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# NAWE News

June 21, 2024

## The Latest with NAWE

**Baltimore Shipping Channel Fully Reopened** - As of June 12, the Francis Scott Key Bridge in Baltimore that collapsed after being struck by the container ship Dali is now open again. At the reopening, elected officials such as U.S. Transportation Secretary Pete Buttigieg and Maryland Governor Wes Moore were there to celebrate the restoration of shipping traffic and port operations and thank all involved for their support and quick actions. The restoration efforts only took 78 days, in which clean-up crews removed more than 50,000 tons of debris from the Patapsco River. NAWE would also like to extend our appreciation to the more 1,500 people from federal, state, and local agencies for their hard work. The Port of Baltimore is a major economic driver for the state of Maryland as well as the country and we look forward to following its future success and growth. You can read Governor Wes Moore's release on the reopening [at the link here](#).

**Rules Committee Fails to Approve CCF Expansion Amendment to House FY 2025 NDAA, NAWE to Pursue Other Vehicles for Legislation** - Notwithstanding receiving a favorable sign-off by the leadership of the House Armed Services Committee (HASC) and the House Transportation & Infrastructure Committee (T&I) and being cosponsored by an influential subcommittee chair of HASC, a NAWE-endorsed amendment sponsored by Rep. Mike Ezell (R-MS-04) to expand the Maritime Administration's (MARAD's) Capital Construction Fund (CCF) was not considered by the U.S House of Representatives last Friday when the House passed the FY 2025 National Defense Authorization Act (NDAA). The amendment, which was modeled after H.R. 4993—legislation sponsored Reps. Ezell and Troy Carter (D-LA-02) that would allow Marine Terminal Operators (MTOs) to deposit a portion of their operating income into a CCF account to purchase zero and near-zero cargo handling equipment (CHE) on a tax deferred basis—was not “made in order” by the House Rules Committee when it met last Tuesday to determine which of the 1,387 amendments

filed could be offered during the NDAA's floor vote. The House Rules Committee approved only 350 total amendments—less than 75% of those filed—oddly making in order many politically controversial “messaging” amendments and rejecting several serious amendments including a bipartisan amendment offered by House T&I Committee Chair Sam Graves (R-MO-06) and Ranking Member Rick Larsen (D-WA-02) to add the text of the Coast Guard Authorization Act of 2024 to the NDAA.

Despite this setback, a sweeping bipartisan National Maritime Strategy draft bill unveiled last month may present another opportunity for the CCF bill's consideration. As reported in a previous edition of NAWE News, Senators Mark Kelly (D-AZ) and Marco Rubio, together with Reps. Mike Waltz (R-FL-6) and John Garamendi (D-CA-8), unveiled a bill that seeks to provide a comprehensive vision for planning guidance, strategic objectives, and actionable steps to revitalize the nation's maritime sector. See report here: [“Congressional Guidance for a National Maritime Strategy”](#). The bill is broad in scope—seeking to revitalize the U.S. maritime industry along four primary lines of effort—and contains a provision that would amend MARAD's CCF program. When meeting with Sen. Kelly's staff earlier this month to learn more about his legislation and to make Sen. Kelly aware of the NAWE-endorsed CCF bill, the NAWE team was warmly received. Although Sen. Kelly's CCF provision does not currently seek to expand eligibility to the program for MTOs, we will continue build on this relationship and others in Congress as we work to advance CCF legislation that benefits our industry.

