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NAWE News

June 7, 2024

The Latest with NAWE

NAWE-Endorsed Legislation to Expand Capital Construction Fund Filed as Amendment to FY 2025 NDAA – We are pleased to report that the NAWE-endorsed measure to expand the Maritime Administration's (MARAD's) Capital Construction Fund (CCF) Program was filed last week as an amendment to the House version of the FY 2025 National Defense Authorization Act (NDAA). The amendment, submitted by Rep. Mike Ezell (R-MS-04) and the House Armed Services Committee Seapower and Projection Forces Subcommittee Chair Trent Kelly (R-MS-01), mirrors H.R. 4993—bipartisan legislation sponsored by Reps. Ezell and Troy Carter (D-LA-02)—which 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.

On Monday, June 10, the House Rules Committee will review the Ezell-Kelly amendment as well as the more than 1,300 other amendments filed by House members and vote to determine which ones will be "made in order" when the NDAA is brought to the floor for a vote next Wednesday. The NAWE team is currently working with the offices of Reps Ezell and Kelly to explain the CCF expansion amendment to the staff of the Rules Committee as well as the Joint Committee on Taxation which provides budgetary and revenue scoring estimates on bills being considered by Congress. We will provide further updates on this important legislation as it moves through the legislative process.

NAWE Encourages Members to Submit Comments on Administration's Proposed 25% Tariff on Chinese Ship-to-Shore Cranes by June 28 Deadline – On May 28, the U.S. Trade Representative (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. The Federal Register Notice, which sets the deadline for public comments on June 28, proposes to make the STS crane tariff effective on August 1, 2024.

The NAWE team is currently working on two deliverables) to respond to the USTR's Federal Register Notice on the proposed tariffs published last week. Those deliverables include draft comments to be submitted directly by NAWE, as a well as a form letter that individual members can use and build upon to submit their own comments. We anticipate drafts will be circulated in the next week. NAWE encourages each member to submit its own comments to increase the aggregate MTO voice before USTR. Given the aggressive implementation timeline, it does not appear that USTR is planning to hold a Section 301 hearing on the proposed tariffs. NAWE is also reviewing the legality of implementing such tariffs without a hearing and anticipates petitioning for a hearing as part of its comments. The NAWE team will report further on significant developments on this proposed initiative. Please email ckennedy@nawe.us for instructions on how to submit your own comments.

FMC Sets June 17 Deadline for Maritime Transportation Data Initiative (MTDI) Request for Information (RFI) – On April 16, the Federal Maritime Commission (FMC) published in the Federal Register a second [Request for Information \(RFI\) for the Maritime Transportation Data Initiative \(MTDI\)](#). According to Commissioner Carl Bentzel, the FMC's intent behind releasing at least two RFI's is to allow for much greater public input on how shipping information should be shared to improve operational efficiency. This second RFI, which consists of 25 questions, focuses on recommendations contained in the [MTDI Report](#) addressing transparency, data accuracy, and cargo availability. The first RFI focused more generally on concerns regarding existing levels of data communication between transportation and service providers, shippers, or other users of information.

With the FMC's Final Rule on Demurrage and Detention Billing Practices, which recently went into effect on May 28, it's important that our industry's voice is reflected in the MTDI to help ensure a favorable information sharing process that mitigates conflict leading to demurrage and detention charges. As such, we encourage all NAWE members who have not already done so, to review the 25 questions in the RFI and provide input. If you have questions about the process or need more information, please contact NAWE staff.

NAWE Invites Member Input on CISA CIRCIA Rulemaking Prior to July 3 Deadline –

On April 4, 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). Although the initial deadline for comments was June 3, at the request of multiple parties, CISA has extended the NPRM comment period through July 3. As we previously reported, there is, of course, a significant overlap between the reporting requirements under CIRCIA and the Maritime Transportation Security Act (MTSA). As evidenced by NAWE's comments filed this week to the U.S. Coast Guard's (USCG) NPRM on Cybersecurity in the Marine Transportation System, NAWE is extremely concerned about the potential for multiple and potentially inconsistent reporting requirements to both USCG under MTSA and CISA under CIRCIA in the wake of cyber incident. NAWE is in the process of developing comments to the CISA NPRM and invites members to provide input through their respective cybersecurity personnel on the substantive provisions of CISA's NPRM.

