

Maritime Crewing

ACP Urges Congress to Oppose Controversial Maritime Crewing Mandates

Key Takeaways

- 1 Maritime Crewing Mandates Would Halt Offshore Wind Development and Jeopardize American Jobs**
- 2 The Majority of Offshore Wind Vessels Will Be American Built, Owned and Crewed**
- 3 Congress Should Not Block the Use of a Few, Globally Limited Vessels**
- 4 De-Risking Investments in U.S. Installation Vessels Would Create More American Jobs**

Background

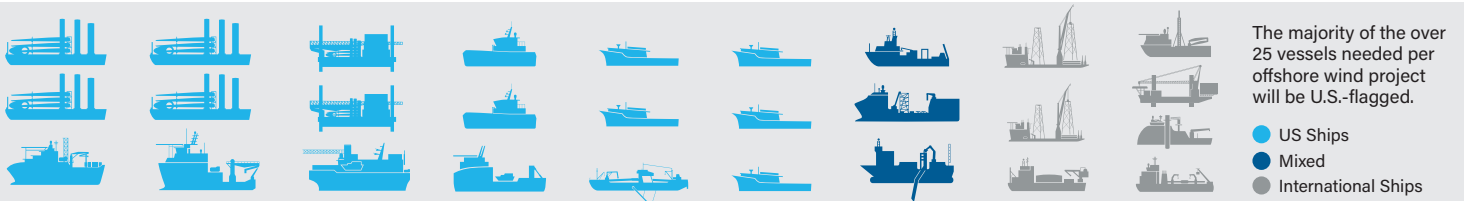
Offshore wind projects require the use of more than 25 different types of vessels to construct, maintain, and operate wind farms at sea. While most of these vessels and crews will be American, there are some specialized activities which will utilize international vessels. In an effort to bolster national security, proposed maritime crewing mandates would require crews' citizenship on these international vessels to match the flag of the vessel or be American. However, the proposal would still permit all-Russian crews to displace American workers.

Maritime Crewing Mandates Would Halt Offshore Wind Development and Jeopardize American Jobs

Access to a few highly specialized and globally limited international vessels is essential for guaranteeing the vast majority of the thousands of jobs that will be created for American mariners, engineers, technicians, mechanics, electricians, welders, pipe fitters, carpenters, painters, and other offshore wind workers. Maritime crewing mandates would jeopardize **77,000 American jobs**, more than **30 new U.S.-flagged offshore wind vessels**, and over **\$2 billion of investment** in domestic manufacturing.

The Majority of Offshore Wind Vessels Will Be American Built, Owned and Crewed

The majority of the over 25 vessels needed per offshore wind project will be U.S.-flagged. American mariners will perform, on average, 82% of all marine crew man-hours over a typical project's 35-year lifetime. The offshore wind industry is already investing in more than 30 American offshore wind vessels. U.S.-flagged vessels — primarily crew transfer vessels and service operations vessels — will accumulate the most vessel hours due to their role in transportation activities between U.S. ports and offshore wind turbines throughout a project's lifetime. These long-term activities far surpass the short-term construction contracts performed by international vessels, resulting in American mariners performing the vast majority of job hours.



Oppose Controversial Maritime Crewing Mandates

Congress Should Not Block the Use of a Few, Globally Limited Installation Vessels

International offshore installation vessels are in short supply and high demand. The U.S. is competing with Europe for these vessels as Europe seeks to deploy 60 GW by 2030. These vessels will not come to the U.S. if they are required to replace their crews with vessel-specific expertise for crews who have never been on the vessel — especially for brief construction projects like a 10-day offshore wind substation installation.

De-Risking Investments in U.S. Installation Vessels Would Create More American Jobs

Installation vessels can cost over half a billion dollars and may only work for a few months at a time. Banks will not finance loans for these vessels without assurances that there will be enough construction contracts strung together to pay off the vessel. Congress can help solve this market problem by de-risking investments in domestic installation vessels. This would lead to new job opportunities created through both vessel construction and operation.



“Just like you wouldn’t substitute a 747 airliner pilot for a F-15 fighter jet pilot, offshore wind construction vessels need specialized crews with vessel-specific expertise.”

Steve Dayney

Head of Offshore North America,
Siemens Gamesa Renewable
Energy Inc.

Congress Can Encourage the Administration to Quickly Implement Existing Laws that Support American Mariners:

- The National Defense Authorization Act of 2023 authorized a study on how to modernize the Merchant Mariner Credentialing program and retain more U.S. mariners, and included a “Military to Mariner amendment” that makes it easier for veterans to apply their at-sea time experience to their merchant mariner credentials.
- The U.S. Maritime Administration (MARAD) Authorization Act of 2023 required a new National Maritime Strategy to help grow the maritime economy and authorized a study to identify solutions for a robust American mariner workforce and a strong domestic shipbuilding infrastructure.

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