

"The USA Maritime coalition supports the SHIPS for America Act and has been honored to work with Senators Kelly and Young, and Congressmen Garamendi and Kelly as the bill has taken shape over the last two years. This bill represents the most comprehensive maritime policy initiative in more than half a century. Now, more than ever, the United States needs a strong, vibrant and growing Merchant Marine, capable of carrying a substantial portion of our foreign commerce and supporting our military in time of war. This initiative will ensure our country has the U.S.-Flag ships and American mariners needed to preserve, protect and defend America and our economic security. We look forward to continuing to work with Congress on this legislation," **said Brian W. Schoeneman, Chair, USA Maritime.**

"The Shipbuilders Council of America commends Senator Kelly, Congressman Kelly, Senator Young, and Congressman Garamendi 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," **Matthew Paxton, President, Shipbuilders Council of America.**

"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.**

"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 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 Josberger, International President, International Organization of Masters, Mates & Pilots.**

“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.**

“The Consortium of State Maritime Academies strongly supports the SHIPS for America Act, and is grateful for the bipartisan and bicameral leadership of Sen. Kelly, Sen. Young, Rep. Kelly, and Rep. Garamendi. The Consortium is united in our goal of working with our elected officials to support passage of this Act. Once enacted, the SHIPS Act will result in the United States Merchant Marine once again playing a leading role on the global stage, and the growth of the American maritime industry, a strategically important industry that provides thousands of well paid positions for the nation,” **said the Consortium of State Maritime Academies.**

“With Honor Action applauds Senator Mark Kelly, a Navy veteran, and Senator Todd Young, a Marine Corps veteran, for proposing real solutions to revitalize our nation’s shipbuilding base and create more job opportunities for Americans. As advocates for bipartisan, principled veteran leadership in Congress, we are pleased to see veterans who have chosen to continue to serve in Congress working together to address the critical issues facing our nation,” **said Rye Barcott, Co-Founder and CEO, With Honor.**

“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 William A. Brown, Vice Admiral, USN (Retired), President and CEO, NDTA The Association for Global Logistics and Transportation.**

“U.S. economic and national security is inexorably tied to our nation’s shipbuilding capacity. Yet, for too long, China has dominated this critical sector, costing the U.S. tens of thousands of jobs across the shipbuilding supply chain and leaving us less secure as we rely on foreign-made vessels to meet our needs. Our union commends Sens. Kelly and Young and Reps. Garamendi and Kelly as they introduce the SHIPS for America Act. USW members stand ready to contribute their skills in manufacturing the plate steel, coatings, cable, glass, rubber, engines and countless other products we’ll need to revitalize American shipbuilding,” **said Dave McCall, President, USW International.**

“In the United States, we have a small number of shipyards focused on building Navy and Coast Guard ships, and a far smaller amount focused on building ocean-going vessels for commercial use. At the shipbuilding supplier level, we have many components that are provided by a manufacturer who may be one of the few, if not the sole, remaining means of production. As noted in the SHIPS Act, we must work with our industrial partners in NATO and Allied nations, but also invest in our American workforce and capabilities. The elements of Buy America

legislation incorporated in this Bill are important to reaching this goal,” **said Roger Camp, President and CEO, American Shipbuilding Suppliers Association.**

“The reintroduction of the SHIPS for America Act marks a vital step forward in strengthening our maritime supply chain and revitalizing the U.S. commercial shipbuilding industry. This legislation will help ensure that American goods move on American-built ships, operated by American mariners, supporting our economic security and national resilience. We appreciate the inclusion of legislation that would authorize terminal operators to establish tax free accounts for the purchase of cargo handling equipment knowing this will help out industry provide state-of-the-art services. Ports and terminal operators across the country are ready to meet the future with modern infrastructure and a highly skilled workforce—but we need a commercial fleet that can match that capability. The SHIPS for America Act helps close that gap and brings long-overdue investment to a sector critical to our competitiveness. NAWA applauds Senators Kelly and Young for their bipartisan leadership and looks forward to working alongside Congress to advance this important legislation,” **said Carl Bentzel, President, National Association of Waterfront Employers (NAWE).**

“Hanwha Philly Shipyard recognizes and commends U.S. Senators Mark Kelly and Todd Young, and Congressmen Trent Kelly and John Garamendi for their maritime policy leadership in reintroducing the bipartisan SHIPS for America Act. This bill offers tangible incentives to the domestic maritime industry with the goal of expanding the U.S. flag ocean-going fleet. It supports a major recapitalization of the shipbuilding infrastructure in the U.S., provides substantial incentives for the purchase of U.S.-built commercial vessels, and supports the national security and naval shipbuilding goals of the U.S. We see tremendous value in this legislation and believe it would have a long-term positive impact on Hanwha Philly Shipyard, other shipbuilders in the U.S. and Hanwha’s investments in America’s shipping industry and maritime industrial base,” **said David Kim, CEO, Hanwha Philly Shipyard.**

