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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

**DECLARATION OF LISA OCHSNER
AND EXHIBIT A**

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

1 **DECLARATION OF LISA OCHSNER**

2 I, Lisa Ochsner, declare as follows:

3 1. I have been an employee at the Los Angeles Harbor Department, known as the Port
4 of Los Angeles (“POLA” or “Harbor Department”), since March 2008. My current position is
5 Marine Environmental Manager, a position that I have held since April 2013.

6 2. As the Marine Environmental Manager, I oversee environmental compliance of Port
7 tenant leases and permits, including but not limited to, mitigation measures and lease measures
8 implemented through Mitigation Monitoring and Reporting Programs, environmental conditions
9 imposed through project approvals, and other environmental requirements contained in tenant
10 Environmental Compliance Plans.

11 3. I have been involved with the China Shipping 2008 Environmental Impact Report
12 (EIR) and the 2019 Supplemental Environmental Impact Report (“SEIR”) regarding compliance
13 and monitoring under the California Environmental Quality Act (“CEQA”). The 2019 SEIR
14 provided updated status of compliance with the mitigation measures as of the date of that document,
15 and I have continued to monitor compliance since the 2019 SEIR was certified.

16 4. Pursuant to the Peremptory Writ of Mandate adopted and ordered on May 24, 2024,
17 by Judge Timothy Taylor, as modified by the May 2025 Ruling, the Harbor Department is required
18 to submit a status report for each six-month reporting period, signed under penalty of perjury by
19 the appropriate officials/representatives on behalf of POLA. The report is required to include: (1) a
20 list of all Mitigation Measures and Lease Measures in the Permit and the Permit Amendment; (2) a
21 detailed explanation of the status of implementation of those measures; and (3) supporting evidence
22 proving progress towards implementation (e.g., logs, purchase orders, invoices, photographs, etc.).
23 Pursuant to this requirement, I am responsible on behalf of the Harbor Department for overseeing
24 compliance and reporting on all of the Mitigation Measures and Lease Measures of the Permit with
25 China Shipping, and this declaration and supporting evidence is intended to satisfy this requirement
26 of the Writ.

27 5. Also in compliance with the Writ, on November 20, 2025, the Board of Harbor
28 Commissioners (“Board”) certified a Revised SEIR (“RSEIR”), which modified, omitted and/or

1 added some Mitigation Measures and Lease Measures. It is anticipated that the Board will consider
2 a proposed amendment to Permit No. 999 that incorporates by reference all additional or revised
3 mitigation measures or lease measures added as a result of the RSEIR and 2019 SEIR, as revised
4 by the RSEIR, in the Final Revised Mitigation Monitoring and Reporting Program by March 31,
5 2026. As a result, the status report for this reporting period (from July 1, 2025, to December 31,
6 2025) does not include any changes from the RSEIR, but it is anticipated that the status report for
7 the next reporting period (from January 1, 2026, to June 30, 2026) will reflect these changes.

8 6. Attached hereto as Exhibit A is a spreadsheet that lists the full description and
9 summarizes the compliance status of each Mitigation Measure and Lease Measure. All Mitigation
10 Measure and Lease Measures that have been completed are identified in red for easy reference.

11 7. Pursuant to a signed agreement between China Shipping and West Basin Container
12 Terminal (WBCT) (attached as Exhibit B to my declaration submitted on July 30, 2024), China
13 Shipping appointed WBCT as the authorized agent to report on the compliance of all Mitigation
14 Measures and Lease Measures in accordance with the 6th Amendment to Permit No. 999. Based
15 on my information and belief, there have been no changes to this agreement during this reporting
16 period and WBCT continues to be the authorized agent for China Shipping to report on the
17 compliance for the Mitigation Measures and Lease Measures discussed herein.

18 8. Attached hereto as Exhibit B are the executed bi-annual Compliance Forms signed
19 by WBCT as China Shipping's authorized agent under penalty of perjury regarding the status of
20 each Mitigation Measure and Lease Measure of the Permit that is the responsibility of China
21 Shipping in whole or in part.

22 9. Attached hereto as Exhibit C are the verification documents supporting the status of
23 each Mitigation Measure that is the responsibility of the Harbor Department in whole or in part.

24 10. Attached hereto as Exhibits D and E are the additional verification documents
25 supporting the status of Mitigation Measure AQ-9.

26 11. This Declaration, along with Exhibits, will be posted on the Port of Los Angeles
27 Website at <https://www.portoflosangeles.org/environment/environmental-documents> under the
28 project title heading "Berths 97-109 [China Shipping] Container Terminal Project – Certified" and

1 document title heading “Compliance Reports on Status of Mitigation Measures and Lease
2 Measures” dated January 30, 2026.

3 12. As to each Mitigation Measure that have not been completed, are ongoing or have
4 been started, the following is a description of the current status of compliance for the reporting
5 period of July 1, 2025, and December 31, 2025, unless otherwise specified.

6 a. Mitigation Measure AES-1 Landscaping. The status of this measure is in
7 compliance for this reporting period. Item #1 in the measure is the Front St Beautification
8 Project, which was completed on July 11, 2024. Item #2 of the measure is part of the Pacific
9 Avenue Beautification Project, which was completed on March 12, 2007. Item #2 includes
10 elements of the North Gaffey Street Beautification Project. Phase 1 was completed on April
11 11, 2011, and Phase 2 construction began on March 3, 2025, and is expected to be completed
12 by April 2026. (Exh. C, 0336-0338).

13 b. Mitigation Measure AES-2 Crane Color. The status of this measure is
14 completed. There is no new information for this reporting period.

15 c. Mitigation Measure AES-3 Beautification Plans. The status of this measure
16 is in compliance for this reporting period. For the beautification plan improvements along
17 the upper portions of the Channel Street corridor, refer to MM AES-1 which includes Front
18 Street Beautification (completed), Pacific Avenue Beautification (completed), and the
19 North Gaffey Street Beautification projects (Phase 1 completed, Phase 2 under construction
20 through May 2026). For the removal of three billboards and possible acquisition of a truck
21 resale facility at 1002 N. Pacific Avenue in San Pedro, these items are all completed.

22 d. Mitigation Measure AES-4 Plaza Park. The status of this measure is
23 completed. There is no new information for this reporting period.

24 e. Mitigation Measure AQ-1 Harbor Craft Used During Construction. The
25 status of this measure is completed. There is no new information for this reporting period.

26 f. Mitigation Measure AQ-2 Cargo Ships For Delivery of Terminal Cranes.
27 The status of this measure is completed. There is no new information for this reporting
28 period.

1 g. Mitigation Measure AQ-3 Fleet Modernization for On-Road Trucks. The
2 status of this measure is completed. There is no new information for this reporting period.

3 h. Mitigation Measure AQ-4 Fleet Modernization for Construction Equipment.
4 The status of this measure is completed. There is no new information for this reporting
5 period.

6 i. Mitigation Measure AQ-5 Best Management Practices. The status of this
7 measure is completed. There is no new information for this reporting period.

8 j. Mitigation Measure AQ-6 Additional Fugitive Dust Controls. The status of
9 this measure is completed. There is no new information for this reporting period.

10 k. Mitigation Measure AQ-7 General Mitigation Measure. The status of this
11 measure is completed. There is no new information for this reporting period.

12 l. Mitigation Measure AQ-8 Special Precautions Near Sensitive Sites. The
13 status of this measure is completed. There is no new information for this reporting period.

