

SECTION TWENTY CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS	Item No.
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DEFINITIONS HEAVY DUTY DRAYAGE TRUCKS For purposes of Section 20 the following definitions shall apply: <p>“2007 Drayage Truck” means a Drayage Truck equipped with a heavy duty engine that meets or exceeds 2007 model year California or federal heavy-duty Diesel-Fueled On-Road emissions standards.</p> <p>“Alternative Drayage Truck” means a 2007 Drayage Truck with a heavy duty engine operating on liquefied or compressed natural gas, electricity or hybrid technology. This includes heavy-duty pilot ignition engines using an alternative fuel where diesel fuel is used for pilot ignition for an average ratio of no more than one part diesel fuel to ten parts total fuel on any energy equivalent basis. An engine that can operate or idle solely on diesel fuel at any time does not meet this definition.</p> <p>“ARB” means the California Air Resources Board.</p> <p>“Authorized Emergency Vehicle” is as defined in California Vehicle Code Section 165.</p> <p>“CARB Diesel Fuel” is Diesel Fuel certified by ARB as meeting the fuel specification standards set forth at Title 13, California Code of Regulations (CCR) Section 2280 et seq.</p> <p>* “CARB Drayage Truck Rule” is the regulation published by ARB for In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at Ports and Intermodal Rail Yard Facilities in California Code of Regulations (CCR) Section 2027.</p> <p>+ “CARB Truck and Bus Rule” is the regulation published by ARB entitled “Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles” in California Code of Regulations (CCR) Section 2025.</p> <p>“CARB Authorized Extension Truck” means a Drayage Truck authorized by ARB for a one-time one-year compliance deadline extension of Phase 1 of the CARB Drayage Truck Rule, subject to ARB’s terms and conditions for such extension, including: (1) the engine is a California or federally certified 1994-2003 model year engine; (2) the truck was registered in the State DTR, and (3) no ARB-verified Level 3 VDECS was available for that combination of truck and engine.</p> <p>+ “Class 7 Drayage Truck” means a Drayage Truck with a Gross Vehicle Weight Rating greater than 26,000 pounds but not more than 33,000 pounds.</p> <p>“Compliance Label” is a tag issued by ARB under the Drayage Truck Registry for Drayage Trucks operated at the ports and intermodal rail yards that meet ARB requirements and compliance schedules.</p> <p>“Concession” means a written agreement between the Port of Los Angeles and a Licensed Motor Carrier to allow Drayage Truck access to a Port of Los Angeles Terminal for drayage services under terms and conditions set forth therein.</p>	[C]+ 2000
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See Item 10 for explanation of abbreviations and symbols.

Correction No. 582	Order No. 10-7069 Adopted December 16, 2010 Ordinance No. 181724 Adopted May 11, 2011	EFFECTIVE: June 26, 2011
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SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

DEFINITIONS HEAVY DUTY DRAYAGE TRUCKS –Continued

“Dedicated Use Vehicles” are uni-body On-Road Vehicles that do not have separate tractors and trailers, including but not limited to dedicated auto transports, dedicated fuel delivery vehicles, concrete mixers, mobile cranes and construction equipment.

“Diesel Fuel” means any fuel that is commonly or commercially known, sold, or represented by the supplier as diesel fuel, including any mixture of primarily liquid hydrocarbons – organic compounds consisting exclusively of the elements carbon and hydrogen – that is sold or represented by the supplier as suitable for use in an internal combustion, compression – ignition engine.

“Diesel-Fueled” means a compression-ignition engine fueled by Diesel Fuel, CARB Diesel Fuel, or jet fuel, in whole or part, including liquid natural gas engines using diesel-fuel for pilot ignition.

“Diesel Particulate Matter” or “DPM” means the particles emitted in the exhaust of Diesel- Fueled compression - ignition engines.

* **“Drayage Truck”** means any in-use On-Road Vehicle with a Gross Vehicle Weight Rating greater than 14,000 pounds that pulls a trailer or chassis used for transporting cargo (such as containerized, bulk, or break-bulk goods), operating on or transgressing through Port Property for the purpose of loading, unloading or transporting cargo, empty containers or chassis that originated from or is destined for Port Property. Drayage Truck does not include Dedicated Use Vehicles, Authorized Emergency Vehicles, Military Tactical Support Vehicles, Yard Trucks or (A) vehicles transporting cargoes that originated from Port Property but have been off-loaded from the equipment (e.g., a trailer, chassis or container) that transported the cargo from Port Property; or (B) vehicles transporting cargoes destined for Port Property that are to be subsequently transferred into or onto different equipment (e.g., a trailer, chassis or container) before being delivered to Port Property.

“Drayage Truck Owner” means the person registered as the owner of a Drayage Truck as shown by the Department of Motor Vehicles, or its equivalent in another state, province, country, or the International Registration Plan, or the lessee of a Drayage Truck indicated on the truck’s registration pursuant to California Vehicle Code Section 4453.5.

“Drayage Truck Operator” means the driver of the vehicle or any person, party, or entity that controls the operation of a Drayage Truck.

“Early Replacement Drayage Trucks” means 2007 Drayage Trucks which are replacing older Drayage Trucks and are (i) funded by Program Funds under grant applications which are approved by the Ports of Los Angeles or Long Beach prior to October 1, 2008, or (ii) privately funded without Program Funds under committed sales orders issued prior to October 1, 2008.

“Grant Vanguard Trucks” are 2007 Drayage Trucks which are replacing older Drayage Trucks and are leased pursuant to the Program Agreement for the Port of Long Beach dated October 8, 2008 (Harbor Department Document Number HD-7377).

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 609	Order No. 12-7116 Ordinance No. 182327	Adopted October 18, 2012 Adopted November 21, 2012	EFFECTIVE: January 10, 2013
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SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

DEFINITIONS HEAVY DUTY DRAYAGE TRUCKS –Continued

“**Gross Vehicle Weight Rating**” is defined in California Vehicle Code Section 350.

* “**Heavy-Duty**” is a manufacturer’s Gross Vehicle Weight Rating of greater than 14,000 pounds.

“**International Registration Plan**” is a registration reciprocity agreement among states of the United States and provinces of Canada providing for payment of license fees on the basis of total distance operated in all jurisdictions.

“**Legacy LNG Trucks**” means Kenworth Model T-800 trucks equipped with Cummins ISX-G engines with emissions certified to 0.96 grams per brake horsepower hour (g/bhp-hr) for oxides of nitrogen (NO_x) and 0.02 g/bhp-hr for particulate matter (PM), retrofitted with the Westport High-Pressure Direct Injection Liquefied Natural Gas (LNG) conversion kit, funded by the Ports of Los Angeles and Long Beach under Cost Sharing Agreement No. 2588 and Los Angeles contracts numbered 2589, 2590, 2596, 2597, 2598, 2600, 2683, 2684, and 2685, when operated on LNG.

