International Maritime Pollution Accountability Act of 2025

Greenhouse gas emissions from maritime shipping account for 3% of total global emissions and are projected to increase rapidly over the coming years. Globally, maritime air pollution is estimated to contribute to 260,000 premature deaths and 14 million cases of childhood asthma. A global carbon price on maritime emissions has been proposed by the industry as a solution.

Maritime shipping is the largest source of traded goods—both for the US and globally—but unlike other modes of transportation (e.g., trucks, planes), marine shipping vessels rarely pay fuel taxes. A pollution fee fills this gap and creates an incentive to reshore production, thus lowering the US trade deficit which reached nearly $1 trillion in 2022.

The International Maritime Pollution Accountability (IMPA) Act would levy a pollution fee on large marine vessels offloading cargo at US ports: a $150 per ton maritime carbon fee (the amount proposed by Maersk), as well as fees for the NO_x, SO_2, and PM2.5 vessels emit.

These pollution fees would raise an estimated $100 billion over 10 years. For consumers, impact on prices would be minimal: a 3¢ increase for shoes, a 42¢ increase for TVs. This would check global pollution, and provide critical funding for modernizing the Jones Act fleet, revitalizing US shipbuilding, decarbonizing the maritime economy, and addressing pollutants in port communities, along our coasts, and in the oceans.

Specifically, the IMPA Act would:

- Empower the EPA to levy pollution fees on ships arriving at US ports that:
  - Are of 5,000 gross tonnage or more;
  - The primary purpose of which is transporting cargo or freight bound for the U.S.; and
  - Do not qualify as a Jones Act-compliant vessel.
- **Fee Amounts**:
  - $150/ton CO_2e on the lifecycle GHG emissions of the fuel burned on the inbound trip.
    - Credits amounts paid under pollution levies of the IMO or foreign governments.
  - For criteria air pollutants emitted within 200 miles of the US shoreline:
    - NO_x: $6.30/lb.
    - SO_2: $18/lb.
    - PM2.5: $38.90/lb.
  - Fees increase at 5% above inflation annually.
- **Uses of Revenue:**
  - 25% for replacing (or retrofitting) Jones Act vessels with zero and low-carbon vessels.
  - 25% for DOE grants to support R&D of zero and low-carbon maritime technologies.
  - 15% for the Clean Ports Program and 5% for related workforce development.
  - 10% for ferry electrification and 10% for harbor craft electrification.
  - 5% for increased port air monitoring.
  - 3% for the National Oceans and Coastal Security Fund.
  - 2% for the Marine Debris Foundation.