

# GREEN PORT

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## **PORT OF LB REACHES ANOTHER MILESTONE IN AIR CLEAN-UP EFFORTS** **Retrofitted equipment measurably reduces emissions**

LONG BEACH, APRIL 14, 2005--The Port of Long Beach has reached another milestone in its Green Port / Healthy Harbor Program with the success of a \$2 million voluntary pollution-control program involving hundreds of pieces of diesel-powered equipment used by port terminals.

An incentive program officially launched less than two years ago is already reducing particulate matter and nitrogen oxides emitted by nearly 600 diesel-powered utility tractors, forklifts, and other equipment.

The retrofit program involves adding a special diesel oxidation catalyst (DOC), a pollution-control device that removes particulates from exhaust. Port tenants Total Terminals International and California United Terminals are also now using emulsified diesel fuel. In combination, the cleaner fuel and the catalysts reduce emissions of particulate matter by 50 percent and nitrogen oxides by 20 percent.

"We are clearly seeing a reduction in emissions from Port operations as a result of the alternative fuel and the DOCs," said Port of Long Beach Executive Director Richard D. Steinke. Seven Port tenants are being recognized for their participation in this voluntary program.

Steinke said the Port is pleased to be able to partner with the California Air Resources Board (CARB) in this air-cleanup effort, part of the Port's comprehensive Air Quality Improvement Program (AQIP). CARB verified the emissions reductions achieved by the DOCs. CARB also provided \$1 million in grant money to pay for DOC hardware and installation. The Port contributed an additional \$1 million to pay for installation and provide an incentive to reduce the costs associated with the use of the more expensive alternative diesel fuel.

Proposed federal Environmental Protection Agency rules requiring a reduction in emissions from new off-road vehicles such as the utility tractors and forklifts operated at Port terminals will not take effect until 2011.

Steinke said the next step in the cleanup process is fleet modernization, a longer-term program that means replacing equipment as warranty coverage expires. Port tenants are committed to using the retrofitted equipment for a minimum of five years, or until the warranty period expires—typically at 4,200 hours. Port officials are also promoting the purchase of cleaner on-road equipment and the use of cleaner fuels.

The AQIP involves a variety of measures aimed at reducing diesel emissions, including converting to alternative fuels, promoting more efficient operations to reduce truck congestion and idling, and expanding "cold-ironing," the use of electricity rather than auxiliary diesel engines to power ships at berth.

The air quality effort is one element of the Green Port / Healthy Harbor Program, a wide-ranging Port initiative to improve air and water quality and wildlife habitat through both existing and new programs.



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