



**AMP Operator Summary Report  
2016: January to December  
Vessel Type: Containership**

**12/03/18  
08:17 AM**

<b>Operator</b>	<b>AMPed Calls</b>	<b>AMPed Equiv Calls</b>	<b>Calls</b>	<b>AMPed Pct</b>
APL Ltd	100	0	138	72%
China Shipping	27	1	28	100%
CMA CGM (America) LLC	18	0	31	58%
COSCON	7	0	7	100%
Evergreen Marine Corp	107	0	153	70%
Hamburg Sud	0	0	20	0%
Hanjin Shipping Co Ltd	3	1	14	29%
Hapag- Lloyd AG	97	0	131	74%
Hyundai Merchant Marine Co Ltd	20	0	42	48%
Kawasaki Kisen Kaisha Ltd	9	3	22	55%
Maersk Line	5	3	80	10%
Mitsui OSK Lines Ltd	59	32	118	77%
MSC Mediterranean Shipping Co	26	1	29	93%
Nippon Yusen Kaisha	121	0	203	60%
Orient Overseas Container Line	15	0	19	79%
Pacific International Lines	4	0	11	36%
United Arab Shipping Company	28	0	28	100%
Yang Ming Marine Transport	60	0	81	74%
	<b>706</b>	<b>41</b>	<b>1,155</b>	<b>65%</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)