

Chapter 3

Modifications to the Draft Revised SEIR

3.1 Introduction

This chapter of the document addresses modifications to the Draft Revised SEIR for the Berths 97-109 (China Shipping) Project (Revised Project) at the Port of Los Angeles (Port). It presents all revisions related to public comments, as determined necessary by the lead agency (the Los Angeles Harbor Department), for the following areas of the document:

- Executive Summary
- Chapter 1 Introduction
- Section 3.1 Air Quality
- Section 3.2 Greenhouse Gases
- Chapter 5 References
- Appendix A

Any revisions to supporting documentation are also presented. The numbering format from the Draft Revised SEIR is maintained in the sections presented here. Only sections that have revisions based on public comment are included; sections that have no revisions are not included. Readers are referred to the Draft Revised SEIR to view complete sections.

It should be noted that most of the changes were editorial in nature. None of the revisions results in changes to significance findings.

As provided in Section 15088(c) of the State CEQA Guidelines, responses to comments may take the form of a revision to a Draft EIR or may be separate section in the Final EIR. This chapter complies with the latter of these two guidelines and provides changes to the Draft EIR in revision-mode text (i.e., deletions are shown with strikethrough and additions are shown with underline). These notations are meant to provide clarification, corrections, or minor revisions as needed as a result of public comments or because of changes in the Revised Project since the release of the Draft Revised SEIR.

3.2 Changes to the Draft EIR

The following changes to the text as presented below are incorporated into the Final RSEIR.

3.2.1 Changes Made to the Executive Summary

In Table ES-1, MM AQ-9 is revised as follows:

MM AQ-9: Alternative Maritime Power (AMP). All vessels owned, chartered or operated by China Shipping ships calling at Berths 97-109 shall use AMP while docked at the berth hoteling in the Port for 100-percent of ship calls vessel visits.

Additionally, all vessels ships retrofitted for or capable of using AMP calling at Berths 97-109 shall use AMP while docked at the berth hoteling in the Port for 100-percent compliance of ship calls vessel visits.

“Vessels”, “berth” and “visits” shall be defined as provided in California Code of Regulations, Title 17, section 93130.8, subdivision (c), and applicable future regulations that may be promulgated by CARB regarding at-berth emissions.

The following exceptions apply to this measure:

(1) ~~When an AMP-capable berth is unavailable due to utilization by another AMP-capable ship.~~

(2) During any portion of a vessel visit that qualifies as a “safety and emergency event” under California Code of Regulations, Title 17, section 93130.8, subdivision (a).

(3) During any portion of a vessel visit that qualifies as “commissioning” under California Code of Regulations, Title 17, section 93130.8, subdivision (c).

4. During any portion of a vessel visit that occurs during either a vessel-side equipment failure or a terminal-side equipment failure. A “terminal-side equipment failure” shall be deemed to occur when the terminal or Respondents have installed shoreside control equipment and maintains that equipment according to manufacturer recommendations, but that equipment experiences an unexpected failure at the time during the vessel visit for which the equipment failure is claimed. In addition, a “terminal-side equipment failure” cannot be claimed unless arrangements are promptly made to ensure that repair, replacement, or servicing of the failed equipment will be completed as soon as possible. A “vessel-side equipment failure” shall be deemed to occur when a vessel owner or operator has installed on-board equipment to connect with shoreside control equipment and maintains that onboard equipment according to manufacturer recommendations, but that on-board equipment experiences an unexpected failure at the time during the vessel visit for which the equipment failure is claimed. In addition, a “vessel-side equipment failure” cannot be claimed unless arrangements are promptly made to ensure that repair, replacement, or servicing of the failed on-board equipment will be completed as soon as possible. Necessary documentation to substantiate these exceptions includes, at minimum, the dates and times of the failure(s); any relevant correspondence documenting the equipment failure consistent with the

1 definitions above; evidence that the equipment at issue has been maintained
2 according to manufacturer recommendations; evidence that the equipment failure
3 was unexpected at the time during the vessel visit for which the equipment
4 failure is claimed; and evidence that arrangements have been made to ensure that
5 repair, replacement, or servicing will be completed as soon as possible.

6 If a vessel visit qualifies for an exception above, but can still feasibly control
7 emissions using a CARB-certified alternative control technology (i.e., a barge-
8 based capture and control system), the vessel shall use that strategy, consistent
9 with the requirements of MM AQ-31.

10 In Table ES-1, MM GHG-2 is revised as follows:

11 **MM GHG-2. GHG Reduction Offsets.** The Tenant shall be required to purchase
12 and retire carbon offsets related to activities that reduce, avoid, destroy, or sequester
13 an amount of GHG emissions in an off-site location to offset the equivalent amount
14 of GHG emissions generated by the Project in excess of the City's significance
15 threshold of 10,000 metric tons. From the first year of the Permit amendment, in
16 2026, through the end of the term of the Permit in 2045, the Tenant shall purchase
17 and retire carbon offsets each year in an amount that would be the equivalent of the
18 Project's estimated residual GHG emissions. The estimated residual emissions for
19 each calendar year shall be based upon the calculations in Appendix C of the Final
20 Revised SEIR prepared for the Revised Project except as adjusted in accordance with
21 paragraph a) or b), below.

