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# **Green Shipping Corridor**

## **Overview and Update**

**THE PORT**   
**OF LOS ANGELES**



# Need for Action

## Worldwide Need for Action

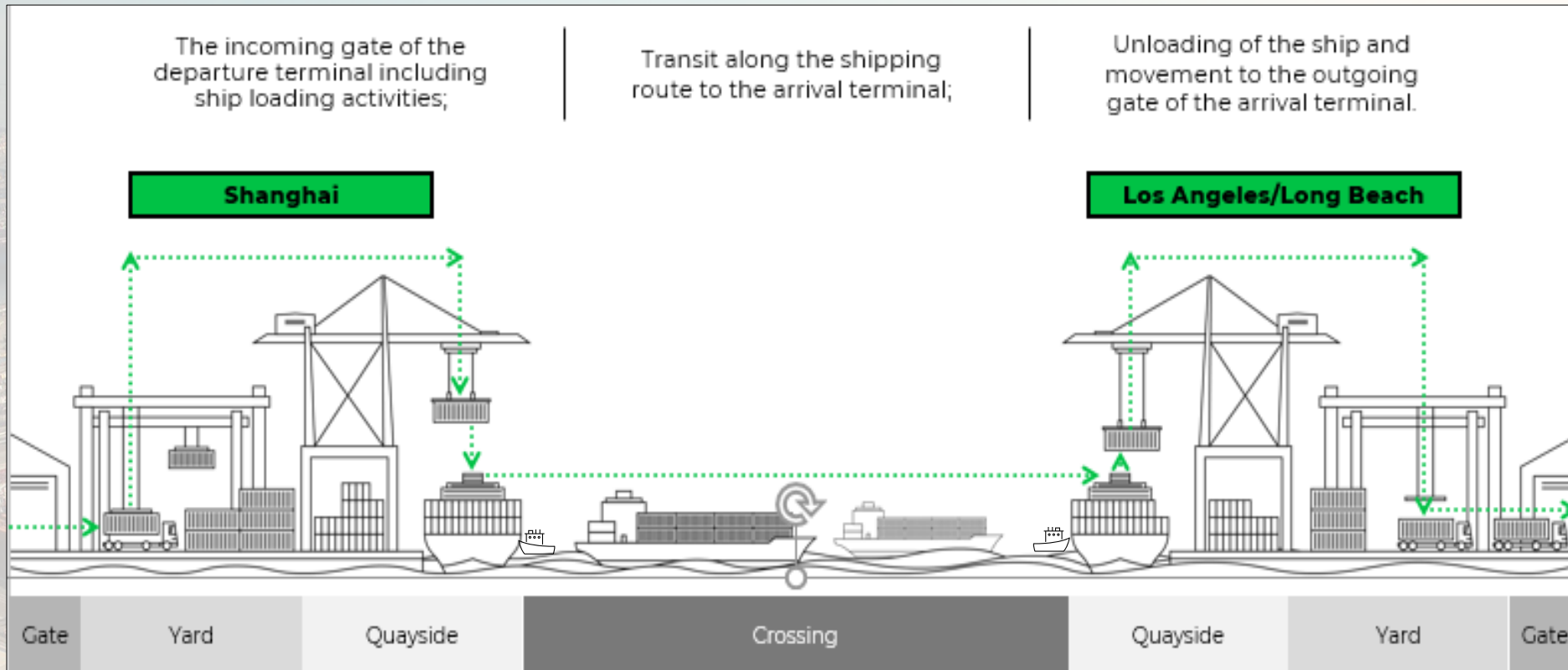
- Global climate crisis requires collective action
- Ocean-going vessels is the most challenging source to decarbonize
  - Long useful life
  - High replacement cost
  - Limited proven technology solutions, each with high cost
  - Limited fuel availability and high cost

# Green Shipping Corridor (GSCs) Concept

- Establish a framework and process to provide real emissions reductions from shipping and goods movement between designated ports that can be tracked and reported to the world
  - More than 80% of emissions are in open ocean
- Showcase cutting edge goods movement technologies, fuels, and best management practices, including digitization
- Incentivize demonstration of technology/strategies to reduce GHGs
- Serve as a model to other ports for decarbonizing supply chains along various routes

# Example of a GSC Scope

The participants of the Los Angeles/Long Beach - Shanghai GSC have committed to reducing greenhouse gas and other pollutants from gate-to-gate and along the route.



