

August 27, 2021

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

The Honorable Charles Schumer
Majority Leader
U.S. Senate
322 Hart Senate Office Building
Washington, D.C. 20510

The Honorable Frank Pallone
Chair
House Committee on Energy & Commerce
2107 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Tom Carper
Chair
Senate Committee on Environment & Public
Works
513 Hart Senate Office Building
Washington, D.C. 20510

Dear Speaker Pelosi, Majority Leader Schumer, Chair Pallone, and Chair Carper,

We are writing to express the American Association of Port Authorities' (AAPA) and the undersigned ports' support for the inclusion of a **port electrification grant program** in Congress' budget reconciliation legislation. As Congress considers historic infrastructure improvement legislation, we implore you to remember ports' integral role in America's freight transportation system. A port industry-specific grant program to reduce emissions and electrify port equipment will help spur the adoption of green energy and equipment at ports and allow for faster installation of electric grid and electric equipment charging infrastructure that will be critical in the effort to create a sustainable maritime transportation industry.

AAPA recently conducted a survey of our members asking if a port electrification grant program were created, what types of projects ports would pursue and how much these projects would cost. Based on the results of this survey, AAPA has determined that the ports industry has **\$50 billion** worth of projects in the pipeline over the next ten years that would not be possible without federal funding. We believe that a grant program at this level would be a foundation for a transformational era of upgrades to promote sustainability and healthy port communities.

Our members also call on Congress to structure such a program to allow for the purchase of zero and **near-zero emission equipment**. Restricting grant awards to only zero-emission equipment would restrict the efficacy of port electrification efforts. Simply put, hybrid technologies would allow ports to make massive cuts to emissions *today*. Additionally, until such time as Buy American compliant zero-emission cargo handling equipment is available from American manufacturers, AAPA urges an exclusion from the Buy American requirements for equipment purchased under this program. AAPA wants to see the grant program be quickly and successfully implemented for the installation and realization of environmental benefits.



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In addition, for a port electrification grant program to be successful, allowances need to be made for supporting technologies. With the acquisition of electric cranes, drayage trucks, and shore power comes the need for upgrades to electric grid capacity and resiliency. With the conversion from fossil fuel-based equipment to electric equipment comes the risk of power outages and brownouts. Especially as stronger storms batter our coasts and heat waves threaten electric grid capacity, ports need to install technology that ensures the resilience of electric systems, including through the use of microgrids, batteries, hydrogen fuel cells, and other backup systems.

Thank you again for your championing of infrastructure investment in this Congress. Investments made in America's maritime transportation system would have an outsized effect on our economy and environment as supply chains become more efficient and sustainable. AAPA and its members work closely with equipment manufacturers, and a new grant program on this scale would be a boon for an industry that needs federal support to jump start the market for electric cargo handling equipment. Please do not hesitate to reach out to AAPA or any of the undersigned ports if there is anything we can do to support federal efforts to adopt this program.

Very Respectfully,



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

American Great Lakes Port Association
California Association of Port Authorities
Georgia Ports Authority
Greater Lafourche Port Commission
Gulf Ports Association
Oregon International Port of Coos Bay
PhilaPort
Port Authority of New York and New Jersey
Port of Anacortes
Port of Alaska, Anchorage
Port of Cleveland
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