**U.S. Industry Groups Seek Comment Extension and USTR Hearing on Administration's Proposed 25% Tariff on Chinese Ship-to-Shore Cranes** – As the June 28 deadline for public comments on the Biden Administration's proposed 25% tariff on Chinese Ship-to-Shore cranes approaches, pro-trade American business groups are both seeking a 30-day extension to the comment period deadline and urging the U.S. Trade Representative (USTR) to hold a public hearing on the matter. According to [Reuters](#), a group of 173 trade associations under the “American For Free Trade” banner submitted a letter to the USTR on June 6 that stated an extension in the public comment period until July 30 is “in the public interest,” citing the need for additional time to gather and assess member feedback on the breadth of product categories slated for higher tariffs. The group, which represents manufacturers, retailers, technology firms, transport firms, and others, also requested that the USTR hold a public hearing, as it did in 2017 and 2018 for prior tariffs. The likelihood of the USTR extending the comment deadline or holding a public hearing is currently unknown.

On May 28, the USTR published the Federal Register Notice ([linked here](#)) seeking public comment on sweeping tariffs proposed by the Biden Administration on a range of goods manufactured in China, including a 0% to 25% tariff increase on ship-to-shore (STS) cranes. According to a [statement issued by U.S. Secretary of Commerce Gina Raimondo](#), the new tariffs would strengthen American manufacturing by ensuring China's “unfair trade practices do not threaten our competitiveness and economic security,” and represent a “strategic approach to trade policy that will help protect key U.S. industries, like the clean energy and semiconductor sectors.” The Federal Register Notice,

which set the deadline for public comments for June 28, proposes to make the STS crane tariff effective on August 1, 2024.

As mentioned in previous editions of NAWE News, NAWE encourages each member to submit its own comments to increase the aggregate MTO voice before USTR and provided model comments for members' consideration on June 13, along with instructions for filing comments. NAWE also distributed its draft comments to the Board on the proposed STS crane tariff on June 13, and requests any feedback by June 26 to allow sufficient time to incorporate any changes before the filing deadline. Given the aggressive implementation timeline, it does not appear that USTR is planning to hold a Section 301 hearing on the proposed tariffs, unless USTR adjusts its plans based on the trade association request mentioned above, increasing the importance of submitting written comments.

**CISA CIRCIA NPRM** – As previously reported, the Cybersecurity and Infrastructure Security Agency (CISA) published its Notice of Proposed Rulemaking (NPRM) to implement the requirements of the Cyber Incident Reporting for Critical Infrastructure Act of 2022 (CIRCIA) on April 4, with comments originally due on June 3. At the request of multiple parties, CISA extended the NPRM comment period through July 3. NAWE is in the process of developing comments to the CISA NPRM, which focus on the significant overlap between the reporting requirements under CIRCIA and the Maritime Transportation Security Act (MTSA) and seek CISA to exercise the “substantially similar reporting exception” under the proposed rule. NAWE anticipates circulating draft comments to the Board early next week.

## Legislative Updates

**House T&I Subcommittee on Coast Guard and Maritime Transportation Holds Hearing on Recapitalization of U.S. Coast Guard** – On June 12, the House Transportation & Infrastructure (T&I) Committee's Subcommittee on Coast Guard and Maritime Transportation held a hearing titled, “Review of the Recapitalization of the United States Coast Guard.” The hearing, which focused on the U.S. Coast Guard's (USCG's) efforts to recapitalize its aging surface and aviation fleets, IT systems, and shore infrastructure, received testimony from [Vice Admiral Paul F. Thomas](#), Deputy Commandant for Mission Support, USCG, and [Shelby S. Oakley](#), Director of Contracting and National Security Acquisitions at the U.S. Government Accountability Office. Subcommittee Chairman Daniel Webster (R-FL-11) noted during the proceeding that the USCG's recapitalization campaign has been a slow, multi-decade effort and cautioned that the service faces a fiscal cliff in FY 2026 due to the funding needs of the Offshore Patrol Cutter and Polar Security Cutter programs. Vice Admiral Thomas touted several successes in the USCG's modernization efforts but acknowledged that budget constraints have forced the service to focus on present needs rather than the needs of the future. Similarly, Shelby Oakley testified that the FY 2025 budget request of \$1.4 billion to recapitalize USCG assets is inadequate and should be closer to \$4 billion. She also emphasized that the GAO has recommended the USCG embrace a 20-year fleet modernization plan like the Navy to effectively identify outyear funding priorities and manage long-term fleet and

infrastructure requirements. To watch a livestreamed recording of the hearing, [click here](#).

