5 (YYYY-MM-DD HH:MM)	Additional Required Reporting Information specified in CAECS Executive Order	I am the CAECS Operator	Comment
		The name of the vessel visiting the port or marine terminal	If a third interruption to emission control occurred, enter the time that the CAECS resume controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	For all CAECS, unless not applicable, enter the time that the CAECS stopped or paused controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	If a fourth interruption to emission control occurred, enter the time that the CAECS resume controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	For all CAECS, unless not applicable, enter the time that the CAECS stopped or paused controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	Select from the drop-down menu (Y/N) to indicate whether any additional supporting document is sent for non-shore power CAECS. CAECS may have additional reporting requirements listed in the Executive Order, like a Barge Connection Report. Provide all attachments to the support the documentation of the CAECS. (attach with submittal)	Select from the drop-down menu (Y/N) to indicate whether the vessel operator is also the operator of the non-shorepower CAECS If Y, complete Section D	Enter any additional comment you would like to provide to CARB staff. For example, any additional information required in the CAECS EO, or the disconnection and reconnection time for Shore Power if more than 4 interruptions occurred during the visit
1	130	WAN HAI 721							
2	131	MSC GIULIA							
3	133	SEATTLE BRIDGE							
4	134	MSC CATERINA							
5	136	YM UPWARD							
6	137	MSC JEONGMIN							
7	140	MSC BENIN							
8	142	YM MASCULINITY							
9	143	MSC BRIDGEPORT							
10	144	MSC SILVANA VIII							
11	145	YM UNIFORM							
12	147	MSC ATHOS							
13	149	GREENVILLE							
14	152	YM UTILITY							
15	153	MSC ELODIE							
16	156	CAPE SOUNIO							
17	157	MSC JEONGMIN							
18	158	YM UBQUITY							
19	160	MSC ALGHERO							
20	162	MSC YASHI B							
21	164	GREENVILLE							
22	166	MSC ADONIS							
23	168	YM UPSURGENCE							
24	169	MSC DESIREE							
25	172	CAPE SOUNIO							
26	173	CAPE AKRITAS							
27	174	YM UPWARD							
28	175	MSC YASHI B							
29	178	CAPE KORTIA							
30	180	YM MASCULINITY							
31	181	MSC ADONIS							
32	184	MSC ANZU							
33	185	YM UNIFORM							
34	187	CAPE TAINARO							
35	188	CAPE AKRITAS							
36	190	YM UTILITY							
37	191	CAPE KORTIA							
38	195	YM UBQUITY							
39	196	MSC ANZU							
40	199	ONE MATRIX							

**Section A. Vessel Vis**  
(Required for all)

No	Visit #	Vessel Name	Emission Control Start Date and Time 4 (YYYY-MM-DD HH:MM)	Emission Control End Date and Time 4 (YYYY-MM-DD HH:MM)	Emission Control Start Date and Time 5 (YYYY-MM-DD HH:MM)	Emission Control End Date and Time 5 (YYYY-MM-DD HH:MM)	Additional Required Reporting Information specified in CAECS Executive Order	I am the CAECS Operator	Comment
		The name of the vessel visiting the port or marine terminal	If a third interruption to emission control occurred, enter the time that the CAECS resume controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	For all CAECS, unless not applicable, enter the time that the CAECS stopped or paused controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	If a fourth interruption to emission control occurred, enter the time that the CAECS resume controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	For all CAECS, unless not applicable, enter the time that the CAECS stopped or paused controlling emissions for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	Select from the drop-down menu (Y/N) to indicate whether any additional supporting document is sent for non-shore power CAECS. CAECS may have additional reporting requirements listed in the Executive Order, like a Barge Connection Report. Provide all attachments to the support the documentation of the CAECS. (attach with submittal)	Select from the drop-down menu (Y/N) to indicate whether the vessel operator is also the operator of the non-shorepower CAECS If Y, complete Section D	Enter any additional comment you would like to provide to CARB staff. For example, any additional information required in the CAECS EO, or the disconnection and reconnection time for Shore Power if more than 4 interruptions occurred during the visit
41	200	MSC BRITTANY							
42	201	CAPE TAINARO							
43	205	YM UPSURGENGE							
44	207	MSC FLORA							
45	209	MSC BENNIN							
46	212	MSC ATHOS							
47	213	YM MASCULINITY							
48	214	MSC ALGHERO							
49	215	YM UPWARD							
50	216	MSC BRITTANY							
51	219	GREENVILLE							
52	221	YM UNIFORM							
53	223	CAPE SOUNIO							
54	225	MSC ATHOS							
55	228	YM UTILITY							
56	229	VALOR							
57	232	MSC ADONIS							
58	233	YM UBIQUITY							
59	236	CAPE AKRITAS							
60	237	YM UPSURGENGE							
61	238	CAPE SOUNIO							
62	241	CAPE KORTIA							
63	242	YM MASCULINITY							
64	245	VALUE							
65	246	MSC ADONIS							
66	249	MSC LE HAVRE							
67	250	YM UPWARD							
68	251	CAPE AKRITAS							
69	252	CAPE TAINARO							
70	254	YM UNIFORM							
71	255	CAPE KORTIA							
72	257	MSC FLORA							
73	259	MSC LE HAVRE							
74	260	MSC CALAIS							

Section A. Vessel Visit (Required for all)			Section C. Exception Information (Required only when using an exception)										
No	Visit #	Vessel Name	Exception Documentation	Vessel Commissioning				Research Exception			Innovative Concept		
			Documentation Detailing the Exception(s)	Vessel Commissioning Visit	Successful Commission	Recommissioning Required	Date of Commissioning (YYYY-MM-DD)	Research Exception	Research Exception Approved by CARB Prior to Arrival	Research Exception Status Confirmed by Terminal	CARB Approved Test Plan	Use of an Innovative Concept	Executive Order Number
		The name of the vessel visiting the port or marine terminal	Select from the drop-down menu (Y/N) to indicate whether any additional supporting document for the exception is sent. Submit any documentation detailing the exception and any relevant correspondence (e.g. emails) documenting the visit exception (attach with submittal)	Choose Y from the drop-down menu (Y/N) if the visit uses a Vessel Commissioning exception	Choose from the drop-down menu (Y/N) to indicate whether the commissioning was successful	Choose from the drop-down menu (Y/N) to indicate whether recommissioning was required.	Enter the date of commissioning in Pacific Time Zone (YYYY-MM-DD)	Choose "Y" from the drop-down menu (Y/N) if the visit uses a Research exception.	Choose from the drop-down menu (Y/N) to indicate whether the research exception was approved by CARB prior to arrival	Choose from the drop-down menu (Y/N) to indicate whether the research exception status was confirmed by terminal	Enter the approved test plan, provide the title of the test plan document and the date it was published	Choose Y from the drop-down menu (Y/N) if the visit uses an Innovative Concept exception	Choose the Executive Order number if using an innovative concept
1	130	WAN HAI 721											
2	131	MSC GIULIA											
3	133	SEATTLE BRIDGE	Y	Y	Y	N	2025-07-03						
4	134	MSC CATERINA											
5	136	YM UPWARD											
6	137	MSC JEONGMIN											
7	140	MSC BENIN											
8	142	YM MASCULINITY	Y	Y	Y	N	2025-07-12						
9	143	MSC BRIDGEPORT	Y	Y	Y	N	2025-07-14						
10	144	MSC SILVANA VIII	Y	Y	Y	N	2025-07-16						
11	145	YM UNIFORM											
12	147	MSC ATHOS	Y	Y	Y	N	2025-07-23						
13	149	GREENVILLE											
14	152	YM UTILITY											
15	153	MSC ELODIE											
16	156	CAPE SOUNIO											
17	157	MSC JEONGMIN											
18	158	YM UBIQUITY											
19	160	MSC ALGHERO											
20	162	MSC YASHIB											
21	164	GREENVILLE											
22	166	MSC ADONIS	Y										
23	168	YM UPSURGENCE											
24	169	MSC DESIREE	Y	Y	Y	N	2025-08-17						
25	172	CAPE SOUNIO	Y	Y	Y	N	2025-08-21						
26	173	CAPE AKRITAS											
27	174	YM UPWARD											
28	175	MSC YASHIB											
29	178	CAPE KORTIA	Y	Y	Y	N	2025-08-28						
30	180	YM MASCULINITY											
31	181	MSC ADONIS											
32	184	MSC ANZU											
33	185	YM UNIFORM	Y										
34	187	CAPE TAINARO											
35	188	CAPE AKRITAS											
36	190	YM UTILITY	Y										
37	191	CAPE KORTIA											
38	195	YM UBIQUITY											
39	196	MSC ANZU											
40	199	ONE MATRIX	Y	Y	Y		2025-09-27						

Section A. Vessel Visits			Section C. Exception Information (Required only when using an exception)										
(Required for all)			Exception Documentation	Vessel Commissioning				Research Exception			Innovative Concept		
No	Visit #	Vessel Name	Documentation Detailing the Exception(s)	Vessel Commissioning Visit	Successful Commission	Recommissioning Required	Date of Commissioning (YYYY-MM-DD)	Research Exception	Research Exception Approved by CARB Prior to Arrival	Research Exception Status Confirmed by Terminal	CARB Approved Test Plan	Use of an Innovative Concept	Executive Order Number
		The name of the vessel visiting the port or marine terminal	Select from the drop-down menu (Y/N) to indicate whether any additional supporting document for the exception is sent. Submit any documentation detailing the exception and any relevant correspondence (e.g. emails) documenting the visit exception (attach with submittal)	Choose Y from the drop-down menu (Y/N) if the visit uses a Vessel Commissioning exception	Choose from the drop-down menu (Y/N) to indicate whether the commissioning was successful	Choose from the drop-down menu (Y/N) to indicate whether recommissioning was required.	Enter the date of commissioning in Pacific Time Zone (YYYY-MM-DD)	Choose "Y" from the drop-down menu (Y/N) if the visit uses a Research exception.	Choose from the drop-down menu (Y/N) to indicate whether the research exception was approved by CARB prior to arrival	Choose from the drop-down menu (Y/N) to indicate whether the research exception status was confirmed by terminal	Enter the approved test plan, provide the title of the test plan document and the date it was published	Choose Y from the drop-down menu (Y/N) if the visit uses an Innovative Concept exception	Choose the Executive Order number if using an innovative concept
41	200	MSC BRITTANY											
42	201	CAPE TAINARO											
43	205	YM UPSURGENGE	Y										
44	207	MSC FLORA	Y	Y	Y	N	2025-10-10						
45	209	MSC BENIN											
46	212	MSC ATHOS											
47	213	YM MASCULINITY											
48	214	MSC ALGHERO	Y										
49	215	YM UPWARD											
50	216	MSC BRITTANY											
51	219	GREENVILLE	Y										
52	221	YM UNIFORM	Y										
53	223	CAPE SOUNIO											
54	225	MSC ATHOS											
55	228	YM UTILITY											
56	229	VALOR	Y	Y	Y	N	2025-11-12						
57	232	MSC ADONIS											
58	233	YM UBIQUITY											
59	236	CAPE AKRITAS											
60	237	YM UPSURGENGE											
61	238	CAPE SOUNIO	Y	Y	Y	N	2025-11-26						
62	241	CAPE KORTIA											
63	242	YM MASCULINITY											
64	245	VALUE	Y	Y	Y	N	2025-12-04						
65	246	MSC ADONIS											
66	249	MSC LE HAVRE	Y	Y	Y	N	2025-12-12						
67	250	YM UPWARD											
68	251	CAPE AKRITAS	Y										
69	252	CAPE TAINARO											
70	254	YM UNIFORM											
71	255	CAPE KORTIA											
72	257	MSC FLORA											
73	259	MSC LE HAVRE	Y	Y	Y	N	2025-12-30						
74	260	MSC CALAIS	Y	Y	Y	N	2025-12-30						

Section A. Vessel Vis														
(Required for all)			Remediation Fund Information (A separate <a href="#">request to remediate</a> must be submitted for each visit)				Vessel Incident Event (VIE) Information							
No	Visit #	Vessel Name	Has a separate request been submitted to CARB for use of the Remediation Fund option?	Remediation Fund Use Circumstance	Select which party is submitting the remediation request	Event Start Date and Time (YYYY-MM-DD HH:MM)	Event End Date and Time (YYYY-MM-DD HH:MM)	VIE used	Authorized Person First Name	Authorized Person Last Name	Authorized Person Title	Authorized Person Email	Authorized Person Phone Number	(Optional) Reason for VIE
		The name of the vessel visiting the port or marine terminal	Choose Y from the drop-down menu (YN) if the use of remediation fund option has been requested by submitting a separate remediation fund application with supporting documentation to shorepower@arb.ca.gov within 30 calendar days after the affected vessel visit.	Select the remediation fund description of circumstance from the drop-down menu in Excel	Select the party who is requesting the use of the remediation fund from the drop-down menu	Enter the start time of the applicable specified circumstance in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the end time of the applicable specified circumstance in Pacific Time Zone (YYYY-MM-DD HH:MM)	Select Y from the drop-down menu (YN) if the visit uses a VIE	Enter the First Name of the Responsible Official who authorized use of a VIE for this visit	Enter the Last Name of the Responsible Official who authorized use of a VIE for this visit	Enter the Title of the Responsible Official who authorized use of a VIE for this visit	Enter the Email Address of the Responsible Official who authorized use of a VIE for this visit	Enter the Phone Number of the Responsible Official who authorized use of a VIE for this visit	(Optional) Select the reason for VIE use from the drop-down menu
1	130	WAN HAI 721												
2	131	MSC GIULIA												
3	133	SEATTLE BRIDGE												
4	134	MSC CATERINA												
5	136	YM UPWARD												
6	137	MSC JEONGMIN												
7	140	MSC BENIN												
8	142	YM MASCULINITY												
9	143	MSC BRIDGEPORT												
10	144	MSC SILVANA VIII												
11	145	YM UNIFORM												
12	147	MSC ATHOS												
13	149	GREENVILLE												
14	152	YM UTILITY												
15	153	MSC ELODIE												
16	156	CAPE SOUNIO												
17	157	MSC JEONGMIN												
18	158	YM UBIQUITY												
19	160	MSC ALGHERO												
20	162	MSC YASHI B												
21	164	GREENVILLE												
22	166	MSC ADONIS												
23	168	YM UPSURGENCE												
24	169	MSC DESIREE												
25	172	CAPE SOUNIO												
26	173	CAPE AKRITAS												
27	174	YM UPWARD												
28	175	MSC YASHI B												
29	178	CAPE KORTIA												
30	180	YM MASCULINITY												
31	181	MSC ADONIS												
32	184	MSC ANZU												
33	185	YM UNIFORM												
34	187	CAPE TAINARO												
35	188	CAPE AKRITAS												
36	190	YM UTILITY												
37	191	CAPE KORTIA												
38	195	YM UBIQUITY												
39	196	MSC ANZU												
40	199	ONE MATRIX												

Section A. Vessel Vis														
(Required for all)		Remediation Fund Information (A separate <a href="#">request to remediate</a> must be submitted for each visit)					Vessel Incident Event (VIE) Information							
No	Visit #	Vessel Name	Has a separate request been submitted to CARB for use of the Remediation Fund option?	Remediation Fund Use Circumstance	Select which party is submitting the remediation request	Event Start Date and Time (YYYY-MM-DD HH:MM)	Event End Date and Time (YYYY-MM-DD HH:MM)	VIE used	Authorized Person First Name	Authorized Person Last Name	Authorized Person Title	Authorized Person Email	Authorized Person Phone Number	(Optional) Reason for VIE
		The name of the vessel visiting the port or marine terminal	Choose Y from the drop-down menu (YN) if the use of remediation fund option has been requested by submitting a separate remediation fund application with supporting documentation to shorepower@arb.ca.gov within 30 calendar days after the affected vessel visit.	Select the remediation fund description of circumstance from the drop-down menu in Excel	Select the party who is requesting the use of the remediation fund from the drop-down menu	Enter the start time of the applicable specified circumstance in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the end time of the applicable specified circumstance in Pacific Time Zone (YYYY-MM-DD HH:MM)	Select Y from the drop-down menu (YN) if the visit uses a VIE	Enter the First Name of the Responsible Official who authorized use of a VIE for this visit	Enter the Last Name of the Responsible Official who authorized use of a VIE for this visit	Enter the Title of the Responsible Official who authorized use of a VIE for this visit	Enter the Email Address of the Responsible Official who authorized use of a VIE for this visit	Enter the Phone Number of the Responsible Official who authorized use of a VIE for this visit	(Optional) Select the reason for VIE use from the drop-down menu
41	200	MSC BRITTANY												
42	201	CAPE TAINARO												
43	205	YM UPSURGENGE												
44	207	MSC FLORA												
45	209	MSC BENIN												
46	212	MSC ATHOS												
47	213	YM MASCULINITY												
48	214	MSC ALGHERO	Y	Vessel equipment repairs	Vessel	2025-10-20 17:30	2025-10-20 20:49							
49	215	YM UPWARD												
50	216	MSC BRITTANY												
51	219	GREENVILLE												
52	221	YM UNIFORM												
53	223	CAPE SOUNIO												
54	225	MSC ATHOS												
55	228	YM UTILITY												
56	229	VALOR												
57	232	MSC ADONIS												
58	233	YM UBIQUITY												
59	236	CAPE AKRITAS												
60	237	YM UPSURGENGE												
61	238	CAPE SOUNIO												
62	241	CAPE KORTIA												
63	242	YM MASCULINITY												
64	245	VALUE												
65	246	MSC ADONIS												
66	249	MSC LE HAVRE												
67	250	YM UPWARD												
68	251	CAPE AKRITAS												
69	252	CAPE TAINARO												
70	254	YM UNIFORM												
71	255	CAPE KORTIA												
72	257	MSC FLORA												
73	259	MSC LE HAVRE												
74	260	MSC CALAIS												

**Section A. Vessel Vis**

(Required for all)

**Terminal Incident Event (TIE) Information**

No	Visit #	Vessel Name	TIE used	Authorized Person First Name	Authorized Person Last Name	Authorized Person Title	Authorized Person Email	Authorized Person Phone Number	(Optional) Reason for TIE
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (YN) if the visit uses a TIE  If Y, vessel operators need to provide evidence of communication with the terminal regarding the usage of a TIE	Enter the First Name of the Responsible Official who authorized use of a TIE for this visit	Enter the Last Name of the Responsible Official who authorized use of a TIE for this visit	Enter the Title of the Responsible Official who authorized use of a TIE for this visit	Enter the Email Address of the Responsible Official who authorized use of a TIE for this visit	Enter the Phone Number of the Responsible Official who authorized use of a TIE for this visit	(Optional) Select the reason for TIE use from the drop-down menu
1	130	WAN HAI 721							
2	131	MSC GIULIA							
3	133	SEATTLE BRIDGE							
4	134	MSC CATERINA							
5	136	YM UPWARD							
6	137	MSC JEONGMIN							
7	140	MSC BENIN							
8	142	YM MASCULINITY							
9	143	MSC BRIDGEPORT							
10	144	MSC SILVANA VIII							
11	145	YM UNIFORM							
12	147	MSC ATHOS							
13	149	GREENVILLE							
14	152	YM UTILITY							
15	153	MSC ELODIE							
16	156	CAPE SOUNIO							
17	157	MSC JEONGMIN							
18	158	YM UBQUITY							
19	160	MSC ALGHERO							
20	162	MSC YASHI B							
21	164	GREENVILLE							
22	166	MSC ADONIS							
23	168	YM UPSURGENCE							
24	169	MSC DESIREE							
25	172	CAPE SOUNIO							
26	173	CAPE AKRITAS							
27	174	YM UPWARD							
28	175	MSC YASHI B							
29	178	CAPE KORTIA							
30	180	YM MASCULINITY							
31	181	MSC ADONIS							
32	184	MSC ANZU							
33	185	YM UNIFORM							
34	187	CAPE TAINARO							
35	188	CAPE AKRITAS							
36	190	YM UTILITY							
37	191	CAPE KORTIA							
38	195	YM UBQUITY							
39	196	MSC ANZU							
40	199	ONE MATRIX							

**Section A. Vessel Vis**

(Required for all)

**Terminal Incident Event (TIE) Information**

No	Visit #	Vessel Name	TIE used	Authorized Person First Name	Authorized Person Last Name	Authorized Person Title	Authorized Person Email	Authorized Person Phone Number	(Optional) Reason for TIE
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (YN) if the visit uses a TIE  If Y, vessel operators need to provide evidence of communication with the terminal regarding the usage of a TIE	Enter the First Name of the Responsible Official who authorized use of a TIE for this visit	Enter the Last Name of the Responsible Official who authorized use of a TIE for this visit	Enter the Title of the Responsible Official who authorized use of a TIE for this visit	Enter the Email Address of the Responsible Official who authorized use of a TIE for this visit	Enter the Phone Number of the Responsible Official who authorized use of a TIE for this visit	(Optional) Select the season for TIE use from the drop-down menu
41	200	MSC BRITTANY							
42	201	CAPE TAINARO							
43	205	YM UPSURGENGE							
44	207	MSC FLORA							
45	209	MSC BENIN							
46	212	MSC ATHOS							
47	213	YM MASCULINITY							
48	214	MSC ALGHERO							
49	215	YM UPWARD							
50	216	MSC BRITTANY							
51	219	GREENVILLE							
52	221	YM UNIFORM							
53	223	CAPE SOUNIO							
54	225	MSC ATHOS							
55	228	YM UTILITY							
56	229	VALOR							
57	232	MSC ADONIS							
58	233	YM UBIQUITY							
59	236	CAPE AKRITAS							
60	237	YM UPSURGENGE							
61	238	CAPE SOUNIO							
62	241	CAPE KORTIA							
63	242	YM MASCULINITY							
64	245	VALUE							
65	246	MSC ADONIS							
66	249	MSC LE HAVRE							
67	250	YM UPWARD							
68	251	CAPE AKRITAS							
69	252	CAPE TAINARO							
70	254	YM UNIFORM							
71	255	CAPE KORTIA							
72	257	MSC FLORA							
73	259	MSC LE HAVRE							
74	260	MSC CALAIS							

**Section A. Vessel Vis**

(Required for all)

**Vessel Safety and Emergency Event 1**

No	Visit #	Vessel Name	Safety and Emergency Event 1	Responsible Official First Name	Responsible Official Last Name	Responsible Official Title	Responsible Official Email	Responsible Official Phone Number	Reason for Event	Safety and Emergency Event Start Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event End Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event Location
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (Y/N) if a safety and emergency event occurred during the visit	Enter the First Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Last Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Title of the Responsible Official who determined the existence of emergency and safety event	Enter the Email Address of the Responsible Official who determined the existence of emergency and safety event	Enter the Phone Number of the Responsible Official who determined the existence of emergency and safety event	Choose the reason of the event from the drop-down menu	Enter the date and time that the safety and emergency event began in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the date and time that the safety and emergency event ended in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the location of the safety and emergency event if the event occurred at a terminal, include the port, terminal, and berth. If the event occurred in transit or at anchor, include the Global Positioning System (GPS) coordinates of the event. If the event occurred in a different location, be as specific as possible and include an address if applicable.
1	130	WAN HAI 721										
2	131	MSC GIULIA										
3	133	SEATTLE BRIDGE										
4	134	MSC CATERINA										
5	136	YM UPWARD										
6	137	MSC JEONGMIN										
7	140	MSC BENIN										
8	142	YM MASCULINITY										
9	143	MSC BRIDGEPORT										
10	144	MSC SILVANA VIII										
11	145	YM UNIFORM										
12	147	MSC ATHOS										
13	149	GREENVILLE										
14	152	YM UTILITY										
15	153	MSC ELODIE										
16	156	CAPE SOUNIO										
17	157	MSC JEONGMIN										
18	158	YM UBQUIITY										
19	160	MSC ALGHERO										
20	162	MSC YASHIB										
21	164	GREENVILLE										
22	166	MSC ADONIS	Y	Stanely	Kwiaton	Regional Manager	<a href="mailto:stanely.kwiaton@msc.com">stanely.kwiaton@msc.com</a>	714.3270818	Utility Event	2025-08-15 09:40	2025-08-15 11:16	B102
23	168	YM UPSURGENCE										
24	169	MSC DESIREE										
25	172	CAPE SOUNIO										
26	173	CAPE AKRITAS										
27	174	YM UPWARD										
28	175	MSC YASHIB										
29	178	CAPE KORTIA										
30	180	YM MASCULINITY										
31	181	MSC ADONIS										
32	184	MSC ANZU										
33	185	YM UNIFORM	Y	Thomas	Zin	YANG MING Marine	<a href="mailto:thomasz@us.yangming.com">thomasz@us.yangming.com</a>	628.315.0235	Not Listed	2025-09-07 10:35	2025-09-07 11:23	B102 Vault 7
34	187	CAPE TAINARO										
35	188	CAPE AKRITAS										
36	190	YM UTILITY	Y	Amber	Coluso	AQ Specialist	<a href="mailto:acoluso@portia.org">acoluso@portia.org</a>	310.732.3950	Utility Event	2025-09-16 06:35	2025-09-16 08:02	IS Station 5261
37	191	CAPE KORTIA										
38	195	YM UBQUIITY										
39	196	MSC ANZU										
40	199	ONE MATRIX										

Section A. Vessel Vis												
(Required for all)												
Vessel Safety and Emergency Event 1												
No	Visit #	Vessel Name	Safety and Emergency Event 1	Responsible Official First Name	Responsible Official Last Name	Responsible Official Title	Responsible Official Email	Responsible Official Phone Number	Reason for Event	Safety and Emergency Event Start Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event End Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event Location
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (Y/N) if a safety and emergency event occurred during the visit	Enter the First Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Last Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Title of the Responsible Official who determined the existence of emergency and safety event	Enter the Email Address of the Responsible Official who determined the existence of emergency and safety event	Enter the Phone Number of the Responsible Official who determined the existence of emergency and safety event	Choose the reason of the event from the drop-down menu	Enter the date and time that the safety and emergency event began in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the date and time that the safety and emergency event ended in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the location of the safety and emergency event if the event occurred at a terminal, include the port, terminal, and berth. If the event occurred in transit or at anchor, include the Global Positioning System (GPS) coordinates of the event. If the event occurred in a different location, be as specific as possible and include an address if applicable.
41	200	MSC BRITTANY										
42	201	CAPE TAINARO										
43	205	YM UPSURGENGE	Y	Warren	Lee	POLA Ops Manager	<a href="mailto:lwarren@portla.org">lwarren@portla.org</a>	310.892.7380	Utility Event	2025-10-09 06:52	2025-10-09 07:42	B102
44	207	MSC FLORA										
45	209	MSC BENNIN										
46	212	MSC ATHOS										
47	213	YM MASCULINITY										
48	214	MSC ALGHERO										
49	215	YM UPWARD										
50	216	MSC BRITTANY										
51	219	GREENVILLE	Y	Stanley	Kwiaton	Regional Manager	<a href="mailto:stanley.kwiaton@msc.com">stanley.kwiaton@msc.com</a>	714.3270818	Not Listed	2026-10-28 06:10	2025-10-28 09:40	B102
52	221	YM UNIFORM	Y	Warren	Lee	POLA Ops Manager	<a href="mailto:lwarren@portla.org">lwarren@portla.org</a>	310.892.7380	Not Listed	2025-10-29 15:30	2025-10-29 18:45	B100
53	223	CAPE SOUNIO										
54	225	MSC ATHOS										
55	228	YM UTILITY										
56	229	VALOR										
57	232	MSC ADONIS										
58	233	YM UBIQUITY										
59	236	CAPE AKRITAS										
60	237	YM UPSURGENGE										
61	238	CAPE SOUNIO										
62	241	CAPE KORTIA										
63	242	YM MASCULINITY										
64	245	VALUE										
65	246	MSC ADONIS										
66	249	MSC LE HAVRE										
67	250	YM UPWARD										
68	251	CAPE AKRITAS	Y	Stanley	Kwiaton	Regional Manager	<a href="mailto:stanley.kwiaton@msc.com">stanley.kwiaton@msc.com</a>	714.3270818	Weather	2025-12-18 06:27	2025-12-18 08:24	B100
69	252	CAPE TAINARO										
70	254	YM UNIFORM										
71	255	CAPE KORTIA										
72	257	MSC FLORA										
73	259	MSC LE HAVRE										
74	260	MSC CALAIS										

