

**NOMINATIONS TO THE MARITIME
ADMINISTRATION, THE FEDERAL MARITIME
COMMISSION AND THE NATIONAL OCEANIC
AND ATMOSPHERIC ADMINISTRATION**

HEARING

BEFORE THE

**COMMITTEE ON COMMERCE,
SCIENCE, AND TRANSPORTATION
UNITED STATES SENATE**

ONE HUNDRED NINETEENTH CONGRESS

FIRST SESSION

OCTOBER 22, 2025

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SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

ONE HUNDRED NINETEENTH CONGRESS

FIRST SESSION

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**NOMINATIONS TO THE MARITIME
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WEDNESDAY, OCTOBER 22, 2025

U.S. SENATE,
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,
Washington, DC.

The Committee met, pursuant to notice, at 10:30 a.m., in room SR-253, Russell Senate Office Building, Hon. Ted Cruz, Chairman of the Committee, presiding.

Present: Senators Cruz, Wicker, Fischer, Sullivan, Young, Moreno, Sheehy, Cantwell, Klobuchar, Markey, Peters, Rosen, and Fetterman.

**OPENING STATEMENT OF HON. TED CRUZ,
U.S. SENATOR FROM TEXAS**

Chairman CRUZ. Good morning. The Senate Committee on Commerce, Science, and Transportation will come to order. I want to welcome two of our colleagues, Senator Risch, Senator Kelly. We are glad to have you both joining us in this Committee, at least for a few moments at the opening.

Today, we will be hearing from four nominees: Stephen Carmel, nominee for Administrator of the U.S. Maritime Administration; Laura DiBella and Robert Harvey, nominees for Commissioners of the Federal Maritime Commission; and Timothy Petty, nominee for Assistant Secretary of Commerce for Oceans and Atmosphere and Deputy Administrator of the National Oceanic and Atmospheric Administration. Congratulations to each of you.

Let's begin with Mr. Petty, who would serve as Deputy Administrator of NOAA. A geoscientist and an engineer, Mr. Petty has spent more than two decades on Capitol Hill, where he is currently a Senior Professional Staff Member for the House Committee on Transportation and Infrastructure. During the first Trump administration, Mr. Petty served as Assistant Secretary for Water and Science in the Department of the Interior. As second-in-command at NOAA, he will draw on his policy expertise to manage U.S. fisheries programs and to protect coastal and ocean resources.

Next are the two Republican nominees for the Federal Maritime Commission, Laura DiBella and Robert Harvey. Ms. DiBella previously served as Port Director of the Port of Fernandina, Executive Director of the Florida Harbor Pilots Association, and head of Florida's state-level economic development organization. Mr. Har-

vey is an attorney with 30-plus years navigating complex regulatory schemes and promoting economic development. A former U.S. Navy JAG officer, he currently leads two public economic development corporations in Florida.

Finally, Stephen Carmel, who will draw on decades of experience to advise the Secretary of Transportation on Federal maritime policy as Administrator of the Maritime Administration. A graduate of the U.S. Merchant Marine Academy, Mr. Carmel served on U.S. vessels as a deck officer and shipmaster before joining Maersk Line, Limited, the largest operator of U.S. flagged ships. He is well versed in maritime operations and security, having sat on the Board of Advisors for the Merchant Marine Academy and the Chief of Naval Operations Executive Panel. Mr. Carmel will support Secretary Duffy's efforts to fortify U.S. maritime security, shipbuilding, and infrastructure.

Like our nominee, I am concerned that China's maritime industrial base dwarfs our own. That is why I look forward to the Administration's forthcoming Maritime Action Plan, which will address this geopolitical challenge. At the same time, I continue to believe we need a maritime strategy focused on attracting capital and removing regulatory barriers, not simply picking winners and losers. American shipyards can compete globally without heavy-handed protectionism, but only if they lean into nascent industries like seabed mining and nuclear-powered shipping, not those where we are at a distinct comparative disadvantage.

Thank you to our nominees for joining us today. I am eager to hear how each of you will approach Federal maritime policy.

And with that I recognize Ranking Member Cantwell for her opening remarks.

**STATEMENT OF HON. MARIA CANTWELL,
U.S. SENATOR FROM WASHINGTON**

Senator CANTWELL. Thank you, Mr. Chairman. Mr. Carmel, Ms. DiBella, Mr. Harvey, Mr. Petty, congratulations on your nominations, and it is good to see our two colleagues here, Senator Risch and Senator Kelly. I certainly have enjoyed working with Dr. Petty and Senator Risch on the Columbia River Treaty for many years. I know firsthand of his legislative skill set, so congratulations on this nomination.

Today, we want to discuss the concrete steps our Nation is taking to invest in our shipyards, our ports, our workforce in the efforts to build larger ships in the United States. These investments are not just important international trade issues for the United States. These are the kinds of investments that are needed to build our future maritime workforce, our economy, and support our national defense.

The good news is there is strong bipartisan support on this Committee for American shipbuilding, but we need to ensure that these investments we authorize will be implemented by this Administration. I look forward to discussing with the nominees here how we can accomplish that.

Mr. Carmel, I certainly enjoyed our conversation yesterday. I truly believe that you have a vision for what needs to happen, and I appreciate that. You are nominated to be the Administrator of the

U.S. Maritime Administration, the agency responsible for fostering, promoting, and developing the U.S. maritime industry. And you clearly have relevant experience, just starting at the Merchant Marine Academy and continuing as a Deck Officer Master on U.S.-flagged vessels, and your senior positions at Maersk. So, I certainly believe you have a keen view of what needs to be done.

I believe this experience will serve you well, and I know that you have expressed concerns about the deterioration of the U.S. maritime, as you call it, “ecosystem.” I share that word. It is an ecosystem. And just like other ecosystems we have had to invest in, I look forward to asking you questions about how critical that is for supply chain issues for the United States of America, when supply chain issues have become a dominant issue. COVID proved that to us, and now we have to think about it and how it relates to very strategic assets and resources. Senator Risch and I have been partners on a fusion strategy, and certainly fusion is one of those issues where the supply chain will be critical.

Next, Ms. DiBella and Mr. Harvey, it is good to have you here at the Committee and I see that we have two other Federal Maritime Commissioners here, so thank you guys—oh, three. Sorry. Sorry. Thank you for that. Thank you. This speaks to the Commission’s important jurisdiction over ports and international ocean shipping, and charged with the protection and interests of U.S. shipping and regulating licenses.

The FMC, while not a household word, it is certainly playing a pivotal role for us, as again we saw during COVID. Importantly, Congress created the Federal Maritime Commission, and I expect Commissioners to maintain this independence. That is to say despite various administrations’ efforts to undermine the agency, we want it to continue to remain strong.

Ms. DiBella, your service as the first female Secretary of Commerce for the State of Florida, and your tenure as Executive Director of the Florida Harbor Pilots Association certainly come with some very relevant experience, and I appreciate that.

Mr. Harvey, I have not had a chance to visit with you, so I look forward to hearing more about your Navy JAG experience, and I hope you will address your view about the Federal FMC this morning and what you think needs to happen.

What I would say to you is that we need to continue to be proactive, that as a more global economy and economic opportunities are outside the United States, and so much of the concentration is with foreign carriers—now we are going to lean on Mr. Carmel, to help change that—but in the meantime, how do we make sure that there are fair policies and that the Commission is doing its job in protecting consumers? We do not want U.S. shippers’ product left on docks, we do not want unfair practices, and we certainly do not want unfair rates.

Finally, Mr. Petty, as I already mentioned, I am happy to have worked with you in the past on this important issue of the Columbia River Treaty. Congratulations on the nomination to the NOAA Assistant Secretary for Commerce. If confirmed, you will be responsible for fisheries, habitat, climate resilience, and many other issues, and I believe that your experience up here on the Hill will serve you well.

I hope to hear from you how you will succeed in this environment, especially when it comes to the essential work that NOAA does supporting healthy fisheries, the 2.3 million jobs that depend on a seafood industry, and the important issues of stock assessment? I think this Committee has been very, very loud and clear about the importance of stock assessments. You cannot catch fish if you have not done the stock assessment, and we need the fisheries to continue to work.

This requires providing NOAA with expertise and resources, and NOAA has lifted the hiring freeze for some weather personnel, but what about fisheries personnel? We need to get the stock assessments done; we need the personnel to do them. So I know my colleague, Senator Sullivan, when he is here, will agree with this.

When it comes to protecting our coastal economies, scientists are not optional. Let's not forget, the President proposed a 27 percent cut to NOAA's budget, and the agency has lost at least 576 fisheries staffers, nearly one in five under this Administration. So I am very, very concerned about that.

They are seeing real impacts from this. For instance, a number of our stock assessments in New England have been canceled this year. A 60-day regulatory freeze led to the overfishing of the Atlantic bluefin tuna off North Carolina, and in my state, salmon are incredibly important economically and culturally, and so we depend on NOAA for this long-term sustainability. I look forward to asking you questions about that and what you can do to help correct these issues at the department.

Thank you, Mr. Chairman. I again look forward to the testimony of all the witnesses, and of course, our colleagues who are here to sing praises on them. Thank you.

Chairman CRUZ. Thank you, Senator Cantwell. I will now turn to our colleague from the great state of Arizona, Senator Kelly, to introduce Mr. Carmel. Senator Kelly, welcome back to the Commerce Committee.

**STATEMENT OF HON. MARK KELLY,
U.S. SENATOR FROM ARIZONA**

Senator KELLY. Thank you, Mr. Chairman. Chairman Cruz, Ranking Member Cantwell, and members of the Committee, thank you for the opportunity to speak today on the nomination of Steve Carmel to serve as the Administrator of the Maritime Administration.

As I know this Committee is painfully aware, the U.S. maritime industry needs a lot of help. Right now, the U.S. Federal Government, mostly through the Navy and Coast Guard, is the primary customer of large—and in the case of the Coast Guard, not so large—ocean-going vessels built in U.S. shipyards. And there are only about 80 ships, out of more than 50,000 globally, that fly the U.S. flag in international commerce. By contrast, China has 5,500 ocean-going merchant vessels that operate under the Chinese flag. Three in every four commercial ships built in the next decade will be built in a Chinese shipyard if we do not do something about it. For decades, both political parties have made the failed assumption that we could build our way out of this deficit by just giving the Navy and Coast Guard additional funding year to year, and not by

actually rethinking how we make the commercial maritime industry commercially viable in the United States.

We need to do both. We need policy solutions that include the private sector, and that is why I am here to support Steve Carmel's nomination for Maritime Administrator.

Unlike his immediate predecessors in this job, Steve will bring four decades of experience working in the commercial maritime industry. Steve and I both attended the U.S. Merchant Marine Academy, not at the same time, but we were also both in 6th Company. After graduating, Steve served aboard U.S.-flagged merchant vessels as a deck officer and a master for the Maritime Overseas Corporation and Military Sealift Command. He became a master, which is the captain of the ship, at just 26 years old. For those who don't know the industry well, that is incredibly fast. He is a talented guy.

After a decade at sea he transitioned to work ashore for Maersk Line, Limited and U.S. Marine Management. At a time when we are facing a shortage of qualified mariners, Steve brings firsthand knowledge of what it is like to work at sea. He would be the first Administrator in 20 years to hold an Unlimited Master's License.

At a time when we need to incentivize ship owners from around the world to invest in the U.S.-flagged fleet and U.S. shipyards, Steve will bring a private sector perspective to our efforts to rebuild the U.S. maritime industry. Steve understands we need to reform how dated regulations and find innovative strategies to put more cargo on U.S. flagged vessels.

At a time when there is bipartisan momentum to rebuild America's maritime industry, as indicated by both the SHIPS for America Act and President Trump's Executive Order on Maritime Dominance, we need leaders at MARAD who can hit the ground running on day one. And I believe Steve Carmel is the right leader for this moment, and can do that. I know that he will demonstrate his thoughtfulness and depth of knowledge of the industry at today's hearing, and I hope his nomination will be quickly advanced. We need him in this job.

The motto at King's Point, our alma mater, is "Acta Non Verba—Deeds, Not Words." Steve is a leader of action, and it is my pleasure to introduce him to the Committee today. Thank you.

Chairman CRUZ. Thank you, Senator Kelly, and I appreciate you bringing a little bit of Latin into this hearing. That is the level of erudition we try to avoid in the Senate Commerce Committee.

I now welcome our colleague from the great state of Idaho, Senator Risch, to introduce Dr. Petty. Senator Risch, welcome to the Commerce Committee.

**STATEMENT OF HON. JAMES RISCH,
U.S. SENATOR FROM IDAHO**

Senator RISCH. Well, thank you, Chairman Cruz and Ranking Member Cantwell. Thank you so much for allowing me to speak here today. It is a real honor and privilege, personally, to introduce Dr. Tim Petty, who has been nominated to be Assistant Secretary of Commerce for Oceans and Atmosphere.

Tim was an integral part and member of my staff for many years and continues to be a trusted friend, and in addition to that, he

comes in from time to time and keeps me up-to-date on things that are happening that are in his lane, and I truly appreciate that.

Tim brings a deep and informed understanding of the complex intersection between water policy and scientific research through a rare combination of technical expertise and legislative experience in both houses. Tim's experiences as a senior legislative staff in both chambers give him holistic understanding of various water and natural resource challenges and a long history of working with his colleagues on a bipartisan basis to solve problems.

He has also served under both President Bush and President Trump at the Department of the Interior, including serving as President Trump's first term as the Assistant Secretary for Water and Science, a post he was confirmed by the Senate unanimously to. In his role, he oversaw the USGS and the Bureau of Reclamation, solving Western water issues and collaborating on an inter-agency basis with the U.S. Army Corps and NOAA.

Particularly close to home for Ranking Member Cantwell and I both, Tim has specific experience working in the Columbia River basin. We have an issue there right now that is incredibly important to both Senator Cantwell and I and our constituents in the region. And as I said, it is bipartisan, and it is incredibly important. In his last stint at the agency, he represented Interior as part of the United States negotiating entity for the Columbia River Treaty, and worked with Senator Cantwell and I both as we represented the Northwest in the Senate through treaty negotiations.

These have been long—dare I say, Senator Cantwell?—and difficult and complex. I think we are actually seeing some light at the end of the tunnel. There is starting to be some movement. And Senator Cantwell and I have worked on this for years and years. We have been ably guided by Tim, who has helped us through this very complex web of negotiations.

In addition to his extraordinary qualifications, what cannot be overstated is his character. Tim is a true public servant, and has answered the call time and again to give his time and talent to the American people. Having worked closely with Tim since I came to the Senate I can confidently say he brings thoughtful, measured judgment to every issue he encounters, treats others with respect, and approaches leadership roles with humility.

Tim has built a distinguished career in public service, and is exceptionally well-prepared to serve as the Assistant Secretary of Commerce for Oceans and Atmosphere. His expertise and experience will be an incredible asset to the Department of Commerce and to our country.

Again, Chairman Cruz, Ranking Member Cantwell, thank you for the Committee's consideration and considering Tim Petty's nomination. Thank you so much.

Chairman CRUZ. Thank you, Senator Risch, and I certainly appreciated the movie reference to "A Few Good Men," as you looked up like Jack Nicholson and said, "What kind of shoddy operation are you running here," with microphones that don't operate.

Senator RISCH. I was more diplomatic than that.

Chairman CRUZ. You know, we can't handle the truth. I will say four staffers have lost their job already in the time since you said that.

I now recognize Mr. Carmel for his opening statement.

**STATEMENT OF STEPHEN CARMEL, NOMINEE TO BE
ADMINISTRATOR, MARITIME ADMINISTRATION**

Mr. CARMEL. Thank you, and thank you to Senator Kelly for the kind introduction. Good morning, Chairman Cruz, Ranking Member Cantwell, and members of the Committee. Thank you for allowing me to be here today. I am honored to appear before you as the nominee for the position of Maritime Administrator. Please permit me to introduce my wife, Alison, a Navy veteran from a long line of Coast Guard officers, and our sons, John and Greg, who are here with me today.

I graduated from the U.S. Merchant Marine Academy, Class of 1979, and went to sea immediately thereafter. I sailed steadily, earned my Master's license, and commanded ships that sailed every corner of the world. My time at sea was marked by many more highlights than I could recount here, but perhaps the most meaningful was my service in the Arctic, an experience that sparked a lifelong fascination with that region and inspired much of my later academic work.

After coming ashore, I held a variety of executive positions with Maersk Line, Limited, the U.S.-flag subsidiary of one of the world's largest shipping companies, and later became President of U.S. Marine Management, my current position, following our acquisition by Maritime Partners, the leading Jones Act provider of vessel leasing and construction financing. I also returned to graduate school and collected a few extra initials along the way.

Throughout my shoreside career, I and my colleagues have faced many challenges, ranging from two Middle East wars to the complex logistics of supporting operations in Afghanistan; revolts in Angola and inland grain movements in Russia; piracy off Somalia's coast; and even an earthquake and nuclear disaster in Japan. Those experiences taught me many things, but two lessons stand out. First, maritime strength depends on people, and it must be built long before a crisis occurs. And leadership is about execution, accountability, and partnership.

I have been fortunate to work, both at sea and ashore, alongside some of the finest men and women this country has to offer, and I am very proud of all that we accomplished together. But now, if given the honor of a confirmation, it is time to take up a new challenge.

We are a formidable naval power, but we are not a true maritime power. For more than 150 years, we have searched for a maritime policy that works, even as our industrial capacity has declined to a point of near irrelevance, both in our ability to carry our own commerce and the ability to build the ships that do it. We have outsourced those capabilities and we have sacrificed much of our independence in the process.

A strong maritime sector is not nostalgia. It is strategy. It means resilient supply chains we control, credible logistics for our joint forces, good jobs across our coasts, rivers, and Great Lakes, and the freedom to move what America needs, when and where America needs it, under our own flag.

We have done hard things before. With this Committee's guidance, and in partnership with labor and industry, we can do them again. We will not be the generation that stood on the sidelines and passively watched our noble industry die. We will be the generation that rebuilds it—stronger, smarter, and ready to answer the call.

If confirmed, I will work in a spirit of partnership to meet our challenges, and overcome them, uphold the traditions of my alma mater, and live by its motto, at the risk of Senator Kelly's repeating them: *Acta Non verba*—deeds, not words.

Thank you, and I stand by for your questions.

[The prepared statement and biographical information of Mr. Carmel follow:]

PREPARED STATEMENT OF STEPHEN M. CARMEL, NOMINEE TO BE ADMINISTRATOR,
MARITIME ADMINISTRATION

Good morning, Chairman Cruz, Ranking Member Cantwell, and Members of the Committee. Thank you for allowing me to be here today. I am honored to appear before you as the nominee for the position of Maritime Administrator. Please permit me to introduce my wife, Alison—a Navy Veteran from a long line of Coast Guard officers—and our sons, John and Greg, who are here with me today.

I graduated from the U.S. Merchant Marine Academy, Class of 1979, and went to sea immediately thereafter. I sailed steadily, earned my Master's license, and commanded ships that traveled to every corner of the world. My time at sea was marked by more highlights than I could recount here, but perhaps the most meaningful was my service in the Arctic—an experience that sparked a lifelong fascination with that region and inspired much of my later academic work.

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I also returned to graduate school and collected a few extra initials behind my name. Throughout my shoreside career, my colleagues and I faced challenges ranging from two Middle East wars to the complex logistics of supporting operations in Afghanistan; revolts in Angola and inland grain movements in Russia; piracy off Somalia's coast; and even an earthquake and nuclear disaster in Japan.

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We have done hard things before. With this Committee's guidance, and in partnership with labor and industry, we can do them again. We will not be the generation that stood on the sidelines and passively watched our noble industry die. We will be the generation that rebuilt it—stronger, smarter, faster, and ready.

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Thank you, and I stand ready for your questions.

A. BIOGRAPHICAL INFORMATION

1. Name (Include any former names or nicknames used): Stephen Michael Carmel.
2. Position to which nominated: Administrator, U.S. Maritime Administration.
3. Date of Nomination: May 6, 2025.
4. Address (List current place of residence and office addresses):

Residence: Information not released to the public.

Office: Information not provided.

5. Date and Place of Birth: Washington, DC.
6. Provide the name, position, and place of employment for your spouse (if married) or domestic partner, and the names and ages of your children (including step-children and children by a previous marriage).

Wife: Alison Parker. Program Manager. On administrative/terminal leave from Military Sealift Command, U.S. Navy pending retirement 31 Dec, 2025 (took the Federal buy-out program)

Children: John A. Carmel (24 years old); Stepchildren from Alison Parker: Gregory E Cyrus (42 years old), Ashley M Cyrus (46 years old); Stepchild from Maria E. Carmel (died from cancer in 1997); Stephanie Hemingson-Carmel (approximate age 49 years old) (Lost touch with her when her mother died).

7. List all college and graduate schools attended, whether or not you were granted a degree by the institution. Provide the name of the institution, the dates attended, the degree received, and the date of the degree.

B.S., Marine Transportation, U.S. Merchant Marine Academy (1975–1979)

M.B.A., Old Dominion University (1991–1993)

M.A., Economics, Old Dominion University (1994–1996)

Ph.D., International Studies, Old Dominion University (2010–2018)

All But Dissertation (ABD): Completed course work/comprehensives but not dissertation.