NAWE ANNUAL MEETING

2024 San Juan, PR | November 13-15

Join NAWE
in Old San Juan Puerto Rico
from
November 13-15, 2024

Save the Date: NAWE is excited to announce that 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. Rooms can be [reserved at the link here](#). We hope to see you in Puerto Rico in November! A registration website with an agenda and more event details is forthcoming.

Legislative Updates

Sweeping Bipartisan National Maritime Strategy Bill Being Drafted – On May 22, Senators Mark Kelly (D-AZ) and Marco Rubio, together with Reps. Mike Waltz (R-FL-6) and John Garamendi (D-CA-8), unveiled a comprehensive National Maritime Transportation Strategy draft bill that, according to its sponsors, 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 draft bill is broad in scope—seeking to revitalize the U.S. maritime industry along four primary lines of effort: "1) establishing a Maritime Security Trust Fund; 2) supporting and incentivizing an increase of U.S. flagged vessels; 3) supporting the U.S. shipbuilding industry; and 4) expanding and

strengthening maritime workforce development to boost mariner and shipyard worker recruitment, training, and retention.

Last Monday, the NAWE team met with staff of the office of Senator Kelly to learn more about his legislation as well as to make Sen. Kelly aware of the NAWE-endorsed CCF bill. Sen. Kelly's maritime strategy draft bill also contains a provision that would amend MARAD's CCF program, but it doesn't currently seek to expand eligibility to the program for MTOs. The NAWE Team was warmly received by the staff of Sen. Kelly, and we will continue to build our relationships in Congress to expand the CCF Program to maximally benefit our industry. As always, NAWE will report further on significant developments on this draft bill as well as the CCF legislation.

House Transportation and Maritime Security Subcommittee Holds Hearing

Examining Chinese Threats to the Maritime Domain – On June 5, 2024, the House Committee on Homeland Security's Subcommittee on Transportation and Maritime Security held a hearing titled, "Combatting the Grey Zone: Examining Chinese Threats to the Maritime Domain". The primary focus of the hearing centered on Chinese grey zone tactics in the Indo-Pacific region and the Subcommittee received testimony and suggestions to combat these threats from the following witnesses: [Christopher H. Sharman](#), Director, China Maritime Studies Institute, United States Navy War College; [Captain Brent Sadler](#), Senior Research Fellow, Naval Warfare and Advanced Technology, Allison Center for National Security, The Heritage Foundation; and [Captain Eric "Coop" Cooper](#), Senior Policy Researcher, RAND Corporation. As reported in previous editions of NAWE News, the Transportation and Maritime Security Subcommittee has held a series of hearings in the 118th Congress looking into perceived threats to the U.S. maritime transportation system. Readers may recall that the House Transportation and Maritime Security Subcommittee and the House Coast Guard and Maritime Transportation Subcommittee held a joint field hearing on April 5, 2024, in Miami, Florida, in which NAWE member Ed McCarthy (Georgia Ports Authority) and NMSA President Dave Morgan (Cooper/Ports America) testified. The NAWE team will continue to monitor and report to the association membership on the activities of key congressional committees on matters that affect our industry.

House Narrowly Passes First FY 2025 Appropriations Bill, Marks Up Several Others in Subcommittee

– The House of Representatives this week passed its first FY 2025 funding measure, the Military Construction-VA (MilCon-VA) bill. Several House Appropriations Subcommittees also marked up their FY 2025 funding bills, including Defense, State-Foreign Operations, Homeland Security, and Financial Services-General Government. Partisan policy disputes and disagreement over the bills' funding levels signal a difficult road ahead for funding the government in an election year.

