

A Community Newsletter from the Port of Long Beach



Port of
LONG BEACH
The Green Port

re:port

Fall 2013



Big Ships = Clean Air

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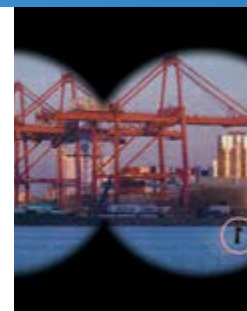
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A Message from the Port



Al Moro, P.E.
Acting Executive Director
Port of Long Beach

"Our Green Port Policy initiatives have reduced Port-related diesel emissions by a whopping 75 percent."

It's a busy summer at the Port of Long Beach as we move ahead with major construction projects, ramp up exports and continue our commitment to operating an environmentally friendly port.

I am excited and honored to lead these initiatives. For years as the Port's Chief Harbor Engineer, I managed the Port's capital improvement programs. Now the Long Beach Board of Harbor Commissioners has asked me to keep things moving and serve as Acting Executive Director during the search for a successor to Chris Lytle who departed for a position in Oakland. I am happy to step in, knowing I have the support of our Board and the help of a top-notch staff here at the Port.

Among my priorities is keeping Long Beach residents informed. And in this issue of our *re:port* community newsletter, our cover story brings you up to date on our \$1 billion Gerald Desmond Bridge replacement project. Construction began in earnest in mid-July with the demolition of an off-ramp on Terminal Island.

To encourage our industry to help improve air quality, we recently rewarded our customers for their enthusiastic participation in our Green Flag Program (for slowing down in the harbor to reduce air pollution) and our new Green Ships Program (for bringing the cleanest ships to Long Beach). We're moving

Al Moro, P.E.
Acting Executive Director

Middle Harbor:Jobs



The Port honored 20 shipping lines for improving air quality by slowing down near the Port or bringing their newest, cleanest vessels to Long Beach.

Thirteen shipping lines earned Green Flags for their slow-steaming in 2012, and 10 shipping lines received the inaugural Green Ship Awards for deploying cleaner vessels. Three shipping companies collected both Green Flags and Green Ship Awards at the ceremony in May 2013.

The Port's Green Flag Program, now in its eighth year, was created soon after the Port adopted its landmark Green Port Policy in 2005, and participation today is nearly universal.

In 2012, almost 96 percent of all ships calling at Long Beach slowed to 12 knots within 20 nautical miles of the Port (roughly the distance

to Catalina), and more than 83 percent slowed to 12 knots within 40 nautical miles. Slower ships burn less fuel, producing less pollution.

Inspired by the success of the Green Flag Program, the Green Ship Program was introduced in July 2012. It provides incentives to vessel operators that assign their cleanest ships to Long Beach.

"We have a win-win situation with the Green Flag and Green Ship Programs," said Port of Long Beach Acting Executive Director Al Moro. "Diesel emissions in the Port and harbor are cut dramatically, and the shipping lines receive financial incentives for participating."

The programs have helped the Port decrease diesel pollution from all port-related operations by 75 percent since 2005 – with the Port's goal to be the world's first zero-emissions port.



1st Annual Green Ship Awards were presented this year to operators of the cleanest ships.

Winners of both Green Flag & Green Ship Awards:

20 Nautical-Mile Green Flag
Hanjin Shipping

40 Nautical-Mile Green Flag
Mediterranean Shipping Co. (MSC)
Orient Overseas Container Line (OOCL)

Green Flag Award:

20 Nautical Miles
Matson Navigation
CMA CGM

40 Nautical Miles
Kawasaki Kisen Kaisha ("K" Line)
China Ocean Shipping Company (COSCO)
Nippon Yusen Kaisha (NYK Line)
Alaska Tanker Co. LLC
BP Shipping Ltd.
ZIM Integrated Shipping
Pacific International Lines
Mitsui OSK Lines (MOL, Ltd.)

Green Ship Award

Wallenius Wilhelmsen Logistics
Tesoro – Gold Star Maritime Co.
Wan Hai Lines (America) Ltd.
NAVIG8 Group Holdings, Inc.
Oxbow Carbon and Minerals, LLC
OSG International Inc.
OSG Ship Management (GR) Ltd.