**Section A. Vessel Vis**

(Required for all)

**Vessel Safety and Emergency Event 2**

No	Visit #	Vessel Name	Safety and Emergency Event 2	Responsible Official First Name	Responsible Official Last Name	Responsible Official Title	Responsible Official Email	Responsible Official Phone Number	Reason for Event	Safety and Emergency Event Start Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event End Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event Location
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (Y/N) if a safety and emergency event occurred during the visit	Enter the First Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Last Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Title of the Responsible Official who determined the existence of emergency and safety event	Enter the Email Address of the Responsible Official who determined the existence of emergency and safety event	Enter the Phone Number of the Responsible Official who determined the existence of emergency and safety event	Choose the reason of the event from the drop-down menu	Enter the date and time that the safety and emergency event began in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the date and time that the safety and emergency event ended in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the location of the safety and emergency event. If the event occurred at a terminal, include the port, terminal, and berth. If the event occurred in transit or at anchor, include the Global Positioning System (GPS) coordinates of the event. If the event occurred in a different location, be as specific as possible and include an address if applicable
1	130	WAN HAI 721										
2	131	MSC GIULIA										
3	133	SEATTLE BRIDGE										
4	134	MSC CATERINA										
5	136	YM UPWARD										
6	137	MSC JEONGMIN										
7	140	MSC BENIN										
8	142	YM MASCULINITY										
9	143	MSC BRIDGEPORT										
10	144	MSC SILVANA VIII										
11	145	YM UNIFORM										
12	147	MSC ATHOS										
13	149	GREENVILLE										
14	152	YM UTILITY										
15	153	MSC ELODIE										
16	156	CAPE SOUNIO										
17	157	MSC JEONGMIN										
18	158	YM UBQUITY										
19	160	MSC ALGHERO										
20	162	MSC YASHIB										
21	164	GREENVILLE										
22	166	MSC ADONIS										
23	168	YM UPSURGENCE										
24	169	MSC DESIREE										
25	172	CAPE SOUNIO										
26	173	CAPE AKRITAS										
27	174	YM UPWARD										
28	175	MSC YASHIB										
29	178	CAPE KORTIA										
30	180	YM MASCULINITY										
31	181	MSC ADONIS										
32	184	MSC ANZU										
33	185	YM UNIFORM	Y	Thomas	Zin	YANG MING Marine	thomaszh@us.vanp	626.315.0235	Not Listed	2025-09-08 07:52	2025-09-08 08:42	B102 Vault 7
34	187	CAPE TAINARO										
35	188	CAPE AKRITAS										
36	190	YM UTILITY	Y	Amber	Coluso	AQ Specialist	acoluso@portla.org	310.732.3950	Utility Event	2025-08-16 15:35	2025-08-16 19:41	IS Station 5261
37	191	CAPE KORTIA										
38	195	YM UBQUITY										
39	196	MSC ANZU										
40	199	ONE MATRIX										

Section A. Vessel Vis												
(Required for all)												
Vessel Safety and Emergency Event 2												
No	Visit #	Vessel Name	Safety and Emergency Event 2	Responsible Official First Name	Responsible Official Last Name	Responsible Official Title	Responsible Official Email	Responsible Official Phone Number	Reason for Event	Safety and Emergency Event Start Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event End Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event Location
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (Y/N) if a safety and emergency event occurred during the visit	Enter the First Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Last Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Title of the Responsible Official who determined the existence of emergency and safety event	Enter the Email Address of the Responsible Official who determined the existence of emergency and safety event	Enter the Phone Number of the Responsible Official who determined the existence of emergency and safety event	Choose the reason of the event from the drop-down menu	Enter the date and time that the safety and emergency event began in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the date and time that the safety and emergency event ended in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the location of the safety and emergency event. If the event occurred at a terminal, include the port, terminal, and berth. If the event occurred in transit or at anchor, include the Global Positioning System (GPS) coordinates of the event. If the event occurred in a different location, be as specific as possible and include an address if applicable
41	200	MSC BRITTANY										
42	201	CAPE TAINARO										
43	205	YM UPSURGENGE										
44	207	MSC FLORA										
45	209	MSC BENIN										
46	212	MSC ATHOS										
47	213	YM MASCULINITY										
48	214	MSC ALGHERO										
49	215	YM UPWARD										
50	216	MSC BRITTANY										
51	219	GREENVILLE										
52	221	YM UNIFORM										
53	223	CAPE SOUNIO										
54	225	MSC ATHOS										
55	228	YM UTILITY										
56	229	VALOR										
57	232	MSC ADONIS										
58	233	YM UBIQUITY										
59	236	CAPE AKRITAS										
60	237	YM UPSURGENGE										
61	238	CAPE SOUNIO										
62	241	CAPE KORTIA										
63	242	YM MASCULINITY										
64	245	VALUE										
65	246	MSC ADONIS										
66	249	MSC LE HAVRE										
67	250	YM UPWARD										
68	251	CAPE AKRITAS										
69	252	CAPE TAINARO										
70	254	YM UNIFORM										
71	255	CAPE KORTIA										
72	257	MSC FLORA										
73	259	MSC LE HAVRE										
74	260	MSC CALAIS										

**Section A. Vessel Vis**

(Required for all)

**Vessel Safety and Emergency Event 3**

No	Visit #	Vessel Name	Safety and Emergency Event 3	Responsible Official First Name	Responsible Official Last Name	Responsible Official Title	Responsible Official Email	Responsible Official Phone Number	Reason for Event	Safety and Emergency Event Start Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event End Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event Location
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (Y/N) if a safety and emergency event occurred during the visit	Enter the First Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Last Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Title of the Responsible Official who determined the existence of emergency and safety event	Enter the Email Address of the Responsible Official who determined the existence of emergency and safety event	Enter the Phone Number of the Responsible Official who determined the existence of emergency and safety event	Choose the reason of the event from the drop-down menu	Enter the date and time that the safety and emergency event began in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the date and time that the safety and emergency event ended in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the location of the safety and emergency event. If the event occurred at a terminal, include the port, terminal, and berth. If the event occurred in transit or at anchor, include the Global Positioning System (GPS) coordinates of the event. If the event occurred in a different location, be as specific as possible and include an address if applicable
1	130	WAN HAI 721										
2	131	MSC GIULIA										
3	133	SEATTLE BRIDGE										
4	134	MSC CATERINA										
5	136	YM UPWARD										
6	137	MSC JEONGMIN										
7	140	MSC BENIN										
8	142	YM MASCULINITY										
9	143	MSC BRIDGEPORT										
10	144	MSC SILVANA VIII										
11	145	YM UNIFORM										
12	147	MSC ATHOS										
13	149	GREENVILLE										
14	152	YM UTILITY										
15	153	MSC ELODIE										
16	156	CAPE SOUNIO										
17	157	MSC JEONGMIN										
18	158	YM UBQUITY										
19	160	MSC ALGHERO										
20	162	MSC YASHI B										
21	164	GREENVILLE										
22	166	MSC ADONIS										
23	168	YM UPSURGENCE										
24	169	MSC DESIREE										
25	172	CAPE SOUNIO										
26	173	CAPE AKRITAS										
27	174	YM UPWARD										
28	175	MSC YASHI B										
29	178	CAPE KORTIA										
30	180	YM MASCULINITY										
31	181	MSC ADONIS										
32	184	MSC ANZU										
33	185	YM UNIFORM										
34	187	CAPE TAINARO										
35	188	CAPE AKRITAS										
36	190	YM UTILITY										
37	191	CAPE KORTIA										
38	195	YM UBQUITY										
39	196	MSC ANZU										
40	199	ONE MATRIX										

**Section A. Vessel Vis**

(Required for all)

**Vessel Safety and Emergency Event 3**

No	Visit #	Vessel Name	Safety and Emergency Event 3	Responsible Official First Name	Responsible Official Last Name	Responsible Official Title	Responsible Official Email	Responsible Official Phone Number	Reason for Event	Safety and Emergency Event Start Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event End Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event Location
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (Y/N) if a safety and emergency event occurred during the visit	Enter the First Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Last Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Title of the Responsible Official who determined the existence of emergency and safety event	Enter the Email Address of the Responsible Official who determined the existence of emergency and safety event	Enter the Phone Number of the Responsible Official who determined the existence of emergency and safety event	Choose the reason of the event from the drop-down menu	Enter the date and time that the safety and emergency event began in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the date and time that the safety and emergency event ended in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the location of the safety and emergency event. If the event occurred at a terminal, include the port, terminal, and berth. If the event occurred in transit or at anchor, include the Global Positioning System (GPS) coordinates of the event. If the event occurred in a different location, be as specific as possible and include an address if applicable
41	200	MSC BRITTANY										
42	201	CAPE TAINARO										
43	205	YM UPSURGENGE										
44	207	MSC FLORA										
45	209	MSC BENIN										
46	212	MSC ATHOS										
47	213	YM MASCULINITY										
48	214	MSC ALGHERO										
49	215	YM UPWARD										
50	216	MSC BRITTANY										
51	219	GREENVILLE										
52	221	YM UNIFORM										
53	223	CAPE SOUNIO										
54	225	MSC ATHOS										
55	228	YM UTILITY										
56	229	VALOR										
57	232	MSC ADONIS										
58	233	YM UBIQUITY										
59	236	CAPE AKRITAS										
60	237	YM UPSURGENGE										
61	238	CAPE SOUNIO										
62	241	CAPE KORTIA										
63	242	YM MASCULINITY										
64	245	VALUE										
65	246	MSC ADONIS										
66	249	MSC LE HAVRE										
67	250	YM UPWARD										
68	251	CAPE AKRITAS										
69	252	CAPE TAINARO										
70	254	YM UNIFORM										
71	255	CAPE KORTIA										
72	257	MSC FLORA										
73	259	MSC LE HAVRE										
74	260	MSC CALAIS										

Section A. Vessel Vis												
(Required for all)												
Vessel Safety and Emergency Event 4												
No	Visit #	Vessel Name	Safety and Emergency Event 4	Responsible Official First Name	Responsible Official Last Name	Responsible Official Title	Responsible Official Email	Responsible Official Phone Number	Reason for Event	Safety and Emergency Event Start Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event End Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event Location
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (Y/N) if a safety and emergency event occurred during the visit	Enter the First Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Last Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Title of the Responsible Official who determined the existence of emergency and safety event	Enter the Email Address of the Responsible Official who determined the existence of emergency and safety event	Enter the Phone Number of the Responsible Official who determined the existence of emergency and safety event	Choose the reason of the event from the drop-down menu	Enter the date and time that the safety and emergency event began in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the date and time that the safety and emergency event ended in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the location of the safety and emergency event. If the event occurred at a terminal, include the port, terminal, and berth. If the event occurred in transit or at anchor, include the Global Positioning System (GPS) coordinates of the event. If the event occurred in a different location, be as specific as possible and include an address if applicable
1	130	WAN HAI 721										
2	131	MSC GIULIA										
3	133	SEATTLE BRIDGE										
4	134	MSC CATERINA										
5	136	YM UPWARD										
6	137	MSC JEONGMIN										
7	140	MSC BENIN										
8	142	YM MASCULINITY										
9	143	MSC BRIDGEPORT										
10	144	MSC SILVANA VIII										
11	145	YM UNIFORM										
12	147	MSC ATHOS										
13	149	GREENVILLE										
14	152	YM UTILITY										
15	153	MSC ELODIE										
16	156	CAPE SOUNIO										
17	157	MSC JEONGMIN										
18	158	YM UBIQUITY										
19	160	MSC ALGHERO										
20	162	MSC YASHIB										
21	164	GREENVILLE										
22	166	MSC ADONIS										
23	168	YM UPSURGENCE										
24	169	MSC DESIREE										
25	172	CAPE SOUNIO										
26	173	CAPE AKRITAS										
27	174	YM UPWARD										
28	175	MSC YASHIB										
29	178	CAPE KORTIA										
30	180	YM MASCULINITY										
31	181	MSC ADONIS										
32	184	MSC ANZU										
33	185	YM UNIFORM										
34	187	CAPE TAINARO										
35	188	CAPE AKRITAS										
36	190	YM UTILITY										
37	191	CAPE KORTIA										
38	195	YM UBIQUITY										
39	196	MSC ANZU										
40	199	ONE MATRIX										

**Section A. Vessel Vis**

(Required for all)

**Vessel Safety and Emergency Event 4**

No	Visit #	Vessel Name	Safety and Emergency Event 4	Responsible Official First Name	Responsible Official Last Name	Responsible Official Title	Responsible Official Email	Responsible Official Phone Number	Reason for Event	Safety and Emergency Event Start Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event End Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event Location
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (Y/N) if a safety and emergency event occurred during the visit	Enter the First Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Last Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Title of the Responsible Official who determined the existence of emergency and safety event	Enter the Email Address of the Responsible Official who determined the existence of emergency and safety event	Enter the Phone Number of the Responsible Official who determined the existence of emergency and safety event	Choose the reason of the event from the drop-down menu	Enter the date and time that the safety and emergency event began in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the date and time that the safety and emergency event ended in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the location of the safety and emergency event. If the event occurred at a terminal, include the port, terminal, and berth. If the event occurred in transit or at anchor, include the Global Positioning System (GPS) coordinates of the event. If the event occurred in a different location, be as specific as possible and include an address if applicable
41	200	MSC BRITTANY										
42	201	CAPE TAINARO										
43	205	YM UPSURGENCE										
44	207	MSC FLORA										
45	209	MSC BENIN										
46	212	MSC ATHOS										
47	213	YM MASCULINITY										
48	214	MSC ALGHERO										
49	215	YM UPWARD										
50	216	MSC BRITTANY										
51	219	GREENVILLE										
52	221	YM UNIFORM										
53	223	CAPE SOUNIO										
54	225	MSC ATHOS										
55	228	YM UTILITY										
56	229	VALOR										
57	232	MSC ADONIS										
58	233	YM UBIQUITY										
59	236	CAPE AKRITAS										
60	237	YM UPSURGENCE										
61	238	CAPE SOUNIO										
62	241	CAPE KORTIA										
63	242	YM MASCULINITY										
64	245	VALUE										
65	246	MSC ADONIS										
66	249	MSC LE HAVRE										
67	250	YM UPWARD										
68	251	CAPE AKRITAS										
69	252	CAPE TAINARO										
70	254	YM UNIFORM										
71	255	CAPE KORTIA										
72	257	MSC FLORA										
73	259	MSC LE HAVRE										
74	260	MSC CALAIS										

Section A. Vessel Vis													
(Required for all)													
Vessel Safety and Emergency Event 5													
No	Visit #	Vessel Name	Safety and Emergency Event 5	Responsible Official First Name	Responsible Official Last Name	Responsible Official Title	Responsible Official Email	Responsible Official Phone Number	Reason for Event	Safety and Emergency Event Start Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event End Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event Location	Comment
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (Y/N) if a safety and emergency event occurred during the visit	Enter the First Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Last Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Title of the Responsible Official who determined the existence of emergency and safety event	Enter the Email Address of the Responsible Official who determined the existence of emergency and safety event	Enter the Phone Number of the Responsible Official who determined the existence of emergency and safety event	Choose the reason of the event from the drop-down menu	Enter the date and time that the safety and emergency event began in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the date and time that the safety and emergency event ended in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the location of the safety and emergency event. If the event occurred at a terminal, include the port, terminal, and berth. If the event occurred in transit or at anchor, include the Global Positioning System (GPS) coordinates of the event. If the event occurred in a different location, be as specific as possible and include an address if applicable	Enter any additional comment you would like to provide to CARB staff. For example, if more than five safety and emergency events occurred during the visit, provide the details about other safety and emergency events here
1	130	WAN HAI 721											
2	131	MSC GIULIA											
3	133	SEATTLE BRIDGE											
4	134	MSC CATERINA											
5	136	YM UPWARD											
6	137	MSC JEONGMIN											
7	140	MSC BENIN											
8	142	YM MASCULINITY											
9	143	MSC BRIDGEPORT											
10	144	MSC SILVANA VIII											
11	145	YM UNIFORM											
12	147	MSC ATHOS											
13	149	GREENVILLE											
14	152	YM UTILITY											
15	153	MSC ELODIE											
16	156	CAPE SOUNIO											
17	157	MSC JEONGMIN											
18	158	YM UBQUITY											
19	160	MSC ALGHERO											
20	162	MSC YASHIB											
21	164	GREENVILLE											
22	166	MSC ADONIS											
23	168	YM UPSURGENCE											
24	169	MSC DESIREE											
25	172	CAPE SOUNIO											
26	173	CAPE AKRITAS											
27	174	YM UPWARD											
28	175	MSC YASHIB											
29	178	CAPE KORTIA											
30	180	YM MASCULINITY											
31	181	MSC ADONIS											
32	184	MSC ANZU											
33	185	YM UNIFORM											
34	187	CAPE TAINARO											
35	188	CAPE AKRITAS											
36	190	YM UTILITY											
37	191	CAPE KORTIA											
38	195	YM UBQUITY											
39	196	MSC ANZU											
40	199	ONE MATRIX											

Section A. Vessel Vis													
(Required for all)													
Vessel Safety and Emergency Event 5													
No	Visit #	Vessel Name	Safety and Emergency Event 5	Responsible Official First Name	Responsible Official Last Name	Responsible Official Title	Responsible Official Email	Responsible Official Phone Number	Reason for Event	Safety and Emergency Event Start Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event End Date and Time (YYYY-MM-DD HH:MM)	Safety and Emergency Event Location	Comment
		The name of the vessel visiting the port or marine terminal	Select Y from the drop-down menu (Y/N) if a safety and emergency event occurred during the visit	Enter the First Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Last Name of the Responsible Official who determined the existence of emergency and safety event	Enter the Title of the Responsible Official who determined the existence of emergency and safety event	Enter the Email Address of the Responsible Official who determined the existence of emergency and safety event	Enter the Phone Number of the Responsible Official who determined the existence of emergency and safety event	Choose the reason of the event from the drop-down menu	Enter the date and time that the safety and emergency event began in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the date and time that the safety and emergency event ended in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the location of the safety and emergency event. If the event occurred at a terminal, include the port, terminal, and berth. If the event occurred in transit or at anchor, include the Global Positioning System (GPS) coordinates of the event. If the event occurred in a different location, be as specific as possible and include an address if applicable	Enter any additional comment you would like to provide to CARB staff. For example, if more than five safety and emergency events occurred during the visit, provide the details about other safety and emergency events here
41	200	MSC BRITTANY											
42	201	CAPE TAINARO											
43	205	YM UPSURGENGE											
44	207	MSC FLORA											
45	209	MSC BENIN											
46	212	MSC ATHOS											
47	213	YM MASCULINITY											
48	214	MSC ALGHERO											
49	215	YM UPWARD											
50	216	MSC BRITTANY											
51	219	GREENVILLE											
52	221	YM UNIFORM											
53	223	CAPE SOUNIO											
54	225	MSC ATHOS											
55	228	YM UTILITY											
56	229	VALOR											
57	232	MSC ADONIS											
58	233	YM UBIQUITY											
59	236	CAPE AKRITAS											
60	237	YM UPSURGENGE											
61	238	CAPE SOUNIO											
62	241	CAPE KORTIA											
63	242	YM MASCULINITY											
64	245	VALUE											
65	246	MSC ADONIS											
66	249	MSC LE HAVRE											
67	250	YM UPWARD											
68	251	CAPE AKRITAS											
69	252	CAPE TAINARO											
70	254	YM UNIFORM											
71	255	CAPE KORTIA											
72	257	MSC FLORA											
73	259	MSC LE HAVRE											
74	260	MSC CALAIS											

		Section A. Vessel Visit (Required for all)	Section D. Non-Shore Power CAECS Operator Information (Required only when a visit used a non-shore power CAECS AND the terminal operator is also the CAECS operator)														
No	Visit #	Vessel Name <small>The name of the vessel visiting the port or marine terminal</small>	Vessel Operator First Name <small>Enter the First Name of the vessel operator</small>	Vessel Operator Last Name <small>Enter the Last Name of the vessel operator</small>	Vessel Operator Mailing Address <small>Enter the Mailing Address of the vessel operator, including street address, city, state, and zip code</small>	Vessel Operator Phone Number <small>Enter the Phone Number of the vessel operator</small>	Vessel Operator Email Address <small>Enter the Email Address of the vessel operator</small>	CAECS Arrival Date and Time (YYYY-MM-DD HH:MM) <small>Enter the arrival time of the emission control for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)</small>	CAECS Departure Date and Time (YYYY-MM-DD HH:MM) <small>Enter the departure time of the emission control for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)</small>	NOx emissions while using CAECS (g/kW-hr) <small>Enter the NOx emission rate while the control strategy was in operation (g/kW-hr). Refer to the strategy's executive order for the default emission rate if applicable or for instructions for how to calculate the emission rate for this visit</small>	PM2.5 emissions while using CAECS (g/kW-hr) <small>Enter the PM2.5 emission rate while the control strategy was in operation (g/kW-hr). Refer to the strategy's executive order for the default emission rate if applicable or for instructions for how to calculate the emission rate for this visit</small>	ROG emissions while using CAECS (g/kW-hr) <small>Enter the ROG emission rate while the control strategy was in operation (g/kW-hr). Refer to the strategy's executive order for the default emission rate if applicable or for instructions for how to calculate the emission rate for this visit</small>	Did a malfunction occur during visit? <small>Choose from the drop-down menu (Y/N) to indicate whether a malfunction occurred during the visit. Report any malfunction that is expected to create emissions in excess of any applicable emissions limitation for a period greater than one hour</small>	Did the malfunction exceed 3 working days? <small>Choose from the drop-down menu (Y/N) to indicate whether the malfunction exceeds three working days</small>	Was the malfunction reported within the required time window to CARB? <small>Choose from the drop-down menu (Y/N) to indicate whether the malfunction was reported to CARB within 24 hours by electronic means. If electronic notification is not immediately possible, notification at the beginning of the next working day is acceptable</small>	Has the malfunction been corrected? <small>Choose from the drop-down menu (Y/N) to indicate whether the malfunction has been corrected</small>	Was the malfunction correction reported within the required time window to CARB? <small>Choose from the drop-down menu (Y/N) to indicate whether the corrective action of malfunction was reported to CARB within seven calendar days after the malfunction has been corrected</small>
1	130	WAN HAI 721															
2	131	MSC GIULIA															
3	133	SEATTLE BRIDGE															
4	134	MSC CATERINA															
5	136	YM UPWARD															
6	137	MSC JEONGMIN															
7	140	MSC BENIN															
8	142	YM MASCULINITY															
9	143	MSC BRIDGEPORT															
10	144	MSC SILVANA VIII															
11	145	YM UNIFORM															
12	147	MSC ATHOS															
13	149	GREENVILLE															
14	152	YM UTILITY															
15	153	MSC ELODIE															
16	156	CAPE SOUNIO															
17	157	MSC JEONGMIN															
18	158	YM UBQUITY															
19	160	MSC ALGHERO															
20	162	MSC YASHI B															
21	164	GREENVILLE															
22	166	MSC ADONIS															
23	168	YM UPSURGENCE															
24	169	MSC DESIREE															
25	172	CAPE SOUNIO															
26	173	CAPE AKRITAS															
27	174	YM UPWARD															
28	175	MSC YASHI B															
29	178	CAPE KORTIA															
30	180	YM MASCULINITY															
31	181	MSC ADONIS															
32	184	MSC ANZU															
33	185	YM UNIFORM															
34	187	CAPE TAINARO															
35	188	CAPE AKRITAS															
36	190	YM UTILITY															
37	191	CAPE KORTIA															
38	195	YM UBQUITY															
39	196	MSC ANZU															
40	199	ONE MATRIX															

Section A. Vessel Visit		Section D. Non-Shore Power CAECS Operator Information															
(Required for all)		(Required only when a visit used a non-shore power CAECS AND the terminal operator is also the CAECS operator)															
No	Visit #	Vessel Name	Vessel Operator First Name	Vessel Operator Last Name	Vessel Operator Mailing Address	Vessel Operator Phone Number	Vessel Operator Email Address	CAECS Arrival Date and Time (YYYY-MM-DD HH:MM)	CAECS Departure Date and Time (YYYY-MM-DD HH:MM)	NOx emissions while using CAECS (g/kW-hr)	PM2.5 emissions while using CAECS (g/kW-hr)	ROG emissions while using CAECS (g/kW-hr)	Did a malfunction occur during visit?	Did the malfunction exceed 3 working days?	Was the malfunction reported within the required time window to CARB?	Has the malfunction been corrected?	Was the malfunction correction reported within the required time window to CARB?
		The name of the vessel visiting the port or marine terminal	Enter the First Name of the vessel operator	Enter the Last Name of the vessel operator	Enter the Mailing Address of the vessel operator, including street address, city, state, and zip code	Enter the Phone Number of the vessel operator	Enter the Email Address of the vessel operator	Enter the arrival time of the emission control for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the departure time of the emission control for the visit in Pacific Time Zone (YYYY-MM-DD HH:MM)	Enter the NOx emission rate while the control strategy was in operation (g/kW-hr). Refer to the strategy's executive order for the default emission rate if applicable or for instructions for how to calculate the emission rate for this visit	Enter the PM2.5 emission rate while the control strategy was in operation (g/kW-hr). Refer to the strategy's executive order for the default emission rate if applicable or for instructions for how to calculate the emission rate for this visit	Enter the ROG emission rate while the control strategy was in operation (g/kW-hr). Refer to the strategy's executive order for the default emission rate if applicable or for instructions for how to calculate the emission rate for this visit	Choose from the drop-down menu (Y/N) to indicate whether a malfunction occurred during the visit. Report any malfunction that is expected to create emissions in excess of any applicable emissions limitation for a period greater than one hour	Choose from the drop-down menu (Y/N) to indicate whether the malfunction exceeds three working days	Choose from the drop-down menu (Y/N) to indicate whether the malfunction occurred within 24 hours by electronic means. If electronic notification is not immediately possible, notification at the beginning of the next working day is acceptable	Choose from the drop-down menu (Y/N) to indicate whether the malfunction has been corrected	Choose from the drop-down menu (Y/N) to indicate whether the corrective action of malfunction was reported to CARB within seven calendar days after the malfunction has been corrected
41	200	MSC BRITTANY															
42	201	CAPE TAINARO															
43	205	YM UPSURGENGE															
44	207	MSC FLORA															
45	209	MSC BENIN															
46	212	MSC ATHOS															
47	213	YM MASCULINITY															
48	214	MSC ALGHERO															
49	215	YM UPWARD															
50	216	MSC BRITTANY															
51	219	GREENVILLE															
52	221	YM UNIFORM															
53	223	CAPE SOUNIO															
54	225	MSC ATHOS															
55	228	YM UTILITY															
56	229	VALOR															
57	232	MSC ADONIS															
58	233	YM UBIQUITY															
59	236	CAPE AKRITAS															
60	237	YM UPSURGENGE															
61	238	CAPE SOUNIO															
62	241	CAPE KORTIA															
63	242	YM MASCULINITY															
64	245	VALUE															
65	246	MSC ADONIS															
66	249	MSC LE HAVRE															
67	250	YM UPWARD															
68	251	CAPE AKRITAS															
69	252	CAPE TAINARO															
70	254	YM UNIFORM															
71	255	CAPE KORTIA															
72	257	MSC FLORA															
73	259	MSC LE HAVRE															
74	260	MSC CALAIS															



## **2008 MMRP MM AQ-10 & MM BIO-2 Vessel Speed Reduction Program**

### **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.

### **WBCT Statement:**

1. Please refer to the attached VSRP data from June through December 2025.
2. Please refer to the "Letter of Warning" as attached supporting document of the vessel that named "CAPE SOUNIO" (Num 9727625) when its departure in November 2025 that was found not fully comply with VSRP.



