



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.

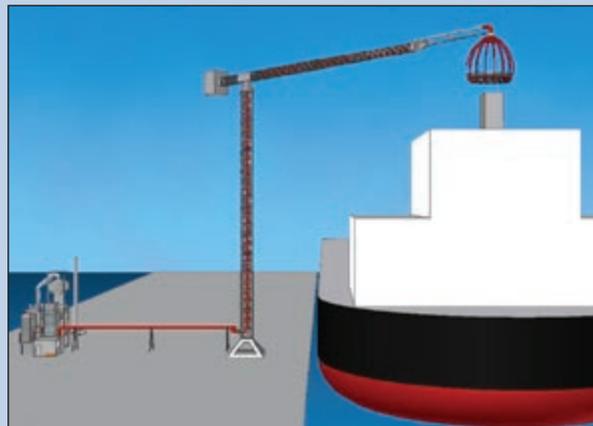
Both agreements were entirely voluntarily, Hankla noted, without being forced by legal action, regulations or a mandated environmental review. Similar “green” leases, which put environmental covenants into a binding legal agreement for decades, are a key

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.