

Subject: NAWE News - May 24, 2024

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From: Colleen

To: Colleen Kennedy



NAWE News

May 24, 2024

The Latest with NAWE



Second NAWE On the Hill a Huge Success – Last week, NAWE held its second NAWE on the Hill (NOTH) event of 2024 and it was a great success. NOTH was an excellent opportunity for NAWE and our members to build relationships and advance our industry’s legislative priorities with members of Congress and their staff. NAWE kicked off the event with a welcome reception on Capitol Hill for congressional staff and NAWE members in the beautiful House Agriculture Committee Room. During our day of advocacy on Tuesday, NAWE members expanded our association’s reach on Capitol Hill by meeting with congressional offices representing both coastal and interior port districts and states—including the offices of Reps. Nanette Barragan (D-CA-44), Salud Carbajal (D-CA-24), Buddy Carter (R-GA-01), Andrew Garbarino (R-NY-02), Robin Kelly (D-IL-02), Darin LaHood (R-IL-16), Nick LaLota (R-NY-01), Ted Lieu (D-CA-36), Nicole Malliotakis (R-NY-11), Eric Swalwell (D-CA-14), Rob Wittman (R-VA-01); Senators Mike Braun (R-IN), Laphonza Butler (D-CA), Ben Cardin (D-MD), Bill Cassidy (R-LA), Tammy Duckworth (D-IL), Dick Durbin (D-IL), Josh Hawley (R-MO), Cindy Hyde-Smith (R-MS), Tim Kaine (D-VA), John Kennedy (R-LA), Jon Ossoff (D-GA), Raphael Warnock (D-GA); and senior staff of the Senate Commerce, Science, and Transportation and Health, Education, Labor, and Pensions (HELP) Committees and House Education and Workforce Committee. Through the advocacy of NAWE members during NOTH, Rep. Nicole Malliotakis announced her support and cosponsorship of the NAWE-endorsed Capital

Construction Fund extension legislation (H.R. 4993). NAWE is grateful for all our members who participated in NOTH and made the event a success. Through the active engagement of our members, NAWE will continue to influence the legislative process in Congress and build our industry's presence in the nation's capital.

Biden Administration Proposes 25% Tariff on Chinese Ship-to-Shore Cranes – On May 14, the Biden Administration proposed sweeping tariffs on a range of goods manufactured in China, including a 0% to 25% tariff increase on ship-to-shore (STS) cranes. According to [U.S. Secretary of Commerce Gina Raimondo](#), these new tariffs aim to strengthen American manufacturing by ensuring China's "unfair trade practices do not threaten our competitiveness and economic security." She described the move as a "strategic approach to trade policy that will help protect key U.S. industries, like the clean energy and semiconductor sectors." The [White House fact sheet](#) on the new tariffs claims that the increase on STS cranes would mitigate risks that could disrupt American supply chains and bring "port crane manufacturing capabilities back to the United States to support U.S. supply chain security."

The tariff proposal, published in the [Federal Register on Monday](#), will undergo a 30-day comment period during which stakeholders can raise concerns. NAWE intends to participate fully in this public comment process. Stay tuned for future updates on significant developments regarding this proposed initiative.

On May 28, the U.S. Trade Representative (USTR) will publish the Federal Register Notice ([linked here](#)) seeking public comment on the proposed tariffs, with comments due by June 28. The notice proposes to make the STS crane tariff effective on August 1, 2024. NAWE is reviewing the notice and developing comments on the proposed STS crane tariff, along with other proposed tariff increases that may affect NAWE's members (e.g., a proposed 25% tariff on Chinese lithium-ion batteries used as the primary source of electrical power for electrically powered vehicles). NAWE again 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 reviewing the legality of implementing such tariffs without a hearing and anticipates petitioning for a hearing as part of its comments.