“**Lessee**” has the same meaning as in California Vehicle Code Section 371.

“**Licensed Motor Carrier**” means a licensed motor carrier in good standing and in compliance with the requirements of a valid license/permit under either (1) a California Motor Carrier Permit issued by the California Department of Motor Vehicles under the California Vehicle Code, or (2) a state motor carrier permit issued by any U.S. State, or (3) a Federal Motor Carrier License (USDOT Number) and Operating Authority (MC or MX Number) that contracts for and dispatches for pick-up and delivery of goods destined for or originated from Port Property.

“**Military Tactical Support Vehicles**” is as defined in Title 13, CCR, Section 1905.

“**On-Road**” means a vehicle that is designed to be driven on public highways and roadways and that is registered or is capable of being registered by the California Department of Motor Vehicles (DMV) under Vehicle Code sections 4000 et seq., or DMV’s equivalent in another state, province, or country, or the International Registration Plan. A vehicle covered under ARB’s In-Use Off-Road Regulation, title 13, CCR, section 2449 is not an on-road vehicle.

“**Optical Character Recognition**” or “**OCR**” is a system designed to read and digitize existing On-Road vehicle identifiers, such as state license plates, which will enable the Terminal Operator to access the Drayage Truck’s records in the DTR.

“**Oxides of nitrogen**” or “**NOx**” means compounds of nitrogen and oxygen, including nitric oxide and nitrogen dioxide.

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See Item 10 for explanation of abbreviations and symbols

Correction No. 610	Order No. 12-7116 Ordinance No. 182327	Adopted October 18, 2012 Adopted November 21, 2012	EFFECTIVE: January 10, 2013
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SECTION TWENTY - Continued CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued		Item No.
<p style="text-align: center;">DEFINITIONS HEAVY DUTY DRAYAGE TRUCKS –Continued</p> <p>"Pending Replacement Drayage Truck" means a Drayage Truck that will be replaced or retrofitted to comply with Item 2015 using private funds or qualifying grant funds and that qualifies for the ARB temporary enforcement extension of the CARB Drayage Truck Rule, including the following, as may be further revised or supplemented by ARB:</p> <ol style="list-style-type: none"> 1. Qualified Grant Funded Truck Replacement: the Drayage Truck (i) has been approved by the grant funding agency for retrofit compliant with Item 2015, <u>or</u> to be scrapped and replaced with a 2007 Drayage Truck, using Program Funds, Proposition 1B funds or related funding programs administered by the South Coast Air Quality Management District, Bay Area Air Quality Management District, or the Port of Long Beach; and (ii) by December 11, 2009 the Drayage Truck owner has either (1) a fully-executed grant agreement with the grant funding agency, or (2) written documentation from the grant funding agency that the specific truck has been selected for funding after successful pre-inspection and compliance check (as applicable), and has submitted to the grant funding agency a valid, binding purchase order for a replacement Drayage Truck, engine or retrofit compliant with Item 2015; and (iii) the grant funding agency has reported data about the grant to ARB on or before December 11, 2009. 2. Privately Funded Truck Replacement: the owner has (i) by December 30, 2009, registered the Drayage Truck in the state Drayage Truck Registry and Port DTR, and (ii) by December 31, 2009, submitted to ARB information required by ARB regarding the Drayage Truck and its owner, and a copy of a valid purchase order, invoice, build order or similar documentation showing a deposit towards the purchase of a replacement Drayage Truck, engine or retrofit device compliant with Item 2015. <p>"Port Drayage Truck Registry" or "Port DTR" is a database that contains information on trucks that conduct business on Port Property at the Ports of Los Angeles and Long Beach, including:</p> <p style="padding-left: 40px;">Drayage Truck Owner’s name, address, phone numbers, email address, and fax number; Drayage Truck and engine make, model, model year and fuel source; Dispatching Licensed Motor Carrier(s) and Concession Number(s) Drayage Truck Vehicle identification number (VIN), license number and state of issuance; VDECS equipment</p> <p>"Ports" means all waterfront property owned by Ports of Los Angeles and Long Beach and the Terminal Island Container Transfer Facility.</p> <p>"Port Property" means all property owned by the Port of Los Angeles within the Harbor District of Los Angeles.</p>		[C]+ 2000 (Cont.)
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 585	Order No. 10-7069 Adopted December 16, 2010 Ordinance No. 181724 Adopted May 11, 2011	EFFECTIVE: June 26, 2011

SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

DEFINITIONS HEAVY DUTY DRAYAGE TRUCKS –Continued

“**Program Funds**” means monies disbursed under grants to purchase or acquire Drayage Trucks that are funded by the Ports of Long Beach or Los Angeles, or their respective Clean Truck Funds, or the South Coast Air Quality Management District. Program Funds do not include Proposition 1B Funds funded or disbursed by ARB or South Coast Air Quality Management District or other public funds when disbursed as the sole source of grant funding without contribution from the Ports or their respective Clean Truck Funds.

“**Proposition 1B Funds**” means State of California Goods Movement Emission Reduction Program Grant Funds administered by ARB under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, and implementing legislation (California Health and Safety Code, beginning with Section 39625).

“**State Drayage Truck Registry**” or “**State DTR**” is an ARB database that contains information on trucks that conduct business at California ports and intermodal rail yards.

+ “**Temporary Access Permit**” means a temporary right of access from the Port of Los Angeles to a Licensed Motor Carrier to allow Drayage Truck access to a Port of Los Angeles Terminal for drayage services under the terms and conditions issued by the Port.

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“**Terminal**” is any facility on Port Property used for the transfer of cargo from one mode to another, including container terminals, break bulk terminals, dry bulk terminals and railyards.

“**Terminal Operator**” is the entity with contractual authority from the Port of Los Angeles to operate a Terminal.

“**Radio Frequency Identification Device**” or “**RFID**” is an electronic device with a unique identification number, installed on a Drayage Truck which will enable the Terminal Operator to access the Drayage Truck’s records in the DTR.

“**Vehicle**” is as defined in Vehicle Code Section 670.

“**Verified Diesel Emission Control Strategy**” or “**VDECS**” is an emission control strategy that has been verified pursuant to the “Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines” in Title 13, California Code of Regulations, commencing with Section 2700, and incorporated by this reference.