**House Advances Five More Spending Bills out of Full Committee, T-HUD and Energy & Water Bills Set for Subcommittee Markup Next Week** – Last week, the U.S. House of Representatives continued its push to finalize fiscal year 2025 spending bills over the summer, advancing five bills through the full House Appropriations Committee and largely adhering to the timeline set by House GOP leadership in May. Although the lower chamber is not in session this week, several more bills are slated for subcommittee markup when the House returns the week of June 24, including the Transportation-Housing and Urban Development (T-HUD) and Energy & Water Development bills.

Last week, the full House Appropriations Committee approved the FY 2025 Defense, Homeland Security, Legislative Branch, Financial Services, and State-Foreign Operations bills along party lines. Democrats opposed Republican policy riders related to abortion, diversity, equity and inclusion (DEI), climate, immigration and LGBTQ funding, and criticized steep cuts to overall spending levels and domestic priorities. The Agriculture-FDA spending bill, which was also approved along a party line vote, featured fights over low-income food aid and other provisions. However, the measure included no new restrictions on abortion medication, which may indicate GOP leaders are abandoning their most divisive proposals amid pushback from centrist Republicans.

When the House returns next week, leaders are planning floor votes on the Defense, Homeland Security, and State-Foreign Operations bills. Appropriators are also planning to mark up the five bills remaining at the subcommittee level, including Commerce-Justice-Science, Labor-Health and Human Services-Education, Interior-Environment, T-HUD, and Energy & Water Development.

The T-HUD and Energy and Water Development bills are of significant interest to NAWE members. The T-HUD bill funds numerous grant programs that can be used for port infrastructure development, including the Department of Transportation's (DOT's) RAISE and PROTECT grants and the Maritime Administration's (MARAD's) Port Infrastructure Development Program (PIDP) grants, while the Energy & Water Development bill funds the U.S. Army Corps of Engineers programs.

While House appropriators plan to complete committee work on the remaining spending bills for FY 2025 by July 10, Senate appropriators are aiming to quickly consider their bills after spending allocations are set, according to the Committee's Vice Chair Susan Collins (R-Maine). Regarding overall funding levels, Senate Appropriations Committee Chair Patty Murray (D-WA) took to the Senate floor on Wednesday calling for parity between defense and nondefense funding. She also [released a fact sheet](#) detailing how the spending caps imposed by last year's Fiscal Responsibility Act (FRA) are holding America back.

In her floor remarks, Murray underscored the insufficiency of the Fiscal Responsibility Act's (FRA's) 1% increase for domestic programs in FY 2025 after nondefense funding was essentially frozen in

FY 2024, stating "I can't emphasize enough that, under the caps for nondefense, everything struggles to keep up with rising costs. So, to me, the path for the Senate is clear: we have got to provide additional resources beyond the caps to address major shortfalls and new challenges."

The NAWE team will continue to monitor progress on the House and Senate fiscal year 2025 appropriations process and report on any significant developments in this area.

**House of Representatives Approves FY 2025 National Defense Authorization Act (NDAA) on Party Line Vote** – Members of the House of Representatives last Friday approved [H.R. 8070, the Servicemember Quality of Life Improvement and National Defense Authorization Act for Fiscal Year 2025](#)—the FY 2025 NDAA—on a near party line vote of 217-199 after adding controversial provisions challenging abortion access, medical treatment for transgender troops, diversity, equity and inclusion (DEI) initiatives, and efforts to combat climate change.

The large-scale policy bill, regarded as "must-pass" legislation, authorizes for FY 2025 \$883.7 billion for defense programs within the Pentagon, Department of Energy, and other federal agencies. The NDAA is of significant interest to many NAWE members because the legislation contains a maritime policy title that provides the annual authorization for the U.S. Maritime Administration (MARAD) and the various programs the agency administers as well as other maritime-related provisions.