EPA Issues Favorable Build America Buy America (BABA) Waiver Response for Clean Ports Program – The U.S. Environmental Protection Agency (EPA) last week issued its ruling on waivers to the BABA provisions in the Clean Ports Program—a ruling that reflects and is largely favorable to interests expressed by NAWE members. Last month, NAWE submitted comments in response to the [EPA's request for stakeholders to provide technical guidance](#) regarding Build America Buy America (BABA) waivers for the Clean Ports Notice of Funding Opportunity (NOFO). In those comments, NAWE voiced its support for the EPA's proposal to establish a waiver of the BABA's 55% domestic content requirement for cargo handling equipment (CHE) but requested that the proposed waiver exclude U.S.-manufactured CHE that can both meet the BABA's domestic content requirement and fulfill applicants' availability and performance needs. We are pleased that the EPA's finalized waiver for the Clean Ports Program includes the 55% domestic content requirement waiver for several categories of zero emission mobile port equipment, but excludes battery electric (BE) CHE, as NAWE suggested.

NAWE also supported in our comments the EPA's proposal to establish a supplemental de minimis waiver of 10% of material costs associated with the purchase of mobile equipment. In its ruling, EPA allows Clean Ports Program funding recipients to apply a supplemental de minimis waiver that waives BABA compliance on 15% of material costs associated with the purchase of mobile port

equipment. STS cranes, however, are not included in this waiver—a decision that is not unreasonable considering the lack of domestic STS manufacturing.

We are very pleased that NAWE's two main asks were accommodated by the EPA through this waiver ruling. Due to the successful engagement of NAWE members with the agency, NAWE was able to make BABA waiver implementation improvements to the Clean Ports Program, which will enhance federal financial support to accelerate the transition to cleaner port environments. We encourage NAWE members to remain engaged with the EPA as the agency continues to implement the program and domestic manufacturing capabilities expand.

NAWE Submits Comments to the U.S. Coast Guard's (USCG's) NPRM on Marine Transportation System (MTS) Cybersecurity – This week, ahead of a May 22 deadline, NAWE submitted comments to the U.S. Coast Guard's (USCG's) Notice of Proposed Rulemaking (NPRM) on Cybersecurity in the Marine Transportation System (MTS). The rulemaking would establish baseline cybersecurity requirements for digital systems operating at U.S. ports that meet international and industry-recognized standards to manage cyber threats. We thank all NAWE members who took the time to provide edits and other feedback to improve the final draft of our comments to the NPRM. The NAWE team will continue to monitor this rulemaking as it progresses and will report on any significant developments. [Click here](#) to view NAWE's submitted comments.

Save the Date: NAWE Annual Meeting in Puerto Rico – 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 the recently renovated [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! In the coming weeks, we will launch our registration website for you to secure your spot. Stay tuned!

NAWE Committees Have Productive Meetings in May - This month, the NAWE Environment, Energy, and Equipment Committee met and hosted Renee Moilanen, Director of Ports for Momentum as its guest speaker. For 20 years, Renee has been helping port authorities and maritime operators reduce their air quality and greenhouse gas impacts. On the call, Renee reviewed funding opportunities available to MTOs through the Inflation Reduction Act and ways that NAWE members can capitalize on this funding. If you missed the meeting, but would like to watch the recording please reach out to ckennedy@nawe.us.

Additionally, the NAWE Insurance Committee convened the week after NAWE on the Hill and discussed the meetings committee members took during the two-day event. The conversation addressed next steps the committee can take to continue pressing issues with hill staff, Members of Congress, and the Executive Branch. If you missed this meeting, but would like to watch the recording please reach out to ckennedy@nawe.us.

Legislative Updates

House Moves Forward on FY 2025 Appropriations as Chamber Sets Spending Allocations, Begins Mark Up of FY 2025 Appropriations Bills – The House of Representatives initiated a flurry of action this week, as the House Appropriations Committee began marking up the fiscal year 2025 appropriations bills and voted on top-line allocations for the 12 spending measures.

Last week, House GOP appropriators released the Committee's markup schedule for the FY 2025 appropriations bills, aiming to complete all 12 bills by July 10. That process began this week with

both the subcommittee and full committee markup of the Military-Veterans Affairs spending bill, and the subcommittee markup of the Legislative Branch spending measure.

According to the newly released schedule, the Transportation-HUD (T-HUD) appropriations bill will be marked up at the subcommittee level on June 27 and by the full committee on July 10, while the Energy & Water Development spending measure will be marked up on June 28 at the subcommittee level and July 9 by the full committee. The T-HUD bill is of significant interest to NAWE members because it 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 appropriations bill funds the U.S. Army Corps of Engineers and the Corp's Harbor Maintenance Trust Fund.