Advanced Management Program Certificate Program, Ross School of Business, University of Michigan (2011)

8. List all post-undergraduate employment, including the job title, name of employer, and inclusive dates of employment, and highlight all management-level jobs held and any non-managerial jobs that relate to the position for which you are nominated.

President, U.S. Marine Management (spin off From Maersk) (1993–Present).

Various positions, Maersk Line Limited:

Member, Board of Directors (1997–2005)

Senior Vice President (1997–2023)

Various positions, U.S. Marine Management (subsidiary of Maersk):

Vice President of Finance (1995–1997)

Program Manager (1989–1995)

Ships officer/Master: Maritime Overseas Corp, Military Sealift Command (1979–1989)

Note: every position listed is managerial.

9. Attach a copy of your résumé. Attached.

10. List any advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above after 18 years of age.

Board of Visitors, U.S. Merchant Marine Academy—Served as an appointee of President Trump during his first term (2018–2021)

Naval Studies Board, National Academies of Science (Term ended in 2021)

Chief of Naval Operations Executive Panel (2006–2016)

Marine Board, National Academies of Science (Term ended in 2014)

Hydrographic Services Review Board, NOAA (Term ended in 2014)

Senior Fellow, George Washington University Homeland Security Policy Institute (2009)

Adjunct Professor of Economics, Old Dominion University (early 2000s time frame).

11. List all positions held as an officer, director, trustee, partner, proprietor, agent, representative, or consultant of any corporation, company, firm, partnership, or other business, enterprise, educational, or other institution.

Board of Directors, Hampton Roads World Affairs Council (2020–2025)

Board of Directors, Maersk Line Limited (1997–2005)

Trustee, Old Dominion University Research Foundation (Approximate dates: 2010–2013)

12. List all memberships you have had after 18 years of age or currently hold with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religiously affiliated organization, private club, or other membership organization (You do not have to list your religious affiliation or membership in a religious house of worship or institution). Include dates of membership and any positions you have held with any organization. Please note whether any such club or organization restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

I have never belonged to any organization, including the below listed, that restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

Current:

American Bureau of Shipping

World Affairs Council Hampton Roads Chapter (2020 to present)

Royal United Services Institute (2022 to present)

Chatham House (2022–present)

International Institute for Strategic Studies (2022 to present)

U.S. Merchant Marine Academy Alumni (1979 to present)

Past:

International Studies Association (2010–2018) (approx.)

American Economic Association (1994–2000) (approx.)

Institute of Management Accountants (1992–1996) (approx.)

13. Have you ever been a candidate for and/or held a public office (elected, non-elected, or appointed)? If so, indicate whether any campaign has any outstanding debt, the amount, and whether you are personally liable for that debt. No.

14. List all memberships and offices held with and services rendered to, whether compensated or not, any political party or election committee within the past ten years. If you have held a paid position or served in a formal or official advisory position (whether compensated or not) in a political campaign within the past ten years, identify the particulars of the campaign, including the candidate, year of the campaign, and your title and responsibilities. None.

15. Itemize all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$200 or more for the past ten years.

Maersk Inc. Political Action Committee, 04/30/2015, \$200

During my tenure as an executive with Maersk Line Limited I contributed to the Maersk Political Action Committee fund as all senior executives did. I did not control or even input into how the PAC distributed the money

16. List all scholarships, fellowships, honorary degrees, honorary society memberships, military medals, and any other special recognition for outstanding service or achievements.

Meritorious Public Service Medal, Awarded by CNO Richardson, 18 Jan, 2017
2009 George Washington University Homeland Security Policy Institute Senior Fellow

17. List all books, articles, columns, letters to the editor, Internet blog postings, or other publications you have authored, individually or with others. Include a link to each publication when possible. If a link is not available, provide a digital copy of the publication when available.

See Addendum.

18. List all speeches, panel discussions, and presentations (*e.g.*, PowerPoint) that you have given on topics relevant to the position for which you have been nominated. Include a link to each publication when possible. If a link is not available, provide a digital copy of the speech or presentation when available.

See Addendum provided via separate correspondence.

19. List all public statements you have made during the past ten years, including statements in news articles and radio and podcasts and television appearances, which are on topics relevant to the position for which you have been nominated, including dates. Include a link to each statement when possible. If a link is not available, provide a digital copy of the statement when available.

Endorsement supporting Ships for America Act, April 2025

Quoted in Wall street Journal Article https://www.wsj.com/politics/national-security/why-the-u-s-military-has-to-hitch-a-ride-on-commercial-ships-58d0ece9?st=1enwuZ&reflink=article_e-mail_share

I know I was quoted in news articles about Maersk Line Limited business but do not have specific examples as it was just a routine part of business

20. List all digital platforms (including social media and other digital content sites) on which you currently or have formerly operated an account, regardless of whether or not the account was held in your name or an alias. Include the full name of an “alias” or “handle”, including the complete URL and username with hyperlinks, you have used on each of the named platforms. Indicate whether the account is active, deleted, or dormant. Include a link to each account if possible.

Linked In—*Stephen Carmel* (Active)

X (Twitter)—*@StephenCar73193* (Active)

21. Please identify each instance in which you have testified orally or in writing before Congress in a governmental or non-governmental capacity and specify the date, committee, and subject matter of each testimony.

Testimony to Standing Senate Committee on Security and Defense, Canadian Parliament, 2007. The Testimony was as a subject matter expert on Arctic Shipping. Report below. Prepared comments included in the Speeches addendum. <https://sencanada.ca/content/sen/committee/403/defe/rep/rep07mar11-e.pdf>

22. Given the current mission, major programs, and major operational objectives of the department/agency/commission/corporation to which you have been nominated, what in your background or employment experience do you believe affirmatively qualifies you for appointment to the position for which you have been nominated, and why do you wish to serve in that position?

I graduated from the Merchant Marine Academy in 1979 and have lived my entire professional life fulfilling the mission of the Academy. I have served as a deck officer and master primarily on tankers in international trade. I have served in a variety of positions in executive management for a major international shipping company. In those capacities, I have done everything contemplated in President Trump's Executive Order on Maritime Strategy and the related Ships for America Act. Therefore, I have deep knowledge of the U.S. maritime industry and the people that work in it. Concurrent with that, I have served in a variety of positions on Navy committees and organizations, hence developing a deep understanding of the relationship between the maritime industry and national and economic security. In those roles I have often conducted studies, participated in war games, and other exercises at both the classified and unclassified level, probing issues such as contested logistics. I have also developed expertise in Arctic security issues, particularly arctic shipping and its relation to national security. I have also developed an expertise in the international security aspects of globalization and globalized supply chains, topics on which I speak often and taught a seminar for the Advanced Maritime Operations Course for Naval Intelligence. My background positions me well to make an immediate impact on the mission of MARAD I believe firmly in our industry and this industry has provided me with great opportunity. I believe it is my obligation to serve if called to pay back for that opportunity. The industry is in desperate need of revitalization, now is the greatest potential for that to happen in generations and the opportunity may never come again. Those factors combined motivate me to want to serve in the capacity of Maritime Administrator, if confirmed, and make a positive contribution to our industry.

23. What do you believe are your responsibilities, if confirmed, to ensure that the department/agency/commission/corporation has proper management and accounting controls, and what experience do you have in managing a large organization?

I have extensive experience leading large organizations, sometimes through difficult transitions such as that facing the Maritime Administration now. During such times especially proper controls, transparency, and clear communication are essential to a successful outcome. The fundamentals of organizational change are or should be consistent whether in government or private industry, therefore my past experience in the industry will be directly applicable in successfully leading MARAD should I be confirmed. From my experience as a corporate executive, responsibility

for proper management and accounting in the organizations for which I was responsible can be grouped into several overarching areas:

- Remember who I work for and my responsibilities to the owners and other stakeholders. Ensure the assets of the owners (including their reputation and the reputation of the firm) are preserved. Ensure responsibilities to employees and larger society are met.
- Establish the proper environment—Demonstrate ethical behavior, commitment to proper governance, and act with integrity. Ensure roles and responsibilities are clearly defined and accountability for decisions enforced. Establish an environment that promotes transparency and accountability.
- Design and implement proper internal controls including policies and procedures that are efficient, effective, and routinely tested or audited. Ensure auditors are properly supported in their role and ensure audit or other governance reports are received directly and unfiltered. Establish effective relationships with finance and internal control teams, including regular review of financial statements and ensure understanding of deviations from plan.
- Establish a strong internal and external communication routine with all stakeholders.

Per my resume, I have had several executive leadership positions ashore with Maersk Line Limited (MLL)—the largest U.S. flag shipping company in the country (at the time about 60 ships), including approx. 40 percent of the tonnage in the Maritime Security Program, including time on the Board of Directors, and a \$1.5B company responsibly for several thousand staff including sea staff. I am presently President of a tanker company after spin off from MLL responsible for 6 ships and full P and L responsibility to the board and roughly 400 staff at sea and afloat.

24. What do you believe to be the top three challenges facing the department/agency/commission/corporation, and why?

1. The deterioration of the U.S. maritime industry in terms of U.S. flag shipping and commercial shipbuilding to the point they are now irrelevant as a factor in U.S. economic security and hence incapable of fulfilling any national security mission, including executing the complex logistics mission any conflict with China would require. In addition, the U.S. port system ranks poorly in international standings for port productivity. Lastly the U.S. internal waterway system is in desperate need to upgrade and repair, receiving a C-from the ASCE, and having a \$7.5B backlog in needed repairs in 2025. The internal waterway system is essential to agricultural and manufacturing sectors in the Midwest and a significant failure could have grievous consequences for the national economy.
2. A serious shortage of maritime labor, both seagoing and for shipbuilding and repair. A revitalization of the U.S. maritime industry cannot happen without significant investment in skilled workforce development starting at the high school level. This also include “fixing” the U.S. Merchant Marine Academy, which is in dire need of investment and attention.
3. Lack of a coherent strategy that ties all elements of the maritime industry (the Blue Economy) together as a system, unambiguously and clearly ties the industry and solutions to its challenges to broader national and economic security plans, policies and objectives, and provides for specific actionable programs to remedy the problems stated above with adequate and sustainable sources of funding.

B. POTENTIAL CONFLICTS OF INTEREST

1. Describe all financial arrangements, deferred compensation agreements, and other continuing dealings with business associates, clients, or customers. Please include information related to retirement accounts, such as a 401(k) or pension plan.

My arrangements are fully described in Part 3 of my Public Financial Disclosure Report. A list of these arrangements and agreements is below.

- I have vested restricted stock units in an independent stock plan as part of a long-term incentive program from my former employer, Maersk Line Limited. Maersk will accelerate the unlocking of my vested restricted stock units. I will forfeit restricted stock units valued over and above \$10,000 and will be awarded only up to \$10,000 in Maersk stock prior to assuming my position as Administrator, if confirmed. I will divest my interests in Maersk as soon as practicable but not later than 90 days after my confirmation.

- I have a defined contribution plan (401K plan) with U.S. Marine Management. I will continue to participate in this defined contribution plan. The plan's sponsor will not make further contributions after my separation.
 - I will receive a severance payment upon my separation from U.S. Marine Management for \$50,000. The amount of the payment is determined at the discretion of the owners and has already been fixed by the company. This payment will be paid to me prior to assuming the duties of the position of Administrator (if confirmed) or I will forfeit it.
2. Do you have any commitments or agreements, formal or informal, to maintain employment, affiliation, or practice with any business, association, or other organization during your appointment? If so, please explain. No.
3. Indicate any investments, obligations, liabilities, or other relationships which could involve potential conflicts of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.
- In connection with the nomination process, I have consulted with the Office of Government Ethics and the Department of Transportation ("DOT") Designated Agency Ethics Official to identify potential conflicts of interest. Any potential conflicts of interest will be resolved consistent with the terms of an ethics agreement I have entered into with the DOT Designated Agency Ethics Official, which has been provided to this Committee. I am not aware of any other conflicts of interest.
4. Describe any business relationship, dealing, or financial transaction which you have had during the last ten years, whether for yourself, on behalf of a client, or acting as an agent, that could in any way constitute or result in a possible conflict of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.
- In connection with the nomination process, I have consulted with the Office of Government Ethics and the Department of Transportation ("DOT") Designated Agency Ethics Official to identify potential conflicts of interest. Any potential conflicts of interest will be resolved consistent with the terms of an ethics agreement I have entered into with the DOT Designated Agency Ethics Official, which has been provided to this Committee. I am not aware of any other conflicts of interest.
5. Identify any other potential conflicts of interest and explain how you will resolve each potential conflict of interest.
- In connection with the nomination process, I have consulted with the Office of Government Ethics and the Department of Transportation ("DOT") Designated Agency Ethics Official to identify potential conflicts of interest. Any potential conflicts of interest will be resolved consistent with the terms of an ethics agreement I have entered into with the DOT Designated Agency Ethics Official, which has been provided to this Committee. I am not aware of any other conflicts of interest.
6. Describe any activity during the past ten years, including the names of clients represented, in which you have been engaged for the purpose of directly or indirectly influencing the passage, defeat, or modification of any legislation or affecting the administration and execution of law or public policy. None.

C. LEGAL MATTERS

1. Have you ever been disciplined or cited for a breach of ethics, professional misconduct, or retaliation by, or been the subject of a complaint to, any court, administrative agency, the Office of Special Counsel, an Inspector General, professional association, disciplinary committee, or other professional group? If yes:
- No.
- a. Provide the name of the court, agency, association, committee, or group;
 - b. Provide the date the citation, disciplinary action, complaint, or personnel action was issued or initiated;
 - c. Describe the citation, disciplinary action, complaint, or personnel action;
 - d. Provide the results of the citation, disciplinary action, complaint, or personnel action.
2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority of any Federal, State, county, municipal, or foreign government entity, other than for a minor traffic offense? If so, please explain. No.
3. Have you or any business or nonprofit of which you are or were an officer ever been involved as a party in an administrative agency proceeding, criminal proceeding, or civil litigation? If so, please explain.
- As a U.S. flag ship operator, our mariners are not eligible for workman's compensation for work related injuries. They are required to seek compensation via the

courts which is normal for our industry. Therefore, the case list is extensive. See Attachment A for a complete list.

4. Have you ever been convicted (including pleas of guilty or *nolo contendere*) of any criminal violation other than a minor traffic offense? If so, please explain. No.

5. Have you ever been accused, formally or informally, of sexual assault, sexual harassment, or discrimination on the basis of sex, race, religion, or any other basis? If so, please explain. No.

6. Please advise the Committee of any additional information, favorable or unfavorable, which you feel should be disclosed in connection with your nomination. None.

D. RELATIONSHIP WITH COMMITTEE

1. Will you ensure that your department/agency/commission/corporation complies with deadlines for information set by congressional committees, and that your department/agency/commission/corporation endeavors to timely comply with requests for information from individual Members of Congress, including requests from members in the minority?

Yes, I will ensure that my office responds, timely, to such requests for information as appropriate.

2. Will you ensure that your department/agency/commission/corporation does whatever it can to protect congressional witnesses and whistleblowers from reprisal for their testimony and disclosures?

Yes, I will ensure that my office responds as appropriate.

3. Will you cooperate in providing the Committee with requested witnesses, including technical experts and career employees, with firsthand knowledge of matters of interest to the Committee?

Yes, I will ensure that my office keeps the Committee appraised as appropriate.

4. Are you willing to appear and testify before any duly constituted committee of the Congress on such occasions as you may be reasonably requested to do so? Yes, I will ensure that my office responds as appropriate.

Stephen M. Carmel

Statement: High-energy international marine transportation executive with extensive experience throughout the maritime industry and strong academic background focused on maritime operations and security, trade and Arctic issues. Extensive work in maritime policy and strategy. Current active US DoD security clearance.

Career History**President – US Marine Management****9/18/2023 – Present**

- US Marine Management, formally a division of Maersk Line Limited, was spun off in 2023 in a stock sale to Maritime Partners LLC, a maritime focused investment fund where it operates as a standalone independent company. USMMI achieved a \$129.5M top line and EBITDA of \$42M in 2024, the first full year of independent operation.
- Led the divestment, achieving the separation in under a year and going from deal signing to close and separation in 4 months with no Transition Service Agreements (TSA's). In the process physically relocating the company and standing up a new IT system which meets all government security requirements, a new finance/ERP system, and a new HR system.
- The company operates a variety of ship types including tankers, Ro/Ro and military special purpose.
- Deeply involved in development of programs related to the maritime industry including the Tanker Security Program and related fuel logistics planning including the development of innovative fueling at sea concepts.

Senior Vice President – USMMI/Maersk Line Limited**2/1/2013 – 9/18/2023**

- Full P&L responsibility for US Marine Management Inc. (USMMI). – A wholly owned subsidiary focused on non-liner shipping activity. Direct report to the CEO leading a high caliber executive team of operations, contracts, and financial professionals.
- Division includes tankers, military special purpose ships, survey ships, and innovative custom designed and engineered maritime platforms.
- Re-established USMMI as a business unit and led division through a difficult restructuring and downsizing, completely reorganizing the unit into highly profitable and potentially standalone business unit.

Stephen M. Carmel

Senior Vice President – Maersk Line, Limited.
Member- Board of Directors (1997-2005).

10/1/97 – 2/1/2013

- Direct report to the CEO. Responsible for all operating activities of a \$1.5B+ US Flag marine transportation company in international trade. Directed day to day operation of the Maritime Security Program fleet of 26 ships. Company operates over 60 US Flag vessels in trades including liner container service, tramp breakbulk, ro/ro, bulk/grain, heavy lift / Multi-Purpose Vessels (JV with Rickmers), clean product tanker, and military special purpose. Led approximately 60 technical staff ashore and several thousand sea going personnel. Led organization through a high growth period including two acquisitions.
- Commercial responsibility for all non-liner activity. Develop and implement plans for growth of new business initiatives, starting up and growing the U.S. Flag tanker business for example. Also led entrance into bulk agricultural and compatible backhaul markets, established bulk vessel chartering activity.
- Technical / operating responsibility for all vessels, both liner and non-liner. Responsible for maintenance strategy, dry-dock program, procurement, and daily running cost management. Directed the reflag into US flag of dozens of ships for the Maritime Administration's Maritime Security Program (MSP) program. Manage R & D for new business such as LNG bunkering.
- Responsible for Business Continuity Planning/Disaster Response and Vessel Casualty Response. In this role I organized and led our incident response organization. I led our operational response to the *Maersk Alabama* pirate attack and coordinated our activities with U.S. government and military authorities.

Vice President, Finance – US Marine Management, Inc. (a Maersk Company)
2/1/95 – 10/1/97

- US Marine Management was a wholly owned subsidiary of Maersk Line, Limited. Reported to President. Overall management responsibility for all accounting, finance, purchasing and quality functions.
- Directed the selection and implementation of the PeopleSoft ERP system, including conceptual design of business processes within system. The full suite of financial applications along with the purchasing and project costing modules were deployed on budget and ahead of schedule. Developed and deployed custom designed personnel and payroll systems and the AMOS maintenance and repair system.
- Designed and managed the establishment of the Information Technology dept. Developed network design and managed development and implementation of IT infrastructure including internal e-mail system, Internet presence, and workflow.

Stephen M. Carmel

Port Captain / Program Manager – US Marine Management, Inc. 9/1/90 – 2/1/95

- Responsible for the day to day operation of a fleet of up to 18 U.S. Flag ships. Supervised Masters, managed customer relations, and developed and implemented operating budgets.
- Created, developed and implemented our original ISO 9001 quality and International Safety Management Code (ISMC) safety certification programs. Established Safety Department and served as initial Quality/Safety Manager.
- Developed technical proposals and conducted cost analysis for new business development.

Master, Chief Mate, Ships Officer. 7/1/79 – 9/1/90

- Sailed as deck officer and Master on U.S. flag ships, primarily tankers, in international trade. The last 5 years at sea were as Master on clean product tankers.

Education

PhD/ABD (all but dissertation) International Studies / Int. Political Economy, Old Dominion University
Executive Program - University of Michigan School of Business (2011)
M.A. Economics – Old Dominion University (1996)
M.B.A. - Old Dominion University (1993)
B.S. Marine Transportation - U.S. Merchant Marine Academy (1979)

Certifications

Certified Management Accountant - Institute of Certified Management Accountants
Certified in Financial Management - Institute of Certified Management Accountants
USCG License as Master, Any Gross Tons, Upon Oceans.

Leadership

Board of Visitors, US Merchant Marine Academy – appointed by President Trump and rotated off at the end of the term.
Naval Studies Board, National Academies of Science (Term ended 2021)
Chief of Naval Operations Executive Panel (N00K) (term ended 2016)
Marine Board, National Academies of Science (term ended 2014)
Hydrographic Services Review Panel, NOAA (term ended 2014)
2009 Senior Fellow, Homeland Security Policy Institute, George Washington University
American Bureau of Shipping – Member (current)
Board of Directors – World Affairs Council, Hampton Roads Chapter (current)

Stephen M. Carmel

Awarded the **Meritorious Public Service** award by the Chief of Naval Operations for work on the CNO Executive Panel 18 Jan, 2017

Academic

I have an extensive portfolio of publications, conference presentations, and speeches on topics focusing on arctic issues, globalization, and national and maritime security. I participate frequently in war games and exercises, and give lectures and presentations on maritime security, trade and globalization to both government and civilian audiences.

