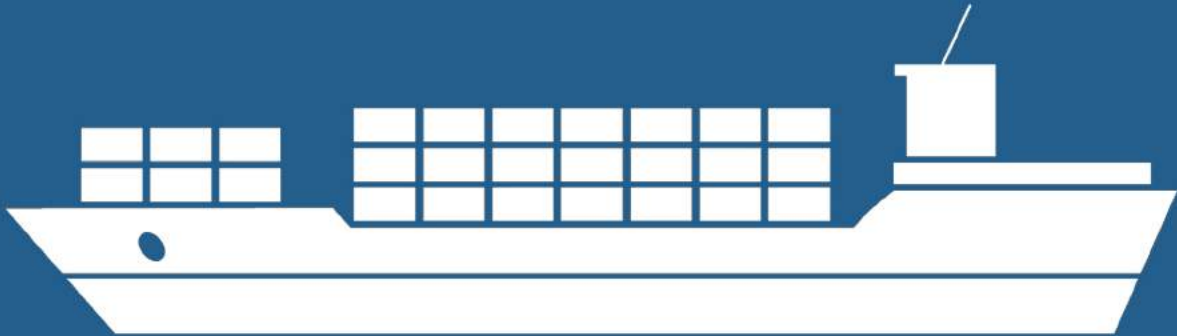


A REPORT FROM CONGRESSMAN GARAMENDI'S
MARITIME ADVISORY COMMITTEE



PRIORITIES OF THE NORTHERN CALIFORNIA MARITIME INDUSTRY

*Summary of Views Shared at a Roundtable Convened April 25, 2016
at the California State University Maritime Academy*

THE MARITIME ADVISORY COMMITTEE ROUNDTABLE STEERING COMMITTEE:

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Captain Bruce G. Clark | California Marine & Intermodal Transportation System Advisory Council
Dave Nolan | Marine Personnel Manager | Patriot Services
Norman Fassler-Katz | California Marine & Intermodal Transportation System Advisory Council
Christian Yuhas | Marine Engineers Beneficial Association
Captain Tom Cullen | Administrator | California Office of Spill Prevention & Response
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Steve Kreta | Vice President of Student Affairs | California State University Maritime Academy
Laura Podolsky | Policy Director | UC Davis | National Center for Sustainability Transportation
Jim Lites | Director | California Association of Port Authorities



Congressman Garamendi addressing his Maritime Advisory Committee.

Disclaimer: The roundtable was convened to sample the ideas and perspectives of maritime stakeholders in the Northern California region. While the Office of Congressman John Garamendi attempted to invite as many stakeholders as possible, our database is certainly not exhaustive, and not every invitee was able to attend. We invite any thoughts and comments not featured in this publication, and welcome additional participation at future Maritime Advisory Committee events. The views expressed in this document were shared generally at the roundtable meeting and should not be taken as the endorsed beliefs or recommendations of any single participant or organization.

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Above: Located in Vallejo, CA, the California State University Maritime Academy is the only degree-granting maritime academy on the West Coast.

Below: The Training Ship Golden Bear (TS Golden Bear) serves as the training platform on which cadets can apply the technological and leadership skills they learned in the classroom and from their work assignments. Each summer, first and third-year cadets depart for two months during the annual Training Cruise.



INTRODUCTION

On April 25, 2016, Congressman John Garamendi (D-Fairfield, Davis, Yuba City, CA), Ranking Member of the Transportation and Infrastructure Subcommittee on the Coast Guard and Maritime Transportation, convened a roundtable discussion at the California State University Maritime Academy in Vallejo. More than 250 maritime stakeholders participated in this discussion, representing federal, state, and local agencies, maritime businesses, and labor unions. The roundtable had the following two goals:

Broadly identifying key priorities of the many sub-sectors within Northern California's maritime industry:

blue/brown water steamship companies, waterfront industry (terminal operators, stevedoring companies, cranes & equipment operators), employer associations (PMSA), employee associations (ILWU & MEBA), ship servicing industry (Bar Pilots), and logistics & transportation industry (NVOCC, CA Trucking Association).



Developing specialized working groups to discuss priority issues and goals in greater detail. Working groups included the following sectors/issue categories:

Private Sector, Public Sector, Education/Workforce Sector, and Environmental. Each working group identified and addressed their priority issues through the following 4-prong methodology:

- (a) Description and explanation of the "state of issue" for each priority agreed upon by the sector working groups
- (b) Significance of the priority issue (implications to private & public sector, etc.)
- (c) Recommendations for Congressman John Garamendi regarding possible legislative solutions, best practices and/or action plans
- (d) Appendix of additional comments and suggestions from Advisory Committee Members

Eastern Shipbuilding Founder and CEO Brian D'Isernia describing the completed \$100 million deep water oil service ship ready for delivery in Panama City, Florida – a Made in America Jones Act ship.

WORKING GROUP ISSUE TOPICS

A. Public Sector Funding & Initiatives

(Working Group 1)

1. 2016 Water Resources Development Act (WRDA)
2. 2016 FAST Act Implementation in California (\$23 Billion for CA)
3. U.S. Port Security (Port Security Grant Program – FEMA)
4. 2016 U.S. Coast Guard Re-Authorization
5. M-580 Marine Highway Program
6. Port & Terminal Congestion
7. Federal agency response to the introduction of ultra-large containerships
8. MARAD Title XI Federal Loan Guarantee Program

B. Private Sector Economic Opportunities

(Working Group 2)

1. Jones Act Provisions & Proposals
2. Revitalizing the U.S. Shipbuilding Industry
3. Make it in America & Buy America Provisions
4. West Coast Maritime Industry Implications of Panama Canal Expansion
5. U.S. Coast Guard Waterway Management Policies & Forecast
6. Port & Terminal Congestion
7. Land Use & Urban Port Planning (Regional Private/Public Sector Partnerships)

C. Regulations & Environmental Sustainability Goals

(Working Group 3)

1. CA Exec Order B-32-15 (CA Freight Mobility Plan & Sustainability Plan)
2. Land-Use & Urban Port Planning (plans for building bulk commodity capacity)
3. U.S. Endangered Species Act / WRRDA 2014 implications
4. Terminal Emission Control Agency - Fuel Transition Goals & Plans
5. California Air Quality Board & U.S. Environmental Protection Agency
6. The need for National Emission Standards for the Maritime Industry
7. U.S. Clean Water Act (Foreign Ship Ballast Water Issues)

D. Education & Workforce

(Working Group 4)

1. Educating policymakers on the importance of the maritime industry to U.S. national security and economic security
2. Building future U.S. Maritime Workforce via apprenticeships & WIOA (Workforce Innovation Opportunity Act) industry-driven curriculum
3. Funding for Merchant Marine Training Ship Programs
4. Coast Guard Licensing & Certification for Merchant Marine
5. Shipbuilding Naval Architecture & Ship Design Programs
6. Implementation/Discrepancies in Jones Act Provisions

Congressman Garamendi engaging with his Education & Workforce working group during the Maritime Advisory Committee Roundtable.