The House Appropriations Committee on Thursday also voted to approve the top-line allocations for the FY 2025 appropriations bills. The interim allocations, which were released by House GOP appropriators last week, will adhere to spending caps set by the 2023 debt-limit law, according to House Appropriations Committee Chairman Tom Cole (R-OK-04), which equates to a 1% increase for defense spending (\$895.2 billion under the plan) and a 6% cut for nondefense spending (\$710.7 billion). The plan represents a dismissal of the unwritten "side deal" agreed to in the 2023 debt-limit law, which would implement a 1% increase for both defense and nondefense spending. Chairman Cole commented to reporters on the elimination of the "side deal" telling reporters, "They're not the law. And if leadership wants to negotiate something, that's up to them, but we're going to operate within the framework of the law."

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

House Marks Up FY 2025 National Defense Authorization Act – The House Armed Services Committee (HASC) this week marked up [H.R. 8070, the Servicemember Quality of Life Improvement and National Defense Authorization Act for Fiscal Year 2025](#)—the fiscal year 2025 National Defense Authorization Act (NDAA). The large-scale policy bill, which authorizes funding for the nation's defense programs, was reported out of the full committee on Wednesday evening by a near unanimous vote of 57-1. The measure authorizes for FY 2025 \$883.7 billion—an amount consistent with the spending cap laid out in last year's debt ceiling agreement—for defense programs within the Pentagon. With HASC passage, the NDAA next will be brought to the House floor for consideration after the Chamber returns from the Memorial Day break. 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 in which 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.

Further updates on the status of the NDAA will appear in future editions of NAWE News.

House T&I Subcommittee Holds Hearing on FY 2025 Maritime Transportation Budget Request – On Thursday, May 23, the House Transportation and Infrastructure (T&I) Subcommittee on Coast Guard and Maritime Transportation held a hearing on the President's FY 2025 Maritime Transportation budget request. The hearing featured testimony from Admiral Linda L. Fagan, Commandant, United States Coast Guard and Master Chief Heath B. Jones, Master Chief Petty

Officer of the Coast Guard, United States Coast Guard. A [livestreamed recording of the hearing](#) can be viewed on the House T&I Committee's website.

Senate Appropriations Subcommittee Holds Hearing on President's Budget Request for the U.S. Army Corps of Engineers – On May 15, the Senate Appropriations Subcommittee on Energy and Water Development held a hearing to review the Biden Administration's fiscal year 2025 budget request for the U.S. Army Corps of Engineers and Bureau of Reclamation. The hearing featured testimony from Assistant Secretary of the Army for Civil Works Michael Connor, Chief Engineer for the U.S. Army Corps of Engineers Lieutenant General Scott A. Spellmon, and Bureau of Reclamation Commissioner Camille Calimlim Touton. During the hearing, the panel discussed the President's \$7.2 billion budget request for the Army Civil Works Program, including the \$1.7 billion requested for the Harbor Maintenance Trust Fund. According to Assistant Secretary Michael Connor, that total includes \$1 billion to operate and maintain the top 50 U.S. coastal ports, which handle around 90 percent of the nation's waterborne cargo that is shipped to or from the United States in foreign commerce. [A livestreamed recording of the full hearing](#) can be viewed on the Senate Committee on Appropriations website.

Senate Finance Subcommittee Holds Hearing on Trade Enforcement and Entry of Merchandise at U.S. Ports – On May 21, the Senate Finance Subcommittee on International Trade, Customs, and Global Competitiveness held a hearing to examine trade enforcement and entry of merchandise at U.S. Ports. The hearing focused on port operations and workflow efforts to alleviate port congestion and supply chain bottlenecks, Customs and Border Protection (CBP) policies, the enforcement of trade laws at ports of entry, and the processes involved in the entry of goods into the United States. Testifying at the hearing were John Pickel, Senior Director for International Supply Chain Policy at the National Foreign Trade Council (NFTC); James Paylor, Jr., Assistant General Organizer at the International Longshoreman's Association (ILA), and John Drake, Vice President for Transportation, Infrastructure, Supply Chain Policy at the U.S. Chamber of Commerce. Notably, in his opening statement, Chairman Tom Carper (D-DE) expressed interest in how the U.S. should invest in the long-term resiliency and security of our supply chains, and asked during his testimony how the federal government "can better ensure that all U.S. ports are better prepared to address future emergency situations similar to that which we have witnessed in Baltimore." John Pickel of NFTC testified that modernizing CBP authorities, processes and systems in a comprehensive way should balance enforcement capabilities and facilitation principles to enable resilient supply chains. John Drake of the U.S. Chamber similarly suggested that the Committee consider a comprehensive customs modernization effort that balances the equally important goals of enforcing U.S. Customs laws with trade facilitation to enhance the resiliency of our supply chains and promote economic security. The impact of staffing shortages at ports, data collection and sharing for the facilitation of trade, and emergency preparedness at ports were also topics of discussion. Click here to view a [livestreamed recording of the hearing](#).