I was a principal speaker at the 20th Annual Naval War College International Sea Power Symposium (2011), testified before the Canadian Parliament on Arctic shipping issues (2011), was a speaker at the Maritime Security Challenges conference of the Canadian Navy (2010, 2016), The Halifax International Security Forum (2009), and The Arctic Forum Foundation (Brussels, 2013) as well as events by CSIS, the Atlantic Council, and AFCEA as examples. I have published articles in a range of publications including USNI Proceedings, the Naval War College Review and for the Hoover Institute. I won an award for an article published in The War College Review in 2013. I have authored numerous White Papers for DOD officials on topics related to the role of the U.S. Merchant Marine in the current logistics environment including Strategic Sealift Tanker Requirements for TRANSCOM, the role of Ship Conversions in Navy Acquisitions, and Expeditionary Logistics in a Contested Environment for CSBA. I was as an adjunct Professor in Economics at the undergrad level and Maritime Studies at the graduate level and currently teach a seminar for Naval Intelligence on globalization in the Advanced Maritime Operations Course. As part of the CNO Executive Panel, Naval Studies Board, and Marine Board I served on or chaired numerous studies, both classified and unclassified, on topics relating to national security and marine transportation and presented the results to senior level officials such as the Chief of Naval Operations. I also participate in DOD and Think Tank war games on a regular basis.

FEDERAL CASES

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	1:1990cv00628	Lapetri v. Maersk Line	New York Eastern District Court	2/22/1990	10/25/1990
Maersk Line, Limited	1:1990cv00628	Lapetri v. Maersk Line	New York Eastern District Court	2/22/1990	10/25/1990
Maersk Line, Limited	1:1990cv00628	Lapetri v. Maersk Line	New York Eastern District Court	2/22/1990	10/25/1990
Maersk Line, Limited	1:1991cv01747	Harris v. Maersk Line, Limited	New York Southern District Court	3/13/1991	4/30/1991
Maersk Line, Limited	1:1992cv00453	Maersk Line, Ltd v. Smith	Alabama Southern District Court	6/2/1992	2/17/1993
Maersk Line, Limited	1:1992cv00453	Maersk Line, Ltd v. Smith	Alabama Southern District Court	6/2/1992	2/17/1993
Maersk Line, Limited	1:1992cv04209	Maersk Line, Limited v. South East Atlantic	New York Southern District Court	6/8/1992	10/30/1992
Maersk Line, Limited	2:1992cv00791	Allred v. Maersk line	Virginia Eastern District Court	10/6/1992	2/24/1995
Maersk Line, Limited	3:1993cv00283	Falk v. Maersk Line, Limited	California Northern District Court	1/25/1993	11/8/1993
Maersk Line, Limited	2:1993cv00742	Najah v. Maersk Line, Limited, et al	New Jersey District Court	2/22/1993	6/22/1994
Maersk Line, Limited	0:1993cv.pr02029	Allred v. Maersk Line, Limited	U.S. Court of Appeals, Fourth Circuit	8/17/1993	9/13/1994
Maersk Line, Limited	2:1996cv03273	Small v. Maersk Line, Limited, et al	New Jersey District Court	7/5/1996	2/13/1998
Maersk Line, Limited	2:1997cv00299	Sargent v. Maersk Line, Limited	Pennsylvania Eastern District Court	1/14/1997	11/5/1997
Maersk Line, Limited	2:1997cv04175	Zolinas v. Maersk Line, Limited	Pennsylvania Eastern District Court	6/20/1997	8/7/1997
Maersk Line, Limited	1:1998ap05601	Devan and Maersk Line, Limited	Maryland Bankruptcy Court	2/23/1998	6/11/1999
Maersk Line, Limited	1:1999cv01122	Sang v. American Of, et al	New York Eastern District Court	2/26/1999	9/28/2001
Maersk Line, Limited	1:1999cv01122	Sang v. American Of, et al	New York Eastern District Court	2/26/1999	9/28/2001
Maersk Line, Limited	3:1999cv00194	Hall v. Maersk Inc., et al	Texas Southern District Court	3/29/1999	8/4/1999
Maersk Line, Limited	3:1999cv00331	Laffitte v. Maersk Line, Limited	Texas Southern District Court	6/2/1999	6/7/2000
Maersk Line, Limited	1:1999cv00560	Maersk Line, Limited v. Laffitte	Alabama Southern District Court	6/16/1999	9/29/2000
Maersk Line, Limited	1:1999cv00689	Maersk Line, Limited v. Juzang	Alabama Southern District Court	7/26/1999	3/31/2000
Maersk Line, Limited	33:1999cv00808	Hall v. USA, et al	Florida Middle District Court	8/10/1999	1/18/2001
Maersk Line, Limited	1:1999cv00766	Maersk Line, Ltd v. Dansley, et al	Alabama Southern District Court	8/20/1999	2/22/2000
Maersk Line, Limited	3:1999cv00761	Martin v. Maersk Line, Limited	Texas Southern District Court	12/10/1999	3/17/2000
Maersk Line, Limited	0:2000pcf40710	Laffitte v. Maersk Line, Limited	U.S. Court of Appeals, Fifth Circuit	6/27/2000	6/12/2001
Maersk Line, Limited	0:2000pcf40740	Laffitte v. Maersk Line, Limited	U.S. Court of Appeals, Fifth Circuit	6/30/2000	6/12/2001
Maersk Line, Limited	2:2001cv03119	Young v. United States, et al	Pennsylvania Eastern District Court	6/22/2001	8/26/2002
Maersk Line, Limited	2:2001cv04616	Thompson v. Maersk Line, Limited	New Jersey District Court	10/1/2001	5/27/2005
Maersk Line, Limited	1:2001cv09689	U.S. Ship Management v. Maersk Line, Limited	New York Southern District Court	11/2/2001	2/27/2002
Maersk Line, Limited	1:2002cv00603	Koen v. Maersk Line, Ltd, et al	Alabama Southern District Court	8/8/2002	9/11/2002
Maersk Line, Limited	1:2002cv08923	MacCollister v. Expediter Transport, et al	New York Southern District Court	11/8/2002	1/26/2005
Maersk Line, Limited	2:2002cv00906	Kennedy v. Maersk Line, Limited, et al	Virginia Eastern District Court	11/19/2002	3/9/2004
Maersk Line, Limited	0:2003pcf30021	Seardina v. Maersk Line Ltd	U.S. Court of Appeals, Fifth Circuit	1/8/2003	2/5/2003
Maersk Line, Limited	0:2003cv60033	Adams v. Maersk Line, Limited	Florida Southern District Court	1/10/2003	9/24/2004
Maersk Line, Limited	0:2003pcf40418	Fanos v. Maersk Line, Ltd, et al	U.S. Court of Appeals, Fifth Circuit	3/27/2003	3/10/2004
Maersk Line, Limited	1:2003cv00951	U.S. Ship Management, Inc. v. U.S. Maritime Administration	District of Columbia District Court	4/29/2003	3/4/2005
Maersk Line, Limited	1:2003bk80215	Baltimore Marine Industries, Inc.	Maryland Bankruptcy Court	6/11/2003	2/3/2011
Maersk Line, Limited	1:2003ap05300	Maersk Line, Limited and Baltimore Marine Industries, Inc.	Maryland Bankruptcy Court	7/3/2003	5/19/2004
Maersk Line, Limited	1:2003ap08040	Baltimore Marine Industries, Inc. and Maersk Line, Limited	Maryland Bankruptcy Court	7/8/2003	5/19/2004
Maersk Line, Limited	1:2003ap08154	Maersk Line, Limited and Ocean Technical Services Corp.	Maryland Bankruptcy Court	7/31/2003	5/19/2010

FEDERAL CASES—Continued

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	1:2003ap08154	Maersk Line, Limited and Ocean Technical Services Corp.	Maryland Bankruptcy Court	7/31/2003	5/19/2010
Maersk Line, Limited	1:2003ap08154	Maersk Line, Limited and Ocean Technical Services Corp.	Maryland Bankruptcy Court	7/31/2003	5/19/2010
Maersk Line, Limited	1:2003cv07459	MC Logistics Limited v M/V "Dirch Maersk", et al	New York Southern District Court	9/23/2003	9/14/2005
Maersk Line, Limited	3:2003cv00890	Smalls v. USA, et al	Florida Middle District Court	10/20/2003	7/8/2004
Maersk Line, Limited	1:2003cv09669	Adolph Jahn & Co. GmbH v. M/V Sealand Performance et al	New York Southern District Court	12/5/2003	4/2/2004
Maersk Line, Limited	2:2004cv70216	Westfall v. United States of America	Michigan Eastern District Court	1/22/2004	5/28/2004
Maersk Line, Limited	1:2004cv00825	Lyons v. Maersk Line Ltd	Illinois Northern District Court	2/2/2004	2/5/2004
Maersk Line, Limited	2:2004cv00114	Dempster v. Maersk Line, Limited et al	Virginia Eastern District Court	2/27/2004	11/9/2004
Maersk Line, Limited	1:2004cv02504	U.S. Ship Management, Inc. v. Maersk Line, Limited	New York Southern District Court	3/31/2004	1/6/2005
Maersk Line, Limited	1:2004cv20913	Wright v. Maersk Line, Limited	Florida Southern District Court	4/16/2004	6/22/2004
Maersk Line, Limited	1:2004cv05666	Maersk Line, Limited v. U.S. Ship Management, Inc.	New York Southern District Court	7/19/2004	10/5/2004
Maersk Line, Limited	0:2004cvus05299	US Ship Mgmt v. U.S. Maritime Admin	U.S. Court of Appeals, D.C. Circuit	8/27/2004	3/3/2005
Maersk Line, Limited	1:2004cv07661	U.S. Ship Management, Inc. v. Maersk Line, Limited	New York Southern District Court	9/28/2004	3/9/2005
Maersk Line, Limited	2:2004cv04994	Benson v. Maersk Line, Limited et al	New Jersey District Court	10/13/2004	10/11/2005
Maersk Line, Limited	0:2004cv.pr02387	US Ship Mgmt, et al v. Maersk Line	U.S. Court of Appeals, Fourth Circuit	11/4/2004	11/18/2004
Maersk Line, Limited	0:2004cv.pr02387	US Ship Mgmt, et al v. Maersk Line	U.S. Court of Appeals, Fourth Circuit	11/4/2004	11/18/2004
Maersk Line, Limited	1:2005mc00001	U.S. Ship Management v. Maersk Line, Limited	Virginia Eastern District Court	1/6/2005	2/14/2005
Maersk Line, Limited	1:2005mc00101	U.S. Ship Management Inc v. Maersk Line, Limited	District of Columbia District Court	2/24/2005	11/21/2006
Maersk Line, Limited	2:2005cv01447	Liberty Global Logistic LLC v. United States Maritime Administration et al	New York Eastern District Court	3/18/2005	10/7/2005
Maersk Line, Limited	2:2005cv00260	Brooks v. Maersk Line, Limited	Virginia Eastern District Court	5/4/2005	10/24/2005
Maersk Line, Limited	1:2005cv01441	Grochal v. Maersk Line, Limited et al	Maryland District Court	5/27/2005	1/9/2006
Maersk Line, Limited	1:2005cv06245	Hanback v. Maersk Line, Limited et al	New York Southern District Court	7/7/2005	5/30/2008
Maersk Line, Limited	1:2005cv06246	Wilson v. Maersk Line, Limited et al	New York Southern District Court	7/7/2005	4/3/2008
Maersk Line, Limited	4:2005cv40187	Valentine v. Maersk Line, Limited	Massachusetts District Court	10/21/2005	9/20/2007
Maersk Line, Limited	2:2005cv00747	Maersk Line, Limited v. The United States of America	Virginia Eastern District Court	12/21/2005	10/30/2006
Maersk Line, Limited	4:2005cv04382	Royal Cargo Line, Inc. v. M/V Sea-land Comet et al	Texas Southern District Court	12/29/2005	5/8/2006
Maersk Line, Limited	3:2006cv00087	Dickey v. Maersk Line, Limited	Texas Southern District Court	2/14/2006	11/1/2006
Maersk Line, Limited	0:2006bk.dc01206	Grochal, et al v. Ocean Technical Svcs, et al	U.S. Court of Appeals, Fourth Circuit	2/17/2006	2/9/2007
Maersk Line, Limited	3:2006cv00199	Teferi v. Maersk Line, Limited	Texas Southern District Court	3/30/2006	1/12/2007
Maersk Line, Limited	4:2006cv01362	Capt Craig Towing, LLC	Texas Southern District Court	4/19/2006	6/25/2008
Maersk Line, Limited	4:2006cv01362	Capt Craig Towing, LLC	Texas Southern District Court	4/19/2006	6/25/2008
Maersk Line, Limited	4:2006cv01362	Capt Craig Towing, LLC	Texas Southern District Court	4/19/2006	6/25/2008
Maersk Line, Limited	2:2006mc50625	Equal Employment Opportunity Commission v. Maersk Line, Limited	Michigan Eastern District Court	6/28/2006	
Maersk Line, Limited	2:2006cv00371	Clements v. Norfolk Southern Railway Company et al	Virginia Eastern District Court	6/30/2006	10/17/2006
Maersk Line, Limited	2:2006mc50671	Equal Employment Opportunity Commission v. Maersk Line, Limited	Michigan Eastern District Court	7/13/2006	
Maersk Line, Limited	3:2006ap00391	William Kaye, as Trustee of the Murray Liquidating and Maersk, Inc.	Tennessee Middle Bankruptcy Court	9/28/2006	2/26/2007
Maersk Line, Limited	6:2006cv00110	Smith v. Texas Shredder, Inc. et al	Texas Southern District Court	10/31/2006	9/8/2008
Maersk Line, Limited	0:2007cv.us01013	Maersk Line, Limited et al v. United States	U.S. Court of Appeals, Fourth Circuit	1/9/2007	1/28/2008
Maersk Line, Limited	3:2007cv00076	Eleazar Lozano, Jr. v. Maersk Line, Limited	Texas Southern District Court	2/6/2007	11/28/2007

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Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	2:2007cv01293	Tombari v. Maersk Line, Limited	New Jersey District Court	3/19/2007	11/30/2007
Maersk Line, Limited	3:2007cv03318	Garrett v. U.S. Ship Management, Inc. et al	California Northern District Court	6/25/2007	2/19/2009
Maersk Line, Limited	3:2007cv01568	Nazario v. Maersk Line, Limited et al	Puerto Rico District Court	6/25/2007	5/27/2010
Maersk Line, Limited	1:2007cv02633	Sieger v. Maersk Line, Limited et al	New York Eastern District Court	6/28/2007	12/16/2008
Maersk Line, Limited	3:2007cv00431	Alvarez v. Maersk Line, Limited	Texas Southern District Court	8/23/2007	7/28/2008
Maersk Line, Limited	3:2008cv00043	Hackler v. P&O Ports Louisiana, Inc. et al	Louisiana Middle District Court	1/22/2008	3/29/2013
Maersk Line, Limited	3:2008cv00074	Michael T. Hackler v. P&O Ports Louisiana, Inc. et al	Louisiana Middle District Court	2/4/2008	9/19/2008
Maersk Line, Limited	3:2008cv00082	Hackler v Greater Baton Rouge Port Commission	Louisiana Middle District Court	2/7/2008	8/25/2008
Maersk Line, Limited	5:2008cv10782	Zain v. Maersk Line, Limited et al	Michigan Eastern District Court	2/25/2008	7/31/2008
Maersk Line, Limited	0:2008cv.pr01263	In Re: Application of Sipromad v. Maersk Line, Limited	U.S. Court of Appeals, Fourth Circuit	3/4/2008	3/4/2008
Maersk Line, Limited	1:2008cv03518	Hall v. Maersk Line, Limited et al	New York Southern District Court	4/11/2008	4/4/2011
Maersk Line, Limited	1:2008cv00442	Maddux v. United States of America et al	Ohio Southern District Court	6/27/2008	5/16/2011
Maersk Line, Limited	1:2008cv11204	Barclay v. Maersk Line, Limited	Massachusetts District Court	7/15/2008	2/25/2011
Maersk Line, Limited	2:2008cv87777	Hackler v. P&O Ports Louisiana, Inc. et al	Pennsylvania Eastern District Court	8/22/2008	2/7/2012
Maersk Line, Limited	2:2008cv87779	Hackler v Greater Baton Rouge Port Commission et al	Pennsylvania Eastern District Court	8/22/2008	6/28/2012
Maersk Line, Limited	2:2008cv88873	Hackler et al v. P&O Ports Louisiana, Inc. et al	Pennsylvania Eastern District Court	9/12/2008	6/4/2010
Maersk Line, Limited	1:2008cv04813	Skye v. Maersk Line, Limited et al	New Jersey District Court	9/25/2008	9/22/2009
Maersk Line, Limited	1:2009cv03624	Ahmed v. Maersk Line, Limited	New York Southern District Court	4/8/2009	5/4/2011
Maersk Line, Limited	1:2009cv04575	Phillips Foods, Inc. v. Maersk Line, Limited et al	New York Southern District Court	5/14/2009	9/3/2009
Maersk Line, Limited	4:2009cv01601	Hicks v. Waterman Steamship	Texas Southern District Court	5/27/2009	9/16/2009
Maersk Line, Limited	4:2009cv01692	Cupan v. Maersk Line, Limited	Texas Southern District Court	6/3/2009	9/8/2009
Maersk Line, Limited	2:2009cv02736	Jaradat v. Maersk Line, Limited et al	Pennsylvania Eastern District Court	6/17/2009	9/22/2010
Maersk Line, Limited	1:2009cv00747	Maersk Line, Limited v. Vilsak et al	Virginia Eastern District Court	7/6/2009	7/13/2009
Maersk Line, Limited	1:2009cv03161	Liberty Shipping Group LLC v. United States of America et al	New York Eastern District Court	7/22/2009	9/24/2009
Maersk Line, Limited	1:2009cv03193	Lopez-Ranilla v. Maersk Line, Limited	New York Eastern District Court	7/24/2009	9/15/2010
Maersk Line, Limited	1:2009cv03404	Spencer v. Maersk Line, Limited et al	New York Eastern District Court	8/6/2009	3/26/2010
Maersk Line, Limited	1:2009cv03408	Salah v. Maersk Line, Limited	New York Eastern District Court	8/6/2009	4/11/2011
Maersk Line, Limited	1:2009cv03454	Austin v. Maersk Line, Limited	New York Eastern District Court	8/10/2009	5/28/2010
Maersk Line, Limited	1:2009cv00513	Johnson v. Maersk Line, Limited et al	Alabama Southern District Court	8/10/2009	6/10/2010
Maersk Line, Limited	1:2009cv03455	Martinez v. Maersk Line, Limited	New York Eastern District Court	8/10/2009	12/13/2010
Maersk Line, Limited	2:2009cv05170	Anacta v. Maersk Line, Limited	New Jersey District Court	10/8/2009	2/18/2011
Maersk Line, Limited	3:2010cv02078	Gonzalez v. Maersk Line, Limited et al	Puerto Rico District Court	11/3/2010	10/12/2012
Maersk Line, Limited	1:21010ap02627	The Official Committee of Unsecured Creditors of X and Esquel Enterprises Ltd	Illinois Northern Bankruptcy Court	12/23/2010	11/19/2012
Maersk Line, Limited	1:2010ap02647	The Official Committee of Unsecured Creditors of X and Esquel Enterprises Ltd	Illinois Northern Bankruptcy Court	12/23/2010	5/16/2012
Maersk Line, Limited	0:2011cv03022	James Maddux v. USA et al	U.S. Court of Appeals, Sixth Circuit	1/7/2011	1/19/2011
Maersk Line, Limited	1:2011cv02888	A&D Exclusive Corp. v. Maersk Inc. et al	New York Southern District Court	4/28/2011	6/27/2012
Maersk Line, Limited	1:2011cv02888	A&D Exclusive Corp. v. Maersk Inc. et al	New York Southern District Court	4/28/2011	6/27/2012
Maersk Line, Limited	2:2011cv05026	O'Connor v. Maersk Line, Limited	Pennsylvania Eastern District Court	8/4/2011	2/21/2012
Maersk Line, Limited	4:2011cv03251	Lewis v. Maersk Line, Limited	Texas Southern District Court	9/1/2011	3/23/2012
Maersk Line, Limited	0:2012cv00834	Padilla v. Maersk Line, Limited	U.S. Court of Appeals, Second Circuit	3/1/2012	6/25/2013
Maersk Line, Limited	2:2012cv02483	Maersk Line, Limited et al	New Jersey District Court	4/26/2012	7/9/2012

