

AMENDMENT TO H.R. 1960
OFFERED BY MR. GARAMENDI OF CALIFORNIA

Add at the end of title XXXV the following:

1 **SEC. 35**____. **SENSE OF CONGRESS.**

2 (a) FINDINGS.—Congress finds the following:

3 (1) It is in the interest of United States na-
4 tional security that the United States merchant ma-
5 rine, both ships and mariners, serve as a naval auxil-
6 iary in times of war or national emergency.

7 (2) The readiness of the United States mer-
8 chant fleet should be augmented by a Government-
9 owned reserve fleet comprised of ships with national
10 defense features that may not be available imme-
11 diately in sufficient numbers or types in the active
12 United States-owned, United States-flagged, and
13 United States-crewed commercial industry.

14 (3) The Ready Reserve Force of the Maritime
15 Administration, a component of the National De-
16 fense Reserve Fleet, plays an important role in
17 United States national security by providing nec-
18 essary readiness and efficiency in the form of a Gov-
19 ernment-owned sealift fleet.

1 (b) SENSE OF CONGRESS.—It is the sense of Con-
2 gress that—

3 (1) maintaining a United States shipbuilding
4 base is critical to meeting United States national se-
5 curity requirements;

6 (2) it is of vital importance that the Ready Re-
7 serve Fleet of the Maritime Administration remains
8 capable, modern, and efficient in order to best serve
9 the national security needs of the United States in
10 times of war or national emergency;

11 (3) Federal agencies must consider investment
12 options for replacing aging vessels within the Ready
13 Reserve Fleet to meet future operational commit-
14 ments;

15 (4) investment in recapitalizing the Ready Re-
16 serve Fleet may include—

17 (A) construction of dual-use vessels, based
18 on need, for use in the America's Marine High-
19 way Program of the Department of Transpor-
20 tation, as a recent study performed under a co-
21 operative agreement between the Maritime Ad-
22 ministration and the Navy demonstrated that
23 dual-use vessels transporting domestic freight
24 between United States ports could be called
25 upon to supplement sealift capacity;

1 (B) construction of tanker vessels to meet
2 military transport needs; and

3 (C) construction of vessels for use in trans-
4 porting potential new energy exports; and

5 (5) the Department of Transportation, in con-
6 sultation with the Navy, should pursue the most
7 cost-effective means of recapitalizing the Ready Re-
8 serve Fleet, including by promoting the building of
9 new vessels that are militarily useful and commer-
10 cially viable.