PRIORITY ISSUE SURVEY

ISSUE CATEGORY	DESCRIPTION OF PRIORITY	TOTAL
Private Sector	Jones Act Provisions & Proposals	27
Private Sector	Port & Terminal Congestion (Private Sector Implications of Pier Pass & Oakland Pier Pass Proposal)	15
Private Sector	Revitalizing the US Shipbuilding Industry	14
Education/Workforce	Educating Policymakers on the importance of Maritime Industry to the local, regional, & national economy	13
Private Sector	Make it in America & Buy America Provisions	10
Public Sector	M-580 Marine Highway Program	8
Regulations & Env.	CA Executive Order B-32-15	7
Regulations & Env.	CA Air Quality & US Environment Protection Agency	6
Public Sector	US Port Security (Port Security Grant Program - FEMA)	6
Public Sector	Federal Agency Response to the introduction of Ultra-Large Containerships	5
Public Sector	2016 Water Resources Development Act (WRDA)	5
Private Sector	Land Use & Urban Port Planning (Regional Private/Public Sector Partnership)	5
Education/Workforce	Building future US Maritime Workforce (Ex: via apprenticeship program, etc.)	5
Education/Workforce	Coast Guard Licensing & Certification for Merchant Marine	5
Regulations & Env.	The Need for NTL Emission Standards for the Maritime Industry	4
Private Sector	West Coast Maritime Industry Implications of Panama Canal	4
Public Sector	MARAD Title XI Federal Loan Guarantee Program	4
Public Sector	2016 Coast Guard Re-Authorization	3
Public Sector	2016 Fast Act Implementation in CA (\$23 Billion for CA)	3
Education/Workforce	Implementation / Discrepancies in Jones Act Provisions	3
Regulations & Env.	Terminal Emission Control Agency Fuel Transition Goals & Plans	2
Regulations & Env.	US Clean Water Act	2
Private Sector	US Coast Guard Waterway Management Policies & Forecast (Coast Guard's Role in Ice-Breaking Efforts)	2
Education/Workforce	Shipbuilding Naval Architecture & Ship Design Programs	2
Education/Workforce	Funding for Merchant Marine Training Ship Programs	2
Regulations & Env.	Land Use & Urban Port Planning	1
Regulations & Env.	US Endangered Species Act/ WRRDA 2014 Implications	0



Congressman Garamendi providing remarks during a Change of Command Ceremony at Coast Guard Island Alameda.



Congressman Garamendi boarding a Coast Guard patrol boat for a Mississippi River tour.

SUMMARY OF RECOMMENDATIONS & PRIORITIES

PUBLIC SECTOR RECOMMENDATIONS & PRIORITIES

1. Congress should **adjust the definition of “Donor Ports” within WRDA**, to reflect a \$5 million contribution rather than the current \$15 million contribution to the Harbor Maintenance Trust Fund.

2. Congress should **continue supporting legislation such as the FAST Act** that emphasizes programmatic funding for multi-modal freight transportation, such as rail, highways, marine-highways, and ports, as an interconnected and interdependent system of systems, and which provides a strategic framework for multi-modal transportation systems both at a national and state level.

3. Congress should **provide additional dedicated funding for “port security & maintenance”** through additional discretionary funding programs and grant funding dedicated to port authorities and port stakeholders, where contributory equity is a key factor in assuring a fair return and distribution of tax and fee payer revenues dedicated for these purposes.

4. National and local policies/practices at our ports should **include “coordination” of infrastructure investments** and implement practices such as: 1) Pre-Arrival Scheduling, and 2) coordinated infrastructure development and deployment (federal, state, local, public and private), both landside and waterside to address port congestion issues. As a result of this recommendation, Congressman Garamendi supported and monitored the activities of the Port Performance Freight Statistics Working Group authorized under the FAST Act, as well as the work of the FMC’s Supply Chain Innovation Initiative.

5. Both national and statewide leadership should **revisit the deployment and implementation of the M-580 program** and similar strategies for coastwise short sea and inland river transportation as a means to address: 1) Port Congestion, 2) Compliance with 2016 California Freight Sustainability Goals and associated environmental target goals, and 3) economic opportunities to strengthen the economic viability of the maritime industry.

PRIVATE SECTOR RECOMMENDATIONS & PRIORITIES

1. Congress should **continue advancing the Jones Act, while considering revisions that can strengthen its original intent of promoting the U.S. maritime industry and protecting national security interests.** Congress should consider: 1) possible revisions in the “build and charter” program; 2) revising the construction differential subsidy and operating differential subsidy; and 3) including provisions requiring American new ship builds and American existing ship repairs.

2. Congress should **incentivize U.S. private sector leaders to construct additional U.S.-built vessels through Title XI tax incentives** and implementation of additional policies, such as H.R. 5270 (113th Congress), to ensure that crude oil and LNG exports are used to expand our U.S.-flag fleet, U.S. mariner pool, and U.S. shipbuilding capabilities. Congress should incentivize the private sector to build U.S. ships utilized in international trade, and should prioritize enforcement of cargo preference rules. In keeping with this recommendation, Congressman Garamendi introduced H.R. 1240, the Energizing American Maritime Act, requiring that 30% of exported crude oil and LNG travel on U.S.-flag ship by 2025.



The USCGC Polar Star Icebreaker during dry dock repairs at Mare Island, CA. The Polar Star is a key Coast Guard asset in protecting American interests and ensuring safe and reliable maritime commerce.

ENVIRONMENTAL SUSTAINABILITY RECOMMENDATIONS & PRIORITIES

1. Congress and/or the state legislature should **provide additional funding for tools and resources for the maritime industry to address the many environmental sustainability goals** that have become increasingly burdensome and “unviable” for the industry’s capabilities. Without such funding and resources, it will not only come at the cost of the economic competitiveness of the U.S. maritime industry but will disrupt long-term compliance of these sustainability goals.

2. Congress should **propose a nationwide freight sustainability standard that works in conjunction with state standards** and is mindful of the national maritime industry’s needs and goals. If sustainability goals are ambitious, additional funding should be provided to ensure that these goals can be achieved.

3. Congress and state policymakers should **consider the following principles when developing new environmental policies impacting the maritime industry:** 1) Establish uniform standards across all states that accurately reflect existing Best Available Technology, and establish goals that are reasonably attainable. 2) For regulations reliant on the adoption of new technologies, consider the viability and availability of respective technologies to the industry and adequate funding support for research & development. 3) For regulations that are performance-based, provide incentives and rewards for good actors.