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Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	4:2012cv00127	Horton et al v. Maersk Line, Limited	Georgia Southern District Court	5/9/2012	9/22/2014
Maersk Line, Limited	2:2012cv05280	Andrucovici et al	New Jersey District Court	8/22/2012	9/11/2012
Maersk Line, Limited	4:2013cv02171	Fetter v. Maersk Line, Limited. Case electronically transferred to District of New Jersey	Texas Southern District Court	7/25/2013	4/2/2014
Maersk Line, Limited	1:2013cv07136	RLI Insurance Copany et al v. Orca et al	New York Southern District Court	10/8/2013	4/29/2014
Maersk Line, Limited	2:2013cv06899	Reinauer Transportation Companies, LLC v. Maersk Line, Limited et al	New Jersey District Court	11/8/2013	4/1/2014
Maersk Line, Limited	2:2013cv06899	Reinauer Transportation Companies, LLC v. Maersk Line, Limited et al	New Jersey District Court	11/8/2013	4/1/2014
Maersk Line, Limited	1:2013cv08477	National Union Fire Insurance Company of Pittsburgh, P.A. et al v. Maersk et al	New York Southern District Court	11/26/2013	6/25/2014
Maersk Line, Limited	3:2014cv00220	KVA Electric, Inc. et al v. A.P. Moeller-Maersk A/S trading as Maersk Line et al	California Northern District Court	1/14/2014	3/24/2014
Maersk Line, Limited	2:2014mc00090	In re: Khaled Munassar, United States Merchant Marine (MMD No. 2246187) Missing at Sea, February 10, 2014	California Central District Court	2/25/2014	5/15/2014
Maersk Line, Limited	2:2014cv03737	Ghaleb m. Ghaleb vs. Maersk Line, Limited	California Central District Court	5/15/2014	6/19/2014
Maersk Line, Limited	1:2014cv05757	Saleh v. Maersk Line, Limited	New York Southern District Court	7/28/2014	4/7/2016
Maersk Line, Limited	1:2014cv06260	Maersk Line, Limited v. Saleh	New York Southern District Court	8/7/2014	3/31/2015
Maersk Line, Limited	1:2014cv07006	George et al v. Maersk Line, Limited et al	New York Southern District Court	8/28/2014	6/9/2016
Maersk Line, Limited	1:2014cv07294	National Union Fire Insurance Company of Pittsburgh, P.A. et al v. M/V Maersk Utah et al	New York Southern District Court	9/19/2014	10/23/2014
Maersk Line, Limited	0:2014prici14450	John Horton, et al v. Maersk Line, Limited, et al	U.S. Court of Appeals, Eleventh Circuit	10/2/2014	2/27/2015
Maersk Line, Limited	1:2014cv05951	Soliman v. Maersk Line, Limited	New York Eastern District Court	10/10/2014	1/26/2017
Maersk Line, Limited	1:2014bk12414	National Air Cargo, Inc.	New York Western Bankruptcy Court	10/17/2014	2/5/2019
Maersk Line, Limited	1:2014cv01028	Crowley Technical Management, Inc v. USA	U.S. Court of Federal Claims	10/22/2014	9/25/2015
Maersk Line, Limited	1:2014cv00024	Marquez v. Maersk Line, Limited	Northern Mariana Islands District Court	12/11/2014	5/24/2016
Maersk Line, Limited	1:2015cv01785	National Union Fire Insurance Company of Pittsburgh, P.A. et al v. M/V Leda Maersk et al	New York Southern District Court	3/10/2015	4/24/2015
Maersk Line, Limited	2:2016cv00230	Reyes v. Maersk Line, Limited	Virginia Eastern District Court	5/10/2016	12/7/2016
Maersk Line, Limited	8:2016cv01600	Mohsen Hubair v. Maersk Line, Limited et al	California Central District Court	8/30/2016	1/13/2017
Maersk Line, Limited	1:2016ap01068	The Official Committee of Unsecured Creditors and Maersk Line, Limited	New York Western Bankruptcy Court	10/11/2016	1/8/2018
Maersk Line, Limited	0:2016cv04757	Don Shine, et al v. Alcoa Steamship Co., Inc., et al	U.S. Court of Appeals, Sixth Circuit	12/29/2016	11/8/2019
Maersk Line, Limited	3:2017cv00019	EPL Oil & Gas, Inc. et al v. Maersk Line, Limited. Case has been transferred to Houston Division	Texas Southern District Court	1/20/2017	3/22/2017
Maersk Line, Limited	4:2017cv00898	EPL Oil & Gas, Inc. et al v. Maersk Line, Limited. Case is consolidated under 4:17-cv-188	Texas Southern District Court	1/20/2017	4/6/2017
Maersk Line, Limited	1:2017cv00281	Anham FZCO, LLC v. Maersk Line, Limited	Virginia Eastern District Court	3/9/2017	4/5/2017
Maersk Line, Limited	1:2017cv10534	Foster v. Maersk Line, Limited	Massachusetts District Court	3/28/2017	10/31/2018
Maersk Line, Limited	3:2017cv00178	Pierce v. Maersk Inc. et al	Texas Southern District Court	6/7/2017	6/1/2018
Maersk Line, Limited	1:2017cv05959	AGCS Marine Insurance Company v. M/V Maersk Kinloss et al	New York Southern District Court	8/7/2017	9/27/2017
Maersk Line, Limited	1:2017cv07473	Federal Insurance Company v. Maersk Line A/S et al	New York Southern District Court	9/29/2017	10/30/2017
Maersk Line, Limited	1:2017cv00262	Maersk Line, Limited v. United States	U.S. Court of International Trade	10/31/2017	9/17/2019
Maersk Line, Limited	1:2017cv08659	National Air Cargo Group, Inc. v. Maersk Line, Limited et al	New York Southern District Court	11/8/2017	9/27/2019

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Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	1:2018cv00188	Maersk Line, Limited v. United States	U.S. Court of International Trade	8/23/2018	9/12/2019
Maersk Line, Limited	4:2019cv00012	Richard Grimble v. Maersk Line, Limited et al	Texas Southern District Court	1/2/2019	3/3/2022
Maersk Line, Limited	2:2019cv04244	Certain Underwriters at Lloyds v. Maersk Line AS et al	California Central District Court	5/16/2019	7/2/2019
Maersk Line, Limited	3:2019cv00238	Reed et al v. Maersk Line, Limited et al	Texas Southern District Court	7/22/2019	4/12/2023
Maersk Line, Limited	3:2019cv00242	Marsh v. BP Products North America, Inc. et al	Texas Southern District Court	7/24/2019	5/18/2021
Maersk Line, Limited	0:2019cv03254	National Air Cargo Group, Inc. v. Maersk Line, Limited	U.S. Court of Appeals, Second Circuit	10/8/2019	11/18/2019
Maersk Line, Limited	3:2019cv06743	Bickham v. Maersk Line, Limited et al	California Northern District Court	10/18/2019	3/29/2022
Maersk Line, Limited	1:2019cv11373	Liberty Specialty Markets Limited et al v. Maersk, Inc. et al	New York Southern District Court	12/12/2019	2/9/2021
Maersk Line, Limited	1:2019cv11364	Sai Marine Export Pvt Limited v. Maersk Line A/S	New York Southern District Court	12/12/2019	2/9/2021
Maersk Line, Limited	1:2020cv03322	Valentine v. Maersk Line, Limited	New York Eastern District Court	7/23/2020	9/16/2020
Maersk Line, Limited	3:2020cv00829	USA et al v. Maersk Line, Limited et al	Illinois Southern District Court	8/27/2020	3/16/2021
Maersk Line, Limited	2:2020cv18841	Muthala v. Maersk Line, Limited et al	New Jersey District Court	12/14/2020	3/14/2025
Maersk Line, Limited	1:2021cv00125	Maersk Line, Limited v. U.S. Department of State	District of Columbia District Court	1/14/2021	8/11/2023
Maersk Line, Limited	1:2021cv01722	Air Express International USA, Inc. v. Maersk, Inc. et al	New York Southern District Court	2/26/2021	9/9/2022
Maersk Line, Limited	1:2021cv01722	Air Express International USA, Inc. v. Maersk, Inc. et al	New York Southern District Court	2/26/2021	9/9/2022
Maersk Line, Limited	2:2021cv11222	Solis v. Maersk Line, Limited	New Jersey District Court	5/14/2021	8/2/2022
Maersk Line, Limited	2:2021cv00317	Allen v. Maersk Line, Limited, et al	Virginia Eastern District Court	6/4/2021	1/10/2022
Maersk Line, Limited	1:2021cv01277	Cockett Marine Oil DMCC v. CI International Fuels, LLC et al	Delaware District Court	9/8/2021	4/26/2023
Maersk Line, Limited	2:2021cv00501	Maersk Line, Limited v. United States Coast Guard	Virginia Eastern District Court	9/9/2021	12/9/2021
Maersk Line, Limited	0:2021pc30636	Seville v. Maersk Line	U.S. Court of Appeals, Fifth Circuit	10/13/2021	11/18/2022
Maersk Line, Limited	1:2022cv00100	White Coral Marine Limited et al v. Chimbusco Pan Nation Petro-Chemical Co.Ltd. Et al	Delaware District Court	1/25/2022	9/2/2022
Maersk Line, Limited	2:2022cv05038	Acosta v. Port Newark Container Terminal, LLC et al	New Jersey District Court	8/12/2022	7/28/2023
Maersk Line, Limited	2:2022cv00370	Maersk Line, Limited v. United States	Virginia Eastern District Court	9/2/2022	12/19/2023
Maersk Line, Limited	4:2022cv03764	Okpere v. Maersk Line, Limited	Texas Southern District Court	10/28/2022	9/12/2024
Maersk Line, Limited	4:2022cv00261	Amick v. Maersk Line, Limited	Georgia Southern District Court	11/2/2022	7/21/2023
Maersk Line, Limited	1:2023cv00017	Ogbo et al v. CSX Transportaion, Inc. et al	Georgia Southern District Court	2/21/2023	11/27/2023
Maersk Line, Limited	1:2023cv02501	Gaylan v. Maersk Line, Limited	New York Southern District Court	3/24/2023	10/24/2023
Maersk Line, Limited	1:2023cv09599	Maersk Line, Limited v. Theodor Wille Intertrade, GmbH	New York Southern District Court	11/1/2023	3/8/2024
Maersk Line, Limited	4:2024cv00274	Carter v. Maersk Line, Limited-USA et al	Georgia Southern District Court	12/6/2024	

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Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	22STCV22245	Dalia Franklin v. Maersk Line, Limited (Asbestos)	Los Angeles County Superior Court	07/10/2022	
Maersk Line, Limited	2:22cv3543	Travelers Property Casualty Company of America v. Maersk Line, Limited	USDC Central District of California	05/24/2022	
Maersk Line, Limited	22STCV15952	Ricky Lynn Feigner v. Maersk Line, Limited (Asbestos)	Los Angeles County Superior Court	05/12/2022	
Maersk Line, Limited	21STCV29691	Eduardo Hernandez v. Maersk Line, Limited	Los Angeles County Superior Court	08/11/2021	
Maersk Line, Limited	RG21088294	Edward Richards v. Maersk Line, Limited (Asbestos)	Alameda County Superior Court	01/29/2021	
Maersk Line, Limited	20STCV47908	Dejan Ulic v. Maersk Line, Limited	Los Angeles County Superior Court	12/15/2020	

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Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	20STCV45382	Gerald Feigner v. Maersk Line, Limited (Asbestos)	Los Angeles County Superior Court	11/24/2020	
Maersk Line, Limited	3:19cv6743	Omoro Bickham v. Maersk Line, Limited	USDC Northern District of California	10/18/2019	
Maersk Line, Limited	8:19cv1847	Oar Auto Inc. v. Maersk Line, Limited	USDC Central District of California	09/27/2019	
Maersk Line, Limited	RG19035560	Omoro Bickham v. Maersk Line, Limited	Alameda County Superior Court	09/18/2019	
Maersk Line, Limited	3:19cv3707	Allan D. Bombita v. Maersk Line, Limited	USDC Northern District of California	06/26/2019	
Maersk Line, Limited	2:19cv4244	Certain Underwriters at Lloyds v. Maersk Line, Limited	USDC Central District of California	05/16/2019	
Maersk Line, Limited	37-2018-38528-CU-BC-CTL	Denver Urlaub v. Maersk Line, Limited	San Diego County Superior Court	08/01/2018	
Maersk Line, Limited	2:17cv8457	Maersk Line, Limited v. Apex Maritime Co.	USDC Central District of California	11/20/2017	
Maersk Line, Limited	BC640986	Mario Baja v. Maersk Line, Limited	Los Angeles County Superior Court	11/16/2016	
Maersk Line, Limited	8:16cv1600	Mohsen Hubair v. Maersk Line, Limited	USDC Central District of California	08/30/2016	
Maersk Line, Limited	2:16cv4173	NGL Transportation v. Maersk Line, Limited	USDC Central District of California	06/10/2016	
Maersk Line, Limited	2:16cv272	Elkay Plastics Company Inc. v. Maersk Line, Limited	USDC Central District of California	01/13/2016	
Maersk Line, Limited	BC600032	Elkay Plastics Company Inc. v. Maersk Line, Limited	Los Angeles County Superior Court	11/04/2015	
Maersk Line, Limited	RG14-734205	David Kabasinkas v. Maersk Line, Limited	Alameda County Superior Court	07/24/2014	
Maersk Line, Limited	2:14cv3737	Maersk Line, Limited v. Ghaleb M. Ghaleb	USDC Central District of California	05/15/2014	
Maersk Line, Limited	2:14cv3567	Agro Trading International LLC v. Maersk Line, Limited	USDC Central District of California	05/08/2014	
Maersk Line, Limited	2:14mc90	Re Khaled Munassar, Missing at Sea, v. Maersk Line, Limited	USDC Central District of California	02/25/2014	
Maersk Line, Limited	2:14cv427	XL Specialty Insurance Company v. Maersk Line, Limited	USDC Central District of California	01/17/2014	
Maersk Line, Limited	3:14cv220	KVA Electric Inc. v. Maersk Line, Limited	USDC Northern District of California	01/14/2014	
Maersk Line, Limited	2:13cv9440	Agro Trading International LLC v. Maersk Line, Limited	USDC Central District of California	12/23/2013	
Maersk Line, Limited	4:13cv5812	Darin Allen v. Maersk Line, Limited	USDC Northern District of California	12/16/2013	
Maersk Line, Limited	BC530643	Bridgette Moore et al v. Maersk Line, Limited (Asbestos)	Los Angeles County Superior Court	12/16/2013	
Maersk Line, Limited	NC059203	Agro Trading International LLC v. Maersk Line, Limited	Los Angeles County Superior Court Branches	11/25/2013	
Maersk Line, Limited	2:13cv6503	Elouise T. James v. Maersk Line, Limited	USDC Central District of California	09/05/2013	
Maersk Line, Limited	BC515773	Brittany D. Lewis v. Maersk Line, Limited	Los Angeles County Superior Court	07/22/2013	
Maersk Line, Limited	2:13cv5147	Pandol Associates Marketing Inc. v. Maersk Line, Limited	USDC Central District of California	07/17/2013	
Maersk Line, Limited	RG13-688180	Robert Bell v. Maersk Line, Limited	Alameda County Superior Court	07/17/2013	
Maersk Line, Limited	BC515247	Norberto Castillo v. Maersk Line, Limited	Los Angeles County Superior Court	07/16/2013	
Maersk Line, Limited	2:13cv3453	Terry Allen v. Maersk Line, Limited	USDC Central District of California	05/14/2013	
Maersk Line, Limited	2:12cv1857	Tokio Marine and Nichido Fire Co. Ltd. V. Maersk Line, Limited	USDC Central District of California	03/05/2012	
Maersk Line, Limited	RG11-578268	Kenneth Vollman v. Maersk Line, Limited	Alameda County Superior Court	05/27/2011	
Maersk Line, Limited	4:11cv725	Stephen Lambert v. Maersk Line, Limited	USDC Northern District of California	02/16/2011	
Maersk Line, Limited	NC054758	Ahmed Hissein Alaidaroos v. Maersk Line, Limited	Los Angeles County Superior Court Branch	06/28/2010	
Maersk Line, Limited	NC053633	John Gomard v. Maersk Line, Limited	Los Angeles County Superior Court Branch	10/09/2009	
Maersk Line, Limited	2:09-cv-07147	Ronald Glusac v. Maersk Line, Limited	USDC Central District of California	10/01/2009	
Maersk Line, Limited	NC042852	Paquiz Mario v. Maersk Line, Limited	Los Angeles County Superior Court Branch	12/18/2008	
Maersk Line, Limited	3:08-cv-04728	Abdulaziz Zain v. Maersk Line, Limited	USDC Northern District of California	10/14/2008	
Maersk Line, Limited	5:08-cv-01247	James Edward Harper v. Maersk Line, Limited	USDC Central District of California	09/11/2008	
Maersk Line, Limited	CGC-08-472574	Fadel Mohamed v. Maersk Line, Limited	San Francisco County Superior Court	02/26/2008	
Maersk Line, Limited	CGC-07-468402	Fadel Mohamed v. Maersk Line, Limited	San Francisco County Superior Court	10/22/2007	

CALIFORNIA CASES—Continued

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	3:06-cv-07728	Charles Andrews v. Maersk Line, Limited	USDC Northern District of California	12/18/2006	
Maersk Line, Limited	CGC-03-430986	William Dean v. Maersk Line, Limited	San Francisco County Superior Court	04/29/2004	

FLORIDA CASES

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	3:03cv77	Bruce Childers v. Maersk Line, Limited	US District Court for the Middle District of Florida	2/3/2003	Closed
Maersk Line, Limited	1:09cv21679	Daniell P. Gibbons v. Maersk Line, Limited	US District Court, Florida Southern	6/17/2009	Closed
Maersk Line, Limited	0:03cv60033	George Adams v. Maersk Line, Limited	US District Court for the Southern District of Florida	1/10/2003	Closed
Maersk Line, Limited	CACE01010980	Tanya Kennedy v. Maersk Line, Limited	Florida Circuit & County Court, Broward County	6/25/2001	Closed
Maersk Line, Limited	3:11cv206	John C. Orr v. Maersk Line, Limited	US District Court for the Northern District of Florida	5/2/2011	Closed
Maersk Line, Limited	1:04cv20913	Wright v. Maersk Line, Limited	US District Court for the Southern District of Florida	4/16/2004	Closed
Maersk Line, Limited	3:03cv890	William Smalls, Jr. v. Maersk Line, Limited	US District Court for the Middle District of Florida	10/20/2003	Closed
Maersk Line, Limited	14–14450	John Horton v. Maersk line, Limited	US Court of Appeals for the Eleventh Circuit	10/2/2014	Closed
Maersk Line, Limited	8:09cv2176	Steven Lonas v. Maersk Line, Limited	US District Court, Florida Middle	10/26/2009	Closed
Maersk Line, Limited	161998CA006515 XXX XMA	George Davis v. Maersk Line, Limited	Florida Circuit & County Court, Duval County	12/7/1998	Closed
Maersk Line, Limited	162010CA015209 XXX XMA	Maersk Line, Limited v. United Motors Inc.	Florida Circuit & County, Duval County	12/29/2010	Closed
Maersk Line, Limited	162006CA006890 XXX XMA	Horace Robinson IV v. Maersk Line, Limited	Florida Circuit & County, Duval County	9/25/2006	Closed
Maersk Line, Limited	2003-015372-CA-01	Dionisio Batiz v. Maersk Line, Limited	Florida Circuit & County Court, Miami-Dade County	7/1/2003	Closed
Maersk Line, Limited	2004-007111-CA-01	Nadia Wright v. Maersk Line, Limited	Florida Circuit & County Court, Miami-Dade County	3/26/2004	Closed
Maersk Line, Limited	2002-030993-CA-01	George Adams v. Maersk Line, Limited	Florida Circuit & County Court, Miami-Dade County	12/11/2002	Closed
Maersk Line, Limited	2005-018715-CA-01	David Mike Bunch v. Maersk Line, Limited	Florida Circuit & County Court, Miami-Dade County	9/15/2005	Closed
Maersk Line, Limited	1:21cv23908	Maersk Line, Limited v. Accelerated International Forwarders et al	US District Court, Florida Southern	11/5/2021	Closed
Maersk Line, Limited	2:14cv546	Bolin v. Maersk Line, Limited	US District Court, Florida Middle	9/17/2014	Closed
Maersk Line, Limited	03-CA-010618	John M. Frew v. Maersk Line, Limited	Florida Circuit & County Court, Hillsborough County	11/12/2003	Closed
Maersk Line, Limited	00-12275	Maersk Line, Limited v. Rickie L. Juzang	US Court of Appeals for the Eleventh Circuit	5/3/2000	Closed
Maersk Line, Limited	00-13566	Maersk Line, Limited v. Othello Dansley	US Court of Appeals for the Eleventh Circuit	7/10/2000	Closed
Maersk Line, Limited	3:99cv808	Hall v. Maersk Line, Limited	US District Court for the Middle District of Florida	8/10/1999	Closed
Maersk Line, Limited	12-16433	William Skye v. Maersk Line, Limited	US Court of Appeals for the Eleventh Circuit	12/19/2012	Closed
Maersk Line, Limited	1:13cv21312	Saiti Express v. Maersk Line, Limited	US District Court, Florida Southern	4/15/2013	Closed
Maersk Line, Limited	0:03cv60033	Adams v. Maersk Line, Limited	US District Court for the Southern District of Florida	1/10/2003	Closed
Maersk Line, Limited	2012-029705-CA-01	One West Bank v. Maersk Line, Limited	Florida Circuit & County Court, Miami-Dade County	7/25/2012	Closed