VSR Compliance Counts Port: POLA Year: 2025 Month: June-December Terminal: WBCT - China Shipping Compliance Status: Included

Year	Month	Terminal	Operator	Num	Vessel Name	Vessel Type	Activity	Speeds (knots)								20 nm			40 nm					
								10 nm	15 nm	20 nm	25 nm	30 nm	35 nm	40 nm	Yes	No	Total	Yes	No	Total	Pct			
								Speed	Speed	Speed	Speed	Speed	Speed	Speed	Speed	Speed	Speed	Speed	Speed	Speed	Speed	Speed	Speed	Speed
2025	December	WBCT - China Shipping	Evergreen Marine Corp	9628166	Value	Containership	Departure	9	9	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	December	WBCT - China Shipping	MSC	9975583	Msc Le Havre	Containership	Arrival	8	9	8	7	9	7	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC	9975583	Msc Le Havre	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC	9975583	Msc Le Havre	Containership	Departure	7	6	6	6	6	6	5	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC	9975583	Msc Le Havre	Containership	Departure	9	9	9	9	9	9	8	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC	9975600	Msc Calais	Containership	Arrival	7	8	8	9	9	8	8	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC	9975600	Msc Calais	Containership	Departure	8	8	8	8	8	9	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706190	Cape Akritas	Containership	Arrival	9	6	6	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706190	Cape Akritas	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706205	Cape Tainaro	Containership	Arrival	7	8	8	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706205	Cape Tainaro	Containership	Departure	9	9	9	9	9	9	8	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706310	MSC Adonis	Containership	Arrival	1	7	9	8	8	8	8	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706310	MSC Adonis	Containership	Departure	9	9	8	9	9	8	8	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727613	Cape Kortia	Containership	Arrival	7	7	7	7	7	9	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727613	Cape Kortia	Containership	Arrival	7	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727613	Cape Kortia	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727613	Cape Kortia	Containership	Departure	9	9	9	9	9	9	10	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9978937	Msc Flora	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	MSC Mediterranean Shipping Co	9978937	Msc Flora	Containership	Arrival	8	9	9	8	7	9	8	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	Yang Ming Marine Transport	9337468	Ym Upward	Containership	Departure	9	9	9	9	8	8	8	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	Yang Ming Marine Transport	9337468	Ym Upward	Containership	Arrival	8	9	8	8	8	8	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	Yang Ming Marine Transport	9337482	Ym Uniform	Containership	Departure	9	7	7	7	8	8	8	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	Yang Ming Marine Transport	9337482	Ym Uniform	Containership	Arrival	8	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	December	WBCT - China Shipping	Yang Ming Marine Transport	9485007	Ym Masculinity	Containership	Departure	9	10	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9618317	Msc Athos	Containership	Arrival	7	8	8	7	7	7	8	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9618317	Msc Athos	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9628154	Valor	Containership	Arrival	8	7	4	4	8	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9628154	Valor	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706190	Cape Akritas	Containership	Arrival	8	8	8	8	8	8	8	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706190	Cape Akritas	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706310	MSC Adonis	Containership	Arrival	7	8	8	9	8	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706310	MSC Adonis	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727625	Cape Sounio	Containership	Arrival	8	9	8	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727625	Cape Sounio	Containership	Departure	9	9	10	9	16	17	17	1	0	1	100%	0	1	1	0%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727625	Cape Sounio	Containership	Departure	10	10	9	9	9	10	10	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727625	Cape Sounio	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	Yang Ming Marine Transport	9337470	Ym Utility	Containership	Arrival	9	8	9	8	8	8	8	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	Yang Ming Marine Transport	9337470	Ym Utility	Containership	Departure	9	9	9	9	9	10	10	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	Yang Ming Marine Transport	9337482	Ym Uniform	Containership	Departure	8	7	8	8	8	8	8	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	Yang Ming Marine Transport	9462706	Ym Ubiquity	Containership	Arrival	8	8	8	8	8	9	8	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	Yang Ming Marine Transport	9462706	Ym Ubiquity	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	Yang Ming Marine Transport	9462720	Ym Upsurgence	Containership	Arrival	8	5	5	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	Yang Ming Marine Transport	9462720	Ym Upsurgence	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	November	WBCT - China Shipping	Yang Ming Marine Transport	9485007	Ym Masculinity	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9618288	Msc Alghero	Containership	Arrival	8	8	8	8	8	9	9	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9618288	Msc Alghero	Containership	Departure	8	8	8	8	8	9	8	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9618317	Msc Athos	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9618317	Msc Athos	Containership	Arrival	7	7	7	8	8	8	8	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706205	Cape Tainaro	Containership	Departure	9	10	9	8	9	8	9	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9724049	MSC Brittany	Containership	Departure	9	9	9	9	9	9	8	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9724049	MSC Brittany	Containership	Arrival	8	8	8	8	7	7	8	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9970014	Greenville	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9970014	Greenville	Containership	Arrival	1	6	6	6	6	5	5	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9974565	Msc Benin	Containership	Departure	7	7	7	7	7	7	7	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9974565	Msc Benin	Containership	Arrival	8	8	8	8	8	8	8	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9978937	Msc Flora	Containership	Departure	9	9	9	8	9	9	10	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	MSC Mediterranean Shipping Co	9978937	Msc Flora	Containership	Arrival	9	9	9	9	9	8	9	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	Ocean Network Express	9424924	One Matrix	Containership	Departure	11	11	11	11	11	11	12	1	0	1	100%	1	0	1	100%		
2025	October	WBCT - China Shipping	Yang Ming Marine Transport	9337468	Ym Upward	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%		



VSR Compliance Counts Port: POLA Year: 2025 Month: June-December Terminal: WBCT - China Shipping Compliance Status: Included

Year	Month	Terminal	Operator	Num	Vessel Name	Vessel Type	Activity	Speeds (knots)						20 nm			40 nm						
								10 nm Speed	15 nm Speed	20 nm Speed	25 nm Speed	30 nm Speed	35 nm Speed	40 nm Speed	Yes	No	Total	Yes	No	Total	Pct		
2025	October	WBCT - China Shipping	Yang Ming Marine Transport	9337468	Ym Upward	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	October	WBCT - China Shipping	Yang Ming Marine Transport	9337482	Ym Uniform	Containership	Arrival	9	8	9	9	9	8	9	1	0	1	100%	1	0	1	100%	
2025	October	WBCT - China Shipping	Yang Ming Marine Transport	9462720	Ym Upsurgence	Containership	Departure	8	9	8	8	8	8	8	1	0	1	100%	1	0	1	100%	
2025	October	WBCT - China Shipping	Yang Ming Marine Transport	9462720	Ym Upsurgence	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	October	WBCT - China Shipping	Yang Ming Marine Transport	9485007	Ym Masculinity	Containership	Departure	11	11	11	11	11	11	11	1	0	1	100%	1	0	1	100%	
2025	October	WBCT - China Shipping	Yang Ming Marine Transport	9485007	Ym Masculinity	Containership	Arrival	8	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706190	Cape Akritas	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706190	Cape Akritas	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706205	Cape Tainaro	Containership	Arrival	9	4	9	8	8	9	8	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706205	Cape Tainaro	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706205	Cape Tainaro	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706310	MSC Adonis	Containership	Departure	7	7	7	7	7	8	8	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706310	MSC Adonis	Containership	Arrival	8	7	6	6	7	7	7	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9710426	Msc Anzu	Containership	Arrival	9	8	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9710426	Msc Anzu	Containership	Departure	8	8	8	8	8	8	8	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9710426	Msc Anzu	Containership	Arrival	9	8	8	8	8	8	8	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9710426	Msc Anzu	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9724049	MSC Brittany	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9724049	MSC Brittany	Containership	Arrival	6	8	8	9	9	8	8	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727613	Cape Kortia	Containership	Departure	8	9	8	8	8	8	8	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727613	Cape Kortia	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	Ocean Network Express	9424924	One Matrix	Containership	Arrival	9	9	8	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	Yang Ming Marine Transport	9337470	Ym Utility	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	Yang Ming Marine Transport	9337470	Ym Utility	Containership	Arrival	8	8	8	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	Yang Ming Marine Transport	9337482	Ym Uniform	Containership	Arrival	9	9	9	9	8	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	Yang Ming Marine Transport	9337482	Ym Uniform	Containership	Departure	9	9	9	9	5	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	Yang Ming Marine Transport	9462706	Ym Ubiquity	Containership	Departure	7	7	8	7	7	7	7	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	Yang Ming Marine Transport	9462706	Ym Ubiquity	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	September	WBCT - China Shipping	Yang Ming Marine Transport	9485007	Ym Masculinity	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9618288	Msc Alghero	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9618288	Msc Alghero	Containership	Arrival	9	9	9	9	9	5	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9704972	Msc Elodie	Containership	Departure	9	9	9	9	9	8	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706190	Cape Akritas	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706190	Cape Akritas	Containership	Departure	9	10	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706310	MSC Adonis	Containership	Departure	8	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706310	MSC Adonis	Containership	Arrival	8	8	7	8	8	8	8	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9720471	Msc Jeongmin	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727613	Cape Kortia	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727613	Cape Kortia	Containership	Arrival	8	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727625	Cape Sounio	Containership	Departure	9	9	9	9	17	16	16	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727625	Cape Sounio	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727625	Cape Sounio	Containership	Arrival	9	10	9	9	9	9	9	10	1	0	1	100%	1	0	1	100%
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9745665	Msc Desiree	Containership	Arrival	8	8	8	9	9	10	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9745665	Msc Desiree	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9778090	Msc Yashi B	Containership	Arrival	8	8	8	8	8	9	8	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9778090	Msc Yashi B	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9778090	Msc Yashi B	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9778090	Msc Yashi B	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9970014	Greenville	Containership	Arrival	6	7	7	7	7	7	8	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	MSC Mediterranean Shipping Co	9970014	Greenville	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	Yang Ming Marine Transport	9337468	Ym Upward	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	Yang Ming Marine Transport	9337468	Ym Upward	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	Yang Ming Marine Transport	9462706	Ym Ubiquity	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	Yang Ming Marine Transport	9462706	Ym Ubiquity	Containership	Arrival	8	8	8	8	8	8	8	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	Yang Ming Marine Transport	9462720	Ym Upsurgence	Containership	Arrival	9	8	8	8	8	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	Yang Ming Marine Transport	9462720	Ym Upsurgence	Containership	Departure	9	9	9	8	9	9	9	1	0	1	100%	1	0	1	100%	
2025	August	WBCT - China Shipping	Yang Ming Marine Transport	9485007	Ym Masculinity	Containership	Arrival	9	9	9	9	9	7	6	1	0	1	100%	1	0	1	100%	
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9243409	Msc Bridgeport	Containership	Arrival	10	10	9	9	9	9	9	1	0	1	100%	1	0	1	100%	
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9243409	Msc Bridgeport	Containership	Departure	9	9	9	10	9	9	9	1	0	1	100%	1	0	1	100%	



VSR Compliance Counts Port: POLA Year: 2025 Month: June-December Terminal: WBCT - China Shipping Compliance Status: Included

Year	Month	Terminal	Operator	Num	Vessel Name	Vessel Type	Activity	Speeds (knots)							20 nm			40 nm				
								10 nm Speed	15 nm Speed	20 nm Speed	25 nm Speed	30 nm Speed	35 nm Speed	40 nm Speed	Yes	No	Total	Pct	Yes	No	Total	Pct
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9309459	Msc Silvana	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9309459	Msc Silvana	Containership	Arrival	9	7	9	8	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9618317	Msc Athos	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9618317	Msc Athos	Containership	Departure	9	9	9	8	8	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9704972	Msc Elodie	Containership	Arrival	8	8	8	8	9	8	8	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9705005	Msc Caterina	Containership	Arrival	8	8	7	6	6	6	6	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9705005	Msc Caterina	Containership	Departure	9	9	10	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9720471	Msc Jeongmin	Containership	Arrival	8	9	9	9	10	9	10	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9720471	Msc Jeongmin	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9720471	Msc Jeongmin	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727625	Cape Sounio	Containership	Arrival	7	7	7	8	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9770737	Msc Giulia	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9770737	Msc Giulia	Containership	Arrival	8	8	8	8	8	8	8	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9970014	Greenville	Containership	Departure	7	7	7	7	7	8	7	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9970014	Greenville	Containership	Arrival	7	9	9	9	10	9	6	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9974565	Msc Benin	Containership	Arrival	8	6	6	6	6	6	6	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	MSC Mediterranean Shipping Co	9974565	Msc Benin	Containership	Departure	7	7	7	7	6	6	7	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Ocean Network Express	9560352	Seattle Bridge	Containership	Arrival	7	7	7	7	8	7	7	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Ocean Network Express	9560352	Seattle Bridge	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Wan Hai Lines Ltd	9398242	Wan Hai 721	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Wan Hai Lines Ltd	9398242	Wan Hai 721	Containership	Arrival	8	8	8	8	8	8	8	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Yang Ming Marine Transport	9337468	Ym Upward	Containership	Arrival	9	10	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Yang Ming Marine Transport	9337468	Ym Upward	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Yang Ming Marine Transport	9337470	Ym Utility	Containership	Arrival	9	9	9	9	9	8	8	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Yang Ming Marine Transport	9337470	Ym Utility	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Yang Ming Marine Transport	9337482	Ym Uniform	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Yang Ming Marine Transport	9337482	Ym Uniform	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Yang Ming Marine Transport	9462718	Ym Unanimity	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Yang Ming Marine Transport	9485007	Ym Masculinity	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	July	WBCT - China Shipping	Yang Ming Marine Transport	9485007	Ym Masculinity	Containership	Arrival	9	9	8	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706190	Cape Akritas	Containership	Arrival	9	9	9	8	8	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706205	Cape Tainaro	Containership	Arrival	7	7	7	7	7	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9706205	Cape Tainaro	Containership	Departure	9	10	10	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9724049	MSC Brittany	Containership	Arrival	8	8	8	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9724049	MSC Brittany	Containership	Departure	9	9	8	8	8	8	8	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727613	Cape Kortia	Containership	Arrival	8	7	8	8	9	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9770737	Msc Giulia	Containership	Arrival	6	9	9	9	9	9	2	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9770737	Msc Giulia	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9778117	Msc Nitya B	Containership	Arrival	9	9	9	9	8	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9778117	Msc Nitya B	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9778117	Msc Nitya B	Containership	Arrival	7	7	7	7	7	8	7	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9778117	Msc Nitya B	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9974565	Msc Benin	Containership	Arrival	5	7	7	7	7	7	7	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	MSC Mediterranean Shipping Co	9974565	Msc Benin	Containership	Departure	9	8	8	7	8	6	6	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	Yang Ming Marine Transport	9337470	Ym Utility	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	Yang Ming Marine Transport	9337470	Ym Utility	Containership	Arrival	8	9	8	8	8	8	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	Yang Ming Marine Transport	9462718	Ym Unanimity	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	Yang Ming Marine Transport	9462720	Ym Upsurgence	Containership	Departure	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
2025	June	WBCT - China Shipping	Yang Ming Marine Transport	9462720	Ym Upsurgence	Containership	Arrival	9	9	9	9	9	9	9	1	0	1	100%	1	0	1	100%
								167	0	167	100%	166	1	167	99%							

## Larry Li

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**From:** Larry Li  
**Sent:** Monday, January 12, 2026 11:52 AM  
**To:** Stanley Kwiaton; Riad Dahimene -MSC  
**Cc:** Quentin Yang; Giuseppe Napoli  
**Subject:** Letter of Warning\_VSRP  
**Attachments:** WBCT-Tariff-Schedule-Final-2024.03-v.6.pdf

Dear Stanley and Riad,

Happy new year and I hope everything is well, this email is regarding to the Vessel Speed Reduction Program (VSRP). As you know, WBCT is committed to comply with the expanded VSRP for any vessel that calls berths 100 and 102. As matter of fact, it is part of our environment mitigation requirement for vessel calling those berths. There is one vessel that named "CAPE SOUNIO" (Num 9727625) was found not fully comply with VSRP when its departure in November 2025, please see below details.

Year	Month	Terminal	Operator	Num	Vessel Name	Vessel Type	A
2025	November	WBCT - China Shipping	MSC Mediterranean Shipping Co	9727625	Cape Sounio	Containership	De

As per the attached WBCT-Tariff-Schedule, page 59, section 34m Vessel Speed Reduction Program, all vessels calling at berths 97-109 are required to comply with the expanded VSRP of 12 knots between 40nm from Point Fermin and the Precautionary Area. Each vessel, her owners, charterers and agents to whom any of OPERATOR'S berths have been assigned, or who are using or occupying same under any provision of this Schedule, shall comply with the provisions of the VSRP. Since it's a first offense, we're writing this warring letter to you and we highly encourage you to continue your dedication to support the VSR program and look forward to work with you in this important matter.

#### 34. VESSEL SPEED REDUCTION PROGRAM

Pursuant to court order, OPERATOR has committed to Vessel Speed Reduction Program ("VSRP") efforts set forth in the San Pedro Bay Ports Clean Air Action Plan (CAAP). The objective of the VSRP is to reduce NOx emissions from ocean-going vessels by slowing their speeds as they approach or depart the port area. Vessels calling at the Terminal are required to observe the expanded (i.e. 40 nm) VSRP regulations, which mandates that all vessels calling at Berths 97-109 are required to comply with the expanded VSRP of 12 knots between 40nm from Point Fermin and the Precautionary Area. Each vessel, her owners, charterers and agents to whom any of OPERATOR'S berths have been assigned, or who are using or occupying same under any provision of this Schedule, shall comply with the provisions of the VSRP. Failure of a Vessel calling at Berths 97-109 to comply with the VSRP will result in the following enforcement action: (1) for a first offense, a letter of warning to the Vessel's fleet operator; (2) for second offense, assessing a \$1,060 fee against the previously warned fleet manager; (3) for a third offense, a similarly assessed fee in the amount of \$2,500; (4) for a fourth offense, a similarly assessed fee in the amount of \$3,500; and (5) for a fifth offense, suspension of the fleet managers' Vessels from calling at Berths 97-109.

Should you have any questions please feel free to reach out me.

Thank you,

**Larry Li**  
Equipment Service Manager  
West Basin Container Terminal LLC  
2050 John S Gibson Blvd.  
San Pedro, CA 90731  
Email: [Larryli@wbct.us](mailto:Larryli@wbct.us)  
Office: 310.732.2415  
Cell: 562.532.7610



## **2008 MMRP MM AQ-11 Low-Sulfur Fuel**

### **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

### **WBCT Statement:**

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.



## **2008 MMRP MM AQ-12 Slide Valve**

### **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

### **WBCT Statement:**

Please refer to the attached slide valve data from June through December 2025.



Vessel Main Engine Summary Align: Center Layout: Report  
 Orientation: Landscape Terminal: WBCT - China Shipping Year: 2025 Month: June-December Port: POLA

IMO#	Name	VT	Operator	Engine Manufacturer	Engine Model	Slide Valve	Tier Level	Keel Laid Date	Year Of Build	Remark
9706190	Cape Akritas	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	4/17/2015	2016	
9727613	Cape Kortia	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	10/12/2015	2017	
9727625	Cape Sounio	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	11/9/2015	2017	
9706205	Cape Tainaro	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	8/3/2015	2017	
9970014	Greenville	Containership	MSC Mediterranean Shipping Co	WinGD	6X82	No	III	12/26/2023	2024	Not a MAN-B&W engine, not applicable
9706310	MSC Adonis	Containership	MSC Mediterranean Shipping Co	Wartsila	9X82	No	II	12/22/2014	2015	Not a MAN-B&W engine, not applicable
9618288	Msc Alghero	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C8	Yes	II	2/20/2013	2013	
9710426	Msc Anzu	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	12/29/2014	2015	
9618317	Msc Athos	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C8	Yes	II	5/29/2012	2013	
9974565	Msc Benin	Containership	MSC Mediterranean Shipping Co	MAN-B&W	6G80ME-C10-	Yes	III	12/24/2024	2025	
9243409	Msc Bridgeport	Containership	MSC Mediterranean Shipping Co	B&W	12K98MC-C	No	I	12/27/2002	2003	Manufactured in 2003, not applicable
9724049	MSC Brittany	Containership	MSC Mediterranean Shipping Co	Wartsila	9X82	No	II	12/22/2014	2016	Not a MAN-B&W engine, not applicable
9975600	Msc Calais	Containership	MSC	MAN-B&W	6G80ME-C10-	Yes	III		2025	
9705005	Msc Caterina	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	12/30/2014	2015	
9745665	Msc Desiree	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	12/29/2014	2017	
9704972	Msc Elodie	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	7/28/2014	2015	
9978937	Msc Flora	Containership	MSC Mediterranean Shipping Co	MAN-B&W	6G90ME-C10-	Yes	III	10/10/2024	2025	
9770737	Msc Giulia	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	5/20/2015	2017	
9720471	Msc Jeongmin	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	11/20/2014	2016	
9975583	Msc Le Havre	Containership	MSC	MAN-B&W	6G80ME-C10-	Yes	III	6/3/2024	2025	
9778117	Msc Nitya B	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	12/4/2015	2017	
9309459	Msc Silvana	Containership	MSC Mediterranean Shipping Co	MAN-B&W	12K98MC-C	Yes	I	9/19/2005	2006	
9778090	Msc Yashi B	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	12/4/2015	2018	
9424924	One Matrix	Containership	Ocean Network Express	Wartsila	10RT-flex96C	No	I	5/8/2009	2010	Not a MAN-B&W engine, not applicable
9560352	Seattle Bridge	Containership	Ocean Network Express	MAN-B&W	11K98MC	Yes	I	8/24/2009	2010	
9628154	Valor	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C8	Yes	II	8/1/2012	2013	
9628166	Value	Containership	Evergreen Marine Corp	MAN-B&W	9S90ME-C8	Yes	II	9/1/2012	2013	
9398242	Wan Hai 721	Containership	Wan Hai Lines Ltd	MAN-B&W	10K98MC-C	Yes	I	4/7/2009	2009	
9485007	Ym Masculinity	Containership	Yang Ming Marine Transport	MAN-B&W	10K98MC	Yes	I	12/28/2010	2012	
9462706	Ym Ubiquity	Containership	Yang Ming Marine Transport	MAN-B&W	12K98ME	Yes	II	11/11/2011	2012	
9462718	Ym Unanimity	Containership	Yang Ming Marine Transport	MAN-B&W	12K98ME	Yes	II	12/13/2011	2012	
9337482	Ym Uniform	Containership	Yang Ming Marine Transport	MAN-B&W	12K98MC	Yes	I	7/16/2008	2009	
9462720	Ym Upsurgence	Containership	Yang Ming Marine Transport	MAN-B&W	12K98ME	Yes	II	12/20/2011	2012	
9337468	Ym Upward	Containership	Yang Ming Marine Transport	MAN-B&W	12K98MC	Yes	I	1/30/2008	2008	
9337470	Ym Utility	Containership	Yang Ming Marine Transport	MAN-B&W	12K98MC	Yes	I	4/23/2008	2009	



## **2008 MMRP MM AQ-13 Reroute Cleaner Ships**

### **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 NOX emissions limits for Category 3 engines.

### **WBCT Statement:**

Please refer to the attached data from June through December 2025.



Vessel Main Engine Summary Align: Center Layout: Report  
 Orientation: Landscape Terminal: WBCT - China Shipping Year: 2025 Month: June-December Port: POLA

IMO#	Name	VT	Operator	Engine Manufacturer	Engine Model	Slide Valve	Tier Level	Keel Laid Date	Year Of Build	Remark
9706190	Cape Akritas	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	4/17/2015	2016	
9727613	Cape Kortia	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	10/12/2015	2017	
9727625	Cape Sounio	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	11/9/2015	2017	
9706205	Cape Tainaro	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	8/3/2015	2017	
9970014	Greenville	Containership	MSC Mediterranean Shipping Co	WinGD	6X82	No	III	12/26/2023	2024	Not a MAN-B&W engine, not applicable
9706310	MSC Adonis	Containership	MSC Mediterranean Shipping Co	Wartsila	9X82	No	II	12/22/2014	2015	Not a MAN-B&W engine, not applicable
9618288	Msc Alghero	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C8	Yes	II	2/20/2013	2013	
9710426	Msc Anzu	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	12/29/2014	2015	
9618317	Msc Athos	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C8	Yes	II	5/29/2012	2013	
9974565	Msc Benin	Containership	MSC Mediterranean Shipping Co	MAN-B&W	6G80ME-C10-	Yes	III	12/24/2024	2025	
9243409	Msc Bridgeport	Containership	MSC Mediterranean Shipping Co	B&W	12K98MC-C	No	I	12/27/2002	2003	Manufactured in 2003, not applicable
9724049	MSC Brittany	Containership	MSC Mediterranean Shipping Co	Wartsila	9X82	No	II	12/22/2014	2016	Not a MAN-B&W engine, not applicable
9975600	Msc Calais	Containership	MSC	MAN-B&W	6G80ME-C10-	Yes	III		2025	
9705005	Msc Caterina	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	12/30/2014	2015	
9745665	Msc Desiree	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	12/29/2014	2017	
9704972	Msc Elodie	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	7/28/2014	2015	
9978937	Msc Flora	Containership	MSC Mediterranean Shipping Co	MAN-B&W	6G90ME-C10-	Yes	III	10/10/2024	2025	
9770737	Msc Giulia	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	5/20/2015	2017	
9720471	Msc Jeongmin	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C10	Yes	II	11/20/2014	2016	
9975583	Msc Le Havre	Containership	MSC	MAN-B&W	6G80ME-C10-	Yes	III	6/3/2024	2025	
9778117	Msc Nitya B	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	12/4/2015	2017	
9309459	Msc Silvana	Containership	MSC Mediterranean Shipping Co	MAN-B&W	12K98MC-C	Yes	I	9/19/2005	2006	
9778090	Msc Yashi B	Containership	MSC Mediterranean Shipping Co	MAN-B&W	8G95ME-C9	Yes	II	12/4/2015	2018	
9424924	One Matrix	Containership	Ocean Network Express	Wartsila	10RT-flex96C	No	I	5/8/2009	2010	Not a MAN-B&W engine, not applicable
9560352	Seattle Bridge	Containership	Ocean Network Express	MAN-B&W	11K98MC	Yes	I	8/24/2009	2010	
9628154	Valor	Containership	MSC Mediterranean Shipping Co	MAN-B&W	9S90ME-C8	Yes	II	8/1/2012	2013	
9628166	Value	Containership	Evergreen Marine Corp	MAN-B&W	9S90ME-C8	Yes	II	9/1/2012	2013	
9398242	Wan Hai 721	Containership	Wan Hai Lines Ltd	MAN-B&W	10K98MC-C	Yes	I	4/7/2009	2009	
9485007	Ym Masculinity	Containership	Yang Ming Marine Transport	MAN-B&W	10K98MC	Yes	I	12/28/2010	2012	
9462706	Ym Ubiquity	Containership	Yang Ming Marine Transport	MAN-B&W	12K98ME	Yes	II	11/11/2011	2012	
9462718	Ym Unanimity	Containership	Yang Ming Marine Transport	MAN-B&W	12K98ME	Yes	II	12/13/2011	2012	
9337482	Ym Uniform	Containership	Yang Ming Marine Transport	MAN-B&W	12K98MC	Yes	I	7/16/2008	2009	
9462720	Ym Upsurgence	Containership	Yang Ming Marine Transport	MAN-B&W	12K98ME	Yes	II	12/20/2011	2012	
9337468	Ym Upward	Containership	Yang Ming Marine Transport	MAN-B&W	12K98MC	Yes	I	1/30/2008	2008	
9337470	Ym Utility	Containership	Yang Ming Marine Transport	MAN-B&W	12K98MC	Yes	I	4/23/2008	2009	



**2008 MMRP MM AQ-14 New Vessel Build**

**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 (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

**WBCT Statement:**

WBCT principles COSCO has ordered 8X16K new buildings which has planned to replace the current PSW capacities from 2025, all of those new vessels will use methanol (The same technology as MSK line) on Zero emission concern so obviously it could be in compliance with the local requirement/regulation from the port of LA/LB, particularly to meet the requirement on SHA/LA/LB Green Corridor Program.

