

FOR IMMEDIATE RELEASE

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PORT OF LOS ANGELES INTRODUCES NEW EQUIPMENT TO IMPROVE AIR QUALITY



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SAN PEDRO, CA – Adding another component to its aggressive clean air program, Port of Los Angeles container terminal operators will install diesel oxidation catalysts (DOCs) in their marine terminal equipment engines and cut emissions in half.

A project nearly two years in the making, the new DOCs will be installed in a variety of equipment, including yard tractors, side and top picks, forklifts and transtainers. Approximately 600 DOCs, ordered and purchased by the Port, will require each participating terminal to complete registration and installation. Additionally, the Port will reimburse its customers up to \$100 to install each DOC.

When coupled with emulsified diesel, a blended fuel of water and chemical surfactants, DOCs are verified by the California Air Resources Board (CARB) to reduce nitrogen oxide (NOx) emissions by 20 percent and diesel particulate matter (PM) by 50 percent. This decrease in air emissions equates to 250 tons of NOx and 24 tons of PM disappearing from harbor air each year. The installation of one DOC is equivalent to the removal of more than 100 cars from the road annually.

“This aggressive clean air program marks another step toward my goal of no-net increase in air emissions,” said Mayor Jim Hahn. “I am pleased to see the Port of Los Angeles continues to create innovative environmental programs that directly benefit our neighboring harbor communities.”

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“We have all been talking for months about redeveloping our waterfront and returning it to the people of Los Angeles,” said Councilwoman Janice Hahn. “But regardless of how grand our planned waterfront promenade is, it cannot be enjoyed if the air is not clean. Today’s announcement is yet another step toward cleaning up our air and returning the waterfront to our communities.”

Port terminal operators began testing the use of Proformix™ more than a year ago, which has significantly reduced air emissions on its own. Soon after the data on emulsified fuel and DOCs were released, the Port asked its customers to employ the two together.

Since that time, the Port has been working closely with its terminal operators and three of the six container terminals – APM Terminals, Yang Ming and Yusen – are now using emulsified fuel in 100 percent of its terminal equipment. The Port’s goal is to retrofit *all* standard diesel-powered marine terminal equipment to use emulsified fuel.

“We sincerely thank our customers for their enthusiastic participation in the Port’s air quality programs,” said Larry Keller, Executive Director. “The exemplary commitment from shipping lines continues to put the Port of Los Angeles at the nation’s forefront for launching model programs.”

Per Memoranda of Agreement with the Port of Los Angeles and its customers, six terminal operators will use the fuel in tandem with the DOCs for five years, or within a 4200-hour “warranty period.” To date, 200 DOCs have been delivered and are pending installment at five of the six terminals. An additional 385 DOCs are on order and should be delivered and installed over the next few months. Another 200 pieces of equipment have been identified for inclusion in the program.

The inception of the program dates back to 2001, when the Port sought initial NOx and PM Reduction Program funding through the CARB State Mitigation Grant. The South Coast Air Quality Management District (SCAQMD) recently matched CARB’s \$1 million grant, earmarked for the Port’s ongoing NOx and PM reduction efforts. A third of this funding will be used to purchase DOCs.

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