GEORGIA CASES

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	STCV24-02350	Alexander Heyward v. Maersk Line, Limited	Chatham County	10/14/2024	Active
Maersk Line, Limited	STCV24-02323	Marquis Carter v. Maersk Line, Limited	Chatham County	10/10/2024	Active
Maersk Line, Limited	24-GM-12940	Portfolio Recovery Associates, LLC v. Flowers	Gwinnett County	5/17/2024	Active
Maersk Line, Limited	22A00849	NGOZI OGBO v. Maersk Line, Limited	Dekalb Sate Court	3/4/2022	12/20/2022
Maersk Line, Limited	14A52261E7	Kevin Dean v. Bridge Terminal Transport, Inc.	Dekalb Sate Court	7/16/2014	7/2/2015
Maersk Line, Limited	STCV1200562	John Horton & Carolyn Horton v. Maersk Line, Limited	Chatham County	4/3/2012	5/9/2012

MASSACHUSETTS CASES

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	4:05-cv-40187-FDS	Valentine v. Maersk Line, Limited	District of Massachusetts	10/21/2005	9/20/2007
Maersk Line, Limited	1:07-cv-12144-JLT	Spence v. Maersk Line, Limited	District of Massachusetts	11/15/2007	7/14/2009
Maersk Line, Limited	1:08-cv-11204-DPW	Barclay v. Maersk Line, Limited	District of Massachusetts	7/15/2008	2/25/2011
Maersk Line, Limited	1:17-cv-10534-LTS	Foster v. Maersk Line, Limited	District of Massachusetts	3/28/2017	10/31/2018
Maersk Line, Limited	1:19-cv-11842-RGS case transferred to E.D. Va. 2:20-cv-00155	Parisi v. Maersk Line, Limited	District of Massachusetts	8/29/2019	3/25/2020

TEXAS CASES

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	DC-17-08473	Alton Hickman v. Maersk Line, Limited	Dallas County District Court	7/14/2017	9/24/2018
Maersk Line, Limited	DC-23-05862	Lazaro Gonzalez v. Maersk Line, Limited	Dallas County District Court	5/3/2023	7/20/2023
Maersk Line, Limited	201081908	Maersk Line, Limited v. Rogelios Castellanos			
Maersk Line, Limited	202443140	Maersk Line, Limited v. Harris Central Appraisal District	Harris County-165th Civil District Court	8/15/2024	8/19/2024
Maersk Line, Limited	201858665	Troy Ancar v. Maersk Line, Limited	Harris County-270th Civil District Court	8/29/2018	2/3/2022
Maersk Line, Limited	200710116	Calhoun, Bridget Anf of her son Cac v. Maersk Line, Limited			
Maersk Line, Limited	201738922	Certain Underwriters at Lloyds London v. Maersk Line, Limited			
Maersk Line, Limited	202246803	Jose Mario Chavez v. Maersk Line, Limited	Harris County-281st Civil District Court		
Maersk Line, Limited	201025981	Charles Curtis Leon v. Maersk Line, Limited			
Maersk Line, Limited	2023-01487	David Kendrick v. Maersk Line, Limited	Harris County-127th Civil District Court	1/9/2023	1/9/2024
Maersk Line, Limited	201764133	Eberto Castro v. Maersk Line, Limited	Harris County-152nd Civil District Court	9/27/2017	11/15/2018
Maersk Line, Limited	200935336	Antonio Garcia v. Maersk Line, Limited			
Maersk Line, Limited	200957502	Sheldon Greenberg v. Maersk Line, Limited			
Maersk Line, Limited	200826963	Albert Henry v. Maersk Line, Limited			
Maersk Line, Limited	200926129	Richard E. Hicks v. Maersk Line, Limited			
Maersk Line, Limited	201409676	Julius Obilana v. Maersk Line, Limited	Harris County-295th Civil District Court	2/25/2014	7/7/2015
Maersk Line, Limited	202181859	Kenneth E. Benton v. Maersk Line, Limited	Harris County-281st Civil District Court		
Maersk Line, Limited	200773458	Eleazar Lozano, Jr. v. Maersk Line, Limited			
Maersk Line, Limited	200336307	Port Terminal Railroad Authority v. Maersk Line, Limited			
Maersk Line, Limited	200980308	Reginald Watkins v. Maersk Line, Limited			
Maersk Line, Limited	200964336	Miguel Ruiz v. Maersk Line, Limited			
Maersk Line, Limited	201374042	Sandra Magee v. Maersk Line, Limited			
Maersk Line, Limited	202018231/20-06-85855-X	Sulesooy Streete, Jr. v. Maersk Line, Limited	Victoria Couty-267th District Court	6/5/2020	10/25/2021
Maersk Line, Limited	202275527	Tesfaye Gebregziabher v. Maersk Line, Limited	Harris County-215th Civil District Court	11/6/2022	8/1/2024
Maersk Line, Limited	201772879	Timothy Brock v. Maersk Line, Limited	Harris County-125th Civil District Court	10/27/2017	12/4/2018
Maersk Line, Limited	2017DCV-5064-B	Darryl Alexander v. Maersk Line, Limited			
Maersk Line, Limited	2020-139	Tanos Energy et al v. Maersk Line, Limited			
Maersk Line, Limited	202257584	Ehimarey Okpere v. Maersk Line, Limited	Harris County-133rd Civil District Court	9/9/2022	11/14/2024

NEW YORK CASES

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	101020/2008	Michael Gacala v. Maersk Line, Limited	New York County Supreme Court	4/2/2009	12/18/2009

NEW YORK CASES—Continued

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	153124/2012	Gabriel Albino v. Maersk Line, Limited	New York County Supreme Court	5/25/2012	Pre-RJI Status
Maersk Line, Limited	153125/2012	William Richards v. Maersk Line, Limited	New York County Supreme Court	5/25/2012	Pre-RJI Status
Maersk Line, Limited	153126/2012	Mohamed Soliman v. Maersk Line, Limited	New York County Supreme Court	5/25/2012	Pre-RJI Status
Maersk Line, Limited	190284/2022	Keith Collins & Liz Collins v. Maersk Line, Limited	New York County Supreme Court	12/13/2022	Pre-RJI Status
Maersk Line, Limited	190298/2014	Willard E. Bartel v. Maersk Line, Limited	New York County Supreme Court	8/29/2014	Active
Maersk Line, Limited	190303/2014	Willard E. Bartel v. Maersk Line, Limited	New York County Supreme Court	8/29/2014	Active
Maersk Line, Limited	190307/2014	Willard E. Bartel v. Maersk Line, Limited	New York County Supreme Court	8/29/2014	Active
Maersk Line, Limited	190350/2013	Rita Mae Perkins v. Maersk Line, Limited	New York County Supreme Court	9/27/2013	Pre-RJI Status
Maersk Line, Limited	190506/2012	Armando Giachin et al v. Maersk Line, Limited	New York County Supreme Court	10/22/2012	10/8/2014
Maersk Line, Limited	24180/2013E (0024180/2013)	Miguel Guity v. Maersk Line, Limited	Bronx County Supreme Court	11/6/2013	5/22/2018
Maersk Line, Limited	452742/2014	Raphael James v. Maersk Line, Limited	New York County Supreme Court	11/14/2014	6/7/2017
Maersk Line, Limited	607663/2022	Hope Hicks v. Maersk Line, Limited	Nassau County Supreme Court	6/14/2022	11/14/2022
Maersk Line, Limited	607767/2022	Midshipman-Y v. Maersk Line, Limited	Nassau County Supreme Court	6/15/2022	11/23/2022
Maersk Line, Limited	0004569/2003	Abdullah Saeed v. Maersk Line, Limited	Kings Supreme Court	5/22/2003	7/28/2004
Maersk Line, Limited	0029826/2007	Kathleen Dunn & Howard Dunn v. Maersk Line, Limited	Kings Supreme Court	1/23/2008	2/23/2010
Maersk Line, Limited	0301110/2007	Joseph Archer v. Maersk Line, Limited	Bronx Supreme Court	3/13/2008	5/16/2012
Maersk Line, Limited	0302580/2009	Francisco Diego v. Maersk Line, Limited	Bronx Supreme Court	8/3/2009	8/4/2011
Maersk Line, Limited	0003775/2010	Christopher T. Hale v. Maersk Line, Limited	Nassau County Supreme Court	2/25/2010	1/3/2011
Maersk Line, Limited	102991/2011	Michael McCright v. Maersk Line, Limited	New York County Supreme Court	6/8/2012	7/25/2013
Maersk Line, Limited	10318/2012	Shastri Mullahoo v. Maersk Line, Limited	Queens Supreme Court	7/16/2012	4/7/2014
Maersk Line, Limited	190336/2016	Willard E. Bartel v. Maersk Line, Limited	New York County Supreme Court	11/3/2016	Active

SOUTH CAROLINA CASES

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	2005CP1003594	Altec Industries Inc Etc et al v. Maersk Line, Limited	Charleston Circuit Court	9/2/2005	1/10/2006

VIRGINIA CASES

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	CL16002434-00	Karen Annette Reyes v. Maersk Line, Limited	Norfolk Circuit Court	3/3/2016	5/10/2013
Maersk Line, Limited	CL03001141-00	William Wright v. Maersk Line, Limited	Norfolk Circuit Court	5/12/2003	6/4/2003
Maersk Line, Limited	CL05000899-00	Roslyn N. Brooks v. Maersk Line, Limited	Norfolk Circuit Court	4/22/2005	7/22/2005
Maersk Line, Limited	CL05000899-01	Roslyn N. Brooks v. Maersk Line, Limited	Norfolk Circuit Court	10/27/2005	8/8/2007
Maersk Line, Limited	CL06002919-00	Alphonso A. Clements v. Maersk Line, Limited	Norfolk Circuit Court	5/26/2006	6/30/2006
Maersk Line, Limited	CL06002919-01	Alphonso A. Clements v. Maersk Line, Limited	Norfolk Circuit Court	10/23/2006	4/16/2007
Maersk Line, Limited	CL06004876-00	Maersk Line, Limited v. York-Mahar Inc	Norfolk Circuit Court	9/14/2006	1/4/2007
Maersk Line, Limited	CL07004158-00	Mark Hoffer v. Maersk Line, Limited	Norfolk Circuit Court	7/10/2007	9/15/2008
Maersk Line, Limited	CL08001371-00	Maersk Line, Limited v. York-Mahar Inc	Norfolk Circuit Court	2/29/2008	3/24/2010
Maersk Line, Limited	CL12002799-00	Hector Sanchez v. Maersk Line, Limited	Norfolk Circuit Court	4/9/2012	11/15/2012
Maersk Line, Limited	CL12002800-00	Mario Clotter v. Maersk Line, Limited	Norfolk Circuit Court	4/9/2012	11/15/2012
Maersk Line, Limited	CL12002801-00	Miguel Ruiz v. Maersk Line, Limited	Norfolk Circuit Court	4/9/2012	11/15/2012
Maersk Line, Limited	CL12002802-00	Clifford Lacon v. Maersk Line, Limited	Norfolk Circuit Court	4/9/2012	11/15/2012
Maersk Line, Limited	CL12002803-00	Richard Hicks v. Maersk Line, Limited	Norfolk Circuit Court	4/9/2012	11/20/2012
Maersk Line, Limited	CL12002804-00	Andrew Brzezinski v. Maersk Line, Limited	Norfolk Circuit Court	4/9/2012	11/15/2012

VIRGINIA CASES—Continued

Party Name	Case Number	Case Title	Court	Date Filed	Date Closed
Maersk Line, Limited	CL12002805-00	Mohamed Abdelwaham v. Maersk Line, Limited	Norfolk Circuit Court	4/9/2012	11/8/2012
Maersk Line, Limited	CL12002808-00	Husain Salah v. Maersk Line, Limited	Norfolk Circuit Court	4/9/2012	11/15/2012
Maersk Line, Limited	CL12002809-00	Jimmy Sabga v. Maersk Line, Limited	Norfolk Circuit Court	4/9/2012	11/15/2012
Maersk Line, Limited	CL17006906-00	Ramon Sanchez Castillo v. Maersk Line, Limited	Norfolk Circuit Court	6/16/2017	11/3/2021
Maersk Line, Limited	CL21014539-00	Terry L. Franklin v. Maersk Line, Limited	Norfolk Circuit Court	11/30/2021	2/8/2023
Maersk Line, Limited	CL22005545-00	Herbert Hyde v. Maersk Line, Limited	Norfolk Circuit Court	4/29/2022	3/27/2023
Maersk Line, Limited	CL22006722-00	D'Andre Turner v. Maersk Line, Limited	Norfolk Circuit Court	5/26/2022	9/7/2022
Maersk Line, Limited	CL08003825-00	Denise Russell v. Maersk Line, Limited	Norfolk Circuit Court	6/16/2008	5/26/2009
Maersk Line, Limited	CL07002958-00	Denise Russell v. Maersk Line, Limited	Norfolk Circuit Court	5/15/2007	5/15/2008
Maersk Line, Limited	CL98001501-00	Richard C. Sequist v. Maersk Line, Limited	Norfolk Circuit Court	6/11/1998	8/9/1999
Maersk Line, Limited	CL12001616-00	ATM Reza v. Maersk Line, Limited	Norfolk Circuit Court	2/28/2012	11/15/2012
Maersk Line, Limited	CL12001617-00	John Cronan v. Maersk Line, Limited	Norfolk Circuit Court	2/28/2012	11/15/2012
Maersk Line, Limited	CL17011063-00	Randy L. Bowman v. Maersk Line, Limited	Norfolk Circuit Court	9/29/2017	4/9/2019
Maersk Line, Limited	CL19004751-00	Kenneth C. Sumner v. Maersk Line, Limited	Norfolk Circuit Court	5/20/2019	10/14/2021
Maersk Line, Limited	CL19006610-00	Samuel Garrett v. Maersk Line, Limited	Norfolk Circuit Court	6/27/2019	12/22/2021
Maersk Line, Limited	CL20001300-00	Allan D. Bombita v. Maersk Line, Limited	Norfolk Circuit Court	1/30/2020	6/24/2021
Maersk Line, Limited	CL20010003-00	David James v. Maersk Line, Limited	Norfolk Circuit Court	11/16/2020	4/12/2023
Maersk Line, Limited	CL21002890-00	Selina s. Vaughan v. Maersk Line, Limited	Norfolk Circuit Court	3/11/2021	2/4/2022
Maersk Line, Limited	CL21009330-00	Allan D. Bombita v. Maersk Line, Limited	Norfolk Circuit Court	8/27/2021	2/16/2022
Maersk Line, Limited	CL21012747-00	Philip Parisi v. Maersk Line, Limited	Norfolk Circuit Court	10/20/2021	11/10/2022
Maersk Line, Limited	CL22014560-00	Shawn Hughley v. Maersk Line, Limited	Norfolk Circuit Court	10/26/2022	12/1/2023
Maersk Line, Limited	CL23006096-00	Elias Bonefont v. Maersk Line, Limited	Norfolk Circuit Court	4/21/2023	10/16/2023
Maersk Line, Limited	CL24006953-00	Merley Ford v. Maersk Line, Limited	Norfolk Circuit Court	6/24/2024	Active
Maersk Line, Limited	CL97002718-00	John H. Batson v. Maersk Line, Limited	Norfolk Circuit Court	8/11/1997	8/18/1999
Maersk Line, Limited	CL11002579-00	Marvin Porter v. Maersk Line, Limited	Portsmouth Circuit Court	8/22/2011	1/3/2013
Maersk Line, Limited	CL05000112-00	Jeffrey L. Mayberry v. Maersk Line, Limited	Portsmouth Circuit Court	1/25/2005	1/20/2006
Maersk Line, Limited	CL09000576-00	Christopher T. Hale v. Maersk Line, Limited	Portsmouth Circuit Court	3/5/2009	5/2/2011
Maersk Line, Limited	CL09000576-01	Christopher T. Hale v. Maersk Line, Limited	Portsmouth Circuit Court	2/24/2014	2/18/2016
Maersk Line, Limited	CL96002273-00	Donald Sneed v. Maersk Line, Limited	Portsmouth Circuit Court	11/26/1996	2/20/1998
Maersk Line, Limited	CL97001011-00	John Batson v. Maersk Line, Limited	Portsmouth Circuit Court	6/9/1997	7/25/1997

ADDENDUM TO THE QUESTIONNAIRE SUBMITTED TO THE SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION, 119TH CONGRESS BY STEPHEN CARMEL.

Upon further review, I have identified additional information that is responsive to multiple questions on the Committee's questionnaire. The information is disclosed below and separated by question.

For Part A, Question 8, please find the following employment date adjustments:

- President, U.S. Marine Management*** (2023–Present)
- Various positions, Maersk Line Limited (1990–2023)
 - Senior Vice President, U.S. Marine Management (1997–2023)
 - Member, Board of Directors (1997–2005)
 - Vice President of Finance, U.S. Marine Management (1995–1997)
 - Program Manager, U.S. Marine Management (1990–1995)
- Master, Marine Overseas Corp. (1985–1990)
- Ship Officer, Military Sealift Command U.S. Navy (1979–1985)

***In 2023, U.S. Marine Management was a division of Maersk Line Limited, but was spun off in 2023.

Note: All positions listed were/are managerial.

For Part A, Question 11, please find the following additional memberships:

- Member, Yorktown Institute Advisory Board (2020–Present)
- American Bureau of Shipping (2005–Present)
- Naval Studies Board, National Academies of Science (2016 –2021)
- Marine Board, National Academies of Sciences (2009–2014)
- Hydrographic Services Review Panel, NOAA (2009–2014)
- Chief of Naval Operations Executive Panel (N00K) (2004–2016)

For Part A, Question 17 please find the following additional authored content:

- *A Commercial Approach to Sea Basing-Afloat Forward Staging Bases*, US Naval Institute (2004)
- *Transformation Implications of Sea Basing for Commercial Shipping*, Defense Transportation Journal (2004) (no hyperlink or digital copy found)
- *Study of Parametric Rolling Event on a Panamax Container Vessel*, Transportation Research Record Journal of the Transportation Research Board (2006)
- *Fighting Piracy and Protecting National Interests*, George Washington University Homeland Security Policy Institute (2009)
- *The Big Myth of Somali Pirates*, U.S. Naval Institute (2010)
- *The Cold, Hard Realities of Arctic Shipping*, U.S. Naval Institute (2013)
- *Globalization, Security, and Economic Well-Being*, Naval War College Review (2013)
- *Arctic Force Structure: What an Arctic Fleet Might Look Like*, Hoover Institute (2014)
- *The U.S. Navy Needs Tankers: A Crisis in Capability*, GCaptain (2023)
- *Contagion in the Transpacific Shipping Network: International Networks and Vulnerability Interdependence*, International Interactions (2023)
- *It's Not Just DeepSeek China is After*, RealClear Defense (2025)

For Part A, Question 18, please find additional presentations and panel discussions

- Presentation: *Global Interdependence, Vulnerability, and Terrorism: Simulating the Containership Shipping Network*, Annual Convention of the International Studies Association (2008) (no digital copy or hyperlink available)
- Presentation: *Maritime Security Challenges*, 4th Maritime Security Challenges Conference (2010)
- Panel: Transportation Research Board, Safe Navigation in the U.S. Arctic, Breakout Group on Shipping Operations/Traffic Regulation Schemes (2012) (no digital copy or hyperlink found)
- Presentation: *Maritime Security, Globalization and Navy Strategy*, NWDC Speaker Series (2012)
- Presentation: *The Uncertainty of the "Made In" Label in Today's Global Economy*, Volpe National Transportation Systems Center (2012) (no digital copy or hyperlink found)
- Panel: *The Arctic on the Agenda Forum 2013 Conference*, Arctic Forum Foundation (2013)
- Panel: *America's Arctic Economic Ambitions: Opportunities and Limitations*, Center for Strategic & International Studies (2017)
- Panel: *The Supply Chain Crisis 2.0*, Baltimore Council on Foreign Affairs (2022)

For Part A, Question 19, please find the following additional public statements:

- *Maersk Backs Away from U.S. Military Contracts*, GCaptain (2023)
- *Why the U.S. Military Has to Hitch a Ride on Commercial Ships*, Wall Street Journal (2024)

For Part C, Question 3, please find the following additional cases for disclosure:

- *U.S. Coast Guard Fine Maersk Line Limited \$10k for Violating 46 USC § 10104* (2010)

- *Maersk Line to Pay \$31.9 Million to Resolve False Claims Allegations for Inflated Shipping Costs to Military in Afghanistan and Iraq*, U.S. Department of Justice (2012)
- *Maersk Line Limited Settles Alleged Contract Fraud for \$8.7 Million*, Southern District of Illinois (2014)
- *U.S. Department of Labor Finds Maersk Line Limited Retaliated Against Seaman who Reported Safety Concerns to U.S. Coast Guard*, U.S. Department of Labor (2023)

Chairman CRUZ. Thank you. I now recognize Ms. DiBella for her opening.

