

119TH CONGRESS
1ST SESSION

H. R. 4341

To require the Administrator of the Environmental Protection Agency to assess certain fees on shipping and other vessels, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JULY 10, 2025

Ms. MATSUI (for herself and Mr. MULLIN) introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committees on Transportation and Infrastructure, Science, Space, and Technology, Natural Resources, and Ways and Means, 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 require the Administrator of the Environmental Protection Agency to assess certain fees on shipping and other vessels, 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,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “International Maritime
5 Pollution Accountability Act of 2025”.

6 **SEC. 2. FINDINGS.**

7 Congress finds that—

(1) the greenhouse gas emissions from the marine shipping industry—

(A) account for nearly 3 percent of total global anthropogenic carbon dioxide emissions; and

(B) are increasing rapidly; and

(2) ports are a large source of air pollution and contribute to poor air quality in the neighborhoods surrounding the ports, leading to worse health outcomes for those who live in those neighborhoods.

SEC. 3. DEFINITIONS.

In this Act:

(1) ADMINISTRATOR.—The term “Administrator” means the Administrator of the Environmental Protection Agency.

(2) CALENDAR QUARTER.—The term “calendar quarter” means a period of 3 calendar months that ends on, as applicable, March 31, June 30, September 30, or December 31 of the applicable calendar year.

(3) CARGO OR FREIGHT.—The term “cargo or freight” does not include—

(A) passengers transported for compensation or hire;

1 (B) fuel intended for use in propelling or
2 powering a vessel;

3 (C) ship's stores;

4 (D) sea stores; or

5 (E) the legitimate equipment necessary to
6 the operation of a vessel.

7 (4) COVERED VOYAGE.—

8 (A) IN GENERAL.—The term “covered voy-
9 age” means a voyage—

10 (i) made using a self-propelled vessel
11 of 5,000 gross tonnage or more, the pri-
12 mary purpose of which is transporting
13 cargo or freight; and

14 (ii) that begins when the vessel leaves
15 the port of origin and terminates when the
16 offloading operations at the final port of
17 call are completed.

18 (B) EXCEPTIONS.—The term “covered
19 voyage” does not include a voyage—

20 (i) that has been included as an OCS
21 source (as defined in subsection (a)(4) of
22 section 328 of the Clean Air Act (42
23 U.S.C. 7627)) because the voyage has the
24 potential to emit any air pollutant as de-
25 scribed in subparagraph (C)(i) of that sub-

1 section and is, as a result, regulated pursu-
2 ant to that section;

3 (ii) made for the purposes of trans-
4 porting military cargo, food aid, or sup-
5 plies for disaster or emergency relief; or

6 (iii) made using a Jones Act vessel.

7 (5) CRITERIA AIR POLLUTANT.—The term “cri-
8 teria air pollutant” is within the meaning of the
9 Clean Air Act (42 U.S.C. 7401 et seq.).

10 (6) EXCLUSIVE ECONOMIC ZONE.—The term
11 “exclusive economic zone” has the meaning given
12 the term in section 107 of title 46, United States
13 Code.

14 (7) FINAL PORT OF CALL.—The term “final
15 port of call”, with respect to a covered voyage,
16 means, as applicable—

17 (A) the port in the United States where
18 the vessel making the covered voyage offloaded
19 the last of the cargo or freight of the vessel ul-
20 timately bound for the United States that was
21 onboard the vessel on departure from the port
22 of origin; or

23 (B) if the last of the cargo or freight of the
24 vessel ultimately bound for the United States
25 that was onboard the vessel on departure from

1 the port of origin is offloaded in a foreign port,
2 the most recent port of call in the United
3 States prior to offloading the last of the cargo
4 or freight of the vessel that is ultimately bound
5 for the United States.

6 (8) IMPORTER.—The term “importer” means 1
7 of the parties that qualifies as an importer of record
8 under section 484(a)(2)(B) of the Tariff Act of
9 1930 (19 U.S.C. 1484(a)(2)(B)).

10 (9) INTERMEDIATE PORT.—The term “inter-
11 mediate port”, with respect to a covered voyage,
12 means each foreign port of call of the vessel of the
13 covered voyage between the port of origin and the
14 initial port of call of the vessel in the United States.

15 (10) INTERNAL WATERS.—The term “internal
16 waters” has the meaning given the term in section
17 2.24 of title 33, Code of Federal Regulations (or
18 successor regulations).

19 (11) JONES ACT VESSEL.—The term “Jones
20 Act vessel” means a documented vessel (as defined
21 in section 106 of title 46, United States Code) with
22 a coastwise endorsement under section 12112 of
23 that title.

24 (12) PORT OF ORIGIN.—

1 (A) IN GENERAL.—The term “port of ori-
2 gin”, with respect to a covered voyage, means
3 the first port of the vessel making the covered
4 voyage after departing which a majority (by
5 mass) of the cargo or freight of the vessel is ul-
6 timately bound for the United States.

7 (B) CLARIFICATION.—In the case in which
8 a vessel, after departing a final port of call for
9 a covered voyage, is carrying cargo the majority
10 (by mass) of which is ultimately bound for the
11 United States—

12 (i) the vessel shall be considered to be
13 making a new covered voyage; and

14 (ii) the term “port of origin” for the
15 new covered voyage shall be considered to
16 be the same as the final port of call for the
17 previous covered voyage.

