

**GREEN AND DIGITAL SHIPPING CORRIDORS**

**MEMORANDUM OF UNDERSTANDING**

**BETWEEN**

**MARITIME AND PORT AUTHORITY OF SINGAPORE,**

**THE CITY OF LONG BEACH, a municipal corporation,  
acting by and through its Board of Harbor Commissioners,**

**AND**

**THE CITY OF LOS ANGELES, a municipal corporation,  
acting by and through its Board of Harbor Commissioners**

This **Memorandum of Understanding (“MOU”)** is made on the \_\_\_\_\_ of \_\_\_\_\_, 2023 (**“Commencement Date”**) by and **BETWEEN THE MARITIME AND PORT AUTHORITY OF SINGAPORE**, a statutory board established in Singapore under and by virtue of the Maritime and Port Authority of Singapore Act (Cap. 170A) (**“MPA”**); **THE CITY OF LONG BEACH**, a municipal corporation, acting by and through its Board of Harbor Commissioners (**“Port of Long Beach”** or **“POLB”**); and **THE CITY OF LOS ANGELES**, a municipal corporation, acting through its Board of Harbor Commissioners (**“Port of Los Angeles”** or **“POLA”**).

Each of MPA, POLB, and POLA shall hereinafter be referred to as a **“Party”** and collectively, as the **“Parties.”**

**RECITALS**

Whereas, the MPA’s mission is to develop Singapore as a premier global hub port and international maritime centre (**“IMC”**), and to advance and safeguard Singapore's strategic maritime interests. As the driving force behind Singapore’s port and maritime development, MPA partners the industry and other agencies to enhance, amongst other things, environmental protection in our port waters as well as promote research and development to maintain Singapore as an IMC and develop Singapore as a green and sustainable next generation port; and

Whereas, the Port of Long Beach is an international gateway for the reliable, efficient and sustainable movement of goods for the benefit of the local and global economies; and

Whereas, the Port of Los Angeles is the busiest container port in North America while maintaining an efficient, sustainable supply chain, and adopting new technologies to improve the reliability, predictability and efficiency of the flow of cargo across global seaborne trade.

**NOW, THEREFORE, IT IS MUTUALLY AGREED as follows:**

**ARTICLE 1  
PURPOSE OF THE MEMORANDUM**

- 1.1 The purpose of this MOU is for the Parties to cooperate and collaborate on establishing a Green Shipping Corridor and Digital Shipping Corridor that will advance the Parties' mutual goals for decarbonization by improving environmental performance in the maritime shipping industry and improving supply chain efficiencies through information digitalization.

**ARTICLE 2  
SCOPE OF COOPERATION**

- 2.1 The Parties agree to cooperate and collaborate to the extent that each Party in its sole discretion deems appropriate on subjects focused on decarbonization, including but not limited to the subjects set out below:
- (a) Green Shipping Corridor – The Parties intend to jointly accelerate decarbonization of the maritime shipping industry by working with stakeholders to enable ships calling at Singapore, Port of Los Angeles, and Port of Long Beach to achieve carbon neutral emissions by the earliest feasible date. This includes, but is not limited to:
- i. Support the transition to low and/or zero carbon fuels on the shipping route between Singapore, Port of Los Angeles, and Port of Long Beach. The Parties will facilitate the supply and adoption of a range of fuels that are demonstrated to achieve the transition to carbon neutral emissions

from shipping, and will explore the necessary infrastructure and regulations required for bunkering.

- ii. Identifying and collaborating on pilot and demonstration projects, along with initiatives to advance the development and transition to low and/or zero emission fuels and technologies to support decarbonization and emissions reductions in the maritime shipping industry.
- iii. Sharing knowledge and information in support of the Green Shipping Corridor's goals.
- iv. Promoting best practices and encouraging standard setting across the maritime shipping and supply chain industries.
- v. Providing advocacy and thought leadership to communicate and amplify the aims and benefits of the Green Shipping Corridor.

(b) Digital Shipping Corridor – The Parties intend to work with stakeholders to accelerate the development and deployment of technology solutions and support supply chain efficiency, resilience and decarbonization, as well as reduce costs and improve reliability. This may include, but is not limited to:

- i. Identifying and collaborating on projects and initiatives to advance the development, demonstration and adoption of digital technologies by the maritime shipping industry.
- ii. Sharing knowledge and information in support of the Digital Shipping Corridor's goals.
- iii. Promoting best practices and encouraging standard setting that can support systems interoperability across the shipping supply chain, including cyber security and training of personnel.
- iv. Providing advocacy and thought leadership to communicate and amplify the aims and benefits of the Digital Shipping Corridor.

