



Shoreside Power

Fact Sheet

- Shoreside power – which dramatically cuts air pollution from cargo vessels – has arrived at the Port of Long Beach with the completion of a new wharf on Pier G. The wharf, Berth 232, is part of the container cargo facility leased by the Port to terminal operator International Transportation Service (ITS).
- Shoreside power, also known as “cold ironing,” allows ships to plug in to electrical power from the berth to power the ship’s systems while docked. First developed by the Navy, the process permits ships to shut off their auxiliary engines. At berth, the ship typically needs the auxiliary engines to power communications, pumps, lighting, ventilation and other onboard equipment.
- Because docked vessels using shoreside power completely shut down their engines, emissions from those engines are eliminated. Providing shoreside power to a cargo vessel for one day provides an air quality improvement equivalent to removing 33,000 cars from the road for that day. Overall, factoring in the emissions produced at power plants, shore power represents a 90 percent reduction in pollution.
- The shoreside power system at Pier G has a capacity of 7.5 megavolt ampere (MVA), or about 6 megawatts, enough to power about 4,000 homes). Japan-based shipping giant “K” Line, the parent company of ITS, has outfitted five ships to operate on shoreside power.
- The introduction of shoreside power at Pier G is part of a major, 10-year \$800 million redevelopment of the terminal by the Port for the tenant, ITS. Berth 232 is a new wharf; the future steps are to wire shore power to all of the operating berths at Pier G.
- The shore power-equipped berth at Pier G will handle 50 vessel calls a year.
- About \$8 million was spent by the Port of Long Beach to equip the dock with shore power.
- The Port is nearing completion on work to equip a BP liquid bulk petroleum terminal with shore power. When it is completed, it will be the country’s first such terminal with shore power.



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