The House MilCon-VA appropriations bill passed the House on Wednesday, June 5, by

a near party-line vote of 209 to 197. The bill includes \$379 billion in funding for the Department of Defense (Military Construction and Family Housing), Department of Veterans Affairs (VA), and related agencies. The MilCon-VA appropriations is normally a bill that is free of controversy and enjoys broad bipartisan support, but a series of riders, including anti-diversity, equity and inclusion ("DEI") measures, a provision to block the flying of Pride flags at government offices, and a rider to block VA funds for hormone therapies for gender-affirming care, were added to the bill by House conservatives over the objections of progressive Democrats. House Democratic leaders also criticized the bill's cuts to military construction and Climate Change and Resilience funding.

Disputes also have arisen during other House Appropriations Subcommittee markups. On Tuesday, June 4, the Homeland Security and State-Foreign Operations appropriations bills—two of the most contentious government funding measures—were advanced by their respective subcommittees. Consideration of the Homeland Security bill, which provides \$64.8 billion in total funding, featured familiar disputes over border barrier funding, Immigration and Customs Enforcement money, and other border and immigration policies, while the FY 2025 State-Foreign Operations appropriations measure cuts funding by \$7.6 billion from FY 2024 levels.

Similarly, the House Appropriations Subcommittee on Financial Services-Government on Wednesday approved a FY 2025 funding measure that made deep cuts to federal programs and Biden Administration priorities. The bill, which would provide \$23.6 billion in total funding—a 10 percent cut from the current level—would make steep cuts to the Internal Revenue Service (IRS) and Securities and Exchange Commission's (SEC's) enforcement division, defund the Biden Administration's efforts to address climate change and other environmental, social, and corporate governance matters, and prohibit the Consumer Product Safety Commission from banning gas stoves.

On Wednesday, the House Appropriations Subcommittee on Defense also advanced the FY 2025 Defense appropriations bill. While the measure provides a 1 percent increase in funding above FY 2024 levels—appropriating a total of \$833 billion—it contains provisions that take aim at key Democratic and Biden Administration priorities by omitting funding for the Ukraine Security Assistance Initiative, prohibiting travel to obtain abortions for members of the military and their families, and cutting climate change and diversity programs.

In general, Democrats have decried broader GOP efforts to cut nondefense spending by 6%, despite a previous handshake deal to boost funds by 1 percent, while controversial provisions and a spate of conservative policy riders included by Republican appropriators covering abortion, DEI, immigration, climate change, transgender and LGBTQ funding has heightened tensions. These disagreements,

which proved difficult to overcome during the FY 2024 appropriations process, will prove more difficult during a presidential election year.

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.

As House Readies FY 2025 NDAA for Floor Vote, Members Propose Over 1,300 Amendments to the Legislation

– Members of the House of Representatives last week filed more than 1,300 amendments to [H.R. 8070, the Servicemember Quality of Life Improvement and National Defense Authorization Act for Fiscal Year 2025](#)—the FY 2025 NDAA—as the chamber's leadership readies the bill for floor consideration. On Monday, the House Rules Committee will determine which amendments will be “made in order” or receive consideration when the House of Representatives takes the bill up as early as next week.

The large-scale policy bill, regarded as “must-pass” legislation because it authorizes funding for national defense programs, was reported out of the full committee two weeks ago by a near unanimous vote of 57-1. The measure 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. The NDAA is also the legislative vehicle where NAWE is seeking to include a provision to expand MARAD's Capitol Construction Fund (CCF) Program to allow marine terminal operators (MTOs) to purchase new cargo handling equipment on a tax-deferred basis.

