

August 5, 2021

The Honorable Nancy Pelosi  
Speaker of the House  
U.S. House of Representatives  
H-232, The Capitol  
Washington, D.C. 20515

The Honorable Kevin McCarthy  
Minority Leader  
U.S. House of Representatives  
2648 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Frank Pallone  
Chairman  
House Committee on Energy and Commerce  
2125 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Cathy McMorris Rodgers  
Ranking Member  
House Committee on Energy and Commerce  
2322-A Longworth House Office Building  
Washington, D.C. 20515

The Honorable Peter DeFazio  
Chairman  
House Committee on Transportation and  
Infrastructure  
2165 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Sam Graves  
Ranking Member  
House Committee on Transportation and  
Infrastructure  
2164 Rayburn House Office Building  
Washington, D.C. 20515

Dear Speaker Pelosi, Minority Leader McCarthy, Chairmen Pallone and DeFazio, and Ranking Members McMorris Rodgers and Graves,

We are writing to thank you on behalf of the American Association of Port Authorities (AAPA) and the National Association of Waterfront Employers (NAWE) for the historic investments this Congress is making in our nation's maritime infrastructure. Thanks to you and all of your Congressional colleagues – Republicans and Democrats – for your work on behalf of our nation.

AAPA is the unified voice of the seaport industry in the Americas, representing more than 130 public port authorities in the U.S., Canada, the Caribbean and Latin America. NAWE represents privately owned U.S. marine terminal operators, stevedoring firms, and public operating port authorities located in 30 States on the Pacific, Atlantic, and Gulf Coasts, the Great Lakes and Puerto Rico.

Programs in the Infrastructure Investment and Jobs Act will be transformative for the maritime industry, and we thank you for supporting this funding. Specifically, our organizations are supportive of funding increases for the Port Infrastructure Development Program (PIDP), the Army Corps of Engineers' Coastal Navigation programs, America's Marine Highways Program, and funding to reduce truck emissions at ports. In addition, we are supportive of funding increases for grant programs to improve multimodal freight infrastructure, including INFRA, RAISE, CRISI, and the newly created National Infrastructure Project Assistance Program.

We want to highlight PIDP, the only federal grant program dedicated to funding port infrastructure. This two-year-old grant program has been wildly successful and popular among our members for its ability to support projects that move freight safely and efficiently as well as support American export industries. While funding increases in the Infrastructure Investment and Jobs Act will go a long way towards alleviating a backlog of needed improvements, we are asking Congress to provide an additional **\$10**

**billion over the next five years for PIDP.** This would be a generational investment that would equip the maritime industry with the resources to move freight for years to come.

Our organizations also support efforts to fight climate change and build out the next generation of green infrastructure. The maritime transportation industry is the most energy-efficient mode of transportation in the United States, and we think we can do even better while advancing sustainability. Ports and terminal operators are making these investments *now*. Congress can supercharge the process.

Our industry just completed a survey on planned projects for greenhouse gas reduction and port electrification should Federal funding become available. Based on this survey, the port industry has the capacity to spend at least **\$50 billion** on these types of projects over the next ten years. The most common types of projects are electric cargo handling equipment and charging stations, shore power installations, climate planning processes and impact studies, and upgrades to electric grid infrastructure. Therefore, we are calling on Congress to fund mechanisms outlined in [Subpart C of the LIFT America Act](#) to provide the port industry with **\$50 billion over ten years**. We respectfully ask Congress to provide funding for *zero and near-zero* emission equipment that would allow ports and terminal operators to purchase hybrid technologies that would significantly reduce greenhouse gas and particulate emissions in the near future.

Lastly, we ask Congress to fund the Maritime Transportation System Emergency Relief Act of 2020 (MTSERA) at **\$3.5 billion**. This program, passed as part of the FY2021 National Defense Authorization Act, was created to assist ports, terminal operators and other eligible maritime partners in responding to the COVID-19 pandemic but has still not been funded. This funding is necessary to cover increased costs and financial shortfalls caused by the pandemic, including covering health and safety measures, increased costs due to labor shortages, and facility changes made to accommodate increased volumes created by shifting consumer demands. This program will serve as a vehicle to assist ports in future emergencies as well, including declared disasters that will become more prevalent with climate change. Thank you again for your leadership and this Congress' generational focus on infrastructure.

Investments made today will pay dividends for decades to come. The port industry supports 31 million American jobs, \$5.4 trillion in economic activity, and over \$378 billion in federal, state, and local tax revenue. Funding for PIDP, climate mitigation programs, multimodal freight, and MTSERA will strategically improve the efficiency of freight transportation for all Americans. Please contact us should you have any questions or if there is anything our members can do to secure these historic investments.

Very Respectfully,



Christopher J. Connor  
President & CEO  
American Association of Port Authorities



Lauren Brand  
President  
National Association of Waterfront Employers

