



Port of
LONG BEACH
The Green Port

In an Economic Crisis, Can We Still 'Grow Green'?

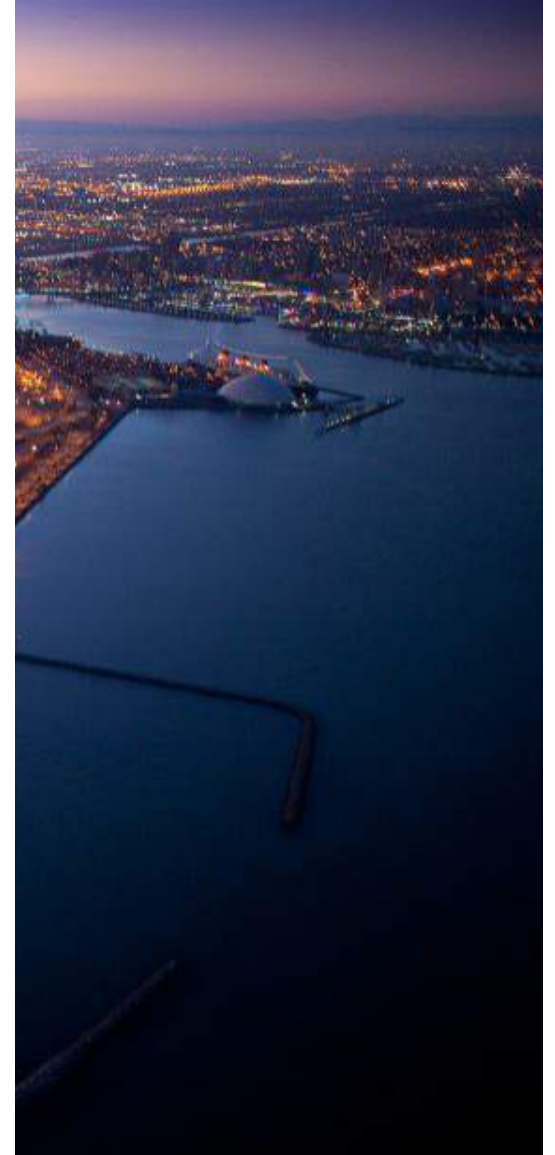
Richard Steinke,
Executive Director

What I'm here to talk about



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- How can we balance our economic and environmental challenges?
- How can we ensure sustainable trade growth?



Who we are



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America's 2nd busiest
container port