Upon examining the over 1,300 amendments filed for NDAA, the NAWE Team identified 14 measures of interest to NAWE members that are being offered as amendments. Notably, Rep. Mike Ezell (R-MS-04) and Rep. Trent Kelly (R-MS-01), Chair of the House Armed Services Subcommittee on Sea Power and Projection Forces, filed as an amendment to the NDAA the NAWE-endorsed legislation to expand the Capital Construction Fund (CCF) Program. Additionally, the Coast Guard Authorization Act (CGAA) of 2024, which was previously passed and favorably reported by the House Transportation & Infrastructure Committee (T&I), and the Ocean Shipping Reform Act of 2023 (OSRA 2.0), which was passed by the House of Representatives in March, have been filed as amendments to the FY 2025 NDAA. Below is a brief synopsis of these and other amendments relevant to NAWE interests. The text of the amendments may be viewed by clicking on the sponsoring members' name.

1. **Amendment #56** – A Republican amendment offered by Rep. Marjorie Taylor

Greene (R-GA-14) that states none of the funds made available by this act may be used for electric vehicles or an electric vehicle charging infrastructure. Link to text: [Greene \(GA\)](#)

2. **Amendment #127** – A Republican amendment offered by Rep. Michelle Steel (R-CA-48) that prohibits Chinese, Russian, North Korean, or Iranian state-owned enterprises from having ownership of a company that has a contract for the operation or management of a U.S. port. Link to text: [Steel \(CA\)](#)
3. **Amendment #221** – A Republican amendment offered by Rep. Buddy Carter (R-GA-01) that delay's NOAA's North Atlantic Right Whale vessel speed rule until 1 year after NOAA submits a report on the impacts of the agency's proposed vessel speed restrictions. Link to text: [Carter \(GA\)](#)
4. **Amendment #281** – A bipartisan amendment offered by Reps. Mike Ezell (R-MS-04) and John Garamendi (D-CA-06) that enhances military readiness during a declared emergency by ensuring critical cargo can be efficiently moved through ports. This legislation is substantively identical to H.R. 6140. Link to text: [Ezell \(MS\)](#)
5. **Amendment #320** – A Republican amendment offered by Rep. Claudia Tenney (R-NY-24) that restricts the ability of covered entities (owned, directed, controlled, financed, or influenced directly or indirectly by the Government of the People's Republic of China, the CCP, or the Chinese military) from using federal funds from engaging, entering into, and awarding public works contracts. Link to text: [Tenney \(NY\)](#)
6. **Amendment #328** – The Coast Guard Authorization Act of 2024, H.R. 7659, which was previously passed and favorably reported by House Transportation & Infrastructure Committee, has been filed as an amendment to the FY 2024 NDAA. This measure reauthorizes the activities of the U.S. Coast Guard in 2024. Link to text: [Graves \(MO\)](#)
7. **Amendment #414** – A Republican amendment offered by Rep. Bill Huizenga (R-MI-04) that requires the Secretary of Defense and the Secretary of State to develop a strategy to monitor efforts by the PRC to build, buy, or own strategic ports that provide capabilities for military, diplomatic, economic, or resource exploration superiority over the United States. Link to text: [Huizenga \(MI\)](#)

8. **Amendment #447** – A Republican amendment offered by Rep. Scott Perry (R-PA-04) to prohibit the use of port development grants for projects that support the development, manufacturing, staging, maintenance, or deployment of offshore wind energy infrastructure. Link to text: [Perry \(PA\)](#)

9. **Amendment #554** – An amendment offered by Reps. Mike Ezell (R-MS-04) and Trent Kelly (R-MS-01) that would expand the permissible uses of the Capital Construction Fund to include the operation of U.S. marine terminals and marine terminal operators. Link to text: [Ezell \(MS\)](#)

10. **Amendment #901** – A bipartisan amendment offered by Reps. Dusty Johnson (R-SD) and John Garamendi (R-CA-06) that inserts the text of the Ocean Shipping Reform Implementation Act of 2023, which protects U.S. ports and shippers from CCP-influence and collects data to harmonize freight shipping. Link to text: [Johnson \(SD\)](#)

