

SHIPS for America Act

U.S. Maritime Leaders and Stakeholders Support the SHIPS for America Act

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“The carriers, unions and associations belonging to the USA Maritime Coalition strongly support the *SHIPS for America Act*. This comprehensive maritime policy initiative will ensure our country has the U.S.-flag shipping capability and the American mariners needed to both support the foreign policy and national security objectives of the Department of Defense and to enhance and protect our nation's economic security by increasing the carriage of America's foreign trade on U.S.-flag commercial vessels,” **said R. Christian Johnsen, Chair, USA Maritime.**

“The Navy League applauds the introduction of the *SHIPS for America Act*, a landmark legislative achievement that will comprehensively meet the needs of the U.S. merchant marine and bolster our shipbuilding industrial base. In today's global threat environment, arguably the most perilous since the end of the Cold War, the United States must not only maintain the finest Navy, Marine Corps, and Coast Guard on the seas, but also ensure a robust U.S.-flag merchant marine and a resilient shipbuilding industrial base. These elements are crucial for safeguarding our national and economic security in the event of large-scale military conflict. The *SHIPS for America Act* addresses these vital considerations and reaffirms that America is, and always will be, a maritime nation,” **said Mike Stevens, CEO, Navy League.**

“The Shipbuilders Council of America commends Senators Kelly and Young and Representative Garamendi, and Representative Kelly for their leadership in advancing the *SHIPS for America Act*. This legislation represents a significant step forward in strengthening the nation's shipyard industrial base and establishing a comprehensive national maritime strategy. We are encouraged by its focus on bolstering American shipbuilding and ensuring a robust maritime sector capable of supporting our nation's economic and national security. SCA is committed to continuing its engagement with these Congressional members and staff to refine and enhance the legislation, especially to better support our domestic ship repair industry, and we look forward to collaborating with policymakers to ensure the success of initiatives that secure the future of America's shipyard industrial base and maritime workforce,” **said Matthew Paxton, President, Shipbuilders Council of America.**

“It is time to reclaim our maritime heritage and pursue an ambitious campaign to secure and strengthen our maritime supply chains. I commend the bipartisan and bicameral efforts culminating in the SHIPS Act. I strongly support passage of the Act, and as an FMC Commissioner, I will do all that I can to support a winning maritime strategy exercising maritime state craft. The world is trade dependent, and trade is dependent on

the movement of ocean cargo. Let us get to work to keep it moving,” **said Max Vekich, FMC Commissioner.**

“On behalf of the National Association of Waterfront Employers (NAWE), I write to express my Association’s support for your proposed legislation, the *SHIPS for America Act*. NAWE is a non-profit trade association whose member companies are privately-owned marine terminal operators (MTOs), stevedores, and other U.S. waterfront employers and terminal service industries. In particular, we would like to thank and commend Senators Kelly and Young and Congressmen Garamendi and Kelly for including Section 505 of the SHIPS Act, which will help terminal operators to finance the terminal equipment necessary to help sustain the nation's supply chain. We recognize that the *SHIPS for America Act* is a comprehensive set of legislative recommendations aimed to strengthen the nation's entire maritime industrial base and look forward to engaging with the next Congress to support passage of this vital legislation,” **said Carl Bentzel, President, National Association of Waterfront Employers (NAWE).**

“The American Maritime Partnership (AMP) applauds the sponsors of the *SHIPS for America Act* for their focus on the maritime needs of our nation, as AMP believes it is very important for there to be a robust national maritime strategy that promotes the economic, national and homeland security of the nation. We appreciate that the legislation builds on the strong foundation of the Jones Act to further strengthen and revitalize the U.S.-flag maritime industry. We are and will always be a maritime nation and we must never forget the importance of American maritime for our security and prosperity,” **said Jennifer Carpenter, President, American Maritime Partnership.**

“Transportation Institute is proud to support the *SHIPS for America Act*. As America enters an era of increased global competition, it is the right time to make significant investments in our U.S.-flagged merchant marine. As we’ve learned throughout history, the U.S.-flag merchant marine can be depended upon by the United States military for assured access to sealift, and trusted by the American people for the secure and reliable movement of goods. This trailblazing legislation will make America an even stronger maritime nation for future generations. We are grateful for the leadership of Senator Kelly, Congressman Garamendi, Senator Young, and Congressman Kelly in recognizing the importance of a robust U.S.-flag maritime industry,” **said James L. Henry, President and Chair, Transportation Institute.**

