



AMP Operator Summary Report
2021: January to December
Vessel Type: Containership

01/27/22
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Operator	AMPed Calls	AMPed Equiv Calls	Calls	AMPed Pct
APL Ltd	44	0	51	86%
BAL Container Line	0	1	8	13%
China Navigation Co Pte Ltd	0	1	1	100%
China United Lines	0	0	8	0%
CMA CGM (America) LLC	50	10	139	43%
COSCON	38	2	40	100%
Evergreen Marine Corp	124	0	130	95%
Hapag- Lloyd AG	12	1	22	59%
Hyundai Merchant Marine Co Ltd	45	5	59	85%
Maersk Line	40	0	91	44%
MCC Transport Singapore Pte	0	1	1	100%
MSC Mediterranean Shipping Co	61	0	63	97%
Ocean Network Express	134	2	167	81%
Sinokor Merchant Marine Co Ltd	0	0	2	0%
Sm Line Corp	5	0	7	71%
Transfar Shipping	0	3	5	60%
Wan Hai Lines Ltd	0	1	28	4%
X- Press Feeders	0	2	4	50%
Yang Ming Marine Transport	43	6	48	102%
Zim Integrated Shipping	0	24	83	29%
Zodiac Maritime Ltd	0	1	1	100%
	596	60	958	68%

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

Governor Newsom State of Emergency June 2021 - Heat Event. Vessels berthed between 6/16/2021 to 6/19/2021 until 6/22/2021 were ordered to reduce electrical power demand due to extreme stress on California's electrical grid. Vessel calls during these times were given exemptions by the emergency order to CARB At- Berth regulation pursuant to an "emergency event". A total of 3 container ships called during the emergency events that did not plug into shore power. Overall AMP percentage from January to December 2021 would be 69% if the 3 ship calls were 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)