House T&I Committee Examines Federal Response to Frances Scott Key Bridge Disaster – On May 15, the House Committee on Transportation and Infrastructure (T&I) held a hearing to review and examine the federal response to the Frances Scott Key Bridge disaster. The hearing featured testimony from U.S. Coast Guard Vice Admiral Peter Gautier, Major General William H. Graham of the U.S. Army Corps of Engineers, Federal Highway Administration (FHWA) Administrator Shailen Bhatt, and National Transportation Safety Board (NTSB) Chair Jennifer Homandy. The cost and timeline for reconstructing the bridge, as well as the NTSB investigation into electrical failure of the Dali—the ship that struck the bridge—were central topics of discussion. House T&I Committee Chair Sam Graves (R-MO-06) said Congress should wait to consider President Biden's request to authorize a 100 percent federal cost share to rebuild the bridge until a

“firmer estimate” on the cost of the bridge is available. Chairman Graves also noted that Congress has six months to consider the request before a 90 percent guaranteed federal reimbursement rate for the State of Maryland’s \$60 million in approved FHWA “quick release funds” will expire. FHWA Administrator Shailen Bhatt testified that a new replacement bridge is estimated to be open in 2028 and will cost between \$1.7 and \$1.9 billion, as several committee members questioned whether and how the federal government could recoup its costs. NTSB Chair Homandy reported that her organization is working closely with Hyundai, which manufactured the ship equipment, to understand the underlying electrical problems that led to the tragedy. She also recommended that bridge operators and owners reexamine how U.S. bridges are protected from incoming ships, noting the increasing size of cargo ships over the decades. Click here to view a [livesreamed recording](#) on the Transportation Committee’s website.

Executive Branch Updates

CISA CIRCIA Rulemaking — 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 4th, with comments due on June 3rd. At the request of multiple parties, CISA has extended the NPRM comment period through July 3rd. There is, of course, significant overlap between the reporting requirements under CIRCIA and the Maritime Transportation Security Act (MTSA). As evidenced by NAWA’s comments filed this week to the U.S. Coast Guard’s (USCG) NPRM on Cybersecurity in the Marine Transportation System, NAWA is extremely concerned about the potential for multiple, potentially inconsistent reporting requirements to both USCG under MTSA and CISA under CIRCIA in the wake of cyber incident. NAWA 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.

FMC Launches Investigation of the Impact of Canadian Regulations on U.S.-Flag Carriers – On May 21, 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](#).

Final Rule on Demurrage & Detention Cleared to Take Full Effect May 28 – On May 13, the FMC announced that recent actions taken by the Commission and the Office of Management and Budget (OMB) have cleared the way for the final rule on Demurrage and Detention Billing Practices to take full effect on May 28, 2024. The Commission issued its [final rule on Detention and Demurrage Billing Practices](#) on February 23, 2024, and gave notice of the May effective date except for the “Contents of Invoice” section 541.6. That provision of the rule contains an information collection requirement under the Paperwork Reduction Act and requires OMB review and approval.

That process is complete and [the announcement of this collection's approval](#) was published in the Federal Register May 14, 2024.

Invoices issued for demurrage or detention charges from May 28, 2024, must be fully compliant with all requirements of the Commission's final rule, and entities issuing non-compliant invoices or to the wrong parties are subject to enforcement action. The Commission also notes that billing the proper party is an important part of the final rule. Last week, [the Commission issued a Correction](#) via the Federal Register to the previously published final rule. The clarification more clearly explains the rule's application to carrier-trucker relationships and reiterated to whom the rule allows demurrage and detention bills to be sent.