22 The LAHD is in the process of developing a Greenhouse Gas Program. The Program
23 shall be used for GHG-reducing projects and programs approved by the Port of Los
24 Angeles. If that Program is established during the term of the Permit, the Tenant shall
25 have the option to offset the required amount of GHG emissions through a funding
26 contribution to the Greenhouse Gas Program rather than towards purchasing carbon
27 offsets from a CARB-recognized registry.

28 While the LAHD Greenhouse Gas Program is currently under development, the
29 Tenant shall purchase and retire carbon offsets from a CARB-recognized offset
30 registry as follows:

31 **Carbon offsets:** The Tenant shall purchase and retire carbon offsets from a CARB-
32 recognized registry to ensure that offsets will result in real, permanent, additional,
33 quantifiable, verifiable, and enforceable reductions. The carbon offsets shall be
34 verifiable by the City and enforceable in accordance with the registry's current
35 applicable standards, practices, or protocols.

36 The order of priority for purchasing (any one or more) carbon offsets shall be
37 considered as follows:

- 38 • Originating within the local area;
- 39 • Originating within the South Coast Air Basin;
- 40 • Originating within the state of California; or
- 41 • If sufficient local and in-state offsets are not available, the Tenant shall purchase
42 conforming national offsets registered with a CARB-recognized registry.

43 **Adjustment of Tenant's Required Offsets through Other Verified GHG**
44 **Emission Reductions:** The Tenant may pursue the following modifications to the
45 Project's total estimated GHG emissions identified in this measure. These

1 modifications may be pursued in conjunction with or independent of each other on an
2 up to annual basis.

3 *a) Adjustment in GHG Emissions*

4 In the event of changes in activities, efficiency, reduced operations, regulations or for
5 any other purpose, the Tenant may request an adjustment of the required carbon
6 offsets based on an evaluation of actual GHG emissions rather than future projected
7 GHG emission calculations in this RSEIR. If the actual GHG emissions, minus the
8 2008 Actual Baseline, do not exceed the significance threshold of 10,000 mty, no
9 carbon offsets shall be required. To adjust the Tenant's required number of carbon
10 offsets for purchase, the Tenant shall make a request in writing to the LAHD for
11 review and approval for the calendar year under consideration and shall submit a
12 report within 60 days that quantifies the actual greenhouse gas emissions by an expert
13 or an independent, qualified third-party, in accordance with CARB-registry
14 standards. The evaluation of actual greenhouse gas emissions must be performed
15 using acceptable industry standards and protocols—to show emissions are real,
16 quantifiable, and verifiable—for all sources that were included in the Project's GHG
17 emissions calculations under Impact GHG-1. LAHD review shall occur within 30
18 days of receipt of the submitted report. Any expenses incurred by LAHD in
19 processing the Tenant's request, including retaining an independent third-party
20 verifier to peer review the report, shall be borne by the Tenant.

21 or

22 *b) Implementation of Additional GHG Reduction Methods*

23 In addition, the Tenant may request a reevaluation of required carbon offsets to be
24 purchased according to this paragraph. The Tenant may implement different and
25 additional GHG reduction methods if new technology and/or other feasible measures
26 become available during the term of the Permit (including, but not limited to, onsite
27 technologies such as Zero Emission equipment and/or supporting infrastructure). To
28 adjust the Tenant's required number of carbon offsets for purchase, the Tenant shall
29 identify such additional GHG reduction actions and must quantify the GHG emission
30 reductions from these GHG reduction actions by an independent, qualified third-party
31 verifier to ensure the offsets are real, additional, quantifiable, permanent, verifiable,
32 and enforceable. Once the GHG reduction actions are found to be feasible and are
33 reviewed and approved by LAHD staff, the Tenant may request that LAHD reduce
34 its required purchase of carbon offsets by the equivalent amount of demonstrated
35 reduction. Any expenses incurred by LAHD in processing the Tenant's request,
36 including retaining a third-party verifier, shall be borne by the Tenant.

37 The Tenant shall be required to purchase and retire carbon offsets related to activities
38 that reduce, avoid, destroy, or sequester an amount of GHG emissions in an off-site
39 location to offset the equivalent amount of GHG emissions generated by the Project
40 in excess of the City's significance threshold of 10,000 metric tons. From the first
41 year of the Permit amendment, in 2026, through the end of the term of the Permit in
42 2045, the Tenant shall purchase and retire carbon offsets each year in an amount that
43 would be the equivalent of the Project's estimated residual GHG emissions. The
44 estimated residual emissions for each calendar year shall be based upon the
45 calculations in Appendix C of the Final Revised SEIR prepared for the Proposed
46 Project except as adjusted in accordance with paragraph a) or b), below.

