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FOR IMMEDIATE RELEASE

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**AIR QUALITY PROGRAMS AT THE PORT OF LOS ANGELES
SAW REFINEMENT IN 2005 WITH FOCUS
ON RAMPING UP IN 2006**

*Nation's Largest Container Port Promotes Clean Air Initiatives
As a "Clean Air Guardian Sponsor" of South Coast Air Quality
Management District's First Annual Asthma Conference*

SAN PEDRO, Calif. – In 2006, the Port of Los Angeles will continue its commitment to improving the quality of the air in the South Coast Air Basin through programs that reduce air pollutants generated by Port-related operations. Today, Port representatives are on-hand at the South Coast Air Quality Management District's first annual Asthma Conference to update conference attendees about air quality measures underway and in planning at the nation's largest container port.

"Cleaner air and the elimination of related health risks are at the heart of a Clean Air Program we have already begun implementing here at the Port of Los Angeles," added Port Executive Director Geraldine Knatz, Ph.D. "The comprehensive program we are preparing to present to the Harbor Commission and the community in the months ahead will approach cleaner air emissions through a partnership-focused strategy that involves our customers and the regulatory agencies. Together, we can pursue the solutions needed to growing this Port green for the benefit of everyone living in Southern California."

Highlights of current and future air quality initiatives at the Port of Los Angeles include:

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Port Air Quality Programs

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Air Quality Monitoring

The Port of Los Angeles is the first port in the nation to implement an ambient air quality monitoring program. Initiated in the fourth quarter of 2004, the program's four monitoring stations within the Port and in surrounding communities sample the air on a continuous basis, providing data that will help the Port determine effects of port-related emissions, factoring in climatological changes that impact emissions, such as wind and precipitation. The main objective of the program is to monitor ambient levels of particulate matter, particularly those related to diesel equipment, in proximity to the Port.

Air quality data from monitoring stations can be viewed at www.portoflosangeles.org/environment. Individual charts show the levels of particulate matter and elemental carbon in the air, along with any state and/or federal guidelines as a comparison point. A full year of data analysis will be available in the summer of 2006, at which time the Port will perform an updated health risk assessment that will be utilized by regulatory air agencies and used for air quality benchmarking in planning for future projects or calculating emissions reduction strategies. These assessments help estimate the likelihood of cancer risk if one were exposed at the observed sampling level throughout a 70-year span of time.

Looking ahead, as the neighboring Port of Long Beach begins to implement its air quality monitoring program, both ports are planning to combine air quality monitoring efforts. Los Angeles Harbor Commissioners have requested that the collaboration between the two San Pedro Bay Ports also include the South Coast Air Quality Management District and the California Air Resources Board through the creation of a Memorandum of Agreement between the ports and agencies.

Replacing Older Diesel Trucks

Since 2003, more than 200 pre-1986 model trucks have been replaced with newer, cleaner trucks through the Gateway Cities Truck Fleet Modernization Program, in part with underwriting totaling nearly \$15 million from the Port of Los Angeles. This program is estimated to have reduced air emissions by several hundred tons over the life of each replaced truck.

The Port's new Clean Truck Program will build on the success of Gateway Cities initiative by underwriting the cost of replacing older, polluting trucks with clean fuel trucks.

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Exploring Electric and Alternate Fuel Alternatives

At the direction of the Board of Harbor Commissioners, during the past six months the Port of Los Angeles has stepped up efforts to explore operational initiatives driven by electric or cleaner-burning alternative fuels. Letters soliciting information on LNG and bio fuels and equipment were distributed widely in late 2005, and the Environmental Management Division is carefully reviewing responses in order to explore operational solutions that utilize these cleaner fuel sources.

Expanding Alternative Maritime Power (AMP) Program

The first port in the world to plug containerships into clean electrical power while at dock, the Port of Los Angeles' AMP program has eliminated 80 tons of pollutants from the air from its inception through the first three quarters of 2005 alone. During this time, 45 ships have called at the Port's China Shipping terminal and turned off their diesel-burning engines.

