

## John Hawkins, Club Creator, Takes Top Job

■ Hawkins named CEO of the Club and renews the group's service to City employees.

John Hawkins, whose father was a civil servant, has been named permanent chief executive officer of the Club by the Club's Board of Directors. The appointment was announced by Michael Biagi, Vice Chairman of the Club board.



John Hawkins, CEO, City Employees Club of Los Angeles

Hawkins became Club CEO in late June. He had been interim CEO and, before that, the Club's chief operating officer.

Two years ago, as COO of LACEA,

See Hawkins, Page 21

## ClubFest 2004 Means More Room, More Food, Fun ... and Club Apparel!

■ Third annual event grows to meet demand ... but remains comfortable, accessible and fun.

Ready for a second great swimming pool? Another hot dog bar, more carnival booths, more face painters, a bungee run, another air pillow, human spheres ... and Club hats and ClubFest shirts for sale?

That's ClubFest 2004, set for Sunday, Oct. 3, at Calamigos Ranch in the hills overlooking Malibu.



See ClubFest, Page 3



The China Shipping Terminal at the Port of Los Angeles showing the *Xin Yang Zhou*, the first AMP vessel to call at the port.

# Employee Innovation

■ Larry Keller, Port Executive Director, leads the team that produced the world's first system to power cargo ships in dock. Team includes Harbor, DWP, Building and Safety.

On June 21, with hundreds of environmentalists, engineers, elected officials and community members looking on, Mayor Jim Hahn officially opened the world's first Alternative Maritime Power (AMP) container terminal, the Berth 100 China Shipping terminal, at the Port of Los Angeles.

In a nutshell, the Port of LA sends power via cable to the big ships docked in port, allowing them to shut down their engines and reducing pollution significantly. Simple. Challenging. Innovative. And highly successful.

"This unprecedented technology will make Los Angeles' environment healthier by eliminating

tons of pollution each day," Mayor Hahn said. "When I took office back in 2001, I said there would be no net increase in emissions at the Port. AMP is a large part of how we're keeping that pledge."

AMP involves fitting the wharf with electricity, supplied by the DWP, converting the electricity to a voltage compatible to the ship through a transformer, and then plugging in the ship to the clean electrical power instead of its diesel engine while the ship is "hoteling" at dock.

Through this process, more than one ton of smog-forming NOx and 87 lbs. of particulate matter in the air is removed from the air each day the ship is utilizing AMP. "This is a historic day—not just for the communities of Wilmington and San Pedro, but for all of Los Angeles," said Councilwoman Janice Hahn. "It may seem like a small task—plugging in just one ship. But, a fact that I like to remind people of is that, with every AMP ship that is

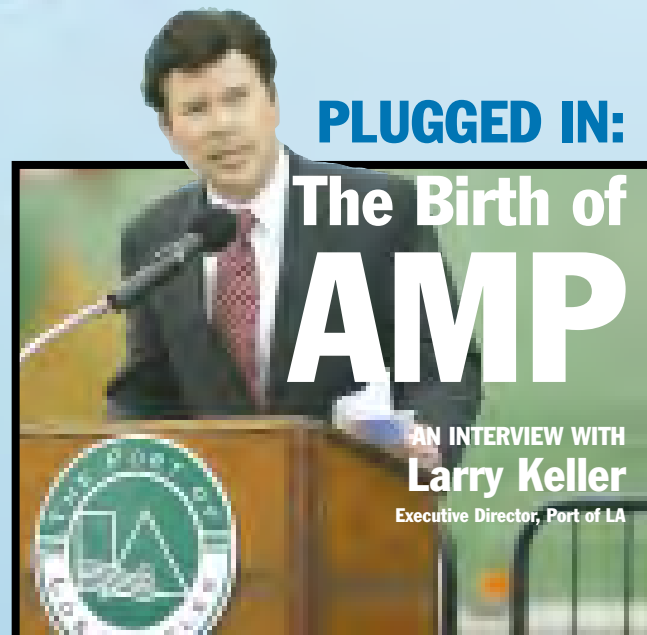
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## PLUGGED IN:

# The Birth of AMP

AN INTERVIEW WITH Larry Keller

Executive Director, Port of LA



In his office overlooking the Port of LA, Executive Director Larry Keller talked about how AMP came about, and the team of dedicated City employees who helped him make it happen.

