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EXEMPT FROM FILING FEES
GOV'T CODE § 6103

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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

**EXHIBITS C-E 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 C

Capital Improvement Program Project List

(Keyword(s): gaffey)

Project Number	Project Title	Status	Pre-A500	Project Manager	Project Budget	Actual Cost (11/2025)	Project Delivery Method	Design Start	Design Finish	Advertise Start	Const. Start	Const. Finish
65000037	North Gaffey Street Beautification-Supplemental Work	Construction		Lam, Melissa	\$2,689,004	\$655,216	Bid (Adv.) & Award	06/18/2020	01/14/2023	01/15/2023	03/04/2025	05/31/2026
Grand Total:					\$2,689,004	\$655,217						

PROJECT INFORMATION REPORT

City of Los Angeles

Bureau of Engineering

Department of Public Works

Alameda St. Widening (South) from Harry Bridges Blvd. to Anaheim St. (M750)

Current Phase	Scope of Work
Design	The project will widen 6,700 linear feet (1.3 miles) of Alameda Street by 27' to 32' on the west side and 7' to 12' feet on the east side of the street. After the widening, Alameda Street will have a total roadway width of 80' to 86' (106' to 110' from property line to property line). The project will remove and reconstruct the street pavement, curb and gutter, concrete sidewalk, and curb ramps; modify traffic striping with 1 additional northbound and southbound vehicular thru lane (3 lanes in each direction); upgrade traffic signal systems, street lighting, railroad crossing signals; construct a 12' wide shared Class I bike path and pedestrian walk, storm drain system including catch basins and plant 137 street trees.
Construction Information	
Expected Duration: from 12/2/2026 to 2/28/2030 Construction Cost: \$42,000,000 Contractor: No Contractor Selected	
Program Information	Project Status
Group: Bridges, Sidewalks and Streets Program: Street Improvement Project Mgr: George Huang PM Phone: (213) 485-1159 Lead Division: Street Improvement Division Work Order: E1907671 (Active)	
Council District(s)	This project is in the Design Phase.
15 - Tim McOsker	
Neighborhood Council(s)	Geographic Information
Wilmington NC	
Funding Source	Planning Area: Harbor Area Address: 425 S. Palos Verdes St., San Pedro, CA 90731
Harbor Department, Measure R	

Information Resources
Listed below are various resources available for finding more information related to projects.
City of Los Angeles Internet Home Page http://www.lacity.org/
Bureau of Engineering Internet Home Page http://eng.lacity.org/
BOE Mapping Application (Navigate LA) http://navigatela.lacity.org/
BOE Public Right of Way Reservation System http://navigatela.lacity.org/pwrsview/
Bureau of Engineering Project Information Reports http://eng2.lacity.org/iuprs/
Bureau of Engineering Projects Out to Bid http://boe.lacity.org/docs/dpw/bids/consbids.pdf



Alfred Mata, P.E.
Interim City Engineer

PROJECT INFORMATION REPORT

City of Los Angeles

Bureau of Engineering

Department of Public Works

Anaheim Street Widening from Farragut Ave. to Dominguez Channel (M851)

Current Phase	Scope of Work
Design	This Project will upgrade 0.32-mile section of Anaheim Street from Farragut Avenue to Dominguez Channel to a Major Highway Standards, widening from 78 to 84 feet, increasing lanes from four to six.
Construction Information	
Expected Duration: from 1/1/2027 to 12/31/2027 Construction Cost: \$5,400,000 Contractor: No Contractor Selected	
Program Information	Project Status
Group: Bridges, Sidewalks and Streets Program: Street Improvement Project Mgr: Michael Haddadin PM Phone: (213) 485-4642 Lead Division: Street Improvement Division Work Order: E1908120 (Active)	
Council District(s)	Design is approximately 50% complete. We are acquiring 10' from Port of Long Beach to be able to standardize the width of lanes' and sidewalk widths.
15 - Tim McOsker	
Neighborhood Council(s)	Geographic Information
Wilmington NC	
Funding Source	Planning Area: Harbor Area Address: Anaheim Street from Farragut to Dominguez
Proposition C, Measure R	

Information Resources
Listed below are various resources available for finding more information related to projects.
City of Los Angeles Internet Home Page http://www.lacity.org/
Bureau of Engineering Internet Home Page http://eng.lacity.org/
BOE Mapping Application (Navigate LA) http://navigatela.lacity.org/
BOE Public Right of Way Reservation System http://navigatela.lacity.org/pwrsview/
Bureau of Engineering Project Information Reports http://eng2.lacity.org/iuprs/
Bureau of Engineering Projects Out to Bid http://boe.lacity.org/docs/dpw/bids/consbids.pdf