14 m. Mitigation Measure AQ-9 Alternative Maritime Power (AMP). The status
15 of this measure is not in compliance for this reporting period. According to information
16 derived from WBCT's reporting to the California Air Resources Board ("CARB Report")
17 and the Harbor Department's review of documentation regarding the vessels calling at the
18 terminal that are subject to the mitigation measure, which includes vessels owned, operated
19 and chartered by China Shipping and vessels retrofitted for AMP, all AMP-capable vessels
20 used AMP at a 97% compliance rate during the reporting period from July 1, 2025 through
21 December 31, 2025. (Exh. B, 0051-0052, 0111-0261, Exh. D, 0340-0341). Two vessels
22 disconnected early from AMP. Vessel 199 One Matrix disconnected 13 minutes early. (Exh.
23 B, 0051-0052, 0162-0164, 0227-0228; Exh. D, 0340-0341). Vessel 229 Valor disconnected
24 three minutes early. (Exh. B, 0051-0052, 0188-0192, 0227-0228; Exh. D, 0340-0341). Due
25 to these two vessels disconnecting early, the Harbor Department reports the compliance
26 status for MM AQ-9 as "not in compliance" for this reporting period.

27 The CARB Report listed a total of 74 vessel visits, and 23 out of the 74 vessel visits
28 reported an "exception" as follows: six (6) were for safety and emergency events due to

1 power disruptions and weather; sixteen (16) were for vessel commissioning, which were all
2 ultimately successful and used shore power after the commissioning; and one (1) was for
3 “Remediation Fund” due to a broken AMP cable reel part that took more than two hours to
4 repair, which the vessel was able to successfully use shower power after completing the
5 repair (Vessel 214, MSC Alghero (Exh. B, 0188-0192). (Exh. B, 0051-0052; 0111-0261).
6 All 23 of these “exceptions” are counted as compliant vessel visits in the 97% compliance
7 rate because the exceptions are valid under MM AQ-9 and the CARB At-Berth Regulations,
8 or the exceptions was claimed, but the vessel visit still complied with the requirements of
9 MM AQ-9. In addition, all of these vessels either initially or eventually used shore power
10 during the vessel visit as evidenced by the documentation provided with this report. (Exh.
11 B, 0111-0261).

12 MM AQ-9 and the CARB At-Berth Regulations require that vessels connect to
13 AMP within a two-hour window of being “Ready to Work” (as defined in California Code
14 of Regulations, Title 17, section 93130.2, subdivision (b)(63)). The Harbor Department
15 conducted a review of available data to determine compliance with this provision. The
16 Harbor Department determined that one vessel, 219 Greenville, did not connect to AMP
17 within two hours of arrival, and did not claim an exception on the CARB report. The
18 Harbor Department provides documents evidencing that the vessel was initially unable to
19 connect to AMP until a loose wire on the vessel was located and repaired. This resulted in
20 an approximate two-hour, eight-minute delay in connecting to AMP. This vessel-side
21 equipment failure qualifies as an exception under MM AQ-9 and was included as a
22 compliant vessel visit in the 97% compliance rate. (Exh. B, 0178-0181). The Harbor
23 Department also determined that one vessel, 221 Uniform, did not connect to AMP within
24 two hours of arrival due to a scheduling issue between the vessel and the terminal.
25 However, it did connect to AMP within a two-hour window of being “Ready to Work.”
26 (Exh. B, 0182-0187).

27 MM AQ-9 and the CARB At-Berth Regulations also require that vessels not
28 disconnect from AMP more than one hour before “Pilot on Board” assumes navigational

1 control to prepare for vessel departure (as defined in California Code of Regulations, Title
2 17, section 93130.2, subdivision (b)(58)). The Harbor Department conducted a review of
3 available data to determine compliance with this provision. “Pilot on Board” data is
4 submitted and attached as Exh. D. Of the vessels which did not claim an exception, there
5 were thirty eight (38) vessels that stopped emissions control more than one hour before the
6 *vessel departure*. For all but two of those vessels, AMP was not stopped until the Port Pilot
7 was on board in compliance with MM AQ-9 and the CARB At-Berth Regulations. Vessel
8 199 One Matrix and Vessel 229 Valor disconnected sixty-three (63) minutes prior to the
9 Port Pilot’s arrival and seventy-three (73) minutes prior to the Port Pilot’s arrival, exceeding
10 the allowable time by three minutes and thirteen (13) minutes. (Exh. B, 0051-0052, 0162-
11 0164, 0188-0192, 0227-0228; Exh. D, 0340-0341). These two delays are considered non-
12 compliant vessel visits and are included in the 97% compliance rate.

13 n. Mitigation Measure AQ-10 Vessel Speed Reduction Program (VSRP). The
14 status of this measure is not in compliance for this reporting period. According to data
15 available to the Harbor Department for the reporting period from July 1, 2025 through
16 December 31, 2025, 99% of vessels met the VSRP requirement at the 40 nautical mile (nm)
17 limit. However, there was one container vessel “Cape Sounio” (vessel IMO number
18 9727625) that was found to not fully comply with VSRP during its departure in November
19 2025 due to vessel speeds of 16 to 17 knots that exceeded the 12 knots requirement between
20 the 30 and 40 nm limit zones. According to WBCT, a “Letter of Warning” was issued to
21 the vessel operator in accordance with the Terminal Tariff. (Exh. B 0053-0054, 0249-
22 0254).

23 o. Mitigation Measure AQ- 11 Low Sulfur Fuel. The status of this measure is
24 completed. There is no new information for this reporting period.

25 p. Mitigation Measure AQ-12 Slide Valve. The status of this measure is in
26 compliance for this reporting period. This measure applies to vessels with main engines
27 manufactured by MAN-B&W with a keel laid date of 2004 or newer. MAN-B&W is the
28 only engine manufacturer that introduced slide valves since early 2000; however, this

1 technology was not used until 2004 when slide valves became more common on vessels
2 with MAN-B&W engines. As reported by WBCT, all vessels with MAN B&W engines had
3 slide valves and are compliant with the measure. This information is derived from the data
4 available to the Harbor Department for the reporting period from July 1, 2025 through
5 December 31, 2025. (Exh. B, 0057-0058).

6 q. Mitigation Measure AQ-13 Reroute Cleaner Ships. The status of this
7 measure is in compliance for this reporting period. This measure requires that 75% of all
8 ships calling to Berths 97-109 meet IMO MARPOL Annex VI NOx emissions limits for
9 Category 3 engines. As reported by WBCT, 100% of vessel calls were made by vessels
10 meeting IMO Tier I emissions limits or IMO Tier II emissions limits for category 3 marine
11 engines. This information is derived from data available to the Harbor Department for the
12 reporting period from July 1, 2025 through December 31, 2025. (Exh. B, 0059-0060).

13 r. Mitigation Measure AQ-14 New Vessel Build. The status of this measure is
14 in compliance for this reporting period. This measure requires China Shipping to confer
15 with the ship designer and engine manufacturer to determine the feasibility of incorporating
16 all emission reduction technology and/or design options when ordering new ships bound
17 for the Port of Los Angeles. There is no new information for this reporting period.

18 s. Mitigation Measure AQ-15 Yard Tractors. The status of this measure is in
19 compliance for this reporting period. As reported by WBCT, there is no new information to
20 report on during this reporting period from July 1, 2025 through December 31, 2025.
21 WBCT confirmed that as of June 27, 2025, all 23 model year 2024/2025 ultra low NOx
22 yard tractors have been delivered to the terminal. This is in addition to the previously
23 reported 80 model year 2022 ultra low NOx yard tractors in operation at the terminal. All
24 103 ultra low NOx yard tractors are equivalent to or cleaner than the NOx emission rate of
25 0.02 g/bhp-hr and Tier 4 final off-road engine emissions rates for other criteria pollutants
26 as required by MM AQ-15. See details on the emission standards verification in the
27 response to Petitioners comments on Respondent's July 30, 2025 Mitigation Status Report
28 (Exh. E).