\$140 billion in trade

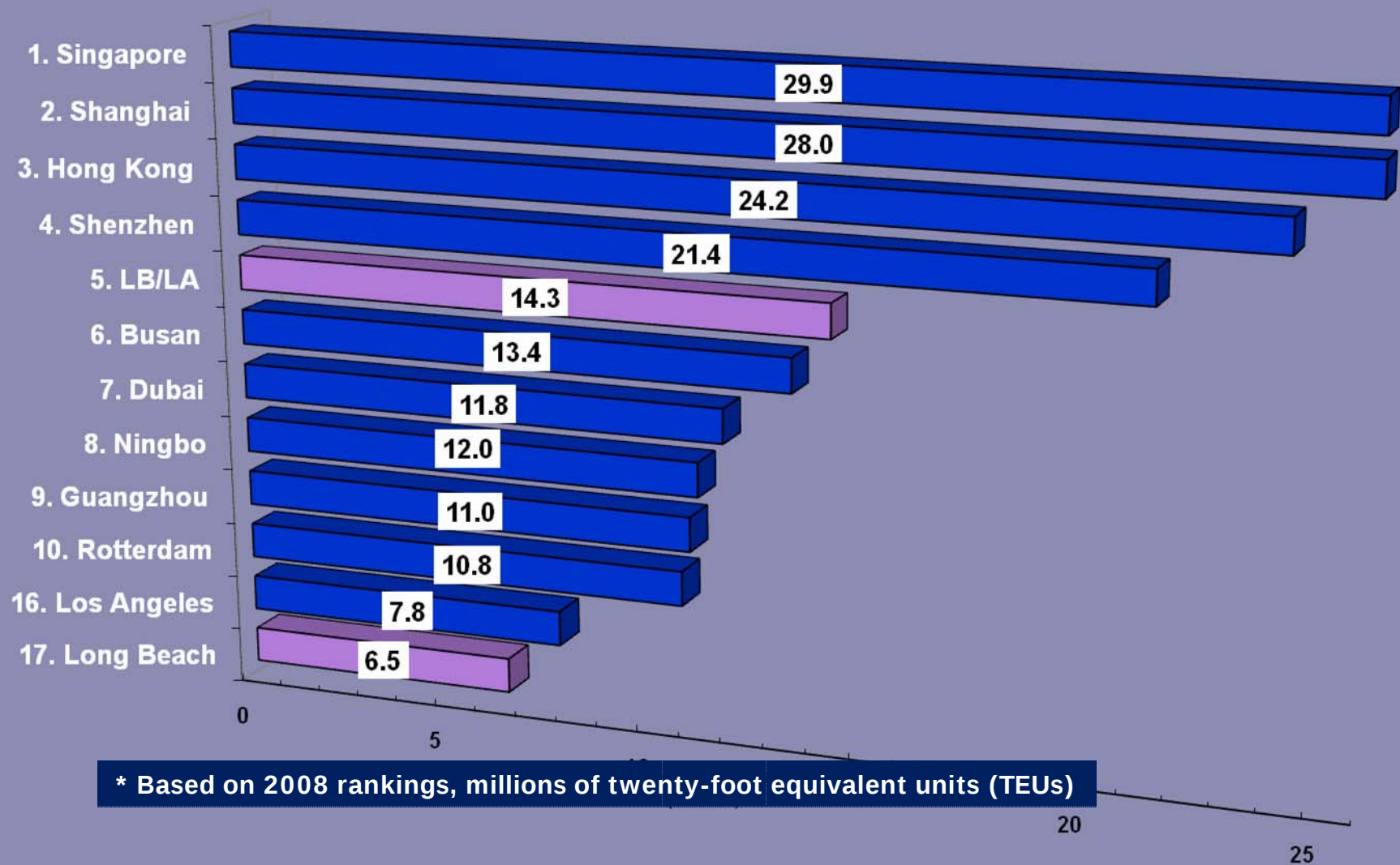
Leading gateway for U.S. –
Asia trade



Top world container ports



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World economic crisis