“**Yard Truck**” means an off-road mobile utility vehicle used to carry cargo containers with or without chassis; also known as utility tractor rig (UTR), yard tractor, yard goat, yard hostler, or prime mover.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 586	Order No. 10-7069	Adopted December 16, 2010	EFFECTIVE: June 26, 2011
	Ordinance No. 181724	Adopted May 11, 2011	

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<p style="text-align: center;">AUGUST 1, 2008 GATE ACCESS DEADLINE</p> <p>* By August 1, 2008, at 8:00 a.m., all Terminal Operators shall have installed appropriate means, approved by the Port, of accessing the Port’s Drayage Truck Registry for the purposes of (i) obtaining relevant information to confirm Drayage Trucks’ compliance with Terminal access requirements under this tariff, and (ii) enabling Terminal Operator to collect and remit the Clean Truck Fee. Acceptable alternative means include RFID or OCR readers at all truck processing gates or written consent to other alternative means from the Executive Director of the Port of Los Angeles. Marine Terminals without RFID or OCR readers shall require Port-approved compliance stickers on Drayage Trucks accessing their Terminals effective January 1, 2013.</p>	[C] 2005
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<p style="text-align: center;">OCTOBER 1, 2008 DRAYAGE TRUCK DEADLINE</p> <p>Beginning October 1, 2008, at 8:00 a.m., no Terminal Operator shall permit access into any Terminal in the Port of Los Angeles to:</p> <p>(1) Any Drayage Truck of model year 1988 or older, or (2) any Drayage Truck that cannot be verified as compliant with this Item 2010 deadline by reference to the Drayage Truck’s records in the DTR, as set forth in Item 2005.</p> <p>This Item shall not apply to pre-1989 model year Drayage Trucks which are equipped or repowered with 1989 or newer model year engines, which shall be treated as subject to the deadlines applicable to their engine model year set forth in Items 2015 and 2020, below, following adequate demonstration to the Port of the installation of the newer engine. Pre-1989 model year Drayage Trucks meeting certain criteria may qualify for the Port of Los Angeles Scrap Truck Buyback Program. See www.portoflosangeles.org for details. Pre-1989 model year Drayage Trucks which are registered in the DTR as being replaced by Early Replacement Drayage Trucks shall be permitted an extended deadline until January 1, 2009 if being replaced by diesel engine 2007 Drayage Trucks and until April 1, 2009 if being replaced by Alternative Drayage Trucks.</p> <p>A Class 7 Drayage Truck shall be permitted an extended deadline of July 1, 2011 only if registered in the Port DTR prior to December 16, 2010.</p>	2010
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<p style="text-align: center;">JANUARY 1, 2010 DRAYAGE TRUCK DEADLINE</p> <p>Beginning January 1, 2010, at 8:00 a.m., no Terminal Operator shall permit access into any Terminal in the Port of Los Angeles to:</p> <p>(1) any Drayage Truck that is not equipped with:</p> <p style="margin-left: 20px;">(a) a 1994 – 2003 model year engine certified to California or federal emission standards, and a level 3 VDECS which achieves a minimum 85% reduction in PM emissions and a minimum 25% reduction in NO_x emissions; or</p> <p style="margin-left: 20px;">(b) a 2004 or newer model year engine certified to California or federal emission standards, or</p> <p>(2) Any Drayage Truck that cannot be verified as compliant with this Item 2015 deadline by reference to the Drayage Truck’s records in the DTR, as set forth in Item 2005.</p> <p>A Pending Grant Drayage Truck shall be permitted an extended deadline to the earlier of: (1) the date of delivery and data entry into the state drayage truck registry and Port DTR of the qualifying privately funded or grant-funded replacement Drayage Truck or retrofit that complies with the requirements of this Item 2015; or (2) April 30, 2010.</p> <p>A CARB Authorized Extension Truck shall be permitted an extended deadline of December 31, 2010, on the terms and conditions authorized by ARB.</p> <p>A Class 7 Drayage Truck shall be permitted an extended deadline of July 1, 2011, only if registered in the Port DTR prior to December 16, 2010.</p>	2015
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See Item 10 for explanation of abbreviations and symbols.

SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

JANUARY 1, 2012 DRAYAGE TRUCK DEADLINE

Beginning January 1, 2012, at 8:00 a.m., no Terminal Operator shall permit access into any Terminal in the Port of Los Angeles to:

- (1) any Drayage Truck that is not a 2007 Drayage Truck, or Legacy LNG Truck, or
- (2) any Drayage Truck that cannot be verified as compliant with this Item 2020 deadline by reference to the Drayage Truck’s records in the DTR, as set forth as in Item 2005.

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DRAYAGE TRUCK REGISTRY

* 1. Drayage Trucks seeking entry upon Port Property on or after October 1, 2008, shall have been registered on the Port DTR database and State DTR database prior to the time of entry. Registration on the Port DTR Database shall be in electronic format or on forms and with supporting documentation as may be required by the Port of Los Angeles to provide required information in verifiable form. Drayage Trucks may be registered in the Port DTR Database only if compliant with the then applicable vehicle engine model year requirements in this Tariff. Marine Terminal Operators shall provide to the Port on a monthly basis, information reasonably requested by the Port regarding Drayage Truck access to their marine terminals to confirm compliance with the access requirements of this Tariff.

2. In the event of a change in the information provided for registration on the Port DTR database with respect to a Drayage Truck, the registration shall be amended within ten (10) calendar days of the change in electronic format or on forms and with supporting documentation as may be required by the Port of Los Angeles.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 612

Order No. 12-7116 Adopted October 18, 2012
 Ordinance No. 182327 Adopted November 21, 2012