Some programmatic highlights of the MARAD title of the House-passed FY25 NDAA are: \$500 million for Port Infrastructure Development Program (PIDP) grants; \$15 million for Maritime Environmental Technical Assistance (META) grants; and \$15 million for U.S. Marine Highways program grants. Among the legislative provisions in the House FY25 NDAA are three that may be of interest to NAWE members including: 1) a chapter on strategic sealift that requires an interagency assessment on maritime infrastructure readiness that will assess "the vulnerability of critical infrastructure in the US maritime transportation system, including ports, shipyards, repair yards, inland waterways, foreign investment in maritime infrastructure, and how to de-risk the maritime transportation system for such vulnerabilities"; 2) a requirement for an independent study and report on the Shanghai Shipping Exchange; and 3) a "Maritime Workforce Promotion & Recruitment" section that intends to address a shortage of workers in the US maritime sector (mariners and shipbuilding industries) and promotes increased enrollment in the US Merchant Marine Academy and State and regional maritime academies.

As noted above, neither the NAWE-endorsed amendment to the NDAA filed by Rep. Mike Ezell (R-MS-04) and Rep. Trent Kelly (R-MS-01) to expand the Capital Construction Fund (CCF) Program, nor the amendment containing the Coast Guard Authorization Act (CGAA) of 2024, were made in order by the House Rules Committee. However, two of the of the 14 amendments filed by House members that the NAWE team was tracking were made in order and considered on the floor—an amendment submitted by Rep. Dusty Johnson (R-SD) requiring a study and report on the production and acquisition of shipping containers from foreign adversaries, and an amendment



submitted by Rep. Ralph Norman (R-SC-05) requiring the Comptroller General to conduct a study of Department of Defense initiatives related to the readiness of the ports as affected by dredging capacity to complete harbor and channel dredging. Neither amendment was approved on the floor.

The Senate Armed Services Committee approved its version of the NDAA last week, and it is anticipated that it may be brought to the floor of that chamber for a vote in mid-July. At that time, the Senate NDAA may be open for amendments such as the MARAD Authorization and Coast Guard Authorization bills which are currently being crafted by the Senate Commerce, Science, and Transportation Committee.

NAWE will continue to monitor the status of the NDAA and report on any significant developments in future editions of NAWE News.

## Executive Branch Updates

### **Treasury's OFAC Announces New Sanctions Targeting Houthi Weapons Procurement and Funding Networks**

– The U.S. Department of Treasury's Office of Foreign Assets Control (OFAC) [announced new sanctions](#) this week against two individuals and five entities that have facilitated weapons procurement and shipment of commodities for the Houthi militant group in Yemen. The sanctioned actors are accused of contributing to ongoing Houthi attacks against commercial ships transiting the Red Sea and Gulf of Aden, which have endangered civilian crews and threatened freedom of navigation through a critical global transportation route. Those targeted by the sanctions are believed to be key enablers of the Houthi's generation of revenue and acquisition of materials for advanced weaponry. Since November 2023, the Houthis have conducted dozens of attacks on commercial ships, deploying a range of unmanned aerial vehicles (UAVs), ballistic missiles, and cruise missiles. The attacks have resulted in the deaths of innocent civilians, severe damage to commercial ships, and significant threats to global freedom of navigation. According to the [Defense Intelligence Agency](#), as of mid-February, container shipping through Red Sea had declined by approximately 90% since December 2023. For more information, including a list of sanctioned parties, visit the [U.S. Department of Treasury's website](#).