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Follow the events we sponsor and our Port projects by connecting with us via social media.

Facebook.com/portoflb

Instagram: @portoflongbeach

Twitter: @portoflongbeach

YouTube.com/portoflongbeach

ON THE WEB: Green Ship program: www.polb.com/greenship
Green Flag program: www.polb.com/greenflag

Clean Air



Bridge Key Facts and Project Timeline

- Highest clearance over water of any cable-stayed bridge in the U.S.
- Second-tallest cable-stayed bridge in the U.S.
- At 515 feet, the cable towers will be the tallest structures in Long Beach
- Total length of new bridge: approximately 8,000 feet
- Anticipated completion date: spring 2016

Air quality improvement

A \$1 billion effort to replace the aging Gerald Desmond Bridge at the Port of Long Beach got under way with construction in July, starting with the demolition of an Ocean Boulevard off-ramp that was cleared to make way for the new bridge. The new bridge is being built alongside and just north of the exiting bridge.

The four-year project will produce the second-tallest cable-stayed bridge in the United States. Once

completed, it will have the highest clearance over the water of any cable-stayed bridge in the country, allowing a new generation of greener, bigger and taller ships to access the Port's back channel. The Gerald Desmond Bridge was built in 1968, when cargo ships were about one-sixth the size they are today.

The new bridge will also provide benefits for commuters, expanding to three lanes in each direction, plus emergency lanes, to reduce traffic delays from accidents or vehicle breakdowns. About 15

percent of all imported cargo entering the U.S. from overseas travels over the Desmond Bridge.

Construction of the new bridge has begun on Terminal Island with the west approach. Crews will be digging and building the first group of about 300 piles of steel-reinforced concrete, at a depth of up to 170 feet below ground, that will serve as the bridge's foundation. Atop these foundations will be more than 70 columns and the two main towers – at 515 feet tall – that support the entire span.

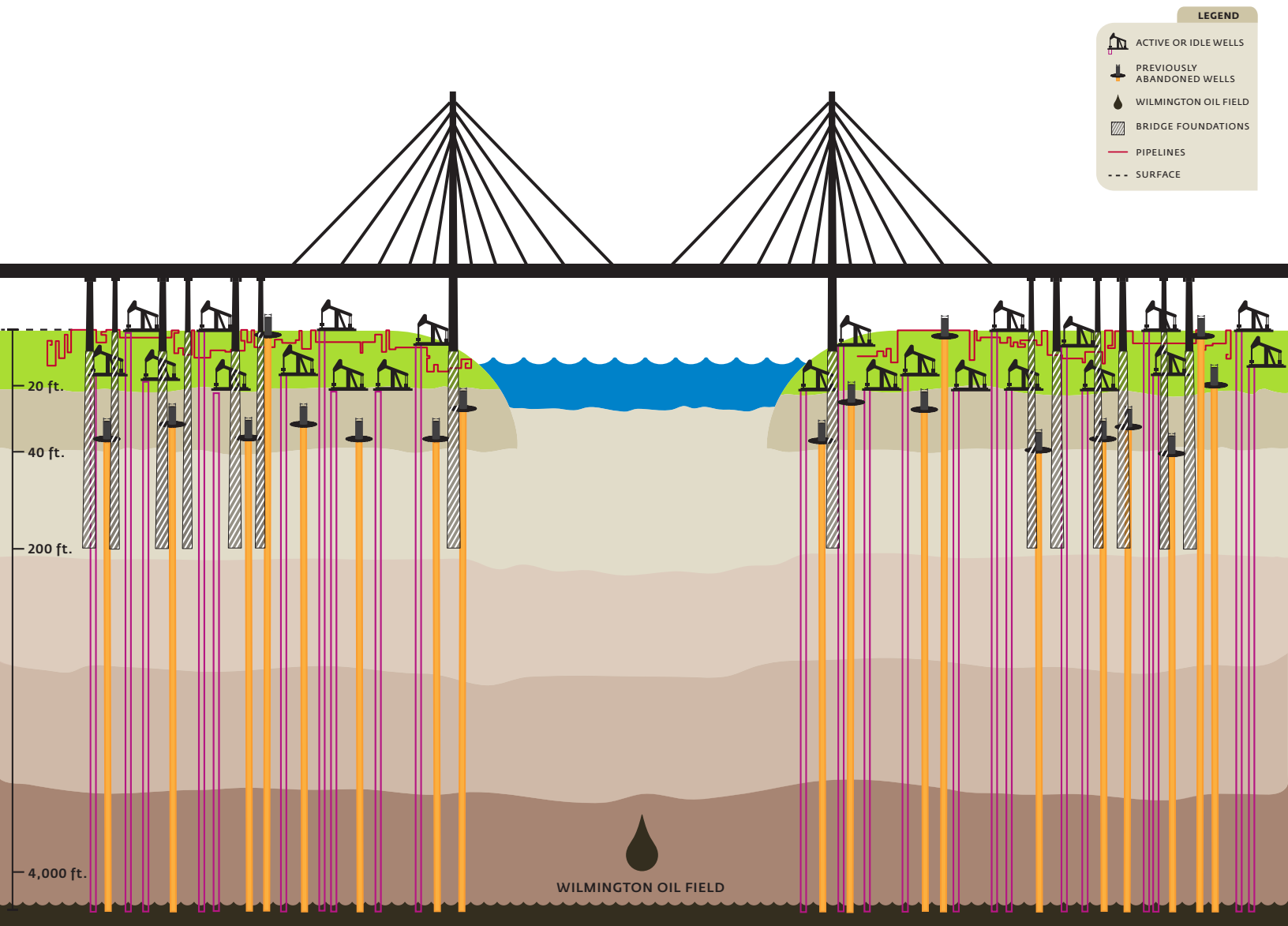
Now that construction has begun, the Port is encouraging area motorists to sign up for updates and traffic alerts. Sign up for alerts at the bridge's website, www.newgdbridge.com. Through once-a-week emails, subscribers will be notified of closures or detours. The website also lists upcoming traffic impacts and detours, and

