



**AMP® Operator Summary Report**  
**2022: January to November**  
**Vessel Type: Cruise**

**01/04/23**  
**09:57 AM**

<b>Operator</b>	<b>AMPed Calls</b>	<b>AMPed Equiv Calls</b>	<b>Calls</b>	<b>AMPed Pct</b>
Celebrity Cruises Inc	15	0	17	88%
Cunard Line Ltd	0	0	2	0%
Holland America Line Nv	7	0	8	88%
Lindblad Expeditions Llc	0	0	7	0%
Norwegian Cruise Line	26	0	27	96%
Oceania Cruises Inc	11	0	12	92%
Princess Cruises	84	0	91	92%
Regent Seven Seas Cruises Inc	0	0	4	0%
Royal Caribbean Cruises Ltd	71	0	83	86%
Seabourn Cruise Line Ltd	0	0	2	0%
Silversea Cruises Ltd	0	0	3	0%
Viking Ocean Cruises Ltd	1	0	5	20%
	<b>215</b>	<b>0</b>	<b>261</b>	<b>82%</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%
  - 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

Includes vessels that did not take passengers and were only at port to resupply. 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 cruise ships did not plug into shore power during the emergency event. Overall AMP percentage from January to November 2022 would be 83% if the 2 cruise ship calls during the Executive Order are excluded.

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



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

**01/04/23**  
**09:54 AM**

<b>Operator</b>	<b>AMPed Calls</b>	<b>AMPed Equiv Calls</b>	<b>Calls</b>	<b>AMPed Pct</b>
Anl Container Line Pty Ltd	0	1	1	100%
APL Ltd	36	0	36	100%
ASM Maritime	0	0	3	0%
BAL Container Line	0	1	2	50%
China United Lines	43	0	46	93%
CMA CGM (America) LLC	45	23	113	60%
COSCON	22	0	22	100%
Emirates Shipping Lines Fze	0	1	1	100%
Evergreen Marine Corp	111	0	114	97%
Hapag- Lloyd AG	8	2	17	59%
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	37	0	86	43%
MCC Transport Singapore Pte	0	0	4	0%
MSC Mediterranean Shipping Co	71	0	76	93%
Ocean Network Express	142	1	147	97%
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	62	0	65	95%
Zim Integrated Shipping	0	10	43	23%
	<b>590</b>	<b>52</b>	<b>821</b>	<b>78%</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%
  - 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 13 calls from 5 LNG CMA CGM container ships called POLA that did not plug into shore power. CMA CGM percentage would be 68% 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. Overall AMP percentage from January to November 2022 would be 80% if the 13 LNG calls and the 2 ship calls during the Executive Order are excluded.

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