1 t. Mitigation Measure AQ-17 Yard Equipment at Berth 97-109 (Electric Yard
2 Tractor Pilot Project). The status of this measure was changed to “not in compliance” for
3 the prior reporting period ending on June 30, 2025, due to unforeseen delays with the
4 delivery of two BYD electric tractors caused by the trade dispute with China. WBCT
5 confirmed delivery of those units, originally scheduled for June 2025, arrived on August
6 14, 2025, which was earlier than the revised delivery date of August 25, 2025. However,
7 the units were not “deployed at the terminal within one year of lease approval” (July 3,
8 2025) as required by the measure. For tracking and reporting purposes, the Harbor
9 Department is interpreting “deployment” to mean the equipment is positioned, configured,
10 and made ready for use on the terminal. The current status of this measure is in compliance
11 for this reporting period from July 1, 2025 through December 31, 2025. As reported by
12 WBCT, the two units required safety modifications to the rear door glass and installation of
13 equipment positioning systems. Both units were commissioned in December 2025 and put
14 into operation at the terminal for demonstration and testing in a “1-year electric yard tractor
15 [truck] pilot project” as required by the measure. The Harbor Department is interpreting
16 the “1-year electric yard tractor [truck] pilot project” to mean the pilot project shall include
17 demonstration and testing of the equipment for a period of at least one year, which
18 commenced at the end of December 2025. The tenant shall be required to submit progress
19 reports within six months and upon completion of the pilot project. The status and progress
20 of the pilot project will be provided during the next reporting period (Exh. B, 0091-0092).

21 u. Mitigation Measure AQ-17 Cargo Handling Equipment. The status of this
22 measure is in compliance for this reporting period. As reported in the spreadsheet provided
23 by WBCT, there are four 5-ton LPG forklifts operating at the terminal as shown in column
24 “I” of the fleet detail tab. Two of the four units are model year 2011 or older as shown in
25 column “C” of the fleet detail tab and are scheduled to be replaced with zero emission units
26 within two years of the lease (July 3, 2026) as required by the measure and shown in column
27 “K” of the fleet detail tab. The remaining two LPG forklifts are model year 2018 as shown
28 in column “E” of the fleet detail tab and are not shown in the replacement schedule as the

1 remaining useful life of these units extends beyond WBCT’s 7-year procurement plan and
2 they are not required to be replaced under MM AQ-17 (only model year 2011 and older
3 units require replacements). For forklifts up to 18-tons, WBCT has replaced three (3) diesel
4 18-ton forklifts with battery electric units as of October 21, 2025, which exceeds the original
5 requirement of Tier 4 final off-road engine emission rates for PM and NOx in the measure.
6 As shown in columns “E” and “G” of the fleet detail tab, the replacements were completed
7 ahead of schedule (within two to three years as required by the measure) as shown in
8 columns “K” and “L” of the fleet detail tab. WBCT provided copies of purchase orders for
9 three (3) battery electric 18-ton forklifts manufactured by Wiggins in the prior reporting
10 period ending on July 31, 2025. For top picks (also known as top handlers), there are 24
11 diesel units operating at the terminal as shown in column “I” of the fleet detail tab.
12 Nineteen of these units are compliant with the measure as they currently meet Tier 4 final
13 off-road engine emission rates for PM and NOx and are model year 2016 or newer as shown
14 in column “E” of the fleet detail tab. As required under CARB rules for off-road diesel
15 standards (see [https://ww2.arb.ca.gov/resources/documents/non-road-diesel-engine-
16 certification-tier-chart](https://ww2.arb.ca.gov/resources/documents/non-road-diesel-engine-certification-tier-chart)), engines manufactured after 2014 must meet Tier 4 final emission
17 standards, which includes NOx and PM. The remaining five diesel units are model year
18 2014 or older as shown in columns “C” and “D” of the fleet detail tab and are scheduled to
19 be replaced with Tier 4 final diesel standards within the next five years as required by the
20 measure and shown in column “M” of the fleet detail tab. There are 15 Rubber Tired
21 Gantry (RTG) cranes in operation at the terminal as shown in column “I” of the fleet detail
22 tab that are all diesel-electric hybrid units (see corresponding RTG detail tab that indicates
23 near-zero emissions “NZE” and “hybrid” under emissions technology). All of these units
24 currently in operation are compliant with the measure because they have engines
25 manufactured from 2015-2023 (see corresponding RTG detail tab that indicates engine
26 year). Under CARB rules for off-road diesel standards (see
27 [https://ww2.arb.ca.gov/resources/documents/non-road-diesel-engine-certification-tier-
chart](https://ww2.arb.ca.gov/resources/documents/non-road-diesel-engine-certification-tier-
28 chart)), engines manufactured after 2014 must meet Tier 4 final emission standards, which

1 includes NOx and PM . WBCT plans to convert four (4) of the newer model year 2024
2 Paceco diesel-electric hybrid RTG's to fuel cell to meet the zero emission requirement as
3 noted in the yellow color-coded footnote within seven years as required by the measure.
4 WBCT has been in discussions with the RTG manufacturer Paceco regarding an engine
5 conversion on newer models from diesel-electric hybrid to fuel cell technology that will be
6 the equivalent of an all-electric unit from a zero emissions standard. WBCT plans to
7 purchase two additional hybrid electric units within seven years as shown in column "O" of
8 the fleet detail tab. There are three shuttle buses or personnel vans in operation at the
9 terminal that are gasoline powered as shown in column "I" of the fleet detail tab. All three
10 shuttle buses will be replaced with zero emission shuttle buses within the next seven years
11 as required by the measure and shown in column "O" of the fleet detail tab. Lastly, there is
12 one diesel sweeper that is in operation at the terminal as shown in column "I" of the fleet
13 detail tab. The sweeper will be replaced within six years with the cleanest available
14 technology as required by the measure and shown in column "N" of the fleet detail tab.
15 (Exh. B, 0264-0265, 0283-0295).

16 v. Mitigation Measure AQ-18 Yard Locomotives at Berth 121-131 Rail Yard.

17 The status of this measure is completed. There is no new information for this reporting
18 period.

19 w. Mitigation Measure AQ-19 Clean Truck Program. The status of this measure
20 is completed. There is no new information for this reporting period.

21 x. Mitigation Measure AQ-21 Truck Idling Reduction Measure. The status of
22 this measure is in compliance for this reporting period. WBCT has reported that they "flex"
23 the main truck gate which means the gate opens early at 0700 daily until 1700 and
24 commences the 2nd shift from 1700 to 0300 including lunch time, on a continuous basis to
25 increase truck velocity and reduce wait time. WBCT has an appointment system to control
26 the flow of truck traffic and maximize efficiency. WBCT has also designed the main gate
27 with a singular entrance that feeds into 16 truck lanes to allow trucks to perform their
28

1 transactions and has two exit lanes to mitigate truck congestion exiting the terminal. (Exh.
2 B, 0268). There is no new information for this reporting period.

3 w. Mitigation Measure AQ-25 LEED. The status of this measure is in
4 compliance for this reporting period. This measure has not been started. This measure
5 requires that if and when the main terminal building is built, it shall obtain the Leadership
6 in Energy and Environmental Design (LEED) gold certification level. There is no new
7 information for this reporting period.

8 x. Mitigation Measure AQ-23 and AQ-26 Compact Fluorescent Light Bulbs.
9 These two measures contain the same requirements. The status of these measures is
10 completed. There is no new information for this reporting period.