“America has been a maritime nation throughout our history. We have been less focused on that element of America’s success more recently. The bi-partisan *SHIPS for America Act* takes many great ideas and organizes them into the whole-of-government effort needed to address a multitude of issues. No one individual or organization can achieve prosperity and security for the American people, but by working together, and with the proposed resourcing, we will accomplish the tasks set before us by this legislation and reach these goals,” **said Roger Camp, President and CEO, American Shipbuilding Suppliers Association.**

“Thousands of USW members currently contribute to the shipbuilding industry, providing countless products across the supply chain ranging from steel to valves to coatings. Revitalizing our nation’s capacity to build commercial ships will create thousands more good, community-sustaining jobs, and it will help make us safer and more resilient as we break our dangerous dependence on foreign-made vessels. The USW commends Sens. Kelly and Young and Reps. Garamendi and Kelly for their work on the bipartisan *SHIPS for America Act* and their commitment to reinvesting in American shipbuilding,” **said David McCall, President, United Steelworkers (USW).**

“The Seafarers International Union wholeheartedly supports the *Ships for America Act*, an extraordinary piece of legislation that stands to revitalize, strengthen and sustain our nation’s maritime industry. The *Ships for America Act* addresses critical gaps in shipbuilding, maritime workforce development, and the modernization of our commercial fleet. It is a bold step toward ensuring that the United States maintains a robust and competitive maritime presence, which is essential for both economic and national security. In my 51 years of working in this industry, I have not seen any legislation as comprehensive and impactful as the *Ships for America Act*. I urge labor and industry to join us in supporting this long-overdue bill, as it not only honors the legacy of our maritime industry but also paves the way for its future growth and sustainability,” **said David Heindel, President, Seafarers International Union.**

“In any conflict with China, the outcome will hinge on our ability to project power across the Pacific via military sealift. The vast majority of the USN Strategic Sealift Officers are service-obligated graduates of the U.S. Merchant Marine Academy. We are deeply grateful to the sponsors of the *SHIPS for America Act* for recognizing that the USMMA campus at Kings Point, NY, built in the 1940s, urgently requires modernization to meet the demands of today’s national security threats,” **said Captain James F. Tobin ’77, President/CEO, USMMA Alumni Association and Foundation.**

“The *SHIPS for America Act* recognizes the important role that a strong American maritime industry plays in our country’s national, homeland and economic security. We applaud Sen. Kelly and Rep. Kelly for their commitment to American maritime and we look forward to continuing to work with them in the 119th Congress on this important legislation. This legislation is particularly important to State Maritime Academies, which produce approximately 70% of the newly licensed (unlimited) commercial maritime officers each year,” **said the Consortium of State Maritime Academies.**

“The International Propeller Club is a steadfast advocate for the *SHIPS for America Act*. Our nation’s maritime industry is at a critical crossroads. This comprehensive maritime policy initiative will protect and enhance foreign policy, national security, and economic prosperity through increased U.S.- flag shipping capability and a revitalization of the domestic shipbuilding industry,” **said Maria Conatser, International President, International Propeller Club.**

“Senator Kelly and Congressman Garamendi, Senator Young and Congressman Kelly deserve recognition for their work on this legislation and appreciation for their leadership on this issue. This is the first comprehensive maritime policy legislation in many years, and it offers tangible assistance to all sectors of the maritime industry with the goal of expanding the U.S. Flag Ocean-going fleet. If enacted, the legislation would support major recapitalization of the shipbuilding infrastructure in the United States and provide substantial incentives for the purchase of U.S.-built vessels. It would have a long-term positive impact on Philly Shipyard and other shipbuilders in the United States,” **said Philly Shipyard, Inc.**

“Shipbuilding is the quintessential example of an industry vital to our national security that we lost to globalization -- not because other countries have some magical 'comparative advantage' but because they cared about it and we did not. Thankfully, more thoughtful leaders are finally taking the necessary steps to reverse this damage. The *Ships for America Act* is the kind of industrial policy we need to embrace, not only for our national security, but also to drive domestic investment, innovation, and growth,” **said Oren Cass, Founder and Chief Economist, American Compass.**