Alfred Mata, P.E.
Interim City Engineer

EXHIBIT D

Vessel Name	Visit #	Pilot On Board Time - Departure
WAN HAI 721	130	7/4/2025 3:35
MSC GIULIA	131	7/3/2025 3:47
SEATTLE BRIDGE	133	7/7/25 16:45
MSC CATERINA	134	7/8/25 3:32
YM UPWARD	136	7/13/25 17:00
MSC JEONGMIN	137	7/10/25 4:36
MSC BENIN	140	7/11/25 18:10
YM MASCULINITY	142	7/16/25 3:43
MSC BRIDGEPORT	143	7/18/25 18:00
MSC SILVANA VIII	144	7/20/25 9:47
YM UNIFORM	145	7/23/25 4:18
MSC ATHOS	147	7/25/25 3:51
GREENVILLE	149	7/25/25 4:37
YM UTILITY	152	7/30/25 15:20
MSC ELODIE	153	8/2/25 3:46
CAPE SOUNIO	156	8/1/25 3:40
MSC JEONGMIN	157	8/2/25 17:43
YM UBIQUITY	158	8/5/25 17:45
MSC ALGHERO	160	8/7/25 4:43
MSC YASHI B	162	8/13/25 4:46
GREENVILLE	164	8/14/25 6:17
MSC ADONIS	166	8/16/25 3:51
YM UPSURGENCE	168	8/20/25 4:20
MSC DESIREE	169	8/21/25 3:45
CAPE SOUNIO	172	8/23/25 5:19
CAPE AKRITAS	173	8/23/25 3:50
YM UPWARD	174	8/28/25 3:44
MSC YASHI B	175	8/28/25 4:45
CAPE KORTIA	178	8/30/25 17:46
YM MASCULINITY	180	9/2/25 16:44
MSC ADONIS	181	9/4/25 3:36
MSC ANZU	184	9/5/25 17:44
YM UNIFORM	185	9/10/25 4:42
CAPE TAINARO	187	9/12/25 6:20
CAPE AKRITAS	188	9/12/25 5:05
YM UTILITY	190	9/17/25 19:10
CAPE KORTIA	191	9/18/25 5:50
YM UBIQUITY	195	9/24/25 3:25
MSC ANZU	196	9/25/25 6:11
ONE MATRIX	199	10/1/25 3:47

MSC BRITTANY	200	9/30/25 17:44
CAPE TAINARO	201	10/2/25 6:48
YM UPSURGENCE	205	10/10/25 3:44
MSC FLORA	207	10/10/25 17:44
MSC BENIN	209	10/12/25 17:43
MSC ATHOS	212	10/18/25 17:40
YM MASCULINITY	213	10/20/25 17:30
MSC ALGHERO	214	10/22/25 3:38
YM UPWARD	215	10/25/25 17:42
MSC BRITTANY	216	10/23/25 17:45
GREENVILLE	219	10/29/25 19:06
YM UNIFORM	221	11/2/25 17:49
CAPE SOUNIO	223	11/5/25 17:46
MSC ATHOS	225	11/6/25 18:50
YM UTILITY	228	11/15/25 18:39
VALOR	229	11/13/25 4:48
MSC ADONIS	232	11/19/25 19:18
YM UBIQUITY	233	11/22/25 18:47
CAPE AKRITAS	236	11/25/25 17:43
YM UPSURGENCE	237	11/30/25 3:55
CAPE SOUNIO	238	11/29/25 3:50
CAPE KORTIA	241	12/2/25 17:38
YM MASCULINITY	242	12/3/25 17:48
VALUE	245	12/7/25 4:44
MSC ADONIS	246	12/11/25 3:47
MSC LE HAVRE	249	12/13/25 17:41
YM UPWARD	250	12/16/25 3:42
CAPE AKRITAS	251	12/18/25 9:46
CAPE TAINARO	252	12/18/25 17:48
YM UNIFORM	254	12/24/25 4:45
CAPE KORTIA	255	12/23/25 17:42
MSC FLORA	257	12/27/25 3:45
MSC LE HAVRE	259	12/31/25 4:41
MSC CALAIS	260	12/31/25 3:47

EXHIBIT E

January 29, 2026

VIA E-MAIL

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Keari.platt@doj.ca.gov
Brian.gaffney@arb.ca.gov

**Re: *NRDC v. Los Angeles*, SDSC Case No. 37-2021-00023385-CU-TT-CTL
Response to Petitioners' and Intervenors' Combined Response to Respondents'
Status Report**

Dear Counsel:

This letter is in response to Petitioners' and Intervenors' (collectively, Petitioners) comments on Respondent's July 30, 2025 Mitigation Status Report (Combined Response). The Combined Response raised issues with respect to the Port's compliance with MM AQ-9, MM AQ-15 and MM AQ-17.

MM AQ-9 - ALTERNATIVE MARITIME POWER (AMP)

The Combined Response raised three issues with respect to compliance with MM AQ-9: (1) the information provided regarding any vessels "owned, chartered, or operated by China

Shipping”; (2) vessel commissioning exceptions for two vessel visits; and (3) safety and emergency exceptions for three vessel visits. Each is addressed in turn below.

Vessels “owned, chartered, or operated by China Shipping”

Petitioners contend the Declaration of Quentin Yang, Vice President of WBCT, is insufficient evidence to support the conclusion that all vessels “owned, chartered, or operated by China Shipping” connected to AMP during the reporting period because Mr. Yang is a “non-China Shipping official” and based his declaration on “publicly available documents.” (Combined Response, p. 9.)