**STATEMENT OF LAURA DiBELLA, NOMINEE TO BE A
COMMISSIONER, U.S. FEDERAL MARITIME COMMISSION**

Ms. DiBella. Chair Cruz, Ranking Member Cantwell, and members of the Committee, good morning and thank you for the opportunity to appear here before you today as a nominee to be Commissioner of the Federal Maritime Commission. A sincere thank you, as well, for the courtesies that your staff extended to me throughout the nomination process.

I would like to recognize FMC Commissioners Dye, Maffei, and Vekich, and thank them for being here in supportive attendance. And most importantly, I would like to thank President Trump for nominating me for this most important role.

It is with great pleasure, humility, and honor to be nominated for this position as well as a homecoming of sorts to the maritime industry for me. In 2017, while spearheading local economic development in Nassau County, Florida, I was approached to wear a second hat and stand in temporarily as Port Director at the Port of Fernandina, a small and often overlooked seaport surrounded by renown juggernauts named JAXPORT and the Port of Savannah. The port was going through a rough transition and had little resources to spare for a qualified Port Director. I knew very little about ports back then, except for the fact that they were vital economic engines to a region and state, and because of that, and without hesitation and compensation, I willingly took on the role.

Little did I know at the time that the decision to support the port was one that would change the trajectory of my life and career forever. What began as a temporary assignment resulted in a two and a half year journey that put me at ground zero of seaport operations, port authority governance, and the integration of a port within the economic development space and overall supply chain network. The knowledge I gained while serving dual roles greatly enhanced my economic development capabilities and afforded me the opportunity to form lasting relationships with past and present, and hopefully future, members of the Maritime Administration team and that of the maritime community at large.

In the fall of 2019, I was approached about the Executive Director role for the Florida Harbor Pilots Association, a full-time position that never existed in the organization's 150-plus year history, that put the livelihoods of Florida's nearly 100 harbor pilots in my hands. I dove headfirst into the job and learned at the most intimate level about an aspect of the maritime industry that very few outsiders have the privilege of seeing.

Before long, we were met with the COVID-19 pandemic shut-down, which dealt a massive blow to Florida as the self-proclaimed “Cruise Capital of the World,” with the cessation of cruise activity for nearly a year and a half and resulting supply chain crisis which upended their world and exposed every element of the fragile transportation network that we rely upon day in and day out.

If that wasn’t enough, we were also heavily engaged in blocking a potentially precedent-setting citizens’ initiative at the Port of Key West that could have had broad implications around the restriction of cargo across other seaports around the country and world. The measure served as a stark reminder that ports, although local in nature, are truly global in principle and must be viewed and protected as such.

In the summer of 2022, I was appointed Secretary of Commerce of Florida along with President and CEO of Enterprise Florida and entrusted with maintaining and growing what was then the state’s \$1.5 trillion economy, and once again had the pleasure of working with all 16 of Florida’s seaports in a larger economic development capacity. As the third-largest state in the Nation and 16th-largest economy in the world, it was then that I also engaged heavily in international trade discussions with key trading partners around the globe as well as economic development efforts involving the newest mode of transportation to intersect with maritime, which is the incredibly exciting space industry.

I say all of this in the hopes to demonstrate not only my hands-on experience, knowledge, and unique perspective of the maritime space, but also my sincere passion and commitment to the industry. If my past superiors had enough faith in me not only to do the job at hand but do it well, I hope so can you. More than anything, however, I hope my past shows just how dedicated I am to the economic and security interests of this great country.

If I am confirmed as a Commissioner of the FMC, I will uphold the statutory directives of the Ocean Shipping Reform Act of 2022 and ensure that the economic and homeland security needs of our country are always at the forefront of every discussion. I promise to be fair-minded and objective when collaborating with my fellow Commissioners and FMC staff to positively contribute to the FMC’s vital and growing mission. I will work to eliminate unfair shipping practices by foreign governments and do everything in my power to guarantee that shippers, common carriers, ocean transport intermediaries, and ports regulated by the FMC are provided with a fair market environment in which to operate.

Thank you again for the honor and privilege to sit before you today and for your hopeful support. I look forward to working with all of you.

[The prepared statement and biographical information of Ms. DiBella follow:]

PREPARED STATEMENT OF LAURA DiBELLA, NOMINEE TO BE A COMMISSIONER,
U.S. FEDERAL MARITIME COMMISSION

Chair Cruz, Ranking Member Cantwell, and members of the Committee, good morning and thank you for the opportunity to appear here before you today as a nominee to be Commissioner of the Federal Maritime Commission (FMC).

A sincere thank you as well as for the courtesies that your staff extended to me throughout the nomination process. I would like to recognize FMC Commissioners,

Dye, Maffei, and Vekich and thank them for being here in supportive attendance. And most importantly, I would like to thank President Trump for nominating me for this most important role.

It is with great pleasure, humility, and honor to be nominated for this position as well as a homecoming of sorts to the maritime industry for me. In 2017, while spearheading local economic development in Nassau County, Florida, I was approached to wear a second hat and stand in temporarily as Port Director at the Port of Fernandina, Ocean Highway and Port Authority of Nassau County, a small and often overlooked seaport surrounded by renown juggernauts named JAXPORT, Port of Brunswick, and Port of Savannah. The port was going through a rough transition with its sole terminal operator and had little resources to spare for a qualified Port Director. I knew very little about ports back then, except for the fact that they were vital economic engines to a region and state, and because of that, and without hesitation and compensation, I willingly took on the role.

Little did I know at the time that the decision to support the port was one that would change the trajectory of my life and career forever. What began as a temporary assignment resulted in a two-and-a-half-year journey that put me at ground zero of seaport operations, port authority governance, and the integration of a port within the economic development space and overall supply chain network. The knowledge I gained while serving dual roles greatly enhanced my economic development capabilities and afforded me the opportunity to form lasting relationships with past and present members of the maritime administration team and that of the maritime community at large.

In the fall of 2019, I was approached about the Executive Director role for the Florida Harbor Pilots Association, a full-time position that never existed in the organization's 150+ year history, that that put the livelihoods of Florida's nearly 100 harbor pilots in my hands. I dove headfirst into the job and learned at the most intimate level about an aspect of the maritime industry that very few outsiders have the privilege of seeing. Before long, we were met with the COVID-19 pandemic shutdown, which dealt a massive blow to Florida as the self-proclaimed "Cruise Capital of the World" with the cessation of cruise activity for nearly a year and a half and resulting supply chain crisis which upended their world and exposed every element of the fragile transportation framework that we rely upon day in and day out.

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Thank you again for the honor and privilege to sit before you today and for your hopeful support. I look forward to working with all of you.

A. BIOGRAPHICAL INFORMATION

1. Name (Include any former names or nicknames used): Laura Maria DiBella.
2. Position to which nominated: Commissioner, Federal Maritime Commission.
3. Date of Nomination: September 3, 2025.
4. Address (List current place of residence and office addresses):

Residence: Information not released to the public.

Office: Information not provided.

5. Date and Place of Birth: Fort Lauderdale, Florida.
6. Provide the name, position, and place of employment for your spouse (if married) or domestic partner, and the names and ages of your children (including step-children and children by a previous marriage).

I am divorced. I have two stepdaughters: Jacqueline Healy, age 28, and Lillian Healy, age 24.

7. List all college and graduate schools attended, whether or not you were granted a degree by the institution. Provide the name of the institution, the dates attended, the degree received, and the date of the degree.

University of Florida, 1997–2001, B.S., Human Resource Management (with an outside concentration in Business Administration), awarded May 2001

8. List all post-undergraduate employment, including the job title, name of employer, and inclusive dates of employment, and highlight all management-level jobs held and any non-managerial jobs that relate to the position for which you are nominated.

* denotes management-level jobs and non-managerial jobs that relate to the position for which I have been nominated.

02/2024 to present: Government Affairs Advisor, Adams & Reese LLP*

08/2020 to present: President/CEO/Broker, CONN LLC, CONN Florida LLC dba Laura DiBella Real Estate

07/2004 to present: President/CEO, LDB Marketing, Inc.

11/2023–2/2024: President of Business Development, FloridaCommerce/Select Florida*

07/2022–11/2023: Secretary of Commerce/President/CEO, Enterprise Florida, Florida Opportunity Fund*

11/2019–7/2022: Executive Director, Florida Harbor Pilots Association*

05/2017–11/2019: Port Director, Port of Fernandina—Ocean Highway and Port Authority of Nassau County*

10/2014–11/2019: Executive Director, Nassau County Economic Development Board*

09/2009–09/2014: Director of Sales and Leasing, Florida Medical Space

05/2001–09/2014: Sales and Marketing Representative, Enviro Technologies, Inc.*

09/2006–09/2009: Sales Associate, Holly Real Estate

08/2002–08/2006: Co-Founder, Image Marketing & Special Events, Inc.

01/2002–08/2006: Sales Associate, Coldwell Banker Real Estate

9. Attach a copy of your résumé.

See Attachment A.

10. List any advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above after 18 years of age.

- Present: National Oceanic & Atmospheric Administration (NOAA) Industry Advisory Committee Member, “The Continuum” Enterprise Accelerator
- Present: Co-Chair of FDOT Florida Freight Advisory Committee
- Present: University of Florida, Florida Semiconductor Institute (FSI) Stakeholder Advisory Board
- Present: University of Florida I-STREET Advisory Board Member
- Former: Vice Chair of Florida State College at Jacksonville District Board of Trustees

- Former: Volunteer as a certified guardian in Florida's 2nd Judicial Circuit Guardian ad Litem Program

11. List all positions held as an officer, director, trustee, partner, proprietor, agent, representative, or consultant of any corporation, company, firm, partnership, or other business, enterprise, educational, or other institution.

08/2020 to present: President/CEO/Broker, CONN LLC, CONN Florida LLC dba Laura DiBella Real Estate

07/2004 to present: President/CEO, LDB Marketing, Inc.

07/2022–11/2023: Secretary of Commerce/President/CEO, Enterprise Florida, Florida Opportunity Fund

03/2018–01/2023: Vice Chair of Florida State College at Jacksonville District Board of Trustees

11/2019–07/2022: Executive Director, Florida Harbor Pilots Association

05/2017–11/2019: Port Director, Port of Fernandina—Ocean Highway and Port Authority of Nassau County

10/2014–11/2019: Executive Director, Nassau County Economic Development Board

08/2002–08/2006: Co-Founder, Image Marketing & Special Events, Inc.

01/2002–08/2006: Sales Associate, Coldwell Banker Real Estate

12. List all memberships you have had after 18 years of age or currently hold with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religiously affiliated organization, private club, or other membership organization (You do not have to list your religious affiliation or membership in a religious house of worship or institution). Include dates of membership and any positions you have held with any organization. Please note whether any such club or organization restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

07/2022 to present: Member, Economic Club of Florida

01/2020 to present: Member, Governors Club of Tallahassee

11/2011–12/2013: Member, Gate Governors Club

11/2011–12/2013: Member, TPC Sawgrass

11/2011–12/2013: Member, Sawgrass Country Club

11/2011–12/2013: Member, Marsh Landing Country Club

11/2011–12/2013: Member, Jacksonville Chamber of Commerce

13. Have you ever been a candidate for and/or held a public office (elected, non-elected, or appointed)? If so, indicate whether any campaign has any outstanding debt, the amount, and whether you are personally liable for that debt.

03/2021 to present: Appointee, Co-Chair of FDOT Florida Freight Advisory Committee (no outstanding debt)

07/2022–11/2023: Appointee, Secretary of Commerce/President/CEO, Enterprise Florida, Florida Opportunity Fund (not liable for debt post separation)

03/2018–01/2023: Appointee, Former Vice Chair of Florida State College at Jacksonville District Board of Trustees (not liable for debt post separation)

05/2017–11/2019: Appointee, Former Port Director, Port of Fernandina—Ocean Highway and Port Authority of Nassau County (not liable for debt post separation)

14. List all memberships and offices held with and services rendered to, whether compensated or not, any political party or election committee within the past ten years. If you have held a paid position or served in a formal or official advisory position (whether compensated or not) in a political campaign within the past ten years, identify the particulars of the campaign, including the candidate, year of the campaign, and your title and responsibilities. Not Applicable.

15. Itemize all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$200 or more for the past ten years. Not Applicable.

16. List all scholarships, fellowships, honorary degrees, honorary society memberships, military medals, and any other special recognition for outstanding service or achievements. Not Applicable.

17. List all books, articles, columns, letters to the editor, Internet blog postings, or other publications you have authored, individually or with others. Include a link

to each publication when possible. If a link is not available, provide a digital copy of the publication when available.

Below is an article I was asked to write for the Harvard Kennedy School Taubman Center for State and Local Government after speaking with the students about pursuing a career in economic development.

Part-Time Economic Developer and Conductor—How Growing an Economy Can Resemble Leading an Orchestra | Harvard Kennedy School

18. List all speeches, panel discussions, and presentations (e.g., PowerPoint) that you have given on topics relevant to the position for which you have been nominated. Include a link to each publication when possible. If a link is not available, provide a digital copy of the speech or presentation when available.

- *CoMotion MIAMI '23—Keynote by Laura DiBella, President & CEO, Enterprise Florida*
- *Taking Action For A Resilient Global Supply Chain—YouTube*

19. List all public statements you have made during the past ten years, including statements in news articles and radio and podcasts and television appearances, which are on topics relevant to the position for which you have been nominated, including dates. Include a link to each statement when possible. If a link is not available, provide a digital copy of the statement when available.

- I am a regular guest on the *Ed Dean Morning Show*, a conservative talk radio show that is the number one syndicated show in Florida. I am the resident expert on Florida's economy and economic development matters that impact the state. I have appeared as a guest on the show on: November 14, 2024; January 21, 2025; February 13, 2025; February 27, 2025; March 4, 2025; March 13, 2025; March 24, 2025; April 3, 2025; April 9, 2025; April 29, 2025; May 8, 2025; May 15, 2025; June 2, 2025; June 30, 2025; July 21, 2025; July 30, 2025; and August 12, 2025.
- *Revitalizing Shipbuilding and the Blue Economy with Laura DiBella | Yachting USA*
- *Business of Maritime: Laura DiBella on Port Operations, Industry Challenges & Growth | YACHTING USA*
- *Port Perspectives—Laura DiBella, Adams & Reese*
- *Ep.141 Boosting Business: Unveiling Florida's Blueprint for Technology & Leadership Innovation*
- *Engaging with Maritime & Economics Expert, Laura DiBella*
- *Logistics of seaports and spaceports with NASA and FHPA*
- *Revitalizing Shipbuilding and the Blue Economy with Laura DiBella | Yachting USA*
- *Business of Maritime: Laura DiBella on Port Operations, Industry Challenges & Growth | YACHTING USA*
- *Port Perspectives—Laura DiBella, Adams & Reese*
- *Engaging with Maritime & Economics Expert, Laura DiBella*
- *Logistics of seaports and spaceports with NASA and FHPA*

20. List all digital platforms (including social media and other digital content sites) on which you currently or have formerly operated an account, regardless of whether or not the account was held in your name or an alias. Include the full name of an "alias" or "handle", including the complete URL and username with hyperlinks, you have used on each of the named platforms. Indicate whether the account is active, deleted, or dormant. Include a link to each account if possible.

LinkedIn (active): www.linkedin.com/in/lauradibella

Facebook (active): <https://www.facebook.com/laura.dibella>

Twitter (active): *Laura DiBella (@FollowMeToFL)/X*

Twitter (dormant): *Laura DiBella (@thelauradibella)/X*

Instagram (active): *Laura DiBella (@followmetofl) • Instagram photos and videos*

Instagram (dormant): *LDB (@thelauradibella) • Instagram photos and videos*

Truth Social (dormant): *lauradibella (@lauradibella) | Truth Social*

21. Identify each instance in which you have testified orally or in writing before Congress in a governmental or non-governmental capacity and specify the date, committee, and subject matter of each testimony. Not Applicable.

22. Given the current mission, major programs, and major operational objectives of the Federal Maritime Commission, what in your background or employment experience do you believe affirmatively qualifies you for appointment to the position for which you have been nominated, and why do you wish to serve in that position?

I believe that my background and employment experience affirmatively qualifies me for appointment to the Commission because I have first-hand experience with the major drivers of the economy, which include land, air, and maritime transportation, and the way these modes intersect. I have been both an on-the-ground practitioner and a leader in the economic development and maritime spaces at both the local and state level. I understand how crucial it is to make every cog in the supply chain wheel not only work but work in a very efficient manner.

I wish to serve in this position because I love the maritime industry and believe that it is very misunderstood and, therefore, in a way inadvertently unappreciated. I have always said that economic development would not exist in the absence of seaport activity because there are not enough planes, trains, or automobiles to move the vast quantity of cargo that is transported over water. With this appointment, I hope to play a part in helping reframe the U.S. economic revival around the central need for maritime dominance.

23. What do you believe are your responsibilities, if confirmed, to ensure that the Federal Maritime Commission has proper management and accounting controls, and what experience do you have in managing a large organization?

I believe my responsibilities, if confirmed, to ensure that the Federal Maritime Commission has proper management and accounting controls is paramount to carry out our mission and, most importantly, that of the President. I have held several leadership roles of differing capacities and my time as Secretary of Commerce/President and CEO of Enterprise Florida was the largest organization I have managed to date, with 78 FTE employees and \$21.8 million budget. Florida is the third largest state in the Nation and roughly the 15th largest economy in the world at \$1.76 trillion GDP at present. Putting the above in perspective against our competitive states with much larger budgets (California with the first largest budget, and Texas with the second largest budget), running a very successful statewide economic development organization with a total budget (including salaries) of \$21.8 million meant that we had to be lean and mean and a very efficient, well-oiled machine. I consider myself a servant leader and lead by example while fostering an honest, healthy, open, collaborative, driven, and winning environment where accountability, passion, integrity, and purpose at all levels reigns supreme.

24. What do you believe to be the top three challenges facing the Federal Maritime Commission, and why?

The top three challenges facing the Federal Maritime Commission today are, first, maritime choke points around the world, of which there are many. The areas of highest concern in today's global climate would include the Strait of Hormuz, Babel-Mandeb Strait, Strait of Malacca, Suez Canal, Panama Canal, Strait of Gibraltar, the English Channel, and I would also include the Bering Strait. With 90 percent of global trade transiting by sea, the use of efficient and well-positioned maritime shipping lanes is essential to reduce transport costs and also, very importantly, allow for the safe passage of warships. In line with the choke points, are growing concerns about restrictions on, and attacks against, certain U.S. and international vessel traffic at global seaports for ideological reasons. It is of great importance to note that actions restricting the free flow of American goods for ideological reasons can disrupt our global supply chains and lead to significantly negative economic consequences. The targeted attacks on commercial vessels by non-state actors like the Houthis in the Red Sea are a prime example of this. These attacks have significantly disrupted global trade by forcing shipping companies to reroute vessels. There have also been significant threats to critical infrastructure, like undersea pipelines and data cables, creating additional political pressure and disrupting services by attacking critical infrastructure at sea.

Second, flags of convenience (FOC) pose a challenge to general maritime safety protocols from both the commercial and mariner perspectives, and unfortunately best practices can be very difficult to enforce. FOC's refers to open registries allowing a shipowner to register a vessel in a country other than the one in which the owner is based. This is done to take advantage of lower costs and lax regulations, which creates numerous issues related to safety, labor, and environmental protection. The use of FOC's allows shipowners to operate with minimal oversight and accountability. This practice is linked to illicit activities and creates or worsens negative consequences for global supply chains and critical infrastructure. Key issues associated with flags of convenience include the exploitation of labor with numerous safety risks to seafarers, which only further damages the reputation of the maritime industry from a recruitment standpoint. FOC registries are often criticized for mini-

mal oversight and for allowing substandard vessel maintenance and safety practices, which put crews and the environment at risk. They also can allow shipowners to remain legally anonymous through the use of shell companies, complicating accountability for crimes or environmental violations like illegal trafficking of drugs and arms, human trafficking, and sanctions evasion. The use of FOCs contributes to the formation of “shadow fleets,” whose owners hide their identities and use deceptive practices to circumvent international sanctions.

Lastly, the climate change framework brought forth by the International Maritime Organization (IMO) and other measures aimed at reducing greenhouse gas emissions from the global shipping industry has been a tightening noose around the neck of the maritime industry for quite some time. Measures like these would not only increase costs for Americans; they also threaten to reduce the efficient movement of vessels, further complicating the operations of the global supply chain.

B. POTENTIAL CONFLICTS OF INTEREST

1. Describe all financial arrangements, deferred compensation agreements, and other continuing dealings with business associates, clients, or customers. Please include information related to retirement accounts, such as a 401(k) or pension plan. Not Applicable.

2. Do you have any commitments or agreements, formal or informal, to maintain employment, affiliation, or practice with any business, association, or other organization during your appointment? If so, please explain. Not Applicable.

3. Indicate any investments, obligations, liabilities, or other relationships which could involve potential conflicts of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest. Not Applicable.