18 (13) TERRITORIAL SEA.—The term “territorial
19 sea” has the meaning given the term in section 2.22
20 of title 33, Code of Federal Regulations (or suc-
21 cessor regulations).

22 (14) ULTIMATELY BOUND FOR THE UNITED
23 STATES.—The term “ultimately bound for the
24 United States”, with respect to cargo or freight, in-
25 cludes—

1 (A) all cargo or freight that is offloaded in
2 the United States by a vessel making a covered
3 voyage; and

4 (B) all cargo or freight that is—

5 (i) initially offloaded at an inter-
6 mediate port; and

7 (ii) subsequently transported to the
8 United States by sea, land, or air.

9 **SEC. 4. REPORTING REQUIREMENTS.**

10 (a) IN GENERAL.—Beginning on January 1, 2027,
11 the operator of each covered voyage shall submit to the
12 Administrator the information described in subsection (b).

13 (b) INFORMATION DESCRIBED.—The information re-
14 ferred to in subsection (a), with respect to a covered voy-
15 age, is—

16 (1) the port of origin;

17 (2) the total distance traveled from the port of
18 origin to the final port of call;

19 (3) the total time spent traveling between the
20 port of origin and the final port of call;

21 (4) the total mass of each type of fuel con-
22 sumed between the port of origin and the final port
23 of call;

1 (5) the total mass of cargo or freight trans-
2 ported between the port of origin and the final port
3 of call;

4 (6) each port of call in the United States;

5 (7) each intermediate port;

6 (8) the final port of call;

7 (9) the mass of cargo or freight on board the
8 applicable vessel on leaving the port of origin;

9 (10) the percentage of cargo or freight (by
10 mass) offloaded or unloaded at any intermediate
11 port, as compared to the capacity of the applicable
12 vessel and the load of the applicable vessel;

13 (11) the ultimate destination (by country) of
14 cargo or freight offloaded at intermediate ports;

15 (12) the mass of cargo or freight on board the
16 applicable vessel on arrival at or departure from, as
17 applicable, each port of call in the United States;

18 (13) the total time spent in each port of call in
19 the United States;

20 (14) the total period of time that the applicable
21 vessel is connected to and reliant on the electrical
22 grid while in port at a port of call in the United
23 States;

24 (15) the total mass of each type of fuel con-
25 sumed—

1 (A) in any port of call in the United
2 States; and

3 (B) within the exclusive economic zone, the
4 territorial sea, and the internal waters of the
5 United States;

6 (16) the total period of time spent—

7 (A) north of 60 degrees north latitude; or

8 (B) south of 60 degrees south latitude;

9 (17) for each period described in paragraph
10 (16), the total mass of each type of fuel consumed
11 during that period; and

12 (18) any other information that the Adminis-
13 trator determines is necessary to accurately deter-
14 mine the amount of the fees assessed under sections
15 5 and 6.

16 (c) DEADLINE.—The operator of a covered voyage
17 shall submit the information required under subsection (a)
18 for each covered voyage of the operator that ended during
19 a calendar quarter by not later than 30 days after the
20 end of that calendar quarter.

21 **SEC. 5. FEE ON LIFECYCLE CARBON DIOXIDE-EQUIVALENT**
22 **EMISSIONS FROM CARGO VESSELS.**

23 (a) LIFECYCLE CO₂-E EMISSIONS PROFILE FOR
24 MARITIME FUELS.—Not later than January 1, 2027, the
25 Administrator shall develop a lifecycle carbon dioxide-

1 equivalent (CO₂-e) emissions profile for each fuel used in
2 maritime shipping to express the emissions from the com-
3 bustion of that fuel in carbon dioxide-equivalent per unit
4 mass combusted.

5 (b) ASSESSMENT OF FEE.—

6 (1) IN GENERAL.—Beginning on January 1,
7 2027, not later than 30 days after the date on which
8 the Administrator receives from the operator of a
9 covered voyage the information required to be sub-
10 mitted under section 4(a), the Administrator shall
11 assess on the operator a fee with respect to the cov-
12 ered voyage in an amount determined in accordance
13 with paragraph (2).

14 (2) AMOUNT OF FEE.—

15 (A) IN GENERAL.—Subject to subpara-
16 graph (B) and subsection (d), the amount of a
17 fee assessed under paragraph (1) with respect
18 to a covered voyage shall be the total sum of,
19 for each type of fuel consumed during the cov-
20 ered voyage, the product obtained by multi-
21 plying—

22 (i) the total mass of the fuel con-
23 sumed during the covered voyage;

24 (ii) the carbon dioxide-equivalent
25 emissions of the fuel, expressed in metric

tons per unit mass of fuel consumed, as determined under subsection (a); and

(iii) \$150.

(B) ADJUSTMENTS.—

(i) INFLATION.—Beginning in calendar year 2028, the Administrator shall annually increase the amount described in subparagraph (A)(iii) by the percentage that is equal to the sum obtained by adding—

(I) the rate of inflation, as determined by the Administrator using the changes for the 12-month period ending the preceding November 30 in the Consumer Price Index for All Urban Consumers published by the Bureau of Labor Statistics of the Department of Labor; and

(II) 5 percentage points.