Ordered	Name	Dely	Type	Teu	Dual Fuel	Operator
3/27/2023	order/Hull	Jun, 2025	CC/U	16000	Methanol	COSCO Shipping
3/27/2023	order/Hull	Aug, 2025	CC/U	16000	Methanol	COSCO Shipping
3/27/2023	order/Hull	Oct, 2025	CC/U	16000	Methanol	COSCO Shipping
3/27/2023	order/Hull	Dec, 2025	CC/U	16000	Methanol	COSCO Shipping
7/15/2021	order/Hull N1071	Jun, 2025	CC/U	16000	Methanol	COSCO Shipping

7/15/2021	order/Hull N1072	Aug, 2025	CC/U	16000	Methanol	COSCO Shipping
7/15/2021	order/Hull N1073	Apr, 2025	CC/U	16000	Methanol	COSCO Shipping
7/15/2021	order/Hull N1074	Dec, 2025	CC/U	16000	Methanol	COSCO Shipping

Technology complying on above new buildings:

- Selective Catalytic Reduction Technology.
- Common Rail.
- Implement fuel economy standards by vessel class and engine.

## Energy Use and Emission Reduction

COSCO SHIPPING Lines has always adhered to the concept of "energy conservation, carbon reduction, and green development" and kept reducing the environmental impact and carbon emissions of business operations. CSL actively adapts to the needs of future competition, responds to global customers' green and low-carbon initiatives, conforms to the new trend of green development in container shipping, and continuously promotes the construction of a clean fuel fleet.



### Use of Fuel

Fuel oil is the main energy source of the container transportation business. With the help of the advanced technology of digital shipping, CSL implements and promotes the monitoring of fuel oil use, promotes fuel-saving measures in shipping, and realizes the efficient use of fuel oil.

### Energy Efficiency Improvement

CSL has established a strict daily dynamic monitoring system to improve the efficiency of fuel oil use and realize energy conservation and efficiency improvement. CSL made full use of information systems and various monitoring methods to strengthen the daily dynamic monitoring of ships, realize full coverage of ship operation monitoring, actively optimize route selection, avoid severe sea conditions, implement berthing plans, control the speed when sailing into port, and reduce fuel consumption.

COSCO SHIPPING Lines enhances the closed-loop management of fuel use

through the whole-process management of fuel oil budget (pre-control), operation monitoring (in-process monitoring), and fuel oil cost analysis (post-inspection), achieves the shift from averaging ship speed to averaging ship power by conducting a 24/7 real-time monitoring of fuel oil consumption of ships, thus reducing the instantaneous fuel consumption and carbon emissions of ships.

At the same time, in response to the IMO 2020 sulphur cap, CSL strictly abides by relevant international rules and regulations and meets the upper limit of sulfur emission set by IMO by

using low-sulfur fuel oil and installing desulfurization tower. By the end of the Reporting Period, the usage ratio of low-sulfur oil by CSL was 90%. The number of ships with desulfurization devices was 23.

CSL's container transportation business will focus on green, low-carbon and intelligent ships in future research, and strives to improve the overall technical level of the fleet. After the following technical retrofits, all the new ships of COSCO SHIPPING Lines can meet the requirements of IMO's Energy Efficiency Design Index Phase 3 (IMO EEDI PHASE III).

### Energy efficiency improvement in ship design

Select the best combination of hull form, propeller, and energy-saving device that meets the needs for operational conditions through optimization, screening, and comparison test of the ship models to maximize the propulsive performance.

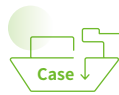
Use energy-saving devices installed before and after the propulsion system to raise propulsive efficiency and reduce fuel consumption.

Equip new ships with various energy saving and emission reduction technologies including efficient main engine, axle generator, frequency conversion control system, heating ventilation and air conditioning (HVAC) system, high voltage shore power facilities, and reserve adequate space for air lubrication systems to make it possible to upgrade and retrofit in the future.

## Energy Use and Emission Reduction

## Clean Fuel

In order to achieve the long-term goal of green and low-carbon transformation, CSL will vigorously promote the application of green methanol fuel in the fleet. Compared with traditional marine fuel, methanol has no nitrogen oxides, sulfur, or low particulate emissions. With the continuous establishment and improvement of the green methanol supply chain system, methanol stands out from many new energy fuels and will become the first choice for CSL to promote the construction of a new energy container fleet in the future.



## Upgrade Plan for Methanol Dual-Fuel Ships in COSCO SHIPPING Lines

By the end of the Reporting Period, COSCO SHIPPING Lines had signed 5 methanol dual-fuel ships of 24,000 TEUs to follow the trend of green and low-carbon and enhance its core competitiveness.



## Trials of Ships Using Biofuels in COSCO SHIPPING Lines

During the Reporting Period, COSCO SHIPPING Lines carried out the trial of biofuels. CSL selected COSCO HOUSTON as the ship to perform the trial with two batches of B20 and B24 biofuels totaling 1,400 tons. The trial showed that the use of biofuels was normal, and the carbon emission was reduced by more than 15% compared with traditional fuel oil, which accumulated usage and managerial experience for subsequent promotion.

1,400<sub>tons</sub>

CSL selected COSCO HOUSTON as the ship to perform the trial with two batches of B20 and B24 biofuels totaling

15%

the carbon emission was reduced by more than

## Promoting Shore Power

NO<sub>x</sub> (nitrogen oxides), SO<sub>x</sub> (sulfur oxides) and particulate matter emitted by fuel oil combustion of ships cause environmental pollution, and the generators could be turned off after the ship is docked to use shore-based power supply for electricity as an alternative. CSL actively promotes the construction and use of shore power in ships to reduce fuel consumption and exhaust emissions when the ships are docked at the port.

## Using Shore Power in Ships

CSL's container transportation business has actively promoted the construction of shore power systems. During the Reporting Period, COSCO SHIPPING Lines completed the transformation of the high-voltage shore power system of 26 Chinese ships. By the end of 2022, CSL's fleet had 105 self-owned vessels equipped with the high-voltage shore power system.

105

self-owned vessels equipped with the high-voltage shore power system

## Emission Reduction

COSCO SHIPPING Lines launched a carbon emission calculator in 2010, an advanced dynamic carbon emission calculation tool for customers all over the world to calculate the CO<sub>2</sub> emissions in their supply chains. The calculator also helps customers achieve carbon emission reduction targets in the supply chains. CSL has achieved remarkable results in reducing energy consumption and CO<sub>2</sub> emissions by managing and controlling fuel oil use, optimizing navigation lines, and adopting innovative energy-saving technologies. During the Reporting Period, the greenhouse gas emission of CSL's container shipping business was 15,183,844 tons.

CSL not only actively reports the CO<sub>2</sub> emissions in daily operations but also manages and reports the emissions of sulfur oxides and nitrogen oxides, constantly optimizing its own emission and environmental performance. COSCO SHIPPING Lines complies with the requirements of the Action Plan for Establishing Ship Emission Control Zones in China issued by the Ministry of Transport of the People's Republic of China and sets more stringent emission standards to reduce the amount of sulfur in marine fuels used for shipping.

15,183,844<sub>tons</sub>

the greenhouse gas emission of CSL's container shipping business was



## **2019 MMRP MM AQ-15 Yard Tractor at Berth 97-109**

### **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.

### **WBCT Statement:**

No change to update, the same as below of the last reporting period.

As of June 27, 2025, all twenty-three (23) ultra-low NOx alternative fuel yard tractors have been delivered.

Please see the updated attachment of "Spreadsheet Equipment Inventory and Purchasing Plan 12312025" for asset details.

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>
Equipment Type	2003-2007	2008-2011	2012-2015	2016-2025	Leased from WBCT	Fuel type	Total	Total Compliant	Pending Purchases Year 1	Pending Purchases Year 2	Pending Purchases Year 3	Pending Purchases Year 5	Pending Purchases Year 6	Pending Purchases Year 7
Forklift to 5 tons		2		2		LPG	4	4	0	2	0	0	0	0
Forklift 5 tons to 18.25 tons				3		Electric	3	3	0	2	1	0	0	0
Yard Hustler(UTR) - LPG		32		103		LPG	135	137	23	0	0	34	0	0
Yard Hustler (UTR) - BEV				12		Electric	12	12	2	0	0	0	0	0
Top Handler		4	1	19		Diesel	24	24	0	0	0	5	0	0
RTG	2		5	8		Diesel	15	15	0	0	0	0	0	2
Personnel Vans					3	Gasoline	3	3	0	0	0	0	0	3
Sweeper				1		Diesel	1	1	0	0	0	0	1	0
<b>Total</b>	<b>2</b>	<b>38</b>	<b>6</b>	<b>148</b>	<b>3</b>	<b>Total</b>	<b>197</b>							

- Early replacement in Year 1 through California CORE Voucher Program
- Four Hybrid Paceco RTG's will be retrofitted with fuel cells for zero emission operation.
- Purchase two battery electric yard tractors to meet 2008 MM AQ-17 in year 1.
- Planned replacement intervals based on 2019 Mitigation Measures



## **2008 MMRP MM AQ-17 Yard Equipment Berth 97-109 Terminal**

### **Mitigation Measure:**

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.

### **WBCT Statement:**

Both units arrived on August 14, 2025, which was earlier than the revised delivery date of August 25, 2025. The units required the rear door glass to be replaced from tempered glass to laminated glass for safety reasons. A review and approval from the OEM was completed in mid-September and the units were corrected in mid-November when the replacement glass arrived from their factory in China. Installation of the equipment positioning systems began in early December. Installation and commissioning of this system was completed just prior to Christmas. Both units are supporting terminal operations.



## **2008 MMRP MM AQ-19 Clean Truck Program**

### **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

### **WBCT Statement:**

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.



## **2008 MMRP MM AQ-21 Truck Idling Reduction Measure**

### **Lease 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.

### **WBCT Action:**

1. WBCT "flexes" the gate which means the gate opens early at 0700 daily, works until 1700 and commences for 2nd shift from 1700 to 0300. WBCT works a continuous gate and yard including lunch time to increase truck velocity and reduce wait time.
2. WBCT has an appointment system to control the flow of truck traffic and maximize efficiency. WBCT offers appointments for certain areas of the terminal each day during working hours. WBCT can control the traffic flow by doing this. At WBCT discretion WBCT can exempt appointments to help relieve congestion, or to increase velocity both for drayage partners and terminal operations.
3. While all trucks enter through a singular entrance, once they pass the security ID check point, they can choose any of the 16 lanes to perform their transaction. To mitigate truck congestion on exit, WBCT has 2 exits. Based on the area of the terminal the driver performs his transaction, he can exit that same side, or decide to exit the other side if the waiting is too long.



## **2008 MMRP MM AQ-23 & MM AQ-26 Compact Fluorescent Light Bulbs**

### **Mitigation Measure:**

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.

### **WBCT Statement:**

These measures have been superseded by federal and state regulations. No further monitoring of these measures is required by the Tenant.



## **2008 MMRP MM AQ-27 Energy Audit**

### **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.

### **WBCT Statement:**

No change to update, WBCT will comply with the measure.



## **2008 MMRP MM AQ-29 Recycling**

### **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

### **WBCT Statement:**

This measure has been superseded by local and state requirements. No further monitoring of this measure is required by the Tenant.



## **2008 MMRP LM AQ-22 Periodic Review of New Technology and Regulations**

### **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.

### **WBCT Action:**

No change to update on below point 1, 3,4 and 5.

1. Battery electric yard tractors instead of near zero emission alternative fuel units which are required in the 2019 MM AQ-17. Demonstration project to test ten (10) battery electric yard tractors utilizing induction charging technology will be going live in February 2025 and will conclude at the end of the year. Results will provide further insight to future feasibility on a larger scale deployment.
2. Required replacement of three (3) diesel 18-ton forklifts in years 2 & 3 have been completed as of October 21, 2025 and were upgraded from the original requirement of Tier 4 Final diesel units to zero emission battery electric units. Implementation of these units were two years ahead of the required timeframe.
3. Battery electric top handlers instead of Tier 4 Final diesel units which are required in the 2019 MM AQ-17. Review in progress.
4. Hydrogen fuel cells for RTG's instead of full electric or Tier 4 Final diesel hybrid units which are required in the 2019 MM AQ-17. Review in progress.
5. Hydrogen fuel cell street sweeper instead of near zero emission alternative fuel units which are required in the 2019 MM AQ-17. Review in progress.



## **2008 MMRP MM AQ-24 General Mitigation Measure**

### **Mitigation Measure:**

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

### **WBCT Statement:**

No change to update, WBCT will comply with the measure.



## **2008 MMRP MM GEO-1 Emergency Response Planning**

### **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.

### **WBCT Statement:**

Please refer to the attached contingency and emergency evacuation plan.

West Basin Container Terminal  
2050 John S. Gibson Blvd.  
Berth LA 126  
San Pedro, CA 90731



**Work Instructions**  
Terminal (All Depts.)

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**Work Instructions**  
Contingency Plan & Evacuation Procedure

**West Basin Container Terminal**  
**Contingency and Emergency Evacuation Plan**

**A. FACILITY NAME:**

- WEST BASIN CONTAINER TERMINAL

**B. GEOGRAPHIC LOCATION:**

- 2050 JOHN S. GIBSON BLVD.  
SAN PEDRO, CA 90731  
BERTH 100-131 (Port of Los Angeles)

**C. PHYSICAL DESCRIPTION:**

- WBCT is located in San Pedro, California, in the Port of Los Angeles. This site covers approximately 305 acres of land, one office building, one maintenance and repair shop, two ship-side offices, one rail trailer, one gate trailer, fifteen (15) hammerhead cranes and various other pieces of equipment.

**D. SAFE SITES:**

- PRIMARY: EMPLOYEE EQUIPMENT CORRALS/PARKING LOTS (ASSEMBLY AREAS)
- SECONDARY: HL131 GATE TO TRAPAC (ALTERNATE – AS NEEDED)

**NOTE: WBCT management to communicate emergency exit needs with TRAPAC prior to using secondary location.**

**E. EQUIPMENT:**

- Fire hydrant, extinguishers and water sprinkler connections are located in the terminal as noted on facility site maps. There are portable first aid stations and stokes baskets located on the high line near the pier face for each vessel working.
- Portable eye wash stations and AED are located on the terminal where first aid is available and noted on the facility site maps.
- Wind socks are placed at various locations and elevations throughout the terminal to indicate wind direction and assist in determining the best options for evacuation.

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#### F. PERSONNEL RESPONSIBILITIES

##### A) PRIMARY RESPONDER

- Typically the most senior management staff on the terminal will assume command of the situation.
- Coordinating response and evacuation actions:
  1. Ensure personnel are alerted to the threat using all means available (ie. Email, two-way radio, cell phone)
  2. Radio channels for specific operations to be used for command and control:
    - Security: Zone – All / Channel - 1
    - Terminal/CY: Zone – 1, 2, 3, 4 & 5 / Channel - 3
    - Rail: Zone – 13 / Channel - 6
    - Vessel Berth 100: Zone - 9 / Channel – 4
    - Vessel Berth 102: Zone 10 / Channel - 5
    - Vessel Berth 121: Zone – 6 / Channel - 4
    - Vessel Berth 126: Zone – 7 / Channel - 4
    - M&R Shop: Zone – 1 / Channel – 6
    - Power Shop: Zone – 1 / Channel - 2
    - PCMC Berth 121-126: Zone – 6 & 7 / Channel – 16
    - PCMC Berth 100-102: Zone – 9 & 12 / Channel – 16

##### G. Interfacing with involved parties, including:

- Local, State and Federal agencies
- ILWU
- Clean-up contractors
- Shipping Line Representatives
- POLA Representatives
- Consignees
- Shippers

##### H. Insuring that the designated clean-up company representative develops an incident/action plan in cooperation with the Federal On-Scene Coordinator (FOSC) and the incident commander.

##### A) SECONDARY RESPONDER:

- Assist the primary responder as needed
- Assume the duties of the primary responder in case of accident, injury or unavailability.

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#### I: SECURITY:

- A) Their primary role is to notify WBCT management personnel of the incident. When directed, notify appropriate responding agencies. (ie. USCG, LAFD/Paramedics/HAZMAT and/or LA Port Police as needed).
  - 1) Ensure that emergency vehicles are allowed onto the terminal.
  - 2) Direct and/or escort emergency responders and vehicles to the incident scene.
  - 3) Isolate, Deny and Restrict access to the incident scene to all parties other than those responding to the emergency with a legitimate purpose below:
    - Emergency Responders/Vehicles
    - Local, State and Federal investigators
    - CAL-OSHA
    - WBCT and Ports America management personnel
    - ILWU officials
  - 4) Support the evacuation of all personnel to an upwind-designated location, use shuttle buses as needed. Roving patrols will inform truckers on site to drop loads and support the evacuation of truckers to the exit gate.
  - 5) Treat all injured victims per the level of first aid training; remove substances as specified on the MSDS or ERG.
  - 6) Identify the hazardous material in question using the emergency response handbook located at the main gate. This manual provides vital information regarding types of materials, their hazardous characteristics, and provides emergency action plans relative to each specific material.
  - 7) Maintain control of the facility perimeter.
  - 8) Do not attempt to touch, smell, or in any way come in contact with a hazardous material or substance. Do not attempt to clean up a spill, leak or release.
  - 9) Report and/or eliminate any source of ignition, such as fire, sparks or electricity that may cause fire or explosion.

#### J. OPERATIONS MANAGERS:

- Management will notify Terminal Security of Emergency and instruct them to call 911 or emergency responders.

#### K. CONTRACTORS:

- Neither WBCT nor Ports America has a contract in place with a specific clean-up contractor. In the event of a hazardous materials incident, the following companies with a level A-D response capability may be notified and contracted to respond:

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#### Contingency Plan & Evacuation Procedure

- For Hazardous Materials Incidents:

Patriot Environmental	(Primary)	800-624-9136
Ocean Blue	(Secondary)	800-990-9930
Dr. Detail	(Alternate)	562-481-9644

- For Oil Spills:

Patriot Environmental	(Primary)	800-624-9136
Ocean Blue	(Secondary)	800-990-9930
Dr. Detail	(Alternate)	562-481-9644

- For Disposal:

Patriot Environmental	(Primary)	800-624-9136
Ocean Blue	(Secondary)	800-990-9930
Dr. Detail	(Alternate)	562-481-9644

- For Health Monitoring:

Patriot Environmental	(Primary)	800-624-9136
Ocean Blue	(Secondary)	800-990-9930
Dr. Detail	(Alternate)	562-481-9644

#### L. HAZARDOUS COMMODITY DATA:

- Material Safety Data Sheets (MSDS), Hazardous Shippers Certificate shall be collected by the WBCT Customer Service Department. The files are located at the Hazardous Materials Clerk's workstation. Additionally, Ports America Marine Operations will provide the vessel operator with a copy of all documents for hazardous cargo loaded on the vessel.
- M&R also maintains copies of MSDS that pertain to items routinely used and/or stored in the shop area.

#### M. RESPONSE PROCEDURES:

- WBCT has developed a facility contingency plan which specifies the action to be taken by terminal personnel such as the Terminal Manager, Security, Operations Managers, Longshore Foreman, etc. to use in response to an actual, suspected or potential spill, leak, discharge or release of a hazardous substance or material. This plan is to be used as a General Emergency Evacuation and Crisis plan for all facility emergencies.
- In the event of a vessel evacuation emergency, WBCT marine management has continuous radio contact with ILWU Ship Boss/Foreman to initiate operations shutdown and evacuation of ILWU employees aboard the vessel. During pre-commencement safety check of the ship, vessel officers are provided a land line telephone contact for WBCT main gate security (310-519-2378). The vessel is directed to signal workers aboard the vessel when an evacuation is necessary by sounding 1 prolonged blast of the General Alarm for 10 seconds and another 10 second blast on the Ship's whistle. The vessel officer will contact WBCT main gate security and will be assisted by WBCT management/security to evacuate vessel crew to the designated assembly area until emergency responders give all clear to return to operations.

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1. TERMINAL MANAGER (Giuseppe Napoli)
  - In response to being notified of a hazardous material incident, the terminal manager will determine, if his presence at the terminal is required and he will also notify other company officials and customers of the incident where necessary. He will ascertain that all proper agencies have been notified and proper actions have been taken.
2. TERMINAL SERVICES MANAGER/FSO: (Alan Powell)
  - Upon learning of a hazardous material incident, will ensure that the terminal manager and other company officials are notified, and that all proper agencies are notified and that proper action is being taken. If it is determined that his presence is required, he or she shall proceed to the terminal immediately.
3. MARINE MANAGER: (Ryan Daguro)
  - If a vessel is in port and working, a marine operations manager will be standing by on the terminal. In this case he will likely be the first employee to learn of an incident. He will notify the Terminal Manager, Terminal Services Manager/FSO, HS&E HOT LINE, the Dock Boss, the Chief Supervisor, Terminal Security and the vessel's master. He will remain at the terminal to ensure that all proper agencies are notified and that proper action is being taken. He shall assist as needed to handle the incident. If necessary, he may coordinate for the vessel to shift berths or to depart to sea.
4. TERMINAL GATE / RAIL OPERATIONS: (Chad Hyde)
  - If a gate or dock operation is working, a gate operations manager will be standing by on the terminal. In this case he will likely be the first employee to learn of an incident. He will notify the Terminal Manager, Terminal Services Manager/FSO, HS&E HOTLINE, Security, the Dock Boss and the Chief Supervisor. He will remain at the terminal to ensure that all proper agencies are notified and that proper action is being taken. He shall assist as needed to handle the incident.
5. NON-ESSENTIAL PERSONNEL:
  - If required, all non-essential employees shall be evacuated from the terminal.
- N. POST INCIDENT ANALYSIS:
  - WBCT will jointly prepare a post-incident report and submit it to the on-scene coordinator (USCG MSO LA/LB). Debriefings will be arranged with the USCG as required. The Environmental, Health and Safety manager for Ports America will coordinate preparation of the report and any follow up audits/reviews.
- O. COST:
  - The responsible party or parties shall pay for all costs incurred by the hazardous material incident and will be available on site to provide necessary authorizations as required.

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**Emergency Contact Listing**

<b>Time Called</b>	<b>Name of Agency / Person</b>	<b>Telephone Number</b>
	WBCT – Main Gate Security	310-519-2378
	LA Fire Department	911
	LA Port Police Department	310-732-3500
	Little Company of Mary	310-832-3311
	US Coast Guard	310-521-3800
	National Response Center	800-424-8802
	US Customs	800-232-5378
	US Customs (CBP – Gate/Rail Booth)	310-514-6633
	US Immigraton	213-487-1986
	Federal Bureau of Investigation	213-477-6565
	Patriot Environmental	562-624-9136
	Poison Control Center	800-222-1222
	Office of Emergency Services (OES)	800-852-7550
	Los Angeles Regional Water Quality Control Board	213-576-6600
	California Department of Fish & Game	800-852-7550
	Quentin Yang – Vice President	510-206-7644
	Giuseppe Napoli – Terminal Manager/Alt. FSO	310-756-7744
	Roberto Lo Grande – Terminal Services Manager / FSO	310-40-7061
	Ryan Daguro – Marine Manager	310-505-9243
	Chad Hyde – Terminal Ops. Manager	310-803-0491
	TBA – Alternate FSO	
	Ports America – Safety HOT LINE	310-519-2318
	TRAPAC (B136-147)	310-830-2000
	KINDER RGAN (B118-120)	310-831-6566
	Port of Los Angeles	310-732-7678
	Marine Exchange (Vessel Related Emergencies)	310-832-6411



## **2008 MMRP MM GW-1 Site Remediation**

### **Mitigation Measure:**

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.

### **WBCT Statement:**

WBCT will comply with the measure, however, no construction activities at WBCT at this time.



## **2008 MMRP MM PS-3\_Long Term Solid Waste Management**

### **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.

### **WBCT Statement:**

This measure has been superseded by local and state requirements. No further monitoring of this measure is required by the Tenant.



## 2019 MMRP MM AQ-17 Cargo Handling Equipment

### **Mitigation Measure:**

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

#### **Forklifts**

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

#### **Toppicks**

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

#### **Rubber-Tired Gantry (RTG) Cranes**

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

hybrid units with diesel engines that meet or are lower than Tier 4 final off-road engine emission rates for PM and NOx.

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

### **Sweepers**

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

### **Shuttle Buses**

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

### **WBCT Statement:**

Required replacement of three (3) diesel 18-ton forklifts in years 2 & 3 have been completed as of October 21, 2025 and were upgraded from the original requirement of Tier 4 Final diesel units to zero emission battery electric units. Implementation of these units were two years ahead of the required timeframe.

