



**THE PORT**  
OF LOS ANGELES **LA**

A M E R I C A ' S P O R T ®

**Berths 97-109 [China Shipping]  
Container Terminal Project**

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**Draft Revised Supplemental EIR  
Public Hearing**

**July 22, 2025**



# Agenda

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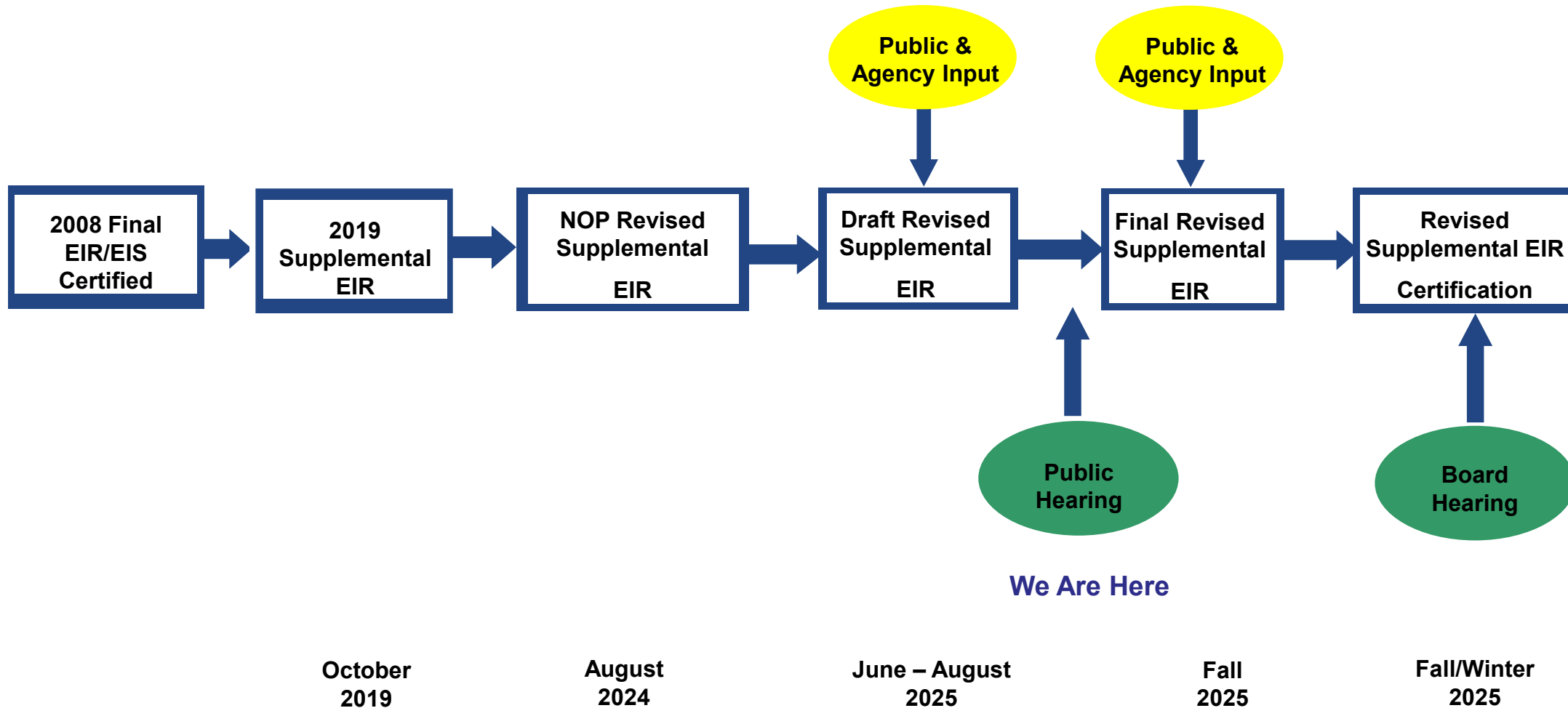
- Opening Remarks
- Staff Presentation
- Public Comments

**Spanish translation service available**

# Purpose of the Public Hearing

- Provide information about proposed project changes (Revised Project)
- Provide an overview of the analysis and findings of the Draft Revised Supplemental EIR
- Obtain public comments

# Overview of Environmental Review Process





## Background of Revised Project

- Project is the continued operation of the China Shipping Container Terminal at Berths 97-109
- LAHD certified EIR for CS Container Terminal in 2008
- In 2019, LAHD revised some mitigation measures in a Supplemental EIR
- 2019 SEIR was challenged and the Court ordered LAHD to prepare Revised SEIR

# Revised Supplemental EIR Scope

- Only contains what the Court ordered LAHD to fix
- Includes 2008 and 2019 mitigation measures upheld by the Court
- Identifies new mitigation measures for GHG and at-berth emissions impacts
- Analyzes the impacts of the “revised” Project (2008 MMs, 2019 MMs and new MMs) from 2026 to end of the lease (2045)
- Also discloses impacts for time period when MMs were not fully implemented (2008-2023)

# Baseline and Analysis

- Employs the same baseline as 2008 EIR
- Uses 2025 regulatory framework
- Uses 2025 methodologies and modeling techniques (not possible to recreate 2008 models)

## Revised Project: Updated and New MMs

- MM AQ-9 (Alternative Maritime Power): updated 2008, consistent with court orders
- MM AQ-10 (Vessel Speed Reduction): updated 2008, consistent with court orders
- MM AQ-17 (ZE Yard Tractor Pilot Project Only): reinstated 2008, consistent with court orders
- MM AQ-31 (At-Berth Regulations): newly added, consistent with court orders
- MM GHG-2 (GHG Reduction Offsets): newly added, consistent with court orders

# Impacts of Revised Project

- Many impacts less than significant with mitigation
- However, significant and unavoidable impacts remain for:
  - Mass emissions for CO and VOC would exceed SCAQMD thresholds in 2026, 2036, and 2045, and for NO<sub>x</sub> in 2026 and 2036
  - Ambient emissions for NO<sub>2</sub> (federal 1-hour) would exceed SCAQMD thresholds in 2026 and for PM<sub>10</sub> (24-hour and annual average) in 2026 through 2045
  - Occupational cancer risks relative to the future (floating) baseline would exceed 10 in a million threshold
  - Cumulative impacts for same

# Public Comments

- Scope of this Draft Revised SEIR is limited to the court-ordered items needed to make the 2019 SEIR compliant with CEQA
- Comments should be limited to the additional information and new analysis provided
- Rest of 2019 SEIR remains valid and is not being recirculated for public comment



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