“For too long, the United States has allowed its maritime strength to decline. In an era of rising great-power competition, revitalizing our maritime capabilities and sending strong signals to the private sector is more essential than ever. The American Legion, on behalf of our 1.6 million dues-paying members, is proud to support this legislation,” **said James A. LaCoursiere, Jr., National Commander, The American Legion.**

“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, SIU, President.**

“AUVSI strongly supports the bipartisan SHIPS for America Act as a critical step toward revitalizing U.S. maritime leadership including the incorporation of uncrewed and autonomous vessel technologies. By modernizing the shipbuilding base and accelerating innovation, this bill strengthens national security, enhances operational efficiency, and supports a resilient maritime future,” **said Michael Robbins, President & CEO, AUVSI.**

“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 Waltz, Senator Young, and Congressman Garamendi in recognizing the importance of a robust U.S.-flag maritime industry,” **said James L. Henry, President & Chair, Transportation Institute.**

“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 12 fleet, provide more qualified mariners and streamline the credentialing process for our U.S. Mariners a long 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, Inc.**

“The American steel industry is one of the primary suppliers of critical raw materials to America’s shipbuilding industry. We support the SHIPS for America Act, which will strengthen and expand the U.S. shipbuilding industrial base. America’s national security relies on ships built with American steel. AISI members’ ability to supply high-quality steel products directly supports the construction of vessels critical to our economic and defense priorities. We thank Senators Kelly and Young, and Reps. Kelly and Garamendi, for working to restore the competitiveness of America’s shipbuilding sector and the domestic steel industry,” **said Kevin Dempsey, President and CEO, American Iron and Steel Institute (AISI).**

“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.**

“The SHIPS for America Act represents the decisive, comprehensive and innovative maritime policy initiative essential to the revival of the U.S.-flag maritime industry. This legislation, the most significant approach to maritime policy to be considered by Congress in decades, will revitalize America’s maritime industry and thereby enhance its ability to protect and strengthen

America's military, economic and homeland security. We urge all Members of Congress concerned about America's position in the international shipping arena and who understand the importance of increasing the carriage of America's foreign trade on U.S.-flag vessels to work with the sponsors of this legislation for the enactment of this legislation," **said C. James Patti, President, Maritime Institute for Research and Industrial Development (MIRAID).**

"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 5 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 the largest sector of the U.S. domestic maritime fleet, the tugboat, towboat and barge industry applauds Senators Kelly and Young, and Congressmen Garamendi and Kelly, for championing legislation that addresses key strategic needs of domestic maritime. The bipartisan SHIPS for America Act and President Trump's Executive Order on Restoring America's Maritime Dominance signal a government-wide recognition of the importance of a robust American maritime industry to our economy, supply chain, and national security, and we look forward to working with Congress and the Trump Administration to build a strong future for this vital industry," **said Jennifer A. Carpenter, President & CEO, The American Waterways Operators.**

"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 efficiently for both our government and commercial customers. I'd like to thank Senator Mark Kelly, Senator Todd Young, and Representatives Trent Kelly and John Garamendi 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 connection between offshore energy and defense lies in the shared use of maritime vessels, infrastructure, and technologies that serve both civilian energy production and military needs. Increasing the number of dual-use vessels is a strategic investment in helping the country meet our increasing energy demand and to ensure our energy security. 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. The resulting increase in vessel production and rule changes would enable more efficient development of offshore energy projects including offshore wind projects, contributing to our country's energy security and availability at a time of significant demand growth. Oceantic Network welcomes the introduction of this legislation and looks forward to collaborating with Congress on its passage," **said Liz Burdock, President & CEO, Oceantic Network.**

"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.**

"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," **Francis X. McDonald, President, Massachusetts Maritime Academy.**

"The Great Lakes Maritime Academy is grateful to Senator Kelly, Congressman Kelly, Senator Young, and Congressman Garamendi for their leadership with respect to the SHIPS for America Act. This Act, coupled with President Trump's Executive Order will ensure that the United States will once again have a strong Merchant Marine and a modern, world class maritime industry. Equally important, this Act will provide training for thousands of critical jobs, afloat and ashore. These positions will directly benefit the nation and provide a living wage for thousands of Americans," **said Jerry Achenbach, Superintendent, Great Lakes Maritime Academy.**

"We commend Senators Kelly and Young, along with Representatives Kelly and Garamendi, 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 proud seagoing men and women of AMO and their employers 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 for his tireless efforts in championing this once-in-a-generation maritime policy bill, along with Senator Todd Young and Congressmen Trent Kelly and John Garamendi. SHIPS for America Act brings to the forefront 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**

American Maritime Officers (AMO) National President Willie Barrere and American Maritime Officers Services (AMOS) Chairman Tony Naccarato.