The FMC also highlights several options for recourse for parties receiving non-compliant invoices. Those options include seeking resolution directly with the carrier issuing the invoice, or pursuing one of the Commission's [several options to assist](#) parties receiving non-compliant invoices receive redress, including [filing a Charge Complaint](#), requesting informal assistance from the Commission's Office of Consumer Affairs and Dispute Resolution Services, or filing an action before the Commission's Administrative Law Judges. To read the full announcement, [click here](#).

FMC Posts Congressional Testimony of Chairman Maffei on FY 2025 Budget Request – On April 30, the FMC posted on its website the testimony of Chairman Daniel Maffei before the House T&I's Subcommittee on Coast Guard and Maritime Transportation on the FY2025 budget request of the Federal Maritime Commission. In his testimony, the Commissioner addressed the Ocean Shipping Reform Act of 2022 (OSRA-22) and the Final Rule on Demurrage and Detention Billing Practices, and stated the following:

“The Commission’s ability to better serve American importers, exporters, and consumers was greatly enhanced by the additional authorities and resources contained in the Ocean Shipping Reform Act of 2022. As we approach the second anniversary of the legislation’s enactment, I can report that the Commission has implemented, or made significant progress toward completing nearly all the mandates contained in the statute.”

“We continue to elaborate on the Incentive Principle interpretive rule in the manner prescribed by Congress. The Incentive Principle rule – authored by Commissioner Rebecca Dye and approved unanimously by the FMC in Spring 2020 – established that for a detention or demurrage charge to be reasonable, it must help promote the efficient movement of cargo and/or equipment and not be for some other purpose.”

“In February, a Final Rule on Demurrage and Detention Billing Practices was published following a unanimous vote of the five commissioners. The rule establishes requirements for how common carriers and marine terminal operators must bill for demurrage and detention charges and provides clarity on who can be billed, within what timeframe, and specifies the process for disputing bills. The rule is scheduled to take effect on May 28, 2024.” To read Chairman Maffei’s full statement, [click here](#).

Meeting of the Federal Maritime Commission (FMC) Scheduled for May 29, 2024 – The FMC has announced it will hold its next meeting on May 29, 2024, at 1 p.m. ET at the Surface Transportation Board in Washington, D.C. A portion of the meeting will be open to the public and feature a staff update on Bureau of Certification and Licensing Programs, including Ocean Transportation Intermediary & Passenger Vessel Operator programs, and on the Vessel-Operating Common Carrier Audit Program. The remainder of the meeting will be closed to the public.

Members of the public may attend the public portion of the meeting in person or watch it streamed live on the Federal Maritime [Commission's YouTube channel](#). The Commission will also post the livestreamed recording on the Commission's YouTube channel following the meeting. For more information, [click here](#).

FMC Posts March 2024 Activity Report – On April 30, 2024, the FMC posted its March 2024 Activity Report on its website. Among the statements and releases included in the report are: 1) [FMC FY25 Congressional Budget Justification Released](#); 2) [Mohammad "Ali" Usman Named Chief Information Officer](#); and 3) [February 2024 Activity Report](#). For more information on these topics and to read the full report, visit the [FMC's website](#).

FMC Publishes Letter of Commissioner Sola to Secretary Granholm on Maritime Decarbonization Plan – On May 20, 2024, the FMC published on its website a letter Commissioner Luis E. Sola wrote to U.S. Secretary of Energy Jennifer Granholm on the Maritime Decarbonization Plan. The letter, dated April 26, 2024, addresses the potential of LNG as an alternative fuel for the shipping industry, and states, in part:

“The transition of the maritime industry to alternate marine fuels, such as liquefied natural gas (LNG), is integral to the future reliability of our shipping industry. LNG bunkering infrastructure and regulatory frameworks require further support to facilitate this transition effectively.”

“As of recent data, LNG-powered ships make up a significant portion of the new orders in the global shipbuilding industry. Specifically, LNG-powered vessels constituted nearly two-thirds of all ship orders in the recent year, demonstrating a strong preference for LNG as a fuel option in new ship constructions (Marine Log). Additionally, the overall trend in the industry shows that over 50% of the order book consists of vessels that are either LNG-fueled or LNG-ready (SEA-LNG). This indicates a growing shift towards cleaner alternative fuels in maritime transportation, aligning with global decarbonization goals.”