Congressman Garamendi touring the Eastern Shipbuilding Naval Shipyards.

EDUCATION & WORKFORCE RECOMMENDATIONS & PRIORITIES

1. Congress, state policymakers, and maritime industry stakeholders should coordinate efforts **to advance public discourse on the priorities and needs of the maritime industry by:** 1) holding public hearings and additional roundtables that are work-focused and outcome-driven; 2) planning field trips for students to ports; 3) hosting larger lobbying efforts; 4) hosting maritime industry & policymaker lunch meetings.

2. Congress should work with the Maritime Administration and the U.S. Coast Guard to **ease licensing requirements and programs for veterans entering the maritime workforce**, noting that many veterans are currently not receiving credit for training completed during their military service. Many veterans already possess expert knowledge and training, but face delay in entering the industry following release from active duty due to redundant licensing requirements and fees that delay or completely disrupt the transition into the maritime industry at a time when the maritime workforce faces critical projected shortfalls. In keeping with this recommendation, Coast Guard and Maritime Transportation Chairman Duncan Hunter and Ranking Member John Garamendi convened two separate listening sessions with Federal agencies and maritime stakeholders on the issue in 2016, and were successful in including “Military to Mariner” language in the 2017 National Defense Authorization Act.

3. Congress and U.S. private sector interests should **work together to develop a new era of life-saving equipment and updated requirements for U.S. mariners and U.S. vessels.** With climate change, significant weather events are growing more severe every year, and new equipment and training will be critical in preventing further loss of American lives and shipping infrastructure, along with the associated economic and social impacts.

PUBLIC SECTOR PRIORITIES

Public Sector Working Group Facilitator:

Captain Tom Cullen

Administrator

CA Office of Spill Prevention & Response

PRIORITY ISSUE #1 – WATER RESOURCES DEVELOPMENT ACT (WRDA) 2016

State of Issue: The Harbor Maintenance Trust Fund (HMTF) provides funding for port dredging and maintenance paid for by a 0.125 percent user fee on the value of cargo shipped through a port. A port is considered a “donor port” if it collects at least \$15 million in HMTF dollars annually, received less than 25 percent of collected HMTF dollars in the last five years, and is located in a state where over 2 million twenty-foot equivalent units were loaded or unloaded in FY 2012. Donor ports qualify for assistance from a \$50 million set-aside that can be used for berth improvements and dredged materials disposal and reuse, environmental reviews, and payments to importers. California, whose northern ports face a dire need for additional dredging funding, is a major donor state that, as of 2015, received only 15 percent of the amount paid into the HMTF by shippers for the use of its harbors. For example, shippers at the Ports of Los Angeles and Long Beach paid on average \$250 million each year into the HMTF, but those ports received an average of \$2 million in return.

Significance: California has many needs to maintain our ports and canals. Dredging operations, utility improvements, and infrastructure upgrades are just a few of the many costs our ports face to remain competitive.



Container Ships in the Port of Oakland
Photo: Steve Boland, <http://calurbanist.com/>

Recommendations: Congress should put pressure on Appropriators to allocate additional funds for dredging, and should adjust the definition of “Donor Ports” within WRDA to reflect a \$5 million contribution rather than the current \$15 million contribution to the Harbor Maintenance Trust Fund. The Sector Group particularly recognizes the efforts of the Port of San Diego and the Port of Hueneme in this regard, as shown in the following example:

- (a) San Diego contributes an average of between \$6 million and \$8 million annually.
- (b) The current \$15 million contribution requirement does not qualify the Port of San Diego for “expanded use” of HMTF funds, which include berth dredging and maintenance projects and disposal of contaminated soil.
- (c) The Port of Hueneme also supports the adjustment of \$5 million.
- (d) The Executive Directors of the Ports of Los Angeles and Long Beach are not opposed. Congressional delegations representing San Diego and Ventura have expressed support.

NOTE: With Congressman Garamendi’s support, the Water Infrastructure Improvements for the Nation Act (WIIN), the 2016 version of WRDA, was passed and signed into law in December of 2016. It included a provision to expand the donor port program to include medium-size ports that collect between \$5 million and \$15 million for the HMTF annually, received less than 25 percent of those funds back during the previous five years, and are located in a state where more than 2 million shipping containers were loaded or unloaded in 2012. This is a win for the Port of San Diego, the Port of Hueneme, and all of California.

PRIORITY ISSUE #2 – 2016 FAST ACT IMPLEMENTATION

State of Issue: In December of 2015, a five-year surface transportation bill was signed into law after nearly a decade of short-term extensions. The \$305 billion plan, called the Fixing America's Surface Transportation (FAST) Act, highlighted freight infrastructure as a top national priority with the first ever freight title and over \$10 billion directed for freight programs.

Significance: The FAST Act marks the first time the federal government proactively recognized the need to fund multi-modal port systems. Money for freight is incredibly important, supporting a larger statewide freight transportation system that serves America's businesses and consumers. Freight grants made available through the FAST Act, like the FASTLANE grant program, will be important in alleviating the high demand for TIGER grants.

Recommendations: Congress should continue supporting legislation such as the FAST Act that emphasizes programmatic funding for multi-modal freight transportation (rail, highways, marine-highways, etc.) and provides a strategic framework for multi-modal transportation systems both on a national and state level. Such legislation must recognize the important role ports play in freight movement, and stakeholders should strive to get ports projects listed in the Transportation Improvement Program (developed by Metropolitan Planning Organizations) and Statewide Transportation Improvement Program (developed by California).

PRIORITY ISSUE #3 – PORT SECURITY GRANT PROGRAM

State of Issue: The Port Security Grant Program (PSGP) supports the building, sustainment, and delivery of core capabilities essential to national security, directly supporting maritime transportation infrastructure security activities. Over a five-year period from 2006 to 2010, a total of nearly \$1.7 billion in PSGP funds were allocated, averaging \$340 million annually. But the program has seen significant cuts, and in FY2016 was funded at just \$100 million for FY2016. Further, these funds are now allocated on a purely competitive basis by a central panel in Washington, DC, rather than based on the needs assessments of regional partners most familiar with local priorities and requirements.

Significance: Ports often lack the sophisticated lobbying efforts of other modes of transportation and are often unable to compete for scarce grant dollars. This grant program helps state, local, and private sector maritime partners improve port-wide risk management, maritime domain awareness, training, and recovery and resilience capabilities.