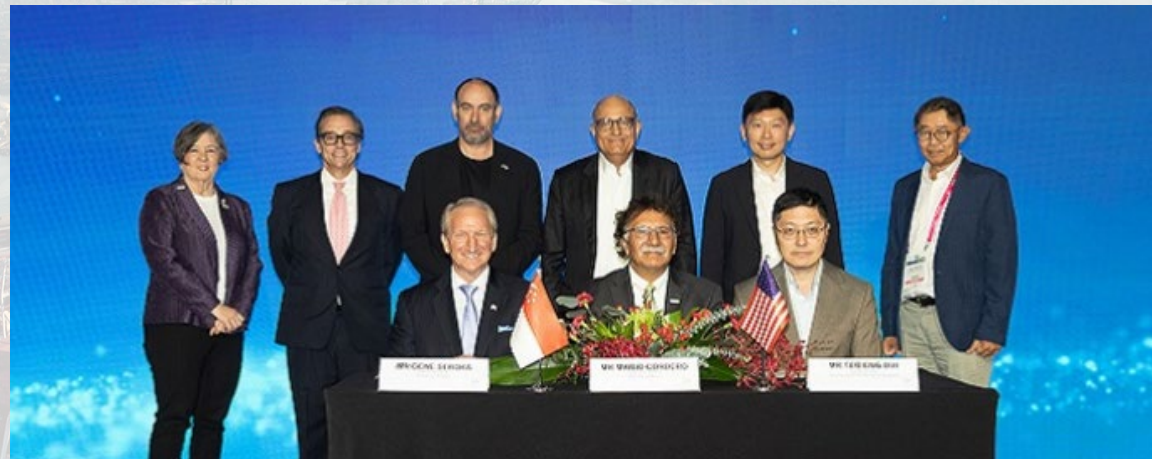
# GSC Participants & Commitments

- Collaboration among the public and private stakeholders in the maritime and goods movement industry:
  - Shipping Lines
  - Ports
  - Cargo Owners
  - Knowledge Partners, Policy Makers
  - Environmental/Community Groups
- Provide input to develop Implementation Plan and identify interim and long-term goals
- Administer the corridor
- Track progress
- Collaborate and share knowledge globally

# Active GSC Agreements/MOUs - POLA



- POLA/Port of Long Beach - Port of Shanghai
- POLA/Port of Long Beach - Port of Singapore
- Port of Tokyo
- Port of Yokohama
- Port of Nagoya
- Port of Guangzhou
- Long Son Port
- Nam Do Son Port



MPA/POLA/POLB  
Memorandum of Understanding Signing April 24, 2023

# Status – LA/LB <-> Shanghai GSC

- Leadership Group – POLA, Shanghai Municipal Transportation Commission, POLB
  - Supported by C40 Cities
- Partners: Shanghai International Port Group, China Classification Society, Maritime Technology Cooperation Center Asia, CMA-CGM, Maersk, COSCO, ONE, Evergreen, City of Los Angeles
- By 2025, “begin deploying reduced or zero lifecycle carbon emission capable ships in the corridor”
- By 2030, “it is envisioned that qualified and willing shipping lines will work together to demonstrate the feasibility of deploying the world’s first zero lifecycle carbon emission container ship(s)”

# Status – LA/LB <-> Shanghai GSC

- Implementation Plan Outline adopted (September 2023)
- Workplan framework for developing/implementing work groups under GSC adopted (January 2024)
  - Work groups to be developed: Energy Supply, Carriers, Ports, Cargo Owners, Measuring/Assessment
  - Full partnership meeting January 2024, work groups currently under development

# Status – LA/LB <-> Singapore GSC

MPA, POLA, and POLB have formed a partnership, with the support of C40 Cities, to establish a Green and Digital Shipping Corridor.