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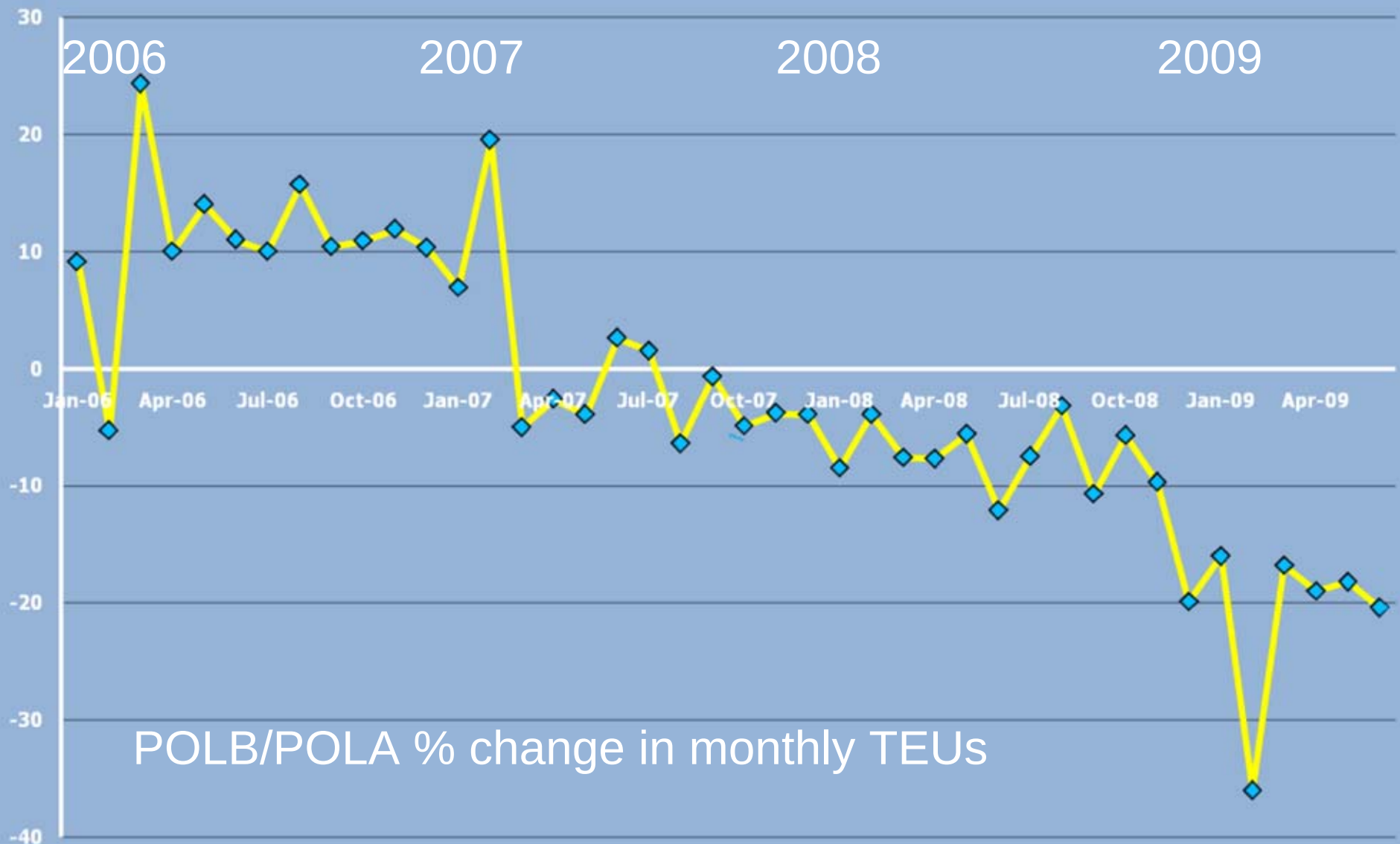


Anxious consumers are not buying furniture,
clothing, toys, cars...