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>
Equipment Type	2003-2007	2008-2011	2012-2015	2016-2025	Leased from WBCT	Fuel type	Total	Total Compliant	Pending Purchases Year 1	Pending Purchases Year 2	Pending Purchases Year 3	Pending Purchases Year 5	Pending Purchases Year 6	Pending Purchases Year 7
Forklift to 5 tons		2		2		LPG	4	4	0	2	0	0	0	0
Forklift 5 tons to 18.25 tons				3		Electric	3	3	0	2	1	0	0	0
Yard Hustler(UTR) - LPG		32		103		LPG	135	137	23	0	0	34	0	0
Yard Hustler (UTR) - BEV				12		Electric	12	12	2	0	0	0	0	0
Top Handler		4	1	19		Diesel	24	24	0	0	0	5	0	0
RTG	2		5	8		Diesel	15	15	0	0	0	0	0	2
Personnel Vans					3	Gasoline	3	3	0	0	0	0	0	3
Sweeper				1		Diesel	1	1	0	0	0	0	1	0
<b>Total</b>	<b>2</b>	<b>38</b>	<b>6</b>	<b>148</b>	<b>3</b>	<b>Total</b>	<b>197</b>							

- Early replacement in Year 1 through California CORE Voucher Program
- Four Hybrid Paceco RTG's will be retrofitted with fuel cells for zero emission operation.
- Purchase two battery electric yard tractors to meet 2008 MM AQ-17 in year 1.
- Planned replacement intervals based on 2019 Mitigation Measures

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Equipment Type	2003-2007	2008-2011	2012-2015	2016-2025	Leased from WBCT	Fuel type	Total	Total Compliant Year 1	Pending Purchases Year 1	Pending Purchases Year 2	Pending Purchases Year 3	Pending Purchases Year 5	Pending Purchases Year 6	Pending Purchases Year 7	Pending Purchases Year 8	Pending Purchases Year 9	Pending Purchases Year 10
Forklift to 5 tons		2		2		LPG	4	4	0	2	0	0	0	0	0	0	0
Forklift 5 tons to 18 tons	3					Diesel	3	3	0	2	1	0	0	0	0	0	0
Yard Hustler(UTR) - LPG		34		103		LPG	137	137	23	0	0	34	0	0	0	0	0
Yard Hustler (UTR) - BEV				10		Electric	10	10	2	0	0	0	0	0	20	20	20
Top Handler		4	1	19		Diesel	24	24	0	0	0	5	0	0	4	4	4
RTG	2		5	8		Diesel	15	15	0	0	0	0	0	2	3	3	3
Personnel Vans					3	Gasoline	3	3	0	0	0	0	0	3	0	0	0
Sweeper				1		Diesel	1	1	0	0	0	0	1	0	0	0	0
<b>Total</b>	<b>5</b>	<b>40</b>	<b>6</b>	<b>143</b>	<b>3</b>	<b>Total</b>	<b>197</b>										

Purchase battery electric units in Year 5 for Yard Tractors & Top Handlers

Replace Low-Nox yard tractors, Tier 4 Final Diesel top handlers and hybrid RTG's to zero emission

No.	Eq Type	Equipment Tag No.	Model Year	Chassis VIN	Engine Make	Engine Year	Engine Serial No.	Engine Family Name	Manufacturer	Model	Fuel Type
1	5 Ton Forklift	1813	2008	F813V02835F	General Motors Corp.	2008	12600234	8G9XB04.39NP	YALE	GLP 100	LPG
2	5 Ton Forklift	1980	2011	P005V03942J	IMPCO	2011	NOESN	BZ9XB04.3GA8	HYSTER	H100	LPG
3	5 Ton Forklift	1981	2018	01249986	Power Systems International	2018	4.3P0013317	JPSIB04.3GLP	CLARK	C50SL	LPG
4	5 Ton Forklift	1982	2018	01259986	Power Systems International	2018	4.3P0013083	JPSIB04.3GLP	CLARK	C50SL	LPG

No.	Eq Type	Equipment Tag No.	Model Year	Chassis VIN	Engine Make	Engine Year	Engine Serial No.	Engine Family Name	Manufacturer	Model	Fuel Type
1	18.25 Ton Forklift	11900	2025	251006	N/A	N/A	N/A	N/A	Wiggins	W365Ye-48-150-H2-13	Battery Electric
2	18.25 Ton Forklift	11901	2025	251007	N/A	N/A	N/A	N/A	Wiggins	W365Ye-48-150-H2-13	Battery Electric
3	18.25 Ton Forklift	11902	2025	251008	N/A	N/A	N/A	N/A	Wiggins	W365Ye-48-150-H2-13	Battery Electric

No.	Eq Type	Equipment Tag No.	Model Year	Chassis VIN	Engine Make	Engine Year	Engine Serial No.	Engine Family Name	Manufacturer	Model	Fuel Type	Meets Ultra-Low NOx Std
1	Yard Tractor	35220	2022	3260866	Power Solutions International	2022	8.8W0008475	NPSIB08.8LPG	MAFI	T230	LPG	Yes
2	Yard Tractor	35221	2022	3260867	Power Solutions International	2022	8.8W0008476	NPSIB08.8LPG	MAFI	T230	LPG	Yes
3	Yard Tractor	35222	2022	3260868	Power Solutions International	2022	8.8W0008495	NPSIB08.8LPG	MAFI	T230	LPG	Yes
4	Yard Tractor	35223	2022	3260869	Power Solutions International	2022	8.8W0008494	NPSIB08.8LPG	MAFI	T230	LPG	Yes
5	Yard Tractor	35224	2022	3260870	Power Solutions International	2022	8.8W0008498	NPSIB08.8LPG	MAFI	T230	LPG	Yes
6	Yard Tractor	35225	2022	3260871	Power Solutions International	2022	8.8W0008496	NPSIB08.8LPG	MAFI	T230	LPG	Yes
7	Yard Tractor	35226	2022	3260872	Power Solutions International	2022	8.8W0008477	NPSIB08.8LPG	MAFI	T230	LPG	Yes
8	Yard Tractor	35227	2022	3260873	Power Solutions International	2022	8.8W0008485	NPSIB08.8LPG	MAFI	T230	LPG	Yes
9	Yard Tractor	35228	2022	3260874	Power Solutions International	2022	8.8W0008474	NPSIB08.8LPG	MAFI	T230	LPG	Yes
10	Yard Tractor	35229	2022	3260875	Power Solutions International	2022	8.8W0008482	NPSIB08.8LPG	MAFI	T230	LPG	Yes
11	Yard Tractor	35230	2022	3260876	Power Solutions International	2022	8.8W0008481	NPSIB08.8LPG	MAFI	T230	LPG	Yes
12	Yard Tractor	35231	2022	3260877	Power Solutions International	2022	8.8W0008478	NPSIB08.8LPG	MAFI	T230	LPG	Yes
13	Yard Tractor	35232	2022	3260878	Power Solutions International	2022	8.8W0008480	NPSIB08.8LPG	MAFI	T230	LPG	Yes
14	Yard Tractor	35233	2022	3260879	Power Solutions International	2022	8.8W0008483	NPSIB08.8LPG	MAFI	T230	LPG	Yes
15	Yard Tractor	35234	2022	3260880	Power Solutions International	2022	8.8W0008489	NPSIB08.8LPG	MAFI	T230	LPG	Yes
16	Yard Tractor	35235	2022	3260881	Power Solutions International	2022	8.8W0008490	NPSIB08.8LPG	MAFI	T230	LPG	Yes
17	Yard Tractor	35236	2022	3260882	Power Solutions International	2022	8.8W0008472	NPSIB08.8LPG	MAFI	T230	LPG	Yes
18	Yard Tractor	35237	2022	3260883	Power Solutions International	2022	8.8W0008497	NPSIB08.8LPG	MAFI	T230	LPG	Yes
19	Yard Tractor	35238	2022	3260884	Power Solutions International	2022	8.8W0008484	NPSIB08.8LPG	MAFI	T230	LPG	Yes
20	Yard Tractor	35239	2022	3260885	Power Solutions International	2022	8.8W0008473	NPSIB08.8LPG	MAFI	T230	LPG	Yes
21	Yard Tractor	35240	2022	3260900	Power Solutions International	2022	8.8W0010085	NPSIB08.8LPG	MAFI	T230	LPG	Yes
22	Yard Tractor	35241	2022	3260901	Power Solutions International	2022	8.8W0009152	NPSIB08.8LPG	MAFI	T230	LPG	Yes
23	Yard Tractor	35242	2022	3260902	Power Solutions International	2022	8.8W0010018	NPSIB08.8LPG	MAFI	T230	LPG	Yes
24	Yard Tractor	35243	2022	3260903	Power Solutions International	2022	8.8W0010014	NPSIB08.8LPG	MAFI	T230	LPG	Yes
25	Yard Tractor	35244	2022	3260904	Power Solutions International	2022	8.8W0010019	NPSIB08.8LPG	MAFI	T230	LPG	Yes
26	Yard Tractor	35245	2022	3260905	Power Solutions International	2022	8.8W0010017	NPSIB08.8LPG	MAFI	T230	LPG	Yes
27	Yard Tractor	35246	2022	3260906	Power Solutions International	2022	8.8W0009616	NPSIB08.8LPG	MAFI	T230	LPG	Yes
28	Yard Tractor	35247	2022	3260907	Power Solutions International	2022	8.8W0009617	NPSIB08.8LPG	MAFI	T230	LPG	Yes
29	Yard Tractor	35248	2022	3260908	Power Solutions International	2022	8.8W0010015	NPSIB08.8LPG	MAFI	T230	LPG	Yes
30	Yard Tractor	35249	2022	3260909	Power Solutions International	2022	8.8W0010013	NPSIB08.8LPG	MAFI	T230	LPG	Yes
31	Yard Tractor	35250	2022	3260910	Power Solutions International	2022	8.8W0010012	NPSIB08.8LPG	MAFI	T230	LPG	Yes
32	Yard Tractor	35251	2022	3260911	Power Solutions International	2022	8.8W0010088	NPSIB08.8LPG	MAFI	T230	LPG	Yes
33	Yard Tractor	35252	2022	3260912	Power Solutions International	2022	8.8W0010087	NPSIB08.8LPG	MAFI	T230	LPG	Yes
34	Yard Tractor	35253	2022	3260913	Power Solutions International	2022	8.8W0009423	NPSIB08.8LPG	MAFI	T230	LPG	Yes
35	Yard Tractor	35254	2022	3260914	Power Solutions International	2022	8.8W0009455	NPSIB08.8LPG	MAFI	T230	LPG	Yes
36	Yard Tractor	35255	2022	3260915	Power Solutions International	2022	8.8W0010089	NPSIB08.8LPG	MAFI	T230	LPG	Yes
37	Yard Tractor	35256	2022	3260916	Power Solutions International	2022	8.8W0010090	NPSIB08.8LPG	MAFI	T230	LPG	Yes
38	Yard Tractor	35257	2022	3260917	Power Solutions International	2022	8.8W0009454	NPSIB08.8LPG	MAFI	T230	LPG	Yes
39	Yard Tractor	35258	2022	3260918	Power Solutions International	2022	8.8W0009437	NPSIB08.8LPG	MAFI	T230	LPG	Yes
40	Yard Tractor	35259	2022	3260919	Power Solutions International	2022	8.8W0009611	NPSIB08.8LPG	MAFI	T230	LPG	Yes
41	Yard Tractor	35260	2022	3260920	Power Solutions International	2022	8.8W0009683	NPSIB08.8LPG	MAFI	T230	LPG	Yes
42	Yard Tractor	35261	2022	3260921	Power Solutions International	2022	8.8W0010091	NPSIB08.8LPG	MAFI	T230	LPG	Yes
43	Yard Tractor	35262	2022	3260922	Power Solutions International	2022	8.8W0009397	NPSIB08.8LPG	MAFI	T230	LPG	Yes
44	Yard Tractor	35263	2022	3260923	Power Solutions International	2022	8.8W0009684	NPSIB08.8LPG	MAFI	T230	LPG	Yes

45	Yard Tractor	35264	2022	3260924	Power Solutions International	2022	8.8W0009688	NPSIB08.8LPG	MAFI	T230	LPG	Yes
46	Yard Tractor	35265	2022	3260925	Power Solutions International	2022	8.8W0009686	NPSIB08.8LPG	MAFI	T230	LPG	Yes
47	Yard Tractor	35266	2022	3260926	Power Solutions International	2022	8.8W0009618	NPSIB08.8LPG	MAFI	T230	LPG	Yes
48	Yard Tractor	35267	2022	3260927	Power Solutions International	2022	8.8W0009460	NPSIB08.8LPG	MAFI	T230	LPG	Yes
49	Yard Tractor	35268	2022	3260928	Power Solutions International	2022	8.8W0009610	NPSIB08.8LPG	MAFI	T230	LPG	Yes
50	Yard Tractor	35269	2022	3260929	Power Solutions International	2022	8.8W0009453	NPSIB08.8LPG	MAFI	T230	LPG	Yes
51	Yard Tractor	35270	2022	3260930	Power Solutions International	2022	8.8W0009687	NPSIB08.8LPG	MAFI	T230	LPG	Yes
52	Yard Tractor	35271	2022	3260931	Power Solutions International	2022	8.8W0009614	NPSIB08.8LPG	MAFI	T230	LPG	Yes
53	Yard Tractor	35272	2022	3260932	Power Solutions International	2022	8.8W0010095	NPSIB08.8LPG	MAFI	T230	LPG	Yes
54	Yard Tractor	35273	2022	3260933	Power Solutions International	2022	8.8W0010054	NPSIB08.8LPG	MAFI	T230	LPG	Yes
55	Yard Tractor	35274	2022	3260934	Power Solutions International	2022	8.8W0010016	NPSIB08.8LPG	MAFI	T230	LPG	Yes
56	Yard Tractor	35275	2022	3260935	Power Solutions International	2022	8.8W0010016	NPSIB08.8LPG	MAFI	T230	LPG	Yes
57	Yard Tractor	35276	2022	3260936	Power Solutions International	2022	8.8W0009402	NPSIB08.8LPG	MAFI	T230	LPG	Yes
58	Yard Tractor	35277	2022	3260937	Power Solutions International	2022	8.8W0009425	NPSIB08.8LPG	MAFI	T230	LPG	Yes
59	Yard Tractor	35278	2022	3260938	Power Solutions International	2022	8.8W0009406	NPSIB08.8LPG	MAFI	T230	LPG	Yes
60	Yard Tractor	35279	2022	3260939	Power Solutions International	2022	8.8W0010092	NPSIB08.8LPG	MAFI	T230	LPG	Yes
61	Yard Tractor	35280	2022	3260940	Power Solutions International	2022	8.8W0009457	NPSIB08.8LPG	MAFI	T230	LPG	Yes
62	Yard Tractor	35281	2022	3260941	Power Solutions International	2022	8.8W0009458	NPSIB08.8LPG	MAFI	T230	LPG	Yes
63	Yard Tractor	35282	2022	3260942	Power Solutions International	2022	8.8W0009401	NPSIB08.8LPG	MAFI	T230	LPG	Yes
64	Yard Tractor	35283	2022	3260943	Power Solutions International	2022	8.8W0009434	NPSIB08.8LPG	MAFI	T230	LPG	Yes
65	Yard Tractor	35284	2022	3260944	Power Solutions International	2022	8.8W0009424	NPSIB08.8LPG	MAFI	T230	LPG	Yes
66	Yard Tractor	35285	2022	3260945	Power Solutions International	2022	8.8W0009456	NPSIB08.8LPG	MAFI	T230	LPG	Yes
67	Yard Tractor	35286	2022	3260946	Power Solutions International	2022	8.8W0010093	NPSIB08.8LPG	MAFI	T230	LPG	Yes
68	Yard Tractor	35287	2022	3260947	Power Solutions International	2022	8.8W0010084	NPSIB08.8LPG	MAFI	T230	LPG	Yes
69	Yard Tractor	35288	2022	3260948	Power Solutions International	2022	8.8W0010053	NPSIB08.8LPG	MAFI	T230	LPG	Yes
70	Yard Tractor	35289	2022	3260949	Power Solutions International	2022	8.8W0009609	NPSIB08.8LPG	MAFI	T230	LPG	Yes
71	Yard Tractor	35290	2022	3260950	Power Solutions International	2022	8.8W0010094	NPSIB08.8LPG	MAFI	T230	LPG	Yes
72	Yard Tractor	35291	2022	3260951	Power Solutions International	2022	8.8W0009682	NPSIB08.8LPG	MAFI	T230	LPG	Yes
73	Yard Tractor	35292	2022	3260952	Power Solutions International	2022	8.8W0009426	NPSIB08.8LPG	MAFI	T230	LPG	Yes
74	Yard Tractor	35293	2022	3260953	Power Solutions International	2022	8.8W0009461	NPSIB08.8LPG	MAFI	T230	LPG	Yes
75	Yard Tractor	35294	2022	3260954	Power Solutions International	2022	8.8W0009679	NPSIB08.8LPG	MAFI	T230	LPG	Yes
76	Yard Tractor	35295	2022	3260955	Power Solutions International	2022	8.8W0009681	NPSIB08.8LPG	MAFI	T230	LPG	Yes
77	Yard Tractor	35296	2022	3260956	Power Solutions International	2022	8.8W0009680	NPSIB08.8LPG	MAFI	T230	LPG	Yes
78	Yard Tractor	35297	2022	3260957	Power Solutions International	2022	8.8W0009685	NPSIB08.8LPG	MAFI	T230	LPG	Yes
79	Yard Tractor	35298	2022	3260958	Power Solutions International	2022	8.8W0009613	NPSIB08.8LPG	MAFI	T230	LPG	Yes
80	Yard Tractor	35299	2022	3260959	Power Solutions International	2022	8.8W0009612	NPSIB08.8LPG	MAFI	T230	LPG	Yes
81	Yard Tractor	5724	2008	4LMPG211X8I019368	Cummins	2007	46842974	7CEXH0359BBH	CAPACITY	TJ9000	LPG	No
82	Yard Tractor	5747	2008	4LMPG21158L019374	Cummins	2008	46846299	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
83	Yard Tractor	5754	2008	4LMPG211X8L019385	Cummins	2008	46849107	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
84	Yard Tractor	5756	2008	4LMPG21148L019379	Cummins	2008	46847043	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
85	Yard Tractor	5769	2008	4LMPG21118L019372	Cummins	2007	46834367	7CEXH0359BBH	CAPACITY	TJ9000	LPG	No
86	Yard Tractor	5770	2008	4LMPG21108L019376	Cummins	2008	46846327	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
87	Yard Tractor	5771	2008	4LMPG21118L019386	Cummins	2008	46847908	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
88	Yard Tractor	5773	2008	4LMPG21138L019390	Cummins	2008	46850738	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
89	Yard Tractor	5775	2008	4LMPG21158L019391	Cummins	2008	46847925	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
90	Yard Tractor	5778	2008	4LMPG21188L019384	Cummins	2008	46847024	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
91	Yard Tractor	5779	2008	4LMPG21198L019393	Cummins	2008	46850794	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No

92	Yard Tractor	5780	2008	4LMPG21148L019382	Cummins	2008	46847899	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
93	Yard Tractor	5786	2008	4LMPG21178L019389	Cummins	2008	46847915	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
94	Yard Tractor	5788	2008	4LMPG214108L01939	Cummins	2008	46852286	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
95	Yard Tractor	5789	2008	4LMPG21128L019395	Cummins	2008	46852348	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
96	Yard Tractor	5792	2008	4LMPG21188L019398	Cummins	2008	46851407	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
97	Yard Tractor	5793	2008	4LMPG21128L019400	Cummins	2008	46851303	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
98	Yard Tractor	5795	2008	4LMPG211X8L019399	Cummins	2008	46852192	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
99	Yard Tractor	5797	2008	4LMPG21188L019403	Cummins	2008	46855211	8CEXH0359BBH	CAPACITY	TJ9000	LPG	No
100	Yard Tractor	5471	2011	4LMPR2118BL021847	Ford	2011	IFW04259	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
101	Yard Tractor	5472	2011	4LMPR211XBLO21848	Ford	2011	HFW03102	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
102	Yard Tractor	5473	2011	4LMPR2111BL021849	Ford	2011	HFW03104	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
103	Yard Tractor	5474	2011	4LMPR2118BL021850	Ford	2011	HFW03101	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
104	Yard Tractor	5475	2011	4LMPR211XBLO21851	Ford	2011	HFW03105	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
105	Yard Tractor	5480	2011	4LMPR2112BL021858	Ford	2011	HFW03178	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
106	Yard Tractor	5481	2011	4LMPR2110BL021860	Ford	2011	HFW03169	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
107	Yard Tractor	5482	2011	4LMPR2112BL021861	Ford	2011	HFW03170	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
108	Yard Tractor	5483	2011	4LMPR2111BL021852	Ford	2011	HFW03106	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
109	Yard Tractor	5484	2011	4LMPR2113BL021853	Ford	2015	MCW10806	GEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
110	Yard Tractor	5487	2011	4LMPR2116BL021863	Ford	2011	HFW03167	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
111	Yard Tractor	5489	2011	4LMPR211XBLO21865	Ford	2011	HFW03173	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
112	Yard Tractor	5492	2011	4LMPR2115BL021868	Ford	2011	HFW03166	BEDIB06.8WSG	CAPACITY	TJ9000	LPG	No
113	Yard Tractor	35400	2022	LA9TYG886M1LC0274	N/A	N/A	N/A	N/A	BYD	8Y Gen 3	Electric	Yes
114	Yard Tractor	35401	2022	LA9TYG883M1LC0281	N/A	N/A	N/A	N/A	BYD	8Y Gen 3	Electric	Yes
115	Yard Tractor	35402	2022	LA9TYG885M1LC0430	N/A	N/A	N/A	N/A	BYD	8Y Gen 3	Electric	Yes
116	Yard Tractor	35403	2022	LA9TYG88XM1LC0231	N/A	N/A	N/A	N/A	BYD	8Y Gen 3	Electric	Yes
117	Yard Tractor	35404	2022	LA9TYG889M1LC0317	N/A	N/A	N/A	N/A	BYD	8Y Gen 3	Electric	Yes
118	Yard Tractor	35405	2022	LA9TYG888M1LC0342	N/A	N/A	N/A	N/A	BYD	8Y Gen 3	Electric	Yes
119	Yard Tractor	35406	2022	LA9TYG888M1LC0275	N/A	N/A	N/A	N/A	BYD	8Y Gen 3	Electric	Yes
120	Yard Tractor	35407	2022	LA9TYG884M1LC0399	N/A	N/A	N/A	N/A	BYD	8Y Gen 3	Electric	Yes
121	Yard Tractor	35408	2022	LA9TYG881M1LC0439	N/A	N/A	N/A	N/A	BYD	8Y Gen 3	Electric	Yes
122	Yard Tractor	35409	2022	LA9TYG883M1LC0409	N/A	N/A	N/A	N/A	BYD	8Y Gen 3	Electric	Yes
123	Yard Tractor	35410	2024	LPEH1GC80SD000002	N/A	N/A	N/A	N/A	BYD	8Y Gen 4	Electric	Yes
124	Yard Tractor	35411	2024	LPEH1GC82SD000003	N/A	N/A	N/A	N/A	BYD	8Y Gen 4	Electric	Yes
125	Yard Tractor	35300	2025	7XCTSHA82SR014214	Power Solutions International	2025	8.8W0013931	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
126	Yard Tractor	35301	2025	7XCTSHA84SR014215	Power Solutions International	2025	8.8W0013934	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
127	Yard Tractor	35302	2025	7XCTSHA86SR014216	Power Solutions International	2025	8.8W0013930	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
128	Yard Tractor	35303	2025	7XCTSHA88SR014217	Power Solutions International	2025	8.8W0013933	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
129	Yard Tractor	35304	2025	7XCTSHA8XSRO14218	Power Solutions International	2025	8.8W0013935	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
130	Yard Tractor	35305	2025	7XCTSHA81SR014219	Power Solutions International	2025	8.8W0013929	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
131	Yard Tractor	35306	2025	7XCTSHA88SR014220	Power Solutions International	2025	8.8W0013921	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
132	Yard Tractor	35307	2025	7XCTSHA8XSRO14221	Power Solutions International	2025	8.8W0014013	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
133	Yard Tractor	35308	2025	7XCTSHA81SR014222	Power Solutions International	2025	8.8W0014014	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
134	Yard Tractor	35309	2025	7XCTSHA83SR014223	Power Solutions International	2025	8.8W0014015	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
135	Yard Tractor	35310	2025	7XCTSHA85SR014224	Power Solutions International	2025	8.8W0014012	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
136	Yard Tractor	35311	2025	7XCTSHA87SR014225	Power Solutions International	2025	8.8W0014017	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
137	Yard Tractor	35312	2025	7XCTSHA89SR014226	Power Solutions International	2025	8.8W0013923	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
138	Yard Tractor	35313	2025	7XCTSHA80SR014227	Power Solutions International	2025	8.8W0014009	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes

139	Yard Tractor	35314	2025	7XCTSHA82SR014228	Power Solutions International	2025	8.8W0014010	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
140	Yard Tractor	35315	2025	7XCTSHA84SR014229	Power Solutions International	2025	8.8W0013922	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
141	Yard Tractor	35316	2025	7XCTSHA80SR014230	Power Solutions International	2025	8.8W0014011	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
142	Yard Tractor	35317	2025	7XCTSHA82SR014231	Power Solutions International	2025	8.8W0013920	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
143	Yard Tractor	35318	2025	7XCTSHA84SR014232	Power Solutions International	2025	8.8W0014016	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
144	Yard Tractor	35319	2025	7XCTSHA86SR014233	Power Solutions International	2025	8.8W0013932	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
145	Yard Tractor	35320	2025	7XCTSHA88SR014234	Power Solutions International	2025	8.8W0013918	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
146	Yard Tractor	35321	2025	7XCTSHA8XSR014235	Power Solutions International	2025	8.8W0014020	SPSIB08.8LPG	TICO	PRO-SPOTTER	LPG	Yes
147	Yard Tractor	35322	2024	3261215	Power Solutions International	2024	8.8W0012661	SPSIB08.8LPG	MAFI	T-230	LPG	Yes

No.	Eq Type	Asset No.	Tag No.	Serial No.	Engine Serial No.	Engine Make	Engine Type	Engine Family Name	Engine Year	Model	Model Year	Manufacturer	Fuel
1	Top Handler	6415	15	S-HD-35277	35218522	Cummins	QSM11	8CEXL0661AAF	2008	TXC-976	2008	Taylor	Diesel
2	Top Handler	6416	16	S-HB-36705	35281694	Cummins	QSM11	ACEXL019.AAD	2011	TXLC-976	2011	Taylor	Diesel
3	Top Handler	6417	17	S-HB-36706	35284232	Cummins	QSM11	ACEXL019.AAD	2010	TXLC-976	2011	Taylor	Diesel
4	Top Handler	6418	18	S-HB-36707	35284233	Cummins	QSM11	ACEXL019.AAD	2011	TXLC-976	2011	Taylor	Diesel
5	Top Handler	6419	19	G117E01615M	22111066	Cummins	QSL-9	DCEXL08.9AAH	2014	H1150-HD	2014	Hyster	Diesel
6	Top Handler	6420	20	H117E01616R	22254285	Cummins	QSL-9	HCEXL08.9AAK	2017	H1150-HD	2017	Hyster	Diesel
7	Top Handler	6421	21	H117E01617R	22260169	Cummins	QSL-9	HCEXL08.9AAK	2017	H1150-HD	2017	Hyster	Diesel
8	Top Handler	6422	22	H117E01621R	22262872	Cummins	QSL-9	HCEXL08.9AAK	2017	H1150-HD	2017	Hyster	Diesel
9	Top Handler	6423	23	H117E01622R	60349441	Cummins	QSL-9	HCEXL08.9AAK	2017	H1150-HD	2017	Hyster	Diesel
10	Top Handler	6424	24	H117E01626R	22266485	Cummins	QSL-9	HCEXL08.9AAK	2017	H1150-HD	2017	Hyster	Diesel
11	Top Handler	6425	25	H117E01627R	22272176	Cummins	QSL-9	HCEXL08.9AAK	2017	H1150-HD	2017	Hyster	Diesel
12	Top Handler	6426	26	S-HB 41170	2013686550	Volvo	TAD1371VE - 12.8L	HVPXL12.8CJA	2017	XLC-976E	2017	Taylor	Diesel
13	Top Handler	6427	27	S-HB 41172	2013693457	Volvo	TAD1371VE - 12.8L	HVPXL12.8CJA	2017	XLC-976E	2017	Taylor	Diesel
14	Top Handler	6428	28	S-HB-46423	20132070693	Volvo	TAD1371VE - 12.8L	MVPXL12.8CJA	2021	XLC-976	2021	Taylor	Diesel
15	Top Handler	6429	29	S-HB-49091	20132325636	Volvo	TAD1371VE - 12.8L	PVPXL12.8CJA	2023	XLC-976	2024	Taylor	Diesel
16	Top Handler	6430	30	S-HB-49092	20132295023	Volvo	TAD1371VE - 12.8L	PVPXL12.8CJA	2023	XLC-976	2024	Taylor	Diesel
17	Top Handler	6431	31	S-HB-49093	20132340756	Volvo	TAD1371VE - 12.8L	RVPXL12.8CJA	2024	XLC-976	2024	Taylor	Diesel
18	Top Handler	6432	32	S-HB-49158	20132345922	Volvo	TAD1371VE - 12.8L	RVPXL12.8CJA	2024	XLC-976	2024	Taylor	Diesel
19	Top Handler	6433	33	S-HB-49159	20132345930	Volvo	TAD1371VE - 12.8L	RVPXL12.8CJA	2024	XLC-976	2024	Taylor	Diesel
20	Top Handler	6434	34	S-HB-49160	20132354941	Volvo	TAD1371VE - 12.8L	RVPXL12.8CJA	2024	XLC-976	2024	Taylor	Diesel
21	Top Handler	6435	35	S-HB-49161	20132352792	Volvo	TAD1371VE - 12.8L	RVPXL12.8CJA	2024	XLC-976	2024	Taylor	Diesel
22	Top Handler	6436	36	S-HB-49162	20132357673	Volvo	TAD1371VE - 12.8L	RVPXL12.8CJA	2024	XLC-976	2024	Taylor	Diesel
23	Top Handler	6437	37	S-HB-49163	20132368267	Volvo	TAD1371VE - 12.8L	RVPXL12.8CJA	2024	XLC-976	2024	Taylor	Diesel
24	Top Handler	6438	38	S-HB-49594	20132314992	Volvo	TAD1371VE - 12.8L	PVPXL12.8CJA	2023	XLC-976	2024	Taylor	Diesel

No.	Eq Type	Asset No.	Tag No.	Serial No.	Engine Serial No.	Engine Make	Engine Type	Engine Family Name	Engine Year	Model	Model Year	Manufacturer	Emissions Technology
1	RTG	9075	29	JL92-05-814	74987550	Cummins	QSB5-G11	NCEXL04.5AAJ	2022	RC40.6/56	2005	ZPMC	NZE
2	RTG	9076	30	JL92-05-815	74978303	Cummins	QSB5-G11	NCEXL04.5AAJ	2022	RC40.6/56	2005	ZPMC	NZE
3	RTG	9081	31	3436	88111186	Caterpillar	C7.1 ACERT	PPKXL07.0BN1	2023	RT4023-81-5HL	2015	Paceco	Hybrid
4	RTG	9082	32	3437	88100611	Caterpillar	C7.1 ACERT	EPKXL07.0BN1	2015	RT4023-81-5HL	2015	Paceco	Hybrid
5	RTG	9083	33	3438	88100613	Caterpillar	C7.1 ACERT	EPKXL07.0BN1	2015	RT4023-81-5HL	2015	Paceco	Hybrid
6	RTG	9084	34	3439	88111185	Caterpillar	C7.1 ACERT	PPKXL07.0BN1	2023	RT4023-81-5HL	2015	Paceco	Hybrid
7	RTG	9085	35	3440	88100615	Caterpillar	C7.1 ACERT	EPKXL07.0BN1	2015	RT4023-81-5HL	2015	Paceco	Hybrid
8	RTG	9086	36	4231	22605809	Cummins	QSB5-G11	PCEXL04.5AAJ	2023	RT4023TA-8I-5NZE	2024	Paceco	NZE
9	RTG	9087	37	4232	22607905	Cummins	QSB5-G11	PCEXL04.5AAJ	2023	RT4023TA-8I-5NZE	2024	Paceco	NZE
10	RTG	9088	38	4233	22607911	Cummins	QSB5-G11	PCEXL04.5AAJ	2023	RT4023TA-8I-5NZE	2024	Paceco	NZE
11	RTG	9089	39	4234	22607887	Cummins	QSB5-G11	PCEXL04.5AAJ	2023	RT4023TA-8I-5NZE	2024	Paceco	NZE
12	RTG	9090	40	4235	22607908	Cummins	QSB5-G11	PCEXL04.5AAJ	2023	RT4023TA-8I-5NZE	2024	Paceco	NZE
13	RTG	9091	41	4236	22607402	Cummins	QSB5-G11	PCEXL04.5AAJ	2023	RT4023TA-8I-5NZE	2024	Paceco	NZE
14	RTG	9092	42	424010724202495501	7005377211	Volvo	TAD580VE	PVPXL05.1CJB	2023	RTG 41t	2024	ZPMC	NZE
15	RTG	9093	43	424010724202495502	7005377212	Volvo	TAD580VE	PVPXL05.1CJB	2023	RTG 41t	2024	ZPMC	NZE

Equipment Type	Asset Tag No.	Ops No.	Serial No.	Engine Serial No.	Engine Make	Engine Type	Engine Family Name	Engine Year	Fuel Type	Hybrid	Model	Model Year	Manufacturer
Street Sweeper	23010	N/A	1FVACWFC7PHUF2829	99041981	Cummins	B6.7 200	NCEXH0408BCA	2022	Diesel	No	RegenX	2022	Elgin



## **2019 MMRP MM GHG-1 LED Lighting**

### **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.

### **WBCT Statement:**

WBCT already replaced all lighting with the LED lighting. No further action.



