

AMENDMENT TO RULES COMMITTEE PRINT 118-

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OFFERED BY MR. WALTZ OF FLORIDA

Page 1195, after line 24, insert the following new section:

1 **SEC. 3538. ACCOUNTABILITY FOR NATIONAL MARITIME**

2 **STRATEGY.**

3 (a) BIENNIAL BRIEFING.—

4 (1) REQUIREMENT.—Not less than twice annu-
5 ally, the Administrator of the Maritime Administra-
6 tion, in consultation with the National Security
7 Council, the Secretary of State, the Secretary of
8 Transportation, and the Secretary of Homeland Se-
9 curity, shall provide briefings to appropriate defense
10 committees in the House of Representatives and the
11 Senate on the status of establishing the type of na-
12 tional maritime strategy required in section 50114
13 of title 46, United States Code. The Chief of Naval
14 Operations and Commandant of the Marine Corps
15 shall participate in each briefing required under this
16 paragraph, and the Commandant of the Coast
17 Guard is encouraged to participate in each such
18 briefing.

1 (2) USE.—The Administrator should use the
2 briefings required under paragraph (1) to augment
3 and influence the national maritime strategy discus-
4 sion with national security focused stakeholders
5 across the administration, until an updated strategy
6 is published and endorsed by the President of the
7 United States.

8 (b) ELEMENTS.—As the national maritime strategy
9 relates to National Security, each briefing under sub-
10 section (a) should include the following:

11 (1) Recommendations for a whole-of-govern-
12 ment approach to orchestrating national instruments
13 of power to shape all elements of the maritime enter-
14 prise of the United States, domestic and inter-
15 national, on the high seas or domestic waterways.

16 (2) Assessment of great power competition in
17 the maritime domain, to include opportunities for in-
18 creased cooperation with Allied and Partner global
19 maritime industry leaders to improve national ship-
20 building and shipping, while promoting the inter-
21 national rules-based maritime order.

22 (3) Analysis of existing shipyards to build and
23 capitalize on the virtuous cycle between commercial
24 and military shipbuilding and repair, to include
25 areas of improvement.

1 (4) Analysis of opportunities for private or pub-
2 lic financing to increase the capacity, efficiency, and
3 effectiveness of America's shipyards, to include in-
4 frastructure, labor force, technology, and global com-
5 petitiveness.

6 (5) Analysis of potential improvements to na-
7 tional or cooperative arrangements for sea-lift capac-
8 ity and shipping, including for contested logistics.