**FMC Investigating Possible Failure to Comply with Chassis Provisioning Order** – On June 18, the Federal Maritime Commission (FMC) opened an investigation to determine whether the Ocean Carrier Equipment Management Association (OCEMA) and its members are complying with a decision issued earlier this year establishing the right of shipper and trucker choice in chassis provisioning for merchant haulage in four key U.S. markets. The Commission [initiated the non-adjudicatory investigation](#) in response to reports that chassis providers in Los Angeles/Long Beach, Chicago, Memphis, and Savannah are not complying with a cease-and-desist order issued by the Commission on February 13, 2024, in [Intermodal Motor Carriers Conference, American Trucking Associations, Inc. v. Ocean Carrier Equipment Management Association Inc, et. al](#) (Docket No. 20-14). The Commission's Bureau of Enforcement, Investigations, and Compliance (BEIC) will

conduct the investigation and examine whether OCEMA and its members have altered their policies and practices as required by the cease-and-desist order. Evidence of wrongdoing uncovered by BEIC may be used by the Commission to seek an injunction in federal district court. BEIC can also use any evidence of wrongdoing to initiate its own enforcement action and seek civil penalties for non-compliance with a Commission order. For more information, [click here](#).

**FMC Issues Industry Advisory on Requirements to Maintain Status as a VOCC** – On June 13, the FMC issued an industry advisory on requirements for common carriers to maintain their status as a vessel-operating common carriers (VOCCs). According to the advisory, common carriers publishing automated tariffs as VOCCs must operate at least one vessel in common carriage in the foreign commerce of the United States to maintain their status. Organizations offering common carriage that do not operate at least one vessel are considered non-vessel-operating common carriers (NVOCCs). Licensing, registration, and financial responsibility requirements for NVOCCs are set forth in [46 C.F.R. Part 515](#) and are different from the requirements VOCCs must meet. Operating as an NVOCC and failing to meet all relevant requirements may result in a civil monetary penalty. For more information, [click here](#).

**FMC May Meeting Focused on Agency Outreach and Licensing Efforts** – The FMC's May 2024 meeting, held in Washington, D.C., focused on agency outreach and licensing efforts, according to a summary posted by the Commission on June 10. The May 29 meeting, which featured a session that was open to the public, highlighted how agency licensing and outreach programs improve supply chain resiliency, protect the public, and ensure proper compliance by shipping companies and marine terminal operators (MTOs). During the open session, the Commission described how the FMC Audit Program—a voluntary program that was established in July 2021 at the height of pandemic-related supply congestion to address concerns with ocean carrier detention and demurrage charges—allows for the Commission and regulated entities to raise and address operational, business, or compliance issues informally before becoming problematic or triggering an enforcement action. The Audit Program was expanded in 2023 to include MTOs. The meeting also highlighted the FMC's licensing role for ocean freight forwards and non-vessel-operating common carriers (NVOCCs), grouped together as ocean transportation intermediaries (OTIs). Specifically discussed was the Commission's Bureau of Certification and Licensing (BCL), which has day-to-day responsibility for the licensing, registration and bond programs that protect shippers who use OTIs. A livestreamed recording of the meeting's open session can be viewed on the [FMC YouTube channel here](#).

**FMC Unveils Redesigned Website** – On June 10, The FMC launched an updated version of its website to improve ease of navigation, information accessibility, and ways for the public to identify and request assistance from the agency. The website now includes a dedicated gateway where the public can more easily communicate with the Commission to share information, submit a complaint, or seek assistance. This feature can be found under the "[Complaints and Assistance](#)" section of the website. This enhancement was undertaken in response to a provision contained in the Ocean Shipping Reform Act of 2022.

All the existing functions of the previous website have migrated to the new platform. Users can report any technical issues with the new website by writing to [Inquiries@FMC.gov](mailto:Inquiries@FMC.gov). For more information, [click here](#).