EFFECTIVE: January 10, 2013

SECTION TWENTY - Continued CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued	Item No.
<p style="text-align: center;">CLEAN TRUCK FEE</p> <p>1. Beginning February 18, 2009, at 8:00 a.m., the following Clean Truck Fees shall be assessed:</p> <ul style="list-style-type: none"> a. \$35.00 on containers with an outside length of 20 feet or less; b. \$70.00 on containers with an outside length of more than 20 feet. <p>The Clean Truck Fee shall be assessed once, on containerized merchandise at the first point of entry to or departure from the Port of Los Angeles by Drayage Truck, with the exception of merchandise qualifying for the fee exemptions set forth in this Item 2030, paragraph 2. The Clean Truck Fee shall be paid by the cargo owner, notwithstanding anything to the contrary in Items 265 (c) or 265 (i) of this Tariff.</p> <p>2. The Clean Truck Fee shall not be assessed on containerized merchandise that:</p> <ul style="list-style-type: none"> a. enters or leaves the Ports by Rail; b. moves between two Terminals within the Ports; c. enters or leaves the Ports by Alternative Drayage Truck, Legacy LNG Truck or Grant Vanguard Truck; d. enters or leaves the Port of Los Angeles by 2007 Drayage Truck registered in the Port DTR as purchased or acquired without Program Funds; e. enters or leaves the Port of Los Angeles by 2007 Drayage Truck registered in the Port DTR as purchased or acquired solely with Proposition 1B Funds; or f. is shipped under contract to the United States Transportation Command, United States Military or Department of Defense. <p>+ 3. Licensed Motor Carriers, Drayage Truck Owners and Drayage Truck Operators that operate a Drayage Truck that received Clean Truck Fee exemption under this Item 2030 shall not transfer, switch or cause cargo from a fee-exempt Drayage Truck to be moved to a Drayage Truck that is non-exempt from the Clean Truck Fee while on Port Property or on public streets immediately adjacent to Port Property. In the event that containerized merchandise (i) is not assessed a Clean Truck Fee at the Port Terminal because it is moved by a fee-exempt Drayage Truck (such as a 2007 Drayage Truck, Alternative Drayage Truck, Legacy LNG Truck or Grant Vanguard Truck), and (ii) such containerized merchandise is subsequently transferred to a Drayage Truck that is non-exempt from the Clean Truck Fee on Port Property or on public streets within or immediately adjacent to Port Property, then the cargo owner shall be notified and the Clean Truck Fee shall be assessed.</p>	<p>[C]+ 2030</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 589	Order No. 10-7069 Ordinance No. 181724	Adopted December 16, 2010 Adopted May 11, 2011	EFFECTIVE: June 26, 2011
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SECTION TWENTY - Continued CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued		Item No.
<p style="text-align: center;">CLEAN TRUCK FUND</p> <p>The first Terminal Operator to handle any containerized merchandise subject to the Clean Truck Fee shall collect and remit the Clean Truck Fee to the Port of Los Angeles, and the monies shall be used by the Board of Harbor Commissioners exclusively for programs for the replacement, repower and retrofit of Drayage Trucks and the rapid transition to 2007 Drayage Trucks serving the Ports of Los Angeles and Long Beach.</p>		2035
<p style="text-align: center;">*CONCESSIONS AND TEMPORARY ACCESS PERMITS</p> <p>1. Beginning October 1, 2008, at 8:00 a.m., no Terminal Operator shall permit access into any Terminal in the Port of Los Angeles to any Drayage Truck unless such Drayage Truck is registered under a Concession or a Temporary Access Permit from the Port of Los Angeles in the Drayage Truck Registry.</p> <p>* 2. The terms and conditions (including all remedies) for the Concession are set forth in the Port of Los Angeles Concession Agreement between the Port of Los Angeles and the Licensed Motor Carrier. Copies of the Port of Los Angeles Concession Agreement, Concession Application and Temporary Access Permit Terms and Conditions are posted on the www.portoflosangeles.org website. Licensed Motor Carriers seeking to apply for a Concession or Temporary Access Permit may also obtain information and an application for Concession or Temporary Access Permit from the Port of Los Angeles, Attention: Concession Administrator, 425 South Palos Verdes Street, San Pedro, CA 90731. The Concession Fee shall be \$2,500 and the annual fee shall be \$100 per Drayage Truck operating under the Concession (collectively the “Concession Fees”). The Temporary Access Permit Fee shall be \$30 per Temporary Access Permit trip, plus the cost of the RFID or other required alternative identification. Concession Fees and Temporary Access Permit Fees shall be paid by the Licensed Motor Carrier applying for or holding the Concession or Temporary Access Permit.</p>		[C]+ 2040
<p style="text-align: center;">TARIFF AND ARB DRAYAGE TRUCK RULE COMPLIANCE</p> <p>1. While on any Port Property or public streets in or immediately adjacent to Port Property, Licensed Motor Carriers, Drayage Truck Owners and Drayage Truck Operators shall (i) operate only Drayage Trucks that comply with Terminal access requirements of Items 2010, 2015 and 2020 and (ii) shall not transfer, switch or cause cargo originating from or destined for Port Property to be moved to Drayage Trucks that do not comply with Terminal access requirements of Items 2010, 2015 and 2020.</p> <p>2. Terminal Operators, Licensed Motor Carriers, Drayage Trucks, Drayage Truck Owners and Drayage Truck Operators shall comply with the requirements of the CARB Drayage Truck Rule, including without limitation, registry, dispatch, and operation of compliant Drayage Trucks and timely reporting of information to ARB or to the Port of Los Angeles as the reporting port authority in accordance with Schedule A of Section 2027(d)(6) of the CARB Drayage Truck Rule.</p> <p>3. Drayage Trucks seeking entry upon Port Property after December 31, 2009 shall comply with the requirements of the CARB Drayage Truck Rule and the CARB Truck and Bus Rule in accordance with the transition schedule required by CARB, including without limitation, registration in the State DTR and compliance with Drayage Truck emissions requirements. See http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm for a copy of the CARB Drayage Truck Rule and the transition to the CARB Truck and Bus Rule.</p>		2041
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 641	Order No. 13-7143 Ordinance No. 182281	Adopted July 25, 2013 Adopted December 3, 2013
EFFECTIVE: January 13, 2014		

SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM

The objective of the Vessel Speed Reduction (VSR) Program is to reduce NOx emissions from Ocean Going Vessels by slowing their speeds as they approach or depart the Port.

a. For purposes of this Item, the following definitions shall apply:

OCEAN GOING VESSEL means any merchant vessel meeting either or both of the following criteria:

1. Length overall (LOA) of 400 feet or more, as defined in 50 CFR § 679.2; or
2. Gross tonnage (GT ITC) of 10,000 tons or more pursuant to the convention measurement (international system), as defined in 46 CFR §§ 69.51 through 69.61.

VESSEL OPERATOR shall be determined by the Port by reference to Lloyd’s Register. Any operator disagreeing with this determination shall have 30 days from notice of this determination to submit documentation that a vessel is in fact operated by an operator other than the one listed in Lloyd’s Register. Upon review of this information, the Port may amend its initial determination at the exclusive discretion of the Executive Director.

* **VESSEL TRIP** is any one-way voyage into or out of the Port of Los Angeles or the Port of Long Beach measured from the seaward edge of the “Precautionary Area” shown on the harbor area navigation charts to: (a) the El Segundo Marine Terminal (for vessel trips between the ports and the El Segundo Marine Terminal); or (b) the arc of a circle having its center at Point Fermin Light with a radius of 20 nautical miles (nm) or 40nm (for all other vessel trips).