Declining trade



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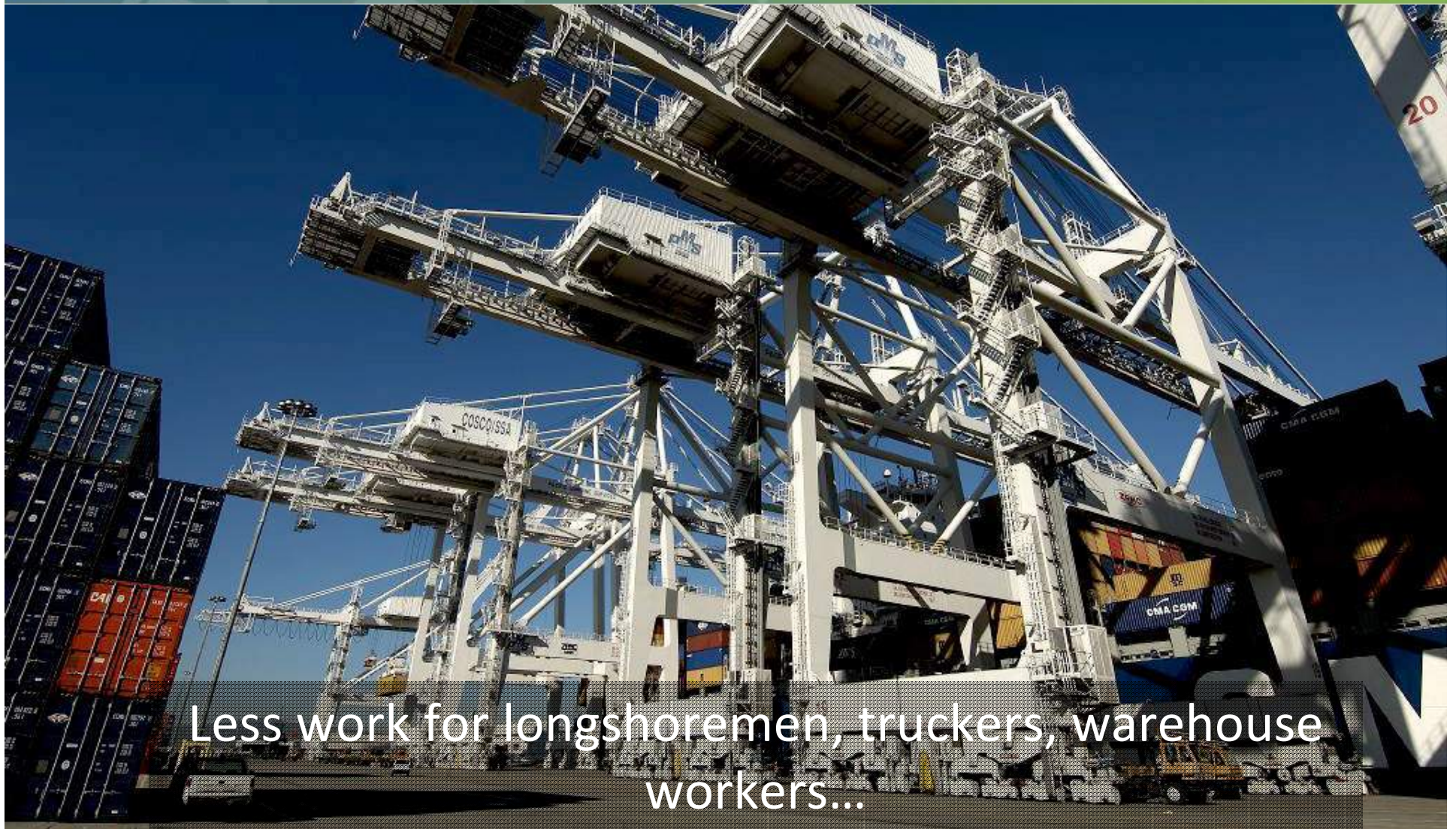


POLB/POLA % change in monthly TEUs

Rising unemployment...



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Less work for longshoremen, truckers, warehouse
workers...

Dusting ourselves off



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Fiscally strong, ready to invest in improvements,
economic recovery

Green Port Policy



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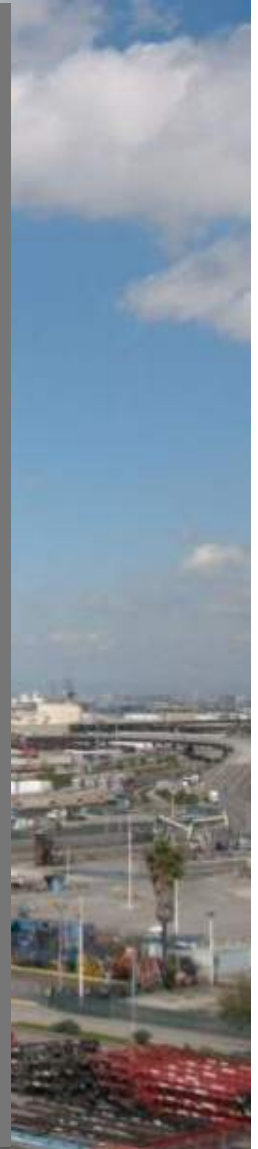
- Protect the community from negative Port impacts
- Distinguish Port as environmental leader
- Promote sustainability
- Employ best available technology
- Engage and education the community