offers feature stories, construction updates, videos and photos. Visitors to the website will be able to see the bridge being built, via web cams.

The bridge is a joint project funded by Caltrans, Metro, the Port of Long Beach and the U.S. Department of Transportation.

ON THE WEB: Track the bridge's progress at: www.newgdbridge.com

- 1 Construction of west approach road begins fall 2013.
- 2 Two 515-foot towers with 80 cable stays to be erected in 2014 and 2015.
- 3 West Tower foundation work begins late 2013 or early 2014.
- 4 Construction of main bridge roadway begins in 2015 – 205 feet over the water.
- 5 East Tower foundation work begins late 2013 or early 2014.
- 6 East approach road work begins spring 2014.



*Not actual scale

FPO

Bridge/Oil

President Barack Obama has made it a national priority to increase exports to boost the economy. At the Port of Long Beach, the latest export is iron ore.

After a year of planning with Port officials, terminal operator SA Recycling loaded and sent its first 50,000-ton shipment of the raw material in late March. It was the first iron ore export from the Port in 40 years.

A longtime exporter of scrap metal, SA Recycling has operated a break-bulk terminal at Pier T for more than 15 years. If market demand remains strong, the company and partner CML Metals Corp. could export more than one million tons of iron ore this year.

Iron ore is found in abundance in the western United States. It is an essential ingredient in the production of steel, which is in high demand in Asia, where construction is booming. This demand is revitalizing iron ore mining in California, Utah,

Arizona and Nevada, which in turn is helping to create jobs and strengthen the U.S. economy.

"With our world-class facilities and supply-chain network, the Port is poised to be the nation's top gateway for shipping iron ore to markets in Asia," said Port Acting Executive Director Al Moro. "China, Japan and South Korea are the top three consumers of iron ore, and China, our No. 1 customer, is also the world's top steel-producing nation."

Happenings This Winter...

