



From the Bridge

Richard D. Steinke

Port of Long Beach

Executive Director

When the Board of Harbor Commissioners adopted the Green Port Policy a year ago, one of our goals was to improve the way we communicate with our surrounding communities. We want you to know exactly what we're doing to improve the environment. So, in the future we'll be giving you regular reports – a scorecard, if you will – to chart our environmental progress. The front page story in this issue of Re:port covers just a few of our successes so far with programs initiated under the Green Port Policy. On our web site, www.polb.com, you can read about these and other programs in greater detail.

But what hasn't shown up on our scorecard – at least not yet – is just how deeply the Green Port Policy has seeped into the culture of our business at the Port of Long Beach, in just a single year. Nearly everything we do on a day-to-day basis is influenced by the Green Port Policy.

The goods movement industry must operate in the most environmentally friendly manner feasible and we at the Port are taking an even more aggressive leadership role in making that happen. In addition to our own projects, we've joined with multiple public agencies and private business interests to test new technologies and devise innovative solutions that will allow us to be a more efficient, environmentally responsible Port.

And, in cleaning up our Port property, we haven't neglected our own house. We have established a sustainability task force at the Port Administration Building that is improving every aspect of our daily practices, from office recycling programs to more efficient water and energy use.

For all the "green" actions we've taken this past year, we've done more than address the environment. As you can read on Page 6, we've greatly extended our outreach to small businesses, involving them in 60 percent of Port construction and planning contracts. We have partnered with Long Beach schools to develop an exciting, youth-oriented economics curriculum based on international trade (Page 8). And we've continued to provide tens of thousands of jobs for local residents, such as gantry crane operator Mike Mitre, who is profiled on Page 7.

But it was certainly the Green Port Policy that took center stage in 2005. It was our declaration and promise that environmental considerations will always be a priority here at the Port. In the first year of Green Port, we've kept that promise. And as the Green Port Policy matures and grows, we'll continue to let you know exactly how we're doing.

Green Port Policy: Year One



Green Port Open House 2005.

(Continued from page 1)

In the first year of the Green Port Policy, the Port of Long Beach has:

- Kicked off the Green Flag Incentive Program, which uses financial incentives to reduce smog-forming air pollution from ships. The Port will spend as much as \$2.2 million a year to provide incentives for fleet operators who consistently reduce their speeds in the harbor area, which decreases air pollution substantially.
- Spent more than \$2 million to modify virtually the entire fleet of terminal cargo-handling equipment, adding exhaust devices to be more environmentally friendly.
- Reached an agreement that will replace an entire fleet of older diesel locomotives with cleaner-burning models in 2006.
- Funded a \$1-million project to install real-time air monitors at the Port, to provide more accurate and complete air-quality data.
- Aggressively patrolled its terminals for smokestack emissions violations by visiting ships.
- Reached its first set of agreements on dockside electricity, where specially equipped ships can use electricity to eliminate air pollution while docked at the Port. The Port also started working on a master plan to upgrade its electrical infrastructure to accommodate increased use of dockside electricity.

- Forged even stronger working relationships with California's air quality agencies, which set the laws and regulations essential to cutting pollution from ocean-going ships and diesel trucks. Port staff assisted with a new set of state regulations that will cut air pollutants from the auxiliary engines of ocean-going ships by more than two-thirds beginning in 2007.



"greener" operating practices in terminals.

- Expanded communication and community outreach efforts, including increased circulation of this newsletter, redesign of the Port web site, launch of a new cable television program, "Pulse of the Port," and a Port Open House in October attended by nearly 2,000 residents.

- Initiated promising tests of new technologies that may soon be used to dramatically reduce air pollution impacts from the main engines of cargo ships and engines for cargo-handling equipment.
- Developed Green Port lease requirements that will mandate

- Added and continued many other programs designed to protect the environment and improve quality of life in the community.
- "The Green Port Policy isn't just something we approved and then put on a shelf," said Topsy-Elvord. "It is a living, breathing directive that either influences or



A cleaner-burning "Green Goat" locomotive.

dictates every action we take here at the Port. In just one year it has permeated our entire culture."

Also, Topsy-Elvord said, the Green Port Policy shouldn't be viewed as a single set of goals.

It's more than that, she said. "It's a complete change in the way we work and conduct our business — and that's going to continue forever. There will never come a time when we will say 'we're done' with the types of environmental protection and sustainability work we've started under Green Port."

For more information about the Port's Green Port environmental initiatives, visit our website at www.polb.com.

Exploring Cleaner Fuel

Test Program Evaluates Alternative Power

Studying, testing and evaluating potential advancements in pollution reduction, such as alternative fuels and cleaner-burning engines, is a key part of the Port's Green Port strategy.

With that in mind, the Port has initiated a pilot project to test the effectiveness of liquefied natural gas (LNG) as a cleaner-burning fuel in the dockside cargo-moving equipment known as yard hostlers.

The Port has begun testing three LNG-powered yard hostlers in regular use at the Long Beach Container Terminal at Pier F, to evaluate the fuel's effectiveness at powering the heavy-duty vehicles and reducing harmful emissions. The project will help determine whether LNG is a suitable alternative fuel for the Port's many yard hostlers.

LNG engines produce substantially lower emissions than diesel-powered engines. On-road tests indicate



Alternative technologies, such as this LNG-powered yard hostler, are a key part of the Port's Green Port strategy.

that LNG can cut smog-forming nitrogen oxide by as much as 65 percent, sulfur dioxide by 100 percent and potentially dangerous particulate matter by 90 percent. Port officials are hoping to achieve similar results with off-road use at the Port's terminals.

If LNG is found to be a viable alternative fuel, it could become an important part of pollution-reduction efforts for cargo-handling equipment at the Port of Long Beach, as well as other seaports throughout the nation.