As explained in paragraph 7 of the Mitigation Status Report, China Shipping appointed WBCT as the authorized agent to report on the compliance of all Mitigation Measures and Lease Measures in accordance with the 5th and 6th Amendments to Permit 999. (See also July 30, 2024, Mitigation Status Report, Ex. B.) As a result, Mr. Yang is the authorized agent for reporting compliance with MM AQ-9 on China Shipping’s behalf and he has authority to make representations on behalf of China Shipping concerning the mitigation measures. A statement from a China Shipping official is not required. Thus, Petitioners’ objection to Mr. Yang’s declaration as being from a “non-China Shipping official” is unfounded.

Regarding the Combined Response’s contention that Mr. Yang’s reliance on “publicly available documents” is insufficient, Petitioners misconstrue Mr. Yang’s declaration. Mr. Yang identified four vessels that visited the Terminal during the reporting period that were not AMP-capable. Mr. Yang’s declaration confirms that these four vessels were not “owned, operated or managed”¹ by China Shipping, and supports this statement with publicly available documentation, attached to his declaration, identifying the owners and operators of the vessels. Thus, Mr. Yang’s declaration is sufficient evidence to support the compliance determination in the Mitigation Status Report.

Vessels Commissioning Exceptions

The Combined Response contends that for both Visit #41, MSC La Spezia, and Visit #127, MSC Benin, the vessels had previously connected to AMP within the last 12 months and, thus, should not have needed to undergo vessel commissioning during the reporting period. (Combined Response, pp. 9-10.) As explained below, both vessels properly underwent commissioning during the reporting period.

With respect to the MSC La Spezia, Petitioners are mistaken that it had connected to AMP within the last 12 months when it arrived at the Terminal. On arrival, when commissioning occurred, the box on the reporting form for connected to AMP within 12 months is ***not*** checked. Later, on departure, there was a fog delay, so the vessel was reconnected to AMP. Commissioning paperwork was filled out again for this reconnection and the box was checked that the vessel was connected to AMP within 12 months. This is correct because it had been successfully connected to AMP for the three days it was at the Terminal.

¹ The Port acknowledges that Mr. Yang’s declaration used the term “managed” instead of “chartered.” This was an unintentional oversight and will be corrected in future reporting.

Regarding the MSC Benin, the vessel had connected to AMP within the last 12 months, but the AMP cable reels needed repairs. In abundance of caution, the vessel underwent commissioning again after the repairs were completed to safeguard against any malfunction. AMP cable reel modifications can justify a commissioning if the electrical staff believe it is appropriate. As Petitioners are aware, commissioning is done for safety reasons to protect both equipment and personnel and to facilitate the connection to AMP. (§ 93130.8(c).) Deference needs to be paid to the operational experts at the berth to do what is prudent and reasonable in undertaking AMP, as the At-Berth Regulations recognize. Accordingly, these vessel visits were in compliance with MM AQ-9.

Safety and Emergency Exceptions

The Combined Response contends that the Mitigation Status Report provided insufficient information to support the safety and emergency exceptions for three vessels visits, visits #73 and #77, MSC Caterina; and visit #115, YM Utility. (Combined Response, pp. 10-11.) The Mitigation Status Report provides sufficient documentation demonstrating the safety and emergency conditions for these vessel visits.

Regarding Visits #73 and 77 MSC Caterina, this vessel visited the terminal on April 7, 2025 and again on April 15, 2025. On the April 7, 2025 arrival, the paperwork shows a ground fault alarm on the primary breaker from the substation to the ship. That alarm was checked and cleared. (Bates No. 0165.) On the April 15, 2025 arrival, the paperwork shows that the Harbor Department had to repower a 6.6 kv transformer after it tripped following a vault explosion. The transformer was repaired. In addition, the ship plugs were contaminated. Those plugs were repaired. (Bates No. 0166-172.) There is no indication that these events were related or related to an earlier visit by this vessel in 2024. Thus, Petitioners' contention that the Port was required to take "reasonable precautions" to prevent the 2025 emergency incident is without support.

Regarding #115 YM Utility, this vessel paperwork states "re-power," indicating that there was a power failure during the visit. (Bates No. 0188.) CARB does not have a separate category for utility failure and, thus, such failures are generally reported as emergency situations because an outside, uncontrolled event has caused the issue. The Harbor Department is working with LADWP to address micro power failures at the Terminal.

MM AQ-15 - CARGO HANDLING EQUIPMENT

The Combined Response contends that the Mitigation Status Report failed to provide sufficient information confirming that the 103 yard tractors, purchased to replace model years 2007 or older, meet the Tier 4 final off-road engine emissions rates for other criteria pollutants required by MM AQ-15. (Combined Responses, pp. 11-12.) Petitioners also requested that the Port confirm that the reference to "low Nox emission standard" means that the equipment meets the NOx emission rate of 0.02 g/bhp-hr in MM AQ-15. (Combined Response, p. 12 n.2.)