47 The LAHD is in the process of developing a Greenhouse Gas Program. The Program
48 shall be used for GHG-reducing projects and programs approved by the Port of Los

1 Angeles. If that Program is established during the term of the Permit, the Tenant shall
2 have the option to offset the required amount of GHG emissions through a funding
3 contribution to the Greenhouse Gas Program rather than towards purchasing carbon
4 offsets from a CARB-recognized registry. While the LAHD Greenhouse Gas
5 Program is currently under development, the Tenant shall purchase and retire carbon
6 offsets from a CARB-recognized offset registry as follows:

7 **Carbon offsets:** The Tenant shall purchase and retire carbon offsets from a CARB-
8 recognized registry to ensure that offsets will result in real, permanent, additional,
9 quantifiable, verifiable, and enforceable reductions. The carbon offsets shall be
10 verifiable by the City and enforceable in accordance with the registry's applicable
11 standards, practices, or protocols.

12 The order of priority for purchasing (any one or more) carbon offsets shall be
13 considered as follows:

- 14 i. Originating within the local area;
- 15 ii. Originating within the South Coast Air Basin;
- 16 iii. Originating within the state of California; or
- 17 iv. If sufficient local and in-state offsets are not available, the Tenant shall
18 purchase conforming national offsets registered with a CARB-recognized
19 registry.

20 **Adjustment of Tenant's Required Offsets through Other Verified GHG**

21 **Emission Reductions:** The Tenant may pursue the following modifications to the
22 Project's total estimated GHG emissions identified in this measure. These
23 modifications may be pursued in conjunction with or independent of each other on an
24 up to annual basis.

25 *a. Adjustment in GHG Emissions*

26 In the event of changes in activities, efficiency, reduced operations, regulations, or
27 for any other purpose, the Tenant may request an adjustment of the required carbon
28 offsets based on an evaluation of actual GHG emissions rather than future projected
29 GHG emission calculations in this RSEIR. If the actual GHG emissions, minus the
30 2008 Actual Baseline, do not exceed the significance threshold of 10,000 mty, no
31 carbon offsets shall be required. To adjust the Tenant's required number of carbon
32 offsets for purchase, the Tenant shall make a request in writing to the LAHD for
33 review and approval for the calendar year under consideration and shall submit a
34 report within 60 days that quantifies the actual greenhouse gas emissions by an expert
35 or an independent, qualified third-party. The evaluation of actual greenhouse gas
36 emissions must be performed using acceptable industry standards and protocols for
37 all sources that were included in the Project's GHG emissions calculations under
38 Impact GHG-1. LAHD review shall occur within 30 days of receipt of the submitted
39 report. Any expenses incurred by LAHD in processing the Tenant's request,
40 including retaining an independent third-party verifier to peer review the report, shall
41 be borne by the Tenant.

42 or

43 *b) Implementation of Additional GHG Reduction Methods*

44 In addition, the Tenant may request a reevaluation of required carbon offsets to be
45 purchased according to this paragraph. The Tenant may implement different and
46 additional GHG reduction methods if new technology and/or other feasible measures

1 become available during the term of the Permit. To adjust the Tenant's required
 2 number of carbon offsets for purchase, the Tenant shall identify such additional GHG
 3 reduction actions and must quantify the GHG emission reductions from these GHG
 4 reduction actions by an independent, qualified third-party verifier. Once the GHG
 5 reduction actions are found to be feasible and are reviewed and approved by LAHD
 6 staff, the Tenant may request that LAHD reduce its required purchase of carbon
 7 offsets by the equivalent amount of demonstrated reduction. Any expenses incurred
 8 by LAHD in processing the Tenant's request, including retaining a third-party
 9 verifier, shall be borne by the Tenant.

10 On page ES-14, MM AQ-31 is revised as follows:

11 **MM AQ-31: At-Berth Regulations.** All ~~vessels~~ships calling at Berths 97-109 shall
 12 be subject to all applicable provisions of the At-Berth Regulations (CCR Title 17,
 13 Sections 93130-93130.22), and applicable future regulations that may be
 14 promulgated by CARB regarding at-berth emissions, while docked at the
 15 berth~~hoteling in the Port.~~

16 On pages ES-15 and ES-16, MM GHG-2 is revised as described above.

17 3.2.2 Changes Made to Chapter 1 Introduction

18 On page 1-4, line 12 is revised as follows:

19 ...~~(see Table 1 of Appendix A-1)~~(see Table 1 of Appendix A-2) for the full list...

20 3.2.3 Changes Made to Section 3.1 Air Quality

21 On page 3.1-2, line 8 is revised as follows:

22 ...number of mitigation and lease measures (summarized in Table 1-1 of Chapter 1)
 23 intended to address...

24 On page 3.1-29, line 38, and page 3.1-30, line 1, the non-compliance years are revised as
 25 follows to correct typographical errors:

26 (~~2018~~2015-2023).

27 On page 3.1-31, line 18 is revised as follows:

28 ...equipment list in accordance with the ~~revised~~ MM AQ-15, and MM AQ-17
 29 language in...

30 On page 3.1-42, MM AQ-9 is revised as described above under Section 3.2.1 Changes
 31 Made to the Executive Summary.

32 Also on page 3.1-42, lines 7 and 9 are revised as follows:

33 ...mitigation and lease measures...

