

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 companies, are writing to express our 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 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.

Sustainable transportation has an important role in the fight against climate change, with shipping accounting for approximately 3% of the world’s total greenhouse gas emissions according to the “[Fourth IMO Greenhouse Gas Study 2020](#).” Further, the study projects in future scenarios that shipping’s GHG emissions could more than double between 2018 and 2050.

Zero-emission fuels and vessels need to be deployed at scale over the next decade to achieve full decarbonization of the shipping sector. Mandatory policies will help prompt this shift in decarbonization strategies, enabling the deployment of advanced zero-emission technologies and minimizing the risk for manufacturers and suppliers. These policies should focus on setting GHG emission reduction targets for shipping, allowing the industry to assemble the best solutions for enabling emission reductions, and should provide support to the marine industry as it meets those targets.

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).

The shipping industry is in the midst of a transition towards zero-emission technologies. Zero-emission solutions such as green hydrogen, green ammonia, fuel cells, electric batteries, and wind power are ready to be commercialized to meet global demand; however, government policy is required to create the economic environment for large-scale investment and establish a level playing field. A clear signal must be sent to the industry that zero-emissions shipping must replace fossil fuels. In addition, land-side infrastructure for producing and supplying new zero-emission fuels and for providing zero-emission port technology will be a critical component of shipping’s transition to a cleaner future.

Now is the time for the U.S. to be a global climate leader in addressing pollution from the shipping industry. The European Union is already taking steps to reduce GHG emissions from ships calling on

ports in the EU with its [FuelEU Maritime](#) proposed regulation. To advance the U.S.' competitiveness in marine vessel decarbonization and effectively mitigate the global climate crisis, we urge Congress to direct and mandate EPA to end all fossil-fuel pollution from the global shipping industry. The Clean Shipping Act of 2022 will help spur the development of the zero-emission vessel market and accelerate zero-emission research and demonstration across the maritime supply chain.

Given the climate emergency we are facing, we need bold action, and we urge Congress to pass this bill.

Thank you for your consideration.

Sincerely,

ABB

Edward Schwarz
VP Marine Systems

CALSTART

Tricia DelloIacono
Federal Policy Director

Fourth Tack LLC

Ralph Matlack
CEO

Future Proof Shipping B.V.

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Stefan Hulsbos
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Charlie Bogue
Director of Business Development + Strategy

Zero Emissions Ship Technology Association

Madadh MacLaine
Secretary General

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

