



NAWE News

April 19, 2024

The Latest with NAWE

Congressional Map Update on NAWE Website – We've been working diligently with our designers to update the congressional map that shows NAWE member company locations while reflecting new congressional district lines. You can view the new map at [the link here](#), and we encourage you to use this tool as a resource and also share it with your colleagues.

NAWE to Hold Day of Advocacy May 13-14, 2024 – We are less than a month away from our second NAWE On The Hill (NOTH) in 2024, May 13-14 in Washington, D.C. NOTH is a great way to build support for our industry's priorities and establish relationships with lawmakers and their staff. We will host a reception the evening of May 13 at 5:00 p.m. in the beautiful House Agriculture Committee Room in Longworth, and meet with members of Congress throughout the day on May 14. Below you will find our registration and room block links. Please reach out if you have any questions or need additional details!

Event: NAWE On The Hill (NOTH)

When: May 13-14, 2024 ([Click here](#) to Register)

Where: Washington, D.C.

DHS Announces \$90 Million for FY 2024 through Port Security Grant Program – The Department of Homeland Security, through the Federal Emergency Management Agency, announced on Monday \$90 million in funding for fiscal year 2024 through its Port Security Grant Program (PSGP). The PSGP provides funding to state, local and private-sector partners 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. The deadline to apply for a PSGP grant is June 24, 2024. For more information, view the [Port Security Grant Program \(PSGP\) Notice of Funding Opportunity \(NOFO\)](#) on FEMA's website.

NAWE Submits Comments on Build America, Buy America (BABA) Waiver for Clean Ports

Program NOFO – This week, NAWA submitted comments in response to the [U.S. Environmental Protection Agency's \(EPA's\) request](#) for stakeholders to provide technical guidance regarding Build America, Buy America (BABA) waivers for the Clean Ports Notice of Funding Opportunity (NOFO). In our comments, we voice support for the EPA's proposal to establish both a waiver of the BABA's fifty-five percent (55 percent) domestic content requirement and supplemental de minimis waiver of BABA requirements on ten percent (10%) of material costs associated with the purchase of mobile equipment, citing insufficient domestic manufacturing capacity to meet current needs for recapitalization of cargo handling equipment (CHE). However, notwithstanding this general support, we make our position clear that the EPA should seek to support U.S. manufacturers that have made significant investments in developing next-generation zero- and near-zero emission CHE, by excluding from the proposed domestic content waiver U.S.-manufactured CHE that can both meet the BABA's 55% domestic content requirement, and fulfill applicants' availability and performance needs.

NAWE is grateful for the numerous MTO Members who weighed in on the need for a waiver and how that action would impact CHE procurement and the effective movement of cargo to and from ships through American ports. NAWA's Comment on the Proposed Waiver of BABA Requirements for the Clean Ports Program [can be viewed here](#).

NAWE Testified at Joint Congressional Field Hearing on Port Safety, Security, and Infrastructure Investment at PortMiami

– Two Congressional subcommittees — the Coast Guard and Maritime Transportation Subcommittee of the House Committee on Transportation and the Coast Guard and Maritime Transportation Subcommittee of the House Committee on Homeland Security — recently held a joint field hearing at PortMiami titled ["Port Safety, Security, and Infrastructure Investment."](#) During the hearing, the efficacy of U.S. Coast Guard authorities and, specifically, how those authorities will be enhanced by the Biden Administration's new cybersecurity directives were addressed. Other topics under discussion included lessons learned from the Frances Scott Key Bridge collapse, addressing the mariner shortage, competing with China, and the impact of the Bipartisan Infrastructure Law.

Also testifying at the hearing were two MTO representatives — NAWA Board Secretary and Georgia Ports Authority Chief Operating Officer Ed McCarthy, and Cooper/Ports America President and National Maritime Safety Association (NMSA) Board President Dave Morgan. Both McCarthy and Morgan, who were invited by the subcommittees to testify at the hearing, provided critical testimony from the perspective of MTOs and occupational safety on the topics of port safety and infrastructure investment. You can rewatch the hearing through the committee's [website at the link](#).

[here](#).

Legislative Updates

Congress Kicks Off FY 2025 Appropriations Process as House Holds Hearings on President's Budget Request – The U.S. House of Representatives has officially kicked off the fiscal year 2025 appropriations process. The House Appropriations Committee began holding hearings on President Joe Biden's budget request and members of Congress began accepting earmark requests for the FY 2025 appropriations bills over the last few weeks.