Clean Air Action Plan



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- Adopted groundbreaking Plan to reduce air pollution 45% by 2012
- Strategies for cleaner ships, trucks, trains, tugs, cargo-handling equipment
- Technology advancement program



Raising the Green Flag



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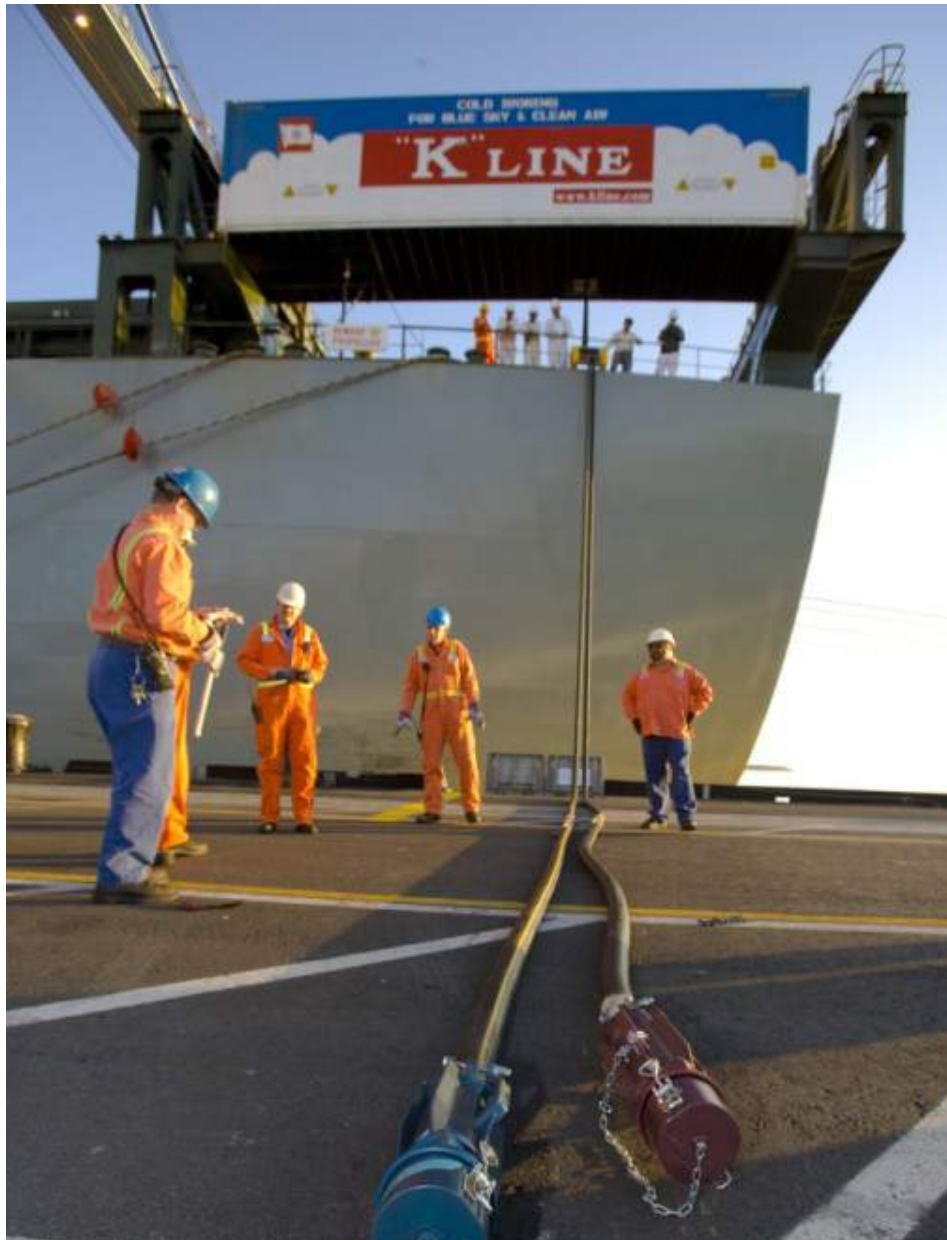
93% participation; 650 tons less pollution