VESSEL VISIT is the Operator’s vessel’s first call at the first berth at the Port and excludes subsequent calls at other berths within the Port during the same vessel visit at the Port.

b. The objective of the Voluntary Vessel Speed Reduction (VSR) Program is to reduce NOx emissions from Ocean Going Vessels by slowing their speeds as they approach or depart the Port. The Voluntary VSR Program has been in effect since May 2001, the date of the Memorandum of Understanding (MOU) between the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), the South Coast Air Quality Management District (SCAQMD), the Ports of Los Angeles and Long Beach, the Steamship Association of Southern California (SASC) and the Pacific Merchant Shipping Association (PMSA). The parties to the MOU have agreed to cooperate to implement and monitor emission reductions resulting from voluntary Ocean Going Vessel speed/power reduction for vessels transiting to and from the ports.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 535	Order No. 09-7012 Ordinance No. 181011	Adopted September 29, 2009 Adopted December 2, 2009	EFFECTIVE: January 14, 2010
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Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM -- Continued

c. The Ocean Going Vessel speed/power reduction is a voluntary 12-knot speed limit to 20 miles or 40 miles offshore, or an agency-approved vessel power (RPM) reduction on the Ocean Going Vessel’s main engine that attains an acceptable reduction in NOx emissions. Vessel Speed data is provided to the Port by the Marine Exchange of Southern California, the weighted average speed is calculated as described in section (e) below, and results are reported on a percent compliance basis. Any operator disagreeing with reported results may submit documentation proving compliance. Upon review of this information, the Port may amend its initial determination at the exclusive discretion of the Executive Director.

d. In the event the Port and a Vessel Operator formally agree in writing that for a particular vessel, or vessels, higher emission reductions are achieved while traveling at a speed greater than 12 knots, the agreed to vessel speed shall be used to determine compliance by the Vessel Operator to the Voluntary VSR Program.

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e. Voluntary VSR Dockage Grant Application Criteria and Disbursement

+ (1) Tier 1 incentive (20nm): Any Vessel Operator demonstrating that 90% or more of all of its Vessel Trips at a Weighted Average Speed of 12 knots or less in a zone that extends 20 nm from Point Fermin during any calendar year, commencing with calendar year 2008, is eligible to receive a Voluntary VSR Program Dockage Grant upon written notice from the Executive Director or his/her designee of the Port that the Vessel Operator has qualified to receive this grant. The annual grant will be equivalent to 15% of the first day of dockage per Vessel Visit as published in Tariff No. 4, Section 4, Dockage, for all of the Vessel Operator’s vessels that berth at the Port during a calendar year.

+ (2) Tier 2 incentive (40nm): Any Vessel Operator demonstrating that 90% or more of all of its Vessel Trips at a Weighted Average Speed of 12 knots or less in a zone that extends 40 nm from Point Fermin during any calendar year, commencing with calendar year 2010, is eligible to receive a Voluntary VSR Program Dockage Grant upon written notice from the Executive Director or his/her designee of the Port that the Vessel Operator has qualified to receive this grant. The annual grant will be equivalent to 30% of the first day of dockage per Vessel Visit as published in Tariff No. 4, Section 4, Dockage, for all of the Vessel Operator’s vessels that berth at the Port during a calendar year.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 536

Order No. 09-7012

Adopted September 29, 2009

Ordinance No. 181011

Adopted December 2, 2009

EFFECTIVE: January 14, 2010

SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM -- Continued

e. Voluntary VSR Dockage Grant Application Criteria and Disbursement-continued

+ (3) The Port shall also provide Tier 2 incentive grants for all qualifying vessel calls to 40 nm between September 29, 2009 and December 31, 2009. During this period, any Vessel Operator demonstrating that 90% or more of all of its Vessel Trips at a Weighted Average Speed of 12 knots or less in a zone that extends 40 nm from Point Fermin, is eligible to receive a Voluntary VSR Program Dockage Grant upon written notice from the Executive Director or his/her designee of the Port that the Vessel Operator has qualified to receive this grant. The grant will be equivalent to 30% of the first day of dockage per Vessel Visit as published in Tariff No. 4, Section 4, Dockage, for all of the Vessel Operator’s vessels that berth at the Port between September 29, 2009 and December 31, 2009. During this period, a Vessel Operator shall be eligible for either a Tier 1 or Tier 2 incentive grant, but not both.

* (4) The Vessel Operator may request by way of an invoice that the Port release to it funds from the Voluntary VSR Program Grant in an amount equivalent to 15% or 30% of the first day of dockage per Vessel Visit as published in Tariff No. 4, Section 4, Dockage, for all of the Vessel Operator’s Ocean Going Vessels that made Vessel Trips into or out of the Port.

(5) Vessel Operators shall submit invoices to the Port for the prior calendar year Voluntary VSR Program Grant on or before June 30 of the following calendar year.

(6) The annual grant will be paid out upon receipt of an invoice from the Vessel Operator in the subsequent year.

+ (7) Beginning January 1, 2010 Vessel Operators may participate either in the Tier 1 incentive or the Tier 2 incentive, but not a combination thereof.

+ (8) The Port shall provide Vessel Operators with calendar year VSR performance data for Ocean Going Vessels that made Vessel Trips into or out of the Port as quickly as is practically achievable.

Note: The Board reserves the right to discontinue this Voluntary VSR Program Grant upon thirty (30) days notice. If this occurs, the Port will use year-to-date vessel VSR compliance data to calculate the amount of the Voluntary VSR Grant due to qualifying Vessel Operators.

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 (Cont.)

See Item 10 for explanation of abbreviations and symbols.

Correction No. 537	Order No. 09-7012 Ordinance No. 181011	Adopted September 29, 2009 Adopted December 2, 2009	EFFECTIVE: January 14, 2010
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SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM -- Continued

f. Vessel Speed Reduction Calculation Method

WEIGHTED AVERAGE SPEED for the Tier 1 Incentive (20 nm) shall be determined by the following formula:

$$\frac{\text{Segment A Average} + \text{Segment B Average} + \text{Segment C Average}}{\text{Distance A} + \text{Distance B} + \text{Distance C}}$$

WHERE:

$$\text{Segment A Average} = \frac{[\text{Distance A}] \times [\text{Speed at 20 nm} + \text{Speed at 15nm}]}{2}$$

$$\text{Segment B Average} = \frac{[\text{Distance B}] \times [\text{Speed at 15 nm} + \text{Speed at 10 nm}]}{2}$$

Segment C Average = [Distance C] x the lesser of:

$$\text{Speed at 10 nm} \quad \text{or} \quad \frac{[\text{Speed at 10 nm} + 12 \text{ knots}]}{2}$$

* All speeds shall be measured by the Marine Exchange at the points indicated above, (20nm, 15nm, and 10nm from Point Fermin Light) using automatic Identification System (AIS) data.

Distances A, B and C (in nautical miles) shall be as follows:

	<u>Distance A</u>	<u>Distance B</u>	<u>Distance C</u>
Northern Traffic Lanes			
Inbound	21.75	15.75	9.75
Outbound	21.50	16.00	11.00
Southern Traffic Lanes			
Inbound	11.00	5.50	0.75
Outbound	11.50	7.25	2.25
Western Traffic Lanes			
Inbound	16.50	12.00	7.00
Outbound	17.00	12.50	8.00
El Segundo Traffic Lanes			
Inbound	23.50	18.50	13.50
Outbound	21.50	16.50	11.50

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 (Cont.)

See Item 10 for explanation of abbreviations and symbols.