As an initial matter, Tier 4 refers to a set of emissions requirements established by CARB to reduce emissions of particulate matter (PM), oxides of nitrogen (NOx) and other air pollutants from off-road *diesel* engines. The "Tier 4" standard does not apply to off-road

alternative-fuel engines (such as liquefied petroleum gas (LPG)), which China Shipping/WBCT is required to purchase under MM AQ-15. CARB uses different criteria for certifying low-emission large spark-ignited (LSI) LPG engines. In order to comply with certification requirements, engine manufacturers must follow strict testing and certification procedures to demonstrate that their engine meets the emissions standards. A manufacturer will show that its engine has met applicable standards in its product information, invoices and other related materials (sometimes using the Tier 4 terminology, as noted below, even though “Tier 4” is not strictly applicable) to relate the low-emission nature of the LSI engine to diesel engine operators.

CARB identifies engines that meet their various standards (diesel cycle, LSI, off-road, on-road) in its Executive Orders (EO). As result, in monitoring and reporting on this measure, the Port confirms that the LSI LPG units purchased meet CARB certification standards, which are equivalent to or cleaner than Tier 4/low NOx standards, by reviewing the manufacturer information and EOs provided by China Shipping/WBCT, as further discussed below.

For the newest model year 2024 (1 unit) and model year 2025 yard tractors (22 units), copies of the purchase orders with engine specifications were provided in the Port’s response to Petitioners on May 14, 2025. (See January 30, 2025, Mitigation Status Report, pages 159-164.) For the MAFI T-230 yard tractor, the quote sheet on page 2, attached, indicates an 8.8 liter liquefied petroleum gas (LPG) engine with “exhaust emission stage Tier 4 Final”.² The same engine specification also applies to the model year 2022 units (80 units) previously purchased by WBCT. For the TICO Pro-Spotter yard tractor, the quote sheet on page 1, attached, indicates an 8.8 liter LPG engine that is “CARB off-road certified.” In addition, publicly available information on the TICO Pro-Spotter shows the same engines are equivalent to or are cleaner than Tier 4 Final emission standards (see <https://ticotracors.com/wp-content/uploads/2018/04/2018-TICO-Spec-Sheets.pdf>). This supporting information, together with our understanding of CARB engine certification regulations, supports POLA’s understanding that all 103 LPG-fueled LSI yard tractors are equivalent to or cleaner than the Tier 4 diesel engine standard specified in MM AQ-15.

The Port also confirms that the reference to “low NOx emission standard” was intended to report compliance with the NOx emission rate for on-road engines of 0.02 g/bhp-hr in MM AQ-15. In 2021, when WBCT placed the first order of low NOx yard tractors, WBCT provided the Port with a copy of the CARB EO A-415-0027-1 and a November 17, 2021, letter from Power Solutions International Inc. (PSI) to the Port, both of which are attached. Engines certified under EO A-415-0027-1 are LPG fueled (alternative fuel) and meet the low NOx standard of 0.02 g/bhp-hr available at the time of purchase. Engines certified under this EO are on-road engines. In this timeframe, CARB encouraged the use of on-road engines in off-road equipment since on-road engines meeting current standards would result in less emissions during operation of the off-road equipment than if the same equipment was equipped with off-road diesel engines certified to the Tier 4 standards.

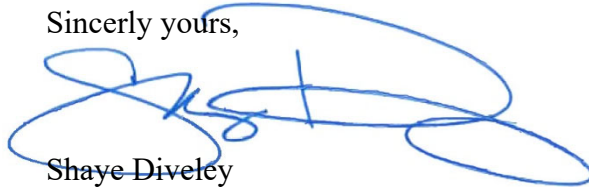
² As noted above, this reference to Tier 4 is not applicable to LPG engines, but is used as “marketing” short-hand to relate the engine to the cleanest standards applicable to the diesel engines that are commonly and otherwise used in this equipment.

PSI certified the same 8.8L LPG engine (on-road EO A-415-0027-1) under the applicable LSI regulations and using the same emission control system hardware and PSI achieved off-road certification under EO U-L-001-0112. The certification results for NOx+HC are 75% cleaner than the applicable LSI standard and the CO emissions are 87% cleaner than the standard. LPG engines do not emit diesel PM. In addition, LPG engines emit negligible PM which is why there are no PM emission standards for LPG engines. For the subsequent purchases of yard tractors (model years 2022, 2024 and 2025), WBCT verified with PSI that the engines for those tractors share the identical emissions control system hardware as the 8.8L LPG low NOx engine purchased in 2021, and, thus, continued to meet the same on-road CI engine NOx standard of 0.02 g/bhp-hr.

MM AQ-17 – ELECTRIC YARD TRACTOR PILOT PROJECT

The Combined Response noted that the Mitigation Status Report reported a delay in the deployment of the two electric tractors due to shipping delays arising from a trade dispute. (Combined Response, pp. 12-13.) The Port acknowledges this and the status of this measure will be changed to “not in compliance” for the reporting period ending on July 31, 2025. As previously reported by WBCT, two electric yard tractors were ordered for the demonstration project as shown in column “J” of the fleet detail tab. However, delivery of those units originally scheduled for June 2025 were delayed until August 2025, due to the trade dispute with China. (Exh. B, 0234-235.) New information provided by WBCT indicates that both yard tractors were delivered to the terminal on August 25, 2025, with the final inspection completed on August 27, 2025. The units were not deployed at the terminal within one year of the lease (July 3, 2025) as required by the measure. Progress on the deployment of the units will be provided in the next report.