11 y. Mitigation Measure AQ-27 Energy Audit. The status of this measure is in
12 compliance for this reporting period. This measure has not been started. MM AQ-27
13 requires China Shipping to conduct a third-party energy audit every 5 years following the
14 effective date of the 6th Amendment to Permit 999 (July 3, 2024) and install innovative
15 power saving technologies where feasible to maximize usable electric current and eliminate
16 wasted electricity. WBCT reported they will comply with the measure within the next five
17 years (before July 3, 2029) and will select a preferred vendor to conduct the energy audit.
18 There is no new information for this reporting period.

19 z. Mitigation Measure AQ-28 Solar Panels. The status of this measure is in
20 compliance for this reporting period. This measure has not been started. The measure
21 requires that if and when the main terminal building is built, solar panels shall be installed.
22 There is no new information for this reporting period.

23 aa. Mitigation Measure AQ-29 Recycling. The status of this measure is
24 completed. There is no new information for this reporting period.

25 bb. Mitigation Measure AQ-30 Tree Planting. The status of this measure is in
26 compliance. This measure has not been started. The measure requires that if and when the
27 main terminal building is built, shade trees shall be planted around the building and
28 maintained. There is no new information for this reporting period.

1 cc. Mitigation Measure BIO-1 Mitigation Credits. The status of this measure is
2 completed. There is no new information for this reporting period.

3 dd. Mitigation Measure BIO-2 Vessel Speed Reduction Program (VSRP). The
4 status of this measure is not in compliance for this reporting period. The status of this
5 measure is the same as MM AQ-10 Vessel Speed Reduction Program (see Paragraph n,
6 above).

7 ii. Mitigation Measure BIO-3 Noise Reduction During Pile Driving. The status
8 of this measure is completed. There is no new information for this reporting period.

9 jj. Mitigation Measure CR-1 Cultural Resources. The status of this measure is
10 completed. There is no new information for this reporting period.

11 kk. Mitigation Measure GEO-1 Emergency Response Planning. The status of
12 this measure is in compliance for this reporting period. WBCT reported that they have a
13 current terminal contingency and emergency evacuation plan in place as of June 2024 and
14 will update the plan annually. There is no new information for this reporting period.

15 ll. Mitigation Measure TRANS-1 Avalon Boulevard and Harry Bridges
16 Boulevard. The status of this measure is completed. There is no new information for this
17 reporting period.

18 mm. Mitigation Measure TRANS -2 Alameda Street and Anaheim Street. The
19 status of this measure is in compliance for this reporting period. In 2020, the Harbor
20 Department transferred \$5 million to the City of Los Angeles Bureau of Engineering (BOE)
21 for widening improvements on Anaheim Street east of the intersection of Alameda Street.
22 Previously, in 2021 the Harbor Department requested that mitigation measure MM
23 TRANS-2 be added to the BOE widening project to include the additional eastbound
24 through lane. In consultation with the LA City Department of Transportation (LADOT),
25 BOE denied this request due to the city's requirement for the provision of bike lanes as
26 approved in the Mobility Plan 2035 by the City Council in 2016. Therefore, the Harbor
27 Department is implementing the mitigation measure by contributing funding for street
28 widening improvements as deemed feasible by BOE and LADOT and will monitor the

1 construction schedule and progress. BOE is the lead city department for constructing the
2 project. The latest BOE construction schedule shows the earliest start date as December
3 2026. There is no new information for this reporting period.

4 nn. Mitigation Measure TRANS-3 John S. Gibson Boulevard and 1-110 NB
5 Ramps. The status of this measure is in compliance for this reporting period. This
6 mitigation measure is triggered within three years only if the intersection LOS is measured
7 as “D” or worse, and the China Shipping terminal is found to contribute to the cumulative
8 impact, with the concurrence of LADOT. The Harbor Department previously verified the
9 intersection is operating at Level of Service (LOS) “A” during the AM, Mid, and PM peak
10 hours based on the most current traffic data from June 2024. Based on updated traffic counts
11 conducted for a nearby project known as the “John S Gibson Truck and Chassis Parking
12 Lot”, the LOS at this intersection would change to a level “B” during the AM and PM peak
13 hours and level “C” for Midday hours by year 2028 (see Appendix J: Traffic Impact
14 Analysis at <https://www.portoflosangeles.org/environment/environmental-documents>).
15 There is no new information for this reporting period.

16 oo. Mitigation Measure TRANS-5 Broad Avenue and Harry Bridges Boulevard.
17 The status of this measure is completed. There is no new information for this reporting
18 period.

19 pp. Mitigation Measures TRANS-7 through TRANS 14. Eight (8)
20 transportation mitigation measures were erroneously included in the 2008 MMRP for an
21 alternative identified as “Project Alternative 7 – Nonshipping Use”. This alternative was
22 studied but not selected or approved by the Los Angeles Board of Harbor Commissioners
23 when it adopted the MMRP in 2008. Therefore, these measures do not apply to the
24 approved project and are subject to a future board action to delete these as erroneous
25 measures.

26 qq. Mitigation Measure GW-1 Site Remediation. The status of this measure is
27 completed. There is no new information for this reporting period.
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1 rr. Mitigation Measure GW-2 Contamination Contingency Plan. The status of
2 this measure is completed. There is no new information for this reporting period.

3 ss. Mitigation Measure NOI-1: Construction Limitations. The status of this
4 measure is completed. There is no new information for this reporting period.

5 tt. Mitigation Measure NOI-2 Noise Walls. The status of this measure is in
6 compliance for this reporting period. A noise study was completed in December 2021,
7 which concluded that because of the dominance of off-site traffic noise unrelated to the
8 China Shipping terminal, noise barriers or walls would not be effective and feasible.
9 Residential sound insulation will be offered to affected properties. The Harbor Department
10 issued a Request for Proposals on February 26, 2025, to obtain professional services for
11 managing and implementing a residential sound insulation program. On November 24,
12 2025, the Los Angeles Board of Harbor Commissioners approved an Agreement with
13 CSDA Design Group (CSDA) to create and administer a new Residential Sound Insulation
14 (RSI) Mitigation Program for a term of up to five years and a not-to-exceed amount of
15 \$1,765,000. The Agreement is pending approval by the Los Angeles City Council, which
16 is expected to occur by Summer 2026.

17 uu. Mitigation Measure PS-1 Recycling Construction. The status of this measure
18 is completed. There is no new information for this reporting period.

19 vv. Mitigation Measure PS-2 Materials with Recycled Content. The status of
20 this measure is completed. There is no new information for this reporting period.

21 ww. Mitigation Measure PS-3 Long Term Solid Waste Management. The status
22 of this measure is in compliance for this reporting period. This measure has been superseded
23 by the City of Los Angeles Zero Waste ordinance adopted in 2014. WBCT has reported
24 they use a waste hauling service provider on a regular basis to comply with local and state
25 mandates for solid waste disposal. There is no new information to report on during this
26 reporting period.

27 xx. Mitigation Measure GHG-1 LED Lighting. The status of this measure is
28 completed. There is no new information for this reporting period.

1 13. As to each Lease Measure, the following is a description of the current status of
2 implementation for the reporting period of July 1, 2025, and December 31, 2025, unless otherwise
3 specified.

4 a. Lease Measure AQ-1 Cleanest Available Cargo for Handling Equipment. This
5 measure is in progress for this reporting period. As reported in the “10 Year Rolling
6 Purchase Plan” spreadsheet, WBCT is looking into converting the Year 5 purchases
7 for Yard Tractors and Top Handlers to zero emission units as shown in column “M”.
8 If implemented, this plan would exceed the replacement requirements of MM AQ-
9 15 and MM AQ-17 from an emissions technology standpoint. WBCT will begin
10 retiring certain equipment fleets and replace them with zero emission units in years
11 8 through 10 after the conclusion of the mitigation measure replacement
12 schedule. The current plan is to begin replacing yard tractors at a rate of 20 per year,
13 top handlers at a rate of four per year and RTG’s at a rate of three per year as shown
14 in columns “P”, “Q”, and “R” of the corresponding “10 Year Rolling Purchase Plan”
15 tab. WBCT has reported they executed purchases for three zero emission 18-ton
16 forklifts ahead of schedule that exceed the original requirement of Tier 4 final diesel
17 off-road engine emission rates (See MM AQ-17 for 18 Ton Forklifts).