“The *SHIPS for America Act* is a transformative piece of legislation that will bolster the United States’ commercial competitiveness and military readiness on the high seas. Not only will this bipartisan bill protect existing jobs in maritime and allied trades, but it will lead to a renaissance of the American maritime workforce. The Maritime Trades Department, AFL-CIO offers our full support of this legislation,” **said Mark A. Clements, Jr., Executive Secretary Treasurer of the Maritime Trades Department, AFL-CIO.**

“The American Maritime Congress (AMC) enthusiastically supports the *SHIPS for America Act* as a cornerstone of our nation's future national and economic security. For nearly half a century, AMC has advocated and educated the American public and its political leadership on the critical role of the U.S. merchant marine—the *SHIPS for America Act* is a historic opportunity for our great nation to once again prosper while increasing national security,” **said Fair Kim, President, American Maritime Congress.**

“NDTA supports the strategic rebuilding of the United State’s fleet of ships who fly our flag. We must have a fleet of ocean-going vessels to protect the economic security of our nation. The *SHIPS for America Act* is truly a significant step in the right direction. Everyone in America needs to get educated about the importance of this bill. Rebuilding our U.S. fleet, our shipbuilding capacity, and workforce is a national imperative,” **said the National Defense Transportation Association.**

“The US maritime ecosystem, which includes, but is not limited to, the US flag Merchant Marine, has suffered from over three quarters of century of neglect, mismanagement, and consequent dramatic decline. This has resulted in a serious national and economic security vulnerability, especially compared to the corresponding robust Chinese national effort to dominate the maritime domain. That vulnerability has remained hidden, and

ignored, until now. This legislation is a bold first step in reversing that vulnerability. It took over 75 years to fall to our current state of affairs, and it will likewise take time and a dedication of national will to remedy it, but the stakes are too high and consequences of failure too grave to continue on the current path. This essential legislation sets the policy course upon which we must embark to actually be the world's foremost maritime power that is our nation's birthright," **said Stephen M. Carmel, President, U.S. Marine Management.**

"As America's largest transportation labor federation, representing thousands of civil mariners and domestic maritime workers in shipbuilding, longshore, and other trades, we have long advocated for investments in this critical industry. The domestic maritime industry is integral to our national security and supply chains. We must have a robust U.S-flag fleet and mariner workforce to sustain the nation and our allies in times of peace and war. We applaud our congressional partners for introducing the SHIPS for America Act, the most ambitious and comprehensive national maritime strategy in decades, to grow the Merchant Marine and revitalize the shipbuilding industry and shipyard workforce with U.S.-built, U.S.-flagged vessels," **said Greg Regan, President, Transportation Trades Department, AFL-CIO (TTD).**

"The *Ships for America Act* is a major step forward for revitalizing our nation's maritime industry. I commend Sens. Kelly and Young and Reps. Garamendi and Kelly for championing this effort to ensure our maritime workforce and industrial base can succeed in an environment of global competition, and MMA is proud to support this comprehensive legislation and work toward its enactment into law," **said John Rhatigan, Chairman, Marine Machinery Association.**

"AISI is pleased to support the *SHIPS for America Act*. American steel producers support the goal of this legislation to strengthen the U.S. shipbuilding industrial base, which is critical to our national security and our economic security. Our industry is prepared to continue to do our part to manufacture the steel products that are essential for a revitalized American-made shipbuilding industry," **said Kevin Dempsey, President and CEO, American Iron and Steel Institute (AISI).**

"This legislation will create the favorable environment needed by the builders, investors, and technologists who stand ready to strengthen America's maritime industry. This thoughtfully crafted bill combines the vibes of revitalization with tangible tax incentives that define reality for industry," **said Austin Gray, Co-Founder and Chief Strategy Officer, Blue Water Autonomy.**

"As the lifeline to America's Offshore Energy Industry, OMSA supports Senator Kelly's efforts to ensure that the U.S. maritime industry's power and ingenuity are leveraged to improve not only our economic security but also our national security," **said Aaron Smith, President and Chief Executive Officer, Offshore Marine Service Association (OMSA).**