**Commission Publishes Update of its Official Case Law Reporter** – On June 10, the Federal Maritime Commission (FMC) published on its website an update to [Decisions of the Federal Maritime Commission, Second Series \(Volume 7\)](#). This publication provides a compendium of Initial and Final Decisions of the Commission and selected other orders that may be significant or establish legal precedent. The volume now incorporates the period of June 2023 through December 2023. Decisions and orders published in the volume may be cited by counsel and parties in Commission proceedings using the abbreviation F.M.C.2d. A proper citation will indicate the volume designation, the abbreviation, and the page on which the case report begins, such as: D.F. Young, Inc. v. NYK Line (North America) Inc., 1 F.M.C.2d 135 (FMC 2018). For the most current status and disposition of any proceeding, the docket activity logs remain available and are updated daily. The logs can be found at <https://www2.fmc.gov/readingroom/>. Any questions about this publication should be directed to [secretary@fmc.gov](mailto:secretary@fmc.gov).

**FMC Seeks Public Comments on New Maersk & Hapag-Lloyd Cooperative Agreement** – On June 7, the Federal Maritime Commission (FMC) announced the opening of a 12-day comment period for interested members of the public to respond to Maersk and Hapag Lloyd's newly filed vessel sharing agreement, the Gemini Cooperation Agreement. Instructions for submitting comments are included in a [Notice of Agreements Filed](#) published in the Federal Register. The deadline for submitting comments was Tuesday, June 18, 2024. Comments submitted are confidential under [46 CFR 535.608](#) and subject to the exceptions noted there. The agreement will allow Maersk and Hapag-Lloyd to globally coordinate their vessel operations. The parties propose operating under a structure whereby major ports of call will be served directly (the Mainline Network), and other ports will be served by a shuttle service (the Shuttle Network). Activities conducted under agreements filed with the Commission and in effect are not subject to federal antitrust laws. If the Commission takes no action, the Gemini Agreement will become effective on July 15, 2024. The [Gemini Cooperation Agreement](#) (No. 201429) is available for public inspection in the Commission's online Agreement Library. Maersk and Hapag-Lloyd are not currently parties to the same vessel sharing agreement. For more information, [click here](#).

**Statement of Commissioner Max Vekich on the Reopening of the Baltimore Harbor Channel** – On June 13, the FMC posted a statement of Commissioner Max Vekich on the reopening of the Fort McHenry Federal Channel in the Port of Baltimore. In his remarks, Commissioner Vekich commended the “tireless efforts” of Francis Scott Key Bridge Response Unified Command team to fully reopen the channel, noted the importance that the return of cargo vessels and cruise ships to the Port translates to normalization of the supply chain and restoration of jobs, including the return of good-paying unionized jobs in the Port, and expressed his full support the ongoing cleanup efforts. To read the full statement, [click here](#).



**Statement of Commissioner Carl W. Bentzel on Participating in the Northwest Seaport Alliance Peak Planning Session and Expeditors Keynote Speech**

– On June 11, the FMC posted a statement of Commissioner Carl Bentzel on his participation in two events in the Pacific Northwest—one hosted by the Northwest Seaport Alliance (NWSA) and the other by Expeditors. On his participation in the Peak Planning Conference, Bentzel stated that he collected “essential feedback” from participants, including cargo owners, local shipping organizations, truckers, ocean carriers, marine terminal operators and representatives of the International Longshore and Warehouse Union, on the pending second Request for Information (RFI) issued on the Maritime Transportation Data Initiative (MTDI) which was released earlier this spring. As keynote speaker of the Expeditors Global Logistics Conference, Bentzel stated the focus of his remarks was “industry’s need for smarter infrastructure to assist in facilitating timely and accurate operational information.” He noted that “both events reinforced the need for refined MTDI recommendations that can contribute to establishing better operational procedures for information sharing and will achieve greater supply chain transparency and efficiency.” To read the Commissioner’s full statement, [click here](#).