SECTION TWENTY – Continued
CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM – Continued

+ **WEIGHTED AVERAGE SPEED** for the Tier 2 incentive (40 nm) shall be determined by the following formula:

$$\frac{\text{Segment A Average} + \text{Segment B Average} + \dots + \text{Segment G Average}}{\text{Distance A} + \text{Distance B} + \dots + \text{Distance G}}$$

Where:

$$\text{Segment A Average} = \frac{[\text{Distance A}] \times [\text{Speed at 40nm} + \text{Speed at 35nm}]}{2}$$

$$\text{Segment B Average} = \frac{[\text{Distance B}] \times [\text{Speed at 35nm} + \text{Speed at 30nm}]}{2}$$

$$\text{Segment C Average} = \frac{[\text{Distance C}] \times [\text{Speed at 30nm} + \text{Speed at 25nm}]}{2}$$

$$\text{Segment D Average} = \frac{[\text{Distance D}] \times [\text{Speed at 25nm} + \text{Speed at 20nm}]}{2}$$

$$\text{Segment E Average} = \frac{[\text{Distance E}] \times [\text{Speed at 20nm} + \text{Speed at 15nm}]}{2}$$

$$\text{Segment F Average} = \frac{[\text{Distance F}] \times [\text{Speed at 15nm} + \text{Speed at 10nm}]}{2}$$

Segment G Average = [Distance G] x the lesser of:

$$\text{Speed at 10nm} \quad \text{or} \quad \frac{[\text{Speed at 10nm} + 12 \text{ knots}]}{2}$$

All speeds are measured by the Marine Exchange at the points indicated above (10nm, 15nm, 20nm, 25nm, 30nm, 35nm, and 40nm from Point Fermin Light), using Automatic Identification System (AIS) data.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 539

Order No. 09-7012 Adopted September 29, 2009
Ordinance No. 181011 Adopted December 2, 2009

EFFECTIVE: January 14, 2010

SECTION TWENTY – Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued

Item No.

VOLUNTARY VESSEL SPEED REDUCTION PROGRAM – Continued

+ Distances A, B, C, D, E, F, and G (in nautical miles) are as follows:

	Distance A	Distance B	Distance C	Distance D	Distance E	Distance F	Distance G
Northern Traffic Lanes							
Inbound	42.40	37.37	32.24	27.07	21.75	15.75	9.75
Outbound	41.76	36.75	31.69	26.63	21.50	16.00	11.00
Southern Traffic Lanes							
Inbound	31.19	26.19	21.15	16.09	11.00	5.50	0.75
Outbound	31.51	26.53	21.53	16.52	11.50	7.25	2.25
Western Traffic Lanes							
Inbound	36.49	31.57	26.53	21.52	16.50	12.00	7.00
Outbound	36.99	32.07	27.03	22.02	17.00	12.50	8.00

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 540	Order No. 09-7012 Ordinance No. 181011	Adopted September 29, 2009 Adopted December 2, 2009	EFFECTIVE: January 14, 2010
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SECTION TWENTY - Continued CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued		Item No.
OCEAN GOING VESSEL FUEL – Definitions		
<p>* For purposes of Items 2050 and 2055 the following definitions shall apply:</p> <p>Auxiliary Engine is any internal combustion, compression-ignition engine on an Ocean Going Vessel designed primarily to provide power for uses other than propulsion.</p> <p>“Heavy Fuel Oil” means IFO-380 grade fuel.</p> <p>+ “Low Sulfur Marine Fuel” means either of the following grades of fuel, as defined in Table 1 of International Standard ISO 8217, as revised in 2005, with a sulfur content of no more Than 0.2 percent by weight:</p> <p>* 1. Marine Gas Oil (MGO) that meets all the specifications for DMX or DMA grades; or</p> <p>+ 2. Marine Diesel Oil (MDO) that meets all the specifications for DMB grades.</p> <p>“Main Engine” means any internal combustion, compression-ignition engine that is configured to supply propulsion power for an Ocean Going Vessel, regardless of whether the propulsion system is direct-drive, geared drive or diesel electric.</p> <p>“Ocean Going Vessel” means any merchant vessel meeting either or both of the following criteria:</p> <ol style="list-style-type: none"> 1. Length overall (LOA) of 400 feet or more, as defined in 50 CFR § 679.2; or 2. Gross tonnage (GT ITC) of 10,000 tons or more pursuant to the convention measurement (international system), as defined in 46 CFR §§ 69.51 through 69.61. <p>“Vessel Operator” has the same meaning as Vessel Operator in Item 2045 (Voluntary Vessel Speed Reduction Program).</p> <p>“Vessel Trip” means any one-way voyage into or out of the Port of Los Angeles to the arc of a circle having its center at Point Fermin Light with a radius of 20 nautical miles (nm) or 40 nm.</p>		[C] + 2050
OCEAN GOING VESSEL FUEL USE		
<p>* Beginning July 1, 2008, the Port shall provide incentive grants to offset the cost of using Low Sulfur Marine Fuel in Main Engines between berth and 20 nm or 40 nm from Point Fermin pursuant to the following:</p> <p>(1) To be eligible to receive grants, Vessel Operators must enroll by submitting an application to the Executive Director listing all Ocean Going Vessels that will participate in the program.</p>		[C] 2055
See Item 10 for explanation of abbreviations and symbols.		
Correction No. 453	Order No. 08-6969 Ordinance No. 180498	Adopted July 17, 2008 Adopted January 27, 2009
EFFECTIVE: March 7, 2009		

SECTION TWENTY - Continued
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued

Item No.

OCEAN GOING VESSEL FUEL USE -- Continued

* (2) A Vessel Operator shall be eligible to receive a grant to offset the fuel cost differential between Low Sulfur Marine Fuel and Heavy Fuel Oil for a Vessel Trip if the Vessel Operator (i) produces evidence satisfactory to the Executive Director that it utilized Low Sulfur Marine Fuel in Main Engines for that Vessel Trip and in Auxiliary Engines at all times while at berth immediately before or after that Vessel Trip, and (ii) is in compliance with the Item 2045 of Tariff No. 4, the Voluntary Vessel Speed Reduction Program, for that Vessel Trip.

(3) The grant amounts for a particular Vessel Operator’s vessels will be determined by the Executive Director after enrollment. The grant for a Vessel Trip shall be based on the average fuel consumption for that class of Ocean Going Vessel and 100% of the average fuel cost differential between Marine Gas Oil and Heavy Fuel Oil for each calendar quarter, based on BunkerWorld data for Los Angeles.

* (4) To receive grants after enrollment, Vessel Operators shall submit fuel records quarterly demonstrating compliance for each reimbursable Vessel Trip. Such records shall demonstrate whether Low Sulfur Marine Fuel was used over 40 nm or 20 nm, and the grants shall be calculated accordingly. Grant payments will be made on a quarterly basis for Vessel Trips in the previous calendar quarter.