“The Masters, Mates & Pilots strongly supports the *SHIPS for America Act*. This comprehensive and pragmatic maritime policy initiative will create and support jobs for American mariners, ensuring that our country has the maritime manpower needed to protect and enhance our nation's economic and military security,” **said Captain Don Marcus, President, International Organization of Masters, Mates & Pilots (MM&P).**

“On behalf of our U.S.-flag shipping company members, I want to express our strong support for the bipartisan *SHIPS for America Act*. This legislation, the most comprehensive and far-reaching maritime policy initiative to be considered by Congress in decades, will revitalize America's maritime industry, thereby enhancing its role as our nation's fourth arm of defense. We urge all Members of Congress concerned about the growing influence and domination of China in the international shipping arena to join with the sponsors of this legislation in order to strengthen and protect America's economic and military security,” **said C. James Patti, President, Maritime Institute for Research and Industrial Development (MIRAID).**

“At a time of increasing national security maritime threats from China and other actors, the U.S. must take decisive action to support our critical maritime industry and grow the next generation of licensed civilian mariners who are key to our economic and national security. The *SHIPS for America Act* is a critical piece of legislation that will strengthen the U.S. shipbuilding industrial base, make us a stronger nation in times of war and in times of peace, and allow the United States to project power at the time and place of our choosing. I applaud this bipartisan effort that will ensure our global maritime leadership and presence,” **said Vice Adm. (Ret.) Michael J. Dumont, JD, Interim President, The California State University Maritime Academy.**

“It is with unwavering support that we endorse the *SHIPS for America Act*. This transformative piece of legislation stands as a beacon of hope for the U.S. maritime industry, which has long been a cornerstone of our nation's economic and national security. The SHIPS for America addresses critical challenges and paves the way for a resilient, competitive, and robust maritime sector that will serve our country for generations to come,” **said Douglas Martin, Chairman, OPA 90 Forum.**

“The American Club is pleased that the *SHIPS for America Act* creates robust incentives for rebuilding the United States merchant marine which is critical to our national security, our domestic shipbuilding industry, and United States flag shipping interests. It is vitally important that the United States regain its position as one of the dominant maritime nations in the world,” **said Dorothea Ioannou, Chief Executive Officer, Shipowners Claims Bureau, Inc. Managers of American Steamship Owners Mutual Protection & Indemnity Association, Inc. (the American Club).**

“The introduction of this vital legislation represents a significant step forward in strengthening both our maritime commercial and shipbuilding industries, which are cornerstones of our national defense and economic prosperity. By bolstering our

domestic capabilities, we are ensuring the resilience of our maritime infrastructure, supporting our hardworking mariners, and safeguarding America's position on the global stage. The *SHIPS for America Act* will boost our national security and put the U.S. on track to regain its leadership over the oceans," **said Craig Johnson, President, Maine Maritime Academy.**

"As a proud U.S. company providing lifeline services in domestic trade lanes since 1882 and now competing with global carriers in the Transpacific trade, we are pleased that the co-sponsors of the *SHIPS for America Act* recognize the importance of ensuring that our U.S.-flag maritime capabilities remain strong for the next 150 years and are committed to making that a reality. We strongly support the push to enact comprehensive national maritime strategy legislation for the United States," **said Matthew Cox, Chairman and CEO, Matson.**

"Waterman Transport and US Ocean, subsidiaries of SEACOR Holdings, proudly support the *SHIPS for America Act*. This legislation is a bold initiative which will revitalize the U.S. maritime industry. At Waterman's founding in 1919, there were approximately 5000 U.S.-flag commercial vessels in international trade. Today, there are only about 90 such vessels. U.S.-flag vessels and the American mariners of steadfast loyalty support the American economic and security objectives around the world. Most importantly, this fleet provides vital sealift for our military. The U.S. needs a growing U.S.-flag commercial fleet and mariner base as we face a more dangerous world, and the SHIPS for America Act is a crucial step," **said Henry Nuzum, President, Waterman Transport and Will Terril, President and CEO, US Ocean.**