**Statement of Commissioner Carl W. Bentzel on his participation in the Crossroads of the World International Summit**

– On June 10, the FMC posted a statement of Commissioner Carl Bentzel and his participation in the Crossroads of the World - International Trade Summit held in Salt Lake City, UT. In his statement, the Commissioner noted that he “appreciated the opportunity to discuss the scope of the second Request for Information related to the Maritime Transportation Data Initiative which was released earlier this spring.” [Comments are due June 17, 2024](#), to the second Request for Information. He also stated that the discussion “provided context in how regions and specifically inland states are and will be impacted by better organized and accountable international shipping operational and information sharing practices.” To read Commissioner Bentzel’s full statement, [click here](#).

**Chairman Maffei Visits PNW for Meetings with Ag Exporters and Key Supply Chain Executives**

– FMC Chairman Daniel Maffei traveled to Tacoma, Washington in May to hold meetings with Rep. Derek Kilmer (D-WA-6) and senior executives from the port and transportation sectors, as well as to deliver keynote remarks at the Agricultural Transportation Coalition (AgTC) Annual Meeting. Chairman Maffei met with Chief Executive Officer John Wolfe of Northwest Seaport Alliance (NWSA) and Rep. Kilmer at the Port of Tacoma for discussion about international trade, port operations, and supply chain issues. The Port of Tacoma and Port of Seattle operate cooperatively through the NWSA which was established in 2015 via an agreement filed at the Commission. Tacoma was also the venue for the 36th Annual Meeting of the Agricultural Transportation Coalition where Chairman Maffei delivered keynote luncheon remarks highlighting the Commission’s successes in implementing the Ocean Shipping Reform Act of 2022 (OSRA 2022).

“AgTC was a key group that made OSRA 2022 happen and OSRA 2022 started a transformation of

the Federal Maritime Commission. That transformation is not by any means completed. But you are already seeing some of the results of your advocacy and activism on behalf of U.S. Agriculture exports," Chairman Maffei told the audience. For more information, read the [FMC's news release here](#).

**Chairman Maffei Meets with Forwarders and Port Officials in Florida** – Chairman Daniel Maffei in April met with key maritime industry stakeholders while delivering the keynote address to members of the National Customs Brokers & Forwarders Association of America, Inc. (NCBFAA) at the organization's 51st Annual Conference held in Fort Lauderdale, and during a separate meeting with the leadership of Port Everglades. Chairman Maffei highlighted to the NCBFAA audience key accomplishments of the Commission in recent months, including publishing final rule of Demurrage and Detention Billing Practices, and how the agency is responding to supply chain disruptions caused by events in the Red Sea, the Panama Canal, and Baltimore. While in Fort Lauderdale, Chairman Maffei had meetings at Port Everglades with Acting Port Director Glenn Wiltshire and his senior management team. For more information, read the [FMC's news release here](#).

**Commissioner Vekich Speaking at ILWU Convention** – On June 20, FMC Commissioner Max Vekich addressed the audience attending the 39th Convention of the International Longshore and Warehouse Union (ILWU). The meeting was closed to the public.



## Grants Corner

Welcome to Grants Corner! This section of our newsletter will feature available grant funding opportunities that are of interest to NAWE members. Please do not hesitate to reach out to any of the NAWE staff if you have questions about the specific grant programs included below.

Please remain on the lookout for upcoming grant webinars and training sessions hosted by NAWE.

**Biden Administration Posts Open and Upcoming Infrastructure Funding Opportunities** – On May 10, the Biden Administration posted an updated list of open and upcoming infrastructure funding opportunities under the Bipartisan Infrastructure Law (BIL). The document highlights funding opportunities that communities can apply for today, as well as a calendar of key upcoming funding opportunities for 2024. To view the full list of programs, their descriptions, and deadlines, please click [here](#).

