



**AMP Operator Summary Report**  
**2014 Calendar Year- to- Date: January to December**  
**Vessel Type: Containership**

**06/07/16**  
**09:59 AM**

<b>Operator</b>	<b>AMPed Calls</b>	<b>AMPed Equiv Calls</b>	<b>AMPed Calls</b>	<b>AMPed Pct</b>
APL Ltd	118	0	225	52%
China Shipping	43	0	48	90%
CMA CGM (America) LLC	0	0	7	0%
Evergreen Marine Corp	85	0	144	59%
Hamburg Sud	22	0	93	24%
Hanjin Shipping Co Ltd	16	0	24	67%
Hapag- Lloyd AG	93	0	168	55%
Hyundai Merchant Marine Co Ltd	24	0	37	65%
Kawasaki Kisen Kaisha Ltd	0	0	1	0%
Maersk Line	60	0	124	48%
Mitsui OSK Lines Ltd	50	0	70	71%
MSC Mediterranean Shipping Co	0	0	9	0%
Nippon Yusen Kaisha	61	0	119	51%
Orient Overseas Container Line	8	0	23	35%
Polynesia Line	0	0	10	0%
United Arab Shipping Co	8	0	16	50%
US Lines	0	0	16	0%
Yang Ming Marine Transport	63	0	76	83%
	<b>651</b>	<b>0</b>	<b>1,210</b>	<b>54%</b>

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%
  - 2020 - 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

For more information see CARB website: [http:// www.arb.ca.gov/ ports/ shorepower/ shorepower.htm](http://www.arb.ca.gov/ports/shorepower/shorepower.htm)