"A resilient maritime industry is the backbone of a strong nation. We are proud to endorse the *SHIPS for America Act*, which represents one of the most significant investments in the U.S. merchant marine in decades and aims to address critical shortfalls in our nation's maritime and shipbuilding sectors that have long been neglected. I commend Senators Mark Kelly and Todd Young for their collaboration in prioritizing U.S. flag shipping and shipbuilding as vital components of our national security policy. This comprehensive legislation will revitalize our merchant marine through strategic investments, while also positioning the United States to compete economically against China and other foreign flag-of-convenience adversaries that have exploited an uneven playing field through the use of cheap labor and regulatory loopholes. Most significantly, America must maintain its independent ability to import and export cargo, if it is to remain free of foreign coercion in international trade," **said Adam Vokac, President, Marine Engineers' Beneficial Association (M.E.B.A).**

"The IAM Union fully supports the SHIPS for America Act to help safeguard America's future. As a shipbuilder by trade, I've witnessed the hollowing out of our shipbuilding sector due to China's policies. U.S. shipbuilding struggles to compete against a Chinese industry boosted by government subsidies, jeopardizing U.S. jobs and national security. Our members are the most skilled workers in the shipbuilding industry, and their livelihoods depend on a thriving shipbuilding sector. The *SHIPS for America Act* will

restore our nation’s shipbuilding strength and secure a brighter future for workers,” **said Brian Bryant, President, IAM Union International.**

“Developing a diverse and robust offshore energy industry requires dozens more new or retrofitted vessels and the SHIPs for America Act, introduced by Senator Mark Kelly (D-AZ), Congressman Trent Kelly (R-MS), Congressman John Garamendi (D-CA), and Senator Todd Young (R-IN), would accelerate this progress by directly supporting shipyards, expanding financial incentives, and targeting investments to critical vessels for offshore energy production and national security. Oceantic Network welcomes the introduction of this legislation and looks forward to collaborating with Congress on its passage,” **said Liz Burdock, founder and CEO of Oceantic Network.**

“This landmark legislation is a transformative step toward revitalizing the U.S. maritime industry. Its focus on strengthening the U.S.-flag international fleet, enhancing shipbuilding capacity, and investing in workforce training aligns seamlessly with TMA’s mission to promote BlueTech and Blue Jobs. The Act’s emphasis on maritime decarbonization, digital innovation, and ocean resilience reflects shared priorities critical for national security, economic growth, and sustainable ocean stewardship,” **said Matt Classen, Executive Director, TMA BlueTech.**

“The United States shipbuilding industry can rebuild faster and stronger by leveraging the expertise and capital of its strategic partners and treaty allies. The transferable vessel investment credit is one of several proposals in the *SHIPs for America Act* with significant potential to attract private sector investment and generate demand from friendly nations for American shipyards,” **said Patrick Y. Shim, Managing Director, LS GreenLink USA, Inc.**

“The *SHIPs for America Act* is a down payment on reversing decades of neglect of the U.S. shipbuilding industry. It will go a long way to meet the needs of our armed forces, our nation, and our allies and partners. I strongly urge passage of this bill as soon as it can be brought to the floor. Our national security depends on it,” **said Guy C. Swan III, Lieutenant General, U.S. Army (Ret).**

“A strong and robust U.S. Merchant Marine is essential for both our economic growth and national security, providing the backbone of sealift operations that support the nation’s strategic objectives. The *SHIPs for America Act* lays the foundation for a modern and competitive fleet that will ensure America’s leadership in global maritime transportation,” **said Prasad Menon, President, RBC Logistics.**

“The tugboat, towboat and barge industry is the largest sector of the U.S. domestic maritime fleet, and a vital pillar of the American and global supply chain. We commend Senators Kelly and Young and Congressmen Garamendi and Kelly for their bipartisan leadership in putting forward legislation that addresses key strategic, material, and generational needs of domestic maritime, and recognizes the critical importance of maritime commerce to America’s economic and homeland security,” **said Jennifer Carpenter, President & CEO, The American Waterways Operators.**

“The *SHIPS for America Act* is a vital step, a sorely needed rudder order, to get our Nation moving in the direction necessary to revitalize America’s maritime industry. Our commercial and military maritime industries are closely intertwined - from ship construction capabilities, to enabling our maritime economy and ensuring freedom of navigation, to responding in a time of conflict to guarantee our national security,” **said Rick Snyder, Vice Admiral, United States Navy (Ret).**