11. **Amendment #937** – A Republican amendment offered by Rep. Dusty Johnson (R-SD) that would require a study and report on the production and acquisition of shipping containers from foreign adversaries. Link to text: [Johnson \(SD\)](#)

12. **Amendment #1095** – A bipartisan amendment offered by Reps. Daniel Webster (R-FL-11), Sam Graves (R-MO-06), Salud Carbajal (D-CA-24), and Carlos Gimenez (R-FL-28) that would require applicants applying for Port Infrastructure Development Program grants under section 54301(a) of title 46, United States Code, to provide adequate cybersecurity protections in their applications when the acquisition of digital infrastructure or software is part of the request. Link to text: [Webster \(FL\)](#)

13. **Amendment #1144** – A Republican amendment offered by Rep. John Moolenaar (R-MI-02) that would require Transportation Command and the Maritime Administration to update the requirements for participation in the Strategic Seaport Program. Link to text: [Moolenaar \(MI\)](#)

14. **Amendment #1202** – A Republican amendment offered by Rep. Ralph Norman (R-SC-05) that would require that Comptroller General to conduct a study of the programs and efforts of the Department of Defense related to the readiness of

the ports as affected by dredging capacity to complete harbor and channel dredging. Link to text: [Norman \(SC\)](#)

Further updates on the status of these amendments and the NDAA will appear in future editions of NAWA News.

Executive Branch Updates

FMC Compromise Agreements Yield over \$2.3 Million in Penalties & Changes to Business Practices – On May 29, 2024, the Federal Maritime Commission (FMC) announced it has entered agreements with three different companies resulting in the collection of more than \$2.3 million in civil penalty payments, and commitments by each company to reform specific business practices. The agreements are the result of investigations by the Commission's Bureau of Enforcement, Investigations, and Compliance (BEIC). CMA-CGM, S.A. (CMA-CGM), an ocean common carrier, paid \$1,975,000 to resolve allegations that it overbroadly defined and applied its definition of merchant in a bill of lading to demand payment from a third party who should not have been billed. Vanguard Logistics Services (USA), Inc. (Vanguard), an ocean transportation intermediary (OTI), paid \$175,000 to resolve allegations that it knowingly and willfully accepted cargo from, or transported cargo for, the accounts of OTIs that did not have bonds, insurance, or other sureties as required by law. Shipco Transport, Inc. (Shipco), an OTI, paid \$155,000 to resolve three allegations of misconduct, including that it knowingly and willfully accepting cargo from or transported cargo for the accounts of OTIs that did not have bonds, insurance, or other sureties as required by law. Compromise agreements are reached prior to the Commission initiating formal enforcement actions. The three companies did not admit to any violations of the law. Penalty payments are deposited into the General Fund of the United States. The FMC receives no portion of any financial penalties collected. For more information, [click here](#).

FMC Posts Update on Refund Process for American Queen Voyages Travel – On May 24, 2024, the FMC posted an update on how passengers who booked travel aboard an American Queen Voyages (AQV) vessel departing from a U.S. port may file a refund claim against the surety bond and under bankruptcy proceedings. AQV shut down, cancelled all future voyages, and filed Chapter 11 bankruptcy in February. The now-insolvent company was required to maintain surety bond financial coverage under FMC regulations. Per the FMC, all passengers must file a refund claim via the AQV Customer Claims Portal as the initial step in making a claim against the surety bond. Instructions for how to file a refund claim against the surety bond can be found on the [AQV Customer Claims Portal](#). The surety bond is being administered by Argonaut Insurance Company (Argonaut). If necessary, passengers can contact Argonaut directly by email at Hornblower.Claims@Argonaut.com or via mail to: Argo

Group US, Attn: Hornblower/AQV Claims, 711 Broadway, Suite 400, San Antonio, TX 78215. There is no specific deadline for passenger refund claims against the surety bond – passengers can file full or partial refund claims against AQV's surety bond at any time. Argonaut is obligated to pay valid claims within 90 days of the claim submission to them.