Sincerely yours,



Shaye Diveley

Enclosures

c: Joseph Walsh (joe.walsh@cwn-law.com)
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John T. Driscoll (jdriscoll@portla.org)
Deborah Dorny (Ddorny@portla.org)

6368320.8

PURCHASE ORDER	REV	PAGE#
21181	0	1

United Terminal Leasing, LLC

SHIP TO:
 Attn: MR. Willy Won
 PORTS AMERICA
 C/O WBCT
 2050 JOHN S GIBSON BLVD
 SAN PEDRO, CA 90731
 United States

VENDOR:
 TICO TERMINAL INVESTMENT CORPORATION
 746 WHEATON STREET
 SAVANNAH, GA 31401
 United States

BILL TO:
 United Terminal Leasing LLC
 ATTN ACCOUNTS PAYABLE
 APINVOICES@PORTSAMERICA.COM
 55 N. ARIZONA PLACE, SUITE 400
 CHANDLER, AZ 85225
 United States

	10/11/2024	WBCT CARB PROPANE (Direct) 9-13-24
NET 35 DAYS		
	Willy Won	

ALL INVOICES MUST BE SENT TO APINVOICES@PORTSAMERICA.COM (see parameters end of last page)

LN	PART NUMBER	DESCRIPTION	NEED BY DATE	QTY	UNIT	UNIT PRICE	TAX	EXTENDED AMT(USD)
1		2025 TICO Pro-Spotter Off-Road LPG 4X2 Quotation	06/27/2024	22	Each	183,682.00	N	\$ 1,653,138.00

Purchase Order number must appear on all invoices. Each package must show our order number. Packing list must accompany each shipment. Render invoices to accounts payable to the BILL TO location. This Purchase Order is subject to the Purchase Order Terms and Conditions attached hereto, unless the parties have negotiated a separate written contract governing the Goods and/or Services described in this Purchase Order, in which case the terms and conditions of such separate written contract shall govern.

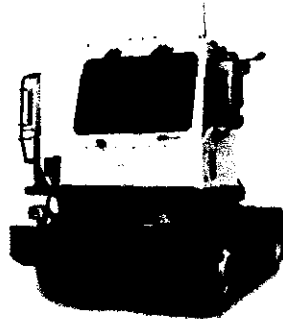
Sub total: \$ 1,653,138.00
 Tax:
 Total(USD): \$ 1,653,138.00

Bryan Thomas
 AUTHORIZED AGENT/BUYER
 Email: bryan.thomas@portsamerica.com
 Phone No:

0348

TICO

**YOUR
BEST
MOVE.**



September 13, 2024

Re: (22) Off-Highway Unit Quote
WBCT- CARB Off-Road LPG

To: Bryan Thomas
Ports America

From: Mallery Pindar
TICO

2025 TICO Pro-Spotter Off-Road LPG 4X2 Quotation

ENGINE: PSI 8.8L Propane (LPG) - 275 HP @ 2600 RPM / 565
lb./ft. @ 1600 RPM
PSI Electronic Engine Controls and Engine Protection
System @ 500K BAUD Rate

Max Speed Setting: 20 MPH

FUEL SYSTEM: PSI Patented Dual 40 Gallon LPG Tank Fuel System (52
DGE)
(1) One 40 Gallon, CARB Approved Supply System To
Engine
(1) One 40 Gallon, CARB Approved Supply Tank to the
Main Tank

TELEMATICS: **EDGECONNECT**

**EDGE Connect w/Full Cummins Fault Integration (5
Years)**

TRANSMISSION:	Allison RDS 3000 Automatic, Gen 6 Controls, 3 Year Allison Warranty
FRONT AXLE:	Meritor FF-967, (13,200 lbs. rating) Hub Piloted, 335mm, w/Auto Slacks & ABS, 40° wheel cut
STEERING:	Sheppard M100 Mechanical Linkage w/ Power Assist
REAR AXLE:	Meritor MOR-H2-P032 12.28:1 ratio (70,000 lbs. rating) 335mm Hub Piloted, Auto Slacks
REAR SUSPENSION:	Solid
WHEELBASE:	116"
FIFTH WHEEL:	Holland FW 35TT (80,000 lbs rating) Cast Fifth Wheel
LIFT CYLINDERS:	17" Lift, 5" Diameter, Power Up - Power Down
TIRES & WHEELS:	11R22.5 w/ 285mm Hub Piloted Wheels
EXHAUST:	4" Vertical w/ Extended Turn-Out
PAINT:	Cab-White Gelcoat; Frame-Black; Wheels-White; Gratings- Orange; Bumper- Orange

STANDARD CAB FEATURES:

Composite Cab w/ Extended Head Room; LED Cab Clearance Lights; 4 Point, Dual Air Bag Suspension; Front of Cab Easy Access Panels for Electrical and HVAC Systems; Electrically Controlled - Hydraulically Operated Cab Lift; Low Oil Pressure - High Coolant Temperature Engine Protection System; Cushion Grip Tilt-Steering; **All-Steel** Dash Assembly With Access Panels; CANBUS Electronic Gauge Clusters; Auxiliary Dash Power Supply; Transparent Sun Visor; Bostrom Baja Air-Ride Seat with arm rest; Power-Up/Down Driver Side Window; Curbside Slide/Vent/Pop-Out Window; Air Release Fifth Wheel; Electric Horn; 40,000 BTU Fresh Air Heater; Storage Box Inside Cab; LED Dome Light; Three Point Orange Seat Belt; Cup Holder; Overhead Pantograph Style Windshield Wipers; Dual Air Operated Rear Transparent Poly Carbonate doors; Toe-Catch Guard Entry Step; **Electric Servo Joystick 5th Wheel Control**