“We are very heartened that Congress is developing a long overdue and comprehensive maritime policy. As a leading provider of petroleum and chemical transportation solutions, we are a strong supporter of the *SHIPS for America Act*, which seeks to substantially enhance the number of United States flag tankers operating in international trade. A larger U.S. flag tanker fleet will not only revitalize the U.S. mariner community creating new jobs and opportunities, but it will also significantly strengthen America’s national security interests at home and abroad,” **said Dan Thorogood, President and CEO, Fairwater Holdings LLC.**

“Blue Sky Maritime Coalition shares its support for the *SHIPS for America Act*. This important legislation is the culmination of extensive stakeholder involvement, which aligns with Blue Sky’s commitment to incorporating diverse value chain perspectives in our solution designs. The *SHIPS for America Act*’s focus on multi-faceted strategies is set to significantly strengthen the US maritime industry and Blue Sky Maritime Coalition fully endorses this proactive and collaborative approach, which we believe will help propel our industry toward a net-zero future,” **said David Cummins, President and CEO, Blue Sky Maritime Coalition.**

“The *SHIPS for America Act*, a vital initiative introduced with strong bipartisan support in both chambers of Congress, plays a crucial role in bolstering the U.S. maritime industrial base and workforce. I unequivocally commend Senators Mark Kelly (AZ) and Todd Young (IN), along with Congressmen Trent Kelly (MS) and John Garamendi (CA), for their decisive leadership in advancing Section 505 of the *SHIPS for America Act*. This provision will empower marine terminal operators to finance and reinvest in BABA-compliant cargo handling equipment, benefiting U.S.-based original equipment manufacturers and enhancing the resilience of our national supply chain,” **said Matthew Leech, President and CEO, Ports America.**

“We commend Senators Kelly and Young, along with Representatives Garamendi and Kelly, for their leadership in introducing the *SHIPS for America Act*. This comprehensive legislation thoughtfully addresses many critical challenges facing the U.S. maritime sector. Its recommendations will benefit our shipyards, vessels, and mariners, supporting maritime requirements for national defense and strengthening the U.S. economy,” **said Tom Crowley, Chairman & CEO, Crowley.**

“The U.S.-flag carriers of American Maritime Officers Service (AMOS) strongly support the *SHIPS for America Act*. This critical legislation will bolster the U.S. Merchant Marine fleet, ensuring the security and safety of maritime operations vital to national defense

and economic stability. By expanding the number of U.S.-flagged vessels, the *SHIPS for America Act* will strengthen our maritime workforce and enhance our nation's readiness for global challenges. We commend Senator Kelly and Congressman Kelly for their leadership and dedication to a strong American maritime industry," **said the American Maritime Officers Service.**

"The *SHIPS for America Act* strengthens our national security and contributes to the broader renewal of America's industrial base. The New American Industrial Alliance strongly supports this proposed legislation," **said the New American Industrial Alliance.**

"The *SHIPS for America Act* is vital to unleashing U.S. maritime capacity and ensuring the continued competitiveness of American ocean carriers and merchant mariners in the global marketplace. We are grateful to Senator Kelly for introducing this bill and thank Congressman Waltz for his unrelenting efforts to enhance the U.S. flag fleet's global competitiveness and raise awareness of America's maritime industry and workforce. This proposed legislation unquestionably comprises the greatest boost to the United States flag fleet and the American maritime workforce in many decades. If enacted, in whole or in part, it will create new synergies and programs between the commercial and government sectors that improve, enhance and drive U.S. supply chain security and assured access to meet the Nation's strategic maritime objectives," **said the American Roll-on Roll-off Carrier.**

"The AFL-CIO welcomes the introduction of the *SHIPS for America Act*. The shipbuilding and maritime industries are critically important to our economic and national security. Shipbuilding is a source of good, family- and community-sustaining jobs and the activity at these shipyards supports jobs throughout our economy. These sectors also play a key role in our emergency preparedness and military readiness. For far too long we have failed to invest in these sectors to reverse the erosion of critical maritime and shipbuilding capabilities in the face of unfair competition. We applaud Senators Kelly and Young and Representatives Garamendi and Kelly for introducing this important legislation," **said the AFL-CIO.**