"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).**

"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. We fully appreciate the scope and scale required for US maritime resurgence – and we believe the introduction of the SHIPS 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 & CEO, The Pasha Group.**

"Saltchuk supports the *SHIPS for America Act* and applauds the bipartisan leadership behind this bold, strategic effort to strengthen our nation's maritime industry. As a family of transportation and distribution companies – including TOTE, OSG, Tropical, Saltchuk Marine, among others - we understand how essential it is to revitalize U.S. shipbuilding, grow our merchant marine workforce, modernize critical infrastructure, and enhance national security. We are especially encouraged by the bill's focus on incentives that promote American-built, -crewed, and -flagged vessels. Saltchuk stands ready to support this effort and we look forward to working with Congress and relevant stakeholders to ensure this legislation effectively addresses current and future maritime challenges," **said Saltchuck.**

"The Texas A&M Maritime Academy appreciates the leadership of Sen. Kelly by re-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, Texas A&M Maritime Academy.**

“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 Small Shipyard Grant Coalition, which represents U.S. ship construction and repair facilities, as well as U.S. shipyard equipment manufacturers, strongly supports the SHIPS for America Act. This visionary proposal serves as a beacon for America’s development of a vibrant maritime industrial base, including shipyards of all sizes. By promoting dedicated funding increases for the Small Shipyard Grant Program, the SHIPS for America Act builds on the success of this effective public-private partnership to modernize U.S. shipyards. We are grateful to Senators Kelly and Young, and Congressmen Garamendi and Kelly, for their leadership in championing this critical initiative,” **Dave Matsuda, Founder, Small Shipyard Grant Coalition and 17th U.S. Maritime Administrator.**

“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.**

“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 SHIPS For America Act would be the most important maritime legislation since World War II. It would triple the American commercial fleet to 250 modern ships. Those ships would be built in America on realistic timelines and under competitive bidding procedures that would reward innovation and ensure taxpayers get the best value for their investment. It would also fix many broken parts of the industry’s foundation, from government oversight to funding to workforce development. This bill provides perhaps the only realistic path to regain American self-sufficiency and push back against Chinese dominance in this critically important sector,” **said Michael G. Roberts, Senior Fellow, Hudson Institute (affiliation provided for identification purposes only).**

“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 Ted Williams, President of Senesco Marine, LLC.**

“This bill combines bold vision and tangible policy measures - measures that can quickly catalyze America’s maritime economy. As a company focused on shipbuilding, shipbuilding, and shipbuilding, we need the coordination, the tax incentives, and the leadership that the SHIPS for America Act brings,” **said Austin Gray, Co-Founder and Chief Strategy Officer, Blue Water Autonomy.**

“CORE POWER unequivocally endorses the SHIPS for America Act of 2025. The technological edge it will advance through its support of U.S.-flagged, large civil nuclear-powered ships will allow America to regain global maritime leadership. Moreover, it will strengthen American supply chains and the workforce to the mutual benefit of both our private maritime sector and the great U.S Navy. Passing this bill will unleash immense private capital into shipbuilding and the U.S built civil nuclear technologies - now being created here - which America needs to power a globally dominant maritime fleet of the future,” **said Mikal Bøe, Chairman and CEO, CORE POWER.**

“The Maritime Association of the Port of New York and New Jersey supports the SHIPS for America Act and applauds the leadership behind its reintroduction. As one of the nation’s busiest gateways for international trade, we recognize the critical role a strong U.S. shipbuilding industry plays in maintaining maritime readiness, supply chain security, and national economic strength. This legislation represents a clear and necessary investment in American maritime infrastructure and industrial capacity,” **said the Maritime Association of the Port of NY/NJ.**

“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.**

“In addition to being critical to the nation’s economy, a strong maritime industry is vital to the success of America’s armed forces. Air, land, and sea forces all rely on the strength of the nation’s commercial and naval vessels to conduct military operations globally. We need this legislation now to regain the momentum needed to stay ahead of our adversaries,” **said Lieutenant General Guy C. Swan III, U.S. Army Retired, former commanding general of U.S. Army North.**