## **2019 MMRP LM AQ-1\_Cleanest Available Cargo Handling Equipment**

### **Mitigation 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.

### **WBCT Statement:**

No change to update, the same as below of the last reporting period.

WBCT has implemented this review and has executed purchases based on available information (See MM AQ-17 for 18 Ton Forklifts). This measure is Continuing. WBCT is also looking into converting the Year 5 purchases for Yard Tractors & Top Handlers to zero emission units which also exceeds the SEIR replacement requirement in regards to emissions technology. Beyond the SEIR requirements, WBCT will begin retiring certain equipment fleets and replace with zero emission units in years 8 thru 10 after the conclusion of the mitigation measures in the SEIR replacement schedule. Current plan will be to begin replacing yard tractors at a rate of 20 per year, top handlers at a rate of 4 per year and RTG's at a rate of 3 per year. (see Tab: 10 Year Rolling Purchase Plan)

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>	<b>P</b>	<b>Q</b>	<b>R</b>
Equipment Type	2003-2007	2008-2011	2012-2015	2016-2025	Leased from WBCT	Fuel type	Total	Total Compliant Year 1	Pending Purchases Year 1	Pending Purchases Year 2	Pending Purchases Year 3	Pending Purchases Year 5	Pending Purchases Year 6	Pending Purchases Year 7	Pending Purchases Year 8	Pending Purchases Year 9	Pending Purchases Year 10
Forklift to 5 tons		2		2		LPG	4	4	0	2	0	0	0	0	0	0	0
Forklift 5 tons to 18 tons	3					Diesel	3	3	0	2	1	0	0	0	0	0	0
Yard Hustler(UTR) - LPG		34		103		LPG	137	137	23	0	0	34	0	0	0	0	0
Yard Hustler (UTR) - BEV				10		Electric	10	10	2	0	0	0	0	0	20	20	20
Top Handler		4	1	19		Diesel	24	24	0	0	0	5	0	0	4	4	4
RTG	2		5	8		Diesel	15	15	0	0	0	0	0	2	3	3	3
Personnel Vans					3	Gasoline	3	3	0	0	0	0	0	3	0	0	0
Sweeper				1		Diesel	1	1	0	0	0	0	1	0	0	0	0
<b>Total</b>	<b>5</b>	<b>40</b>	<b>6</b>	<b>143</b>	<b>3</b>	<b>Total</b>	<b>197</b>										

Purchase battery electric units in Year 5 for Yard Tractors & Top Handlers

Replace Low-Nox yard tractors, Tier 4 Final Diesel top handlers and hybrid RTG's to zero emission



## 2019 MMRP LM AQ-2\_Priority Access for Drayage

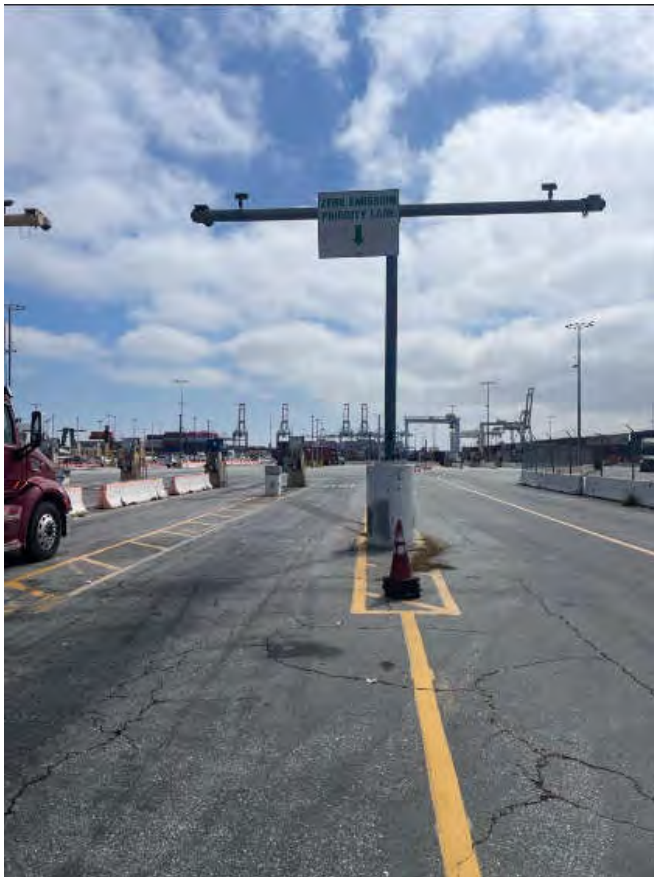
### Mitigation Measure:

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

### WBCT Statement:

WBCT has created signage both physical (at the ingate lane #12) and digital (through our website) to inform the drayage community of the ingate lane dedicated to zero or near zero emissions. Please see below:

Ingate signage placed on lane 12 for Zero or Near Zero Emissions



WBCT Website broadcast available to the public showing the zero/near zero emissions lane



## TOS Web Portal

Welcome to WBCT Los Angeles

Priority Daily Message

WBCT is now offering a Low/Zero Emission Express Lane. Trucks may use Lane 12 Inbound for access

Wheeled Imports do NOT need appointments

\*\*\* All transactions must have an accompanying EIR Ingate pass and EIR Outgate pass (unless bobtail out). Drivers are responsible for making sure their transaction matches their gate pass. \*\*

If a driver is found without a gate pass attempting to pick up a chassis, they and their company will be banned from WBCT. ZERO tolerance for chassis stealing/misuse

For any Emergency on terminal please dial (310) 519-2378

NEW INFORMATION AND TERMS/CONDITIONS RELATING TO DEMURRAGE AND DETENTION INVOICE -- LEGAL REQUIREMENTS- Please see bottom of page for updates



## **2019 MMRP LM AQ-3: Demonstration of Zero-Emissions Equipment**

### **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.

### **WBCT Action:**

Please refer to the monthly progress report for ARV-17-049 in December, 2025.



## **MONTHLY PROGRESS REPORT for ARV-17-049**

### **Port of Los Angeles (POLA)**

#### **Reporting Period (December 2025)**

Recipient Project Manager: Laura Hunter

Commission Agreement Manager: Marc Perry

### **Project Overview**

The City of Los Angeles Harbor Department (Port of Los Angeles, Port, POLA, Harbor Department) grant agreement with the California Energy Commission (CEC) implements the Zero Emission Freight Vehicle Advanced Infrastructure Demonstration Project (AID). The project team will design and install wireless inductive charging infrastructure, including ten base chargers and two opportunity chargers, as well as a peak shaving battery energy storage system (BESS) to support the demonstration of 10 battery-electric yard tractors at the Port of Los Angeles. Lead project demonstration partners include West Basin Container Terminal (WBCT) and Wireless Advanced Vehicle Electrification, LLC (WAVE). This project also includes a grant agreement between WBCT and the South Coast Air Quality Management District (South Coast AQMD) to help fund the purchase of the battery-electric yard tractors.

### **What We Planned to Accomplish This Period**

During December, POLA Engineering and Construction and Maintenance (C&M) planned to support Schneider Electric's team to complete final permitting inspection for the BESS (Task 3). POLA Engineering and C&M planned to finalize Los Angeles Department of Building and Safety (LADBS) permitting for structural, electrical, and building (Task 3). BYD and WAVE planned to collaboratively resolve outstanding issues with yard tractors 1 – 10 as the demonstration progressed (Task 4). BYD planned to work with GeoTab to resolve the negative kWh data issues (Task 4). The Data Collection Team planned to work with WAVE and BYD to resolve any outstanding data communication issues (Task 4). Project management and the Commission Agreement Manager (CAM) planned to conduct the monthly team progress meeting to discuss status updates, questions, and concerns via Teams meeting (Task 1). Project management planned to conduct weekly internal team meetings to discuss action items, questions, and concerns via Teams (Task 1).

### **What We Actually Accomplished This Period**

Below is a summary of project activities and accomplishments.

#### **Task 1 – Administration**

POLA's Board of Harbor Commissioners approved the Agreement on June 20, 2019. The Agreement was executed by all parties as of July 29, 2019. The Subrecipient Agreement was approved by the POLA Board of Harbor Commissioners (Board) on February 6, 2020 and executed March 24, 2020. Amendment 1 to the Agreement was presented to the Board on March 10, 2022. The Amendment was signed by all parties and fully executed on March 30, 2022.

Project management received documents from the CEC in early December 2022 for approval of Amendment 2 to the Agreement authorizing milestone and term extensions, due to excessive supply chain delays. Agreement Amendment 2 was approved by the Board on April 27, 2023 and executed May 12, 2023. Amendment 1 to the Subrecipient Agreement was approved by the Board at the same meeting on April 27, 2023. The Subrecipient Agreement was executed on October 21, 2023.



Amendment 3 to the Agreement, a no-cost time extension, passed by the Board on May 23, 2024 and executed on June 5, 2024. In order to align with the main Agreement, Amendment 2 was added to the Subrecipient Agreement and passed by the Board on May 23, 2024. The Subrecipient Agreement received Los Angeles City Council approval and was executed on September 23, 2024.

Project management is working on Amendment 4 to the Agreement and Amendment 3 to the Subrecipient Agreement, no-cost time extension, to accommodate extensive delays with the BESS. Project management will coordinate with the CAM to ensure the Amendments meet CEC expectations.

One meeting was held with the CAM and the Project Manager this month on December 16, 2025. Attachment B provides documentation of the meeting's discussions. Three internal team meetings were conducted in order to facilitate collaboration among project partners. Meeting notes and a list of action items were emailed to the project team after each meeting.

#### Task 1.1 – Attend Kick-off Meeting

The project kick-off meeting was held on September 19, 2019. In attendance were Jacob Goldberg (POLA), Marc Perry (CEC), Phil Dyer (CEC), Dac Hoang (POLA Engineering), Tim DeMoss (POLA), Willy Won (WBCT), Quintin Yang (WBCT), and Mike Masquelier (WAVE) via phone.

#### Task 1.2 – Critical Project Review (CPR) Meetings

The first CPR meeting was held on April 5, 2021. The CEC acknowledgment to continue with the project was received on May 3, 2021. Continuation of the BESS portion of the project was placed at risk. The partial Stop Work Order (SWO) placed on the BESS was lifted on March 30, 2022.

The second CPR took place on October 15, 2024. The meeting was hybrid with in-person and virtual options. After the presentation and Q&A, the 15 in-person attendees travelled to WBCT for a site visit and tour of the demonstration equipment. Presentation slides were shared with the CAM. CEC acknowledgment to continue with the project was received on October 21, 2024.

#### Task 1.3 – Final Meeting

No work required for this task during this reporting period

#### Task 1.4 – Monthly Progress Reports

This December report is the 75<sup>th</sup> monthly project report.

#### Task 1.5 – Final Report

The Final Report outline was submitted to the CAM for review.

#### Task 1.6 – Identify and Obtain Matching Funds

The project has met and exceeded the match share commitment. Match share commitment totals \$3,405,784; \$3,538,345 in match share spending was accepted by the CEC.

#### Task 1.7 – Identify and Obtain Required Permits

Clearance from the California Oil Wells Agency was received in July 2021. With this clearance, the structural permits were issued by the Los Angeles Department of Building and Safety (LADBS) on August 10, 2021. The structural permits are as follows: #20020-10000-01656, #20020-10000-



01657, #20020-10000-01658, #20020-10000-01659, #20020-10000-01660, and #21030-10000-05206. Electrical permit #20041-10000-22204 was approved July 26, 2021. Permit copies were emailed to the CAM August 2021. Area #1 equipment passed LADBS inspection on March 17, 2022. Area #2 WAVE charging equipment passed UL Certification on February 22, 2023. Revised electrical permits for Area #2 were sent to the CAM in January 2024. Structural permits were shared with the CAM in April 2024. Plan revisions to include the isolation transformer were approved November 13, 2024. On April 14, 2025 the WAVE gear at Area 2 passed final UL Certification and passed LADBS permitting inspection on April 27, 2025. The BESS passed UL inspection on September 3 and 4, 2025. Final confirmation of punchlist items and Certification documents were received September 30, 2025. LADBS electrical inspection took place on October 14, 2025. The Team continued to work on punchlist revisions throughout October, November, and December. Once the electrical permit is complete, C&M will schedule structural and building inspections.

#### Task 1.8 – Obtain and Execute Subcontracts

The Subrecipient Agreement was approved by the POLA Board of Harbor Commissioners on February 6, 2020 and executed March 24, 2020. Amendment #1 to the Subrecipient Agreement was approved by the Board on April 27, 2023. The Subrecipient Agreement Amendment 1 was executed on October 21, 2023. Amendment 2 to the Subrecipient Agreement was passed by the Board on May 23, 2024. The Subrecipient Agreement received Los Angeles City Council approval and was executed on September 23, 2024. Amendment 3 to the Subrecipient Agreement, a no-cost time extension to accommodate extensive delays with the BESS, is underway.

#### **Task 2 – Design and Development**

The goal of this task is to conduct preliminary design work that will prepare for the installation of advanced inductive charging infrastructure and battery storage for demonstration at the Port of Los Angeles' West Basin Container Terminal.

#### Engineering and Construction designs

POLA Management approved the proposal to perform the infrastructure development project in-house with POLA C&M, alleviating the need for a lengthy RFP process. POLA Engineering and C&M completed all designs and plan checks for the in-house infrastructure construction. Electrical and structural permits were approved, as detailed under Task 1.7. In October 2021, LADBS identified a methane gas issue thought to require methane mitigation modification to the electrical design. POLA Engineering resolved the issue with LADBS in December 2021 and the project moved forward as planned.

Engineering continued to move forward with plans to expedite procurement for the Area #2 transformer, switchgear, and BESS. The Purchase Order (PO) was approved by the POLA Board on June 23, 2022 and confirmed by the Los Angeles City Council late July, per Los Angeles City Charter. With the PO approved, Schneider Electric was expected to prepare shop drawings for the transformer, switchgear, and BESS. Shop drawings for the transformer and switchgear were received in August, circulated through Engineering and C&M, and approved. The BESS shop drawings were received on December 5, 2022. Engineering and C&M reviewed the shop drawings and returned them to Schneider Electric with comments and questions. Responses were received late January 2023. After review by Engineering and C&M, a request for additional clarification on layout and conduit placement was sent back to Schneider Electric.

Carrying into September 2023, Engineering and C&M continued to refine information from Schneider Electric to gain clarity needed to move forward with design plans. On May 23, 2023, Schneider Electric representative, Philip Abad and later Troy Vanhoesen, joined the weekly internal team meeting. Schneider Electric agreed to work with the team to resolve design questions in the coming weeks. Questions posed by the team included wiring and conduit placement for the BESS, decoupling the BESS cabinet from the batteries to pre-set the cabinet, possibility of battery drain based on delivery date of BESS, and possibility of expediting switchgear delivery. The project team gained additional support from Schneider Electric in July, August, and September of 2023. Clarification was needed on the CAN bus wiring, control cables, grounding, and DC cables. While much of the information on wiring placement and interconnection of gear, necessary to complete the design plan revisions, was expected in Q4 2023, some elements of the wiring schematics were still missing as of January 2024. In February, additional information required C&M to reorder wiring and conduit to fit with the equipment specifications.

Permitting for infrastructure design plan revisions was delayed, due to modifications to the construction footprint and equipment interface, based on information received from the equipment supplier. Engineering submitted plans for the electrical and structural designs in December 2023. Electrical plans were approved and emailed to the CAM in January 2024. There were some minor adjustments to the electrical plans in February. Structural permits were approved on April 29, 2024 and documentation was emailed to the CAM.

#### Purchase necessary equipment to support WAVE installations

Throughout the project, POLA Engineering and C&M continued to move forward with equipment procurement with extended lead-times, due to global supply chain issues. As of November 2022, all WAVE ground equipment was delivered to WBCT. WAVE delivered the first two charging system tub units and materials for installation of the opportunity charging infrastructure in August 2021. Once on site, there were some design discrepancies that C&M and WAVE resolved in September. Ten charging system tub units and all five cooling cabinets were delivered to WBCT in April 2022. By early August 2022, all five power supply units were delivered. By October 2022, the final of the five primary cabinets was delivered. In November 2022, the last of the ten primary pads was delivered and the tuning caps for the control board were received.

The PO for Area 2 switchgear and transformer was tied to the PO for the BESS, which was put on hold, due to the SWO. Delayed delivery of the switchgear and transformer resulted in delays energizing the Area 2 equipment corral chargers. The PO for the Area 2 transformer, switchgear, and BESS was presented to the POLA Board on June 23, 2022. The PO was approved by the POLA Board on June 23, 2022 and confirmed by the Los Angeles City Council late July, per LA City Charter. With approval of the PO, the equipment provider and vendor were announced. Schneider Electric, the equipment provider, was expected to provide shop drawings late July 2022 for the transformer, switchgear, and BESS; however, the drawings were delayed, as detailed in the section above. Shop drawings for the transformer and switchgear were received in August 2022, circulated through Engineering and C&M, and approved. The BESS shop drawings were received on December 5, 2022. With pending questions regarding layout and conduit placement, system design plans were still in process as of November 2023. Designs were submitted for permitting in December 2023.

The transformer was delivered to WBCT on September 19, 2023. Engineering personnel staffing challenges were encountered at Schneider Electric's plant in Rojo, Mexico, delaying manufacture

of the switchgear. Additionally, the switchgear required a new main breaker, which was shipped to Rojo from Schneider Electric's factory in Missouri mid-December 2023. With receipt of the breaker, it was expected to take about two weeks to complete the switchgear and another week for transportation to WBCT. Manufacturing completion was anticipated by December 27, 2023 and delivery to WBCT the first week of 2024; however, additional delays were reported. The switchgear was delivered to WBCT January 29, 2024. Two small transformers (isolation and small control) and an integration hub were delivered in February 2024. These small parts were needed to connect the BESS to the charging system.

In order to preserve the batteries from degradation, delivery of the BESS was placed on hold, and formally requested for shipment in February 2024. In March, the batteries were prepped and conditioned for shipping, with an expected ship date April 29<sup>th</sup>; however, shipping was further delayed. The BESS arrived at APM terminal Berth 400 on June 11, 2024. After debarkation and United States Customs processing, the BESS was delivered to WBCT on July 11, 2024.

#### Design, fabricate, and build components, systems, and subsystems

The WAVE prototype unit build was completed in early June 2021. Initial power-up tests were conducted, and the unit successfully transferred power. Additional configuration testing was performed. The prototype unit was validation tested in July and pre-certified at the WAVE facility. The prototype unit was delivered to the BYD Lancaster facility in early August. System integration was slightly delayed, while BYD waited for brackets to be shipped from China. The brackets were received on August 23, 2021. Mechanical fit-up and integration of the charging equipment with the battery-electric yard tractor took place at the BYD Lancaster facility with a WAVE technician on-site. The process began in late August. In early September, a software update was requested from the BYD engineers in China and received mid-September. In August, two charging system tub units were delivered to WBCT in coordination with POLA Engineering and C&M.

WAVE and BYD collaborated on a detailed testing plan for the prototype, which was delivered to the WAVE facility in Salt Lake City on October 11, 2021. Validation testing included vehicle communication systems, manual and automatic charging cycles, and charging performance metrics. Testing was successfully completed, and the yard tractor sent back to BYD's Lancaster facility on October 27, 2021. The second WAVE system was sent out to BYD on October 7 and by mid-October, a WAVE technician was on-site to assist with the integration process. The second truck was completed December 17, 2021.

In parallel with the vehicle side equipment, WAVE was preparing gear for installation at the Area 1 opportunity charging station. By November 17, 2021, the primary pads, primary cabinet, and cooler were ready to ship to WBCT. The power supply was shipped directly from the supplier. Due to construction delays, exacerbated by excessive December rain, construction team members who tested positive for COVID-19 in January 2022, and supply chain issues, delivery of the charging equipment to complete the two opportunity chargers was delayed until the week of January 17, 2022. Installation of the two primary pads and anchoring the equipment began the week of February 7, 2022. UL inspection for certification took place on February 16. The final certification report was received on February 28, and documentation sent to the CAM. The equipment passed LADBS inspection on March 17, 2022.

WAVE delivered two secondary system vehicle side charging units to BYD by mid-July 2022, for integration with yard tractors 3 and 4. Production at the BYD Lancaster facility was behind schedule, due to raw materials and personnel limitations, resurgence of COVID-19, and new staff

training. In November 2022, the WAVE team sent technical assistance to the facility to assist BYD with the integration process, since the institutional knowledge of the previous integration was lost. Integration of yard tractor 3 was completed late November and 4 was completed in late December. In February 2023, WAVE installed software upgrades to yard tractors 3 and 4 at the BYD facility.

Vehicle side charging pads for yard tractors 5 and 6 were shipped to BYD on January 20, 2023. BYD completed and delivered the yard tractors to WBCT on January 2 and 4, 2024. The remaining four vehicle-side charging pads were delivered to BYD on November 27, 2023. During February and March 2024, the WAVE technician went to BYD's Lancaster facility three times to integrate yard tractor 7, but the yard tractor was still on the production line. Integration was completed in late March. Yard tractors 8, 9, and 10 were thought to be completed and integrated in June 2024. Yard tractors 7 and 8 were delivered to WBCT June 24, 2024. Yard tractors 9 and 10 required additional attention: one required a change in the hydraulic system and the other needed some wiring from the cab to the motor. They were scheduled for final Quality Control check and delivery to WBCT in August 2024; however, a software update and communication verification was needed by WAVE. Due to challenges at WAVE and the need to train a new team of technicians, completion and delivery of the final two yard tractors were delayed. All ten yard tractors were onsite by October 2024.

#### Design and construct the Battery Storage System

A peak-shaving battery storage system with ~1.0 MW capacity was designed in the original proposal to align with the needs of terminal operations and to interface with equipment specifications. Battery suppliers, identified in the original project application and the subsequent provider selection, discontinued production of battery storage systems. The project team explored contingency solutions that would still provide proof of concept for the BESS. Demonstration of the BESS is expected to provide significant value for gaining understanding of power management and operational benefits.

In April 2021, design plans were revised to reflect this new direction and submitted to LADBS for plan check review; design plans were approved by LADBS August 10, 2021. In June, POLA Engineering met with distributors to discuss system specifications and expedited delivery. In August 2022, POLA Engineering and C&M circulated and approved shop drawings received from Schneider Electric for the transformer and switchgear. Shop drawings for the BESS were received on December 5, 2022, circulated through Engineering and C&M, and returned to Schneider Electric with questions and comments. In late January 2023, responses were received. Additional questions and clarification on layout and conduit placement were needed, so sent back to Schneider Electric. During Q3 and Q4 2023, Q1 2024, collaborative efforts were still underway. In February and March 2024, the BESS was prepped for shipping. Due to further delays with the shipping company, the BESS arrived at APM terminal on June 11, 2024. The BESS cleared Customs and was delivered to WBCT on July 11, 2024.

#### **Task 3 – Build, Install, and Commission Equipment**

The goal of this task is to install infrastructure for twelve charging stations, including ten base chargers and two opportunity chargers, to power ten battery-electric yard tractors for demonstration at the Port of Los Angeles' West Basin Container Terminal.

#### Construction and installation of infrastructure

In July 2021, POLA C&M team was deployed to Berth 100 at WBCT and began the process to survey, trench, and lay conduits for the electrical development, while trying to minimize impact to

terminal operations. During August, Phase One of the project moved forward as the team potholed, identified interfering substructures, mapped, surveyed conduit paths, and placed k-rail and fencing to secure work areas. In September, C&M laid conduit, poured concrete, and restored the area to allow WBCT to resume operational use. During October, the C&M team installed and backfilled the main substructure for the electrical feed from the substation to the WAVE charger location at Area 1 and cut concrete for placement of the WAVE chargers and the substation. In November, Area 1 construction was placed on hold, due to the methane issues addressed under Task 2. During December, the methane gas issue was resolved, and construction resumed. The team planned to pour concrete during the week of December 20, but several days of heavy rains delayed the project. The concrete pour was rescheduled for the week of January 10, 2022; however, construction team members tested positive for COVID-19. Concrete was successfully poured the week of January 24, 2022.