34 On page 3.1-43, the paragraph beginning on line 6 is revised as follows:

35 Similarly, for MM AQ-10, the analysis below assumes a lower level of compliance
 36 (99.6% ~~6~~ and 99.2% for zone 4 and zone 5 respectively), based on historical data.
 37 This assumption is to be conservative to avoid overstating reductions associated with
 38 the Revised Project and does not modify the compliance requirements of MM AQ-

1 10. The assumption is reasonable because it incorporates the emergency allowances
 2 specified in the Port of Los Angeles Mariner’s Guide (POLA 2025).
 3 On page 3.1-49, MM AQ-31 is revised as described above under Section 3.2.1 Changes
 4 Made to the Executive Summary.
 5 On page 3.1-50, lines 29 and 30 are revised as follows to correct typographical errors:
 6 ...some of the 2008 EIS/EIR mitigation measures were not fully implemented (i.e.,
 7 the first period of non-compliance, 2008-~~2018~~2014, and the additional period of non-
 8 compliance, ~~2019~~2015-2023).
 9 On page 3.1-57, lines 7 and 8 are revised as follows:
 10 ...analysis year (2012, 2014,~~2018~~ [first period of non-compliance], 2018, 2019,
 11 2020, 2021, 2022, 2023 [additional period of non-compliance], and 2026, 2036, and
 12 2045).
 13 On page 3.1-82, lines 3, 4, and 5 are revised as follows:
 14 ~~Per the Writ, the mitigation monitoring program below includes the Adopted~~
 15 ~~Mitigation 3 Measures, the modified and additional mitigation measures for the~~
 16 ~~Revised Project, and 4 lease measures from the 2019 SEIR. The mitigation monitoring~~
 17 ~~program below includes the modified and additional mitigation measures for the~~
 18 ~~Revised Project from this RSEIR.~~
 19 On pages 3.1-82 through 3.1-85, the text in the table is changed as shown below. These
 20 changes reflect revisions to the air quality mitigation measures prompted by comments on
 21 the Draft RSEIR, omission of measures not modified by this RSEIR, and edits in order to
 22 ensure consistency with the Mitigation Monitoring and Reporting Program.

AQ-3: The Revised Project would result in operational-related emissions that exceed an SCAQMD threshold of significance.	
AQ-4: The Revised Project operation would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance.	
AQ-7: The Revised Project operation would expose sensitive receptors to significant levels of TACs.	
Mitigation Measure	<p>MM AQ-9. Alternative Maritime Power (AMP). All vessels owned, chartered or operated by China Shipping ships-calling at Berths 97-109 shall use AMP while <u>docked at the berth</u>hoteling in the Port for 100-percent of ship-callsvessel visits.</p> <p>Additionally, all vesselsships retrofitted for or capable of using AMP calling at Berths 97-109 shall use AMP <u>while docked at the berth</u>hoteling in the Port for 100-percent compliance of ship-callsvessel visits.</p> <p>The following exceptions apply to this measure:</p> <p>(1) When an AMP-capable berth is unavailable due to utilization by another AMP-capable ship.</p> <p>(2) During any portion of a vessel visit that qualifies as a “safety and emergency event” under California Code of Regulations, Title 17, section 93130.8, subdivision (a).</p> <p>(23) During any portion of a vessel visit that qualifies as “commissioning” under California Code of Regulations, Title 17, section 93130.8, subdivision (c).</p> <p>(34) During any portion of a vessel visit that occurs during either a vessel-side equipment failure or a terminal-side equipment failure. <u>A “terminal-side equipment failure” shall be deemed to occur when the terminal or Respondents have installed shoreside control equipment and maintains that equipment according to manufacturer recommendations, but that equipment experiences an unexpected failure at the time during the vessel visit for which the equipment failure is claimed. In addition, a “terminal-side equipment failure” cannot be claimed unless arrangements are promptly made to ensure that repair, replacement, or servicing of the failed equipment will be completed as soon as possible. A “vessel-side equipment failure” shall be deemed to occur when a vessel owner or</u></p>

