



**AMP® Operator Summary Report
2022: January to December
Vessel Type: Containership**

**02/27/23
03:09 PM**

Operator	AMPed Calls	AMPed Equiv Calls	Calls	AMPed Pct
Anl Container Line Pty Ltd	0	1	1	100%
APL Ltd	39	0	40	98%
ASM Maritime	0	0	3	0%
BAL Container Line	0	1	2	50%
China United Lines	47	0	50	94%
CMA CGM (America) LLC	48	27	122	61%
COSCON	24	0	24	100%
Emirates Shipping Lines Fze	0	1	1	100%
Evergreen Marine Corp	122	0	127	96%
Hapag- Lloyd AG	9	2	19	58%
Hyundai Merchant Marine Co Ltd	9	0	14	64%
Klaveness	0	0	2	0%
Lianyungang Qishun Shpg Co Ltd	0	2	2	100%
Lomar Shipping Ltd	0	1	1	100%
Maersk Line	40	0	94	43%
MCC Transport Singapore Pte	0	0	4	0%
MSC Mediterranean Shipping Co	80	0	85	94%
Ocean Network Express	155	1	160	98%
Shanghai Jinjiang Shipping	0	3	6	50%
Sm Line Corp	4	0	4	100%
Transfar Shipping	0	6	9	67%
Wan Hai Lines Ltd	0	0	4	0%
X- Press Feeders	0	1	3	33%
Yang Ming Marine Transport	67	0	72	93%
Zim Integrated Shipping	0	11	44	25%
	644	57	893	78%

AMP Operator Summary Report for vessel connections for Port of Los Angeles only

California Air Resources Board (CARB) At- Berth Regulation Requirements:

- Emission/ power reduction percentages increase over time:
 - 2012 - 25%
 - 2014 - 50%
 - 2017 - 70%
 - 2018 - 80%
- Two pathways to reduce emissions
 - Reduced onboard power generation option
 - Equivalent emission reduction options
- CARB considers Port of Los Angeles and Port of Long Beach one port under this regulation

Liquefied natural gas (LNG) powered vessels are exempt from the CARB At-Berth regulation to control emissions until 1/1/2023. A total of 22 calls from 8 LNG CMA CGM container ships called POLA that did not plug into shore power. CMA CGM percentage would be 75% if LNG vessel calls are excluded.

Governor Newsom Executive Order N-15-22 September 2022 Heat Event. To reduce electrical power demand due to extreme stress on California's electrical grid, vessels berthed between 09/03/22 and 09/09/22 were not required to use shore power until 09/13/22. Vessel calls during this time period were given exemptions by the emergency order to CARB At-Berth regulation pursuant to an "emergency event". A total of 2 container ships did not plug into shore power during the emergency event. One of which was a LNG container ship.

Overall AMP percentage from January to December 2022 would be 80.6% if the 22 LNG calls and the 1 ship call during the Executive Order are excluded.

For more information see CARB website: <http://www.arb.ca.gov/ports/shorepower/shorepower.htm>