(5) Vessel Operators may add, substitute or delete vessels from the list of vessels included in the program on a quarterly basis.

(6) The Port reserves the right at any time to close the program to new applicants.

* (7) Items 2050 and 2055 will expire on June 30, 2009, and may be suspended or terminated by the Port if any international, federal or state fuel standards require a lower sulfur content for Main Engines or Auxiliary Engines than Low Sulfur Marine Fuel.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 454	Order No. 08-6969 Ordinance No. 180498	Adopted July 17, 2008 Adopted January 27, 2009	EFFECTIVE: March 7, 2009
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SECTION TWENTY
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued

Item No.

VOLUNTARY ENVIRONMENTAL SHIP INDEX (ESI) INCENTIVE PROGRAM

* The objective of the Voluntary Environmental Ship Index (ESI) Incentive Program is to accelerate the reduction of emissions from Ocean Going Vessels (OGVs) calling at the Port by providing incentives to Vessel Operators for (1) the achievement of specific ESI ratings under the international ESI standards administered by the International Association of Ports and Harbors (IAPH) World Ports Climate Initiative (WPCI); (2) deployment of IMO Tier II (during the first three years of the program) and Tier III OGVs (throughout the program), and (3) participation in a nitrogen oxides (NOx) reduction technology demonstration project under the Clean Air Action Plan Technology Advancement Program.

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+ The Voluntary Environmental Ship Index Incentive Program commenced on July 1, 2012, and was modified effective October 1, 2016, to comport with new regulations. The Port shall award incentive grants to enrolled Vessel Operators whose OGVs calling at the Port that have met the qualifying requirements of the Port’s ESI Incentive Program, under the terms and conditions of this Tariff item 2060 and the detailed ESI Incentive Program rules issued by the Port.

DEFINITIONS

For purposes of the ESI Incentive Program under this Item 2060 the following definitions shall apply:

“**Environmental Ship Index**” or “**ESI**” means a voluntary rating system established by the IAPH/WPCI and administered by the ESI Administrator that issues ratings based upon the extent to which ships’ emissions perform better than IMO emissions standards, ranging from 0 for a ship that meets IMO standards to 100 for a ship that has zero air emissions.

“**ESI Administrator**” means the ESI Bureau of the IAPH/WPCI.

“**ESI Score**” means the ESI rating issued by the ESI Administrator and published on the ESI website at <http://www.wpci-esi.org>.

“**IAPH**” means the International Association of Ports and Harbors.

“**IMO**” means the International Maritime Organization.

“**IMO Tier II or Tier III**” means the IMO’s adopted marine diesel engine standards under Revised MARPOL Annex VI, an international ship regulation limiting the main air pollutants contained in ship emissions. The Tier II emission standard is required for marine diesel engines installed on or after 1 January 2011, and Tier III emission standard is required for marine diesel engines installed on or after 1 January 2016 that are used on ships operating in IMO Emission Control Areas (ECA) designated for controlling NOX emissions, which includes the North American ECA covering the Port that will take effect from August 1, 2012.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 703	Order 16-7210 Ordinance No. 184672	Adopted September 15, 2016 Adopted December 12, 2016	EFFECTIVE: January 20, 2017
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<p>SECTION TWENTY CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued</p>	<p>Item No.</p>
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VOLUNTARY ENVIRONMENTAL SHIP INDEX (ESI) INCENTIVE PROGRAM

+ **“Incentive Period”** means the incentive period (i) for ESI Scores of 25 to 40+ points commencing on July 1, 2012, and ending on September 30, 2016; (ii) for ESI Scores of 40+ commencing on October 1, 2016, until suspended by the Port; (iii) for the OGV5 Tier II Incentive commencing on July 1, 2012, and ending on September 30, 2016; (iv) for the OGV5 Tier III Incentive commencing on July 1, 2012, until suspended by the Port; and (v) for the OGV6 Technology Advancement Program (TAP) Demonstration Incentive commencing on July 1, 2012, until suspended by the Port.

“Main Engine” means any internal combustion, compression-ignition engine that is configured to supply propulsion power for an Ocean Going Vessel, regardless of whether the propulsion system is direct-drive, geared drive or diesel electric.

“Marine Exchange” means Marine Exchange of Southern California, which publishes records of ocean going vessel arrivals and departures.

“Ocean Going Vessel” or **“OGV”** has the same meaning as Ocean Going Vessel in Item 2045 (Voluntary Vessel Speed Reduction Program).

“Vessel Operator” has the same meaning as Vessel Operator in Item 2045 (Voluntary Vessel Speed Reduction Program).

“Vessel Visit” has the same meaning as Vessel Visit in Item 2045 (Voluntary Vessel Speed Reduction Program).

“WPCI” means the World Ports Climate Initiative.

INCENTIVE PROGRAM RULES

(1) Vessel Operators interested in participating in any of the three incentives under this ESI Incentive Program must be a registered participant in the IAPH/WPCI ESI program, and should request an ESI Score for their Ocean Going Vessels by registering on the IAPH/WPCI ESI website, at www.wpci-esi.org. Under the auspices of the IAPH/WPCI, the ESI Administrator will calculate the ESI score of Ocean Going Vessels on the basis of input provided by the Vessel Operator, with certain verification processes built into the ESI system.

* (2) To be eligible to receive ESI Incentive Program grants, Vessel Operators must enroll with the Port by submitting an enrollment application to the Executive Director. The enrollment application is available at www.portoflosangeles.org/environment/ogv.asp. After initial program enrollment, Vessel Operators may update their OGVs on the IAPH/WPCI ESI website (<http://www.wpci-esi.org>). The Port will pay incentives to Vessel Operators for Vessel Visits only from and after the date they have both registered for ESI with IAPH/WPCI and enrolled with the Port.

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SECTION TWENTY
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued

Item No.

VOLUNTARY ENVIRONMENTAL SHIP INDEX (ESI) INCENTIVE PROGRAM
 PROGRAM RULES – continued

* (3) A Vessel Operator may apply for three different types of incentive grants (described under subsections a, b, and c immediately below) for enrolled OGVs making Vessel Visits at the Port of Los Angeles:

a. ESI Score. Each OGV that has the following ESI Scores is eligible for an incentive grant per Vessel Visit as follows:

Initial Program, effective July 1, 2012, through September 30, 2016, only:

1. ESI Score of 25-29 points is eligible for \$250 per Vessel Visit made between July 1, 2012 – December 31, 2012; or
2. ESI Score of 30-34 points is eligible for \$750 per Vessel Visit; or
3. ESI Score of 35-39 points is eligible for \$1,000 per Vessel Visit; or
4. ESI Score of 40 points or more is eligible for \$1,250 per Vessel Visit.

+ Program commencing effective October 1, 2016:

1. ESI Score of 40-49 points is eligible for \$750 per Vessel Visit; or
2. ESI Score of 50 points or more is eligible for \$2,500 per Vessel Visit.