	<p><u>operator has installed on-board equipment to connect with shoreside control equipment and maintains that onboard equipment according to manufacturer recommendations, but that on-board equipment experiences an unexpected failure at the time during the vessel visit for which the equipment failure is claimed. In addition, a “vessel-side equipment failure” cannot be claimed unless arrangements are promptly made to ensure that repair, replacement, or servicing of the failed on-board equipment will be completed as soon as possible. Necessary documentation to substantiate these exceptions includes, at minimum, the dates and times of the failure(s); any relevant correspondence documenting the equipment failure consistent with the definitions above; evidence that the equipment at issue has been maintained according to manufacturer recommendations; evidence that the equipment failure was unexpected at the time during the vessel visit for which the equipment failure is claimed; and evidence that arrangements have been made to ensure that repair, replacement, or servicing will be completed as soon as possible.</u></p> <p><u>If a vessel visit qualifies for an exception above, but can still feasibly control emissions using a CARB-certified alternative control technology (i.e., a barge-based capture and control system), the vessel shall use that strategy, consistent with the requirements of MM AQ-31.</u></p>
Timing	Starting on the effective date of a new lease amendment between the Tenant and the LAHD and annually thereafter.
Methodology	LAHD will include this mitigation measure in new lease amendment with tenant. Tenant shall submit bi-annual compliance forms documenting compliance to the Environmental Management Division; such documentation shall include all reports sent to CARB and any responses from CARB in compliance with the At-Berth Regulations. Vessel calls shall be monitored by the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.
Responsible Parties	Tenant, LAHD
Residual Impacts	Significant and unavoidable
Mitigation Measure	MM AQ-10. Vessel Speed Reduction Program (VSRP). All ships (100%) calling at Berths 97-109 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area.
Timing	Starting on the effective date of a new lease amendment between the Tenant and the LAHD and annually thereafter.
Methodology	LAHD will include this mitigation measure in new lease amendment with tenant. Environmental Management Division will independently monitor through monitoring data provided by the Marine Exchange. Biannual tenant compliance forms shall be supplied to the Environmental Management Division. Tenant shall submit bi-annual compliance forms documenting compliance to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting
Responsible Parties	Tenant, LAHD.
Residual Impacts	Significant and unavoidable
Mitigation Measure	2019 MM AQ-16. Yard Tractor Emission Standards. By January 1, 2019, all LPG yard tractors of model years 2007 or older shall be alternative fuel yard tractors that meet or exceed Tier 4 final off-road engine standards for PM and NO_x, and by January 1, 2023, all LPG yard tractors of model years 2011 or older shall be alternative fuel yard tractors that meet or exceed Tier 4 final off-road engine standards for PM and NO_x.
Timing	During operation, as specified in the mitigation measure.
Methodology	LAHD will include this mitigation measure in agreements with tenants.
Responsible Parties	Tenant, LAHD.

Residual Impacts	Significant and unavoidable
Mitigation Measure	2008 MM AQ-17. Cargo-Handling Equipment (pilot project). The tenant at Berth 97-109 shall participate in a 1-year electric yard tractor [truck] pilot project. As part of the pilot project, two electric tractors will be deployed at the terminal within 1 year of lease approval. If the pilot project is successful in terms of operation, costs and availability, the tenant shall replace half of the Berth 97-109 yard tractors with electric tractors within 5 years of the feasibility determination.
Timing	During operation, as specified in the mitigation measure Starting on the effective date of the sixth amendment to Permit No. 999 between the Tenant and the LAHD executed on July 3, 2024, and annually thereafter.
Methodology	This mitigation measure was adopted in the 2024 amendment to Permit No. 999. Tenant shall submit bi-annual compliance forms to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.
Responsible Parties	Tenant, <u>China Shipping</u> and LAHD.
Residual Impacts	Significant and unavoidable
Mitigation Measure	2019 MM AQ-17. Cargo-Handling Equipment Emission Standards. All yard equipment at the terminal, except for yard tractors, shall implement the following requirements: Forklifts <ul style="list-style-type: none"> • By January 1, 2019 all 18-ton diesel forklifts of model years 2004 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2020 all 18-ton diesel forklifts of model years 2005 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2020, all 5-ton forklifts of model years 2011 or older shall be replaced with electric units. • By January 1, 2021 all 18-ton diesel forklifts of model years 2007 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. Topsticks <ul style="list-style-type: none"> • By January 1, 2019 all diesel top-picks of model years 2006 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2021 all diesel top-picks of model years 2007 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2023 all diesel top-picks of model years 2014 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. Rubber-Tired Gantry (RTG) Cranes <ul style="list-style-type: none"> • By January 1, 2021 all diesel RTG cranes of model years 2003 and older shall be replaced with diesel electric hybrid with diesel engines that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2023 all diesel RTG cranes of model years 2004 and older shall be replaced with diesel electric hybrid with diesel engines that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2025 four RTG cranes of model years 2005 and older shall be replaced by all electric units, and one diesel RTG crane of model year 2005 shall be diesel electric hybrid unit with a diesel engine meeting exceed Tier 4 final off-road engine standards for PM and NO_x. Sweepers Sweeper(s) shall be alternative fuel or the cleanest available by 2025.