(ii) VOYAGES IN POLAR REGIONS.—For any portion of a covered voyage that involves travel north of 60 degrees north latitude or south of 60 degrees south latitude, the amount described in subparagraph (A)(iii) with respect to fuel con-

1 sumed during that portion of the voyage,
2 after adjustment under clause (i), if appli-
3 cable, shall be tripled.

4 (iii) CREDITING AMOUNTS PAID
5 UNDER GLOBAL ECONOMIC MEASURE.—

6 (I) DEFINITIONS.—In this
7 clause:

8 (aa) ANNEX VI.—The term
9 “Annex VI” means Annex VI of
10 the International Convention for
11 the Prevention of Pollution from
12 Ships, 1973 (if amended in a
13 substantially similar manner, as
14 determined by the Administrator,
15 to the draft regulations described
16 in Circular Letter No. 5005 of
17 the International Maritime Orga-
18 nization, dated April 11, 2025).

19 (bb) REMEDIAL UNIT; SUR-
20 PLUS UNIT.—The terms “reme-
21 dial unit” and “surplus unit”
22 have the meanings given those
23 terms under section 3 of Regula-
24 tion 2 of Annex VI.

1 (II) ADJUSTMENT.—For any car-
2 bon dioxide-equivalent emissions re-
3 sulting from a covered voyage for
4 which the operator owes a fee under
5 Annex VI, or would owe a fee under
6 Annex VI but for any surplus units
7 obtained by the operator for the cov-
8 ered voyage, the amount described in
9 subparagraph (A)(iii), after adjust-
10 ment under clauses (i) and (ii), if ap-
11 plicable, shall be reduced by the appli-
12 cable Tier 1 or Tier 2 remedial unit
13 cost owed by the operator, or that
14 would be owed by the operator but for
15 the surplus units, for that portion of
16 the covered voyage under Annex VI.

17 (3) DEADLINE.—A fee assessed under para-
18 graph (1) shall be due and payable to the Adminis-
19 trator not later than the later of—

20 (A) the date that is 30 days after the date
21 on which the fee is assessed; and

22 (B) the end of the calendar year in which
23 the fee is assessed.

(4) PENALTY.—If an operator fails to pay a fee assessed under paragraph (1) by the date described in paragraph (3)—

(A) the amount of the fee shall be increased by 20 percent; and

(B) for each consecutive 30-day period beginning after the date described in paragraph (3), the amount of the fee shall be increased by an additional 20 percent until the date on which the fee is paid to the Administrator.

(c) ALTERNATE FEE FOR IMPORTED CARGO.—

(1) DEFINITION OF QUALIFIED IMPORTING VOYAGE.—In this subsection, the term “qualified importing voyage” means a voyage made using a vessel—

(A) the primary purpose of which is transporting cargo or freight; and

(B) that, at a foreign port of call, offloads cargo or freight that is ultimately intended to be transported to the United States by sea, land, or air.

(2) REQUIREMENTS.—

(A) REPORTING.—

(i) IN GENERAL.—Beginning on January 1, 2027, each importer for which a

1 qualified importing voyage has cargo or
2 freight that is bound for the United States
3 shall submit to the Administrator the in-
4 formation described in subsection (b) of
5 section 4 in accordance with that section
6 (except as otherwise provided in clause
7 (ii)).

8 (ii) TREATMENT.—For purposes of
9 clause (i), any reference contained in sec-
10 tion 4(b) to—

11 (I) the “final port of call” shall
12 be considered to be a reference to the
13 foreign port of call within which the
14 cargo or freight of the importer was
15 offloaded from the vessel;

16 (II) the “covered voyage” shall
17 be considered to be a reference to the
18 qualified importing voyage; and

19 (III) the “port of origin” shall be
20 considered to be a reference to the
21 port at which the cargo or freight
22 bound for the United States was
23 onboarded.

24 (B) FEE.—

1 (i) IN GENERAL.—Beginning on Janu-
2 ary 1, 2027, not later than 30 days after
3 the date on which the Administrator re-
4 ceives from an importer described in sub-
5 paragraph (A)(i) the information required
6 to be submitted under that subparagraph,
7 the Administrator shall assess on the im-
8 porter the fee described in subsection (b)
9 in accordance with that subsection, but the
10 amount of that fee shall be adjusted as fol-
11 lows:

12 (I) The amount of the fee shall
13 be prorated for the share (by mass) of
14 the cargo or freight on the vessel
15 making the qualified importing voyage
16 that is ultimately bound for the
17 United States that is being imported
18 by the importer.

19 (II) After the adjustment de-
20 scribed in subclause (I), the amount
21 of the fee shall be reduced by the
22 amount of the fee, if any, otherwise
23 assessed on the qualified importing
24 voyage pursuant to subsection (b).

1 (ii) TREATMENT.—For purposes of
2 clause (i), any reference in subsection (b)
3 to the “covered voyage” shall be considered
4 to be a reference to the qualified importing
5 voyage.

6 (C) ENFORCEMENT.—An importer de-
7 scribed in subparagraph (A)(i) may not import
8 the cargo or freight from a qualified importing
9 voyage into the United States until the im-
10 porter—

11 (i) submits the information required
12 under subparagraph (A); and

13 (ii) pays the fee assessed under sub-
14 paragraph (B).