"Northwestern Michigan College's Great Lakes Maritime Academy is grateful for the work that has been undertaken in support of the development of the *SHIPS for America Act*. This legislation is: bipartisan, comprehensive, beneficial to every sector of the U.S. maritime industry, and long overdue. Once it is enacted it will ensure a strong U.S. merchant marine, and provide every American with the opportunity to earn a living wage working in the U.S. maritime industry, either afloat or ashore," **said Jerry Achenbach, Rear Admiral, U.S. Maritime Service, Superintendent, Great Lakes Maritime Academy.**

"The proud seagoing men and women of AMO enthusiastically support the *SHIPS for America Act*, a landmark piece of legislation that takes a bold step toward revitalizing the U.S. maritime industry, strengthening our nation's workforce, and enhancing global

competitiveness. AMO commends Senator Mark Kelly and Congressman Trent Kelly for their tireless efforts in championing this once-in-a-generation maritime policy bill as it addresses the critical role maritime plays in fortifying national security, safeguarding supply chains, and fostering economic resilience. This legislation ensures the sustainability of America's maritime heritage and secures a brighter future for generations of U.S. seafarers and others in the maritime workforce," **said Willie Barrere, National President, American Maritime Officers (AMO).**

"The Maritime Accelerator for Resilience authors of *ZERO POINT FOUR* strongly endorse the *Ships for America Act* to revitalize the U.S. international fleet, U.S. shipbuilding, and the U.S. maritime workforce. Our national maritime security includes national security, economic security, food and energy security, climate security and American workforce security. This legislation begins to address our sad state of having only 180 seagoing U.S. flagged commercial ships compared to the 55,000+ global foreign owned, foreign crewed, foreign government-controlled ships (0.4%). Enacting the *SHIPS for America Act* will motivate U.S. private investment and public focus to capture enormous untapped opportunities and improve our maritime competitiveness," **said ZERO POINT FOUR authors Jim Watson, RADM USCG (Ret), Carleen Lyden Walker, Rich Mason, Jonathan Kempe, Nishan Degnarain, and Captain Anuj Chopra.**

"The *Ships for America Act* is urgently needed to break China's control of the seas. Passing it should be one of Congress's highest priorities next year," **said Michael Roberts, Senior Fellow, Hudson Institute and Center for Maritime Strategy.**

"The *SHIPS for America* bill is a once in a generation opportunity to meet head-on significant challenges the U.S. faces in the renewal of our Nation's sealift capacity to not only provide substantial support to global projection forces but also to dramatically increase critical goods and materials transported to and from the United States, which today are shipped on foreign vessels," **said Liberty Maritime.**

"*SHIPS for America Act* is vital new legislation that directly addresses the many deficiencies of United States maritime supremacy. This Act is critical to begin the rebuilding of our shipbuilding industry and Merchant Marine Fleet. I strongly endorse the passage of this Act to assist in the recovery of our oceangoing presence to enhance our National Security," **said Tedd Williams, President, Senesco Marine, LLC.**

"I applaud Senator Kelly, Senator Young, and Congressman Garamendi for their vision and leadership in developing and introducing the *SHIPS for America Act of 2024*. This bipartisan, bi-cameral legislation comprehensively addresses the fundamental challenges facing the maritime industry. I appreciate all the Congressional offices' engagement with the industry and their willingness to receive constructive feedback. We look forward to continuing to provide feedback and support to ensure this is the most effective legislative solution to meet our present and future challenges," **said Tim Nolan, President & CEO, TOTE Group.**

“Hapag-Lloyd USA, LLC and its affiliates have owned and operated US flag vessels for over 100 years, proudly serving the US Government and employing US mariners. We are greatly encouraged by the *SHIPS for America Act*, its renewed focus on strengthening the US flag fleet, ensuring consistent funding for the Maritime Security Program and improving the recruitment, training and retention of US mariners. We look forward to working with Congress to help revitalize and further strengthen the U.S. maritime industry,” **said Hapag-Lloyd USA, LLC.**

