



AMP® Operator Summary Report
2024: January to March
Vessel Type: Cruise

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Operator	AMPed Calls	AMPed Equiv Calls	Calls	AMPed Pct
Norwegian Cruise Line	5	0	6	83%
Oceania Cruises Inc	1	0	1	100%
Princess Cruises	13	0	13	100%
Regent Seven Seas Cruises Inc	2	0	2	100%
Royal Caribbean Cruises Ltd	6	0	7	86%
Seabourn Cruise Line Ltd	0	0	1	0%
Silversea Cruises Ltd	0	0	1	0%
Viking Ocean Cruises Ltd	5	0	6	83%
	32	0	37	86%

California Air Resources Board (CARB) 2020 At- Berth Regulation Requirements:

Beginning on January 1, 2023, emissions from all auxiliary engines from regulated vessel types (see below) must be controlled while at berth with limited exceptions for terminals (Terminal Incident Exception, TIE) and vessel operators (Vessel Incident Exception, VIE). Uncontrolled emissions could result in payment into a remediation fund or enforcement actions to the terminal, vessel operator, or the Port. CARB staff determines the number of TIEs or VIEs, appropriate use of exceptions, payments required into the remediation fund, or enforcement action.

Effective Regulatory Requirements by Vessel Type for POLA:

Regulated Vessel Type	Effective Date of Regulatory Requirements
Container	January 1, 2023
Cruise	January 1, 2023
Refrigerated Vessels (Reefers)	January 1, 2023
Roll- On, Roll- Off (RoRo)	January 1, 2025
Tankers	January 1, 2025
Break Bulk)	No requirements per 2020 At Berth Regulation
General Cargo	No requirements per 2020 At Berth Regulation

This report only provides data on AMP[®] and CARB certified AMP[®] equivalent systems (CARB Approved Emission Control Strategy, CAECS). POLA does not receive all information on the CAECS that may have been used by a terminal or vessel operator to comply with the At Berth Regulation. To obtain all compliance information, please contact CARB at [http:// www.arb.ca.gov/ ports/ shorepower/ shorepower.htm](http://www.arb.ca.gov/ports/shorepower/shorepower.htm).

NOTE: POLA is a separate port from Port of Long Beach under the 2020 At Berth Regulation.