Shuttle Buses	
Gasoline shuttle buses shall be zero emissions by 2025.	
Timing	During operation, as specified in the mitigation measure.
Methodology	LAHD will include this mitigation measure in agreements with tenants.
Responsible Parties	Tenant, LAHD.
Residual Impacts	Significant and unavoidable
Mitigation Measure	MM AQ-31: Compliance with At-Berth Regulations. All vessels ships calling at Berths 97-109 must comply with all applicable At-Berth Regulations (CCR Title 17, Sections 93130-93130.22), and future regulations that may be promulgated by CARB regarding at-berth emissions, while docked at the berth hoteling in the Port.
Timing	During operation Starting on the effective date of a new lease amendment between the Tenant and the LAHD and annually thereafter.
Methodology	LAHD will include this mitigation measure in <u>the new lease amendment</u> agreements with tenants. <u>Tenant shall submit bi-annual compliance forms to the Environmental Management Division. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.</u>
Responsible Parties	Tenant, LAHD.
Residual Impacts	Significant and unavoidable
Mitigation Measure	2019 LM AQ 1. Cleanest Available Cargo Handling Equipment. For any measures that require the replacement, new purchase, or retrofit of cargo handling equipment, the tenant is required to notify LAHD in advance and engage in collaboration with LAHD on the cleanest available cargo handling equipment that is operationally and economically feasible and commercially available for the tenant's operations. LAHD will also assist with identification of potential sources of funding to assist with the purchase of such equipment.
Timing	During operation.
Methodology	LAHD will include this lease measure in lease agreements with tenants.
Responsible Parties	Tenant, LAHD.
Residual Impacts	Significant and unavoidable
Mitigation Measure	2019 LM AQ 2. Priority Access for Drayage. A priority access system shall be implemented at the CS Terminal to provide preferential access to zero- and near-zero-emission trucks.
Timing	During operation.
Methodology	LAHD will include this lease measure in lease agreements with tenants
Responsible Parties	Tenant, LAHD
Residual Impacts	Significant and unavoidable
Mitigation Measure	2019 LM AQ 3. Zero Emission Equipment Demonstration and Feasibility Assessment. Tenant shall conduct a one-year zero-emission demonstration project with at least ten units of zero-emission cargo handling equipment. Upon completion of the one-year demonstration, Tenant shall submit a report to LAHD that evaluates the feasibility of permanent use of the tested equipment. Tenant shall continue to test the zero-emission equipment and provide feasibility assessments and progress reports in 2020 and 2025 to evaluate the status of zero-emission equipment technologies and infrastructure as well as operational and financial considerations, with a goal of 100% zero-emission cargo handling equipment by 2030.
Timing	During operation.
Methodology	LAHD will include this lease measure in lease agreements with tenants.
Responsible Parties	Tenant, LAHD
Residual Impacts	Significant and unavoidable

3.2.4 Changes Made to Section 3.2 Greenhouse Gases

On page 3.2-1, line 31 is revised as follows:

...includes a new mitigation measure, MM GHG-2 GHG Reduction Offsets (described in Section 3.2.46.5),...

On pages 3.2-27 and 3.2-28, MM GHG-2 is revised as described above under Section 3.2.1 Changes Made to the Executive Summary.

On page 3.2-41, line 4 is revised as follows:

The mitigation measures detailed below would be implemented for the Revised Project. The mitigation monitoring program below includes the modified and additional mitigation measures for the Revised Project from this RSEIR.

The table on pages 3.2-41 through 3.2-43 is revised as follows. These changes reflect revisions to the greenhouse gas mitigation measures prompted by comments on the Draft RSEIR, omission of measures not modified by this RSEIR, and edits in order to ensure consistency with the Mitigation Monitoring and Reporting Program.

IMPACT GHG-1: The Revised Project would generate GHG emissions, either directly or indirectly, that would exceed the SCAQMD 10,000 mty CO₂e threshold.	
Mitigation Measure	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 by 2023.
Timing	Tenant must complete replacement of lighting by December 31, 2023.
Methodology	This mitigation measure was adopted in the 2024 amendment to Permit No. 999. Tenant shall implement MM GHG-1 through its own construction contractor. LAHD shall monitor implementation of mitigation measure during operation through the tenant lease.
Responsible Parties	LAHD for lease compliance. Tenant through its own construction contractor in conjunction with LAHD.
Residual Impacts	Significant.
Mitigation Measure	<p>MM GHG-2: GHG Reduction Offsets. The Tenant shall be required to purchase and retire carbon offsets related to activities that reduce, avoid, destroy, or sequester an amount of GHG emissions in an off-site location to offset the equivalent amount of GHG emissions generated by the Project in excess of the City's significance threshold of 10,000 metric tons. From first year of the Permit amendment, in 2026, through the end of the term of the Permit in 2045, the Tenant shall purchase and retire carbon offsets each year in an amount that would be the equivalent of the Project's estimated residual GHG emissions. The estimated residual emissions for each calendar year shall be based upon the calculations in the Final EIS/EIR prepared for the Proposed Project except as adjusted in accordance with paragraph a) or b), below.</p> <p>The LAHD is in the process of developing a Greenhouse Gas Program. The Program shall be used for GHG-reducing projects and programs approved by the Port of Los Angeles. If that Program is established during the term of the Permit, the Tenant shall have the option to offset the required amount of GHG emissions through a funding contribution to the Greenhouse Gas Program rather than towards purchasing carbon offsets from a CARB-recognized registry.</p>

