

Contact:

Thomas Jelenić

(562) 432-4043

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Statement from Pacific Merchant Shipping Association on CAAP Workshop

WILMINGTON, CALIF. – John McLaurin, President of the Pacific Merchant Shipping Association, released this statement following the Ports of Los Angeles and Long Beach’s public workshop on proposed Clean Air Action Plan (CAAP) 2017:

For more than a decade, and at great expense, the maritime industry has worked closely with the Ports of Los Angeles and Long Beach to dramatically decrease emissions and improve the air quality of Southern California. This significant and unprecedented progress was confirmed in the Ports’ recently released 2016 emissions inventory, which shows that diesel emissions from cargo handling equipment and trucks have been reduced by 96% over the past 10 years.

The Ports acknowledge that this “unprecedented success” in dramatic emissions reductions “would not have been achieved without the support of the maritime industry and the other stakeholders.” We look forward to continuing these partnerships and building on these successful environmental achievements together, however that will only occur if the Draft CAAP 2017 strategies are cost-effective and ensure that the ports grow their cargo volumes and market share.

The Draft CAAP 2017 is focused on how to reduce the remaining 4% of these emissions to zero but does not address either the cost-effectiveness or the market share growth necessary to pay for these strategies. The Draft CAAP 2017 estimates to reduce the remaining 4% emissions gap, it will cost an additional \$14 billion for new technology that does not exist. Cost estimates based on current commercially available and feasible technology are tens of billions of dollars higher.

On behalf of the marine terminal operators and ocean carriers, we are deeply troubled by the Draft CAAP’s multi- billion dollars gamble on equipment that does not yet exist. The Ports assume the equipment will be designed, developed, tested and commercially mass produced to meet their rigid timelines. The ports’ tenants and customers are economic engines for the region and the business that they facilitate is responsible for over 900,000 jobs in Southern California.

We want to work together with the Ports to find a win-win with a reasonable timeline and cost-effectiveness criteria for the transition to zero-emission and near-zero-emission technologies.



But this Draft CAAP is not a path to this win-win, instead it will increase costs and divert ships and cargo to other ports, which will ultimately cost Southern Californians thousands of jobs. We must do everything we can to keep cargo flowing through the San Pedro Bay Port complex, and that means adopting reasonable and sound environmental policies and strategies.

About the Pacific Merchant Shipping Association:

The Pacific Merchant Shipping Association (PMSA) is an independent, not-for-profit trade association that represents owners and operators of marine terminals and ocean carriers operating throughout the U.S. West Coast.

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