18 b. Lease Measure AQ-2 Priority Access for Drayage. The status of this measure is
19 completed. There is no new information for this reporting period.

20 c. Lease Measure AQ-3 Demonstration of Zero-Emissions Equipment. The status of
21 this measure is in progress for this reporting period. WBCT is in the process of
22 testing of ten (10) battery electric yard tractors with induction charging technology
23 known as “Wave”. According to the latest progress report dated December 2025,
24 issues with the battery electrical storage system (BESS) are ongoing. Since June
25 2025, the BESS has remained inoperable and unable to connect to the WAVE
26 charging system that supports all 10 yard tractors. Nuisance tripping remained a
27 challenge. These issues were thought to be resolved in July; however, the system
28 tripped twice in August and again in September and October. Engineers isolated

1 the problem and a new breaker arrived in October and was installed in November.
2 The BESS passed Underwriters Laboratories (UL) inspection on September 3 and
3 4, 2025. City of Los Angeles Department of Building and Safety electrical
4 inspection resulted in delays, which requires another UL Inspection to be scheduled
5 in January 2026.

6 d. Lease Measure AQ-22 Periodic Review of New Technology and Regulations. The
7 status of this measure is in progress for this reporting period. In accordance with
8 WBCT's first periodic review, which began on July 3, 2024, following the effective
9 date of the 6th Amendment to Permit 999, WBCT is investigating the feasibility of
10 various cargo handling equipment technologies to transition to zero emissions and
11 has reported on status and progress as follows:

- 12 • Battery electric yard tractors instead of near zero emission alternative fuel units
13 as required in the 2019 MM AQ-17. WBCT is testing ten (10) battery electric
14 yard tractors as shown in column "T" of the fleet detail tab utilizing induction
15 charging technology that will be going live in February 2025 and will conclude
16 at the end of the year. Results will provide further insight to future feasibility
17 on a larger scale deployment.
- 18 • Battery electric 18-ton forklifts instead of Tier 4 Final diesel units as required in
19 the 2019 MM AQ-17. WBCT has already committed to transitioning to battery
20 electric units. Please see status above under MM AQ-17 Cargo Handling
21 Equipment for additional details.
- 22 • Battery electric top handlers instead of Tier 4 Final diesel units as required in
23 the 2019 MM AQ-17. Review is in progress.
- 24 • Hydrogen fuel cells for RTG's instead of full electric or Tier 4 Final diesel
25 hybrid units as required in the 2019 MM AQ-17. Review is in progress.
- 26 • Hydrogen fuel cell street sweeper instead of near zero emission alternative fuel
27 units as required in the 2019 MM AQ-17. Review is in progress.

28 There is no new information for this reporting period.

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- e. Lease Measure AQ-24 General Mitigation Measure. The status of this measure is inapplicable for this reporting period. This measure is only applicable upon request of the tenant. This measure has not been started or requested by WBCT. There is no new information for this reporting period.

- f. Lease Measure GHG-1 GHG Credit Fund. The status of this lease measure is in progress for this reporting period. As previously reported, the Harbor Department set up the Greenhouse Gas Fund account and submitted an invoice #2024-09-0079 to WBCT in the amount of \$250,000 on September 17, 2024 for the first payment due. The Harbor Department received WBCT's first payment in the amount of \$250,000 on October 1, 2024. The second invoice # 9010504 was generated by the Harbor Department on July 1, 2025, and payment was received by WBCT in the amount of \$250,000 on July 21, 2025. Please note that LM GHG-1 was rejected by the Court and ordered set aside by the Writ. A new measure, MM GHG-2, was included in the RSEIR to replace LM GHG-1, and is anticipated to be included in the next permit amendment. The Harbor Department will report on the status of both measures during the next reporting period.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on this 30th day of January, 2026 at San Pedro, California.

Lisa Ochsner

Lisa Ochsner, Declarant

6386397.3

EXHIBIT A

Status of China Shipping Mitigation Measures and Lease Measures - January 2026

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
1	2008 MMRP	MM AES-1: Landscaping	<p>1. Reconfigure fence line bordering Front Street to create a 5-foot-wide planting strip alongside the edge of the street that will be planted with low shrubs and some trees. Plant species used for the relandscaping must be selected for their attractiveness, their relationship to existing planting themes in the surrounding area, and their environmental values. The plants installed must be of an adequate size to create an attractive planting composition within 5 years.</p> <p>2. Implement the recommendations of the Northwest Harbor Beautification Plan as applicable. The recommendations include landscaping two gateways to the Port: the area adjacent to the Channel Street on- and off-ramps from I-110 and SR-47; and the Harbor Boulevard on- and off-ramps from SR-47. Planting shall be designed to promote erosion control along all hillsides.</p>	LAHD	IN COMPLIANCE	POLA Capital Improvement Program North Gaffey Street Beautification Project Information
2	2008 MMRP	MM AES-2: Crane Color	Specify a gray color for the cranes that to make them visually distinct from the Vincent Thomas Bridge, reduce their contrast with the sky backdrop, and reduce their visual prominence and apparent mass. An appropriate shade of gray should be specified as the color for repainting the four cranes now at the site and as the factory-applied color for the six additional cranes proposed for installation.	Tenant and LAHD	COMPLETED	WBCT compliance form