Each year, after the President submits a detailed budget request to Congress, the House and Senate Appropriations Committees, through their 12 subcommittees, hold hearings to examine the budget requests and needs of federal spending programs. The House and Senate then draft their own appropriations bills to fund the federal government.

Although House Appropriations Committee began holding hearings several weeks ago, the Committee has stepped up its efforts with key, including those on the FY 2025 requests for the Federal Emergency and Management Agency (FEMA) and U.S. Department of Justice (DOJ). These early hearings previewed some of the culture-war issues that held up last year's appropriations bills and are likely to hold up the FY 2025 government funding bills due before the start of the new fiscal year on October 1.

Also, of note to NAWE members, the Appropriations Committee on Wednesday held a hearing on the FY 2025 budget request for the Army Corps of Engineers (Civil Works) and Bureau of Reclamation. Navigation projects that are of interest to many NAWE members are funded through the Army Corps of Engineers.

The House Appropriations Committee's new chairman, Rep. Tom Cole (R-OK-04), commented earlier this week that it will be "extraordinarily difficult" to work on funding bills for fiscal year 2025. Cole, who was selected on April 9 by the House Republican Steering Committee to replace retiring Rep. Kay Granger (R-TX-12) as the Committee's chair, was previously the chair of the Appropriations Committee's Subcommittee on Transportation and Housing and Urban Development (T-HUD). Chairman Cole also predicted "a little bit of musical chairs amongst the cardinals" due to Granger's departure and his elevation to the committee's top position. To date, Rep. Steve Womack (R-AR-03) has been appointed the next chairman of the T-HUD Subcommittee, Rep. David Joyce (R-OH-14) will chair the Financial Services Subcommittee, Rep. David Valadao (R-CA-22) will chair the Legislative Branch Subcommittee, and Rep. Mark Amodei (R-NV-02) has been selected as the panel's new Homeland Security Subcommittee chair.

The NAWE team will continue to closely monitor and report further on significant developments on the FY 2025 budget and appropriations process and other legislation of interest to NAWE members.

Coast Guard and Maritime Transportation Subcommittee Budget Hearing - On April 30, the Coast Guard and Maritime Transportation Subcommittee of the House T&I Committee will hold a hearing on the President's budget request for FY2025 federal maritime transportation programs. During the hearing, subcommittee members will hear from Rear Admiral Ann C. Phillips (Ret.), Administrator of the U.S. Maritime Administration as well as the Honorable Daniel B. Maffei, Chairman of the U.S. Federal Maritime Commission who will be there to justify the President's budget request. The NAWE team has started drafting questions that can be asked by Members of Congress during the hearing. We will have more to report in the coming weeks following the hearing.

Executive Branch Updates

U.S. Department of Labor Awards \$3.5 Million in Emergency Dislocated Worker Grant Funding in Response to Francis Scott Key Bridge Tragedy – The Administration announced last week, an initial award of \$3.5 million in emergency dislocated worker grant funding to the state of Maryland to support cleanup and recovery efforts following the bridge tragedy. As a result of the new funding, workers' whose jobs were affected through no fault of their own will have access to new training and may have their wages subsidized if they are engaged in post-disaster employment activities. Administered by the U.S. Department of Labor's [Employment and Training Administration](#), the [National Dislocated Worker Grant](#) allows the Maryland Department of Labor to train and hire workers to aid in temporary cleanup and recovery efforts. The grant will also enable the state to provide those affected by the disaster training and "upskilling" to prepare them for career advancement once business reopens. On March 29, 2024, the Small Business Administration [issued the declaration of Economic Injury Disaster for the Francis Scott Key Bridge Collapse](#), allowing the state to request federal assistance for recovery efforts in Baltimore and 23 surrounding counties. Maryland estimates that 270,000 jobs will be affected by the collapse of the bridge. For more information, you can read the U.S. Department of Labor's [news release here](#).

