



Senator Jeff Merkley

The Climate Smart Ports Act of 2021

The Climate Smart Ports Act would create the first federal program dedicated to greening our nation's ports. The legislation creates a \$1 billion per year zero emission port infrastructure program to assist ports and port users with replacing cargo handling equipment, port harbor craft, drayage trucks, and more with zero emissions equipment and technology. Additionally, it assists ports in the development of onsite clean energy microgrids to power facilities and equipment. The legislation authorizes an additional \$50 million per year for the Diesel Emissions Reduction Act (DERA) specifically to reduce port emissions.

Combatting Environmental Injustice

Nearly 40% of Americans live within three miles of a port, and many port communities are low income communities and communities of color that have to deal with high-emitting diesel trucks, ships, trains, and cargo handling equipment. Environmental justice issues are prevalent, and this bill can serve as a significant down payment on reducing these disparities. To ensure that money in this program finds its way to communities that need it the most, the bill sets aside a minimum of 25% of funding for areas in non-attainment with Clean Air Act criteria pollutants. In addition, applications for grant funding are scored in part on how they will reduce public health disparities in communities and reduce toxic air pollution.

Fighting Climate Change

Greenhouse gas emissions from the shipping industry are projected to grow significantly moving forward, both from ocean vessels at sea and from mobile sources at ports. Further, it's more challenging to achieve zero emissions from heavy duty sources such as trucks, cargo equipment, and trains than passenger cars or buildings. This investment in climate smart port infrastructure can have a major impact on reducing greenhouse gas emissions from ports, as well as the freight transportation industry and the shipping industry.

Creating Green Jobs, Protecting Dockworkers

This federal funding for ports would spur investment into advanced vehicle and equipment manufacturing, port electrification, microgrids, clean energy, and emission control technology. All are labor intensive and can create high end, good paying jobs in the green economy. The bill requires payment of a local prevailing wage for work performed with federal funds, encourages project labor agreements and local hiring, and gives preference to equipment produced in the United States. Finally, the Climate Smart Ports Act has strong language protecting dock workers from automation by requiring any zero emissions cargo handling equipment purchased with a grant to be human operated.

Supported by: *International Longshore and Warehouse Union (ILWU), National Electrical Contractors Association (NECA), Pacific Northwest Waterways Association (PNWA), Washington Public Ports Association (WPPA), Moving Forward Network, Earthjustice, Natural Resources Defense Council, Sierra Club, League of Conservation Voters, Environmental Defense Fund, Food & Water Action, Greenpeace, Eastyard Communities for Environmental Justice, Friends of the Earth, Jobs to Move America CA, the American Lung Association, Indivisible San Pedro, the San Pedro & Peninsula Homeowners Coalition, Green For All, Union of Concerned Scientists, by Humankind, Oregon Public Ports Association (OPPA), International Port of Coos Bay, Port of Portland*