The Vision of the GDSC is to **accelerate decarbonization of the maritime shipping industry** by enabling first movers to achieve net-zero GHG emissions by the earliest feasible date, in support of the goals defined by the 2023 IMO GHG Strategy.



**Catalyse and coordinate efforts** to enable ships calling at the Ports of Singapore, Los Angeles, and Long Beach to achieve net-zero GHG emissions by the earliest feasible date.



**Build consensus** around green shipping best practices and standards.



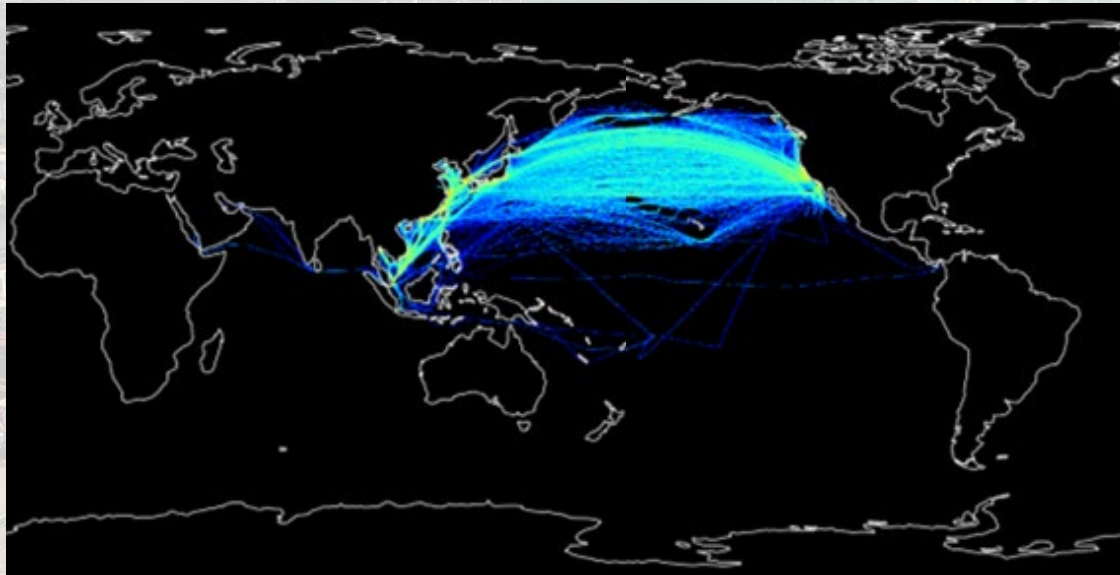
Accelerate the development & deployment of **technology and digital solutions** to support supply chain efficiency, resilience and decarbonization, cost reduction and reliability improvement.



**Actively work with other first mover green shipping corridors** to help scale the uptake of zero and near-zero technologies, fuels and/or energy sources.

# Status – LA/LB <-> Singapore GSC

- Partnership Strategy Document released at COP 28 (December 2023)
- Commissioned baselining Study with the American Bureau of Shipping (ABS)
  - Identified a fleet of 642 distinct vessels making 1606 voyages on SG-LA/LB corridor from January 2021 to October 2023.



Vessel traffic between Singapore and LA/LB

# Efforts are already underway

- Ocean Network Express (ONE) is continuing to move forward with a dozen methanol dual-fueled containerships.
- ONE is calling for an investment of \$20 billion in its fleet and operations by 2030.
- Due to start delivery in 2027, the vessels will have a capacity of 13,000 TEU.



# Efforts are already underway

- “Ane Mærsk” is the first of Maersk’s 18 large methanol-enabled vessels, that will be delivered between 2024 and 2025 deployed in the Asia – Europe trade at first
- Maersk defines “green fuels” as fuels with low to very low GHG emissions over their life cycle compared to fossil fuels





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