	<p>While the LAHD Greenhouse Gas Program is currently under development, the Tenant shall purchase and retire carbon offsets from a CARB-recognized offset registry as follows:</p> <p>Carbon offsets: The Tenant shall purchase and retire carbon offsets from a CARB-recognized registry to ensure that offsets will result in real, permanent, additional, quantifiable, verifiable, and enforceable reductions. The carbon offsets shall be verifiable by the City and enforceable in accordance with the registry’s applicable standards, practices, or protocols. The order of priority for purchasing (any one or more) carbon offsets shall be considered as follows:</p> <ul style="list-style-type: none"> i. Originating within the local area; ii. Originating within the South Coast Air Basin; iii. Originating within the state of California; or iv. If sufficient local and in-state offsets are not available, the Tenant shall purchase conforming national offsets registered with a CARB-recognized registry. <p>Adjustment of Tenant’s Required Offsets through Other Verified GHG Emission Reductions: The Tenant may pursue the following modifications to the Project’s total estimated GHG emissions identified in this measure. These modifications may be pursued in conjunction with or independent of each other on an up to annual basis.</p> <p><i>(a) Adjustment in GHG Emissions</i></p> <p>In the event of changes in activities, efficiency, reduced operations, or for any other purpose, the Tenant may request an adjustment of the required carbon offsets based on an evaluation of actual GHG emissions rather than future projected GHG emission calculations. If the actual GHG emissions do not exceed the GHG threshold, no carbon offsets will be required. To adjust the Tenant’s required number of carbon offsets for purchase, the Tenant shall make a request in writing to the LAHD for review and approval for the calendar year under consideration and shall submit a report within 60 days that quantifies the actual greenhouse gas emissions by an expert or an independent, qualified third-party in accordance with CARB-registry standards. The evaluation of actual greenhouse gas emissions must be performed using acceptable industry standards and protocols for all sources <u>—to show emissions are real, quantifiable, and verifiable—</u> that were included in the Project’s GHG emissions calculations under Impact GHG-1. LAHD review shall occur within 30 days of receipt of the submitted report. Any expenses incurred by LAHD in processing the Tenant’s request, including retaining an independent third-party verifier to peer review the report, shall be borne by the Tenant.</p> <p>or</p> <p><i>(b) Implementation of Additional GHG Reduction Methods</i></p> <p>In addition, the Tenant may request a reevaluation of required carbon offsets to be purchased according to this paragraph. The Tenant may implement different and additional GHG reduction methods that are equally or more effective if new technology and/or other feasible measures become available during the term of the Permit <u>(including, but not limited to, onsite technologies such as Zero Emission equipment and/or supporting infrastructure)</u>. To adjust the Tenant’s required number of carbon offsets for purchase, the Tenant shall identify such additional GHG reduction actions and must quantify the GHG emission reductions from these GHG reduction actions by an independent, qualified third-party verifier to ensure the offsets are real, additional, quantifiable, permanent, verifiable, and enforceable. Once the GHG reduction actions are found to be feasible and are reviewed and approved by LAHD staff, the Tenant may request that LAHD reduce its required purchase of carbon offsets by the equivalent amount of demonstrated reduction. Any expenses incurred by LAHD in processing the Tenant’s request, including retaining a third-party verifier, shall be borne by the Tenant.</p>
Timing	During operations.

Methodology	LAHD shall include MM GHG-2 in the Permit amendment with tenant. LAHD shall monitor implementation of mitigation measure during operation through the tenant lease.
Responsible Parties	LAHD, Tenant
Residual Impacts	Less than significant with full implementation of MM GHG-2

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3.2.5 Changes Made to Chapter 5 References

On page 5-4, the following reference is added:

POLA (Port of Los Angeles). 2025. Mariner’s Guide 2025.
<https://kentico.portoflosangeles.org/getmedia/3a09c8ce-a7fa-4c1b-9104-adbe554c3766/2025-pola-mariners-guide>.

3.2.6 Changes Made to Appendix A2

Table 1 is revised as follows to specify the disposition and applicability of each mitigation measure to the Revised Project:

Table 1. List of the Mitigation Measures and Lease Measures Applied to the Construction and Operation of the Berths 97-109 (China Shipping) Container Terminal

2008 EIS/EIR	2019 SEIR	2025 RSEIR
MM AES-1: Landscaping	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AES-2: Crane Color Study	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AES-3: Beautification Plans	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AES-4: Plaza Park	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AQ-1: Harbor Craft used during construction	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AQ-2: Cargo Ships	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AQ-3: Fleet Modernization for On-Road Trucks	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AQ-4: Fleet Modernization for Construction Equipment	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AQ-5: Best Management Practices	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AQ-6: Additional Fugitive Dust Controls	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AQ-7: General Mitigation Measure	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AQ-8: Special Precautions near Sensitive Sites	Unchanged From the 2008 EIS/EIR	Unchanged From the 2008 EIS/EIR
MM AQ-9. Alternative Maritime Power (AMP)	Modified From the 2008 EIS/EIR MM AQ-9. Alternative Maritime Power (AMP) revised	Re-instated by the Court from 2008 EIR/EIS and revised, subject to BOHC approval MM AQ-9. Alternative Maritime Power (AMP) revised
MM AQ-10. Vessel Speed Reduction Program (VSRP)	Modified From the 2008 EIS/EIR MM AQ-10. Vessel Speed	Re-instated by the Court from 2008 EIR/EIS and revised, subject to BOHC approval MM AQ-10. Vessel