Plug-in shore power



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- Ships plug into shore electricity, shut off engines, eliminating pollution
- By 2014, 50% of container ships will be required to plug in
- By 2020, 80% of container ships will be required to plug in



Shore electricity for "K" Line container ships beginning October 2008; for BP oil tankers beginning June 2009

Advancing technology



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For ships that call irregularly: “sock on a stack”

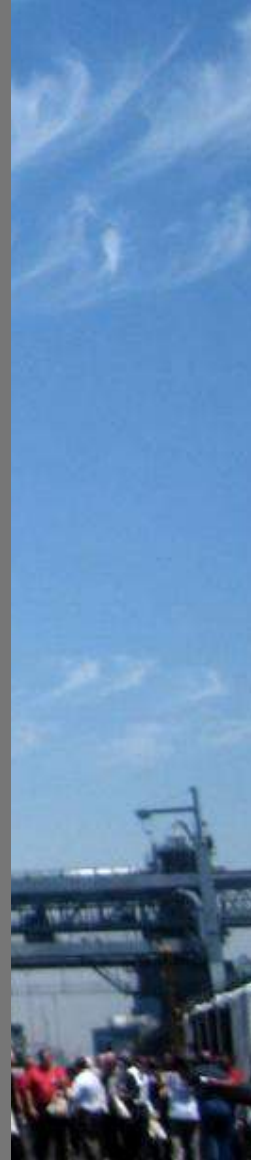
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‘Sock on a stack’ technology



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- Many ships call too irregularly to retrofit for plug-in power
- With “sock on a stack,” a bonnet is lifted by crane onto a ship’s smokestack
- Scrubber, like that used in factories, cleans the pollution and releases fresh air



Cleaner fuels



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Ships required to use cleaner-burning, low-sulfur fuel

Clean Trucks Program



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Ban on old trucks, so only clean trucks serve the Port,
reducing truck pollution 80% by 2012

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Clean Trucks Program



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- 1988 and older trucks banned in 2008
- 1993 and older trucks banned beginning 2010
- 2006 and older trucks banned beginning 2012
- Already, more than half of cargo containers moved by clean trucks