Recommendation: Congress should provide additional dedicated funding for port security and maintenance, including through additional discretionary funding programs and grant funding dedicated to port authorities and port stakeholders. Congress should:

- (a) create a dedicated funding source for Cyber Security and Radiological/Nuclear Threats and Protections (RADNU) that focuses specifically on these threats
- (b) keep the Port Security Grant Program as a unique budget line item and resist moves to consolidate it into other grant initiatives;
- (c) ensure tax dollars collected in California that fund the PSGP fairly and equitably benefit California Ports and Harbors, and that prioritized projects are selected using regional input as the primary consideration;
- (d) streamline and revise the PSGP to extend the grant expenditure timeline (currently limited to a two year expenditure cycle) to improve obligation and expenditure rates for PSGP funds (some participants expressed views that local project approvals and federal and state environmental compliance requirements can erode the actual project performance schedule to an unattainable level, particularly for civil improvement and protection projects); and
- (e) expand the approved use of funds to include maintenance and replacement of critical port security equipment and infrastructure with a limited effective life cycle, whether previously purchased with PSGP funds or not.

NOTE: In keeping with this recommendation, Congress convened two hearings in 2016 to gather additional background on port security threat assessment and security.

PRIORITY ISSUE #4 – PORT & TERMINAL CONGESTION

State of Issue: Outdated infrastructure, inefficient processes, labor disruptions, and changing market trends (including the introduction of ultra-large carrier vessels and the use of megaships) are among the many factors that contribute to port and terminal congestion. Federal assistance is needed to address channel depth, landside infrastructure, intermodal connectors and other factors that can contribute to the smooth functioning of ports. Concerns include scheduling costs, overtime labor, labor management issues, and insufficient access to ports and transactions.

The Committee specifically identified concerns about Pier Pass, a program unique to the Port of LA and Port of Long Beach. They pointed out that Pier Pass Scheduling covers only two shifts during a five-day period and allows drayage companies and shippers to pay a “fee” for preferential assignment of a “pick-up” slot, when not all carriers and shippers have the resources and flexibility to do this. The Committee also noted that the warehousing and inland port staging areas often do not match extended gate hours at the port facilities, so that even if the port gates remain open for three shifts, drayage companies have no place to go with their loads. These elements limit the attainment of maximum efficiencies, resulting in port congestion and the accompanying economic and environmental impacts.

Significance: Businesses, workers, and consumers across the U.S.—and the world—rely on the smooth and efficient flow of goods through our ports and terminals to remain competitive. Port and terminal congestion threaten the efficiencies of supply chains crucial to our global economy, and challenge implementation and attainment of rigorous “zero emissions” environmental goals.

Recommendations: Noting that a proposed “increased fee” for usage negatively impacts the trucking industry, the Committee determined that a comprehensive approach is needed to address port congestion. Both national and local port decision makers should pursue “coordination” of infrastructure investments and implement practices such as: 1) pre-arrival scheduling; 2) coordinated infrastructure deployment both landside and waterside to addressing port congestion issues; and 3) avoidance of limited gate hours, including the avoidance of gate closures on Sundays.



Port of Oakland aerial view

Photo: Daniel Parks, <https://www.flickr.com/photos/parksdh/>



Port of Oakland cranes

Photo: Steve Boland, <http://calurbanist.com/>



Containers being moved in preparation for loading at the Port of Oakland

Photo: Department of Energy

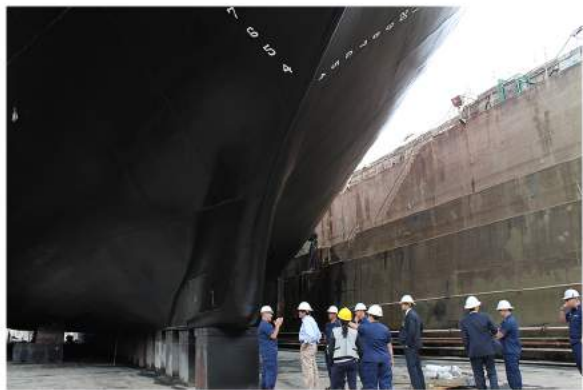
PRIORITY ISSUE #5 – THE M-580 MARINE HIGHWAY PROGRAM



Congressman Garamendi speaking on the House Floor about the importance of building a U.S. polar icebreaking fleet.



From left: Senator Chris Murphy, Rep. Ted Deutch, former Rep. Donna Edwards, Rep. John Garamendi, and Senator Brian Schatz aboard the USS Mustin.



Congressman Garamendi touring the USCGC Polar Star Icebreaker during dry dock repairs at Mare Island, CA.

State of Issue: The M-580 Marine Highway Program was discussed at Congressman Garamendi's 2013 Maritime Roundtable and supported by the Congressman. Unfortunately, a series of issues led to the failure of the California Test Project on the Sacramento River between the Ports of Oakland and Stockton, including a lack of time and resources for full implementation. For instance, Virginia's Marine Highway Program was given three years of funding for private-market value sustainability and acceptance, whereas the M-580 only received 14 months of funding. Some Committee members also offered the idea that the selection of this relatively short inland river route may not have been the best initial test of this concept in California.

Significance: The Public Sector Group identified multiple reasons to secure additional funding to revive this program, including:

- (a) Marine highways are proven tools that can address port congestion, roadway traffic, and general wear-and-tear on inland highway infrastructure, while promoting improvements and increased service by rail to currently underserved areas.
- (b) With the State of California mandating stricter Zero Emission sustainability goals, the marine highway can be a valuable and effective alternative.
- (c) Because the infrastructure for this program is already in place, subsidies are only required to assist with temporary cargo movement.
- (d) There is a strong business case for the M-580 Program when considering cargo perishability issues for conventional cargo transportation.

Recommendations: Both national and statewide leadership should revisit the deployment and implementation of the M-580 program as a means to address port congestion, compliance with California's Freight Sustainability Goals, and opportunities to strengthen the economic viability of the maritime industry by development and construction of U.S.-made ships crewed by U.S. mariners.

PRIVATE SECTOR PRIORITIES

Private Sector Working Group Facilitator:

Jon Haveman

Principal

Marin Economic Consulting, LLC.

PRIORITY ISSUE #1 – JONES ACT PROVISIONS

State of Issue: The Jones Act is vital to the U.S. maritime industry. The Sector Group focused on the importance of protecting the Jones Act, as well as revisions that adhere to its original goals and strengthen many of the sub-sectors of the U.S. maritime industry, including the revitalization of the U.S. shipbuilding industry.

Significance: The Jones Act not only has major economic implications for the maritime industry, but also significant and serious implications for the national security of our nation. The current composition of the Jones Act fleet is both insufficient for the long-term viability of the maritime industry and poses a national security concern that must be addressed.