15 (d) RECOGNITION OF FOREIGN POLLUTION FEES.—
16 If a vessel with cargo or freight ultimately bound for the
17 United States, or an operator of such a vessel, is subject
18 to a pollution-based fee by the country of the port of origin
19 of the vessel, any fee assessed on the operator of the vessel
20 or an importer with cargo or freight on that vessel under
21 this section shall be—

22 (1) if the fee from the other country is equal
23 to or more than 50 percent of the fee that would
24 otherwise be assessed under this section, reduced by
25 50 percent; and

1 (2) if the fee from the other country is less
2 than 50 percent of the fee that would otherwise be
3 assessed under this section, reduced by an amount
4 equal to the amount of the fee from the other coun-
5 try.

6 (e) SUNSET PROVISION.—This section ceases to
7 apply on the date on which the Administrator publishes
8 in the Federal Register a determination that the Inter-
9 national Maritime Organization or another agency of the
10 United Nations has instituted and is enforcing a global
11 fee on lifecycle carbon dioxide-equivalent emissions from
12 operators of covered voyages that is in an amount equal
13 to or greater than the fees assessed for a covered voyage
14 under this section.

15 **SEC. 6. FEES ON CRITERIA AIR POLLUTANTS.**

16 (a) EMISSIONS PROFILE.—Not later than January 1,
17 2027, the Administrator shall develop a lifecycle emissions
18 profile for each fuel used in maritime shipping to express
19 the emissions from the combustion of that fuel of each
20 of nitrogen oxides, sulfur dioxide, and fine particulate
21 matter (PM_{2.5}) per unit mass combusted.

22 (b) ASSESSMENT OF FEE.—

23 (1) IN GENERAL.—Beginning on January 1,
24 2027, not later than 30 days after the date on which
25 the Administrator receives from the operator of a

1 covered voyage the information required to be sub-
2 mitted under section 4(a), the Administrator shall
3 assess on the operator a fee with respect to the cov-
4 ered voyage in an amount determined in accordance
5 with paragraph (2).

6 (2) AMOUNT OF FEE.—

7 (A) IN GENERAL.—Subject to subpara-
8 graph (B), the amount of a fee assessed under
9 paragraph (1) shall be the total sum of, for
10 each type of fuel consumed during the covered
11 voyage—

12 (i) the product obtained by multi-
13 plying—

14 (I) the total mass of the fuel con-
15 sumed during the covered voyage
16 within the exclusive economic zone,
17 the territorial sea, and the internal
18 waters of the United States;

19 (II) the quantity of nitrogen ox-
20 ides emitted by the consumption of
21 the fuel, expressed in pounds per unit
22 mass of fuel consumed, as determined
23 under subsection (a); and

24 (III) \$6.30;

1 (ii) the product obtained by multi-
2 plying—

3 (I) the total mass of the fuel con-
4 sumed during the covered voyage
5 within the exclusive economic zone,
6 the territorial sea, and the internal
7 waters of the United States;

8 (II) the quantity of sulfur dioxide
9 emitted by the consumption of the
10 fuel, expressed in pounds per unit
11 mass of fuel consumed, as determined
12 under subsection (a); and

13 (III) \$18; and

14 (iii) the product obtained by multi-
15 plying—

16 (I) the total mass of the fuel con-
17 sumed during the covered voyage
18 within the exclusive economic zone,
19 the territorial sea, and the internal
20 waters of the United States;

21 (II) the quantity of fine particu-
22 late matter emitted by the consump-
23 tion of the fuel, expressed in pounds
24 per unit mass of fuel consumed, as
25 determined under subsection (a); and

1 (III) \$38.90.

2 (B) INFLATION ADJUSTMENT.—Beginning
3 in calendar year 2028, the Administrator shall
4 annually increase the amounts described in
5 clauses (i)(III), (ii)(III), and (iii)(III) of sub-
6 paragraph (A) by the percentage that is equal
7 to the sum obtained by adding—

8 (i) the rate of inflation, as determined
9 by the Administrator using the changes for
10 the 12-month period ending the preceding
11 November 30 in the Consumer Price Index
12 for All Urban Consumers published by the
13 Bureau of Labor Statistics of the Depart-
14 ment of Labor; and

15 (ii) 5 percentage points.

16 (3) DEADLINE.—A fee assessed under para-
17 graph (1) shall be due and payable to the Adminis-
18 trator not later than the later of—

19 (A) the date that is 30 days after the date
20 on which the fee is assessed; and

21 (B) the end of the calendar year in which
22 the fee is assessed.

23 (4) PENALTY.—If an operator fails to pay a fee
24 assessed under paragraph (1) by the date described
25 in paragraph (3)—

1 (A) the amount of the fee shall be in-
2 creased by 20 percent; and

3 (B) for each consecutive 30-day period be-
4 ginning after the date described in paragraph
5 (3), the amount of the fee shall be increased by
6 an additional 20 percent until the date on
7 which the fee is paid to the Administrator.

8 **SEC. 7. DECARBONIZING SHIPPING AND PORTS.**

9 (a) MODERNIZING THE JONES ACT FLEET.—

10 (1) DEFINITIONS.—In this subsection:

11 (A) ADMINISTRATOR.—The term “Admin-
12 istrator” means the Administrator of the Mari-
13 time Administration.

14 (B) LOW-CARBON FUEL.—The term “low-
15 carbon fuel” means a marine fuel the lifecycle
16 carbon dioxide-equivalent emissions of which is
17 at least 90 percent less than the lifecycle carbon
18 dioxide-equivalent emissions of marine fuel oil.

