



From the Bridge

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This is an exciting time at the Port of Long Beach. In the past several months we have reached several major, far-reaching agreements that will improve the environment while retaining the Port's economic strength, which has become central to the economies of Southern California and the nation.

The developments of the past few months have been truly historic: At no other time in the Port's history have so many different entities – ports, private businesses, environmental regulatory agencies, industry stakeholders and more – come together to forge such important partnerships.

The largest of these partnerships is the San Pedro Bay Ports Clean Air Action Plan, featured on Page 1. This sweeping plan brings together the ports of Long Beach and Los Angeles with the highest-level federal, state and local regulatory agencies, who participated in its development.

We've also sought input from the public, industry representatives, environmental groups and more. We've set the bar high – a 50 percent reduction in harmful pollutants in five years – but I have every confidence that by working together, we'll get there.

I'm just as proud of the partnerships we've forged at the Port of Long Beach with our business customers, including the "green" lease agreements featured on Pages 2 and 3. The leases call for environmental improvements that will reduce pollution by 90 percent or more at two of the Port's largest container terminals.

Our most important partnership, however, is with the greater Long Beach community. One in eight jobs in Long Beach (and more than 316,000 in Southern California) are dependent on Port operations. Through strong partnerships with our many stakeholders we can ensure the Port's economic vitality continues, while improving the environment and the health of our communities.



International Transportation Service, Inc. has signed one of the Port's

Port Signs Landmark

Historic agreements to cut pollution by 90%

The Port of Long Beach has signed landmark agreements that will reduce air pollution by 90 percent at two container terminals. These "green" lease agreements will serve as a model for the future as the ports implement the San Pedro Bay Clean Air Action Plan.

This spring the Long Beach Board of Harbor Commissioners approved changes to a long-term lease agreement with Matson Navigation Co./SSA Marine that will cut air pollution through the use of environmentally friendly technologies such as shore-side electricity (known as "cold-ironing") and a new generation of cleaner cargo-handling equipment at the Pier C container terminal.

Soon after it agreed to the Matson/SSA accord, the Board approved a new lease agreement with International Transportation Service, Inc., (ITS) that will bring similar "green" provisions to the ITS facility at Pier J.

"The Port isn't a regulatory agency, but we do have the power within our lease agreements to negotiate clean-air measures," said Harbor Commission President James C. Hankla. "With these leases we worked together with two of our biggest customers to find the clean-air solutions that worked best at those terminals."

Under the leases, the Port and two terminal operators have agreed to invest millions of dollars in electrical infrastructure for ships at berth, improved dockside rail capabilities, new cargo equipment and other environmental upgrades.



first “green” lease agreements.

“Green” Leases

The environmental improvements at the ITS and Matson terminals are expected to reduce emissions of air pollutants such as nitrogen oxide (NOx) and diesel-related particulate matter (PM) by 90 percent during the next decade.

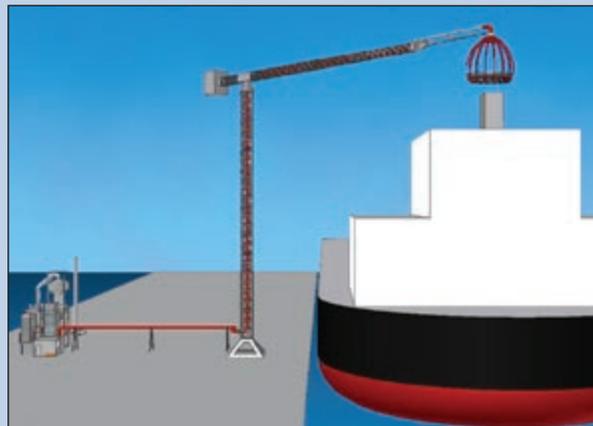
Both agreements were entirely voluntarily, Hankla noted, without being forced by legal action, regulations or a mandated environmental review. Similar “green” leases, which put environmental covenants into a binding legal agreement for decades, are a key

part of the San Pedro Bay Ports Clean Air Action Plan released in late June by the ports of Long Beach and Los Angeles.



Matson Navigation Co./SSA Marine's Pier C facility is going green.

Dockside Clean-air Technology Tested



The “sock” is attached to a treatment system similar to ones used at industrial plants.

In coming years most ships docked at the Port of Long Beach will be powered by electricity, an environmentally friendly practice known as “cold-ironing.” But for some ships electricity isn’t the best way to achieve cleaner air.

An upcoming test at the Port of Long Beach will evaluate a breakthrough clean-air technology designed for ships that, for various reasons, are unable to use shoreside electricity. This system will capture and treat emissions from docked ships right at the waterfront.

The pilot project, set to begin this fall, will be first test of its kind at any port in the nation.

The system consists of a “sock” that fits over the exhaust stacks of ships at berth to capture emissions. The sock is attached to a large tube that leads to a dockside air-cleaning system, similar to those found at industrial plants. The system is expected to nearly eliminate emissions from ships at berth, by reducing pollution by more than 95 percent.

The technology, developed by Advanced Cleanup Technologies, Inc., may become one of the Port’s key strategies to eliminate diesel emissions from ships at berth. Port officials believe the “sock” technology will prove effective and flexible enough to use on any ship.

Testing will be conducted at the Pier G bulk terminal operated by Metropolitan Stevedore Co. The South Coast Air Quality Management District will be evaluating the air quality benefits.

Results of the test and periodic updates will be posted on the Port’s web site, www.polb.com.