4. Describe any business relationship, dealing, or financial transaction which you have had during the last ten years, whether for yourself, on behalf of a client, or acting as an agent, that could in any way constitute or result in a possible conflict of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest. Not Applicable.

5. Identify any other potential conflicts of interest and explain how you will resolve each potential conflict of interest. Not Applicable.

6. Describe any activity during the past ten years, including the names of clients represented, in which you have been engaged for the purpose of directly or indirectly influencing the passage, defeat, or modification of any legislation or affecting the administration and execution of law or public policy.

- a. During Florida’s 2021 Legislative Session, while employed with the Florida Harbor Pilots Association, I collaborated and supported the drafting, execution, and successful passing of Florida Senate Bill 1194 to protect Florida’s ability to conduct international trade and welcome tourists. The Florida Senate Bill 1194 was signed into law on June 30, 2021.
- b. In May 2020, while employed by the Florida Harbor Pilots Association, I assisted in the drafting of the U.S. Coast Guard Sector Mobile First-Class Licensing Policy for the Port of Pensacola and Pensacola Bay Pilots on Pilotage Special Requirements.

C. LEGAL MATTERS

1. Have you ever been disciplined or cited for a breach of ethics, professional misconduct, or retaliation by, or been the subject of a complaint to, any court, administrative agency, the Office of Special Counsel, an Inspector General, professional association, disciplinary committee, or other professional group? If yes:

- a. Provide the name of the court, agency, association, committee, or group;
- b. Provide the date the citation, disciplinary action, complaint, or personnel action was issued or initiated;
- c. Describe the citation, disciplinary action, complaint, or personnel action;
- d. Provide the results of the citation, disciplinary action, complaint, or personnel action.

No.

2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority of any Federal, State, county, municipal, or foreign government entity, other than for a minor traffic offense? If so, please explain. No.

3. Have you or any business or nonprofit of which you are or were an officer ever been involved as a party in an administrative agency proceeding, criminal proceeding, or civil litigation? If so, please explain. No.

4. Have you ever been convicted (including pleas of guilty or *nolo contendere*) of any criminal violation other than a minor traffic offense? If so, please explain. No.

5. Have you ever been accused, formally or informally, of sexual assault, sexual harassment, or discrimination on the basis of sex, race, religion, whistleblower activity, or any other basis? If so, please explain. No.

6. Please advise the Committee of any additional information, favorable or unfavorable, which you feel should be disclosed in connection with your nomination. No.

D. RELATIONSHIP WITH COMMITTEE

1. Will you ensure that your department/agency/commission/corporation complies with deadlines for information set by congressional committees, and that your department/agency/commission/corporation endeavors to timely comply with requests for information from individual Members of Congress, including requests from members in the minority?

If confirmed, I will work with my fellow Commissioners to ensure that the Federal Maritime Commission complies with deadlines for information set by congressional committees, and that the FMC endeavors to timely comply with requests for information from individual Members of Congress, including requests from members in the minority.

2. Will you ensure that your department/agency/commission/corporation does whatever it can to protect congressional witnesses and whistleblowers from reprisal for their testimony and disclosures? Yes.

3. Will you cooperate in providing the Committee with requested witnesses, including technical experts and career employees, with firsthand knowledge of matters of interest to the Committee? Yes.

4. Are you willing to appear and testify before any duly constituted committee of the Congress on such occasions as you may be reasonably requested to do so? Yes.

5. Do you agree, if confirmed, to keep this Committee, its subcommittees, other appropriate Committees of Congress, and their respective staffs apprised of new information that materially impacts the accuracy of testimony, briefings, reports, records—including documents and electronic communications, and other information you or your organization previously provided?

I agree, if confirmed, to keep this Committee, its subcommittees, other appropriate Committees of Congress, and their respective staffs apprised of new information that materially impacts the accuracy of testimony, briefings, reports, records—including documents and electronic communications, and other information me or my organization previously provided.

6. Do you agree, if confirmed, and on request, to provide this Committee and its subcommittees with records and other information within their oversight jurisdiction, even absent a formal Committee request?

I agree, if confirmed, and on request, to provide this Committee and its subcommittees with records and other information within their oversight jurisdiction, even absent a formal Committee request.

7. Do you agree, if confirmed, to ensure that you and other members of your organization protect from retaliation any military member, Federal employee, or contractor employee who testifies before, or communicates with this Committee, its subcommittees, and any other appropriate committee of Congress?

I agree, if confirmed, to ensure that me and other members of my organization protect from retaliation any military member, Federal employee, or contractor employee who testifies before, or communicates with this Committee, its subcommittees, and any other appropriate committee of Congress.

LAURA M. DI BELLA

PROFESSIONAL SUMMARY

Authentic, seasoned, and experienced leader and strategic competitor in the maritime and economic development sectors. Served as Secretary of Commerce for State of Florida in addition to other maritime leadership roles. Demonstrated history of success liaising between both private and public industries across land, sea, and air.

EXPERIENCE

ADAMS AND REESE LLP, Tallahassee, FL

February 2024 – Present

Adams and Reese, founded in 1951, is a multidisciplinary law firm with over 300 attorneys and advisors strategically located throughout the United States and Washington, D.C. Adams and Reese professionals are known as practical and personal advisors and advocates who tailor their approach and counsel to the specific needs of each situation and client. Many on the team have years of on-the-job experience within the industries that serve as executives, professionals and in-house counsel. Taking a hands-on, personal approach to every issue, challenge and opportunity our clients face, Adams and Reese lawyers and advisors are skilled and ready to help clients achieve their goals and advance their business interests.

Government Affairs Advisor

Advisor/Consultant residing in the firm's Intersection of Business and Government (IBG) Practice involving all areas of economic development.

Achievements:

- Represent a diverse mix of clients in the maritime, aviation, space, technology, education, infrastructure, healthcare, disaster recovery, government, and real estate sectors
- Facilitated the drafting and successful award of a \$1.5 million grant to the City of Perry, Florida, for water and wastewater upgrades serving a large industrial site
- Won a competitive bid to produce an Environmental and Economic Study on the shuttered Georgia Pacific Dissolving Cellulose Mill and West Fraser Sawmill in Taylor County, Florida
- Won a competitive bid to complete an Economic Development Strategic Plan for Taylor County, Florida, the most economically devastated county in the state, in the aftermath of business closures and three direct hit major hurricanes in the 2023-2024 seasons
- Frequently requested speaker to groups of all sizes and types as it relates to economic development, economic policy, international trade, and Florida's economy
- Weekly guest on the Ed Dean Radio Show (top-rated syndicated talk radio show in Florida) to speak about economic development, economic policy, international trade, education, Florida's economy, etc.

FLORIDACOMMERCE/ENTERPRISE FLORIDA, Tallahassee, FL

2022 – 2024

Principal economic development organization for the state of Florida whose mission is to expand and diversify Florida's economy through private-sector job creation while working closely with the statewide network of economic development and industry partners. NOTE: Enterprise Florida was officially sunset, and all of its functions were absorbed by FloridaCommerce as of 12.2023

FloridaCommerce President of Business Development 12.2023 – 2.2024

Enterprise Florida President and CEO 7.2022 – 12.2023

Deputy Secretary/Secretary of Commerce 7.2022 – 7.2023

Appointed as the first ever female Secretary of Commerce and President and CEO of Enterprise Florida, which was comprised of 78 employees and \$21.8 million budget. Charged as the chief negotiator for business recruitment, expansion, and international trade efforts for the state, thereby sustaining and elevating Florida's robust economy in coordination with partners around the globe.

Achievements:

- Completed a minimum of 100 business recruitment or retention establishments encompassing over 20,000 jobs and \$5 billion in capital investment
- Administered over \$1 million in grants to businesses seeking to expand internationally
- Facilitated over \$1.5 billion in export sales for Florida based companies through trade missions
- Approved 26 minority and small business loans valued at nearly \$175 million in total financing
- Awarded over \$325,000 in marketing grant funds to Florida designated rural communities
- Evaluated and supported the distribution of over \$100 million in Florida Job Growth Grant Fund Awards to community partners around the state
- Assisted and launched Florida's semiconductor and superconductor magnet initiatives, positioning the state as a formidable competitor in two distinct industry ecosystems
- Conducted discussions around the need to establish inland ports to support businesses within the state, along with alleviating congestion and improving efficiency at Florida's 16 operating seaports and 20 international airports
- Spearheaded game changing policy discussions involving Advanced Air Mobility (AAM) and Electric Vertical Take-Off and Landing Vehicle (eVTOL) applications throughout Florida

FLORIDA HARBOR PILOTS ASSOCIATION, Tallahassee, FL

2019 – 2022

Founded in 1868, the Florida Harbor Pilots Association is comprised of 11 member associations that represent nearly 100 highly skilled and trained harbor pilots that serve each of Florida's 14 operating deepwater ports, facilitating economic development while protecting coastal environments.

Executive Director

Appointed as the first ever, full-time Executive Director to exclusively represent the interests of the nearly 100 Florida harbor pilots at the state level, continually building the awareness of the crucial role Florida's harbor pilots play in both the overall economic equation, as well as the environment.

Achievements:

- Point of contact with the Maritime Administration (MARAD), U.S. Coast Guard (USCG), Florida Department of Emergency Management (FLDEM), Florida Department of Transportation (FDOT), Florida Department of Health (FDOH), Small Business Administration (SBA), and many other agencies on statewide mitigation and response efforts related to the COVID-19 pandemic as it pertained to pilot health, safety, financial security, and vessel movements at Florida's seaports, allowing for zero interruption of commerce
- Collaborated and executed the successful passing of legislation that prevents citizen initiatives from interrupting commerce at Florida seaports, protecting Florida's ability to conduct international trade and welcome tourists statewide
- Facilitated drafting of USCG Sector Mobile First-Class Licensing Policy (Pensacola BayPilots)
- Assisted in the construction of a specific grant program offered through the Florida Department of Environmental Protection (FDEP) for harbor pilot vessel diesel engine repower/replacement
- Spearheaded and completed the first-ever Channel Block Tabletop Exercise with all relevant stakeholders at Port Everglades, highlighting the immediate need for a statewide supply chain contingency plan specific to fuel delivery
- Supported the drafting and submissions of several successful Port Security Grant Program awards totaling over \$1 million (Canaveral Pilots and Key West BayPilots)

- Participated in the drafting of the Florida Ocean Alliance Securing Florida's Blue Economy, A Strategic Policy Plan for Florida's Oceans and Coasts

CONN FLORIDA LLC, Tallahassee, FL
Real estate brokerage firm founded in 2020

August 2020 – Present

President and Chief Executive Officer

Florida licensed real estate broker focusing on commercial and high-end residential transactions

PORT OF FERNANDINA, OCEAN HIGHWAY AND PORT AUTHORITY OF NASSAU COUNTY, Nassau County, FL **2017– 2019**

State of Florida Independent Special District, body politic, and corporation with jurisdictional boundaries that expand two states (Florida, Georgia) and three counties (Nassau and Duval, FL, Camden, GA) in addition to being one of 16 deepwater seaports in the state of Florida.

Port Director

Appointed to represent the interests of the Port of Fernandina to both market and improve its brand image locally, at the state level as a member of the Florida Ports Council and the Florida Seaport Transportation and Economic Development Council (FSTED), and the logistics community overall.

Achievements:

- Facilitated the successful transition from Kinder Morgan to Worldwide Terminals Fernandina LLC as the sole port operator in February 2018
- Assisted in the submission and award of MARAD America's Marine Highway M-95 Fernandina
- Beach to Charleston Barge Service designation and \$1.29 million equipment grant
- Supported all information needed to develop and ultimately close a \$27 million bond issue for future improvements at the port
- Collaborated with the Florida Legislature and Florida Department of Transportation (FDOT) on a \$2 million appropriation for the purchase of Liebherr mobile harbor crane and oversaw the preparations, inspections, delivery, and commissioning of the crane
- Secured Florida Seaport Transportation and Economic Development (FSTED) grant funds in excess of \$3 million for port infrastructure enhancements, i.e. wharf repairs, berth dredging, warehouse construction

NASSAU COUNTY ECONOMIC DEVELOPMENT BOARD, Nassau County, FL **2014 – 2019**

Nassau County Economic Development Board (NCEDB) is a 501c3, private-public partnership, governed by a 28-member Board of Directors. A designated rural county by the State of Florida, Nassau County continues to experience major development due to its outstanding land and infrastructure assets.

Executive Director

Appointed to represent and reposition the county from what was known as largely a bedroom community to nearby Jacksonville, Florida, to what today stands as a very real competitor in the Northeast Florida economic development arena, with offerings that expand from world class healthcare to corporate headquarters, and light to the heaviest of heavy industry.

Achievements:

- Streamlined operations, increased the budget through private fundraising
- Revised the by-laws, policies and organizational structure to operate in the Sunshine
- Completed the overhaul of the NCEDB website and marketing efforts, positioning the county to successfully recruit or retain several very large end users to the area, such as:
- LignoTech Florida 250,000sf manufacturing facility, \$135 million capex, 51 jobs
- Rayonier 55,000sf headquarters at Wildlight, employing 270
- Masonite 300,000sf manufacturing facility expansion, adding 85 jobs
- Baptist Nassau 30,000sf Surgery and Procedural Center expansion

- UF Health Alliance at Wildlight ambulatory center and offices totaling over 45,000sf
- Florida Power & Light purchase of 1814 acre Crawford Diamond Industrial Park
- Florida Public Utilities 18,000sf headquarters at Wildlight
- Baptist Yulee 26 acre Medical and Wellness Complex
- HCA Nassau County 55-acre site purchase for regional hospital
- Industrial developer purchase of 160-acre Wildlight Commerce Park
- Secured a \$5 million grant from the Florida Job Growth Grant Fund for the construction of water and wastewater infrastructure to the Crawford Diamond Industrial Park

LDB MARKETING, INC., Fort Lauderdale, FL **July 2004 – Present**
Consulting firm providing speaking engagements, strategic consulting, and expert witness testimony

President and Chief Executive Officer

HOLLY REAL ESTATE, Florida **2006 – 2009**
Full service real estate company, providing leasing, sales, management and consulting services.

Sales Associate

FLORIDA MEDICAL SPACE (FMS), et al., Florida **2002 - 2014**
Florida's first and only statewide, full service medical real estate company.

Director of Sales and Leasing

Florida Licensed Real Estate Broker Associate since 2010

ENVIRO TECHNOLOGIES, INC. (EVTN), Fort Lauderdale, FL **2001 - 2014**
Publicly owned company (Ticker: EVTN) and manufacturer of high-volume separators which serve a variety of industries; oil and gas, wastewater and mining, among others. Florida Precision Aerospace (subsidiary). Family business.

Marketing Consultant

IMAGE MARKETING & SPECIAL EVENTS, INC., Ocean Ridge, FL **2002 - 2006**
Full-service "guerrilla" marketing and staffing company that operated throughout Florida

Co-Founder and Chief Operating Officer

COLDWELL BANKER REAL ESTATE, Florida **2002 – 2006**
Full service real estate company, providing leasing, sales, management and consulting services.

Sales Associate

APPOINTMENTS, COMMUNITY WORK, AFFILIATIONS

- National Oceanic & Atmospheric Administration (NOAA) Industry Advisory Committee Member, "The Continuum" Enterprise Accelerator
- Co-Chair of FDOT Florida Freight Advisory Committee
- University of Florida, Florida Semiconductor Institute (FSI) Stakeholder Advisory Board
- University of Florida I-STREET Advisory Board Member
- Immediate Past Chair of Aerospace Alliance (FL, GA, MS, LA)
- Former Vice Chair of Florida State College at Jacksonville District Board of Trustees (appointed by Governor Scott, reappointed by Governor DeSantis)
- Former Vice Chair of Florida Ocean Alliance Board of Directors
- Volunteer as a certified guardian in Florida's 2nd Judicial Circuit Guardian ad Litem Program

EDUCATION

- Maritime Port Executive (MPE) Certification, International Association of Maritime and Port Executives (IAMPE), 2018
- Bachelor of Science, Human Resource Development and Management, Business Administration, University of Florida, 2001

REFERENCES

- U.S. Senator Rick Scott
- Congressman Aaron Bean
- Herschel Vinyard, former Florida Department of Environmental Protection (DEP) Secretary and Managing Partner at Adams & Reese LLP

ADDENDUM TO THE QUESTIONNAIRE SUBMITTED TO THE SENATE COMMITTEE ON
COMMERCE, SCIENCE, AND TRANSPORTATION, 119TH CONGRESS

Upon further review, I have identified additional information that is responsive to questions C.3, E.4 and E.1 on the Committee's questionnaire. Please see attached Addendum.

The undersigned certifies that the information contained in the public addendum is true and correct.

Laura DiBella Addendum
September 24, 2025

C.3, E.4: I was a defendant in a civil lawsuit captioned *American Express Centurion Bank v. Di Bella, Laura*, Case No. 50–2009–CA–013503, &filed on 04/10/2009 in Palm Beach County, Florida regarding an outstanding credit card debt. This case was resolved and has been closed as of 12/17/2012.

ADDENDUM TO THE QUESTIONNAIRE SUBMITTED TO THE SENATE COMMITTEE ON
COMMERCE, SCIENCE, AND TRANSPORTATION, 119TH CONGRESS BY LAURA DiBELLA.

Upon further review, I have identified the following additional information that are responsive to questions A.8, A.15, A.18, A.19, and Part A, Q10 on the Committee's questionnaire. They are:

- A.8 – I am the President of an entity called Sweat Sisters LLC, which was created on 4/12/2013 for when I was a running coach. I do not coach any longer and have not for many years as I simply do not have the time to dedicate to the effort, so the entity is in effect, inactive.
- A.15—I have identified political contributions that were inadvertently not disclosed and are listed below. Please note that with the exception of the Republican Party of Florida contribution, the Hillary for America contribution and Nancy Soderberg contribution were associated with events that I had attended with my now ex-husband (Edmund Andrus Healy) who was a registered Democrat.
 - 12/9/2019—Republican Party of Florida, \$1,050
 - 3/7/16—Hillary for America, \$500
 - 9/28/12—Nancy Soderberg (FL), \$500
- A.18 – My current and previous positions were very outward facing and therefore required me to participate in frequent speaking engagements. I have identified panels and other speaking engagements that were previously not disclosed. They are listed here:
 - 4/6/2016—Panel—*Women Making the Deals* CREW Jacksonville (no hyperlink available)
 - 1/18/2018—Speech—*Men's Newcomers Club*, Fernandina Beach Golf Club (no hyperlink available)
 - 9/16/2020—Speech—*Propeller Club Port of Washington, DC* (no hyperlink available)
 - 10/6/2020—Speech—*Propeller Club Port of Jacksonville* (no hyperlink available)
 - 11/16/2020—Speech—*Propeller Club Port of Jacksonville* (no hyperlink available)
 - 11/17/2020—Panel—*Florida Seaports: Focused on the Future*
 - 2/22/2022—Speech—*Florida Harbor Pilots Association Annual Maritime Industry Awards Night* (no hyperlink available)
 - 10/25/2022—Panel—*Chamber Forum: Manufacturing, logistics are key to continued economic success*
 - 3/21/2023—Speech—*Beth Cicchetti of the Florida Economic Development Council and Laura DiBella of Enterprise Florida, NEBA*
 - 4/18/2023—Speech—*P3 Airport Summit Keynote* (no hyperlink available)
 - 4/21/2023—Panel—*eMerge*
 - 5/19/2023—Speech—*2023 Florida Supply Chain Summit*
 - 6/13/2023—Panel—*CCIM Conference* (no hyperlink available)
 - 9/21/2023—Speech—*LEAD Annual Dinner*

