



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, reimplementing of USTR Section 301 remedies to combat predatory trade policies, the SHIPS for America Act, efficient usage of domestic ship repair capacity, and the Jones Act.

Strong domestic commercial and military shipbuilding industries are necessary to promote and maintain U.S. economic and national security. Strong Navy, Coast Guard, MARAD, Military Sealift Command, and commercial fleets are needed in times of conflict and in times of peace to maintain security, conduct global commerce, 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 critical Navy ships on which our men and women in uniform rely. Our members proudly build DDG Destroyers at Bath Iron Works, Virginia and Columbia-class submarines at Electric Boat, CVN Aircraft Carriers at Huntington Ingalls, John Lewis class Fleet Oilers at General Dynamics NASSCO, and manufacture parts across the domestic shipbuilding supply chain. **These Navy programs are vitally important to U.S. national security, and we must consistently fund our domestic capacity to build ships in order to maintain our dominance at sea.**

Our members also maintain and repair ships at all four U.S. Navy repair yards and at private repair yards across the country. It is vitally important that we as a nation prioritize and invest in our domestic capacity to repair our nation's fleets. Offshoring Navy repair work creates glaring national security risks and hinders our ability to reenergize domestic shipbuilding. The IAM currently represents hundreds of ship repair workers on layoff due to lack of consistent public fleet repair work. **We urge decisionmakers at the Navy, Coast Guard, MARAD, and others to efficiently allocate ship repair work to domestic yards to ensure the future of the skilled-workforce and strategic domestic repair capacity.**

For decades, China's illegal and predatory trade practices have gutted U.S. ability to produce commercial ships. As a lead petitioner in the USTR 301 shipbuilding investigation, the IAM supports the Trump Administration's drafting of strong remedies to fight back against China's predatory practices in the industry. **Amid the current pause in implementation, we support swift implementation of the 301 port fees other remedies currently on pause.**

The IAM also strongly supports the SHIPS for America Act (S.1541 and H.R. 3151). This needed legislation provides funding mechanisms, demand signals, and the legislative framework needed to reinvigorate our capacity to manufacture commercial ships domestically. **We urge lawmakers to swiftly pass the SHIPS for America Act which is sorely needed to reinvigorate U.S. commercial shipbuilding.**

The IAM supports the Administration's commitment to the domestic shipbuilding industry as seen in the recently released Maritime Action Plan which calls for "increased use of American vessels and American shipyards". Unfortunately, the administration's recent waiving of the Jones Act is counter to those goals. **For the sake of domestic shipbuilding and maritime industries, lawmakers and other decision makers must resist any attempts to waive, weaken, or eliminate the Jones Act.**