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
3	2008 MMRP	MM AES-3: Beautification Plans	<p>To offset the reduction in the quality of views from the upper portions of the Channel Street corridor, implement beautification plan improvements along the portion of John S. Gibson Boulevard and Pacific Avenue at the intersection of Channel Street. These improvements, which will include landscaping and creation of view areas of the Port, walkways, and bike paths, should be designed with the objectives of upgrading the visual quality of the eastern end of the Pacific Avenue corridor and creating an attractive gateway to the Port that links with the system of amenities the Port is developing along the western edge of Port lands. One of the key improvements proposed is removal of a large billboard and deteriorated building on the east side of Pacific Avenue adjacent to the China Shipping site and close to the intersection with Channel Street. Removal of the billboard and building will improve the visual quality of this area and will provide space for installation of landscaping and visitor amenities.</p> <p>Additionally, the utility poles along this segment will be removed and all utility lines will be placed underground if feasible. Placement of utility lines underground will be subject to cost feasibility. If costs exceed \$1,000 per linear foot, the Port will reassess placement of utility lines underground and propose alternative measures, such as additional landscaping and/or reduced numbers of underground utility placements. The Port also will begin negotiations to remove and possibly relocate a truck resale facility on the northeast corner of the Pacific Avenue and Front Street intersection. When removed, the vacated area would be landscaped with vegetation consistent with the Pacific Avenue Corridor Improvements.</p>	LAHD	IN COMPLIANCE	See MM AES-1 for N Gaffey Street Beautification Project Information
4	2008 MMRP	MM AES-4: Plaza Park	<p>Implement plans to improve the role of Plaza Park as a place to enjoy views of the Port and of the Vincent Thomas Bridge. Design components should include a system of safe, attractive, pedestrian paths and stairways. This system should include signs, arrows, and other design elements that direct visitors up to the park to take advantage of the opportunities that it provides to view the Port. Improvements in the park itself should include new walkways and railings; a Harbor overview seating area; a Port and bridge overlook area with interpretive signage and improved view corridors; a visitor center; and upgraded landscaping, lighting, and other improvements to make the park a safe and attractive place from which Port and bridge views could be appreciated.</p>	LAHD	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
5	2008 MMRP	MM AQ-1: Harbor Craft Used during Construction	<p>Phase I: All diesel-powered derrick barges used for pile driving shall use emulsified diesel fuel.</p> <p><u>Phases II and III:</u> All harbor craft used during the construction phase of the project shall be, at a minimum, repowered to meet the cleanest existing marine engine emission standards or USEPA Tier 2. Additionally, where available, harbor craft shall meet the proposed USEPA Tier 3 (which are proposed to be phased-in beginning 2009) or cleaner marine engine emission standards.</p> <p>The above harbor craft measure shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:</p> <ul style="list-style-type: none"> -A piece of specialized equipment is unavailable in a controlled form within the State of California, including through a leasing agreement. -A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application is not yet approved, or the application has been approved, but funds are not yet available. -A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease. 	LAHD	COMPLETED	
6	2008 MMRP	MM AQ-2: Cargo Ships	<p>Phases II and III: All cargo ships used for terminal crane deliveries shall comply with the expanded VSRP of 12 knots from 40 nm from Point Fermin to the Precautionary Area.</p>	Tenant	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
7	2008 MMRP	MM AQ-3: Fleet Modernization for On-Road Trucks	<p>Phases II and III:</p> <ol style="list-style-type: none"> 1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property. 2. Idling shall be restricted to a maximum of 5 minutes when not in use. 3. USEPA Standards: <p>All on-road heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used onsite or to transport materials to and from the site shall comply with EPA 2004 on-road PM emission standards and be the cleanest available NOX (0.10 grams per brake horsepower-hour [g/bhp-hr] PM10 and 2.0 g/bhp-hr NO X). In addition, all on-road trucks shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions-control device used by the contractor shall achieve emissions reductions no less than what could be achieved by a Level 3 diesel emissions control strategy for a similar-sized engine as defined by CARB regulations.</p> <p>A copy of each unit's certified, USEPA rating, BACT documentation, and each unit's CARB or SCAQMD operating permit, shall be provided at the time of mobilization of each applicable unit of equipment.</p> <p>The above USEPA Standards measures shall be met, unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:</p> <ul style="list-style-type: none"> -A piece of specialized equipment is unavailable in a controlled form within the State of California, including through a leasing agreement. -A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application is not yet approved, or the application has been approved, but funds are not yet available. -A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease. 	LAHD	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
8	2008 MMRP	MM AQ-4: Fleet Modernization for Construction Equipment	<p>Phases II and III:</p> <ol style="list-style-type: none"> 1. Construction equipment shall incorporate, where feasible, emissions-savings technology such as hybrid drives and specific fuel economy standards. 2. Idling shall be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: <ol style="list-style-type: none"> a. January 1, 2009, to December 31, 2011: All off-road diesel-powered construction equipment greater than 50 hp, except derrick barges and marine vessels, shall meet Tier 2 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions-control device used by the Contractor shall achieve emissions reductions no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similar-sized engine as defined by CARB regulations. b. Post January 1, 2012: All off-road diesel-powered construction equipment greater than 50 hp, except derrick barges and marine vessels, shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions-control device used by the Contractor shall achieve emissions reductions no less than what could be achieved by a Level 2 or Level 3 diesel emissions-control strategy for a similar-sized engine as defined by CARB regulations. <p>A copy of each unit's certified Tier specification, BACT documentation and each unit's CARB or SCAQMD operating permit, shall be provided at the time of mobilization of each applicable unit of equipment.</p> <p>The above "Tier Specifications" measures shall be met, unless one of the following circumstances exist, and the contractor is able to provide proof that any of these circumstances exists:</p> <ul style="list-style-type: none"> -A piece of specialized equipment is unavailable in a controlled form within the State of California, including through a leasing agreement. -A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application is not yet approved, or the application has been approved, but funds are not yet available. -A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease. 	LAHD	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
9	2008 MMRP	MM AQ-5: Best Management Practices	<p>Phases II and III: The following types of measures are required on construction equipment (including on-road trucks):</p> <ol style="list-style-type: none"> 1. Use of diesel oxidation catalysts and catalyzed diesel particulate traps 2. Maintain equipment according to manufacturers' specifications 3. Restrict idling of construction equipment and on-road heavy-duty trucks to a maximum of 5 minutes when not in use 4. Install high-pressure fuel injectors on construction equipment vehicles 5. Maintain a minimum buffer zone of 300 meters between truck traffic and sensitive receptors 6. Improve traffic flow by signal synchronization 7. Enforce truck parking restrictions 8. Provide on-site services to minimize truck traffic in or near residential areas, including, but not limited to, the following services: meal or cafeteria services, automated teller machines, etc. 9. Re-route construction trucks away from congested streets or sensitive receptor areas 10. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site 11. Use electric power in favor of diesel power where available. <p>LAHD shall implement a process by which to select additional BMPs to further reduce air emissions during construction. The LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list.</p>	LAHD	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
10	2008 MMRP	MM AQ-6: Additional Fugitive Dust Controls	<p>The calculation of fugitive dust (PM10) from Project earth-moving activities assumes a 75 percent reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure Project compliance with SCAQMD Rule 403.</p> <p>The construction contractor shall further reduce fugitive dust emissions to 90 percent from uncontrolled levels. The construction contractor shall designate personnel to monitor the dust control program and to order increased watering, as necessary, to ensure a 90 percent control level. Their duties shall include holiday and weekend periods when work may not be in progress.</p> <p>The following measures, at minimum, must be part of the contractor Rule 403 dust control plan:</p> <ul style="list-style-type: none"> • Active grading sites shall be watered one additional time per day beyond that required by Rule 403. • Contractors shall apply approved non-toxic chemical soil stabilizers according to manufacturer’s specifications to all inactive construction areas or replace groundcover in disturbed areas (previously graded areas) inactive for ten days or more. • Construction contractors shall provide temporary wind fencing around sites being graded or cleared. • Trucks hauling dirt, sand, or gravel shall be covered in accordance with Section 23114 of the California Vehicle Code. • Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off tires of vehicles and any equipment leaving the construction site • The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed. • Pave road and road shoulders. • Require the use of clean-fueled sweepers pursuant to SCAQMD Rule 1186 and Rule 1186.1 certified street sweepers. Sweep streets at the end of each day if visible soil is carried onto paved roads on-site or roads adjacent to the site to reduce fugitive dust emissions. • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable. 	LAHD	COMPLETED	
11	2008 MMRP	MM AQ-7: General Mitigation Measure	<p>For any of the above mitigation measures (MM AQ-1 through AQ-6), if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the Port.</p>	LAHD	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
12	2008 MMRP	MM AQ-8: Special Precautions near Sensitive Sites	All construction activities located within 1,000 feet of sensitive receptors (defined as schools, playgrounds, daycares, and hospitals) shall notify each of these sites in writing at least 30 days before construction activities begin.	LAHD	COMPLETED	
13	2008 MMRP	MM AQ-9: Alternative Maritime Power (AMP)	<p>China Shipping ships calling at Berths 97-109 must use AMP at the following percentages while hoteling in the Port:</p> <ul style="list-style-type: none"> • January 1 to June 30, 2005: 60 percent of total ship calls (ASJ Requirement) • July 1, 2005: 70 percent of total ship calls (ASJ Requirement) • January 1, 2010: 90 percent of ship calls • January 1, 2011, and thereafter: 100 percent of ship calls <p>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.</p>	Tenant	NOT IN COMPLIANCE	WBCT generated Terminal Operator Visit Report submitted to CARB
14	2008 MMRP	MM AQ-10: Vessel Speed Reduction Program	<p>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:</p> <ul style="list-style-type: none"> • 2009 and thereafter: 100 percent 	Tenant	NOT IN COMPLIANCE	WBCT generated VSRP report for June 2025 through December 2025 using POLA vessel speed data