Recommendation: Congress must continue advancing the Jones Act, while considering revisions that can strengthen its original intent of promoting the U.S. maritime industry and protecting national security interests, including:

- (a) Possible revisions in the “build and charter” program.
- (b) Possible revisions to the construction differential subsidy and operating differential subsidy.
- (c) Revisions to require that all repair work on U.S.-flag Jones Act vessels—with an exception for emergency repairs—be done in the United States in U.S. shipyards with U.S. labor and materials.

NOTE: In keeping with this recommendation, Congressman Garamendi and others were successful in fending off efforts in 2016 to weaken the Jones Act.



Top and Bottom: Congressman Garamendi touring Bollinger Shipyard in Louisiana, where 22 Fast Response Cutters have been built for the Coast Guard so far.



PRIORITY ISSUE #2 – REVITALIZING THE U.S. SHIPBUILDING INDUSTRY

State of Issue: In 1979, the United States had over 576 U.S.-flagged vessels operating in the foreign trade. Today, that number has plunged to under 90 vessels. This slow decline in U.S. shipbuilding and ship operating capacity poses great concerns for America's long-term economic viability and national security.

Significance: There are only nine remaining active blue-water (large vessel) shipyards capable of building vessels for foreign trade. Moreover, as noted the current build (construction schedule) of "Jones Act Fleets" will not be enough to fulfill all economic needs and/or U.S. national security interests. Without enough Jones Act vessels, many ship owners are left to reflag foreign vessels, a practice that has short-term functional or economic value for civilian cargo but presents great national security risks and concerns for military cargo lift capacity over the long term.

Recommendations: Congress should incentivize U.S. private sector leaders to construct additional U.S.-built vessels through Title XI tax incentives and implementation of additional policies such as H.R. 5270 to ensure Crude Oil and LNG oceangoing exports utilize U.S.-built, -crewed, and -flagged ships. Congress should provide incentives for private sector construction of U.S. ships utilized in international trade, and should prioritize enforcement of cargo preference rules. Congress should pursue and promote:

- (a) policies that encourage or require the use of U.S. ships for international trade;
- (b) policies and practices that include dual military vessel usages, including incentivizing the development and use of coastal container and bulk carrier vessels which, under Jones Act provisions, can be made available to the Department of Defense in times of war, and exploring other military and civilian joint usage ideas;

- (c) policies that provide better shipbuilding opportunities;
- (d) policies that increase U.S. qualified mariner base;
- (e) tax incentives that encourage the construction of U.S. ships; and
- (f) export trade policies that protect and promote the U.S. maritime industry, including requirements that set volumes of export cargoes must travel on U.S.-flag vessels.

Note: In keeping with this recommendation, Congressman Garamendi introduced H.R. 6544 and H.R. 6545 at the end of the 114th Congress, as well as H.R. 1240 in the 115th Congress. He also supported colleagues in the passage of a 2017 National Defense Authorization Act provision authorizing the design and construction of a new multi-mission maritime training vessel for the U.S. Merchant Marine Academy and state maritime academies.



Congressman Garamendi delivering the keynote address during the 2016 SF Fleet Week Senior Leaders Seminar

SUSTAINABILITY & REGULATIONS PRIORITIES

Sustainability Working Group Facilitator:
Laura Podolsky
Policy Director, University of California, Davis
National Center for Sustainability Transportation

PRIORITY ISSUE #1 – FUNDING FOR NEAR ZERO EMISSIONS EQUIPMENT

State of Issue: California has the strictest environmental regulations for the maritime industry in the United States. The general consensus of the working group was that these are good and sound policies in attaining a balance between economic, commercial, and environmental goals. But because other states have been slow or reluctant to adopt similar regulations, the stage has been set for uneven and unequitable competition.

Significance: Federal preemption by establishing a set of national standards could help expand uniform application of environmental regulations and result in the following things:

- (a) California would not bear the entire cost of bringing new and more efficient engines and water treatment systems to market, and maritime commercial operators would not be required to purchase these systems to comply only with the requirements of a single state.
- (b) Cargo companies would not be tempted to forgo California ports for ports in other states because of the cost of compliance with California's environmental regulations. If more cargo is diverted to other ports, California is not fixing the problem of reducing greenhouse gases and is instead exacerbating the problem by transferring these issues to other regions and states. Greenhouse gases would be reduced on a nationwide level by the adoption of uniform national standards focused on attainable and realistic goals and using a "Best Available Technology" approach.

- (c) What should come first: more efficient products, or regulations that require more efficient products? Without stricter regulations, there is no incentive to create more efficient products, but regulations must come with funding for research and development, and incentives for bringing technologies to market. Regulations on vessel incidental discharges, described in a subsequent section, are a good example of the fragility of this balance.

Recommendations: Congress and the state legislature should provide additional funding for tools and resources for the maritime industry to address the many environmental sustainability goals that have become increasingly burdensome and "unviable" for the industry's capabilities. Without such funding and resources, it will not only come at the cost of the economic competitiveness of the U.S. maritime industry but will disrupt long-term compliance of these sustainability goals.

PRIORITY ISSUE #2 – CALIFORNIA'S SUSTAINABLE FREIGHT ACTION PLAN

State of Issue: Governor Jerry Brown's executive order B-32-15 directed the California Air Resources Board (CARB), the California Department of Transportation (Caltrans), the California Energy Commission (CEC), and the Governor's Office of Business and Economic Development "to develop an integrated action plan by July 2016 that establishes clear targets to improve freight efficiency, transition to zero-emission vehicles (ZEVs), and increase competitiveness of California's freight system." The integrated plan must be informed by existing state agency plans, most notably the California Freight Mobility Plan (produced by Caltrans), Sustainable Freight Pathways to Zero and Near-Zero Emissions (produced by CARB), and the Integrated Energy Policy report (produced by CEC).

Significance: Current projections show that reconciliation of these plans will come at considerable cost to the California inter-modal transportation system. There are still many questions that have yet to be answered, including:

- (a) How will the trucking and the freight industry at large transition to ZEVs?
- (b) Will the action plan be prescriptive?
- (c) Although many California agencies are working together, how will the state's efforts fit into the federal context? If California efforts do not sync with the federal dynamics, the Sector Group is concerned that the state may become less economically viable.
- (d) How will regulations affect the cost of moving cargo?
- (e) What's next after the statewide plan is adopted?

Recommendations: Congress should propose a nationwide freight sustainability standard that works in conjunction with the state standards, and is mindful of the national maritime industry's needs and goals. If sustainability goals are ambitious, additional funding should be provided to ensure that these goals can be achieved.

