AMENDMENT TO RULES COMMITTEE PRINT 118–10

OFFERED BY MR. WALTZ OF FLORIDA

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

SEC. 3538. ACCOUNTABILITY FOR NATIONAL MARITIME STRATEGY.

(a) BIENNIAL BRIEFING.—

(1) REQUIREMENT.—Not less than twice annually, the Administrator of the Maritime Administration, in consultation with the National Security Council, the Secretary of State, the Secretary of Transportation, and the Secretary of Homeland Security, shall provide briefings to appropriate defense committees in the House of Representatives and the Senate on the status of establishing the type of national maritime strategy required in section 50114 of title 46, United States Code. The Chief of Naval Operations and Commandant of the Marine Corps shall participate in each briefing required under this paragraph, and the Commandant of the Coast Guard is encouraged to participate in each such briefing.
(2) Use.—The Administrator should use the briefings required under paragraph (1) to augment and influence the national maritime strategy discussion with national security focused stakeholders across the administration, until an updated strategy is published and endorsed by the President of the United States.

(b) Elements.—As the national maritime strategy relates to National Security, each briefing under subsection (a) should include the following:

(1) Recommendations for a whole-of-government approach to orchestrating national instruments of power to shape all elements of the maritime enterprise of the United States, domestic and international, on the high seas or domestic waterways.

(2) Assessment of great power competition in the maritime domain, to include opportunities for increased cooperation with Allied and Partner global maritime industry leaders to improve national shipbuilding and shipping, while promoting the international rules-based maritime order.

(3) Analysis of existing shipyards to build and capitalize on the virtuous cycle between commercial and military shipbuilding and repair, to include areas of improvement.
(4) Analysis of opportunities for private or public financing to increase the capacity, efficiency, and effectiveness of America’s shipyards, to include infrastructure, labor force, technology, and global competitiveness.

(5) Analysis of potential improvements to national or cooperative arrangements for sea-lift capacity and shipping, including for contested logistics.