“The *Ships for America Act* is the culmination of years of hard work by Congress and stakeholders to create consensus around revitalizing the US maritime industry. As the lifeblood of our economy and the global economy, the maritime industry is more vital than ever to securing America's future. We urge Congress to enact this bill into law and thank the co-sponsors of the bill and their staffers for their tireless work in making this a reality,” **said Eric R. Dawicki, President & CEO, Northeast Maritime Institute.**

“The Texas A&M Maritime Academy appreciates the leadership of Sen. Kelly by introducing the SHIPS for America Act, which will help to ensure our future national and economic security as it relates to the maritime industry. The Texas A&M Maritime Academy, the only State Maritime Academy located along the Gulf Coast, along with the other five State Maritime Academies, annually produce more than 70% of our nation’s licensed maritime officers. The *SHIPS for America Act* will be invaluable in helping us meet the urgent demand for growing the maritime workforce for the future,” **said RADM Mike Fossum (USMS), Superintendent of Texas A&M Maritime Academy.**

“The *SHIPS for America Act* is an important step towards addressing the decline of America’s shipbuilding sector. As our shipyards have closed, the shared supply chain serving both our commercial *and* military shipbuilding needs is at risk. Failing to take decisive action will have catastrophic consequences for the security of our nation, the strength of our industrial base, and the livelihood of America’s workers. We look forward to working with Senators Kelly and Young and Representatives Kelly and Garamendi and commend their efforts to strengthen American shipbuilding,” **said the Alliance for American Manufacturing President Scott Paul.**

“Tri-Tec Manufacturing, LLC is in full support of the *SHIPS for America Act*. We sincerely appreciate the effort by Senators Kelly and Young, Representatives Garamendi and Kelly in putting this very important legislation forth for consideration. As a vertically integrated small business manufacturing company, concentrating on developing industrial and DOD products across the maritime industries, we fully support legislation that creates opportunities aboard all maritime platforms,” **Mark A. Haller, President/CEO, Tri-Tec Manufacturing, LLC.**

“Ocean Shipholdings, Inc. fully supports the *Ships for America Act* legislation. This bill will help to improve the Maritime Industry in many ways, by renew the aging U.S flagged

fleet, provide more qualified mariners and streamline the credentialing process for our U.S. Mariners along with many other important issues. We are looking forward to working with Congress and the U.S. government to ensure this bill is enacted and fully supported throughout the U.S. Merchant Marine,” **said Ocean Shipholdings.**

“The *SHIPS for America Act* is a true bi-partisan effort spearheaded by a team of Congressional leaders that recognize the importance a robust shipbuilding base has on our country and abroad. The bill would put shipbuilders like NASSCO in a better position for hiring and retaining a steady workforce and provide incentives to upgrade and refine our infrastructure so that we can build ships faster and more efficient. I’d like to thank Senator Mark Kelly, Senator Todd Young, and Representatives John Garamendi and Trent Kelly for their work to introduce this bill and look forward to working with them to advance these issues through Congress,” **said Dave Carver, President, General Dynamics NASSCO.**

“The Kelly-Kelly Bill represents, arguably, the most comprehensive legislation in support of the US Merchant Maritime in history and signals to the world that the United States is indeed a maritime nation,” **said Francis X. McDonald, President, Massachusetts Maritime Academy.**

“The United States is a maritime nation and it is imperative that we have an innovative commercial and military shipbuilding industrial base to secure our vital interests. The introduction of the *SHIPS for America Act* in Congress launches one of the coming year’s most consequential endeavors to reinvigorate American national security and prosperity,” **said Louis Bergeron, Govini, Senior Vice President Defense and USN Commander (Ret.).**

“We commend the bipartisan efforts of Senators Mark Kelly and Todd Young, as well as Representatives John Garamendi and Trent Kelly, for introducing this vital piece of legislation. Their leadership in putting forward measures to strengthen the maritime industry are both timely and necessary. This initiative to reinvigorate U.S. maritime capabilities is long overdue. We are in a global race for maritime prowess that many are describing and aspiring to address however, to date, collectively we are not effectively aligned and pulling together to effectively action. While there remains much work to be done – the introduction of the *SHIPS for America Act* represents a significant step forward in ensuring the U.S. remains a global leader in such a critical strategic industry,” **said George W. Pasha, IV, President and CEO, The Pasha Group.**