According to the FMC, making a refund claim against the surety bond is a separate process from the AQV bankruptcy proceeding. Any passenger seeking to file claims directly against AQV in addition to, or in lieu of, filing claims against the surety bond should also review information regarding the bankruptcy and submission of bankruptcy claims at <https://omniagentsolutions.com/Hornblower>. Participation in the bankruptcy proceeding does not limit access to seeking a refund via the surety bond. The Federal Maritime Commission's Bureau of Certification and Licensing is available to assist passengers with respect to questions about AQV or their refund claim procedures and may be contacted by phone at (202) 523-5818 or e-mail at pvo@fmc.gov. For more information, [click here](#).

FMC Launches Investigation of the Impact of Canadian Regulations on U.S.-Flag Carriers – On May 21, 2024, the Federal Maritime Commission (FMC) [launched an investigation](#) to determine if pending Canadian regulations governing ballast water management systems of ships in the U.S.-Canada Great Lakes trade have a disparate effect on U.S. flagged vessels and constitute a Foreign Shipping Practices violation under [46 U.S.C. Chapter 423](#). U.S.-based companies operating ships in the U.S.-Canada Great Lakes trade maintain that Canadian regulations taking effect as to some vessels in September 2024, impose a severe burden on their operations and put American companies and vessels at a disadvantage relative to their Canadian competitors. The Commission has determined that sufficient facts exist related to the Canadian ballast water regulations to warrant initiating a Foreign Shipping Practices investigation. The investigation will be led by the Commission's General Counsel, who will prepare and present a report to the Commission containing his findings and recommendations for Commission action within 120 days, unless an extension is approved. Interested members of the public are invited to comment on the matters that have triggered this investigation. Comments should be submitted via the Federal eRulemaking Portal by June 21, 2024. For more information on the investigation, [click here](#).

FMC Posts April 2024 Activity Report - On May 31, 2024, the FMC posted its April 2024 Activity Report on its website. Among the statements and releases included in the report are: 1) [Testimony of Chairman Maffei before Congress](#); 2) [Industry Advisory –All FMC Statutes & Regulations Remain in Full Effect Following Bridge Collapse](#); 3) [Request for Information—Maritime Transportation Data Initiative](#); [Chairman Maffei Explores Supply Chain Impacts from Bridge Collapse & Port Closures](#); [Chairman Maffei Speaks at CONECT Conference](#) in Newport, RI; [Commissioner Sola Participates on](#)

[Shore Power Panel](#) at Seatrade Cruise Global 2024; [Commissioner Sola Discusses LNG](#) at AAPA Legislative Summit; [Commissioner Sola Meets with Bahamian Ambassador](#) to Address Opportunities for Maritime Cooperation; [Statement by Commissioner Carl W. Bentzel on Release of Second Request](#) for Information for the Maritime Transportation Data Initiative; [Statement of Commissioner Carl W. Bentzel on Letter to President Biden on Suggested Relief for Impact Workers and Companies](#) Due to the Francis Scott Key Bridge Collapse; [Statement of Commissioner Carl W. Bentzel on the Port of Gulfport Roundtable](#); [Statement by Commissioner Carl W. Bentzel on the Puerto Rico Manufacturers Association's Inaugural Supply Chain & Logistics Summit](#); and [March 2024 Activity Report](#). For more information on these topics and to read the full report, visit the [FMC's website](#).

Chairman Maffei to Address Cotton Shippers Association at Annual Convention – On June 13, 2024, FMC Chairman Daniel Maffei will address attendees of the [2024 American Cotton Shippers Association \(ACSA\) Annual Convention](#) being held in Scottsdale, Arizona June 13-15, 2024. See the [ACSA website](#) for more information on agenda and costs to attend.