PRIORITY ISSUE #3 – RECONCILING TECHNOLOGICAL CAPACITY OF INDUSTRY WITH NATIONAL & STATE ENVIRONMENTAL REGULATIONS AND SUSTAINABILITY GOALS

State of Issue: With new environmental regulations and sustainability goals being adopted both by the state and national government on an on-going basis, maritime industry sectors face challenges in the ambitious nature of many of these reforms, as well as inconsistencies between state and federal standards. Leaders in every sector of the maritime industry understand the importance of adopting sustainability goals, but request that policymakers consider strategies to assist in achieving sustainability goals while remaining economically competitive. One key issue is ensuring that regulations and goals are being established in consideration of the viable technology available to industry. Policymakers must also ensure that available technology is viable for large-scale commercialization and implementation to meet the demands of new regulations on a statewide and national scale.

Significance: On July 17, 2015, the Governor's Executive Order B-32-15 to coordinate the California Sustainability Freight Action Plan with the goals of improving freight efficiency, transitioning to zero-emission technologies, and increasing economic competitiveness in the state. While a positive step forward, the Sector Group identified concerns in the maritime industry of possible opportunity losses related to this order. After the order was announced, the California State University Maritime Academy Golden Bear Research Center began identifying segments of the freight sector that would face challenges in adopting the mandated new technologies—an indication that regulations and sustainability goals were set without clear evidence that they were reachable. The Sector Group notes that industry often takes a triple-hit when environmental regulations and standards change: once in up-front R&D costs, again for commercialization and implementation of the required technology, and finally in competitive impacts if the associated costs are not spread universally across the national marketplace.

Recommendations: Federal and state policymakers should consider the following principles when developing new environmental policies impacting the maritime industry:

- (a) Strive for uniform standards across all states.
- (b) For regulations reliant on the adoption of new technologies, consider the viability and availability of respective technologies to the industry, provide adequate funding support for R&D, and incentive partnerships for implementation.
- (c) For regulations that are performance-based, provide incentives and rewards for good actors.

Note: The International Maritime Organization's International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM) will enter into force on September 8, 2017. Vessels operating under the flag of a signatory country must comply with those regulations, as well as with applicable port regulations issued by the U.S. Coast Guard, the U.S. Environmental Protection Agency, and any state-specific regulations. In December of 2016, the U.S. Coast Guard approved Optimarin AS' UV-based treatment system for compliance with its regulations, with expectations of two additional approved systems shortly. While this is a positive step forward in clarifying this complex compliance environment, maritime stakeholders remain concerned about the evolving regulatory program and point out the need for a stable, uniform standard.

EDUCATION & WORKFORCE PRIORITIES

Education & Workforce Working Group Facilitator:

Steve Kreta

Vice President of Student Affairs
California Maritime Academy

PRIORITY ISSUE #1 – RAISE AWARENESS OF POLICYMAKERS AND THE GENERAL PUBLIC ON THE CRITICAL IMPORTANCE OF A STRONG U.S. MARITIME INDUSTRY TO OUR ECONOMY AND NATIONAL SECURITY

State of Issue: The U.S. maritime industry contributes more than \$649 billion annually to national GDP, sustaining more than 13 million jobs. Virtually 90 percent of all cargo comes through our ports via the maritime industry, touching the lives of every American on a daily basis. Yet most policymakers and members of the general public are largely unaware of these vital contributions, the needs of the industry, and the various supply chains vital to its success (including trucking and rail).

Significance: Noting that the U.S. Maritime Industry is largely driven by legislative policies (including infrastructure funding, subsidies, and regulations), it is vital for U.S. policymakers and for the public at large to learn more about the value and impact the maritime industry has on our country's economic and national security. The economic footprint of this industry spans many sectors and is deeply tied to the strength of our local workforce. Expanding our U.S.-flag fleet and employing more workers, both on land and at sea, means more mariner and manufacturing jobs strengthening the entire U.S. economy. But due to a pattern of depreciating competitive value on a global scale, the percentage of U.S.-flagged and operated ships continues to decrease, to the point that our maritime industry now falls far short of its potential. As a result, America falls short of its potential as well.

Recommendations: Efforts should be coordinated amongst Members of Congress and state policymakers to elevate public discourse on the priorities and needs of the maritime industry, including: 1) holding public hearings, 2) additional roundtables, 3) planning field trips for students to ports, 4) hosting larger lobbying efforts, 5) maritime industry & policymaker lunch meetings, etc.

Suggestions:

- (a) Hold More Public Events and Hearings – Congressional meetings in the district are great ways to bring everyone together. Encourage policy makers to hold their own district roundtables. This year's Roundtable format is a great model and format for future discourse.
- (b) Lobbying and Marketing – Get policymakers physically on the ships, possibly to include a lunch date with the labor unions. It makes a big difference when they're on the ship and see the various operations for themselves.
- (c) Student School Involvement – Encourage more field trips to U.S. ports, train stations, railways, etc. Get the word out that there are good paying jobs within the maritime industry.



Congressman Garamendi learning about the mechanics of the USCGC Polar Star Icebreaker



California's community colleges, like Solano Community College, can teach important engineering and physics concepts for those aspiring to enter the maritime economy.

PRIORITY ISSUE #2 – BUILDING THE MARITIME WORKFORCE

State of Issue: The maritime industry lacks a sufficient workforce and work opportunities. There is an insufficient number of ships and mariners to maintain the competitiveness and economic needs of the maritime industry, notably described by a recent MARAD report indicating that thousands of additional mariners will be needed in the near future to meet sealift requirements. To address these needs, we must build a pipeline by continually recruiting and training future mariners.

Significance of Issue: Currently there are impediments in certain industry and education sectors which act to decrease the speed and efficiency of rebuilding this workforce pipeline, specifically the transition of sailors and mariners from the military into the commercial maritime industry.

Recommendations: Congress should ease licensing requirements and programs for veterans entering the maritime workforce, noting that many veterans are currently not receiving credit for training completed during their military service. Many veterans already have the knowledge and training, but face delay in entering the industry due to redundant licensing requirements and/or fees. This can delay or completely disrupt the transition into the maritime industry. Congress should also focus on retention of those in the mariner industry, easing the many challenges mariners face in continuing an at-sea lifestyle.

Suggestions: Congress should do the following:

- (a) provide more flexibility for students coming from different backgrounds to help meet STCW guidelines;
- (b) require the Coast Guard and Navy to streamline the licensing process involved in the military-to-mariner transition to provide a career track option supporting this goal;
- (c) continue encouraging industry to credit military transition to workforce;
- (d) increase availability and affordability of mandated Advanced Training, noting the many new courses mandated by Coast Guard and international regulations (courses should be made available online or outside of traditional working hours so participants are not forced to take time off);

- (e) eliminate federal income tax for mariners to encourage them to live at sea; continue advanced training to assist with mariner retention; and
- (f) better marketing to future mariners, highlighting humanitarian efforts, and a focus on getting youth connected through social media marketing.

