

The following list provides a comparison of each measure, both as originally approved in the 2008 Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and as proposed for modification or elimination in the Final Supplemental Environmental Impact Report (SEIR). In addition, the Final SEIR also adds new mitigation and lease measures as listed below. All other remaining measures in the 2008 EIS/EIR and adopted Mitigation Monitoring and Reporting Program (MMRP) will remain in effect and are not included in this Transmittal.

MM AQ-9 Alternative Maritime Power

Original Measure: China Shipping ships calling at Berths 97-109 must use AMP in the following percentages while hoteling in the Port. Jan-Jun 2005: 60%; July 2005: 70%; Jan 2010: 90%; Jan 2011: 100%. Additionally, by 2010, all ships retrofitted for AMP shall be required to use AMP while hoteling at a 100 percent compliance rate, with the exception of circumstances when an AMP-capable berth is unavailable due to utilization by another AMP-capable ship.

Modified Measure: Starting on the effective date of a new lease amendment between the Tenant and the LAHD and annually thereafter, all ships calling at Berths 97-109 must use AMP while hoteling in the Port, with a 95 percent compliance rate. Exceptions may be made if one of the following circumstances or conditions exists:

- Emergencies
- An AMP-capable berth is unavailable
- An AMP-capable ship is not able to plug in
- The vessel is not AMP-capable.

In the event one of these circumstances or conditions exist, an equivalent alternative at-berth emission control capture system shall be deployed, if feasible, based on availability, scheduling, operational feasibility, and contracting requirements between the provider of the equivalent alternative technology and the terminal operator. The equivalent alternative technology must, at a minimum, meet the emissions reductions that would be achieved from AMP.

MM AQ-10 Vessel Speed Reduction Program

Original Measure: Starting in 2009, 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.

Modified Measure: Starting on the effective date of a new lease amendment between the Tenant and the LAHD and annually thereafter, at least 95 percent of vessels calling at Berths 97-109 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area.

MM AQ-15 Yard Tractors at Berth 97-106 Terminal

Original Measure: All yard tractors operated at the Berth 97-109 terminal shall run on alternative fuel (LPG) beginning September 30, 2004, until December 31, 2014. Beginning January 1, 2015, all yard tractors operated at the Berths 97-109 terminal shall be the cleanest available NOx alternative-fueled engine meeting 0.015 gm/hp-hr for PM (Tier 4 Final).

Modified Measure (now referred to as MM AQ-15 Yard Tractors): 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.

MM AQ-16 Yard Equipment at Berth 121-131 Rail Yard

Original Measure: By the end of 2012, all equipment less than 750 hp shall meet the USEPA Tier 4 on-road or Tier 4 non-road engine standards. By December 31, 2014, all diesel-powered equipment operated at the Berth 121-131 terminal rail yard that handles containers moving through the Berth 97-109 terminal shall meet USEPA Tier 4 non-road engine standards.

MM AQ-16 is combined with MM AQ-17 Cargo-Handling Equipment as modified below because there is no actual distinction between railyard equipment and cargo handling equipment at the terminal.

MM AQ-17 Yard Equipment at Berth 97-106 Terminal

Original Measure: By January 1, 2009, all RTGs shall be electric and all toppicks shall have the cleanest available NOx alternative fueled engines meeting 0.015 gm/hp-hr for PM (Tier 4 Final). By the end of 2012, all equipment less than 750 hp shall meet the USEPA Tier 4 on-road or Tier 4 non-road engine standards. By December 31, 2014, all diesel-powered equipment shall meet USEPA Tier 4 non-road engine standards. In addition to the above requirements, 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.

Modified Measure (now referred to as MM AQ-17 Cargo-Handling Equipment): 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.

MM AQ-20 LNG Trucks

Original Measure: Heavy-duty trucks entering the Berth 97-109 Terminal shall be LNG fueled in the following percentages: 50% in 2012 and 2013, 70% 2014 through 2017, 100% in 2018 and thereafter.

MM AQ-20 is recommended for deletion because no feasible substitute or modified mitigation measure has been identified, but with the implementation of the new port-wide Clean Trucks Program that is part of the 2017 CAAP, future emission reductions from drayage would be achieved.