Port participation at community events and activities

Movies on the Beach Featuring "Creature Seekers"

Through August 31, Granada Beach, 1 Granada Avenue, Long Beach, CA 90803
For more information, visit www.polb.com/creatureseekers



Great Sand Sculpture Contest

August 10 & 11, 9 a.m. – 4 p.m., Granada Beach
www.lbsandcastle.com



Kids Fishing Rodeo

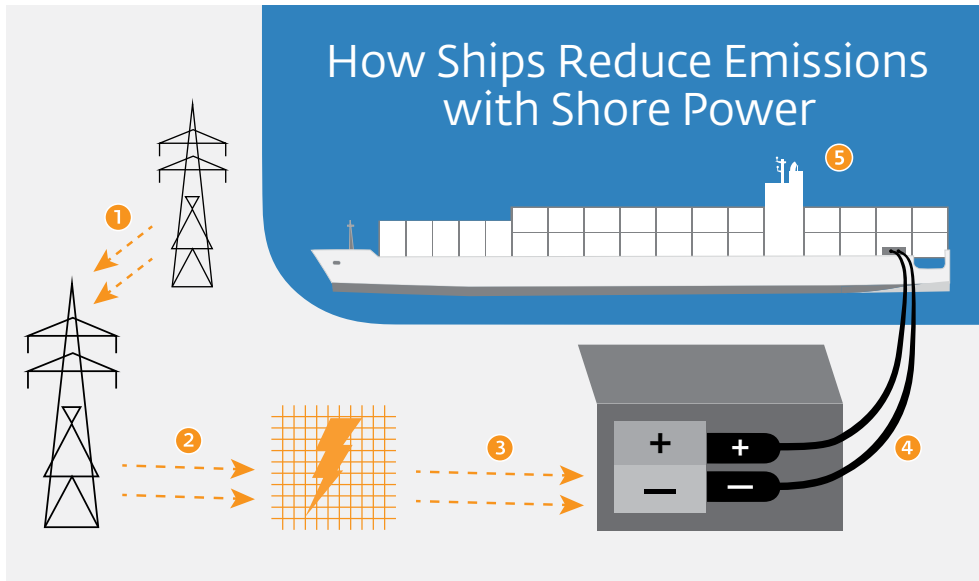
August 2, 8 a.m. – noon, Belmont Veterans Memorial Pier
www.alfredosbeachclub.com/seafest-fishing.html



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Postal Customer

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- 1 Power Towers** Edison has built new transmission lines.
- 2 Power Grid** Using landside electricity cuts emissions 95%.
- 3 Shore Power** "Outlets" are being built into terminal wharves.
- 4 Ship Cables** A \$500,000 to \$1 million retrofit allows ships to plug in.
- 5 Green Benefits** Using shore power for one day is the equivalent of taking 33,000 cars off the roadways.

Cargo Numbers

The Port of Long Beach has improved air quality significantly in recent years. Still, ships remain the biggest source of pollution at the Port, but not just as they enter and depart.

Much of the emissions are generated while the ships are docked because ships still need lights, ballast pumps, communications systems and refrigeration while they are being unloaded and loaded. To keep these systems powered up, ships run their auxiliary diesel engines when docked.

However, if a ship can plug into the electrical grid while docked, the engines can be turned off, reducing diesel emissions by 95 percent. In fact, plugging in a typical container ship

for one day is the pollution-reduction equivalent of taking 33,000 cars off the roads.

The Port, along with its terminal operators and shipping lines, is currently investing millions of dollars to allow vessels to plug in to clean electricity at berth and dramatically cut air pollution in preparation for new shore-power compliance deadlines set by the state.

Hundreds of vessels are being retrofitted so they can plug in and shore power "outlets" are being built at shipping terminals.

By January 1, 2014, vessel operators are required to eliminate half of their current emissions at berth by plugging in at least half of their cargo

container, cruise and refrigerated vessels. By 2020, at least 80 percent of these ships will plug in.

These regulations came about in part because of the San Pedro Bay Ports Clean Air Action Plan, a pioneering commitment that the ports of Long Beach and Los Angeles established in 2006. Well before the state regulation was created, the Clean Air Action Plan had set a goal to use shore power at all San Pedro Bay container terminals. Two of the six Port of Long Beach container terminals are already equipped and operating with shore power.

For updates about shore power and all the Port's environmental programs, visit www.polb.com.