PRIORITY ISSUE #3 – NAVAL ARCHITECTURE (SHIP BUILDING & DESIGN)

State of Issue: The Sector Group notes that there is not enough life-saving equipment on ships. Recent incidents with American lives lost at sea, like the sinking of the S.S. El Faro on October 1, 2015, should encourage policymakers and the private sector to investigate ways to prevent such tragedies from occurring in the future.

Significance: As climate change continues to increase the frequency and severity of storms, advances in life-saving technologies are needed to keep pace. Improving such technologies will decrease loss of life associated with maritime professions, alleviate instances of pain and suffering for family members, and improve the attractiveness of the maritime industry at a time when the industry is aging out and must place special emphasis on attracting young entrants.

Recommendations: Life rafts are not the answer. As a world super-power, we must strive to build more effective and cost-efficient life-saving vessels and equipment for both commercial vessels and cruise ships. Congress and U.S. private sector interests should work together to develop a new era of life-saving equipment for U.S. mariners, leveraging the R&D of the International Maritime Organization and other worldwide maritime organizations when possible.



Congressman Garamendi touring Coast Guard Sector New Orleans

APPENDIX ONE

FOCUS COMMENTS

FOR CLARIFICATION OF THE 2016 GARAMENDI MARITIME ROUNDTABLE REPORT

PROVIDED BY **CAPT BRUCE G. CLARK**, USCG (RET) – CHAIR, THE CALIFORNIA MARINE AND INTERMODAL TRANSPORTATION ADVISORY COUNCIL.

PUBLIC SECTOR RECOMMENDATION #1 “Adjust the definition of “Donor Ports” within WRDA”

While it is advisable to evaluate the level of, and means testing for, financial support paid by each Port into the HMT fund, the more critical issue is to rebalance the payments from the fund to “spend down” the available funding as intended by Congress for dredging and harbor maintenance projects. Every year, funds in the Harbor Maintenance Tax Fund (HMT Fund) go unspent while available approved projects remain undone or incomplete. Donor states contributing the most funding should receive prioritized return on investment commensurate with the taxes paid, and the HMT fund should be paid down every fiscal cycle by clear direction from Congress and regulatory requirement. Each maritime state (coastal, Great Lakes and inland and western rivers) should also be required to contribute to the HMT goals and objectives through annual assessment contribution of matching funds at some level established by Congress. This action assures an equality of stakeholder investment (federal, state, and local) and recognition of the maritime transportation system (MTS) as a regional, state, and national asset – and not simply a national (federal) responsibility.

PUBLIC SECTOR RECOMMENDATION #4 “Coordination” of infrastructure investments”

Federal, state and local agencies and authorities must work together to manage public revenues targeted for MTS-related infrastructure investments. Funding in the past has been delayed, mired in competitive confusion, and “siloed,” dependent upon agency focus and transportation mode bias. Clearinghouse activities to jointly prioritize and approve projects in an expeditious manner remains a critical challenge to assure maximum comprehensive benefit is obtained from the expenditure of limited public funds. A clear and effective approach to these complex issues can only be accomplished where the critical needs are evaluated across all modes of the MTS – not simply with a focus on a single mode requirement. As no transportation mode operates in isolation from the others, prioritization of critical projects must consider effects and benefits to all modes – and this requires a concerted and sustained, organized and well-coordinated effort across a full spectrum of government, agency, and MTS stakeholders. U.S. DOT MARAD should be fully empowered and funded to lead and manage this national effort, leveraging and utilizing the existing Maritime Transportation System National Advisory Council (MTSNAC) and the federal TIGER Grant process, but in direct consultation and coordination with state equivalents such as the California Marine and Intermodal Transportation Advisory Council (CALMITSAC - a state level MTSNAC counterpart). CalSTA and CFAC should lead the state prioritization effort, and the state, regional, and key county municipalities (where there are direct benefits and port entities) must all be willing to contribute infrastructure enhancement funding for selected critical projects.



Congressman Garamendi meeting with Maritime representatives in his Washington, D.C. office.

PUBLIC SECTOR RECOMMENDATION #5 “Revisit the deployment and implementation of the M-580 program”

Complementing federal and local port initiatives, the State of California must join federal and local government and stakeholders to take a leadership role in supporting the development and trial of the M-580 concept over a sufficient timeline to assure a legitimate proof of concept. The State provided no funding supporting for the M-580 initiative and was only a marginal voice in attempting to reconcile differences between port, vessel operators, and labor considerations. With the advent of California's new environmental goals and objectives that further restrict air and water emissions – specifically a renewed focus on reducing congestion and pollutant concerns associated with highway transportation from major urbanized port regions – it should convene a regional working group to evaluate lessons learned from the initial effort of the M-580 initiative, and should analyze success stories available from test programs in other regions of the country to revitalize and relaunch the effort. Because the majority funding would likely again stem from federal sources, the U.S. Maritime Administration should again lead this process, supported and informed by an active and engaged coalition of state agencies (lead by CalSTA and leveraging the California Freight Advisory Council) with the full partnership of labor and the trucking industry. Human nature often drives us all towards personal interest decision making, and change often means a shift in economic beneficiaries and job creation, but the attainment of mutually desirable long-term social and environmental goals and objectives requires a willingness to review the efficacy of practices and procedures to seek better solutions to urban goods movement challenges.

Further, a realistic exploration of an M-5 type offshore hub-and-spoke marine reception and distribution centers, such as the Portunus Project envisioned by researchers at the Lawrence Livermore National Laboratory (LLNL), might well address a combination of environmental, operational, and national security challenges that would completely rework traditional land-based port operations and distribution mechanics, while promoting the development of smaller, cleaner coastwise feeder ships (U.S.-Flag/Jones Act Crewed) and possible regional feeder ports (Humboldt Bay, Monterey Bay FT Ord/Seaside, Pismo Beach/San Luis Obispo).

Where once California and other coastal states had a robust coastwise maritime industry along its long coastline, most of these once vibrant and active ports have declined or vanished with the advancement of rail and highway services. These smaller “ports” are now currently underdeveloped, underserved, and economically vulnerable, but would significantly benefit by increased land-based facility and goods management jobs likely to be union-organized and compensated at sustainable, middle class “living wage” standards.

We expect these activities to change the transportation ecosystem while maintaining jobs tied to highway transportation, and to possibly revitalize short line rail service in these regions. Both elements would directly reduce congestion in urban areas notorious for heavy truck traffic and add jobs in historically-impacted areas. Long haul firms would still be contracted to carry specific loads point-to-point to inland regions in competition with rail, but there would also be a reduction of I-5, 99 and 101 long haul transportation on traditionally diesel-fueled trucks over promotion of local and regional distribution via cleaner-fueled trucks such as LNG. Electric hybrid or future hydrogen power plants are currently deemed unfeasible for long haul, but possible for 120-mile radius operations. Main line and short rail opportunities would be enhanced under this plan as well, with an opportunity for clean or alternative fuel, or hybrid or electric operated systems.