“We, as retired U.S. Coast Guard flag officers, ask for Congressional leadership to advance the *Ships for America Act* to restore our national maritime capacity to safeguard our economic and national security interests. A strong U.S. merchant marine must participate in free market trade and rules-based commercial maritime operations to maintain the strength of the U.S.

economy, national security, and future prosperity. Today, less than one half of one percent of global shipping is registered in the U.S. – a 99% reduction since the 1940s. Enacting the Ships for America Act will create commercial maritime incentives, strengthen our nation's shipbuilding and ship repair industrial base, and increase the number of good maritime careers. Our economy, industrial productivity and national security is at risk and must have a stronger U.S. maritime industry," **said USCG retired admirals Vice Admiral Brian Salerno, Vice Admiral Paul Thomas, Rear Admiral Bill Baumgartner, Rear Admiral Kevin Cook, Rear Admiral Joe Servidio, Rear Admiral Duncan Smith, Rear Admiral John Nadeau, Rear Admiral, Jim Watson, Rear Admiral Joel Whitehead.**

"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. Currently our nation's maritime leaves us with vulnerabilities in all these areas. This legislation begins to address our 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 the Maritime Accelerators for Resilience (MAR).**

"The Chamber of Shipping of America is proud to support the SHIPS for America Act in principal. While certain specific proposals require additional discussion and clarification, the concepts included in the legislation will ensure the reinvigoration of the US flag fleet trading internationally and our domestic shipbuilding industry which is critical for our national security and economic well being. This comprehensive approach, which will establish national oversight and consistent funding for the US maritime industry, is essential to rebuilding the US maritime industry to a level which can support our national security and economic needs, including ensuring supply chain security. We thank the sponsors for their efforts and stand ready to provide additional comments on specific portions of the legislation. The Chamber of Shipping of America (CSA) is the US national shipowners association representing US. based companies that own, operate or charter oceangoing tankers, container ships, and other merchant vessels engaged in both the domestic and international trades," **said The Chamber of Shipping 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 for America Act. The SHIPS Act is a bold initiative to jump-start American shipbuilding and strengthen U.S. maritime interests for generations to come. Supply chain security is not only a key to America's continued prosperity and economic security, but also a key to global peace. Although we have a long road to travel, it is vital to start the process of restoring U.S. maritime dominance. U.S. shipyards, our U.S.-flag commercial fleet, our mariners and shore-based labor and our ports and terminals all must be prepared to meet the challenges that lay ahead. The SHIPS Act provides both the investment and the tools that are

critical for our maritime future," **said Max Vekich, Commissioner, Federal Maritime Commissioner.**

"The Professional and Technical Engineers union (IFPTE) proudly endorses the Ships for America Act, legislation that makes necessary investments and coordinates resources to rebuild our shipbuilding industrial base, supports the next generation of our nation's corps of civilian mariners, and establishes a strategic initiative for this critical sector of our economy and our national security. As a union formed at the U.S. shipyards in 1918, IFPTE appreciates how important this industry is for our nation's success and economic prosperity. We applaud Senator Mark Kelly, Representative Mike Kelly, Senator Todd Young, and Representative Mark Garamendi for their leadership in crafting this bill in a bipartisan manner and engaging with key stakeholders," **said Matthew Biggs, President, International Federation of Professional and Technical Engineers (IFPTE).**

"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 Scott Paul, President, Alliance for American Manufacturing.**

"Nucor applauds the efforts of Senators Kelly and Young, and Representatives Garamendi and Kelly, to revitalize American shipbuilding capabilities that have been undermined by China's unfair actions and policies. The SHIPS for America Act will help ensure a secure domestic shipbuilding supply chain, and Nucor stands ready to provide the steel needed to support a renewed American shipbuilding industry," **said Leon Topalian, Chair, President and CEO, Nucor Corporation.**

"Thank you to Senator Young and Senator Kelly and Representatives Kelly and Garamendi for reintroducing the SHIPS for America Act. The legislation provides a much-needed jolt supporting the development of U.S.-built and U.S. flagged vessels. America's shipbuilding capacity used to be second to no one; but now China builds more than half of the world's merchant ships and the U.S. doesn't crack the top 10 merchant shipbuilding countries. The SHIPS for America Act can help once again make us a world leader in merchant ship manufacturing. Our members are excited to provide the American-made steel to make our shipbuilding dreams a reality," **said Philip K. Bell, President, Steel Manufacturers Association.**