19 (C) PROGRAM.—The term “program”
20 means the program established under para-
21 graph (2).

22 (D) VESSEL OF THE UNITED STATES.—
23 The term “vessel of the United States” has the
24 meaning given the term in section 116 of title
25 46, United States Code.

1 (2) ESTABLISHMENT.—For fiscal year 2029
2 and each fiscal year thereafter, there are appro-
3 priated, out of any funds in the Treasury not other-
4 wise appropriated, to the Maritime Administration
5 an amount equal to 25 percent of the amounts col-
6 lected pursuant to fees assessed under sections 5
7 and 6 during the previous calendar year to award
8 grants, rebates, and low-interest loans, as deter-
9 mined appropriate by the Administrator, to eligible
10 entities—

11 (A) to replace existing Jones Act vessels
12 that use marine fuel oil for propulsion power
13 with vessels that are exclusively propelled using
14 batteries, low-carbon fuels, or other zero-emis-
15 sions technologies; or

16 (B) to retrofit existing Jones Act vessels
17 that use marine fuel oil for propulsion power
18 into vessels that are exclusively propelled using
19 batteries, low-carbon fuels, or other zero-emis-
20 sions technologies.

21 (3) MODELED OFF DIESEL EMISSIONS REDUC-
22 TION ACT.—To the extent practicable, the Adminis-
23 trator shall develop an application process, provide
24 public notification, inform eligible entities of zero-
25 emissions technologies, and submit to Congress an

1 evaluation and report on the efficacy of the program
2 in a manner similar to the national grant program
3 of the Administrator of the Environmental Protec-
4 tion Agency under subtitle G of title VII of the En-
5 ergy Policy Act of 2005 (42 U.S.C. 16131 et seq.).

6 (4) ELIGIBLE ENTITIES.—An entity eligible for
7 an award under the program is an owner of a Jones
8 Act vessel that currently uses marine fuel oil for
9 propulsion power.

10 (5) SELECTION.—

11 (A) APPLICATION.—An eligible entity seek-
12 ing an award under the program shall submit
13 to the Administrator an application at such
14 time, in such manner, and containing such in-
15 formation as the Administrator may require,
16 which shall include a certification that an award
17 under the program will be used, as applicable—

18 (i) to purchase, or enter into a con-
19 tract for the construction of, a vessel that
20 exclusively uses a battery or low-carbon
21 fuels for all propulsion power; or

22 (ii) to retrofit an existing Jones Act
23 vessel that uses marine fuel oil for propul-
24 sion power into a vessel that is propelled
25 using batteries or low-carbon fuels.

1 (B) PRIORITY.—In selecting the recipients
2 of awards under the program, the Adminis-
3 trator shall give priority to entities the replace-
4 ment or retrofit of whose vessels would—

5 (i) maximize the reduction of green-
6 house gas emissions;

7 (ii) maximize the public health bene-
8 fits from the reduction of criteria air pol-
9 lutants;

10 (iii) maximize water quality in ports
11 and other bodies of water;

12 (iv) maximize public health and envi-
13 ronmental benefits from every dollar spent
14 under the program; and

15 (v) alleviate air pollution in poor air
16 quality areas, including—

17 (I) areas identified by the Ad-
18 ministrator of the Environmental Pro-
19 tection Agency as in nonattainment or
20 maintenance of national ambient air
21 quality standards promulgated under
22 section 109 of the Clean Air Act (42
23 U.S.C. 7409) for criteria air pollut-
24 ants; and

1 (II) other areas that receive a
2 disproportionate quantity of air pollu-
3 tion, as determined by the Adminis-
4 trator of the Environmental Protec-
5 tion Agency.

6 (6) CLAWBACK.—If the Administrator deter-
7 mines that the recipient of an award under the pro-
8 gram has violated the certification required under
9 paragraph (5)(A), the Administrator shall seek reim-
10 bursement of the full amount of the award provided
11 to the recipient.

12 (7) MODERNIZING VESSELS OF THE UNITED
13 STATES.—If the Administrator determines that no
14 existing Jones Act vessels are eligible to receive
15 funding under the program, for the duration of that
16 determination, paragraphs (2) through (6) shall be
17 applied by substituting “vessel of the United States”
18 for “Jones Act vessel”.

19 (8) PROGRAM ADMINISTRATION.—Of the
20 amounts made available under paragraph (2) each
21 fiscal year, the Administrator may use not more
22 than 1 percent for the management and oversight of
23 the program.

1 (b) RESEARCH AND DEVELOPMENT FOR LOW-CAR-
2 BON MARITIME FUELS AND LOW-EMISSION MARITIME
3 TECHNOLOGIES.—

4 (1) DEFINITION OF ELIGIBLE ENTITY.—In this
5 subsection, the term “eligible entity” means—

6 (A) a State (including the District of Co-
7 lumbia and territories of the United States), re-
8 gional, local, or Tribal government;

9 (B) a maritime shipping or logistics com-
10 pany;

11 (C) a port authority;

12 (D) an accredited institution of higher edu-
13 cation;

14 (E) a research institution;

15 (F) a person engaged in the production,
16 transportation, blending, or storage of sustain-
17 able maritime fuel in the United States or feed-
18 stocks in the United States that may be used
19 to produce sustainable maritime fuel;

20 (G) a person engaged in the development,
21 demonstration, or application of low-emission
22 maritime technologies; and

23 (H) a nonprofit entity or nonprofit consor-
24 tium with experience in sustainable maritime

1 fuels, low-emission maritime technologies, or
2 other clean transportation research programs.