Clean locomotives



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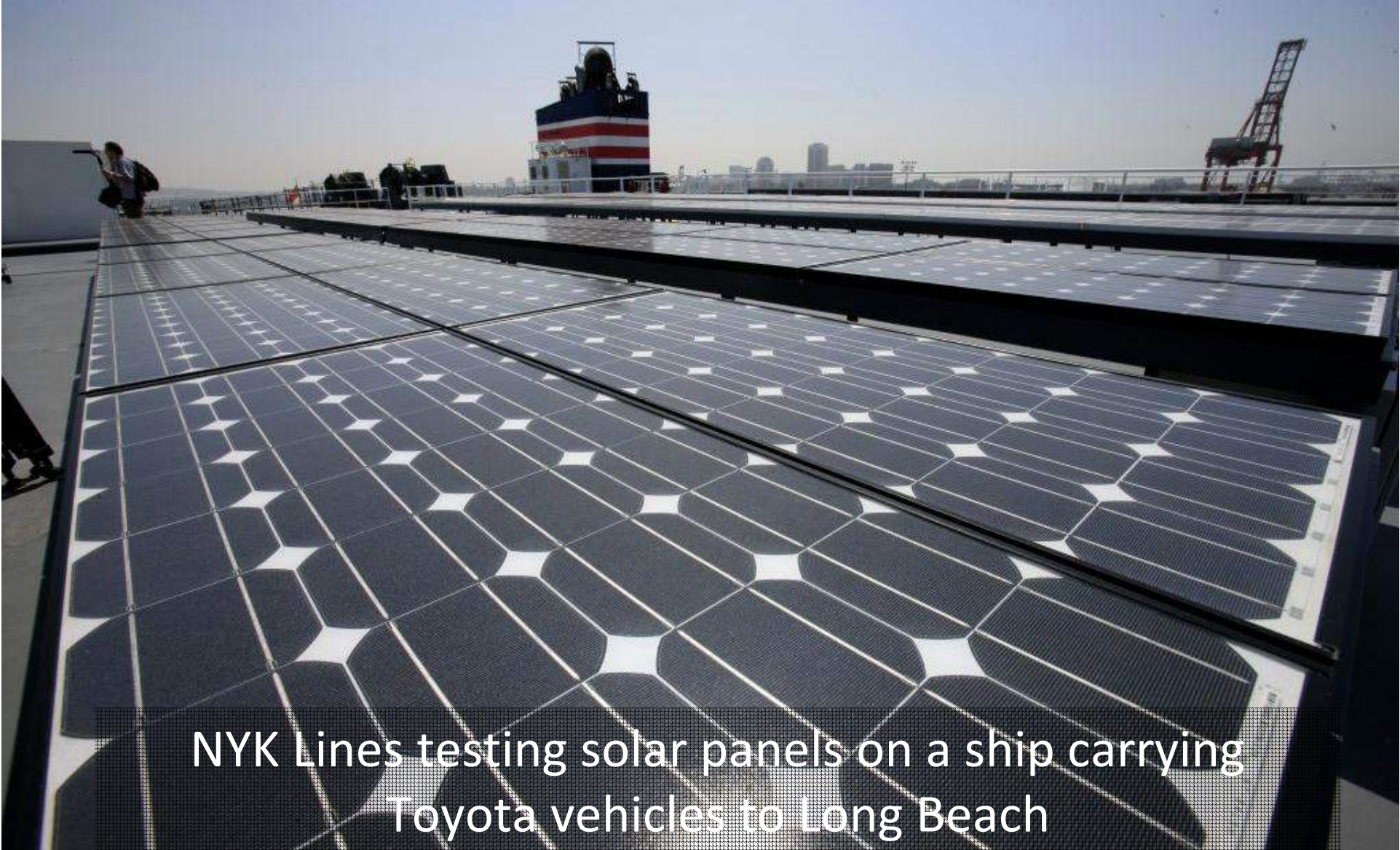
Pacific Harbor Lines replaced all of its locomotives with less-polluting locomotives

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Greenhouse gas initiatives



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A wide-angle photograph of a ship's deck covered in rows of solar panels. The panels are dark blue with white grid lines. In the background, a ship's superstructure with red and white stripes is visible, along with a crane and a city skyline under a clear sky.

NYK Lines testing solar panels on a ship carrying
Toyota vehicles to Long Beach

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What next?



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Proposed Freight Maglev Routes



How we can grow



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**Weekly vessel calls
from East Asia to U.S. West Coast**
(1 line = 2 calls)

PRINCE RUPERT, 2

VANCOUVER, 16

SEATTLE-TACOMA, 16

LONG BEACH/SAN PEDRO BAY, 40

Providing the best facilities for big ships, more trains

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Big ships



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Long Beach can accommodate the
world's largest container ships

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Source: Company Websites, Norbridge industry knowledge

