

Congress of the United States
Washington, DC 20515

June 30, 2026

President Donald J. Trump
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

Dear Mr. President:

We appreciate your longstanding support and attention to the challenges facing our domestic shipping industry. We write to respectfully request that the current Jones Act waiver be allowed to expire as scheduled on August 16, 2026, and encourage you to utilize alternative policy tools to address fuel and fertilizer costs while preserving the strength of the American maritime industry.

As you outlined in your visionary Maritime Action Plan (MAP)¹, a strong maritime industrial base is essential to the nation's economic and national security, particularly as the United States works to reinforce its global strategic position. Your acknowledgement in the MAP that less than one percent of new commercial ships are built in the United States underscores the importance of protecting durable domestic maritime policy and safeguarding against foreign encroachment in our nation's waterways.

Our nation's strongest shield against foreign exploitation of American waterways is the Jones Act, which requires vessels transporting cargo between U.S. ports to be American-built, American-owned, American-crewed, and American-flagged. As with similar laws governing other modes of transportation, the Jones Act ensures that domestic waterborne commerce is conducted by U.S. vessels and mariners rather than by heavily subsidized foreign competitors. Over time, it has helped sustain a safe and reliable commercial fleet, supporting hundreds of thousands of well-paying American maritime jobs and moving more than 760 million tons of domestic cargo each year, including agricultural products, petroleum, steel, coal, and other essential commodities.²

At the same time, the domestic maritime industry is deeply concerned about the length, scope, and possible extension of the current Jones Act waiver, which was issued in part to address increases in fuel and fertilizer prices. In practice, foreign-flagged vessels have operated under the waiver even in circumstances where U.S.-flagged vessels were available, creating understandable concern about the effect on American jobs, manufacturing, and investment. According to data from the Maritime Administration,³ approximately 95 percent of completed waiver voyages primarily benefit foreign maritime operators that do not pay U.S. taxes or comply with U.S. immigration laws.

¹ Restoring America's Maritime Dominance Plan. (2026, June 4). Retrieved from <https://www.whitehouse.gov/wp-content/uploads/2026/02/Restoring-Americas-Maritime-Dominance.pdf>

² U.S. Army Corps of Engineers, Waterborne Commerce of the United States, Calendar Year 2022, Part 5 – National Summaries. (2026, June 5). Retrieved from <https://ndclibrary.sec.usace.army.mil/api/download?id=5a4a9057-eb65-427b-8e5b-8ff0c3d3564d&filename=wcusnatl22.pdf&token=&preview=true>

³ Domestic Shipping. (2026, June 5). Retrieved from <https://www.maritime.dot.gov/ports/domestic-shipping/domestic-shipping>

In short, the Jones Act waiver has become a loophole exploited by adversarial countries to erode America's maritime dominance. For these reasons, we respectfully request that you allow the waiver to expire on August 16, 2026.

Thank you for your consideration of this matter. We stand ready to support your continued efforts to strengthen American economic and maritime dominance.

Sincerely,



James Comer
Member of Congress



Mike Johnson
Speaker of the House



Steve Scalise
House Majority Leader



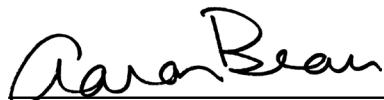
Sam Graves
Chairman
Committee on Transportation
and Infrastructure



Charles J. "Chuck"
Fleischmann
Member of Congress



Randy K. Weber, Sr.
Member of Congress



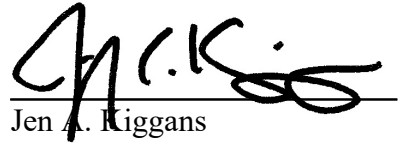
Aaron Bean
Member of Congress



John H. Rutherford
Member of Congress



Robert J. Wittman
Member of Congress



Jen A. Riggans
Member of Congress



Andy Harris, M.D.
Member of Congress



Christopher H. Smith
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Michael V. Lawler
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Nick LaLota
Member of Congress



Andrew R. Garbarino
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Mary E. Miller
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Michael Guest
Member of Congress



Clay Higgins
Member of Congress



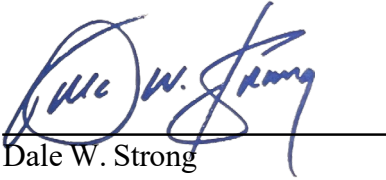
Julia Letlow, Ph.D.
Member of Congress



Mike Rogers
Member of Congress



Robert B. Aderholt
Member of Congress



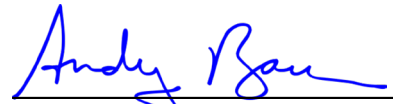
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Andy Barr
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Carol D. Miller
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Eric A. "Rick" Crawford
Member of Congress



Daniel Webster
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Brian Babin, D.D.S.
Member of Congress



David Rouzer
Member of Congress



Mike Bost
Member of Congress



Brian J. Mast
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Pete Stauber
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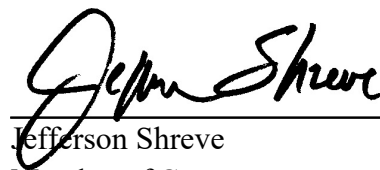
Tim Burchett
Member of Congress



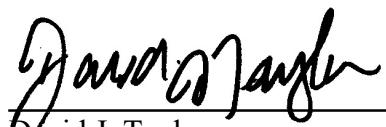
Jefferson Van Drew
Member of Congress



Mike Ezell
Member of Congress



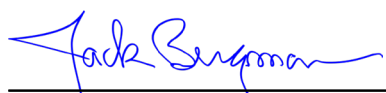
Jefferson Shreve
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David J. Taylor
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Jimmy Patronis
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Jack Bergman
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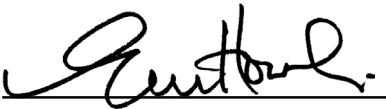
Mike Collins
Member of Congress




Harold Rogers
Member of Congress



Paul A. Gosar, D.D.S.
Member of Congress



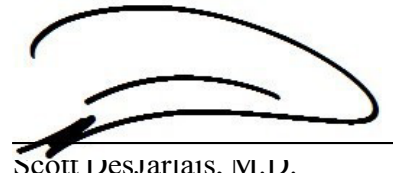
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