3 (2) ESTABLISHMENT.—For fiscal year 2029
4 and each fiscal year thereafter, there are appro-
5 priated, out of any funds in the Treasury not other-
6 wise appropriated, to the Department of Energy an
7 amount equal to 25 percent of the amounts collected
8 pursuant to fees assessed under sections 5 and 6
9 during the previous calendar year to award competi-
10 tive grants to eligible entities to carry out projects
11 in the United States—

12 (A) to produce, transport, blend, or store
13 low-carbon maritime fuels; or

14 (B) to develop, demonstrate, or apply low-
15 emission maritime technologies.

16 (3) PRIORITY.—In awarding grants under the
17 program established under paragraph (2), the Sec-
18 retary of Energy shall give priority to projects that
19 maximize—

20 (A) the domestic production and deploy-
21 ment of sustainable maritime fuels or the use of
22 low-emission maritime technologies in commer-
23 cial maritime;

24 (B) reductions in greenhouse gas emis-
25 sions;

1 (C) public health benefits from criteria air
2 pollutant reductions;

3 (D) water quality in ports and other bodies
4 of water;

5 (E) public health and environmental bene-
6 fits from every dollar spent under that pro-
7 gram; and

8 (F) the creation of new jobs in the United
9 States.

10 (4) PROGRAM ADMINISTRATION.—Of the
11 amounts made available under paragraph (2) each
12 fiscal year, the Administrator may use not more
13 than 1 percent for the management and oversight of
14 the program established under that paragraph.

15 (c) WORKFORCE DEVELOPMENT.—

16 (1) DEFINITIONS.—In this subsection:

17 (A) LOW-CARBON FUEL.—The term “low-
18 carbon fuel” means a marine fuel the lifecycle
19 carbon dioxide-equivalent emissions of which is
20 at least 90 percent less than the lifecycle carbon
21 dioxide-equivalent emissions of marine fuel oil.

22 (B) MARITIME ACADEMY.—The term
23 “maritime academy” means—

24 (i) the United States Merchant Ma-
25 rine Academy;

1 (ii) a State maritime academy; and
2 (iii) a center of excellence for domestic
3 maritime workforce training and education
4 designated under section 51706(a) of title
5 46, United States Code.

6 (C) PROGRAM.—The term “program”
7 means the program established under para-
8 graph (2).

9 (D) ZERO-EMISSION PORT EQUIPMENT OR
10 TECHNOLOGY.—The term “zero-emission port
11 equipment or technology” has the meaning
12 given the term in section 133(d) of the Clean
13 Air Act (42 U.S.C. 7433(d)) (as in effect on
14 January 1, 2025).

15 (2) ESTABLISHMENT.—For fiscal year 2029
16 and each fiscal year thereafter, there are appro-
17 priated, out of any funds in the Treasury not other-
18 wise appropriated, to the Environmental Protection
19 Agency an amount equal to 5 percent of the
20 amounts collected pursuant to fees assessed under
21 sections 5 and 6 during the previous calendar year
22 to award grants and rebates to support workforce
23 training and development for the maintenance and
24 operation of zero-emission port equipment or tech-
25 nology and vessels that are propelled using batteries

1 or low-carbon fuels, including training, program-
2 ming, and curriculum development at maritime
3 academies on the maintenance and operation of
4 zero-emission port equipment or technology and ves-
5 sels that are propelled using batteries or low-carbon
6 fuels.

7 (3) ELIGIBLE ENTITIES.—An entity eligible to
8 receive an award under the program is—

9 (A) a State (including the District of Co-
10 lumbia and territories of the United States), re-
11 gional, local, or Tribal agency that has jurisdic-
12 tion over a port authority or a port;

13 (B) a port authority;

14 (C) an air pollution control agency;

15 (D) a maritime academy; and

16 (E) a private entity that—

17 (i) applies for a grant under this sub-
18 section in partnership with an entity de-
19 scribed in any of subparagraphs (A)
20 through (D); and

21 (ii) owns, operates, or uses—

22 (I) vessels, the primary purpose
23 of which are transporting cargo or
24 freight, that are propelled using bat-
25 teries or low-carbon fuels; or

1 (II) the facilities, cargo-handling
2 equipment, transportation equipment,
3 or related technology of a port.

4 (4) APPLICATION.—An eligible entity seeking
5 an award under the program shall submit to the Ad-
6 ministrator an application at such time, in such
7 manner, and containing such information as the Ad-
8 ministrator may require.

9 (5) PROGRAM ADMINISTRATION.—Of the
10 amounts made available under paragraph (2) each
11 fiscal year, the Administrator may use not more
12 than 1 percent for the management and oversight of
13 the program.

14 (d) HARBOR CRAFT ELECTRIFICATION.—

15 (1) ESTABLISHMENT.—For fiscal year 2029
16 and each fiscal year thereafter, there are appro-
17 priated, out of any funds in the Treasury not other-
18 wise appropriated, to the Environmental Protection
19 Agency an amount equal to 10 percent of the
20 amounts collected pursuant to fees assessed under
21 sections 5 and 6 during the previous calendar year
22 to award grants, rebates, or low-interest loans, as
23 determined appropriate by the Administrator—

1 (A) to replace or retrofit existing harbor
2 craft, except for ferry vessels, with vessels that
3 use batteries for all propulsion power; and

4 (B) to support workforce development and
5 training to support the maintenance, charging,
6 fueling, and operation of vessels described in
7 subparagraph (A).

