

119TH CONGRESS
2D SESSION

H. R. 9454

To direct the Secretary of Transportation to establish a program to support the research, design, development, demonstration, and deployment of zero-emission vessels and retrofit or replacement of existing vessels with zero-emission vessel technologies and charging infrastructure or fueling infrastructure, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JUNE 25, 2026

Ms. BARRAGÁN (for herself, Mr. CARTER of Louisiana, Mr. MULLIN, Ms. NORTON, Ms. BONAMICI, and Mr. CARSON) introduced the following bill; which was referred to the Committee on Science, Space, and Technology, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To direct the Secretary of Transportation to establish a program to support the research, design, development, demonstration, and deployment of zero-emission vessels and retrofit or replacement of existing vessels with zero-emission vessel technologies and charging infrastructure or fueling infrastructure, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Next Generation Ship-
3 ping Act”.

4 **SEC. 2. DEFINITIONS.**

5 In this Act:

6 (1) **AUTOMATED.**—The term “automated”
7 means any vessel or cargo handling system that per-
8 forms any or all core functions without human oper-
9 ation.

10 (2) **CHARGING INFRASTRUCTURE.**—The term
11 “charging infrastructure”—

12 (A) means the physical systems, equip-
13 ment, and facilities necessary to supply elec-
14 trical power to vessels for the purpose of re-
15 charging the batteries or energy storage sys-
16 tems of such vessels; and

17 (B) includes, with respect to zero-emission
18 vessel technology, shore power facilities, onshore
19 charging stations, and any associated equip-
20 ment required to support the electrification of
21 maritime transportation.

22 (3) **CLEAN ALTERNATIVE FUEL.**—The term
23 “clean alternative fuel” means a fuel or energy
24 source that results in at least 90 percent fewer
25 greenhouse gas emissions than a baseline of conven-
26 tional marine fossil fuel on a life-cycle (“well-to-

wake”) basis, measured in grams of carbon dioxide equivalent emissions per unit of energy, that is proven to be safe for people, communities, and the marine environment.

(4) COMMITTEE.—The term “Committee” means the Next Generation Shipping Advisory Committee established under section 4.

(5) COMMUNITY BENEFITS AGREEMENT.—The term “community benefits agreement” means an agreement signed by community groups and an eligible entity, identifying the community or labor benefits the entity agrees to deliver in return for community support or workforce availability for a project.

(6) DEPARTMENT.—The term “Department” means the Department of Transportation.

(7) ELIGIBLE ENTITY.—The term “eligible entity”—

(A) means—

(i) an owner or operator of a vessel of the United States, as defined in section 116 of title 46, United States Code;

(ii) a United States-based manufacturer of vessels;

(iii) manufacturers of components, technologies, or materials that support

1 zero-emission vessels and clean alternative
2 fuel vessels;

3 (iv) a port authority;

4 (v) a terminal operator at a port;

5 (vi) an academic institution or non-
6 profit entity in a joint application with an
7 entity listed in any of clauses (i) through
8 (v); or

9 (vii) a nonprofit institution that—

10 (I) is funded, in whole or in part,
11 by a labor-management training fund
12 established pursuant to a collective
13 bargaining agreement;

14 (II) is approved by the Coast
15 Guard to provide training toward the
16 issuance or renewal of a merchant
17 mariner credential under chapter 71
18 of title 46, United States Code; and

19 (III) provides training and edu-
20 cation to individuals with merchant
21 mariner credentials serving in licensed
22 engineering or licensed deck officer
23 occupations; and

24 (B) excludes any entity that is a foreign
25 government.

1 (8) ELIGIBLE PROJECT.—The term “eligible
2 project” means a project to support the research,
3 design, demonstration, development, and deployment
4 of—

5 (A) zero-emission vessels;

6 (B) clean alternative fuel vessels;

7 (C) vessel energy efficiency technology
8 (such as wind assistance and systems that mini-
9 mize underwater noise emissions);

10 (D) shore power and corresponding vessel
11 technology; and

12 (E) zero-emission and clean alternative
13 fuel vessel infrastructure, including bunkering
14 and storage, for vessels.

15 (9) ENVIRONMENTAL CO-BENEFITS.—The term
16 “environmental co-benefits” means the additional
17 positive environmental impacts or advantages that
18 arise as a result of implementing a particular policy,
19 technology, or initiative.

20 (10) FUELING INFRASTRUCTURE.—The term
21 “fueling infrastructure” means the infrastructure
22 and facilities essential for supplying, storing, han-
23 dling, and distributing alternative fuels or energy
24 sources used for powering vessels.

1 (11) MARITIME DECARBONIZATION.—The term
2 “maritime decarbonization” means the process of re-
3 ducing or eliminating carbon dioxide emissions asso-
4 ciated with maritime transportation activities and in-
5 volves implementing a range of strategies, tech-
6 nologies, and policies aimed at mitigating the envi-
7 ronmental impact of vessel operations, including the
8 adoption of alternative fuels, energy efficiency meas-
9 ures, operational improvements, and regulatory
10 measures designed to promote the transition to zero
11 emission vessel technologies.