Biden-Harris Administration Approves Revised Port Infrastructure Development (PIDP) Grant to Expedite Capacity Expansion for Port of Baltimore Terminal Operator – As part of an effort to address supply chain disruptions caused by the collapse of the Francis Scott Key Bridge, the U.S. Department of Transportation (DOT) and Baltimore County have signed a revised grant agreement to enable [Tradepoint Atlantic \(TPA\)](#), a multi-modal site in the county, to use a previously awarded \$8.26 million PIDP grant to accommodate more cargo at TPA's terminal on Sparrows Point at the Port of Baltimore. The TPA terminal is located outside the area affected by the collapse of the bridge and continues to move cargo. The adjustments to the PIDP grant will enable Baltimore County and TPA to expedite the paving of at least ten acres that will be used as an additional cargo laydown area. The increase in laydown area will facilitate the movement of roll-on/roll-off and bulk cargo and more than double TPA's prior capacity of 10,000 autos per month to 20,000 autos per month. To read the Maritime Administration's news release on the revised grant, [click here](#). For more information about the actions the Biden-Harris Administration is taking following the collapse

of the Francis Scott Key Bridge, please read the [White House Fact Sheet](#).

EPA to Hold Webinar on Clean Ports Initiative on April 25 – The U.S. Environmental Protection Agency (EPA) will be holding a webinar on April 25 to discuss recently released Notice of Federal Funding Opportunities (NOFOs) through the agencies' [Clean Ports Initiative Program](#). The webinar will answer frequently asked questions about the two funding opportunities available under that program—the [Zero-Emission Technology Deployment Competition NOFO](#) and the [Climate and Air Quality Planning Competition NOFO](#). The webinar will be held from 1 - 2 p.m. (ET). To register for the webinar, [click here](#). The webinar will be recorded and posted publicly on the agency's website.

Additionally, the EPA hosted a joint webinar last week with MARAD on federal funding opportunities. Slides from the webinar can be found on the agency's website [at the link here](#).

FMC Commissioner Sola Discusses LNG at AAPA Legislative Summit – During the American Association of Port Authorities (AAPA) Legislative Summit held in March in Washington, D.C., Commissioner Louis E. Sola highlighted the importance of LNG in reducing carbon emissions. While participating on the summit's Liquefied Natural Gas (LNG) Exports panel on March 20, he stated, "LNG can reduce carbon emissions by 20-30% compared to traditional fossil fuels." Commissioner Sola also emphasized the need for federal support and funding to transition towards maritime decarbonization and noted that the Federal Aviation Administration (FAA) received \$15 billion for airport infrastructure and sustainability projects in the Infrastructure Investment and Jobs Act (IIJA). The Legislative Summit provided a platform for industry experts to discuss the government's role in LNG exports and the future trajectory of LNG within the maritime industry. For more information about the Commissioner's remarks and the AAPA Legislative Summit, [click here](#).

Statement of Commissioner Carl W. Bentzel at the Port of Gulfport Roundtable – The Federal Maritime Commission (FMC) has released the remarks of Commissioner Carl Bentzel at the Port of Gulfport Roundtable and tour of the port complex that took place on March 27, 2024. In reference to Taylor Machine Works, which manufactures port industrial lift equipment utilized by the Port of Gulfport, Bentzel remarked, "I am concerned that Chinese state-owned industries dominate the market for marine terminal equipment, so it was good to see a U.S. company building heavy lift equipment and vigorously competing in this market. We cannot be completely reliant on China for our equipment used in international ocean shipping and port operations."

Commissioner Bentzel also commented that the Port of Gulfport is well positioned to handle a variety of cargoes from many different origins, and stated: "While the Mississippi Congressional Delegation is supporting efforts to deepen the shipping channel so the Port of Gulfport can accommodate larger container vessels, I see the port as a near-term attractive option for the emerging Gulf of Mexico market as U.S. companies increasingly use Mexico to nearshore manufacturing operations. I also see the potential for growth in the roll-on/roll-off shipping market, which is less dependent on channel depth than container shipping, and to provide greater access to the six automobile manufacturers building cars, trucks and vans in Mississippi and Alabama." To

read the FMC's full coverage of the event, [click here](#).

FMC Industry Advisory: All FMC Statutes & Regulations Remain in Full Effect Following Bridge Collapse – On April 5, the FMC posted an industry advisory stating that disruption to regular service at the Port of Baltimore is causing many shippers to adjust supply chain operations. Regulated entities are reminded that all statutes administered by the FMC remain in effect. Common carriers and marine terminal operators must continue to comply with all statutory and regulatory requirements governing their operations. The FMC further states that demurrage and detention fees must be reasonable, and invoicing must be lawful. The Commission cites the newly established requirements for how demurrage and detention bills must be invoiced under the Ocean Shipping Reform Act of 2022. To read the full advisory, [click here](#).