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2008 EIS/EIR	2019 SEIR	2025 RSEIR
	<u>Reduction Program (VSRP)– revised</u>	<u>Speed Reduction Program (VSRP)– revised</u>
MM AQ-11: Low-Sulfur Fuel	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-12: Slide Valve	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-13: Reroute Cleaner Ships	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-14: New Vessel Build	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-15: Yard Tractors at Berth 97-109 Terminal	<u>Modified From the 2008 EIS/EIR</u> MM AQ 15: Yard Tractors – revised	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
MM AQ-16: Yard Equipment at Berth 121-131 Rail Yard	<u>Deleted From the 2008 EIS/EIR</u>	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
MM AQ-17: Yard Equipment at Berth 97-109 Terminal	<u>Modified From the 2008 EIS/EIR</u> MM AQ 17: Cargo Handling Equipment – revised	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
<u>MM AQ-17: Cargo-Handling Equipment (Electric Yard Tractor Pilot Project)</u>	<u>Modified From the 2008 EIS/EIR</u>	<u>Reinstated by the Court from 2008 EIR/EIS and revised, subject to BOHC approval</u>
MM AQ-18: Yard Locomotives at Berth 121-131 Rail Yard	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-19: Clean Truck Program	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-20: LNG Trucks	<u>Deleted From the 2008 EIS/EIR</u>	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
MM AQ-21: Truck Idling Reduction Measure	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
LM AQ-22: Periodic Review of New Technology and Regulations	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-23: Compact Fluorescent Light Bulbs	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
LM AQ-23: Throughput Tracking	<u>Deleted From the 2008 EIS/EIR</u>	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
LM AQ-24: General Mitigation Measure (lease measure).	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-25: LEED.	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-26: Compact Fluorescent Light Bulbs	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-27: Energy Audit	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-28: Solar Panels	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-29: Recycling	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM AQ-30: Tree Planting	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
		MM AQ-31: Compliance With At- Berth Regulations
	LM AQ-1. Cleanest Available Cargo Handling Equipment.	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
	LM AQ-2. Priority Access for Drayage	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
	LM AQ-3. Demonstration of Zero- Emissions Equipment	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
	MM GHG-1: LED Lighting	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
	LM GHG-1: GHG Credit Fund.	<u>Replaced by MM GHG-2: GHG Reduction Offsets</u>
MM BIO-1: Mitigation Credits	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>

2008 EIS/EIR	2019 SEIR	2025 RSEIR
MM BIO-2: Vessel Speed Reduction Program	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM BIO-3: Noise Reduction during Pile Driving	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM CR-1: (encountered artifacts)	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM GEO-1: Emergency Response Planning	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM GW-1: Site Remediation	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM NOI-1: Construction Limitations	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM NOI-2: Noise Walls	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM PS-1: Recycling Construction Materials	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM PS-2: Materials with Recycled Content	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM PS-3: Long Term Solid Waste Management	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM TRANS-1: Avalon Boulevard and Harry Bridges Boulevard	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM TRANS-2: Alameda and Anaheim Streets	<u>Modified From the 2008 EIS/EIR</u>	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
MM TRANS-3: John S. Gibson Boulevard and I-110 N/B Ramps	<u>Modified From the 2008 EIS/EIR</u>	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
MM TRANS-4: Fries Avenue and Harry Bridges Boulevard	<u>Deleted From the 2008 EIS/EIR</u>	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
MM TRANS-5: Broad Avenue and Harry Bridges Boulevard	<u>Unchanged From the 2008 EIS/EIR</u>	<u>Unchanged From the 2008 EIS/EIR</u>
MM TRANS-6: Navy Way and Seaside Avenue	<u>Deleted From the 2008 EIS/EIR</u>	<u>Upheld by the Court and Unchanged From the 2019 EIR</u>
MM TRANS-7: Avalon Boulevard and Harry Bridges Boulevard	<u>Not Adopted By the BOHC</u>	<u>Not Adopted By the BOHC</u>
MM TRANS-8: Harbor Boulevard and SR-47 WB On-Ramp	<u>Not Adopted By the BOHC</u>	<u>Not Adopted By the BOHC</u>
MM TRANS-9: Harbor Boulevard and Swinford Street	<u>Not Adopted By the BOHC</u>	<u>Not Adopted By the BOHC</u>
MM TRANS-10: John S. Gibson Boulevard and I-110 NB Ramps	<u>Not Adopted By the BOHC</u>	<u>Not Adopted By the BOHC</u>
MM TRANS-11: Figueroa Street and C Street/I-110 Ramps	<u>Not Adopted By the BOHC</u>	<u>Not Adopted By the BOHC</u>
MM TRANS-12: Pacific Avenue and Front Street	<u>Not Adopted By the BOHC</u>	<u>Not Adopted By the BOHC</u>
MM TRANS-13: Neptune Avenue and Harry Bridges Boulevard	<u>Not Adopted By the BOHC</u>	<u>Not Adopted By the BOHC</u>
MM TRANS-14: John S. Gibson Boulevard and Channel Street	<u>Not Adopted By the BOHC</u>	<u>Not Adopted By the BOHC</u>

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