**FY 2024 Open Grant Opportunities** – The U.S. Department of Transportation (DOT), Federal Emergency Management Agency (FEMA), and Environmental Protection Agency (EPA) have announced that they are now accepting FY 2024 applications for the following programs:

1. **FEMA's Port Security Grant Program (PSGP)** – The PSGP funds projects to help protect critical port infrastructure from terrorism, enhance maritime domain awareness, improve port-wide maritime security risk management and maintain or re-establish maritime security mitigation protocols that support port recovery and resiliency capabilities. There is \$90 million available to be awarded. Applications must be submitted no later than June 24, 2024. For more information on the application process, [click here](#).

**Upcoming FY 2024 DOT Infrastructure Grant Opportunities** – According to the White House's "Upcoming Infrastructure Funding Opportunities" webpage, remaining NOFOs that may be released for the remainder of 2024 are:

1. **DOT's Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant** – Summer 2024
2. **DOT's Reducing Truck Emissions at Ports Program** – Fall 2024

DOT Posts List of Grant Application Resources – On May 15, DOT posted an updated list of its popular "Grants Navigator Application Resources". Below are links to the DOT's resources:

1. [Understanding Non-Federal Match Requirements](#)
2. [Grant Application Checklist for a Strong Transportation Workforce and Labor Plan](#)
3. [What Is a Benefit-Cost Analysis \(BCA\)?](#)
4. [Checklist for a Strong Climate Change Mitigation, Adaptation and Resilience Grant Application](#)
5. [Federal Tools to Determine Disadvantaged Community Status](#)
6. [Use of DOT Funds for Public Involvement](#)

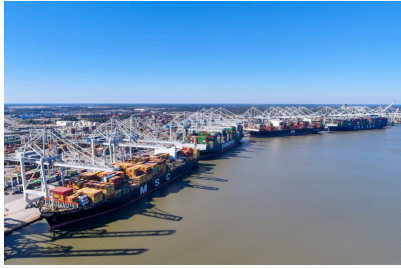
The NAWE team continues to monitor and will report any updates on the 2024 round of NOFOs for federal grant program opportunities of interest to NAWE members.

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## Upcoming Events

**NAWE Annual 2024** – We look forward to hosting our 2024 Annual Meeting will be held in Old San Juan, Puerto Rico this November 13-15! The meeting will take place at [Hotel Rumbao, a Tribute Portfolio Hotel](#). Guest rooms are available for \$199 + tax per night. We hope to see you in Puerto Rico in November!

## Articles of Interest

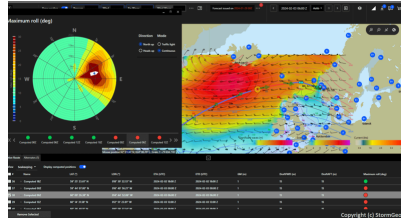


## gCaptain

[Retail strength drives container volume growth at Port of Savannah](#)

June 17, 2024

The Port of Savannah has witnessed significant growth in container volumes due to a strengthening retail market and an influx of new customers. In May, the Georgia Ports Authority handled 490,330 twenty-foot equivalent container units (TEUs), marking a 22% increase or an addition of nearly 90,000 TEUs compared to the same period last year and 11% improvement from April.



## gCaptain

[New ABS notation enables vessel operators to carry an additional tier of containers](#)

June 13, 2024

ABS has published a new notation that enables containership operators to load an additional tier of containers on deck with reduced risk of loss due to parametric rolling. CLP-V(PARR) Combines Safety Focused Lashing Guidance with Parametric Rolling Assistance to Allow Operators to Increase Loading of Containers on Deck by Up to Four Percent.



## AJOT

[Panama Canal averts shipping crisis with its water plan — and some luck](#)

June 14, 2024

The Panama Canal has managed to ward off a shipping crisis that threatened to upend \$270 billion a year in global trade. It did so with careful water management — and a little bit of luck. As parched conditions gripped the Central American country last year, the Panama Canal Authority slashed the number of vessels allowed to cross each day to 22, about 60% of normal. But recently, with water levels rising, the authority has started to raise the limit.



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