Chairman Maffei Addresses CTA Innovation House – On May 29, 2024, Chairman Daniel Maffei was the featured guest at the latest session of the "Conversation With a Commissioner" speaker series hosted by the Consumer Technology Association (CTA). The event was open to the public and held at their Innovation House on Capitol Hill. Please check the [FMC's website](#) for further updates.

Commissioner Bentzel Participates on Supply Chain Panel at Crossroads of the World International Trade Summit – On May 23, 2024, FMC Commissioner Carl Bentzel participated on the "Supply Chain Resilience to Harmonization" panel that was held as part of the [Crossroads of the World International Trade Summit](#) in Salt Lake City, Utah. More information about the summit is available on the [event webpage](#).

Commissioner Luis Sola Discusses Alternative Fuels at Maritime Week Americas – FMC Commissioner Louis Sola discussed "Alternative Fuels: Regulation, Cooperation, and Funding" as part of the "Decarbonization" session that was held during the Maritime Week Americas 2024 conference. The conference was held in Panama on May 20-23. More information on the event can be found on the [Maritime Week Americas](#) conference webpage.

Commissioner Bentzel Provides Keynote Address at Expeditors' Global Logistics Conference – FMC Commissioner Carl Bentzel recently provided the keynote address at the Global Logistics Conference 2024 on the topic of maritime infrastructure. The conference, which took place May 14-17, was hosted by Expeditors. Please check the [FMC's website](#) for further updates.

Commissioner Rebecca Dye Meets with Board of the Meat Import Council of America (MICA) and Addresses Home Furnishings Alliance (AHFA) – FMC

Commissioner Rebecca Dye recently met with the Board of Directors of the Meat Import Council of America (MICA) at the organization's Spring Meeting, where she addressed supply chain issues and the work of the Commission. Commissioner Dye also addressed members of the American Home Furnishings Alliance (AHFA) during the organization's annual Congressional outreach event. Click here for more information about the [Meat Import Council of America](#) and the [American Home Furnishings Alliance](#). Please check the [FMC's website](#) for further updates.



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, 2024, 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.

Upcoming Events

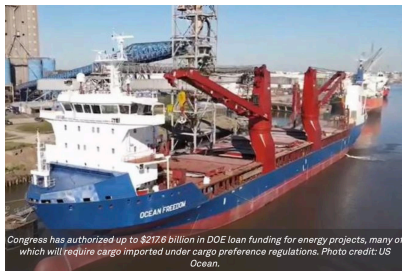
NAWE Annual 2024 – We look forward to hosting our 2024 Annual Meeting will be held in Old San Juan, Puerto Rico this November 13-15! The meeting will take place at [Hotel Rumbao, a Tribute Portfolio Hotel](#). Guest rooms are available for \$199 + tax per night. We hope to see you in Puerto Rico in November!

[Reserve a room for NAWE Annual](#)

June NAWE Committee Meetings

- June 11 - NAWE Legislative Committee Meeting at 4:00pm ET

Articles of Interest



Journal of Commerce

[Navigating cargo preference is key to US energy buildout](#)

June 6, 2024

Greening the US energy supply and transitioning to a low-carbon future will require enormous investments in all kinds of energy-related projects, meaning — in many cases — billions of dollars in US government funding.



Maritime Executive

[Asian Ports Top World Bank Ranking While Many Large Ports Rank Lower](#)

June 5, 2024

The World Bank is out with its latest port ranking and predictably ports in Southeast Asia continue to dominate the top of the ranks, but some of the world's largest container ports, and most in the U.S., ranked far lower.



gCaptain

[\\$476 Billion: US Marine Economy Continues Upward Trend](#)

June 6, 2024

The American marine economy showed continued strength in 2022, contributing a significant \$476 billion in economic impact and supporting 2.4 million jobs, according to the latest Marine Economy Satellite Account (MESA) [statistics](#) released by NOAA and the Bureau of Economic Analysis (BEA), both Department of Commerce agencies.



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