“The Federal Aviation Administration serves as a useful model for how Executive Branch agencies can provide industry support via policy guidance and funding incentives. The maritime industry needs support and recognition for alternate marine fuels in Department of Energy (DOE) policies and the Maritime Decarbonization Plan. The future success of the maritime industry depends on industrywide support.” To read the full text of Commissioner Sola's letter, [click here](#).

FMC Publishes Letter of Commissioner Sola to Secretary Blinken regarding Panama Canal Capacity – On May 20, the FMC published a letter Commissioner Louis E. Sola wrote to U.S. Secretary of State Antony Blinken on April 15, regarding the Panama Canal's capacity. In his letter, Commissioner Sola expressed concerns about matters related to the ongoing drought that impacts the Panama Canal's capacity, Panama's flagging practices for Iranian vessels, and practices that involve sanctioned Venezuelan tankers and ship bunkering at the Panama Canal—activities that compromise the integrity of global shipping operations. The Commissioner also flags in his letter concerning trends involving the use of Venezuelan-based vessels for transloading drugs to small boats and container ships waiting to transit the Panama Canal. Regarding these various challenges, Commissioner Sola states:

“These maritime challenges are at an all-time high, reminiscent of the significant measures taken when President Bush banned all Panama-flagged vessels from U.S. ports in 1989. The Shipping Act grants the Federal Maritime Commission the authority to regulate certain behaviors of foreign-flag carriers when it involves U.S. trade. This includes practices that might be considered unfair or

discriminatory against U.S. shippers, U.S. carriers, or other stakeholders in the maritime trade. Leveraging this authority can significantly aid in addressing these problematic issues.” To read the full text of Commissioner Sola’s letter, [click here](#).



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. DOT’s Consolidated Rail Infrastructure & Safety Improvements (CRISI)** – The CRISI program funds projects that improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger rail and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. There is \$2.48 billion available to be awarded. Applications must be submitted no later than May 28, 2024. For more information on the application process, [click here](#).
- 2. EPA’s Clean Ports Program** – The Clean Ports Program funds zero-emission port equipment and infrastructure, as well as climate and air quality planning at U.S. ports. The program includes two separate funding opportunities: the Zero-Emission Technology Deployment Competition and the Climate and Air Quality Planning Competition. There is \$2.8 billion available to be awarded for zero-emission technology deployment at ports, and \$150 million available to be awarded for climate and air quality planning. Applications must be submitted no later than May 28, 2024. For more information on the application process, [click here](#).
- 3. 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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program** – Fall 2024
3. **DOT’s Reducing Truck Emissions at Ports Program** – Fall 2024

DOT Posts List of Grant Application Resources – On April 2, 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. [Federal Tools to Determine Disadvantaged Community Status](#)
5. [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](#)

Articles of Interest



Wall Street Journal
[Biden levies sweeping tariffs on China, intensifying trade fight with Trump](#)
May 14, 2024



American Journal of Transportation
[How the Section 232 tariffs on steel and aluminum harmed the economy](#)
May 23, 2024



Marine Link
[Greenhouse Gases are Marine Pollution, Maritime Court Finds](#)
May 22, 2024

A global maritime court found on Tuesday that greenhouse

One day after news broke that President Biden was planning to raise tariffs on Chinese electric vehicles to roughly 100%, Donald Trump moved to one-up his rival for the White House.

"I will put a 200% tax on every car that comes in from those plants," the former president said at a rally in New Jersey on Saturday, referring to Chinese vehicles manufactured in Mexico.

The Section 232 tariffs on imports of steel and aluminum raised the cost of production for manufacturers, reducing employment in those industries, raising prices for consumers, and hurting exports. The jobs "saved" in the steel-producing industries from the tariffs came at a high cost to consumers, at roughly \$650,000 per job saved according to the Peterson Institute for International Economics.

gases constitute marine pollution, a major breakthrough for small island states threatened by the rise in sea levels caused by global warming. In its first climate-related judgment, the International Tribunal for the Law of the Sea said emissions from fossil fuels and other planet-warming gases that are absorbed by the oceans count as marine pollution.



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