"Oceanographic research vessels that fly the U.S. flag are a vital part of our nation's maritime industry and ocean economy. The U.S. leads the world in oceanographic knowledge, a position that has yielded scientific discoveries, economic benefits, and national security advantages, and enabled by the U.S. Academic Research Fleet, including ships operated by Scripps Institution of Oceanography. The SHIPS FOR AMERICA ACT will revitalize the U.S. maritime industry, and have lasting benefits for our nation's global leadership in ocean intelligence," **said Bruce Appelgate, Associate Director, Ship Operations and Marine Technical Support (SOMTS).**

“Blue Sky Maritime Coalition expresses its support for the SHIPS for America Act. This significant legislation is the result of extensive stakeholder engagement, which aligns with Blue Sky Maritime Coalition's commitment to integrating diverse value chain perspectives into our solution designs. The SHIPS for America Act's emphasis on multi-faceted strategies is poised to substantially strengthen the US maritime industry. Blue Sky Maritime Coalition fully endorses this proactive and collaborative approach, as we believe it will contribute to advancing our industry towards a net-zero future,” **said Blue Sky Maritime Coalition.**

“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.**

“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. Kelly and Garamendi 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.**

“AMPP proudly supports the SHIPS for America Act as a vital investment in America's shipbuilding strength, maritime security, and economic resilience and we thank the bill's sponsors who are raising the bar for every aspect of this critical industry. Through AMPP's commitment to research, training, and workforce development, we are excited to endorse this important legislation,” **said Alan Thomas, CEO, Association for Materials and Performance.**

“Our country is a maritime nation but has not supported this vital industry in the last decades, which has led to vulnerabilities in our country for national security, economic, energy, food and workforce security. This legislation, the first of this magnitude since 1936, is long overdue. Our neglect of the maritime industry has resulted in the reduction of our US flag, and the difficulties faced by our shipyards in delivering for our defense needs. Further, it has beholden us to near-peers who do not have our nation’s interest in their sights. Revitalizing our US maritime industry is critically important to our nation, today and into the future. We can regain our maritime leadership, offer jobs at all levels to our citizens, and return control of the goods and energy serving our nation,” **said Carleen Lyden Walker, Chief Evolution Officer, SHIPPINGInsight.**

“US Ocean, subsidiary of SEACOR Holdings, supports the SHIPS for America Act. This legislation is a bold initiative to revitalize the U.S. maritime industry. At our founding in 1919, there were approximately 5,000 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. To be successful in this endeavor, new sources of cargo are essential to support the international fleet, which in turn, drives demand for more mariners and shipbuilding. We are glad that the SHIPS for America Act recognizes this indispensable element," **said Henry Nuzum, President, US Ocean.**

"The IAM Union applauds Senators Kelly, Young, and Representatives Garamendi and Kelly for taking the lead on legislation to help rebuild our domestic shipbuilding industry. Our union represents thousands of dedicated members in the vital shipbuilding and repair industry. We recognize this act as a cornerstone for safeguarding livelihoods, expanding our workforce, and igniting a resurgence of American shipbuilding," **said Brian Bryant, International President, IAM.**

"The American Bureau of Shipping (ABS) supports the Ships for America Act. This comprehensive legislation recognizes the key role that the maritime industry and shipbuilding in particular plays in the economic and national security of the United States. For too long the U.S. shipbuilding industry has been in decline and this legislation will provide much needed support to the industry and the U.S. Merchant Marine as a whole," **said the American Bureau of Shipping.**

"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).**

"The last time our country dealt with great power competition with the Soviet Union, it was our industrial strength that built the 600-ship Navy and broke the Soviet economy. The same level of effort will be required to deal with the new threat in the Pacific, and we applaud the leadership of Senator Mark Kelly, Senator Todd Young, Congressman John Garamendi, and Congressman Trent Kelly, as well as the bill's early co-author National Security Advisor Michael Waltz, in getting America to restore our once formidable maritime power," **said Jan Sramek, Founder & CEO, California Forever, proponents of the Solano Shipyard Complex.**

"The United States is a maritime nation, and it is imperative that we leverage the best of the new breed of American defense technology companies alongside our naval industrial base to reinvigorate ship construction, sustainment, and logistics. Passing and funding the bipartisan SHIPS Act constitutes one of this year's most consequential Congressional endeavors to ensure American security, liberty, and prosperity. Let's get ships out of drydock and on to their duty stations," **said Govini CEO, Tara Murphy Dougherty, and SVP Jeffrey Jeb Nadaner.**

"SSAB Americas welcomes this important bipartisan proposal to reinvigorate U.S. shipbuilding, support the manufacturing workforce, and enhance national security. We stand ready to supply the American-made steel plate required for strategic growth of the maritime supply chain," **said SSAB Americas.**