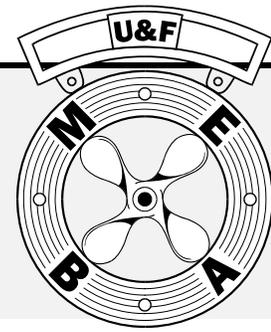


# LEGISLATIVE UPDATE

*APRIL 2021*



## **Energizing American Shipbuilding Act Reintroduced in House & Senate**

On March 11, Congressman John Garamendi (D-CA) and U.S. Senators Roger Wicker (R-MS) and Robert Casey, Jr. (D-PA) reintroduced the “Energizing American Shipbuilding Act” (H.R. 1819/S.707) in an effort to recapitalize America’s strategic domestic shipbuilding and maritime industries. Specifically, the legislation would require that increasing percentages of liquefied natural gas (LNG) and crude oil exports be transported on U.S.-built, flagged, and crewed vessels. The legislation would eventually require that 15 percent of total seaborne LNG exports by 2043 and 10 percent of total seaborne crude oil exports by 2035 be transported exclusively on vessels built in the United States that could result in the construction of more than 40 ships: approximately 28 LNG carriers by 2043 and 12 oil tankers by 2035, according to a study by the Shipbuilders Council of America. Last Congress, the legislation secured 33 bipartisan cosponsors.

## **Bill to Prioritize U.S. Coast Guard Icebreaking on the Great Lakes**

On March 3, Reps. Mike Gallagher (R-WI) and Marcy Kaptur (D-OH) introduced the Great Lakes Winter Commerce Act, which would clearly define the U.S. Coast Guard's (USCG) responsibility for icebreaking on the Great Lakes to help ensure it meets the modern demands of commerce in the region. Specifically, the legislation would codify the USCG’s Great Lakes icebreaking mission into law with new performance standards while requiring USCG to coordinate icebreaking operations with commercial vessel operators and report annually to Congress on their icebreaking activities on the Great Lakes, among other provisions. Commercial vessel delays due to inadequate icebreaking in the 2018-2019 winter season alone cost businesses that depend on the region’s maritime industry \$1.04 billion in economic activity according to the Lake Carriers’ Association. These economic losses resulted in the loss of 5,421 jobs dependent on the U.S.-flagged commercial fleet’s ability to deliver cargo throughout the Great Lakes region during the winter. Currently, the bipartisan legislation currently has 11 cosponsors.