Area 1 installation of WAVE's two primary pads and anchoring the equipment was completed by mid-February 2022. Construction for Area 1 was nearly completed in February, except the section needed to remain open for final power connection during inspection by LADBS. On March 17, LADBS inspection required power shutoff for a three hour period, in coordination with WBCT. The equipment passed LADBS inspection on March 17, 2022.

Construction of Area 1 was scheduled for completion the week of March 21, 2022. The WAVE team travelled to California for commissioning and operator training the week of March 28. Due to a missed communication, on March 28, concrete and asphalt finishing was not done and the chargers were not energized. The WAVE team cancelled the weeks' activities and returned to Salt Lake City. Area 1 was completed the following week. Commissioning and training activities were rescheduled and successfully took place the week of April 11, 2022.

As mentioned under Task 2, the PO for Area 2 switchgear and transformer was tied to the PO for the BESS, which was put on hold, due to the SWO. Although the SWO was lifted on March 30, 2022, extended lead-times for delivery of the switchgear and transformer caused delays energizing the Area 2 corral chargers.

During May 2022, the C&M team worked on the underground sections of Area 2 and laid conduit for the northern-most set of gear and charging pads, referred to as gear pad 5. They moved onto the next set of pads, which is referred to as gear pad 4. This included the WAVE electrical pad and charging plates. WAVE reviewed conduit placement for approval. Electrical inspection was scheduled June 2 and grading inspection June 3. C&M poured slurry for those sections the week of June 8, followed by the rebar cages and structural components. WAVE signed off on placement of gear pads 4 and 5 on June 29, prior to the concrete pour. WAVE inspected each section for conduit placement prior to pouring slurry and gear pad placement prior to pouring concrete. By the end of July 2022 all underground installation was complete.

Concrete pours were completed over several days between August 1-10, 2022 for gear pads 1, 2, and 3 and 4 of the charging pads. In September, two WAVE primary cabinets arrived, the gear was set, and bollards placed around the back side of the gear. This process continued as the primary cabinets arrived. Due to WAVE production delays, the scheduled concrete delivery was cancelled, resulting in revised dates extending three-four weeks past delivery of the final primary cabinet. During November, the final WAVE gear was mounted, bollards placed around the front and back of the gear, and the concrete pours nearly completed and cured. Concrete pours between the bollards and gear pads were delayed, due to an administrative hold up. In

December, the final concrete pour was completed and cured. On December 21, 2022 the asphalt was laid and then the primary pads were set to avoid damage.

The week of January 17, 2023, WAVE was onsite to pull remaining conduit, install the control board, and prepare for UL inspection. Due to some cleanup needed after heavy rains, the installation was not completed. The WAVE team returned the week of February 13 to complete installation. UL inspection and certification was completed on February 22, 2023. In February, C&M consulted with WBCT regarding removal of the fencing and k-rail to reduce the footprint and return access to WBCT until delivery of the switchgear and BESS.

In November 2023, the construction team was reformed and site construction resumed. Temporary fencing was installed, bollards were prepped, trenching excavation began, and chipping progressed. During December 2023 and January, February, March 2024, construction progressed steadily, while mitigating the impact of heavy rains. In February, conduits on the south side were laid and encased in slurry and the team moved forward with rebar cages. However, the size of the rebar changed from 6 to 7, requiring last-minute ordering of rebar couplers, which tie the main electrical gear into the existing pad. As of March, vendor leadtime was about 7-8 weeks. During April 2024, alternate rebar couplers were sourced and received. Rebar cages were formed and set in May and June. The C&M team poured concrete pads in May and June.

By the end of July 2024, the BESS, switchgear, and transformer were set on the pads. Concrete was poured and cured in early August. The crane was onsite August 12, pulling wires and high voltage cable splicing took place the week of August 13, and welders were onsite the following three weeks. In September and into October, C&M pulled wire and terminated the system. Schneider Electric's team conducted pre-commissioning activities throughout September and into October. Due to a faulty breaker that required wiring replacement, power needed to be cut off from a section of the terminal for a four hour window. This was scheduled for Sunday, October 6, to avoid impacting terminal operations, as much as possible. Also addressed in October were the LADBS Inspection punchlist items and procurement of connectors.

In November 2024, connectors for the BESS communication control wiring were received from China. The C&M team continued working through the punchlist corrective items. The Inspector noted that some components of the BESS did not have the UL certification stickers required to energize the unit. UL is unable to complete certification unless the unit is temporarily energized. The team worked with UL and LADBS to reach a solution. By mid-December, the C&M team had worked through the punchlist items and received permission to temporarily energize the system for pre-commissioning activities and UL field certification of the BESS.

Temporarily energizing the area was also critical for testing readiness of the WAVE gear, since the completed system was sitting dormant for more than a year. During January and February 2025, newly trained WAVE technicians were onsite to troubleshoot communication issues and commission the final yard tractors, and to run standard readiness tests on the pads. The challenge grew when it was determined that that three of the five primary cabinets were offline. By the end of January, four of the five were operating and the fifth, which required a new modem, was expected to be completed early February. However, by the end of February other issues occurred, leaving three of the five primary cabinets functioning. By the end of March, all five primary cabinets were online and all ten charging pads functioning at 100%.

On April 14, 2025 the WAVE gear at Area 2 passed final UL Certification and passed LADBS permitting inspection on April 27, 2025. Area 2 was commissioned and permanently energized, independently of the BESS.

During January 2025, there were intermittent Schneider Electric technician delays, due to inclement weather and lack of a specific crimp tool. C&M was able to provide an adequate tool, although unable to control the weather. A connector to the BESS hub was listed incorrectly on the manufacturer's plans, so needed to be rewired. Schneider Electric's Digital Power group performed pre-commissioning activities throughout January and February 2025.

In February, the Digital Power group completed the control power connection, ethernet connection, and digital startup for the substation metering. Termination wiring for the chargers, communication, air conditioners, and DC cables were all completed. The trouble light on the main breaker was nuisance tripping, which was thought to be resolved and verified, however, resurfaced in March. The 4160 breaker was temporarily shut off in mid-March while technicians worked on the gear. Technicians discovered a faulty trip unit and ordered a replacement, which arrived and was installed in April. The Digital Power team wrote new programming for the BESS gear to interface with the WAVE equipment. CATL updated the IP address in the battery cabinets. Services repaired the cooling system and ordered connector pins for the battery cabinets, which arrived and were installed in April.

The BESS system continued to have nuisance tripping issues in May and June 2025. C&M came to the site at 6PM to check on the power each evening. In June, Schneider Electric's Digital Power Team procured and installed the neutral current transformer (CT) expected to resolve the issue. However, tripping continued through June and early July. Engineers and technicians reviewed data to diagnose and resolve the tripping. They implemented a power shut-down on July 5; however, the system tripped at 9:30 PM that night. As due diligence, C&M performed a complete redo of the megger testing, to assess the electrical insulation. Some loose wiring at the WAVE gear was discovered, but this is unlikely to have caused the BESS issues. The Digital Power Team was back onsite on July 11. The system did not trip again in July and the team was hopeful that the issue was resolved.

Additionally, the microgrid was enacting a safety shut down, so the battery was not pulling and pushing the power properly. Dyna Power (inverter/software) and Digital Power (Schneider) mostly resolved the issue in June and then installed a software update to the programmable logic controller (PLC) in July. The PLC will be programmed with time of use based on the Department of Water and Power (DWP) rate schedule, in order to pull power from the grid at optimal times. By the end of July, the BESS was functioning and Schneider Electric moved forward to schedule UL inspection.

In early August, the network gateway was installed, which facilitates communication between the BESS system and the WAVE system. On August 4 and 5, the field technician ran the system for two days to validate functionality. However, on August 6, the system tripped again and a network gateway glitch was detected. The network gateway glitch was resolved on August 12 by the Digital Power team. The nuisance tripping occurred again on August 30. Engineers continued to review data, which indicates a 4500 AMP power surge, and isolated the problem to an internal control transformer (CT). The CT was unrepairable, requiring replacement of the entire breaker. A new breaker was ordered and shipped on October 24, 2025. The breaker was received and installed in early November. Installation was coordinated

with C&M and WBCT, since it required the power to be shut off for a couple of hours. Although the nuisance tripping was not expected to impact LADBS inspections, it is reassuring to have the issue resolved.

The BESS UL field inspection took place on September 3 and 4, 2025. The Schneider team and C&M managed to complete most of the punchlist items while the inspector was onsite, alleviating the need for another scheduled inspection. The remaining punchlist items were provided to the inspector later in the week. The inspector approved the BESS system and passed UL Certification. Additionally, the system modem was received and installed late September and software updates were completed. Additional software updates were made to the modem in November and antennae holes were punched in the cabinet to complete the operational installation (Attachment B; Figures 1 and 2).

LADBS electrical inspection took place on October 14, 2025. The Inspector was concerned that installation did not exactly match the original design plans. The drawings were redlined by POLA Engineering and Schneider Electric Engineers with a written explanation of field modifications, which were provided to the Inspector on October 17. By late November, it was apparent that the switchgear control board, modified in the field, would need to be re-certified by UL, as an independent component of the system, in order to satisfy the requirements put forth by LADBS. By the end of December, final electrical permit approval was still pending the UL certification for the switchgear control board, which will likely take place in January 2026. LADBS structural and building inspections are pending completion of the electrical permit and likely will begin February 2026.

C&M buttoned-up the site on March 21, 2025, after completing water mitigation and site monitoring. The water mitigation was completed prior to the February rains. Due to the rains, the asphalt pour was pushed to February 24. The fencing went up on the 25<sup>th</sup>. C&M completed demobilization of the site by the end of the month. From April through December 2025, C&M continued to provide as needed support to the onsite commissioning, certification, and monitoring the nuisance tripping for the BESS.

#### Purchase/delivery of 10 WAVE-compatible electric yard tractors

The initial Purchase Order between WBCT and BYD was executed mid-April 2021. The builds were completed for the 10 yard tractors, the agreed upon specifications included, and the WAVE integration and validation testing of the prototype unit was successfully completed in October. Integration of yard tractor 2 was completed in December, with final programming finished by December 17, 2021.

As mentioned above (Task 2), two of the ten battery-electric yard tractors were scheduled for earlier deployment in conjunction with the two opportunity chargers. Integration of the prototype charging equipment with the battery-electric yard tractor was performed at the BYD Lancaster facility with a WAVE technician onsite, with a similar process for the second unit. Two fully integrated yard tractors and the charging equipment were scheduled for delivery to WBCT the week of January 10, 2022. Due to infrastructure delays detailed above (Task 3), and ECN modifications taking place at the BYD factory in Lancaster, the first integrated yard tractor was delivered to WBCT on February 26, 2022. Materials to complete requested beavertail modifications were received in May. Delivery of the second yard tractor was on June 13, 2022.

Area 1 opportunity chargers and both yard tractors completed commissioning and were placed into service on June 16, 2022. Two operators, with rover duties that provided a good mix of long travel runs and varying container weights, were assigned to the units. Both units ran a full shift the following day, as well, with the same operators. The yard tractors were pulled after the second day's shift to address a few items for correction identified by WBCT: issues raising the fifth wheel, back-up warning device too quiet, and charging indicator tree lights did not engage. On a positive note, the operators favored the power curve and ride quality of the units, driver visibility to their surroundings was excellent, and AC system was great on a warm and humid day.

BYD ordered materials from China to reinforce the beavertails, which were delivered late July. Modifications of yard tractors 1 and 2 were completed during August. Yard tractor 1 was delivered to WBCT on August 9 and 2 was delivered August 28. The equipment resumed operational duties in September 2022.

On September 16, 2022, both units were red-tagged for safety concerns. Neither unit had functioning backup alarms and one unit did not have a functioning engine noise simulator (ENS). Technicians determined that one ENS was not installed on the yard tractor. The backup alarms had been removed, due to previous specifications requested by WBCT. Those specifications had later been changed to increase the sound of the backup alarms, but the change order was not properly administered. BYD technicians resolved these issues in early October. BYD agreed to meet these conditions at the factory for the additional eight yard tractors.

On October 18, 2022, both units were again red-tagged. Unit 1 was losing hydraulic pressure in the fifth wheel lift cylinder. When the unit was raised, the cylinder drifted lower. Technicians were sent out the following day and by October 31 had resolved the problem. One of the pressure sensor's parameters was too sensitive. The technician reset the parameter, which is expected to keep the fifth wheel in the designated position when operating.

The operator of unit 2 noticed the door was difficult to open. The issue grew progressively worse until she could not open the door and called for assistance. The technician resolved the issue by rearranging the door latches. BYD stated that these yard tractors are not designed to be driven with the rear door open. WBCT stated that drivers are used to leaving them open, since they often are in and out of the cab to hook up the cargo. BYD Engineers considered possible methods to stabilize the door alignment. WBCT agreed to train the drivers to close the rear door, until BYD could provide a practical solution that accommodates the needs of terminal operations. As noted by WBCT, the terminal will not compromise on operator safety. The yard tractors were delegated to operate mostly against the rail, since the unit is attached to a bombcart for the entire shift, reducing the need to keep the door open.

WAVE delivered two secondary system vehicle side units to BYD mid-July 2022 for integration with yard tractors 3 and 4. In November 2022, the WAVE team sent technical assistance to BYD's Lancaster facility to assist with the integration process, since the institutional knowledge of the previous integration was lost. Integration of yard tractor 3 was completed late November and 4 completed in December. Delivery of yard tractors 3 and 4 to WBCT are expected to minimize utilization downtime, since yard tractors 1 - 4 may be rotated, as needed, for routine maintenance and repairs.

In December 2022, BYD Engineers designed a manual door to be retrofitted to yard tractor 3. BYD shared the engineering plans with WBCT on January 3, 2023 and WBCT agreed to move forward with this potential solution on January 10. Once the door changes to the manual version, BYD will be unable to change the unit back to the hydraulic door system. The door retrofit to yard tractor 3 was completed February 16, 2023. BYD's validation testing included opening and closing the door 1,500 times. Once delivered, WBCT tested and approved of the unit's operational viability. In February, BYD ordered materials from China to retrofit the remaining nine yard tractors with the manual door assembly. Door retrofit materials were received on June 20, 2023. Yard tractors 1, 2, and 4 began the door retrofit process the following week and were completed in July 2023. All subsequent yard tractors were assembled with the manual door.

On January 31, 2023, an issue with the hour meters was reported by WBCT. Yard tractor 1 recorded only 4 hours of operation. Yard tractor 2 did not have an hour meter. BYD remedied the issue on February 23 and will ensure hour meters are properly installed on the remaining equipment. At the time of repair, an issue with the state of charge (SOC) was noted by the BYD technician. WAVE evaluated and determined the cause to be a faulty WAVE LV box, which was repaired the following week.

In conjunction, WAVE and BYD continued to collaborate on resolving issues surrounding the charging toggle switch and charging indicator tree lights. During September 2022, engineering design plans were drawn and parts acquisition set in motion. In November, the toggle switch was successfully eliminated. WAVE continued to perfect the software and installed a software upgrade the week of January 17, 2023. BYD engineers prepared a software upgrade for the charging indicator tree lights. Testing in November was unsuccessful, so an additional software upgrade was prepared and installed in January 2023. Additional software upgrades were installed in February and another in March. The issue remained unresolved in April and was resolved on May 25. Additionally, in March, an issue was reported with the data link connector on the truck side of unit 3. This was causing incorrect controller area network (CAN) data. BYD technicians were onsite twice in May 2023 to repair both the charging tree indicator lights and the data link connector. A WAVE technician was onsite to support the repairs.

In July 2023, the data collection team noticed an anomaly in the data from yard tractor 3. Although the yard tractor was not in operation, the data indicates dozens of repetitive ignition starts. As a safety precaution, the yard tractor was removed from the charging pad and relocated to a remote area of the terminal. The team reviewed the information and determined that the problem stemmed from the GeoTab data logger interface with the yard tractor. BYD engineers and technicians worked closely with GeoTab to resolve the issue. Both GeoTab and BYD were confident that the issue was data logger-based and did not pose a risk to equipment performance or operator safety. Once resolved, all ten yard tractors were updated accordingly.

On October 3 and 4, yard tractor 4 was delivered and 1 and 2 were redelivered to WBCT. Due to the data anomaly issue, the equipment remained out of service until November 20, 2023, at which time issues were discovered. Yard tractor 1 (35400) had a monitor panel that was not held by screws and the display was cutting out intermittently. 2 (35401) would not charge, displayed a fault code, and the display was cracked. 3 (35402) would not start and appeared to have a drained battery. A WAVE technician inspected and made a preliminary review of the equipment on November 30. Necessary parts were ordered. During February and March 2024, one yard tractor was functioning, a second was functioning intermittently, and four others required commissioning and/or repairs, indicating 0% SOC. Discussions were underway regarding procurement of a



portable battery charger to bring the yard tractors up to a sufficient charge (about 7-10% SOC) to allow the WAVE system to charge the yard tractors. In Q3 2024, WBCT purchased a Heliox mobile 50 kW DC battery charger.

On January 20, 2023, WAVE shipped vehicle side charging pads for yard tractors 5 and 6 to BYD. BYD began working on modifications in May 2023 and incorporated the manual door retrofit. The retrofit was scheduled for completion in early October and the WAVE team was scheduled to assist with integration on October 17; however, additional issues were revealed, delaying integration. BYD dealt with a cooling leak and some minor issues during November. Yard tractors 5 and 6 were integrated with the WAVE vehicle-side charging pads in December and delivered to WBCT on January 2 and 4, 2024.

During June 2024, WBCT reported an issue with the 5<sup>th</sup> wheel. The height of the 5<sup>th</sup> wheel plate, in the fully lowered position, is not level with the leading edge of the dovetail ramp. As the unit is disconnecting from a bombcart or inter-modal chassis, the bolsters are getting caught up on the lip. There appears to be an inch to inch and a half gap introducing a new contact mode. BYD Engineering reviewed the information to determine a resolution. In September, the repair was implemented onsite at WBCT by a BYD technician. This seemed to be an issue on units 1-3 only.

In July 2024, WBCT reported an issue with asset 5 (35404). There was a problem with the battery cooling system and there were lug nuts missing from the rear wheel. On August 9, the BYD technician repaired the cooling system and put in an order for the lug nuts. By September, the lug nuts had not arrived. The WBCT mechanics decided to repair the wheel, but found one of the lug nut studs embedded in the brake line. BYD completed repairs in late November.

Yard tractors 7 - 10 moved onto the production line in mid-December and were expected to be integrated and delivered to WBCT by January 31, 2024. (Per the US EPA Targeted Air Shed Grant, funding part of the yard tractor purchase, all integrated yard tractors were targeted for delivery to WBCT by January 31, 2024.) Due to BYD's production line challenges, the final four yard tractors were delayed. Yard tractor 7 was integrated in late March and 8 in June; both were delivered to WBCT on June 24, 2024. Yard tractors 9 and 10 encountered BYD production line challenges, which were resolved in July. The yard tractors required WAVE technicians to install a final software update and perform signal verification, which took place in October. By October 2024, all ten integrated yard tractors had been delivered to WBCT.

With the Area 2 WAVE charging infrastructure permitted and permanently energized on April 14, 2025, WAVE directed full attention to preparing the yard tractors for demonstration. Software updates, communication issues, and any troubleshooting were addressed to ensure operation-readiness. By the end of April seven of the 10 yard tractors were operational. Three of the yard tractors were experiencing CAN communication issues, which were resolved by BYD in early May. WAVE completed software updates for those three yard tractors the following day. Demonstration began May 19, 2025.

#### LAHD match for yard tractors\*

All yard tractors were purchased and invoiced prior to February 29, 2024. Yard tractors were purchased through the US EPA Targeted Airshed Grant awarded through the South Coast AQMD. Cost-share funds were also committed by LAHD and WBCT under that grant agreement.



Invoice submittals to AQMD and EPA were completed and final documentation and reporting for the CEC will be shared with EPA upon project completion.

#### **Task 4 – Demonstration, Data Collection and Analysis**

The goal of this task is to collect operational data from the project, to analyze that data for economic and environmental impacts, and to include the data and analysis in the Final Report. Plans were approved to utilize Tetra Tech and the University of California at Riverside (UCR) for data collection and analysis. A kick-off meeting took place on August 4, 2022.

The data team consulted frequently with project management and project partners regarding data parameters and data collection tools, in order to meet expectations, set forth in the CEC grant agreement. The data collection team prepared a draft Data Collection Test Plan, which was reviewed by project management and circulated to the project team on September 22, 2022. The draft Data Collection Test Plan was submitted for CAM review October 11, 2022. The CAM provided comments on October 12. The team integrated the CAM's comments in a revised report that was submitted to the CAM on November 22. Comments were returned on January 11, 2023. The team submitted revisions in February, with minor changes requested by the CAM. The Data Collection Test Plan was approved by the CAM on March 5, 2023. In July, the team agreed on revised baseline vehicle metrics. The Data Collection Test Plan was rewritten to incorporate the revision and was accepted by the CAM.

The data team continues to work with the project team to refine and perfect the data streams. The team is working with WAVE for the charging equipment data and with BYD on GeoTab yard tractor data. In January, February, and March 2024, two of the yard tractors indicated some days of operational duty, which allowed the data team to work on perfecting data stream collection and analysis. Due to light cargo volume at the terminal operational data was minor during May. The yard tractors were assigned asset numbers beginning with 35400 and ending with 35409.

In June, the data collection team recorded the following operational data: 4 (35403) odometer readings increased from 3 miles to 299 miles; 5 (35404) odometer readings increased from 471 miles to 643 miles; the two vehicles recently delivered 7 (35406) and 8 (35407) increased from 121 to 221 and 0 to 96 miles. During July 2024, 2 (35401) and 4 (35403) indicated operational activity, each with over 100 miles. In August 2024, 6 (35405) was the only operational yard tractor and was logged by WBCT as in-service for several shifts; however, this yard tractor was not registering data in the GeoTab system. During September, it was determined that several of the data loggers were offline. Although there was some operational use of the yard tractors the data loggers did not register any activity. BYD worked with the data collection team and with GeoTab to resolve the issue. The final yard tractor with this issue, 10 (35409), was found to have a misinterpreted digit in the serial number, so finally brought online in June 2025.

In March 2025, the data team provided a compilation of yard tractor mileage driven to date. This data provides an idea of the mileage accumulated while testing and troubleshooting the equipment. A combined total of 5,850.2 miles were accumulated on the yard tractors. During April, there was some slight movement, likely due to repairs, but no operational data. The demonstration began in May 19, 2025, with all 10 yard tractors operating in-service for at least one shift. During the two weeks of demonstration in May there were a few equipment challenges: two units had dead low-voltage batteries, one unit had door and hinge problems, and one unit damaged the undercarriage.

During June, six yard tractors had mechanical issues: two needed fuse replacements, three had blown over power protection (OVP) boards, and charge switch modifications were made on four with new lock nuts and will be proactively modified on the other yard tractors. 35401 was under repairs for door and hinge problems as well as damage to the vehicle side charging and undercarriage. The vehicle side charging was sent to WAVE for damage assessment and diagnosis in early August.

In July, 35400 had ongoing charging issues. This unit previously had intermittent charging issues, but in July was unable to charge on the WAVE pads and unable to charge with the Heliox mobile unit. WAVE and BYD collaborated to resolve the issue in August. Three yard tractors had minor operator accidents, 35403 and 35405 were superficial. BYD planned to assess 35408 for operational safety in August. 35409 was operational, but continued to have data logger issues.

In August 2025, 35400 had ongoing charging issues that were repaired, 35408 had a minor operator accident that BYD determined to be superficial, and 35409 continued to have data logger issues although remained operational. 35401 was under repairs for damage to the vehicle side charging unit and undercarriage. This unit was picked up on August 12 by CCW in Riverside; the undercarriage and vehicle side charging unit were removed and sent back to WAVE Salt Lake City to be examined on the bench. WAVE received the damaged parts and determined the level of repair. By August 12, nine of the 10 yard tractors were operational and remained so throughout September.

Repairs to the vehicle-side charger of 35401 were completed September 23, 2025 and the unit was shipped to CCW for reinstallation on the yard tractor. The operational yard tractor was delivered to WBCT on October 9. The HMI monitor was previously removed from 35401 and installed on 35409 to support completion of that unit. Once 354001 was otherwise functional, WAVE installed a new HMI monitor. The WAVE technician was able to complete installation by November 10. However, the control board was not functioning properly, so in order to ensure operability, Jeff removed the control board from 35408 and swapped it into 35401. This worked, and 35401 was ready for service. A new control board was ordered, which was installed in 35408 on December 8. Nine of the ten units were operational for the remainder of December (Attachment B; Figures 3 and 4).

Table 1 lists the maintenance and repair issues for December (Attachment B; Table 1). The table includes estimated dates for materials or components to be ordered and repairs completed, as well as actual return to service dates.

WBCT was undergoing terminal-wide installation of the Mi-Jack GPS system. The demonstration yard tractors had limited use in operational duty while installation was underway. During August through November, there were some delays, due to extended time for Mi-Jack to sign the NDA with BYD and engineers to work on system integration and software updates. Installation was nearly completed in December and units were placed into service as each was completed. By the end of December 2025, one yard tractor was waiting for completion and commissioning.

The data collection team presented some minor operational data for December. Table 2 indicates the yard tractor asset tag, number of days in operational duty, miles travelled, hours of operation, energy output in kilowatt hours (kWh), and the average state of charge (SOC). Note

that there are still some data anomalies to be resolved. Some of the yard tractors still indicate negative kWh readings, which are excluded from the column “Totals” count (Attachment B; Table 2). The Data Collection Team continues to troubleshoot and potentially will be able to pull historical data to replace the problematic negative kWh data.

The Data Collection Team worked with the WAVE data to find data points to dovetail with the missing GeoTab information. In December, WAVE’s IT Engineer began preparing an update to gather the problematic GeoTab data through a mechanism for the WAVE data. The updated program is expected to provide data by late January and subsequently will gather data from the previous months of operation. The team looks forward to this resolution of the long-outstanding data challenge. Table 3 records WAVE charging event data for December 2025. The table indicates the yard tractor asset tag, date of charging event, hours on the charger, energy input (kWh), state of charge (SOC) at the beginning of the charge, SOC at the end of the charge, and the total SOC added during the charge event (Attachment B; Table 3).

During June 2025, the WAVE gear experienced intermittent charging communication issues. Gearmen were challenged to align the yard tractors properly with the pads and once aligned the system often shut down charging after a few minutes. Technicians worked on modifications and potential software upgrades to resolve. Additionally, the two pads associated with primary cabinet 4 were offline after a weekend nuisance tripping event. It was determined that the incidents were likely unrelated. Both pads were back online within the week. The same two pads connected to primary cabinet 4 were offline from July 5 through July 22. A trip at the WAVE chargers happened at the same time as the nuisance trip on the BESS on July 5, associated with circuit breaker 4 at the main distribution hub. Engineers at WAVE continued to review the data to see if there was anything extraordinary, such as a voltage spike. Additionally, pads 5Right (5R) and 2Right (2R) were offline briefly, and resolved with troubleshooting the week of July 28th. In August, WAVE technicians resolved the issue with both pads and all 10 were operational.

In September, pad 1Left (1L) had issues with the DSRC short range radio communication. The part was replaced and then determined to be a problem with one of the cables. Replacement parts were ordered. The pad was repaired and back online in early October. During November 2025, all cabinets and pads were fully functional and online. In late December, pads 4L and 5R were offline. The WAVE technician plans to be onsite in early January 2026 to assess next steps for repair.