STANDARD FRAME & CHASSIS FEATURES:

ASTM A36/A572 Modified 50,000 Yield Strength 12"x 3" Reinforced Steel Channel Main Frame w/**Continuous Welds; Heavy Duty Boxed Boom w/1.5" Boom Sides, 5" Hydraulic Cylinders; Galvanized** Cab Floor w/Rub Rail Protection; **Galvanized** Full Width & Height Cab Protection Bar w/Integrated Trailer Stops; Muffler Guard; 18" Bumper with 7" Stand-Off; **Galvanized** Bolt-On Right Side Mirror Stanchion; **LED Headlights**; Cab Protection Bar Mounted **LED** Stop/Turn/Tail Lights; (2) Side Facing, (1) Rear Facing **LED** Flood Lights; 1 5/16 inch dia. Handrails; Silicone Coolant Hoses w/Constant Torque Clamps; Noise & Heat Abatement System; Ground Check Fluid Levels (Engine Oil, Coolant, Transmission Fluid); Proprietary Severe Service Flywheel/Transmission Isolation System; Turbocharged 18.7cf Air Compressor; Coolant Surge Tank; 20 GPM Hydraulic Pump; 7 Wire Trailer Receptacle Box; **15' Straight Rubber Airlines; Glad Hand Receptacle Box; Stemco Oil Seals, Synthetic Lube in Front and Rear Axles**

STANDARD FEATURES NOT OFFERED BY THE COMPETITION:

Dual Air Operated Rear Transparent Doors (Poly Carbonate); Removable Composite Cab, **Galvanized** Bolt-On Curbside Fender

OPTIONS IN PRICE:

High Mount Air Cleaner System
Railroad Rear Frame w/Kingpin Guides & Skid Ramp Extensions
Quarter Fender in Front of Drive Axle
Mud Flaps Behind Drive Axle
Lubecore Auto-Lube System, 28 Pt.- Mounted on Fender
Bolt-On Radiator Grill Guard w/Tow Pins
Painted Bumper- West Coast Green
Bendix ADIP Air Dryer
Heated Spitter Valve
Nylon Coil Trailer Air Lines (Red & Blue)
Cast Iron Glad Hand Receivers
Frame Petcock Drain Valve
QR-1 & R-14 Relay Valve
32 GPM Hydraulic Hoses
Forced Neutral When Parking Brake Applied
Allison RDS 3000 Gen VI, 1-3 Speed

Composite Raised Roof 76" Cab w/ 72" Door
Dual Air Horn Mounted RH Side w/Pull Cable
RH Side Cab Fan
LH Side Cab Fan
8" Convex Mirrors
Conspicuity Tape- Cab & Chassis
Keyless Ignition
Engine Starter Lockout Switch
LED Amber Strobe
Heater Supply Shut-Off Valves
Custom Grating, Steps, and Hand Rails- West Coast Green
22.5" x 8.25 335mm Hub Pilot White "E" Coat-10 Hand Hole
Install Customer Supplied Decals & Unit Numbers
Heavy Duty Driver Seat
Platforms Mounted Above Fuel Tanks
Delete Turn Signal Lever on Column
Provide Rubber Insert to Replace Door Lock
Document Holder Under RH Side Window
Delete Side Facing Flood Lights
Delete Rear Facing Flood Light- Passenger Side
3" Red LED Flashing Warning Lights on with Ignition
3" Amber LED Flashing Warning Lights in Lieu of Headlights
Red LED Light Beacon When Seatbelt Engaged
Air Conditioning
Pre-Delivery Inspection

PRICE: \$ 183,682.00 FOB Ridgeland, SC

Any and All Taxes/Applicable Fees Not Included

LEADTIME: Delivery By June 27, 2025

STANDARD TICO WARRANTY: 2 YEAR/6,000 HOURS

By signing, Customer acknowledges its commitment to purchase the Equipment and Services per the cited specifications and at the quoted price and agrees to delivery terms. All orders are non-cancellable.

