

Senator Tammy Baldwin's *Made in America Shipbuilding Act*

Purpose:

To ensure U.S. national and economic security through support of the domestic shipbuilding industrial base. The *Made in America Shipbuilding Act* strengthens Buy American requirements for the federal government's purchase of ships by expanding current law to cover all federal agencies, all classes of ships, and substantially more shipboard components, including items made in Wisconsin. In short, under the bill, if a federal agency uses U.S. taxpayer dollars to purchase any type of vessel it must be constructed in the United States with U.S. materials—like steel, iron, and aluminum—and the onboard components—like diesel engines, air circuit breakers, valves, hoists, and winches—must be made in the United States.

While the Department of Defense accounts for the majority of government ship purchases, other federal agencies, like the National Oceanic and Atmospheric Administration and the Department of Interior buy vessels. In the case of the Navy, Buy American requirements for components only apply to certain classes of ships, like auxiliary and sealift ships, and that is only because Congress includes those requirements every year in annual appropriations bills.

Summary:

Current law has a hodgepodge of domestic content requirements throughout the U.S. Code. Many of these provisions apply to different agencies, or only to certain classes of ships, or only to certain shipboard components. Each of these provisions can be waived under varying circumstances, including those related to cost, schedule or national security. The *Made in America Shipbuilding Act* intends to harmonize these domestic content requirements and expand the circumstances in which they apply.

Covered components include: air circuit breakers; welded shipboard anchor and mooring chain with a diameter of four inches or less; auxiliary equipment; propulsion system components; shipboard cranes and spreaders; power distribution equipment; auxiliary propulsion units; ship service and emergency power generation equipment; wire and cable derived products; low and high voltage switch gears; specialized valves; power converters; power inverters; frequency converters; aircraft electrical starting stations; degaussing systems; static automatic bus transfer switches; inertial navigation systems and gyrocompass; capstans; winches; hoists; outboard engines, and certain specialty metals.

Gaps in Federal Buy America Requirements:

All federal shipbuilding programs have inherent gaps in Buy America requirements. Therefore, this bill would impact any vessel the U.S. government procures. A few examples of federal programs that have gaps in Buy American requirements that would be closed by this bill include: Joint High Speed Vessel (U.S. Navy; diesel engines from Germany, S. Korea, and/or Finland), Response Boat Small and Response Boat Small II (U.S. Coast Guard; outboard engines from Japan), and icebreaking tugboats (St. Lawrence Seaway Corporation under the Department of Transportation; Marine Deck Cranes from Italy).