LM AQ-23 Throughput Tracking

Original Measure: If the Project exceeds project throughput assumptions/projections anticipated through the years 2010, 2015, 2030, or 2045, staff shall evaluate the effects of this on the emissions sources (ship calls, locomotive activity, backland development, and truck calls) relative to the EIS/EIR. If it is determined that these emission sources exceed EIS/EIR assumptions, staff would evaluate actual air emissions for comparison with the EIS/EIR and if the criteria pollutant emissions exceed those in the EIS/EIR the new or additional mitigations would be applied through MM AQ-22 Periodic Review of New Technology Regulations.

LM AQ-23 is recommended for deletion because the SEIR already takes into account the maximum capacity of the terminal and growth in TEU volume, which makes periodic reviews of throughput unnecessary. Furthermore, new technologies would continue to be considered and applied under LM AQ-22 Periodic Review of New Technology and Regulations, since this requirement is not being changed from the original 2008 MMRP. Finally, new Lease Measure AQ-1, below, would ensure a regular check-in process and

evaluation of the cleanest available technology when equipment is purchased or replaced by the tenant.

MM TRANS-2 Alameda and Anaheim Streets

Original Measure: Provide an additional eastbound through-lane on Anaheim Street. This measure shall be implemented by 2015.

Modified Measure: Provide an additional eastbound through-lane on Anaheim Street. This mitigation measure shall be implemented at the same time as the City's planned improvement project at this location, subject to LADOT approval and in coordination with the Bureau of Engineering's construction schedule.

MM TRANS-3 John S. Gibson Boulevard and I-110 NB Ramps

Original Measure: Provide an additional southbound and westbound right-turn lane on John S. Gibson Boulevard and I-110 NB ramps. Reconfigure the eastbound approach to one eastbound through-left-turn lane, and one eastbound through-right-turn lane. Provide an additional westbound right-turn lane with westbound right-turn overlap phasing. This measure shall be implemented by 2015.

Modified Measure: Provide an additional westbound right-turn lane with westbound right-turn overlap phasing and an additional southbound left-turn lane. LAHD shall monitor the intersection LOS annually beginning in 2019 and LAHD shall implement the mitigation within three years after the intersection LOS is measured as D or worse, and the China Shipping terminal is found to contribute to the cumulative impact, with the concurrence of LADOT.

MM TRANS-4 Fries Avenue and Harry Bridges Boulevard

Original Measure: Provide an additional westbound through-lane on Harry Bridges Boulevard. Provide an additional northbound, eastbound, and westbound right-turn lane on Fries Avenue and Harry Bridges Boulevard. This measure shall be implemented by 2015.

MM TRANS-4 is recommended for deletion because a traffic screening analysis confirmed that this location would no longer experience a traffic impact and is therefore, no longer needed.

MM TRANS-6 Navy Way and Seaside Avenue

Original Measure: Modify the Navy Way/Seaside Avenue intersection on Terminal Island by providing an additional eastbound through-lane on Seaside Avenue and

reconfiguring the westbound approach to one left-turn lane and three through-lanes. This measure shall be implemented by 2030.

MM TRANS-6 is recommended for deletion because a separate project, the Navy Way and Seaside Interchange Project, would construct a new flyover connector from northbound Navy Way to westbound Seaside Avenue by 2026. The flyover improvement would provide direct ramp connections for existing left-turn movements, thereby eliminating conflicts between left-turn and through traffic.

Additional New Measures Added by the SEIR

MM GHG-1: LED Lighting. 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.

LM AQ-1: Cleanest Available Cargo Handling Equipment. 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.

LM AQ-2: Priority Access for Drayage. A priority access system shall be implemented at the terminal to provide preferential access to zero- and near-zero-emission trucks.

LM AQ-3: Demonstration of Zero Emissions Equipment. 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.

LM GHG-1: GHG Credit Fund.

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 CO₂e, multiplied by (ii) the current (2019) market value of carbon credits established by CARB at \$15.62 per metric ton CO₂e. 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.