8 (2) MODELED OFF DIESEL EMISSIONS REDUC-
9 TION ACT.—To the extent practicable, the Adminis-
10 trator shall develop an application process, provide
11 public notification, inform eligible entities of zero-
12 emissions technologies, and submit to Congress an
13 evaluation and report on the efficacy of the program
14 established under paragraph (1) in a manner similar
15 to the national grant program of the Administrator
16 under subtitle G of title VII of the Energy Policy
17 Act of 2005 (42 U.S.C. 16131 et seq.).

18 (3) ELIGIBLE ENTITIES.—An entity eligible to
19 receive an award under the program established
20 under paragraph (1) is—

21 (A) a State (including the District of Co-
22 lumbia and territories of the United States), re-
23 gional, local, or Tribal agency that has jurisdic-
24 tion over a port authority or a port;

25 (B) a port authority; and

1 (C) a private entity that—

2 (i) applies for an award under this
3 subsection in partnership with an entity
4 described in subparagraph (A) or (B); and

5 (ii) owns, operates, or uses harbor
6 craft, except for ferry vessels.

7 (4) SELECTION.—

8 (A) APPLICATION.—An eligible entity seek-
9 ing an award under the program established
10 under paragraph (1) shall submit to the Admin-
11 istrator an application at such time, in such
12 manner, and containing such information as the
13 Administrator may require, which shall include
14 a certification that an award under the program
15 will be used to purchase a vessel that exclu-
16 sively uses a battery for all propulsion power.

17 (B) PRIORITY.—In selecting the recipients
18 of awards under the program established under
19 paragraph (1), the Administrator shall give pri-
20 ority to entities the replacement or retrofit of
21 whose harbor crafts with vessels that use bat-
22 teries for all propulsion power would—

23 (i) maximize the reduction of green-
24 house gas emissions;

1 (ii) maximize the public health bene-
2 fits from the reduction of criteria air pol-
3 lutants;

4 (iii) maximize water quality in ports
5 and other bodies of water;

6 (iv) maximize public health and envi-
7 ronmental benefits from every dollar spent
8 under the program; and

9 (v) alleviate air pollution in poor air
10 quality areas, including—

11 (I) areas identified by the Ad-
12 ministrator as in nonattainment or
13 maintenance of national ambient air
14 quality standards promulgated under
15 section 109 of the Clean Air Act (42
16 U.S.C. 7409) for criteria air pollut-
17 ants; and

18 (II) other areas that receive a
19 disproportionate quantity of air pollu-
20 tion, as determined by the Adminis-
21 trator.

22 (5) CLAWBACK.—If the Administrator deter-
23 mines that the recipient of an award under the pro-
24 gram established under paragraph (1) has violated
25 the certification required under paragraph (4)(A),

1 the Administrator shall seek reimbursement of the
2 full amount of the award provided to the recipient.

3 (6) PROGRAM ADMINISTRATION.—Of the
4 amounts made available under paragraph (1) each
5 fiscal year, the Administrator may use not more
6 than 1 percent for the management and oversight of
7 the program established under that paragraph.

8 (e) FERRY ELECTRIFICATION.—

9 (1) ESTABLISHMENT.—For fiscal year 2029
10 and each fiscal year thereafter, there are appro-
11 priated, out of any funds in the Treasury not other-
12 wise appropriated, to the Environmental Protection
13 Agency an amount equal to 10 percent of the
14 amounts collected pursuant to fees assessed under
15 sections 5 and 6 during the previous calendar year
16 to award grants, rebates, or low-interest loans, as
17 determined appropriate by the Administrator—

18 (A) to replace or retrofit existing ferry or
19 crew vessels with vessels that use batteries for
20 all propulsion power; and

21 (B) to support workforce development and
22 training to support the maintenance, charging,
23 fueling, and operation of vessels described in
24 subparagraph (A) that use batteries for all pro-
25 pulsion power.

1 (2) MODELED OFF DIESEL EMISSIONS REDUC-
2 TION ACT.—To the extent practicable, the Adminis-
3 trator shall develop an application process, provide
4 public notification, inform eligible entities of zero-
5 emissions technologies, and submit to Congress an
6 evaluation and report on the efficacy of the program
7 established under paragraph (1) in a manner similar
8 to the national grant program of the Administrator
9 under subtitle G of title VII of the Energy Policy
10 Act of 2005 (42 U.S.C. 16131 et seq.).

11 (3) ELIGIBLE ENTITIES.—An entity eligible to
12 receive an award under the program established
13 under paragraph (1) is—

14 (A) a State (including the District of Co-
15 lumbia and territories of the United States), re-
16 gional, local, or Tribal agency that has jurisdic-
17 tion over a ferry line;

18 (B) a port authority; and

19 (C) a private entity that—

20 (i) applies for an award under this
21 subsection in partnership with an entity
22 described in subparagraph (A) or (B); and

23 (ii) owns, operates, or uses ferry or
24 crew vessels.