FMC Chairman Maffei & Commissioner Dye to Speak at AgTC Annual Meeting on May 21 – Chairman Daniel Maffei and Commissioner Rebecca Dye will address attendees of the [Agricultural Transportation Coalition \(AgTC\) 2024 Annual Meeting](#). Chairman Maffei will provide a Working Lunch address on Tuesday, May 21 discussing "New Rules for Everyone: Federal Maritime Commission: Implementing OSRA: New Rules for Detention & Demurrage, Box Rules, Investigations, Enforcement." Commissioner Rebecca Dye will speak with AgTC members in an off the record session on Wednesday, May 22. More information about the event including costs and instructions on how to register can be found on the [AgTC website](#).

OSHA Requires Employers to Post 2023 Work-Related Injury Data with Employees – The Occupational Safety and Health Administration (OSHA) recently sent out an announcement requiring employers to post 2023 Work-Related Injury Data for review by their employees. Employers must post their 2023 Summary of Work-Related Injuries and Illnesses ([Form 300A](#)) in their workplace through April 30, 2024, in a location where employees can see it. The requirement applies to a broad swath of employers including those involved in port and harbor operations, marine cargo handling, navigation services to shipping, and other support activities for water transportation (employers falling under NAICS code 4883). To see more on this topic, please refer to the OSHA Fact Sheet link: [Improve Tracking of Workplace Injuries and Illnesses \(osha.gov\)](#).



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 – The

Biden Administration has 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), the Environmental Protection Agency (EPA), and the Department of Homeland Security (DHS) has announced that they are now accepting FY 2024 applications for the following programs:

- 1. DOT's Multimodal Project Discretionary Grant (MPDG) Program** – The MPDG opportunity contains three grant programs: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highway Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). The funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas. There is \$5.1 billion available to be awarded, including \$1.7 billion for the Mega program, \$2.7 billion for the INFRA program, and \$780 million for the Rural program. Applications must be submitted no later than May 6, 2024. For more information, [click here](#).
- 2. DHS 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](#).
- 3. 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](#).
- 4. 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](#).

5. **DOT Maritime Administration's Port Infrastructure Development Program (PIDP)** – PIDP assists in funding eligible projects for the purpose of improving the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. There is \$500 million available to be awarded. The application deadline has been extended, and must be submitted no later than May 10, 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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 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

Save the Date for NAWE Annual – Join NAWE in San Juan, Puerto Rico this November 13-15! The meeting will take place at [Hotel Rumbao, a Tribute Portfolio Hotel](#) where guest [rooms are available for \\$199 + tax / per night](#).

NAWE on the Hill (NOTH) 2024 – We look forward to hosting the next 2024 NAWF on the Hill

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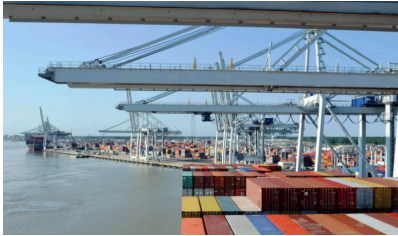
the event linked below.

- [RSVP for May 13-14, 2024, NAWE on the Hill](#)

Committee Meetings in April

- **Date change to May 1, 2024** – NAWE Security Committee Meeting at 2 p.m. ET

Articles of Interest



Washington Post

[Federal Criminal Investigation Opened into Key Bridge Crash](#)
April 15, 2024

The FBI has opened a criminal investigation focusing on the massive container ship that brought down the Francis Scott Key Bridge in Baltimore last month — a probe that will look at least in part at whether the crew left the port knowing the vessel had serious system problems, according to two U.S. officials familiar with the matter.

Journal of Commerce

[WSC names government relations director as group's next CEO](#)
April 17, 2024

Joe Kramek, the World Shipping Council's (WSC's) director of government relations, has been appointed the organization's next president and CEO, WSC announced Wednesday. The move, which will take effect Aug. 1 upon the retirement of longtime WSC chief John Butler, comes at a time of ongoing US political scrutiny of the liner shipping industry.



American Journal of Transportation

[U.S. ports should support national cyber security standards](#)
April 18, 2024

While the pioneering efforts by the Port of Los Angeles establishing cyber security protections was cited by the U.S. Deputy National Security Advisor, Port of Los Angeles Executive Director, Eugene Seroka, says national cyber-security protocols are needed to protect all U.S. ports from cyber-attacks.



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