AMP or "cold ironing" technology is becoming more commonplace with containerships, as evidenced by the technology being designed into new vessels by several Port customers, including China Shipping, NYK, Evergreen, P&O Nedlloyd and APM Terminals.

"We are seeing some positive signs in the adoption of this technology by our customers," says Dr. Ralph Appy, director of the Port's Environmental Division. "In the years ahead, we'll work closely with our customer relations team, Port engineers and our clients to develop standards that will help make AMP technology more commonplace and easy to adopt by our container ship and cruise customers."

Green Ship Arrivals

In the past two years, the Port of Los Angeles welcomed two trend-setting green ships: the *NYK Atlas*, the first AMP ship to be designed to operate without the use of a barge transformer system; and Evergreen Group's newest, greenest ship, [*Hatsu Sigma*](#), which includes environmental features that go well beyond the requirements of new and soon-to-be introduced international standards.

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Vessel Speed Reduction Program (VSRP)

This voluntary program of the Port of Los Angeles asks vessels to slow from approximately 22 knots to 12 knots when coming within 20 nautical miles of the Port's entrance. This 20-mile area is called the Air Quality Compliance Zone.

The Vessel Speed Reduction Program reduces emissions of nitrogen oxides (NOx) into the air by having ships traverse the last 20 miles into the port at lower speeds. Though voluntary, through the first six months of 2005, more than 70% of vessels complied with the VSRP, eliminating more than 266 tons of NOx from the air during the same period. The Port is currently considering extending the Air Quality Compliance Zone to 40 nautical miles to gain additional emissions benefits.

Looking ahead, the Port is exploring increasing the Air Quality Compliance Zone from 20 to 40 nautical miles to increase the air emissions savings benefits to the region.

Clean-Diesel Locomotives

In 2005, the ports of Los Angeles and Long Beach, and Pacific Harbor Line (PHL) launched a \$23 million program to replace the fleet of 18 harbor locomotives with "clean-diesel" and alternative fuel locomotives. These new engines will remove an estimated 163 tons of NOx and three tons of particulate matter from the air each year of operation.

Equipment Repowering

Over the past year, the Port has purchased and installed diesel oxidation catalysts (DOCs) on more than 700 pieces of customer-owned on-dock equipment. The DOC program provides relief from pollutant air emissions by targeting the equipment that moves containers on the terminals. The Port has expended more than \$1 million to date in the DOC program, which reduces particulate matter emissions by at least 25%.

International Information Sharing Agreements

In cooperation with the U.S. Environmental Protection Agency and with a grant from the U.S. Department of Transportation Maritime Administration (MARAD), the world's number three and number eight ports, Shanghai and Los Angeles, entered into reciprocal environmental agreements in November 2005: a Friendship Port Agreement and Letter of Intent for Collaboration on Air Quality Issues. These agreements solidify the ports' existing Green Port Memorandum of Understanding signed in 2002.

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In addition to the sharing of information, environmental staff cross-training from both ports will take place in the future, assuring that the best minds in the industry, worldwide, are working on the environmental issues together.

Air Emissions Inventory

The Port of Los Angeles is undergoing a complete air inventory analysis to determine the types and amounts of pollutants in its air. A similar air inventory was done in 2002 to capture the air emissions levels for 2001 – the agreed upon year that serves as the benchmark for no further increase in air emissions. The updated air inventory will demonstrate the effectiveness of the Port's air emissions programs and will be released in mid-2006.

The Port of Los Angeles is America's premier port. As the leading container port in the nation and a critical hub in the international supply chain, the Port generates 259,000 regional jobs and \$8.4 billion in annual wages and tax revenues. The Port of Los Angeles also places a high priority on responsible growth initiatives combined with high security, environmental stewardship and community outreach. The Port of Los Angeles is a proprietary, self-supported department of the City of Los Angeles. The Port of Los Angeles - A cleaner port. A brighter future.

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