**ARTICLE 3  
COOPERATION FRAMEWORK**

- 3.1 The Parties shall discuss cooperation activities as set forth in this MOU.
- 3.2 The Parties may mutually agree to modify the scope of this MOU through written amendments signed by their duly authorized representatives.
- 3.3 The Parties acknowledge that specific projects and programs requiring financial or staff commitment may require approval by their respective governing authorities.
- 3.4 Nothing herein shall prohibit any Party from entering into separate agreements with other entities or partners of a similar or identical nature to this MOU or otherwise.

**ARTICLE 4  
PUBLICITY**

- 4.1 No Party shall use another Party's name or logo, nor issue, reproduce or disseminate any publicity or news story, in any form, including written publications, advertisements, mailings, oral presentations or otherwise, relating to the existence or performance of any part of this MOU or any Project thereunder, without the prior written consent of all other Parties, as applicable.

**ARTICLE 5  
PRESENTATIONS AND PUBLICATION**

- 5.1 Any Party may present at any symposia, national, international or regional professional meeting, or academic lecture, or publish in any journal, thesis, dissertation, newspaper or otherwise, the findings, methods and results derived from the efforts undertaken pursuant to this MOU without the prior consent or authorization of any other Party.

**ARTICLE 6  
TERM OF MOU**

- 6.1 The effective date of this MOU shall be the Commencement Date set forth above and it shall be in effect for a term of three (3) years unless the Parties mutually agree by written amendment signed by their duly authorized representatives, to extend the term of this MOU.

- 6.2 Any Party may terminate its involvement in this MOU, with or without cause by giving the other Parties ninety (90) days' prior written notice.

## **ARTICLE 7 DISPUTE RESOLUTION**

- 7.1 The Parties agree to attempt to settle any dispute arising out of or in connection with this MOU, including any question regarding its existence, validity or termination, through consultation and negotiation in good faith and in the spirit of mutual cooperation.

## **ARTICLE 8 NON-BINDING AUTHORITY**

- 8.1 The purpose of this MOU is to set forth the broad principles of cooperation between the Parties to promote and achieve the objectives and activities detailed herein.
- 8.2 The Parties agree that their participation in any activities that fall within the ambit of this MOU is voluntary and non-binding. All discussions or recommendations in connection with this MOU shall be non-binding on the Parties and the Parties do not intend for this MOU to have any binding authority between themselves.
- 8.3 This MOU is not intended, nor shall it be construed, to create any obligation on the part of any Party to enter into a business relationship with any other Party, or as creating any partnership or any other legal relationship between any of the Parties.

## **ARTICLE 9 NOTICES AND CORRESPONDENCE**

- 9.3 All notices, notifications, and other correspondence shall be directed to the Parties at the addresses set forth below.

- (a) If to MPA:

**MARITIME AND PORT AUTHORITY OF SINGAPORE**

Attn: Chief Executive

460 Alexandra Road

#19-00

Singapore 119963

(b) If to POLB:

**PORT OF LONG BEACH**

Attn: Executive Director  
415 W. Ocean Blvd.  
Long Beach, CA, USA 90802

(c) If to POLA:

**PORT OF LOS ANGELES**

Attn: Executive Director  
425 South Palos Verdes Street  
San Pedro, CA, USA 90731

The Parties shall provide written notice to the other Parties whenever their contact information listed above needs to be modified or replaced.

**THE PARTIES HERETO** have caused this MOU to be duly executed on the commencement date set forth above.

Signed

**MARITIME AND PORT AUTHORITY  
OF SINGAPORE**

Witnessed

**MARITIME AND PORT AUTHORITY  
OF SINGAPORE**

---

Teo Eng Dih  
Chief Executive  
Maritime and Port Authority of  
Singapore

---

Niam Chiang Meng  
Chairman  
Maritime and Port Authority of  
Singapore

Signed

**CITY OF LONG BEACH**, a municipal corporation, acting by and through its Board of Harbor Commissioners

Witnessed

**CITY OF LONG BEACH**, a municipal corporation, acting by and through its Board of Harbor Commissioners

---

Mario Cordero  
Executive Director

---

Sharon Weissman  
President of the Long Beach Board of Harbor Commissioners

Signed

**CITY OF LOS ANGELES**, a municipal corporation, acting by and through its Board of Harbor Commissioners

Witnessed

**CITY OF LOS ANGELES**, a municipal corporation, acting by and through its Board of Harbor Commissioners

---

Gene Seroka  
Executive Director

---

Edward Renwick  
Vice President of the Los Angeles Board of Harbor Commissioners