Vessel Operators shall be eligible for only one ESI incentive for any single OGV on a Vessel Trip.

b. OGV5 - IMO Tier II or Tier III Standards. Each OGV that has a verified IMO Tier II or Tier III Main Engine is eligible for an incentive grant as follows:

1. For the incentive period July 1, 2012, through September 30, 2016, only, each OGV with a Main Engine that meets IMO Tier II standard for NOx is eligible for an incentive grant of \$750 per Vessel Visit; or
2. For the incentive period commencing July 1, 2012, through September 30, 2016, only, each OGV with a Main Engine that meets IMO Tier III standard for NOx is eligible for an incentive grant of \$3,250 per Vessel Visit.
3. For the incentive period commencing October 1, 2016, each OGV with a Main Engine that meets IMO Tier III standard for NOx is eligible for an incentive grant of \$5,000 per Vessel Visit.

Vessel Operators shall be eligible for only one OGV5 incentive for meeting either the Tier II standard or Tier III standard, but not both, for any single OGV on a Vessel Trip.

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See Item 10 for explanation of abbreviations and symbols.

Correction No. 705

Order No. 16-7210 Adopted September 15, 2016

Ordinance No. 184672 Adopted December 12, 2016

EFFECTIVE: January 20, 2017

SECTION TWENTY
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued

Item No.

VOLUNTARY ENVIRONMENTAL SHIP INDEX (ESI) INCENTIVE PROGRAM
 PROGRAM RULES – continued

c. OGV6 – TAP Demonstration. The ESI Incentive program would provide an incentive grant of \$750 per vessel visit for OGVs that are demonstrating an emission technology reducing NOx and/or Diesel Particulate Matter under the San Pedro Bay Ports TAP (CAAP OGV6 Measure), under the terms and conditions of a TAP technology demonstration agreement approved by the Los Angeles Board of Harbor Commissioners.

(4) Vessel Operators may participate in any or all of the three types of incentive grants in combination, set forth in section (3) above, for any Vessel Visit. There shall be no minimum level of OGV fleet participation required.

(5) The grant amounts for all Vessel Operators will be determined by the Executive Director after enrollment, subject to verification of (i) OGV’s Vessel Visit data from the Marine Exchange of Southern California, (ii) OGV’s ESI Scores published by the ESI Administrator and (iii) IMO Tier II or Tier III main engine classification of the OGV based upon build date from Lloyd’s registry and/or Tier status from IAPH/WPCI ESI registry, and (iv) valid OGV6 TAP Demonstration Agreement in good standing, as applicable. Ocean Going Vessels may be subject to inspection and verification of eligibility criteria by the Port.

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(6) IMO Tier II and Tier III main engine classifications are based upon OGV ship build date. Further information is available at the IMO website at: <http://www.imo.org>

(7) On a quarterly basis, the Executive Director or his/her designee shall send Vessel Operators written notice of incentive grants qualified for during the prior quarter, including an itemized calculation of incentive grants based upon verified Vessel Visits of qualifying OGVs, their ESI Scores, IMO Tier II/Tier III status and/or OGV6 TAP Demonstration Agreement participation.

(8) Vessel Operators shall confirm their agreement with the qualifying grants by submitting written Invoices quarterly to the Port requesting payment of incentive grants, attaching the Port’s verified incentive grant calculations. Incentive payments shall be paid to Vessel Operators quarterly by the Port upon receipt of the Invoice.

(9) Vessel Operators may add, substitute or delete Ocean Going Vessels from the list of participating vessels in the program on the IAPH/WPCI ESI website (<http://www.wpci-esi.org>).

See Item 10 for explanation of abbreviations and symbols.

Correction No. 706

Order No. 16-7210 Adopted September 15, 2016

Ordinance No. 184672 Adopted December 12, 2016

EFFECTIVE: January 20, 2017

SECTION TWENTY
 CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS - Continued

Item No.

VOLUNTARY ENVIRONMENTAL SHIP INDEX (ESI) INCENTIVE PROGRAM
 PROGRAM RULES – continued

(10) The Port will rely on the ESI Scores issued by the ESI Administrator, and may adjust the incentives in the event of any adjustment to ESI Scores. The Port is not responsible for any modifications, delays or errors in the ESI Scores or information provided by the ESI Administrator.

(11) To be paid an incentive grant, all Vessel Operators must have filed with the Port a Los Angeles Business Tax Registration Certificate and federal tax form W-9 or form W-8BEN.

(12) The Port reserves the right in its sole discretion at any time to close the ESI Incentive Program to new applicants. The ESI Incentive Program and this Item 2060 may be modified, suspended or terminated by the Port in its sole discretion upon 30 calendar days’ notice in writing to program participants.

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(13) Additional information on the ESI Incentive Program is available at www.portoflosangeles.org/environment/ogv.asp or the Los Angeles Harbor Department—Environmental Management Division, Attention: ESI Incentive Program, P.O. Box 191, San Pedro, California 90733-191.

See Item 10 for explanation of abbreviations and symbols.

Correction No. 707

Order No. 16-7210 Adopted September 15, 2016

Ordinance No. 184672 Adopted December 12, 2016

EFFECTIVE: January 20, 2017

SECTION TWENTY - Continued CLEAN AIR ACTION PLAN – GENERAL RULES AND REGULATIONS -- Continued	Item No.
<p style="text-align: center;">REMEDIES FOR VIOLATION OF CLEAN AIR ACTION PLAN PROVISIONS</p> <p>No person, firm or corporation shall fail, refuse or neglect to comply with any of the provisions of the rules and regulations prescribed by Section 20 of this Tariff. A Drayage Truck, Drayage Truck Owner or Drayage Truck Operator that is non-compliant with Section 20 while on Port Property shall have any non-compliant Drayage Trucks denied access to Port Terminals. Remedies against Terminal Operators failing to comply with Section 20 are set forth in their permits, leases or contractual agreements with the City. Remedies against Licensed Motor Carriers failing to comply with Section 20 are set forth in their Concession Agreements or contractual agreements with the City. In no event shall criminal penalties apply to violations of Section 20 of this Tariff.</p>	<p>+ 2090</p>
<p style="text-align: center;">SEVERABILITY</p> <p>If any provision of Port of Los Angeles Tariff No. 4 shall be determined by court or agency of competent jurisdiction to be unenforceable, unlawful or subject to an order of temporary or permanent injunction from enforcement, such determination shall only apply to the specific provision and the remainder of the provisions of this Tariff No. 4 shall continue in full force and effect.</p>	<p>2095</p>

See Item 10 for explanation of abbreviations and symbols.

Correction No. 642	Order No. 13-7143	Adopted July 25, 2013	EFFECTIVE: January 13, 2014
	Ordinance No. 182281	Adopted December 3, 2013	