The governments' role at all levels is to encourage innovation in these areas, including direct research, development, and practical support for the testing of concepts. LLNL; transportation centers such as those located at SJSU, CSU Long Beach, and UC Davis; the National Transportation Research Board; and maritime subject matter experts from the California Maritime Academy would be a well-qualified team to explore options and potentials if properly funded and supported by federal, state and local governments.

While all of these alternatives must be decades-long strategies to attain and realize the maximum public benefit through a deliberate planning process, elements of these programs are viable and ready to be implemented now, and should be funded to move the process forward.

PRIVATE SECTOR RECOMMENDATION #1 “Advancing the Jones Act, while considering revisions that can strengthen its original intent of promoting the US maritime industry and protecting national security interests”

One of the major impacts to the U.S. shipping industry has been direct or indirect support of foreign flag carriers by flag state nations such as China, essentially resulting in the de facto ownership and control of otherwise commercial maritime assets. This situation is inherently unfair to commercial enterprises who are forced to compete with them. The Jones Act was envisioned to assure viability of coastwise trade in the waters of the United States and to assure a viable deep water capacity for national defense and national security military lift. With an increasing disappearance of the U.S.-flag oceangoing merchant fleet (currently less than 90 vessels), the ability of the United States to support rapid deployment of war material when and where needed is being significantly degraded and may well result in a future dependence on foreign flag charters for this critical logistical effort – a seriously flawed process. Historically, no nation in the world has maintained its global influence and supremacy without a strong and flexible Naval and Merchant Marine fleet. This status can only be maintained through a robust shipbuilding and repair infrastructure, exceptional workforce skills training and domestic employment, the highest level of professional mariner education (such as that provided by the six state chartered maritime academies), and a full commitment to exploration, development, and deployment of the next generation of efficient ships. All of these elements could be incorporated into a reinvigorated Jones Act for the maximum benefit of the nation and the maritime states. Attainment of these goals will provide the nation renewed control over our maritime borders, global goods movement, and implementation of effective foreign policy when and where maritime power projection and humanitarian assistance is needed.

ENVIRONMENT SUSTAINABILITY RECOMMENDATION #3 “Congress & state policy makers to consider the following principles when developing new environmental policies impacting the maritime industry”

California historically leads the nation in developing and implementing marine environmental protective standards – by some measures the toughest in the world. If its goals, which apply to eleven commercial ports and several private port operations within the state, are to be both socially desirable and technologically attainable, Congress and the appropriate executive agencies of government on the national level should look to streamline and standardize national standards applicable to all states to assure a level field for competitiveness and attainment of a healthy environment for America as a whole. Industry cannot be expected to independently fund 100 percent of federally-mandated changes without significant impacts to business viability and the national economy. Therefore, state and federal incentive programs should be considered to ease the burden and positively embrace required changes. If economic incentives are required to attain common standards, Congress should consider block grants directly to ports and their maritime stakeholders for the attainment and maintenance of common national environmental standards.

EDUCATION AND WORKFORCE RECOMMENDATION #2 “Easing licensing requirements and programs for veterans entering the maritime workforce”

In consideration of the prevailing general circumstances, it is counterintuitive to expect the U.S. Navy and U.S. Coast Guard to invest millions of dollars training sailors, and then expect these organizations to fully embrace an easy exit program for the best of these men and women who are attracted to better working conditions, pay, and other incentives in the commercial maritime sector. Both organizations can and should consider obligation requirements, particularly for critical specialized skills, that encourage military personnel to remain in the service while also incentivizing them to stay as a fundamental way to attain an acceptable return on investment. Nevertheless, many sailors will choose to leave the maritime military services, and when they do, it is a national responsibility to assist these men and women to transition as efficiently and expeditiously as possible to commercial, civilian jobs where these perishable skills can be retained for the benefit of the nation. The nation’s six state maritime academies can be enlisted to validate and certify basic skills using existing USCG-certified training courses, but the services themselves must be willing to certify practical sea time and PQS attainment. It is operationally and fiscally unwise and morally indefensible to install unnecessary barriers to the transition of qualified sailors from the military to the commercial sector where these skills can continue to be utilized for public benefit.

EDUCATION AND WORKFORCE RECOMMENDATION #3 "Work together to develop a new era of life-saving equipment"

The USCG establishes the rules and regulations for required life safety systems and equipment in the United States utilizing minimum baseline recommendations established by the International Maritime Organization (IMO). For international routes, the IMO standards are the minimum requirements. The USCG can – and often does – require more restrictive requirements for U.S.-flag vessels, but this process is often negotiated through alternative mitigation programs, policies, and procedures. It is clear that larger, state-of-the-art "blue water" ships require an equivalency in state-of-the-art life safety equipment, sized and sufficient to serve all crew members in reliable, enclosed survival craft deployed in adequate quantity and extreme weather conditions. In addition, review of life safety equipment for coastwise and inland vessel operators is overdue for review and upgrade. For example, passenger ferry operators are provided multiple alternative options to support the reduction of numbers and types of survival craft, as well as the required number of crew members in ratio to the numbers of passengers carried, to the extent that woefully inadequate practical safeguards often exist to counter the effects of a major marine casualty, should one occur. The continued authorization for use of Inflatable Buoyant Apparatus (IBA's) on coastal and inland ferries, in numbers inadequate to safely manage the high peak numbers of passengers and crews aboard, virtually assures significant numbers of passengers will end up in the water if a major incident occurs. Significant changes in these practices are realistically possible and absolutely necessary to protect the seafarer and the general public – before a major incident again makes clear the inadequacy of current practices.



A U.S. Merchant Marine recruitment poster from WWII. During WWII, the U.S. Merchant Marine had the tremendous responsibility of delivering troops, supplies, and equipment to Allied front lines.



The S.S. Red Oak Victory, built in Richmond, California, saw duty during World War II, the Korean War, and the Vietnam War. Destined for scrap metal in Suisun Bay, she was saved by volunteers and an act of Congress and today is part of the Rosie the Riveter/World War II Home Front National Historical Park in Richmond. Of the 534 Victory-class cargo ships completed, she is one of only three that remains working, and she is the last surviving ship built at the Kaiser Richmond Shipyards during World War II.



Appropriate regulations and oversight are important to preserving the natural beauty surrounding our shipping channels. A thriving maritime sector is compatible with protecting wetlands like the Suisun Marsh.

For an electronic copy of “Priorities of the Northern California Maritime Industry,” please visit
<http://garamendi.house.gov/maritime-report>.

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