



Maritime and Port Authority of Singapore, Port of Los Angeles and Port of Long Beach unveil Partnership Strategy on green and digital shipping corridor

6 December, 2023 (DUBAI, UNITED ARAB EMIRATES) — Today, at the 28th United Nations Climate Change Conference (COP28/CMP18/CMA5¹), the Maritime and Port Authority of Singapore (MPA), Port of Los Angeles (POLA) and Port of Long Beach (POLB) unveiled a [Partnership Strategy](#) for a green and digital shipping corridor (GDSC) across the Pacific Ocean.

The release of the Partnership Strategy follows the signing of a memorandum of understanding (MoU) by MPA, POLA and POLB during Singapore Maritime Week in April 2023. The MoU formalised the partnership, which is supported by C40 Cities, with the aim of establishing a GDSC connecting the three global hub ports.

The scope of cooperation through the Partnership Strategy, and success indicators specified within, build upon the MoU signed in April 2023 and reaffirm the corridor partners' commitment to drive global action to digitalise and decarbonise the shipping industry and improve efficiencies.

The GDSC Strategy outlines steps to accelerate decarbonisation of the maritime shipping industry by enabling first mover organisations to achieve net-zero greenhouse gas emissions by the earliest feasible date, in support of the goals defined by the 2023 International Maritime Organization's [Strategy on Reduction of GHG Emissions from Ships](#). The ports and C40 will work together and with value-chain stakeholders from the fuel and maritime sectors to:

- **Coordinate decarbonisation efforts:** GDSC partners will help to catalyse and coordinate efforts to enable ships calling at the Port of Singapore, Port of Los Angeles and Port of Long Beach to achieve net-zero greenhouse gas emissions by the earliest feasible date.
- **Build consensus on green shipping best practices:** GDSC partners will seek to establish consensus around green shipping best practices and standards.

¹ This refers to the 28th session of the Conference of the Parties to the United Nations Framework Convention on Climate Change (COP28), the 18th session of the Conference of the Parties serving as the Meeting of the Parties to the Kyoto Protocol (CMP18), and the 5th session of the Conference of the Parties serving as the Meeting of the Parties to the Paris Agreement (CMA5).

- **Improve access to and adoption of technology and digital solutions:** To enhance supply chain efficiency, resilience and decarbonisation while reducing costs and improving reliability, GDSC partners will work to develop and deploy innovative technology and digital solutions.
- **Leverage networks:** GDSC partners will work with stakeholders involved in other green shipping initiatives, including those established by the three ports and other parties, to scale the uptake of zero and near-zero emission technologies, fuels and energy sources.

To achieve these aims, a partnership structure and governance mechanism have been developed to provide clarity on the roles and responsibilities of GDSC partners. The strategy also outlines processes for onboarding new participants, financial management, confidentiality and decision-making.

As next steps, the ports and C40 have commissioned a study to analyse trade flows and vessel traffic between Singapore, Los Angeles and Long Beach. The study will estimate the quantity of near-zero and zero-emission fuels required for this traffic, and guide implementation by identifying opportunities for collaboration to advance the development of the GDSC.

The founding partners will now engage stakeholders from across the shipping and fuel supply value chains that share the GDSC's vision and aims, with the intention of onboarding new corridor participants in 2024.

Mr Teo Eng Dih, Chief Executive of MPA, said: "We are excited to see this partnership grow from strength to strength with the Green and Digital Shipping Corridor Partnership Strategy. We have embarked on evaluating the various digital solutions and zero and near-zero fuels options that could be trialled along the route between Singapore and the San Pedro Bay Port Complex. We look forward to the support of all the corridor stakeholders over the coming months to conduct trials and potentially scale them for wider adoption."

"This Partnership Strategy document is the foundation upon which we'll build the future of maritime shipping," **Port of Los Angeles Executive Director Gene Seroka** said. "Our success requires the resolve and dedication of the three partnering ports as well as our industry partners. Together, we will model the collaboration necessary to achieve our climate and efficiency goals."

