

Final EIR Errata: Berths 212–224 (YTI) Container Terminal Improvements Project

On October 6, 2014, the Los Angeles Harbor Department (Port) released a Final Environmental Impact Report (Final EIR) for the Berths 212–224 (YTI) Container Terminal Improvements Project and the Mitigation Monitoring Report (MMRP) for the Final EIR.

This document lists errors and modifications in Chapter 3 of the Final EIR. Changes are identified as strikeouts for text removed and underline for additions.

Final EIR, Chapter 3, Page 3-7 and Mitigation Monitoring Reporting Program (MMRP) Table 2-1

LM AQ-1: Periodic Review of New Technology and Regulations. LAHD will require the tenant to review any LAHD-identified or other new emissions-reduction technology, determine whether the technology is feasible, and report to LAHD. Such technology feasibility reviews will take place at the time of LAHD's consideration of any lease amendment or facility modification for the ~~proposed project site~~ YTI Terminal (Standard Tenant Feasibility Review). If the technology identified in the Standard Tenant Feasibility Review is determined by LAHD to be feasible in terms of ~~cost and~~ financial, technical and operational feasibility, the tenant will work with LAHD to implement such technology.

~~Potential technologies that may further reduce emissions and/or result in cost-savings benefits for the tenant may be identified through future work on the Clean Air Action Plan (CAAP). Over the course of the lease, the tenant and LAHD will work together to identify potential new technology. Such technology will be studied for feasibility, in terms of cost, technical and operational feasibility, and emissions reduction benefits. In addition to Standard Tenant Feasibility Review described above, and as~~ As partial consideration for the lease amendment, the tenant and LAHD will implement not less frequently than once every five years following the effective date of the permit:

- (i) Commencing on December 31, 2017, and continuing not less frequently than once every two years thereafter (Expedited Feasibility Review), investigate and report to the Los Angeles Board of Harbor Commissioners on: (a) the feasibility of zero emissions and near-zero emissions technologies for truck, yard equipment and rail activities; and (b) the feasibility of technologies to reduce emissions from vessels berthed at terminals that are not able to utilize AMP; and
- (ii) Review and report to the Los Angeles Board of Harbor Commissioners on the feasibility of any other new technology advancements that may

reduce emissions not less frequently than once every five years following the effective date of the lease amendment (Periodic Feasibility Review).

If either the Expedited Feasibility Review or the Periodic Feasibility Review demonstrates the new technology will be effective in reducing emissions and is determined by the Los Angeles Board of Harbor Commissioners to be feasible, including but not limited to from a financial, technical and operational perspective, tenant will implement the new air quality technological advancements, subject to mutual agreement on operational feasibility and cost sharing, which will not be unreasonably withheld. The effectiveness of this measure depends upon the advancement of new technologies and the outcome of future feasibility or pilot studies.

Final EIR, Chapter 3, Pages 3-2 (Table ES-4), 3-3 (Table ES-4), 3-4 (Table ES-4), 3-7, 3-12, 3-14, 3-15, 3-18, 3-19, 3-20 and MMRP Table 2-1

LM AQ-4: Zero or Near-Zero Emissions Demonstration Project. The tenant will participate in a demonstration project lasting three years to investigate the feasibility of using two zero emission or near-zero emission yard tractors on the YTI Terminal. LAHD shall provide the equipment to be tested and any necessary infrastructure, including charging stations, as part of the project.

Final EIR, Chapter 3, Pages 3-7 and 3-19 and MMRP Table 2-1

MM GHG-4: Carbon Offsets for Certain GHG Emissions. YTI shall purchase carbon offsets from sources listed on the American Carbon Registry and/or the Climate Action Reserve (or any other such registry approved by CARB) for a total of 16,380 metric tons of GHG emissions associated with electricity usage for certain terminal operations (Required Offsets) by the year 2026. Alternatively, if LAHD identifies local projects or establishes a local GHG emission reduction funding program, YTI may contribute funding equivalent to the cost of the Required Offsets to such local projects or funding program.