Recently, *Alive!* interviewed Keller to document the historic development. Here is a condensed version of that interview.

**Alive!:** How did AMP come about? This is the first time in history, right?

**Larry Keller:** You're right, this is the first time in history a cargo ship has ever been plugged in. And it's really important to note that it's a total team effort. I'm not just saying that.

A dozen years ago or so when I was in the shipping industry and this proposal came around from AQMD, we all absolutely said it wouldn't work from a variety of points of view: safety, the ability to move the ship, just the impracticality of what was being proposed at the time with bringing high voltage onboard the ships and the lack of technology and thought that had gone into it.

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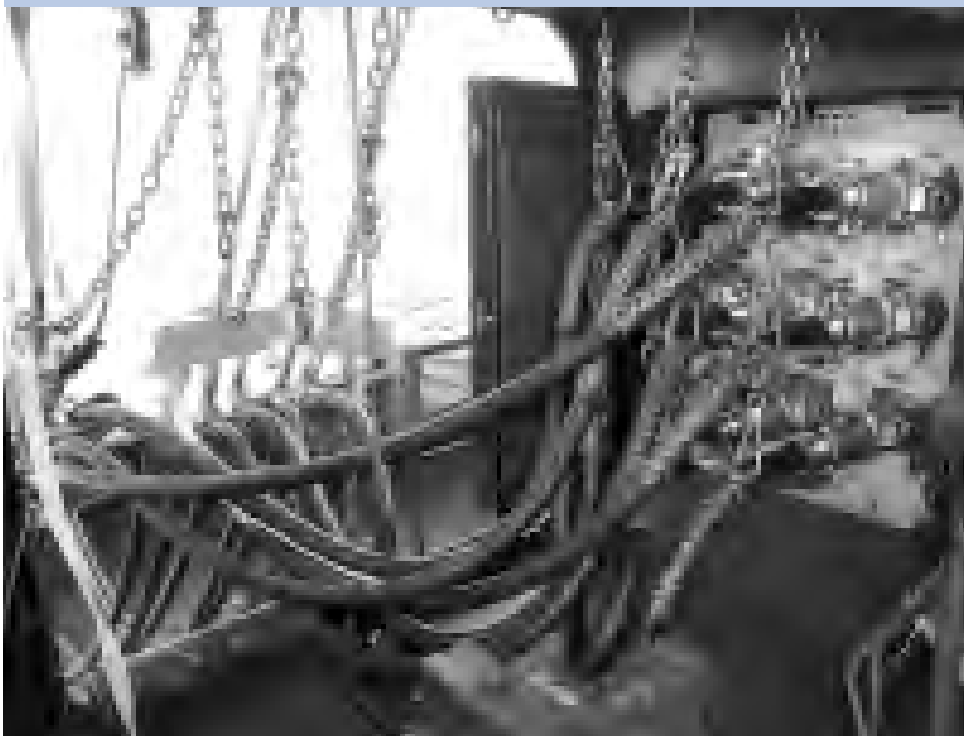
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A full "plug in" of Alternative Maritime Power.

## Port of LA Achieves World's First Innovation

*Continued from Page 1*

plugged in, we remove as much pollution from our air as is generated by 16,000 truck trips."

China Shipping is the first Port customer to commit to AMP technology and played a crucial role in developing the project. Six additional Port customers have signed Memorandums of Understanding to study the use of AMP at their terminals, and other ports around the world are clamoring after the technology.

LADWP is supplying Berth 100 at the Port with the shore-side electrical power of 6.6 kilovolts. This is converted to 440 volts through a transformer located on a barge positioned perpendicular to the stern of the ship. The power is then sent to the ship through nine plugs that are positioned with a crane located on the barge.

"LADWP's primary focus is to provide reliable power, keep the rates stable and help preserve the environment for the City of Los Angeles," said LADWP Commission President Dominick Rubalcava. "We are happy to be a part of this groundbreaking project." China Shipping's AMP'd vessel Xin Yang Zhou will make regular calls at the Port of Los Angeles. Additional China Shipping container vessels are being fitted with AMP technology and will be calling at the Port.

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