"Over the last two decades, we've learned that collaboration between maritime industry partners is the key to making meaningful progress in reducing emissions and cleaning the air," **Port of Long Beach CEO Mario Cordero** said. "This trans-Pacific green shipping corridor takes this concept global. The strategies we develop here can be used as a roadmap by a larger network of seaports and supply chain companies to invest in programmes, technologies, software and infrastructure to decarbonise international trade everywhere."

C40 Executive Director Mark Watts said: "C40 is proud to support our port partners in delivering this Partnership Strategy. The advancement of this Green and Digital Shipping Corridor brings the shipping sector one step closer to a 1.5°C-aligned trajectory. Green shipping is only achievable through collaboration because no one stakeholder can afford to move unless they know others are likely to follow. That's where C40 is delighted to help, bringing our network of world-leading cities, which include most of the world's largest and most forward-looking ports."

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About the Maritime and Port Authority of Singapore (MPA)

MPA was established on 2 February 1996 with the mission to develop Singapore as a premier global hub port and international maritime centre, and to advance and safeguard Singapore's strategic maritime interests. MPA is the driving force behind Singapore's port and maritime development, taking on the roles of port authority, maritime and port regulator and planner, international maritime centre champion, national maritime representative and a champion of digitalisation and decarbonisation efforts at regional and international fora such as at the International Maritime Organization. MPA partners industry, research community and other agencies to enhance safety, security and environmental protection in our waters, facilitate maritime and port operations and growth, expand the cluster of maritime ancillary services, and develops maritime digitalisation and decarbonisation policies and plans, R&D and manpower development. MPA is responsible for the overall development and growth of the maritime domain and Port of Singapore. In 2022, Singapore remained one of the world's busiest transshipment hubs with a container throughput of 37.3 million 20-foot equivalent units (TEUs).

For more information, please visit <https://www.mpa.gov.sg>.

About the Port of Los Angeles

The busiest seaport in the Western Hemisphere, the [Port of Los Angeles](#) is North America's leading trade gateway and has ranked as the number one container port in the United States for 22 consecutive years. In 2021, the Port facilitated \$294 billion in trade and handled a total of 10.7 million container units, the busiest calendar year in the Port's 115-year history. San Pedro Bay port complex operations and commerce facilitate one in nine jobs across the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura.

For more information, please visit <https://www.portoflosangeles.org>.

About the Port of Long Beach

The Port of Long Beach is a global leader in operational excellence and top-notch customer service, moving cargo with reliability, speed and efficiency. As the premier U.S. gateway for trans-Pacific trade, the Port handles trade valued at \$200 billion annually and supports 2.6 million trade-related jobs across the United States, including 575,000 in Southern California and 1 in 5 jobs in Long Beach. In 2023, industry leaders named it “The Best West Coast Seaport in North America” for the fifth consecutive year. In 2022, the Port had its second-busiest year ever, with 9.13 million twenty-foot equivalent units. In the next 10 years, the Port is planning \$2.2 billion in capital improvements aimed at enhancing capacity, competitiveness and sustainability.

For more information, please visit www.polb.com.

About C40 Cities

C40 is a network of nearly 100 mayors of the world's leading cities working to deliver the urgent action needed right now to confront the climate crisis and create a future where everyone, everywhere can thrive. Mayors of C40 cities are committed to using a **science-based and people-focused approach** to help the world limit global heating to 1.5°C and build healthy, equitable and resilient communities. We work alongside a broad coalition of representatives from labour, business, the youth climate movement and civil society to support mayors to halve emissions by 2030 and help phase out fossil use while increasing urban climate resilience and equity.

To learn more about the work of C40 and our cities, please visit [our website](#) or follow us on [X](#), [Instagram](#), [Facebook](#) and [LinkedIn](#).

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