## **How We Are Doing Compared to Our Plan**

The WAVE and BYD teams successfully collaborated on integration for the inductive charging units and the vehicle mounting system. Construction for Area 1 was completed and passed LADBS inspection. The WAVE and BYD teams conducted commissioning and training for operators and mechanics. Successful commissioning of the first two yard tractors and Area 1 chargers took place on June 16, 2022, with operation beginning the same day. However, as detailed under Task 3, the yard tractors then experienced several challenges and returned to BYD’s Lancaster facility for retrofits. By October 2024, all ten yard tractors had been retrofitted, integrated, and delivered to WBCT. BYD and WAVE resolved many challenges and continue collaborating to ensure the yard tractors and charging gear successfully complete demonstration, which began on May 17, 2025.

Construction for the Area 2 main charging corral progressed in 2022. WAVE completed installation of the control board, conduits, and pads in February 2023 and the system passed UL certification on February 22, 2023. The site was then closed up to wait for delayed delivery of the switchgear, transformer, and BESS. In November 2023, construction resumed while Engineering and C&M continued working on equipment and materials procurement with extended lead-times, due to global supply chain issues and PO constraints, as detailed under Task 2. The transformer was delivered to WBCT on September 19, 2023. The switchgear was delivered January 28, 2024. The BESS was delivered to WBCT on July 11, 2024. Area 2 WAVE charging system passed UL Certification April 14, 2025 and LADBS permitting inspection April 27, 2025. The WAVE system is commissioned, fully energized, and began demonstration on May 17, 2025.

During June 2025, the BESS remained inoperable and unable to connect to the WAVE charging system. Nuisance tripping remained a challenge. These issues were thought to be resolved in July; however, the system tripped twice in August and again in September and October. Engineers isolated the problem and a new breaker arrived in October and was installed in November. The BESS passed UL inspection on September 3 and 4, 2025. LADBS electrical inspection resulted in delays, as detailed under Task 3. Another UL Inspection will be scheduled in January 2026.

The Task 3 section presents the many issues encountered over many months with the ten yard tractors and chargers. The project experienced several setbacks with equipment development from both BYD and WAVE. Persistent staff turnover, lengthy parts procurement, and excessive repair times resulted in project delays.

Project management continues to facilitate discussions with the Project Partners and held the monthly meeting with the CEC in December 2025. POLA project management held three weekly team collaboration meetings. Due to the BESS delays, another set of no-cost time extension Amendments are underway.

### **Significant Problems or Challenges**

As mentioned in previous sections, POLA Engineering encountered challenges while designing parameters for the battery storage system, resulting in delays for integration of the system into the infrastructure designs. Once the designs were submitted, COVID-19 restrictions, compounded by unprecedented California wildfires, caused lengthy delays for the LADBS plan review. This caused an eight-month delay in the infrastructure construction schedule. As a means to alleviate these delays, POLA decided to take the infrastructure construction in-house.

Adding to the infrastructure delay, as the design process neared completion, the battery supplier most closely aligned with the project needs and specifications ceased production of battery storage units. The project team viewed this challenge as an opportunity to explore contingency solutions that will retain proof of concept for the battery storage system. POLA expects value added, for gaining understanding of power management and operational benefits of a peak-shaving battery storage system.

As mentioned above, with the SWO for the BESS lifted on March 30, 2022, equipment and materials procurement moved forward for that portion of the project. The switchgear and transformer, needed to energize the WAVE chargers for Area 2, were tied to the PO of the BESS. Extended lead times and delays impacted the demonstration schedule. Detailed design schematics from the vendor were expected by August 2022, with complete and accurate

information still pending in January 2024. With the gear installed and pre-commissioning activities underway from August 2024 through January 2025, Area 2 WAVE system was completed in April 2025.

The BESS system passed UL Certification in September 2025. The system continued to have nuisance tripping issues in May, June, July, August, September, and October, although the tripping did not impact the UL Certification. C&M came to the site at 6PM to check on the power each evening. In June, Schneider Electric's Digital Power Team procured and installed the neutral CT expected to resolve the issue. However, tripping continued through June, July, August, September, and October. Additionally, the microgrid was enacting a safety shut down, so the battery was not pulling and pushing the power properly. Dyna Power (inverter/software) and Digital Power (Schneider) mostly resolved the issue in June, and installed a software update in July. Engineers and technicians worked to resolve the BESS issues in August and replacement parts arrived in October and were installed in November. These delays will likely put the BESS twelve-month demonstration at least eight months behind the rest of the project.

Although Area 1 was energized and the first two yard tractors were placed in-service on June 16, 2022, the yard tractors operated for two shifts before being taken out of service for modifications, as detailed under Task 3. The yard tractors experienced several challenges over the past year, with limited operational duty in between retrofit modifications and repairs. The team anticipates product improvement moving forward. The issues were expected to be remedied by the time Area 2 was energized, commissioned, and the project in full demonstration mode; however, as of the end of April 2025 three of the 10 yard tractors were not operational. Demonstration began May 19, 2025.

Personnel turnover and other challenges at BYD resulted in delays modifying the first two yard tractors and continued to challenge completion of the third and fourth yard tractors. Engineers, technicians, and other staff experienced a steep learning curve to meet project expectations. Additionally, extended lead times delayed materials delivery from China. Modifications and system integration of the remaining yard tractors were also impacted. With the heavy personnel turnover, institutional knowledge was lost, resulting in elimination of certain design features necessary for long-term usage in terminal operations. The design elements were evaluated and resolved by BYD.

The WAVE equipment performed well during initial charging events. Some challenges arose regarding positioning of the vehicle over the pad and percentage of coverage required to initiate charging. There are also some charger communication issues and readings of 0% SOC. However, WAVE lost a large portion of their technical staff in August 2024. Training new technicians and bringing them up to speed with needs of this project proved to be challenging. Although the situation resulted in additional delays, the team collaborated to resolve these challenges prior to energizing Area 2. The WAVE team is committed to project completion and successful demonstration of the technology.

The challenges detailed in this section are part of the lessons learned expected from demonstration projects and the team anticipates more consistent operation of the chargers and yard tractors moving forward.

### What We Expect to Accomplish During the Next Reporting Period

During January, POLA Engineering and C&M will support Schneider Electric’s team to complete the UL Inspection of the switchgear control board and final permitting inspections for the BESS (Task 3). POLA Engineering and C&M plan to finalize LADBS permitting for electrical and to schedule structural and building as soon as possible (Task 3). BYD and WAVE will collaboratively resolve outstanding and new issues with yard tractors 1 – 10 as the demonstration progresses (Task 4). WAVE will work to resolve the negative kWh data issues to support the GeoTab data (Task 4). The Data Collection Team will work with WAVE and BYD to resolve data communication issues (Task 4). Project management and the CAM plan to conduct a monthly team progress meeting to discuss status updates, questions, and concerns via Teams (Task 1). Project management plans to conduct weekly internal team meetings to discuss action items, questions, and concerns via Teams (Task 1).

### Current and Cumulative Budget Expenditures

Table 1 provides a summary of the project’s task-by-task budget and cumulative expenditure.

**Table 1: Project Budget Overview**

Task No.	CEC Budget	Match Funding Budget	CEC Current Expenditures	Match Current Expenditures	CEC Cumulative Expenditures	Match Cumulative Expenditures
1.0	\$0	\$0	\$0	\$0	\$0	\$0
2.0	\$3,896,950	\$0	\$0	\$0	\$3,896,950	\$0
3.0	\$3,945,320	\$3,405,784	\$0	\$0	\$3,923,637	\$3,538,345
4.0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$7,842,270	\$3,405,784	\$0	\$0	\$7,809,609.39	\$3,538,345

### Status of Milestones and Products

Table 2 provides an at-a-glance update of the project status on a task-by-task basis. Note: The Schedule of Products and Due Dates is currently under revisions with Project Management and the CAM.

**Table 2: Project Status Overview**

Task	Planned Completion Date	Status (% complete)
Task 1 – Administration	6/30/2026	49%
Task 2 – Design and Develop Charging Infrastructure	2/7/2024	100%
Task 3 – Build, Install, and Commission Infrastructure; Deliver Yard Tractors*	4/1/2025	98%
Task 4 – Demonstration, Data Collection, and Analysis	3/18/2026	14%

\*Yard tractors were purchased through a grant awarded by the US EPA and managed by the South Coast Air Quality Management District. Cost-share funds were contributed by LAHD and WBCT under that grant agreement.

**ATTACHMENT A**  
**SCHEDULE OF DELIVERABLES AND DUE DATES**  
***Schedule of Products and Due Dates***

Note: The Schedule of Products and Due Dates is currently under revisions with Project Management and the CAM.

**Agreement Term: 6/15/2018 - 06/30/2026**

<b>Task Number</b>	<b>Task Name</b>	<b>Product(s)</b>	<b>Due Date</b>
<b>1.1</b>	<b>Attend Kick-off Meeting</b>	Updated Schedule of Products	9/19/19
		Updated List of Match Funds	9/19/19
		Updated List of Permits	9/19/19
		Kick-Off Meeting Agenda (CEC)	9/19/19
<b>1.2</b>	<b>Critical Project Review Meetings</b>	1st CPR Meeting CPR Report	3/31/21
		Written determination (CEC)	4/7/21
		2nd CPR Meeting CPR Report	10/15/24
		Written determination (CEC)	10/30/24
<b>1.3</b>	<b>Final Meeting</b>	Written documentation of meeting agreements	3/30/26
		Schedule for completing closeout activities	3/30/26
<b>1.4</b>	<b>Monthly Progress Reports</b>	Monthly Progress Reports	The 10th calendar day of each month during the approved term of this Agreement
<b>1.5</b>	<b>Final Report</b>	Final Outline of the Final Report	5/14/2025
		Draft Final Report (no less than 60 days before the end term of the agreement)	11/12/25
		Final Report	3/18/26
<b>1.6</b>	<b>Identify and Obtain Match Funds</b>	A letter regarding match funds or stating that no match funds are provided	1/31/19



	Copy(ies) of each match fund commitment letter(s) (if applicable)	1/31/19
	Letter(s) for new match funds (if applicable)	Within 10 days of identifying new match funds
	Letter that match funds were reduced (if applicable)	Within 10 days of identifying reduced funds
<b>1.7</b>	<b>Identify and Obtain Required Permits</b>	
	Letter documenting the permits or stating that no permits are required	1/31/19
	A copy of each approved permit (if applicable)	Within 10 days of receiving each permit
	Updated list of permits as they change during the term of the Agreement (if applicable)	Within 10 days of change in list of permits
	Updated schedule for acquiring permits as changes occur during the term of the Agreement (if applicable)	Within 10 days of change in schedule for obtaining permits
<b>1.8</b>	<b>Obtain and Execute Subcontracts</b>	
	Letter describing the subcontracts needed, or stating that no subcontracts are required	12/31/19
	Draft subcontracts	15 days prior to the scheduled execution date
	Final subcontracts	Within 10 days of execution
<b>2</b>	<b>DESIGN AND DEVELOPMENT</b>	
	Final equipment list	12/9/22
	Executed BESS technical agreement	2/7/24
	WAVE System Test Report	4/1/22
	Copy of approved infrastructure designs	2/7/24
<b>3</b>	<b>BUILD, INSTALL AND COMMISSION</b>	
	Task 3 Summary Report with Photographs	4/1/25
<b>4</b>	<b>DEMONSTRATION, DATA COLLECTION AND ANALYSIS</b>	
	Data Collection Test Plan	10/21/22
	Data collection information and analysis will be provided in the final report (Task 1.5)	3/18/26

\*Yard tractors were purchased through a US EPA grant awarded through the South Coast Air Quality Management District. Cost-share funds were contributed by LAHD and WBCT under that grant agreement.



**ATTACHMENT B – CAM PROJECT MEETING NOTES, PROJECT DOCUMENTATION, ETC.**

**Project Team Meeting – for ARV-17-049  
Port of Los Angeles (POLA)  
December 16, 2025 1:00 - 2:00 PM  
Zero Emission Freight Vehicle Advanced Infrastructure Demonstration (AID)**

This meeting was held on Teams; a link was sent via the calendar invitation.

**ATTENDEES**

CEC – Marc Perry (*PM and CAM met later to discuss*)  
SCAQMD – Sam Cao (*not in attendance*)  
POLA Environmental Management - Laura Hunter  
POLA Construction & Maintenance (C&M) – Tom Patterson  
POLA Engineering – Dac Hoang (*not in attendance*)  
Ports America (WBCT) – Willy Won, Patrick Fink  
WAVE – Macy Neshati, Ross Lichtman, Jeff Harding, Matt Fogel  
BYD – Jonathan Polak, Graham Olson  
TetraTech / UCR – Tom Durbin, Erica Alvarado  
Schneider Electric (guest) – Troy Vanhoesen (*not in attendance*)

Laura (POLA) opened the meeting with roll call and a brief update. Per email, Troy will need to schedule UL to return to the site and do a field inspection of the switchgear control board. This component was modified in the field and is not detailed on the design plans, so LADBS is requiring an additional certification of the component. This correction was listed on the notification at the end of September; however, the Schneider team felt confident it could be resolved. Now, it is apparent that the additional inspection is mandatory. With the holidays and potential rain, an appointment is likely for mid-January.

Regarding administrative updates, once the BESS completes LADBS permitting, Laura and Marc (CEC) will move forward with processing Amendments to the Agreements for no-cost time extensions to accommodate the BESS delays. This is Amendment 4 to the main Agreement with the CEC and Amendment 3 to the Subrecipient Agreements with WBCT and WAVE. Current term date ends June 30, 2026 and will be extended to June 30, 2027.

Jeff (WAVE) reported that all 10 yard tractors and all 10 charging pads are online. The new control board was installed in 35408 on December 8. When Jeff is onsite this Thursday, he will check in on the opportunity chargers. WAVE's eye-in-the-sky is checking regularly to ensure the gear is operational.

Laura met this morning with the Data Collection, WAVE, and BYD teams to discuss the negative kWh challenge with the GeoTab telematics. Matt (WAVE) agreed to work on resolving the lacuna through WAVE's minute-by-minute data. This feature is expected to be rolled out late January. Once resolved for January, analysis of previous months of the data anomaly will be examined.

Patrick (WBCT) reported on progress with the Mi-Jack installation. One of the yard tractors is complete and commissioned. Three additional units are installed and awaiting commissioning. Two additional units are in the bays being worked on and will be done in a day and a half. Six



are expected to be complete by week's end. They are still on track to complete all 10 installations by the end of the year.

While at the terminal tomorrow, Jonathan (BYD) agreed to review 35401 for cosmetic repairs and to examine the other units for similar rust and door damage.

Tom (Data Collection) reported that the Data Collection Team saw some minor activity with two of the yard tractors operating. 35403 operated 24 miles and 35404 operated 30 miles. This seems to match with the low usage reported by the terminal and the Mi-Jack GPS installation.

***The next Monthly Progress Meeting will be held on Tuesday, January 20, 2026 @ 1:00 pm PST via Teams.***

**FIGURE 1:** BESS battery cabinet with ~1MW of storage capability.



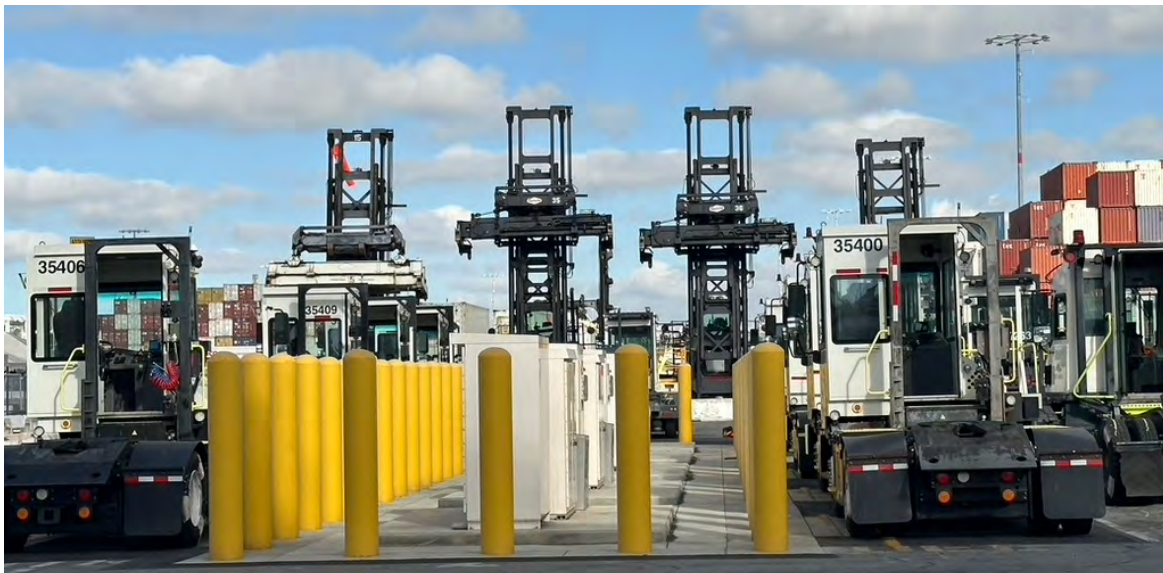
**FIGURE 2:** BESS and transformer cabinets exterior view.



**FIGURE 3:** Main Equipment Charging Corral with five primary battery cabinets and 10 inductive charging pads. Eight of the battery-electric yard tractors are parked over the pads accepting a charge.



**FIGURE 4:** Main Equipment Charging Corral with five primary battery cabinets and 10 inductive charging pads. Eight of the battery-electric yard tractors are parked over the pads accepting a charge. This photo is the same as above, but taken from the opposite direction.



**TABLE 1:** Table 1 lists the yard tractors’ maintenance and repair issues for December 2025. Estimated dates for materials/components to be ordered and repairs completed, as well as actual return to service dates are included in the table. This month of demonstration, nine of the 10 yard tractors remained operational. 35401, completed repairs and was returned to service on November 10, 2025; however, the control panel was not functioning properly. In order to verify functionality of the yard tractor repairs, the control panel from 35408 was swapped out and put into 35401. A new control panel was ordered and installed in 35408 on December 8, 2025. On December 28, 35403 needed a fan replacement, which is expected in early January 2026.

REPAIR/MAINTENANCE DATA DECEMBER 2025				
Asset Tag	Repair/Maintenance	Out of Service	Estimated Return to Service	Actual Return to Service
35400	Operational	N/A	N/A	N/A
35401	Operational	N/A	N/A	N/A
35402	Operational	N/A	N/A	N/A
35403	Operational - fan needs to be replaced, but unit is still operational	12/28/25	1/6/26	TBD
35404	Operational	N/A	N/A	N/A
35405	Operational	N/A	N/A	N/A
35406	Operational	N/A	N/A	N/A
35407	Operational	N/A	N/A	N/A
35408	Control Board Installation (swapped into 35401 to validate 35401's full functionality)	11/10/25	December	12/8/25
35409	Operational	N/A	N/A	N/A

**TABLE 2:** Table 2 records yard tractor operational data for December 2025. The Table indicates the yard tractor asset tag, number of days in operational duty, miles travelled, hours of operation, energy output in kilowatt hours (kWh), and the average state of charge (SOC). Note that data anomalies continue to be resolved. These include negative kWh readings, which are excluded from the column “Totals” count. The data team is working with WAVE to potentially restore historical data.

OPERATIONAL DATA DECEMBER 2025					
Asset Tag	Operational Days	Operational Miles	Operational Hours	Energy Output (kWh)	Average SOC
35400	0	0.0	0.0	0.0	0
35401	1	6.2	1.1	15.5	11
35402	1	34.1	4.1	-82.8	60
35403	4	30.1	13.7	73.2	36

35404	2	65.2	12.1	-133.8	63
35405	0	0.0	0.0	0.0	0
35406	1	6.8	1.4	14.0	7
35407	3	93.1	16.3	-56.6	148
35408	0	0.0	0.0	0.0	0
35409	0	0.0	0.0	0.0	0
<b>Totals</b>	<b>12</b>	<b>235.4</b>	<b>48.75</b>	<b>102.7</b>	<b>325</b>

**TABLE 3:** Table 3 records yard tractor WAVE charging event data for December 2025. The Table indicates the yard tractor asset tag, date of charging event, hours on the charger, energy input (kWh), state of charge (SOC) at the beginning of the charge, SOC at the end of the charge, and the total SOC added during the charge event. Charging events of <2% were excluded from this data chart.

CHARGING EVENT DATA DECEMBER 2025						
Asset Tag	Date	Hours Charging	Energy Input (kWh)	SOC % Start	SOC % End	Total SOC % Added
35400	12/4/25	2.43	203.8	18	100	82
35403	12/4/25	0.40	46.2	74	98	24
35403	12/9/25	0.59	48.6	90	100	10
35403	12/18/25	0.07	7.2	68	71	3
35403	12/18/25	0.07	6.2	71	75	4
35403	12/18/25	0.09	8.8	79	87	8
35403	12/18/25	0.38	46.6	87	100	13
35403	12/21/25	0.14	14	94	100	6
35404	12/4/25	0.54	63.2	63	99	36
35404	12/9/25	0.20	20.7	89	98	9
35405	12/12/25	1.44	174.8	27	99	72
35405	12/14/25	0.22	25.6	95	100	5
35405	12/20/25	0.31	37.1	84	100	16
35406	12/9/25	0.46	53.6	73	100	27
35406	12/18/25	0.25	29.7	82	96	14
35407	12/18/25	1.18	144.3	36	99	63
35407	12/20/25	0.15	15.7	95	100	5
35408	12/9/25	0.30	36.2	42	57	15
35408	12/9/25	0.75	90.1	0	98	98
35408	12/11/25	0.14	13.9	94	100	6
35408	12/13/25	0.46	53.3	95	100	5



35408	12/15/25	0.11	12.4	95	100	5
35409	12/5/25	1.12	134.9	43	99	56
35409	12/7/25	0.61	74.4	95	100	5
35409	12/9/25	0.11	10.6	95	100	5
<b>Totals</b>	<b>N/A</b>	<b>12.5</b>	<b>1371.90</b>	<b>N/A</b>	<b>N/A</b>	<b>592</b>



## **2019 MMRP LM GHG-1\_GHG Credit Fund**

### **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>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.

### **WBCT Action:**

WBCT will comply with the measure, please refer to the attached supporting documents, the 2<sup>nd</sup> payment was made on 7/17/2025.

PORT OF LOS ANGELES INVOICES

JULY 01, 2025

**CHINA SHIPPING HOLDING COMPANY, LTD**

	Customer #	Invoice #	Amount
1	0846 02	9010504	\$250,000.00

**1 INVOICE**

**1 PAGE**

**1 LIST**



**CITY OF LOS ANGELES**

HARBOR DEPARTMENT  
ACCOUNTING SECTION

425 South Palos Verdes Street  
San Pedro, CA 90731  
For inquiries call: (310) 732-3833 A-Mar  
(310) 732-7607 Mas-Z



**Invoice**

INVOICE #: 9010504  
DATE: 07-01-2025  
AMOUNT DUE: **\$250,000.00**  
PAY BY: 07-31-2025

<b>ISSUED TO:</b> Customer No: <b>0846 02</b>  CHINA SHIPPING HOLDING COMPANY, LTD 111 W. OCEAN BLVD., SUITE 1610 LONG BEACH CA 90802	<b>REFERENCE:</b>
--	-------------------

	Quantity	Rate	Unit	Amount
<b>P999</b>				
Payment Type: Monthly				
<b>BILLING PERIOD: 07/02/2025 TO 07/01/2026</b>				
<b>ANNUAL PAYMENTS TO THE GREENHOUSE GAS FUND DUE UNDER THE SIXTH AMENDMENT TO PERMIT NO. P999 PAID IN EIGHT INSTALLMENT OF \$250,000.00.</b>				
<b>INSTALLMENT 2 OF 8</b>				
CHINA SHIPPING HOLDING CO.	1.000	250000.0000	EACH	\$250,000.00
Subtotal				<b>\$250,000.00</b>
Previous Invoice				
Gross Amount				<b>\$250,000.00</b>
			<b>AMOUNT DUE</b>	<b>\$250,000.00</b>

PLEASE MAKE IT PAYABLE AND REMIT TO:

**CITY OF LOS ANGELES - HARBOR DEPARTMENT**  
**PO BOX 102647**  
**PASADENA CA 91189- 2647**

CUSTOMER NO: 0846 02  
INVOICE #: 9010504  
DATE: 07-01-2025  
AMOUNT DUE: **\$250,000.00**

ALL INVOICES ARE DUE AND PAYABLE UPON PRESENTATION  
THIS INVOICE WILL BE SUBJECT TO 2% DELINQUENT PAYMENT  
CHARGE IF PAYMENT IS NOT RECEIVED BY 07-31-2025

LOS ANGELES HARBOR DEPT 711

CITY OF LA HARBOR DEPARTMENT  
PO BOX 102647  
Pasadena CA 91189-2647

INVOICE NO.	INVOICE DATE	DESCRIPTION	DISCOUNT	NET AMOUNT
8001015	30-Jun-2025	8001015	0.00	6,520.19
9009661	02-Jun-2025	9009661	0.00	-6,733,894.60
9010441	01-Jul-2025	9010441	0.00	500.00
9010496	01-Jul-2025	9010496	0.00	96,747.32
9010504	01-Jul-2025	9010504	0.00	250,000.00

VENDOR NO: 711  
DATE: 17-Jul-25  
CHECK: 019280  
AMOUNT: 0.51

0.00	0.51
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No. 019280

DATE:	2025-07-17	VENDOR NAME	LOS ANGELES HARBOR DEPT	VENDOR NO:	711
INVOICE NO.	INVOICE DATE	DESCRIPTION	DISCOUNT	NET AMOUNT	
8001015	30-Jun-2025	8001015	0.00	6,520.19	
9009661	02-Jun-2025	9009661	0.00	<del>6,733,894.60</del>	( 353,767.00 )
9010441	01-Jul-2025	9010441	0.00	500.00	
9010496	01-Jul-2025	9010496	0.00	96,747.32	
9010504	01-Jul-2025	9010504	0.00	250,000.00	

2nd payment of Greenhouse Gas Fund

0.00	0.51
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West Basin Container Terminal LLC  
111 West Ocean Blvd., Ste.1610  
Long Beach, CA 90802

City National Bank

No. 019280

16-1606  
1220

CHECK DATE	CHECK NUMBER	CHECK AMOUNT
17-Jul-25	019280	\$0.51

PAY Zero Dollars And Fifty-One Cents\*\*\*\*\*

TO THE ORDER OF  
LOS ANGELES HARBOR DEPT  
CITY OF LA HARBOR DEPARTMENT  
PO BOX 102647  
Pasadena CA 91189-2647

**Account Number**

112812253

**Serial Number**

19280

**Amount**

0.51

**Account Name**

Checking Account

**Paid Date**

07/21/2025

**Document Image**

**Number**

10040439900

FOR SECURITY PURPOSES, THE FACE OF THIS DOCUMENT CONTAINS A BLUE-GREEN BACKGROUND PRINTED ON TRUE WATERMARK PAPER

**WBCT** West Basin Container Terminal LLC  
111 West Ocean Blvd., Ste.1610  
Long Beach, CA 90802

City National Bank **No. 019280**

CHECK DATE	CHECK NUMBER	CHECK AMOUNT
17-Jul-25	019280	\$0.51

PAY Zero Dollars And Fifty-One Cents\*\*\*\*\*

TO THE ORDER OF LOS ANGELES HARBOR DEPT  
CITY OF LA HARBOR DEPARTMENT  
PO BOX 102647  
Pasadena CA 91189-2647

SIGNATURE HAS A BLUE-GREEN BACKGROUND \*SIGNED CONTAINS ENCRYPTED INFO MP

⑈0⑆9280⑈ ⑆⑆220⑆6066⑆ ⑆⑆2⑈8⑆2253⑈ ⑆⑆00000005⑆⑆

JPMORGANCHASE BK NA CR TO NMD  
072125 >074909962< PAYEE ALL  
00000237 0102647 RTS RSVD  
000109259\_0030 0000000668270876