

**Remarks for  
The Honorable Norman Y. Mineta  
Secretary of Transportation  
Maritime Energy and Clean Emissions Workshop  
Washington, DC  
Tuesday, January 29, 2002**

Thank you, Captain Schubert, and the Maritime Administration, for inviting me to address this distinguished international audience. I also want to thank my colleagues at the Department of Energy, and the Environmental Protection Agency, for their assistance and support of this event.

I am pleased to note that so many representatives from the private and public sectors from around the United States and abroad are participating in this two-day workshop.

Indeed, it is a testament to the recognition, worldwide, of the need for a concerted, immediate joint approach to effecting and implementing a plan to operate our vessels and port facilities more profitably, while protecting the atmosphere of the communities they serve.

These next two days provide an opportunity to examine ways and means of achieving a more effective marine transportation system that will be both efficient and environmentally friendly.

All of us here now face the twin challenges of becoming more energy efficient while reducing air emissions in the maritime industry.

This problem is not a new one.

Almost a half century ago, the United States determined that toxic air emissions from trucks and automobiles were a serious problem in many of the major cities around the country.

In a cooperative venture with auto and truck manufacturers, air pollution reductions of 95 percent have been achieved over the last three decades, while we increased energy efficiency by 37 percent.

Similar initiatives were launched in the operation of the nation's railroads with similar positive results.

Now the spotlight is on all of us in the maritime sector.

Annually, ferries in the United States carry more than 134 million passengers, and ships move more than 95 percent of our overseas trade through our ports. Overall, the United States has 25,000 miles of navigable waterways.

And while seagoing vessels account for only 5 percent of all transportation-related air pollution, the marine sector, relative to other modes of transportation, has not kept pace in reducing harmful air emissions.

This factor provides the driving force behind the recent concerted efforts, worldwide, to regulate and reduce toxic air emissions from marine operations.

So, I'm pleased to note that the Department, through the efforts of the Maritime Administration, has served as a catalyst to bring about this two-day workshop to highlight the experiences of other industries and other governments that have already been dealing with these issues with beneficial results.

All of us can learn a lot from them on how to map out a strategy to get where we need to go.

This morning, you will hear from some of our port cities that have or are beginning to struggle with this challenge. Later today, you will have the opportunity to hear from the Association of American Railroads and the American Trucking Association on their experiences and initiatives in tackling these issues.

Additionally, representatives from the governments of Canada, the European Union, and Norway will outline the joint approaches they have taken with industry to meet these twin challenges.

I encourage you to take advantage of these and other opportunities over the next two days to hear what other modes and other regions are doing to combat the issues of energy efficiency and emissions control.

By these remarks, I don't mean to imply that nothing positive has been undertaken to date in the maritime industry.

In fact, much initial progress has been made in examining ways of making marine vehicles and port operations more efficient and with lower levels of air polluting emissions.

We at DOT have been working with our co-sponsors, other federal agencies, the private sector, and academia in partnerships to research how existing and new technologies can help the maritime community get ahead of the energy efficiency curve, and reduce emissions.

Those initiatives address such things as: more efficient engines, alternative fuels, fuel additives, and fuel cells.

For example, tests are underway to examine bio-diesel fuel aboard a ferry in San Francisco. And with the Department of Energy and the United States Navy, we are conducting additional laboratory tests with bio-diesel fuel.

Additionally, there are programs to examine the use of hydrogen as a fuel for marine vessels and port equipment, along with the ability of fuel cells to operate in the marine environment.

As you are probably aware, President Bush has committed this Administration to exploring all possible uses of fuel cell technology.

We are also in the very early stages of exploring with the Department of Energy the use of fuel cell technology on the ferries that serve the Arizona Memorial in Pearl Harbor. We believe that with fuel cells these ferries would generate zero emissions, yet efficiently serve hundreds of thousands of visitors to that hallowed monument every year.

It is certainly true that these and other efforts by all of us in government, and by our partners in academia and private industry, will be costly and time-consuming. The rewards, however, will be important to us all.

I look forward to working with all of you in this effort.

The maritime community rallied to help us meet the security challenges following the September 11 terrorist attacks. I am confident that I can rely on you to work cooperatively with us once again.

In closing, my best wishes for a successful two-day workshop and thank you again for allowing me to speak to you today.