AMP Operator Summary Report
2018: January to December
Vessel Type: Containership

Operator | AMPed Calls | AMPed Equivalent Calls | AMPed Calls | Pct
--- | --- | --- | --- | ---
APL Ltd | 73 | 8 | 89 | 91%
CMA CGM (America) LLC | 66 | 10 | 95 | 80%
COSCON | 23 | 0 | 25 | 92%
Evergreen Marine Corp | 135 | 1 | 154 | 88%
Hapag- Lloyd AG | 13 | 4 | 26 | 65%
Hyundai Merchant Marine Co Ltd | 41 | 0 | 51 | 80%
Maersk Line | 82 | 0 | 102 | 80%
Mitsui OSK Lines Ltd | 31 | 7 | 40 | 95%
MSC Mediterranean Shipping Co | 16 | 0 | 16 | 100%
Nippon Yusen Kaisha | 19 | 0 | 29 | 66%
Ocean Network Express | 156 | 12 | 252 | 67%
Orient Overseas Container Line | 0 | 2 | 12 | 17%
Pacific International Lines | 17 | 2 | 20 | 95%
Wan Hai Lines Ltd | 0 | 12 | 13 | 92%
Yang Ming Marine Transport | 87 | 3 | 92 | 98%

**759** | **61** | **1,016** | **81%**

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)