Investing in the future



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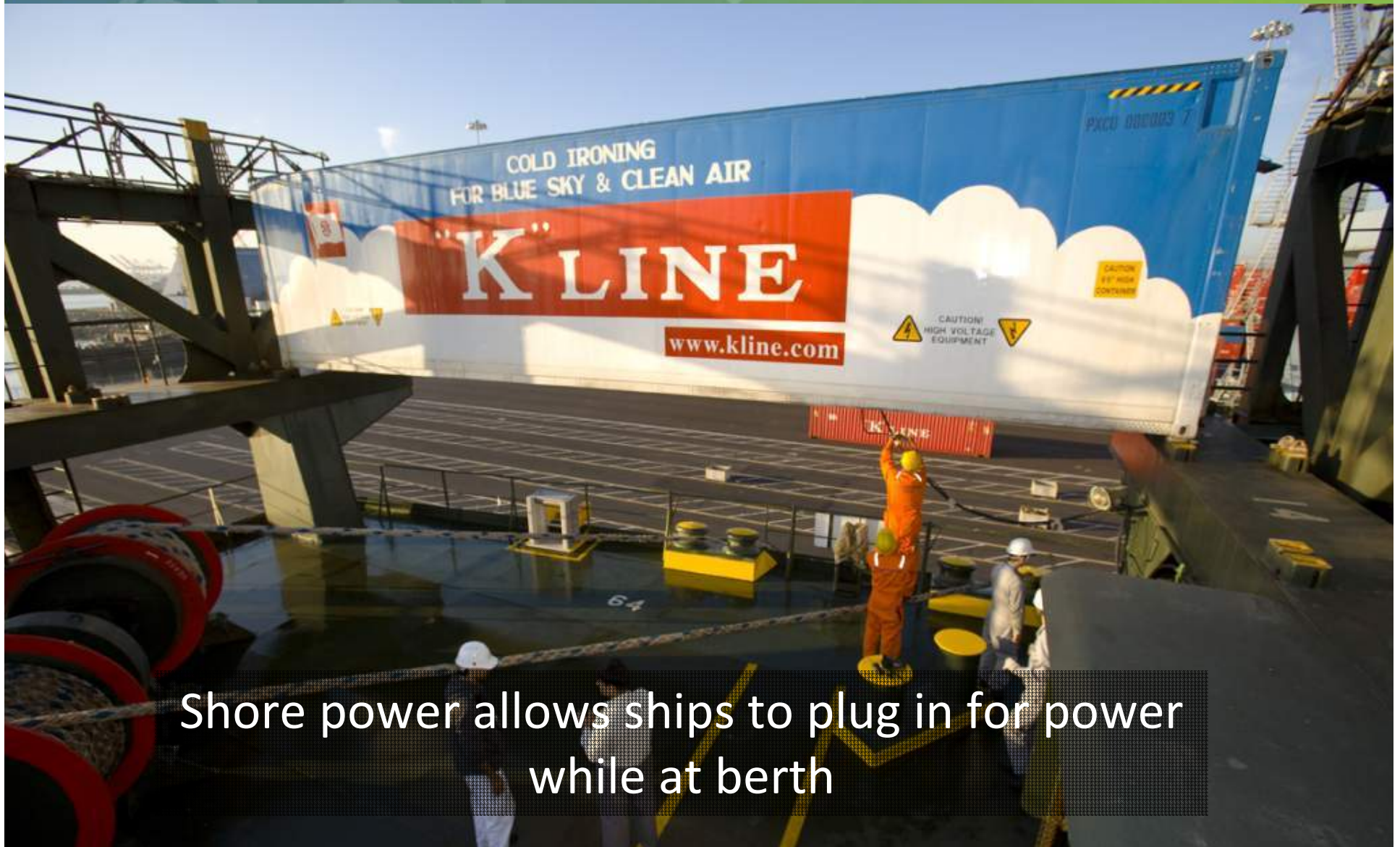


\$55 million admin building next phase of
\$800 million terminal redevelopment

Plugging in for electricity



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Shore power allows ships to plug in for power while at berth

Middle Harbor redevelopment



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\$750 million project to improve efficiency, cut pollution 50%, create 14,000 new jobs

Pier S terminal project



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\$650 million redevelopment of former oil field
would create 35,000 new jobs

Desmond Bridge replacement



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\$1.1 billion bridge would ease congestion,
improve traffic safety

Investing to grow green



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- We need to protect the environment so we can maintain public support for trade growth
- We need to upgrade our facilities to remain competitive

Thank you



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