Signature _____

Date _____

Title _____

PURCHASE ORDER	REV	PAGE#
21100	0	1

United Terminal Leasing, LLC

SHIP TO:

Attn: MR. Willy Won
 PORTS AMERICA
 C/O WBCT
 2050 JOHN S GIBSON BLVD
 SAN PEDRO, CA 90731
 United States

VENDOR:

MAFI TRANSPORT-SYSTEME GMBH
 HOCHHAUSER STRASSE 18
 97941 TAUBERBISCHOFSEIM,
 Germany

BILL TO:

Marine Terminals Corporation d/b/a Ports America
 ATTN ACCOUNTS PAYABLE
 APINVOICES@PORTSAMERICA.COM
 55 N. ARIZONA PLACE, SUITE 400
 CHANDLER, AZ 85225
 United States

	09/20/2024	1269426
NET 10 DAYS		
	Willy Won	

ALL INVOICES MUST BE SENT TO APINVOICES@PORTSAMERICA.COM (see parameters end of last page)

LN	PART NUMBER	DESCRIPTION	NEED BY DATE	QTY	UNIT	UNIT PRICE	TAX	EXTENDED AMT(USD)
1		MAFI S/N 3260925, working hours: 10	09/20/2024	1	Each	98,000.00	N	\$ 98,000.00

Purchase Order number must appear on all invoices. Each package must show our order number. Packing list must accompany each shipment. Render invoices to accounts payable to the BILL TO location. This Purchase Order is subject to the Purchase Order Terms and Conditions attached hereto, unless the parties have negotiated a separate written contract governing the Goods and/or Services described in this Purchase Order, in which case the terms and conditions of such separate written contract shall govern.

Sub total: \$ 98,000.00
 Tax:
 Total(USD): \$ 98,000.00

Bryan Thomas
 AUTHORIZED AGENT/BUYER
 Email: bryan.thomas@portsamerica.com
 Phone No:

MAFI®

TRANSPORT-SYSTEME GMBH

MAFI Transport-Systeme GmbH . Postfach 13 29 . D-97933 Tauberbischofsheim

United Terminal Leasing LLC
Ports America c/o WBCT
2001 John S. Gibson Blvd.
San Pedro, CA 90701
USA

Our Ref.
M/VT-jt-cm-sb

Name
Carlyn Meyer

Phone
+1 609 929 3884

E-Mail
carlyn.meyer@mafi.de

Date
09-19-2024

MAFI Quotation No. 1122727
Ref. WBCT – S/N 3260925

Dear Willy,

Thank you very much for your inquiry.

It is our pleasure to provide you with our offer for the required equipment as follows:

Terminal Tractor Type T 230 LPG



Please note: Picture provided as example only. Optional equipment shown is not binding.

MAFI Transport-Systeme GmbH
Industriegebiet Nord
Hochhäuser Straße 18
D - 97941 Tauberbischofsheim

Telefon: +49 (0) 9341 / 899-0
Telefax: +49 (0) 9341 / 899-107

Internet www.mafi.de
E-Mail sales@mafi.de

Geschäftsführer . Managing Director
Roland Hartwig . Jürgen Thorwarth

Sitz der Gesellschaft . Registered Office:
D - 97941 Tauberbischofsheim

Registergericht . Company Register
Mannheim HRB 560292

USt. Id-Nr./VAT Reg.No.: DE 811227871

Bankverbindung . Bank Accounts:

Sparkasse Tauberfranken
IBAN: DE05 6735 2565 0002 0165 41
SWIFT-BIC: SOLADES1TBB

BW-Bank Stuttgart
IBAN: DE09 6005 0101 7424 5007 56
SWIFT-BIC: SOLADEST600



DIN EN ISO 9001
DIN EN ISO 14001
DIN ISO 45001

1 unit **MAFI Terminal Tractor Type T 230 LPG**
S/N 3260925, working hours: 10

As per enclosed technical data sheet no. 326,000,005-I and equipped with the following main features:

Engine: PSI 8,8L-NA-LPG engine with 201 kW, exhaust emission stage Tier 4 Final
Gearbox: Allison 3000, with 5 forward and 1 reverse gears
5th wheel plate: Eurohitch Holland FW 3510 TR, 2"
Front axle: Volvo, max. admissible axle load 13 t
Rear axle: KESSLER D81 PL 378, max. admissible axle load 40 t
Wheelbase: 3.000 mm
Tires: 11 R 22,5
Fuel tank: 2 x 40 gal LPG-tank, fully enclosed, anti-slip coated on the top acc. to PSI NFPA 58 - Liquefied Petroleum Gas Code

Frame: welded profile steel frame, color RAL 7024 (graphite grey)
Cabin: ROPS & FOPS tested and certified (ISO 3471/SAE J10409), made of sheet steel with tubular safety frame, developed in order to intercept the shocks of the rear axle, with thermal isolation of the engine compartment
Color pure white (RAL 9010)
Cabin enlargement; door height 72"; cabin height 76"
"hybrid" steel/glass door with sliding window

Front bumper: RAL 1003 (signal yellow)
Handrails: RAL 1003 (signal yellow)
Steps, working platform: RAL 1007 (daffodil yellow)
Mouth of the towing coupling at front: RAL 1003 (signal yellow)
Mouth of the tow coupling at rear: RAL 1003 (signal yellow)

Following standard equipment is already included:

- Dry air filter with replaceable cartridge and cyclone dust pre-separator
- Dual-circuit brake system with spring-loaded parking brake
- Tow bar coupling at front
- Tow bar coupling at rear
- Pneumatic safety remote release of the 5th wheel
- Differential lock at the rear axle
- Engine and gearbox control lights
- All windows tinted and made of safety glass
- Windscreen wipers with two step intervals
- Washer system for windscreen
- Comfortable air-suspended driver's seat, adjustable in height, length and inclination
- **Without air conditioning**
- Reading lamp in the cabin
- Powerful 4-speed fan
- Anti-slip rubber floor mat
- Steering wheel adjustable in height and inclination
- Key operating panel for shifting gears