12 (12) NATIONAL LABORATORY.—The term “Na-
13 tional Laboratory” has the meaning given such term
14 in section 2 of the Energy Policy Act of 2005 (42
15 U.S.C. 15801).

16 (13) PROGRAM.—The term “Program” means
17 the Next Generation Shipping Innovation Program
18 established under section 3.

19 (14) PROJECT LABOR AGREEMENT.—The
20 “project labor agreement” means a pre-hire collec-
21 tive bargaining agreement with 1 or more labor or-
22 ganizations that establishes the terms and conditions
23 of employment for a specific construction project
24 and is described in section 8(f) of the National
25 Labor Relations Act (29 U.S.C. 158(f)).

1 (15) SECRETARY.—The term “Secretary”
2 means the Secretary of Transportation.

3 (16) ZERO-EMISSION.—The term “zero-emis-
4 sion”, with respect to a vessel, means the vessel pro-
5 duces zero emissions of any criteria pollutant, pre-
6 cursor pollutant, or greenhouse gas, other than
7 water vapor during its operation, typically by uti-
8 lizing renewable energy sources, clean alternative
9 fuels, and efficiency technologies.

10 **SEC. 3. NEXT GENERATION SHIPPING INNOVATION PRO-**
11 **GRAM.**

12 (a) IN GENERAL.—The Secretary shall establish a
13 program to be known as the “Next Generation Shipping
14 Innovation Program” to support the research, design, de-
15 velopment, demonstration, and deployment of zero-emis-
16 sion vessels and retrofit or replacement of existing vessels
17 with zero-emission vessel technologies and charging infra-
18 structure or fueling infrastructure.

19 (b) MECHANISMS.—In carrying out the Program, the
20 Secretary may provide eligible entities with finance mecha-
21 nisms to support eligible projects, including grants, low-
22 interest loans, and loan guarantees.

23 (c) PRIORITIZATION.—In carrying out the Program,
24 the Secretary shall prioritize eligible projects that—

1 (1) advance the efficiency and reliability, and
2 reduce the costs, of zero-emission vessel develop-
3 ment;

4 (2) improve the components, controls, manufac-
5 turing, materials, and infrastructure that support
6 zero-emission vessels;

7 (3) reduce underwater noise emissions from ves-
8 sels;

9 (4) emphasize technologies with environmental
10 co-benefits such as biofouling reduction;

11 (5) advance synergies between offshore renew-
12 able energy development and maritime
13 decarbonization and ocean noise, such as through
14 the deployment of zero-emission and quiet offshore
15 wind support vessels;

16 (6) utilize a project labor agreement or commu-
17 nity benefits agreement;

18 (7) advance environmental justice and engage
19 communities affected by maritime transport in all
20 phases of the project including the development,
21 planning, and execution of the project; and

22 (8) support workforce training and development
23 for the research, design, development, demonstra-
24 tion, deployment, and maintenance of zero-emission
25 and clean alternative fuel vessels and charging infra-

1 structure or fueling infrastructure, including
2 through—

3 (A) centers of excellence for domestic mari-
4 time workforce training and education des-
5 ignated under section 51706 of title 46, United
6 States Code; and

7 (B) nonprofit institutions described in sec-
8 tion 2(7)(A)(vii), for the purpose of developing,
9 updating, and delivering Coast Guard-approved
10 training curricula, simulation technology, and
11 certification programs for individuals who have,
12 or are obtaining, merchant mariner credentials
13 to operate zero-emission vessels or clean alter-
14 native fuel vessels, consistent with the applica-
15 ble requirements of the International Conven-
16 tion on Standards of Training, Certification
17 and Watchkeeping for Seafarers.

18 (d) TRANSPARENCY.—In carrying out the Program,
19 the Secretary shall make publicly available each year on
20 the website of the Department applications submitted for
21 funding mechanisms under this section, including applica-
22 tions selected and not selected for funding.

23 (e) COORDINATION AND LEVERAGING OF RE-
24 SOURCES.—In carrying out the Program, the Secretary
25 shall, to the maximum extent practicable—

1 (1) coordinate with each relevant office in the
2 Department and any other Federal agency;

3 (2) leverage existing resources and programs of
4 the Department and other relevant Federal agencies;

5 (3) leverage public-private partnerships; and

6 (4) engage and solicit input from environmental
7 justice communities and environmental organizations
8 on project impacts and benefits.

9 (f) ADMINISTRATIVE COSTS.—The Secretary may use
10 up to 10 percent of the amounts made available to carry
11 out this section for the administrative costs of carrying
12 out the Program.