25 (4) SELECTION.—

1 (A) APPLICATION.—An eligible entity seek-
2 ing an award under the program established
3 under paragraph (1) shall submit to the Admin-
4 istrator an application at such time, in such
5 manner, and containing such information as the
6 Administrator may require, which shall include
7 a certification that an award under the program
8 will be used to purchase a vessel that exclu-
9 sively uses a battery for all propulsion power.

10 (B) PRIORITY.—In selecting the recipients
11 of awards under the program established under
12 paragraph (1), the Administrator shall give pri-
13 ority to entities the replacement or retrofit of
14 whose ferry or crew vessels with vessels that use
15 batteries for all propulsion power would—

16 (i) maximize the reduction of green-
17 house gas emissions;

18 (ii) maximize the public health bene-
19 fits from the reduction of criteria air pol-
20 lutants;

21 (iii) maximize water quality in ports
22 and other bodies of water;

23 (iv) maximize public health and envi-
24 ronmental benefits from every dollar spent
25 under the program; and

1 (v) alleviate air pollution in poor air
2 quality areas, including—

3 (I) areas identified by the Ad-
4 ministrator as in nonattainment or
5 maintenance of national ambient air
6 quality standards promulgated under
7 section 109 of the Clean Air Act (42
8 U.S.C. 7409) for criteria air pollut-
9 ants; and

10 (II) other areas that receive a
11 disproportionate quantity of air pollu-
12 tion, as determined by the Adminis-
13 trator.

14 (5) CLAWBACK.—If the Administrator deter-
15 mines that the recipient of an award under the pro-
16 gram established under paragraph (1) has violated
17 the certification required under paragraph (4)(A),
18 the Administrator shall seek reimbursement of the
19 full amount of the award provided to the recipient.

20 (6) PROGRAM ADMINISTRATION.—Of the
21 amounts made available under paragraph (1) each
22 fiscal year, the Administrator may use not more
23 than 1 percent for the management and oversight of
24 the program established under that paragraph.

1 (f) INCREASED AIR MONITORING IN PORT COMMU-
2 NITIES.—

3 (1) ESTABLISHMENT.—For fiscal year 2029
4 and each fiscal year thereafter, there are appro-
5 priated, out of any funds in the Treasury not other-
6 wise appropriated, to the Environmental Protection
7 Agency an amount equal to 5 percent of the
8 amounts collected pursuant to fees assessed under
9 sections 5 and 6 during the previous calendar year
10 to provide grants, rebates, or low-interest loans, as
11 determined appropriate by the Administrator, to cre-
12 ate fenceline air monitoring at port boundaries and
13 in communities located within 1 mile of a port
14 boundary.

15 (2) ELIGIBLE ENTITIES.—An entity eligible to
16 receive an award under the program established
17 under paragraph (1) is—

18 (A) a State (including the District of Co-
19 lumbia and territories of the United States), re-
20 gional, local, or Tribal government;

21 (B) a State (including the District of Co-
22 lumbia and territories of the United States), re-
23 gional, local, or Tribal agency that has jurisdic-
24 tion over a port authority or port;

25 (C) a port authority;

1 (D) an air pollution control agency; and

2 (E) a nonprofit entity or nonprofit consor-
3 tium with experience in air pollution moni-
4 toring.

5 (3) APPLICATION.—An eligible entity seeking
6 an award under the program established under para-
7 graph (1) shall submit to the Administrator an ap-
8 plication at such time, in such manner, and con-
9 taining such information as the Administrator may
10 require.

11 (4) PROGRAM ADMINISTRATION.—Of the
12 amounts made available under paragraph (1) each
13 fiscal year, the Administrator may use not more
14 than 1 percent for the management and oversight of
15 the program established under that paragraph.

16 (g) FUNDING OF EXISTING PROGRAMS.—

17 (1) CLEAN PORTS PROGRAM.—For fiscal year
18 2029 and each fiscal year thereafter, there are ap-
19 propriated, out of any funds in the Treasury not
20 otherwise appropriated, to the Environmental Pro-
21 tection Agency an amount equal to 15 percent of the
22 amounts collected pursuant to fees assessed under
23 sections 5 and 6 during the previous calendar year
24 to carry out the program established under section
25 133 of the Clean Air Act (42 U.S.C. 7433).

1 (2) OCEANS AND COASTAL SECURITY.—For fis-
2 cal year 2029 and each fiscal year thereafter, there
3 are appropriated, out of any funds in the Treasury
4 not otherwise appropriated, to the National Oceanic
5 and Atmospheric Administration an amount equal to
6 3 percent of the amounts collected pursuant to fees
7 assessed under sections 5 and 6 during the previous
8 calendar year for deposit into the National Oceans
9 and Coastal Security Fund established under section
10 904(a) of the National Oceans and Coastal Security
11 Act (16 U.S.C. 7503(a)).

12 (3) MARINE DEBRIS FOUNDATION.—For fiscal
13 year 2029 and each fiscal year thereafter, there are
14 appropriated, out of any funds in the Treasury not
15 otherwise appropriated, to the Department of Com-
16 merce an amount equal to 2 percent of the amounts
17 collected pursuant to fees assessed under sections 5
18 and 6 during the previous calendar year to carry out
19 subtitle B of title I of the Save Our Seas 2.0 Act
20 (33 U.S.C. 4211 et seq.).

○