- Display indicators acc. attached technical data sheet
- Instrument panel acc. attached technical data sheet

Electrical system

- DC electrical system, operating voltage 24 V
- Two maintenance-free, high-performance starter batteries 12 V/150 Ah
- Central electric in the cabin, protected, easily accessible
- 7-pin trailer power socket
- Signal horn

Lighting

- integrated LED turn signal
- Two combined LED brake lights, turn signals and rear lights
- Two LED reverse lights

Following options are already included:

- Incl. Multifunction display with US measuring units
- 4600 Rotating beacon / Audible warning buzzer for reverse driving
- 1130 Automatic engine stop after 10 min. idling and activated parking brake
- 1205 Speed limited to 20 mph
- 2201 Air suspended rear axle active up to 14 tons
- 2802 Automatic drain valves (pneumatic lines)
- 4102 double-acting hydraulic cylinders 500 mm
- 6501 Safety guard behind cabin
- 4513 One working light installed on rear of cabin roof, LED
- 4516 Second working light at rear, LED
- 4531 12 V - DC power supply in cabin
- 4540 MAFI Eco Mode (MEM) for economic driving & fuel saving
- 4601 LED warning beacon
- 6220 Cabin electrically tiltable
- 6253 Roller shade for front window
- 6403 Electrical cabin preheating
- 6410 Ventilating fan (2x) inside the cabin, type Hella 'Turbo'
- 6620 Computer terminal holder
- 6706 Wide-angle mirror left & right
- 7101 Central greasing system, type Lincoln
- 5506 Safety labels USA
- 2703 Brake system acc. to US design
- XXX Extended sliding ramps
- XXX half mudguards at rear
- XXX Air suspended seat ISRI 6860/870 NTS with 3-point seatbelt, w/o headrest
- Seatbelt in high visible color red, yellow or orange
- XXX "locked seat belt" signal (green LED light) mounted on rear left side of cabin roof
- XXX digital hour meter counter mounted outside on left cab side

- XXX wheel nut indicator
- XXX Engine start via ignition switch brand Cole Hersee
- XXX Lightning:
 - At front no headlights, only turn signals (LED)
w/o turn signal
 - At rear standard lights
 - Hazard lights activated when ignition is on
- XXX Voltage converter 24V
with connection unit 12V for 7-pole socket
- XXX without air conditioning unit
- XXX Black-yellow warning stripes at corners of fuel tank

According to US standard:

- Battery compartment designed for local US Battery
size 2x 12V, 150Ah, 1.000 cca
Min. 528 x 216 x 258 mm 4D battery type (4DHDA)
- all warning labels/signs acc. to OSHA

Price per unit, DDP San Pedro

USD 98,000.--
excl. sales tax

COMMERCIAL CONDITIONS:

- Trading conditions:** DDP San Pedro,
as stipulated in the Incoterms 2020 from the International Chamber of
Commerce
- Price validity:** our offer is valid for one month
- Delivery time:** approx. 2-3 weeks
Subject to prior sales
- Payment terms:** 10 days net after delivery and DIR
- Warranty:** 24 months or 4.000 working hours, whatever occurs first
Exception: PSI engine 24 months or 3.000 hrs., whatever occurs first
Warranty as per German law § 434 BGB
- Country of Origin:** Germany
- Manuals:** for your vehicle we will provide the following manuals:
- 1x user manual (operating and maintenance instructions)
in English language
- 1x USB-stick (electric, hydraulic and pneumatic diagrams,
spare parts catalogue and sub-supplier manuals)
Additional manuals can be obtained against surplus price.

Confidentiality: our quotation contains confidential information and is only for the intended recipient. It is understood that the intended recipient works for the mentioned company or has been hired by the company to act on their behalf. All information provided by MAFI to the intended recipient is strictly confidential and no part of this offer or any document sent with this offer shall be used for other reasons than this specific request.

Reference List: available upon request

This offer is non-binding and in accordance with our general delivery terms, which will be sent to you upon request, as well as with our momentary labour- and material costs.

In case of any further questions, please do not hesitate to contact us.

We trust that our offer meets your requirements and we are looking forward to receiving your valued purchase order.

PLEASE NOTE:

Taxes, Fees and Duties: Any and all sales and use taxes, gross receipts and ad valorem taxes, excise taxes, and fees imposed by the United States Government, a state of the United States, or a political subdivision thereof in connection with the purchase and sale of any MAFI product shall be for the account of the Purchaser.

Payment, shipment and services (fulfilment of any contract) shall be under the proviso that fulfilment is not being restricted by any national or international regulations, particularly export control regulations and embargos of any other restrictions. The contract partners shall obligate themselves to provide all information and documentation needed for the export/domestic shipment/import. Delays caused by export checks or licensing procedures shall override any lead times stipulated.

Kind regards,

MAFI Transport-Systeme GmbH

Sydney Eick
Sydney Eick -
(Sales Director USA)

Carlyn Meyer
- Carlyn Meyer
(Sales Manager)