13 (g) WAGES.—All laborers and mechanics employed by
14 a subgrantee of an eligible entity, and any subgrantee
15 thereof at any tier, to perform construction, alteration, in-
16 stallation, or repair work that is assisted, in whole or in
17 part, by funding awarded under this section shall be paid
18 wages at rates not less than those prevailing on similar
19 construction, alteration, installation, or repair work in the
20 locality as determined by the Secretary of Labor in accord-
21 ance with subchapter IV of chapter 31 of title 40, United
22 States Code.

23 (h) FUNDING.—There is authorized to carry out the
24 Program under this section \$1,000,000,000 for each of
25 fiscal years 2027 through 2036.

1 (i) PROHIBITION.—No funds made available to carry
2 out this section shall be spent for the study, design, imple-
3 mentation, or installation of automated vessels, automated
4 vessel operating systems, automated cargo handling sys-
5 tems on a vessel, or automated cargo handling systems
6 for loading or unloading vessels.

7 **SEC. 4. NEXT GENERATION SHIPPING ADVISORY COM-**
8 **MITTEE.**

9 (a) ESTABLISHMENT.—Not later than 180 days after
10 the date of enactment of this Act, the Secretary, in coordi-
11 nation with the Maritime Administrator, shall establish an
12 advisory committee, to be known as the “Next Generation
13 Shipping Advisory Committee”.

14 (b) MEMBERSHIP.—

15 (1) APPOINTMENT.—The Committee shall be
16 composed of not fewer than 15 members, who shall
17 be appointed by the Secretary, in coordination with
18 the Maritime Administrator.

19 (2) REPRESENTATION.—Members appointed
20 pursuant to paragraph (1) shall include—

21 (A) not less than 1 representative of each
22 relevant Federal agency, as determined by the
23 Secretary;

24 (B) not less than 2 representatives of labor
25 groups;

1 (C) not less than 3 representatives of the
2 research community, which shall include aca-
3 demia and National Laboratories;

4 (D) not less than 2 representatives of non-
5 governmental environmental justice organiza-
6 tions;

7 (E) not less than 2 representatives of non-
8 governmental environmental organizations;

9 (F) not less than 2 representatives of the
10 maritime industry;

11 (G) not less than 2 representatives of the
12 zero-emissions fuel industry;

13 (H) not less than 1 representative of a
14 State government;

15 (I) not less than 2 representatives from
16 United States ports; and

17 (J) any other individual whom the Sec-
18 retary, in coordination with the Maritime Ad-
19 ministrator, determines to be necessary to en-
20 sure that the Committee is composed of a di-
21 verse group of representatives of industry, aca-
22 demia, independent researchers, and public and
23 private entities.

24 (3) CHAIR.—The Secretary shall designate a
25 member of the Committee to serve as Chair.

1 (c) DUTIES.—The Committee shall advise the Sec-
2 retary and the Maritime Administrator with respect to the
3 Program by—

4 (1) identifying and evaluating any zero-emission
5 vessel technologies being developed by the private
6 sector or other Federal agencies;

7 (2) identifying technology gaps in the private
8 sector in zero-emissions vessels, and making rec-
9 ommendations to address those gaps through the im-
10 plementation of the Program;

11 (3) surveying and analyzing factors that pre-
12 vent the adoption of zero-emission vessel tech-
13 nologies by the private sector;

14 (4) recommending technology screening criteria
15 for technology supported under the Program; and

16 (5) specifying near-term and long-term quali-
17 tative and quantitative objectives relating to the de-
18 velopment of zero-emissions vessel technologies.

19 (d) MEETINGS.—

20 (1) FREQUENCY.—The Committee shall meet
21 not less frequently than 2 times per year, at the call
22 of the Chair.

23 (2) INITIAL MEETING.—Not later than 30 days
24 after the date on which the members are appointed

1 under subsection (b), the Committee shall hold a
2 first meeting.

3 (e) COMMITTEE REPORT.—

4 (1) IN GENERAL.—Not later than 2 years after
5 the date of enactment of this Act, and not less fre-
6 quently than once every 3 years thereafter, the Com-
7 mittee shall submit to the Secretary a report on the
8 progress of achieving the purposes of the Program
9 described in section 3(a).

10 (2) CONTENTS.—The report under paragraph
11 (1) shall include—

12 (A) a description of any technology innova-
13 tion opportunities identified by the Committee;

14 (B) a description of any technology gaps
15 identified by the Committee;

16 (C) an evaluation of the progress of the
17 Program and the research, development, and
18 demonstration activities funded through the
19 Program;

20 (D) an assessment of the extent to which
21 progress has been made under the Program in
22 developing commercial, cost-competitive zero-
23 emission vessel technologies; and

24 (E) an assessment of the effectiveness of
25 the Program in coordinating efforts within the

1 Department and with other Federal agencies to
2 achieve the purposes of the Program.

3 (f) REPORT TO CONGRESS.—Not later than 60 days
4 after receiving a report from the Committee under sub-
5 section (e), the Secretary shall submit a copy of such re-
6 port to the Committee on Transportation and Infrastruc-
7 ture of the House of Representatives and the Committee
8 on Commerce, Science, and Transportation of the Senate.

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