

# Healthy Harbor Long Beach

## THE PORT TARGETS DIESEL EMISSIONS

**B**uilding on a commitment to environmental stewardship, the Port of Long Beach has begun aggressively tackling the challenge of reducing airborne emissions from maritime activities.

One part of the Port's overall commitment to enhancing air quality is an ambitious program that uses cleaner-burning diesel fuel in marine terminal equipment and involves outfitting much of this equipment with pollution-control devices.

### Alternative Diesel Fuel

The Diesel Emission Reduction Program began in May 2003 when Port officials and terminal operators publicly demonstrated the use of the alternative diesel fuel, known as Chevron Proformix™ fuel. They also displayed marine terminal equipment outfitted with a special diesel oxidation catalyst, a pollution-control device that reduces odor, noise, carbon monoxide, hydrocarbons, and particulates from exhaust. The diesel oxidation catalyst is manufactured by Lubrizol



Yard hostlers line up along red gantry cranes to pick up cargo containers being offloaded from a vessel at Pier T terminal.

Engine Control Systems and is known as the AZ Purimuffler.

Since the launch of the program, most Port tenants have switched to

the new fuel, and by mid-February of this year, all of the nearly 600 diesel-powered vehicles at the Port's seven container terminals will be

## AIR QUALITY PROGRAMS

### Particulate Fallout Program

Upgrades in handling, storage and transfer of petroleum coke have reduced coke dust by 80 percent since 1996.

### Smoke Stack Reduction Program

Through education and enforcement, incidents of vessels "blowing" smoke stacks in the harbor have been sharply reduced.

### Vessel Speed Reduction Program

Participation in this voluntary program has resulted in the reduction of one ton of nitrogen oxides per day.

### Diesel Emission Reduction Program

See article above for details.

### Cold-Ironing Study

This study examines the feasibility of powering ships at berth with shore-based electric power, thus reducing emissions from idling ship engines.

### Harbor Department Fleet Conversion

The Port will reduce emissions of its own small but diverse vehicle fleet through the use of alternative fuels, hybrids, and engine retrofits.

### Port Emission Inventory

This program will establish a detailed emissions inventory to serve as a planning document for future emission reduction strategies.



Port Director of Planning Robert Kanter, left, and Harbor Commission Vice President John Calhoun show off the new diesel fuel additive and exhaust control devices.



A side-loader lifts a container. These types of vehicles are being targeted by the Port's diesel emission reduction program.

retrofitted with the pollution-control devices. The vehicles impacted include forklifts, utility trucks, and yard hostlers. Hostlers are small trucks that move containers within the terminals, but do not travel on the public roads. The Port hopes to expand the program to include vehicles at non-container facilities in the future.

Vehicles using the new fuel do not require engine modifications or replacements when the fuel is used by itself or in combination with diesel oxidation catalysts.

Diesel engines using the alternative fuel and outfitted with diesel oxidation catalysts produce 50 percent less particulate matter and 20 percent less nitrogen oxides, which contribute to smog.

## Incentives and Grants

The Port is providing more than \$1 million combined with \$1 million in grant money from the California Air Resources Board to pay for the exhaust controls. In addition, the Port also is setting up an incentive fund for tenants to defray the higher cost of the alternative diesel fuel.

The diesel vehicle retrofit effort is part of the Port's comprehensive Air Quality Improvement Program, which includes a wide variety of measures aimed at reducing diesel emissions resulting from Port operations.

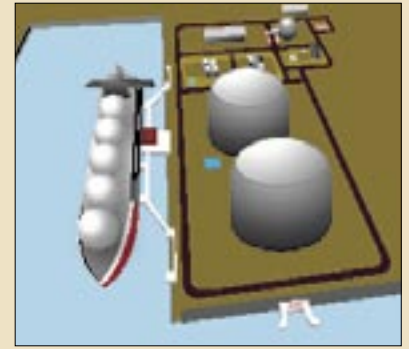
Among other measures, the program includes converting Port-operated vehicles to alternative fuels, promoting more efficient cargo-handling operations to reduce truck congestion and idling, and studying "cold-ironing" -- the use of shore-side electricity rather than diesel engines to power ships at berth.

## Exceeding Federal Standards

Under the Port's Air Quality Improvement Program, emission levels of each retrofit vehicle will exceed current state and federal regulations. The Port will also require terminals to reduce emissions from other terminal equipment by an additional 30 percent over the next three to five years. Terminals that do not meet these requirements will be assessed a fine until compliance is reached.

The Air Quality Improvement Program is just one part of the Port's overall environmental initiative, named Healthy Harbor Long Beach. This comprehensive initiative is designed to address and improve air quality, water quality and wildlife habitats through existing and new programs. The initiative will include additional elements in the future.

For more on the Port's programs, visit the environmental pages at [www.polb.com](http://www.polb.com).



## LNG Terminal Proposed for Terminal Island

A subsidiary of Mitsubishi Corp., Sound Energy Solutions (SES), has applied to federal energy regulators to build and operate a liquefied natural gas (LNG) import terminal at the Port of Long Beach, on 25 acres at the southeast end of Terminal Island.

The terminal would provide California with about 10 percent of its needs for natural gas.

LNG would be shipped to Long Beach aboard about 70 ships a year. The terminal would consist of an offloading dock, two storage tanks, regasification facilities, equipment for recovery of natural gas liquids and an LNG vehicle fuel-loading facility.

SES has begun the environmental studies necessary for the Federal Energy Regulatory Commission (FERC), the Port of Long Beach and other regulatory agencies to review the proposal.

A draft environmental impact statement/report is scheduled for completion this spring, with public hearings and a public comment period to follow. Final environmental reports and hearings on the issuance of permits are expected in the fall.

If the project is approved, SES estimates that the proposed facility would be operational by 2007 or 2008, at a cost of about \$400 million.

For more on the project, visit the news pages at [www.polb.com](http://www.polb.com).

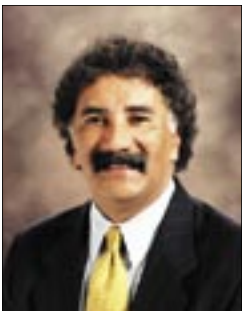
# Newest Commissioners Bring History of Public Service

Two new Harbor Commissioners have been appointed during the past year to set policy for the Port of Long Beach. The commissioners are appointed to six-year terms by the Long Beach Mayor and confirmed by the City Council.



James Hankla

**James Hankla** served Long Beach in numerous government roles before being named City Manager in 1987, a position he held for 11 years. He left City Hall to head the Alameda Corridor Transportation Authority in 1998. Hankla left ACTA to join the Harbor Commission in July 2003. He has been a board member of numerous local organizations, including the International City Theater, and has been president of the Long Beach Area Council of the Boy Scouts and chairman of the Long Beach Aquarium of the Pacific.



Mario Cordero

**Mario Cordero**, a prominent local attorney, joined the Harbor Commission in July 2003. He is an associate in the Long Beach-based law firm Adelson, Testan & Brundo. For the past decade, he has been an instructor of political science at Long Beach City College. Cordero also served as vice-chair of the City-commissioned Ethics Review Task Force that developed a Code of Ethics for city employees, elected and appointed officials.

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