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
15	2008 MMRP	MM AQ-11: Low-Sulfur Fuel	<p>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:</p> <ul style="list-style-type: none"> • 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 	Tenant	COMPLETED	WBCT compliance form
16	2008 MMRP	MM AQ-12: Slide Valve	<p>Ships calling at Berths 97-109 shall be equipped with slide valves or equivalent on main engines in the following percentages:</p> <ul style="list-style-type: none"> • 2009: 25 percent • 2010: 50 percent • 2012: 75 percent • 2014 and thereafter: 100 percent 	Tenant	IN COMPLIANCE	WBCT generated report for June 2025 through December 2025 using POLA vessel activity data
17	2008 MMRP	MM AQ-13: Reroute Cleaner Ships	<p>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.</p>	Tenant	IN COMPLIANCE	WBCT generated report for June 2025 through December 2025 using POLA vessel main engine data

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
18	2008 MMRP	MM AQ-14: New Vessel Build	<p>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:</p> <ol style="list-style-type: none"> 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 	Tenant	IN COMPLIANCE	WBCT compliance form
19	2019 Supplemental MMRP	MM AQ-15: Yard Tractors	<ol style="list-style-type: none"> 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. 	Tenant	IN COMPLIANCE	WBCT equipment inventory, purchasing plan and backup documentation, as applicable
20	2008 MMRP	MM AQ-17: Yard Equipment at Berth 97-109 Terminal (Electric Yard Tractor Pilot Project)	In addition to the above requirements, 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.	Tenant	IN COMPLIANCE	WBCT equipment inventory, purchasing plan and backup documentation, as applicable

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
21	2019 Supplemental MMRP	MM AQ-17. Cargo Handling Equipment	<p>All yard equipment at the terminal, except for yard tractors, shall implement the following requirements:</p> <p><u>Forklifts</u></p> <ul style="list-style-type: none"> • 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. 	Tenant	IN COMPLIANCE	WBCT equipment inventory, purchasing plan and backup documentation, as applicable

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
21	(Continuation) 2019 Supplemental MMRP	(Continuation) MM AQ-17. Cargo Handling Equipment	<p><u>Topicks</u></p> <ul style="list-style-type: none"> • 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. <p><u>Rubber-Tired Gantry (RTG) Cranes</u></p> <ul style="list-style-type: none"> • 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. 	Tenant	IN COMPLIANCE	WBCT equipment inventory, purchasing plan and backup documentation, as applicable
21	(Continuation) 2019 Supplemental MMRP	(Continuation) MM AQ-17. Cargo Handling Equipment	<p><u>Sweepers</u></p> <ul style="list-style-type: none"> • 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. <p><u>Shuttle Buses</u></p> <ul style="list-style-type: none"> • 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. 	Tenant	IN COMPLIANCE	WBCT equipment inventory, purchasing plan and backup documentation, as applicable

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
22	2008 MMRP	MM AQ-18: Yard Locomotives at Berth 121-131 Rail Yard	Beginning January 1, 2015, all yard locomotives at the Berth 121-131 Rail Yard that handle containers moving through the Berth 97-109 terminal shall be equipped with a diesel particulate filter (DPF).	LAHD through Pacific Harbor Line (PHL)	COMPLETED	
23	2008 MMRP	MM AQ-19: Clean Truck Program	<p>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:</p> <ul style="list-style-type: none"> • 2009: 50 percent USEPA 2007 • 2010: 70 percent USEPA 2007 • 2011: 90 percent USEPA 2007 • 2012: 100 percent USEPA 2007 	Tenant	COMPLETED	WBCT compliance form
24	2008 MMRP	MM AQ-21: Truck Idling Reduction 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.	Tenant	IN COMPLIANCE	WBCT compliance form

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
25	2008 MMRP	Lease Measure AQ-22: Periodic Review of New Technology and Regulations	<p>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.</p> <p>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.</p> <p>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.</p>	Tenant	IN COMPLIANCE	WBCT compliance form
26	2008 MMRP	Lease Measure AQ-24: General 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.	Tenant	IN COMPLIANCE	Not applicable
27	2008 MMRP	MM AQ-25: LEED	The main terminal building shall obtain the Leadership in Energy and Environmental Design (LEED) gold certification level.	LAHD	IN COMPLIANCE	Not applicable

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
28	2008 MMRP	MM AQ-23 and MM AQ-26: Compact Fluorescent Light Bulbs	<p>MM AQ-23: All interior buildings on the premises shall exclusively use compact fluorescent light bulbs for ambient lighting within all terminal buildings. The tenant shall also maintain and replace any Port-supplied compact fluorescent light bulbs.</p> <p>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.</p>	Tenant and LAHD	COMPLETED	WBCT compliance form
29	2008 MMRP	MM AQ-27: Energy Audit	The tenant shall conduct a third party energy audit every 5 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.	Tenant	IN COMPLIANCE	WBCT compliance form
30	2008 MMRP	MM AQ-28: Solar Panels	The applicant shall install solar panels on the main terminal building.	LAHD	IN COMPLIANCE	Not applicable
31	2008 MMRP	MM AQ-29: Recycling	The tenant shall ensure a minimum of 40 percent of all waste generated in all terminal buildings is recycled by 2012 and 60 percent of all waste generated in all terminal buildings is recycled by 2015. Recycled materials shall include: (a) white and colored paper; (b) post-it notes; (c) magazines; (d) newspaper; (e) file folders; (f) all envelopes including those with plastic windows; (g) all cardboard boxes and cartons; (h) all metal and aluminum cans; (i) glass bottles and jars; and; (j) all plastic bottles.	Tenant	COMPLETED	WBCT compliance form and backup
32	2008 MMRP	MM AQ-30: Tree Planting	The applicant shall plant shade trees around the administration building. All shade trees shall be maintained over the life of the project.	LAHD	IN COMPLIANCE	Not applicable

