

November 17, 2022

The Honorable Nancy Pelosi  
1236 Longworth House Office Building  
Washington, D.C. 20515

The Honorable Steny Hoyer  
1705 Longworth House Office Building  
Washington, D.C. 20515

The Honorable Chuck Schumer  
322 Hart Senate Office Building  
Washington, D.C. 20510

The Honorable Dick Durbin  
711 Hart Senate Office Building  
Washington, D.C. 20510

*Submitted via email*

Dear Speaker Pelosi, Majority Leader Hoyer, Majority Leader Schumer, and Majority Whip Durbin:

We, the undersigned organizations, are writing to express our strong support for the Clean Shipping Act of 2022 ([H.R. 8336](#)), introduced by Representative Alan Lowenthal (CA-47) and Representative Nanette Barragán (CA-44) in July. Passage of this ambitious bill would direct the U.S. Environmental Protection Agency to promulgate regulations to reduce greenhouse gas emissions from marine vessels of 400 gross tonnage and above that call on ports in the United States – reaching 100% GHG emission reductions by 2040 – and to require zero in-port emissions from marine vessels by 2030.

Nearly 40% of Americans live within three miles of a port. For decades, fossil-fueled ships, owned largely by international corporations, have brought significant levels of air pollution into largely working-class communities and communities of color living in and near U.S. ports. It is imperative that we protect Americans from further exposure to ship pollution, and pathways now exist that can transition the shipping industry from its dependency on fossil fuels to zero-emission propulsion.

Globally, maritime shipping is a major source of pollution, including climate-warming GHG emissions (carbon dioxide, methane, and nitrous oxide) and harmful air pollutant emissions (oxides of nitrogen, sulfur dioxide, and fine particulate matter). According to the “[Fourth IMO Greenhouse Gas Study 2020](#),” the global shipping industry emits approximately one billion tons of GHG emissions per year, roughly 3% of total anthropogenic global-warming carbon-dioxide emissions. Further, the study projects in future scenarios that shipping’s GHG emissions could more than double between 2018 and 2050.

To address the climate emergency and protect our oceans and public health, strong immediate regulatory action must be taken to phase out greenhouse gas emissions from shipping, and these regulations should be consistent with a decarbonization pathway that is compatible with the Paris Agreement’s objective of keeping warming below 1.5°C.

To that end, the Clean Shipping Act of 2022 directs EPA to:

1. Set progressively tighter carbon intensity standards for fuels used by ships consistent with a 1.5°C decarbonization pathway (lifecycle carbon dioxide-equivalent reductions of 20% from 2027, 45% from 2030, 80% from 2035, and 100% from 2040), and
2. Set requirements to eliminate in-port ship emissions by 2030 (all ships at-berth or at-anchor in U.S. ports would emit zero GHG emissions and zero air pollutant emissions).

Now is the time for the U.S. to be more ambitious than ever on climate action. In addition to achieving life-saving emissions reductions, this bill will help spur the development of the zero-emission vessel market and accelerate zero-emission research and demonstration across the maritime supply chain.

With so much at stake, we call on the U.S. to commit to helping achieve a zero-emissions shipping industry and urge Congress to pass this bill.

Thank you for your consideration.

Sincerely,

**Pacific Environment**

Antonio Santos  
Federal Climate Policy Director

**Ocean Conservancy**

Rachael DeWitt  
Manager, Government Relations

**Achieving Community Tasks Successfully**

Bridget Murray  
Executive Director

**Azul**

Marce Gutiérrez-Graudiņš  
Executive Director

**Breathe Southern California**

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**Environmental Defense Fund**

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Senior Marine Campaigner

**Environmental Justice Committee, AAPI Equity Alliance**

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**Stand.earth**

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**Unitarian Universalist Church of Long Beach**

Patricia Chen  
Chair

**Waterway Advocates**

Caleb Merendino  
Co-Executive Director

CC: The Honorable Alan Lowenthal, Lead Author, Clean Shipping Act of 2022  
The Honorable Nanette Barragán, Original Cosponsor, Clean Shipping Act of 2022  
The Honorable Frank Pallone, Chair, Committee on Energy and Commerce, U.S. House of Representatives  
The Honorable Tom Carper, Chair, Committee on Environment and Public Works, U.S. Senate

