



IAM
UNION

International Association of Machinists
& Aerospace Workers

IAM SUPPORTS ROBUST INVESTMENT TO REVITALIZE THE DOMESTIC SHIPBUILDING INDUSTRY

The IAM strongly supports robust investment in the shipbuilding industrial base and workforce, meaningful USTR Section 301 remedies to combat predatory trade policies, the SHIPS for America Act, and efficient usage of domestic shipbuilding and repair capacity.

A strong domestic commercial and military shipbuilding industry is absolutely necessary to promote and maintain U.S. economic and national security. A sufficient commercial and navy fleet is needed in times of conflict and in times of peace to conduct global commerce, transport goods across the globe, and ensure efficient access to trading partners.

Machinists Union members across the country work on the forefront of our nation's industrial base, building and repairing the critical Navy platforms on which our men and women in uniform rely. Their work is vital to the success of our domestic military and commercial shipbuilding and repair sectors.

For decades, China's campaign of unfair, unreasonable, and discriminatory trade practices have gutted U.S. commercial shipbuilding. China's shipbuilders, logistics and maritime industries have been unfairly advantaged to the detriment of a level playing field in global markets.

As a result, China has become the world's largest shipbuilder, producing over 1,000 commercial ocean-going vessels per year while U.S. commercial yards build only a handful. China's merchant fleet has grown from roughly one twentieth of the world's fleet in the early 2000s, to one seventh today – with more than 5,500 merchant ships in service. For context, over that same period, U.S.-flagged oceangoing vessels decreased by more than half, sitting at less than 100 today.

U.S. shipbuilding capacities have been hollowed out and highly skilled IAM shipyard workers have been laid off and furloughed. As these workers disperse, U.S. capacity to meet future ship production and repair needs is further eroded. Without action, this strategically important domestic industry will be put further at risk as skilled labor and know-how is lost and supply chains wither.

Our Machinists Union members are ready to build and maintain our 21st century naval and commercial fleet. We remain steadfast in our devotion to that goal. **The IAM urges lawmakers to support robust investment in the shipbuilding industrial base and workforce, meaningful USTR Section 301 remedies to combat predatory trade policies, the SHIPS for America Act, and efficient usage of domestic shipbuilding and repair capacity.**