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
33	2008 MMRP	MM BIO-1: Mitigation Credits	Compensate for loss of marine habitat (EFH) and loss of benthic communities in the West Basin through use of existing mitigation bank credits.	LAHD	COMPLETED	
34	2008 MMRP	MM BIO-2: Vessel Speed Reduction Program	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.	Tenant	NOT IN COMPLIANCE	See MM AQ-10 VSRP
35	2008 MMRP	MM BIO-3: Noise Reduction During Pile Driving	<p>The contractor shall be required to use sound abatement techniques to reduce both noise and vibrations from pile driving activities. Sound abatement techniques shall include, but are not limited to, vibration or hydraulic insertion techniques, drilled or augured holes for cast-in-place piles, bubble curtain technology, and sound aprons where feasible. At the initiation of each pile driving event, and after breaks of more than 15 minutes the pile driving shall also employ a "soft-start" in which the hammer is operated at less than full capacity (i.e., approximately 40–60% energy levels) with no less than a 1-minute interval between each strike for a 5-minute period.</p> <p>In addition, a qualified biologist hired by the Port shall be required to monitor the area in the vicinity of pile driving activities for any fish kills during pile driving. If there are any reported fish kills, pile driving shall be halted and the USACE and NMFS shall be notified via the Port's Environmental Management Division. The biological monitor shall also note (surface scan only) whether marine mammals are present within 100 meters of the pile driving, and if any are observed, temporarily halt pile driving until the observed mammals move beyond this distance.</p>	LAHD	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
36	2008 MMRP	CR-1: Cultural Resources	<p>In the unlikely event that any artifact, or an unusual amount of bone, shell, or non-native stone is encountered during construction, work shall be immediately stopped and relocated to another area. The contractor shall stop construction within 10 meters (30 feet) of the exposure of these finds until a qualified archaeologist can be retained by the Port to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historical trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they shall be avoided or shall be mitigated consistent with SHPO Section 106 and CEQA Guidelines. All construction equipment operators shall attend a preconstruction meeting presented by a professional archaeologist retained by the Port that shall review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.</p> <p>Prior to beginning construction, the Port shall meet with applicable Native American Groups, including the Gabrielino/Tongva Tribal Council to identify areas of concern. A trained archaeologist shall monitor construction at identified areas. In addition to monitoring, a treatment plan shall be developed in conjunction with the Native American Groups to establish the proper way of extracting and handling all artifacts in the event of an archaeological discovery.</p>	LAHD	COMPLETED	
37	2008 MMRP	MM GEO-1: Emergency Response Planning	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.	Tenant	IN COMPLIANCE	WBCT compliance form and backup
38	2008 MMRP	MM TRANS-1: Avalon Boulevard and Harry Bridges Boulevard	Provide an additional eastbound and westbound left-turn lane on Harry Bridges Boulevard. This measure shall be implemented by 2015.	LAHD	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
37	2019 Supplemental MMRP	MM TRANS-2. Alameda and Anaheim Streets	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.	LAHD	IN COMPLIANCE	LA City Bureau of Engineering project status report and schedule
38	2019 Supplemental MMRP	MM TRANS-3: John S. Gibson Boulevard and I-110 N/B Ramps	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.	LAHD	IN COMPLIANCE	
39	2008 MMRP	MM TRANS-5: Broad Avenue and Harry Bridges Boulevard	Provide an additional eastbound and westbound left-turn lane on Harry Bridges Boulevard. This measure shall be implemented by 2015.	LAHD	COMPLETED	
40	2008 MMRP	MM TRANS-7 through TRANS-14	Various transportation improvements. See 2008 MMRP for a description of each measure.	LAHD	NOT APPLICABLE	Not applicable

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
41	2008 MMRP	MM GW-1: Site Remediation	<p>Unless otherwise authorized by the lead regulatory agency for any given site, LAHD 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	Tenant	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
42	2008 Final EIR	MM GW-2: Contamination Contingency Plan	<p>The following contingency plan shall be implemented to address previously unknown contamination during demolition, grading, and construction:</p> <p>a) All trench excavation and filling operations shall be observed for the presence of free petroleum products, chemicals, or contaminated soil. Deeply discolored soil or suspected contaminated soil shall be segregated from light colored soil. In the event unexpected suspected chemically impacted material (soil or water) is encountered during construction, the contractor shall notify the Los Angeles Harbor Department Chief Harbor Engineer, Director of Environmental Management, and Risk Management Industrial Hygienist. The Port shall confirm the presence of the suspect material and direct the contractor to remove, stockpile or contain, and characterize the suspect material(s) identified within the boundaries of the construction area. Continued work at a contaminated site shall require the approval of the Chief Harbor Engineer. b) A photoionization detector (or other similar devices) shall be present during grading and excavation of suspected chemically impacted soil. c) Excavation of VOC-contaminated soil will require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit. d) The remedial options selected shall be dependent upon a number of criteria (including, but not limited to, types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and shall be determined on a site-specific basis. Both offsite and onsite remedial options shall be evaluated. e) The extent of removal actions shall be determined on a site-specific basis. At a minimum, the chemically impacted areas within the boundaries of the excavation area shall be remediated to the satisfaction of the lead regulatory agency for the site. The Port Project Manager overseeing removal actions shall inform the contractor when the removal action is complete. f) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials shall be submitted to the Chief Harbor Engineer within 30 days of Project completion. g) In the event that contaminated soil is encountered, all onsite personnel handling or working in the vicinity of the contaminated material shall be trained in accordance with OSHA regulations for hazardous waste operations. These regulations are based on CFR 1910.120 (e) and 8 CCR 5192, which states that "general site workers" shall receive a minimum of 40 hours of classroom training and a minimum of three days of field training. This training provides precautions and protective measures to reduce or eliminate hazardous materials/waste hazards at the workplace. h) In cases where potential chemically impacted soil is encountered, a real-time aerosol monitor shall be placed on the prevailing downwind side of the impacted soil area to monitor for airborne particulate emissions during soil excavation and handling activities.</p> <p>i) All excavations shall be filled with structurally suitable fill material that is free from contamination.</p>	LAHD	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
43	2008 MMRP	MM NOI-1: Construction Limitations	<p>a) Construction Hours. Limit construction hours.</p> <p>b) Construction Days. Do not conduct noise-generating construction activities on weekends or holidays unless critical</p> <p>c) Temporary Noise Barriers. Should be located between noise-generating construction activities and sensitive receivers.</p> <p>d) Properly muffle and maintain all construction equipment powered by internal combustion engines. e) Idling Prohibitions. Prohibit unnecessary idling of internal combustion engines near noise-sensitive areas.</p> <p>f) Equipment Location. Locate all stationary noise-generating</p> <p>g) Quiet Equipment Selection. Select quiet construction equipment whenever possible. Comply with City of Los Angeles Noise Ordinance.</p> <p>h) Notification. Notify residents adjacent to the proposed Project site of the construction schedule in writing.</p> <p>i) IHC Hydrohammer. The contractor shall use an IHC Hydrohammer pile driver or equivalent when constructing the berths.</p> <p>j) Reporting. The Port shall clearly post the telephone number where complaints regarding construction-related disturbance can be reported.</p>	LAHD	COMPLETED	
44	2008 MMRP	MM NOI-2: Noise Walls	Mitigation measures to reduce operational impacts would include installation of noise walls at the project site or residential property lines, if feasible, and/or soundproofing of impacted noise-sensitive structures.	LAHD	IN COMPLIANCE	
45	2008 MMRP	MM PS-1: Recycling Construction	Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided onsite.	LAHD	COMPLETED	

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
46	2008 MMRP	MM PS-2: Materials with Recycled Content	Materials with recycled content shall be used in Project construction. Chippers onsite during construction shall be used to further reduce excess wood for landscaping cover.	LAHD	COMPLETED	
47	2008 MMRP	MM PS-3: Long Term Solid Waste Management	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.	Tenant	IN COMPLIANCE	WBCT compliance form and backup
48	2019 Supplemental MMRP	LM AQ-1. Cleanest Available Cargo Handling Equipment	<p>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.</p> <p>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.</p> <p>LAHD will include a summary of zero and near-zero emission equipment operating at the terminal each year as part of mitigation measure tracking.</p>	Tenant	IN COMPLIANCE	WBCT equipment inventory and 10-year rolling purchasing plan

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
47	2019 Supplemental MMRP	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.	Tenant	COMPLETED	WBCT compliance form and backup
48	2019 Supplemental MMRP	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.	Tenant	IN COMPLIANCE	WBCT equipment inventory and Monthly Progress Report for ARV-17-049 (WAVE Project) generated by the Port of Los Angeles for Reporting Period December 2025
49	2019 Supplemental MMRP	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.	Tenant	COMPLETED	WBCT compliance form and backup

#	Source	Measure ID	Measure Requirement	Responsible Party	Compliance Status	Verification Documents
50	2019 Supplemental MMRP	LM GHG-1. GHG Credit Fund	<p>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.</p>	Tenant and LAHD	IN COMPLIANCE	WBCT compliance form and backup