- 9/25/2023—Speech—*Clay FL Economic Development Corporation Q3 2023 Presentation*
- 10/12/2023—Panel—*Gainesville Innovation Summit 2023*
- 10/19/2023—Speech—*LBC with Laura DiBella intro*, Leadership Business Council
- 10/25/2023—Speech—*LeverX Third Annual Innovation Forum*, Business Wire (no hyperlink available)
- 11/8/2023—Panel—*Taking Action For a Resilient Global Supply Chain*, Port Miami Global Gateway World Strategic Forum
- 1/15/2024—Speech—*Taiwanese Chambers of Commerce of North America* (no hyperlink available)
- 2/16/2024—Speech—*Volusia County Economic Development “Q” Breakfast*
- 3/22/2024—Speech—*Jacksonville Venture*
- 4/11/2024, Speech—*Port Perspectives—Laura DiBella, Adams & Reese*, International Association of Maritime & Port Executives
- 4/18/2024, Speech—*Taubman Center*, Harvard Kennedy School (no hyperlink available)
- 9/5/2024—Panel—*Israel and Miami: The U.S. Destination for Startup Nation*, eMerge Americas
- 9/11/2024—Panel—*Florida Supply Chain Summit* (no hyperlink available)
- 9/18/2024—Panel—*South Florida Innovation Day*, Alan B. Levan, NSU Broward Center of innovation (no hyperlink available)
- 10/10/2024—Panel—*America Decides 2024: Elections Have Consequences: Harris/Walz vs. Trump/Vance*, Transportation Club of Jacksonville (no hyperlink available, event was cancelled due to Hurricane Milton)
- 1/31/2025—Speech—*2025 Economic Forecast*, Nassau County Economic Development Board (no hyperlink available)
- A.19—In tandem with A.18, I have made public statements that were previously not disclosed. They are as follows:
 - 4/9/2015—Article—*Workspace: Laura DiBella enjoys bringing Nassau County to the closing table* | *Jax Daily Record*
 - 9/2016—Article—*Around the State Northeast, Looking up: A major development project is shifting attention north of Jacksonville*, FloridaTrend
 - 1/26/2018—Article—*The seeds for growth*, Jacksonville Business Journal
 - 6/30/2019—Podcast—*The Exciting Future of Nassau County: An Interview with Laura DiBella*, The Miller Report
 - 8/12/2019—Article—https://www.postandcourier.com/business/charleston-green-gas-company-investing-in-renewable-energy/article_27059232-b7b7-11e9-9a13-e3c674363822.html
 - 10/31/2019—Article—<https://www.bizjournals.com/jacksonville/news/2019/10/31/laura-dibella-talks-nassau-countys-struggle-to.html>
 - 9/23/2021—Podcast—*MotivationU the Podcast*
 - 2/25/2022—Podcast—*Logistics of Seaports and spaceports with NASA and FHFA, What the Truck?!*, FreightWaves
 - 7/24/2022—Podcast—*Engaging with Maritime & Economics Expert, Laura DiBella*, Round Table Group
 - 11/8/2022—Article—<https://www.flgov.com/eog/news/press/2022/florida-ranks-1-nation-attracting-and-developing-skilled-workforce#:~:text=Governor%20Ron%20DeSantis%20announced%20this%20ranking%20as,best%20state%20to%20learn%2C%20work%20and%20live>
 - 2/6/2023—Article—*Enterprise Florida Board of Directors Confirms Laura DiBella as President and CEO*, Florida Trend
 - 3/17/2023—Article—*Laura DiBella: Northeast Florida is the right spot*
 - 3/18/2023—Podcast—*TechTables Podcast*
 - 5/9/2023—Podcast—*Synapse Summit*, Synapse Podcast
 - 5/15/2023—Article—*OPEN FOR BUSINESS: Flagler County welcomes new manufacturing plant for India’s Vidya Herbs* The Daytona Beach
 - 5/23/2023—Article—*The National Security Importance of the Jones Act Recognized on National Maritime Day* MENAFN

- 5/24/2023—Article—<https://www.cosentino.com/usa/blog/cosentino-group-announces-investment-in-florida-plan-to-expand-manufacturing-to-north-america/>
- 5/30/2023—Article—*As agency changes, outgoing Florida commerce secretary talks incentives, space and more* Jacksonville Business Journal
- 6/1/2023—Article—*Laura DiBella: Florida's Tech Bloom*, Florida Funders Skin in the Game VC Podcast
- 7/17/2023—Podcast—*John D. Villarreal Show #5*
- 9/13/2023—Podcast—*Sunshine Startups Live Episode 4: Laura DiBella—President and CEO of Enterprise Florida*, Levan Center Live
- 9/28/2023—Article—*Enterprise Florida Exiting*, Florida Trend
- 10/2/2023—Article—*Doors closing on Enterprise Florida Backroom Briefing*, Orlando Sentinel
- 2/19/2024—Article—<https://floridapolitics.com/archives/60005-sunburn-the-morning-read-of-whats-hot-in-florida-politics-2-19-24/>
- 1/26/2024—Article—*Nassau economic development forum: 'Money follows the innovation'* News Leader
 - Part A, Q10—Below is the list of advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments to which I have served after 18 years of age (dates added):
- 3/2018–1/2023: Vice Chair of Florida State College at Jacksonville District Board of Trustees
- 2/2021 to present: Volunteer as a certified guardian in Florida's 2nd Judicial Circuit Guardian ad Litem Program
- 3/2021 to present: Co-Chair of FDOT Florida Freight Advisory Committee
- 10/2023 to present: University of Florida I-STREET Advisory Board Member
- 3/2025 to present: National Oceanic & Atmospheric Administration (NOAA) Industry Advisory Committee Member, "The Continuum" Enterprise Accelerator
- 5/2025 to present: University of Florida, Florida Semiconductor Institute (FSI) Stakeholder Advisory Board

Chairman CRUZ. Thank you. I now recognize Mr. Harvey for his opening statement.

**STATEMENT OF ROBERT HARVEY, NOMINEE TO BE A
COMMISSIONER, FEDERAL MARITIME COMMISSION**

Mr. HARVEY. Thank you. Chairman Cruz, Ranking Member Cantwell, and members of the Committee, it is an honor to appear before you today as a nominee to be Commissioner of the Federal Maritime Commission. I also want to thank your respective staff for all their efforts and the professionalism shown to me during the nomination process.

I would like to thank Commissioners Dye, Vekich, and Maffei for meeting with me during the confirmation process and for today's hearing. I would like to recognize my wife, Debra Jenks, who has been my law partner, is my life partner, and has fully supported me in my desire to return to public service. Finally, I would like to thank President Trump for the honor of nominating me today.

If confirmed, I look forward to continuing the important work of the FMC at this critical time for the United States ocean transportation system and supply chain. I will work to ensure that the FMC maintains a competitive and reliable international ocean transportation system and protects U.S. consumers, exporters, and importers from unlawful, unfair, and deceptive ocean transportation practices.

For the past 3 years, I have been engaged in multiple economic development roles in Florida. With 1,300 miles of coastline, 16 pub-

lic seaports, and 7 cruise ports, I have gained an even greater appreciation for the maritime industry.

While I am a proud Floridian, I was born, raised, and educated in Illinois. The first waterborne commerce I ever saw was barge traffic, containing agriculture, coal, and bulk goods, floating on the Des Plaines River, through the middle of my hometown of Joliet.

The first large bulk carrier I ever saw was a laker. The Great Lakes shipping industry supports tens of thousands of jobs directly, and is a vital economic engine for the cities, towns, and people, of the region. If confirmed, I look forward to ensuring fair conditions for all U.S. shipping.

I began my career with the U.S. Navy, where I served on active duty as a Navy Judge Advocate and Special Assistant U.S. Attorney. After leaving active duty I served in the Reserves with Amphibious Group 2, in Little Creek, Virginia, and with the U.S. Naval Forces Europe, in London. One of the lessons learned from my time in the Navy is that economic security and national security are inseparable.

After leaving active duty I began my civilian law career in private practice. After two years I had the opportunity to join a startup. Not knowing what a startup was, I leapt at the opportunity, moved to New York City, and ultimately became the Senior Vice President and General Counsel. After being with that company for 7 years and a successful exit, I have served in various roles in law, business, finance, and public service.

Most recently I have been a partner of Jenks & Harvey, a law firm in West Palm Beach, where my practice was concentrated in securities litigation, arbitration, and regulation. I returned to the public sector in November 2022, as the General Counsel of Enterprise Florida, Florida's principal economic development organization.

Today, I serve as President and Executive Director of the Florida Opportunity Fund, Florida's venture capital fund. The fund is a \$180 million fund investing in Florida-based, new technology companies. In terms of the maritime industry, we have invested in cybersecurity companies that protect critical assets including vessels, ports, and maritime infrastructure. We have invested in companies that fuse real-time data with AI to track maritime missions, improve operational efficiency at sea and at shore. We have invested in logistics companies, which provide multimodal, last-mile delivery solutions, which reduces shipping time and costs. Currently we are reviewing quantum solutions in the marine industry, enabling potential breakthroughs in route and fleet optimization, sensing and navigation, secure communication, and predictive maintenance.

Finally, I also serve as the Executive Director of the Florida Development Finance Corporation. That is the state-authorized issuer of industrial revenue bonds. In the last two years, FDFC has issued over \$8 billion of tax-exempt, taxable, and private activity bonds. We are currently reviewing several projects where private activity bonds may be used for marine infrastructure, including ports, docks, wharves, and manufacturing.

If confirmed, I believe that my over 35 years of diverse experience in the military, legal and regulatory affairs, business, invest-

ment and finance, technology, and economic development will allow me to positively contribute to FMC's vital mission.

In closing, Chairman Cruz, Ranking Member Cantwell, and members of the Committee, thank you very much for holding this hearing today.

[The prepared statement and biographical information of Mr. Harvey follow:]

PREPARED STATEMENT OF ROBERT HARVEY, NOMINEE TO BE A COMMISSIONER,
U.S. FEDERAL MARITIME COMMISSION

Chairman Cruz, Ranking Member Cantwell and members of the Committee, good morning and thank you for the opportunity to appear here before you today as a nominee to be Commissioner of the Federal Maritime Commission (FMC). I also want to thank your respective staff for all their efforts and the professionalism shown to me during the nomination process.

I would like to thank Commissioners Dye, Maffei, and Vekich for meeting with me during the confirmation process and for attending today's hearing. Most importantly, I would like to recognize my wife, Debra, who has been my law partner, is my life partner, and has fully supported me in my desire to return to public service. Finally, I would like to thank President Trump for the honor of nominating me to be a Commissioner of the FMC.

If confirmed, I will continue the important work of the FMC at this critical time for the United States ocean transportation system and supply chain.

I look forward to ensuring that FMC maintains a competitive and reliable international ocean transportation system and protects U.S. consumers, exporters and importers from unlawful, unfair, and deceptive ocean transportation practices.

For the past three years, I have been engaged in multiple economic development roles in Florida.

With 1300 miles of coastline, sixteen public seaports and seven cruise ports, I have gained an even greater appreciation for the maritime industry, supply chains, and port access, not only for Florida but the entire country.

While I am a proud Floridian, I was born, raised, and educated in Illinois.

The first water-borne commerce I ever saw was barge traffic, containing agriculture, coal and bulk goods, floating on the Des Plaines River, through the middle of my hometown of Joliet.

The first large bulk carrier I ever saw was a laker.

The Great Lakes shipping industry supports tens of thousands of jobs directly, and is a vital economic engine for the cities, towns, and people, of the region.

I will work to ensure fair conditions for the entire U.S. shipping industry.

I began my career with the United States Navy, where I served on active duty at Naval Station Great Lakes, Illinois, as a Navy Judge Advocate and Special Assistant U.S. Attorney. I also served on active duty as Senior Defense Counsel and Senior Trial Counsel at Naval Legal Service Office, Great Lakes.

After leaving active duty I served as a reservist with Amphibious Group 2, Little Creek, Virginia and U.S. Naval Forces Europe, London, United Kingdom.

The lesson learned from my time in the Navy is that economic security and national security are inseparable. U.S. national security protects our economic assets, including critical infrastructure, supply chains, port access, and international trade routes, from both traditional and emerging threats.

After leaving active duty I began my civilian law career in private practice in Illinois. After two years I had the opportunity to join startup Meridian VAT Reclaim North America in New York, New York, where I became Meridian's Senior Vice President of Operations & General Counsel. After Meridian was acquired in 1999, I served in various roles as in law, business, investment management, finance, and public service.

From 2015 to 2022, I was a Founding Partner of Jenks & Harvey LLP in West Palm Beach, Florida, where my practice was concentrated in securities litigation, arbitration, and regulation.

I returned to the public sector in November 2022 as the General Counsel of Enterprise Florida, Inc., Florida's principal economic development organization.

Today, I serve as President and Executive Director of the Florida Opportunity Fund, Inc. (FOF). FOF is a \$180 million venture capital fund which invests in Florida-based, new technology companies. These investments have been crucial in supporting new businesses, creating jobs in Florida, and further diversifying the state's economy. FOF focuses on technology sectors that are strategic to Florida including

artificial intelligence, life sciences, information technology, advanced manufacturing processes, aviation and aerospace, homeland security and defense, and cybersecurity, among other strategic areas.

Related to FMC's mission, FOF has invested in (1) cybersecurity/information technology companies that protect critical infrastructure; including vessels, ports and marine infrastructure; (2) companies that fuse real-time data with artificial intelligence to monitor maritime emissions and improve operational efficiency, at sea and ashore, and; (3) logistics companies providing multimodal last-mile delivery solutions, which improve visibility and reduce shipping time and cost.

FOF has begun to review investments in quantum solutions for the marine industry, enabling potential breakthroughs in route and fleet optimization, quantum sensing and navigation, secure quantum communication, and predictive maintenance and environmental modeling.

Finally, I also serve as the Executive Director of Florida Development Finance Corporation (FDFC). FDFC is the state authorized issuer of industrial revenue bonds. FDFC supports economic development by assisting for-profit and not-for-profit businesses with access to capital for project financing. The primary mechanism for accessing capital markets is tax-exempt and taxable bonds.

In the last two fiscal years, FDFC successfully facilitated the authorization and issuance of over \$8.0 billion of tax-exempt, taxable, and private activity bonds, across a wide range of sectors, including transportation, solid waste, and healthcare.

FDFC is currently reviewing multiple projects where private activity bonds may be used for investment for infrastructure projects like ports, including docks, wharves, and related facilities, including commercial manufacturing.

If confirmed as a Commissioner of the FMC, I believe my over 35 years of diverse experience in the military, legal and regulatory affairs, business, investment and finance, technology, and economic development will allow me to positively contribute to FMC's vital mission.

In conclusion, Chairman Cruz, Ranking Member Cantwell, and members of the Committee, if given the opportunity and privilege of serving as a Federal Maritime Commissioner, I promise you that I will follow the statutory requirements of the law in a fair and unbiased manner. I also promise to respond to requests of this Committee as you fulfill your oversight responsibilities of the FMC.

Thank you.

A. BIOGRAPHICAL INFORMATION

1. Name (Include any former names or nicknames used): Robert John Harvey.
2. Position to which nominated: Commissioner, Federal Maritime Commission.
3. Date of Nomination: September 3, 2025.
4. Address (List current place of residence and office addresses):

Residence: Information not released to the public.

Office: Information not provided.

5. Date and Place of Birth: Joliet, IL.

6. Provide the name, position, and place of employment for your spouse (if married) or domestic partner, and the names and ages of your children (including step-children and children by a previous marriage).

Spouse: Debra A. Jenks; Owner of Debra A. Jenks, PA. We have no children.

7. List all college and graduate schools attended, whether or not you were granted a degree by the institution. Provide the name of the institution, the dates attended, the degree received, and the date of the degree.

Southern Illinois University School of Law, 1983–1986, J.D. awarded 1986

Eastern Illinois University, 1981–1983, B.S. Business, awarded 1983

Joliet Junior College, 1979–1981, Associate in Arts

8. List all post-undergraduate employment, including the job title, name of employer, and inclusive dates of employment, and highlight all management-level jobs held and any non-managerial jobs that relate to the position for which you are nominated.

* denotes management-level jobs and non-managerial jobs that relate to the position for which I have been nominated.

All post-graduate employment includes:

President & Executive Director, Florida Opportunity Fund, Inc. (FOF)*

01/2023 to present
 Executive Director, Florida Development Finance Corporation (FDFC)*
 07/2023 to present
 General Counsel, Enterprise Florida, Inc. (EFI)*
 11/2022–12/2023
 Owner, Jenks & Harvey LLP*
 04/2015–11/2022
 Partner, Klayman & Toskes
 11/2014–04/2015
 Partner, Ciklin Lubitz Martens & O'Connell
 03/2013–11/2014
 Partner, Schwed Kahle & Jenks
 11/2010–02/2013
 Attorney, Frank White-Boyd
 11/2009–11/2010
 Owner, Law Firm of Robert J. Harvey, P.A.
 07/2009–04/2023
 Managing Member, KCF Management LLC, Kensington Capital Fund LP
 06/2003–01/2014
 Managing Member, Bateleur LLC
 06/2001–07/2008
 Chief Operating Officer, Imperial Software*
 05/2000–06/2001
 Director of Operations, MBIA Muniservices*
 05/1999–05/2000
 Senior Vice President of Operations & General Counsel*
 Meridian VAT Reclaim, North America
 09/1992–05/1999
 Attorney, James Hoffman & Associates
 04/1990–08/1992
 Lieutenant Commander, Judge Advocate General's Corps, United States Navy*
 08/1986–12/1986 (Officer Indoctrination School—Temporary Active Duty)
 01/1987–03/1990 (Active Duty)
 04/1990–08/2001 (Reserves)

9. Attach a copy of your résumé.

See attached resume.

10. List any advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above after 18 years of age.

Listed below in reverse chronological order are the advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above to which I have served after 18 years of age:

State of Florida, 15th Circuit Judicial Nominating, Commission
 2015 to present, Chair (2019–2023), Vice-Chair (2015–2019)
 Impact Fee Review Committee, Vice Chair, Palm Beach County
 (2021 to present) West Palm Beach Federal Courthouse Committee (2018 to present)
 Land Development Regulation Advisory Board, Palm Beach County (2017–2023)
 Equestrian Preserve Committee, Wellington, Florida (2007–2008)
 Planning Board, Town of East Hampton, New York (2003–2005)

11. List all positions held as an officer, director, trustee, partner, proprietor, agent, representative, or consultant of any corporation, company, firm, partnership, or other business, enterprise, educational, or other institution. None.

12. List all memberships you have had after 18 years of age or currently hold with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religiously affiliated organization, private club, or other membership organization (You do not have to list your religious affiliation or membership in a religious house of worship or institution). Include dates of membership and any positions you have held with any organization. Please note whether any such club or organization restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

Listed below are all the memberships I have had after 18 years of age or currently hold with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religiously affiliated organization, private club, or other membership organization:

Florida Bar (2009 to present)
 Palm Beach County Bar (2009 to present)
 Ocean Reef Club (2012 to present)
 Palm Beach Yacht Club (2011 to present)
 Palm Beach County Bar Securities Law Committee, Chair (2015–2016)
 Securities Industry and Financial Markets Association, Compliance & Legal Society (2010–2018)
 Florida Securities Dealers Association (2014–2018)
 Arbitrator, Financial Industry Regulatory Authority (2015 to present)
 Republican National Lawyers Association (2022 to present)
 Federalist Society (2013 to present)

None of the above restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

13. Have you ever been a candidate for and/or held a public office (elected, non-elected, or appointed)? If so, indicate whether any campaign has any outstanding debt, the amount, and whether you are personally liable for that debt. No.

14. List all memberships and offices held with and services rendered to, whether compensated or not, any political party or election committee within the past ten years. If you have held a paid position or served in a formal or official advisory position (whether compensated or not) in a political campaign within the past ten years, identify the particulars of the campaign, including the candidate, year of the campaign, and your title and responsibilities. None.

15. Itemize all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$200 or more for the past ten years.

Listed below are all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$200 or more for the past ten years:

Bobby Powell	\$200
Andrew Watt	\$200
Al Jacquet	\$200
Hal Valeche	\$500
Dave Kerner	\$200
Mac Bernard	\$200
Melissa McKinley	\$500
Adam Putnam	\$500
Rick Roth	\$200
Ron DeSantis	\$1,000
Brian Mast	\$250
Michael Caruso	\$1,000
Rick Scott	\$1,000

16. List all scholarships, fellowships, honorary degrees, honorary society memberships, military medals, and any other special recognition for outstanding service or achievements.

The following list includes all scholarships, fellowships, honorary degrees, honorary society memberships, military medals, and any other special recognition for outstanding service or achievements:

Navy Achievement Medal
 Leadership New York IX

17. List all books, articles, columns, letters to the editor, Internet blog postings, or other publications you have authored, individually or with others. Include a link to each publication when possible. If a link is not available, provide a digital copy of the publication when available. None.

18. List all speeches, panel discussions, and presentations (*e.g.*, PowerPoint) that you have given on topics relevant to the position for which you have been nominated. Include a link to each publication when possible. If a link is not available, provide a digital copy of the speech or presentation when available.

Superyacht Builders Association, Palm Beach, Florida (March 2025)

<https://www.linkedin.com/posts/robert-harvey-44190610-kicking-off-the-2025-palm-beach-international-activity-7307971690100109312-n6OG/?originalSubdomain=pe>

19. List all public statements you have made during the past ten years, including statements in news articles and radio and podcasts and television appearances, which are on topics relevant to the position for which you have been nominated, including dates. Include a link to each statement when possible. If a link is not available, provide a digital copy of the statement when available. None.

20. List all digital platforms (including social media and other digital content sites) on which you currently or have formerly operated an account, regardless of whether or not the account was held in your name or an alias. Include the full name of an “alias” or “handle”, including the complete URL and username with hyperlinks, you have used on each of the named platforms. Indicate whether the account is active, deleted, or dormant. Include a link to each account if possible.

Listed below are all digital platforms (including social media and other digital content sites) on which I currently or have formerly operated an account, regardless of whether the account was held in my name or an alias:

LinkedIn (active): <https://www.linkedin.com/in/robert-harvey-44190610/>

Facebook (active): <https://www.facebook.com/robert.harvey.37853>

X (formerly Twitter) (active): <https://x.com/FLBIZNOW>

Instagram (active): <https://www.instagram.com/robertharvey00/?hl=en>

21. Identify each instance in which you have testified orally or in writing before Congress in a governmental or non-governmental capacity and specify the date, committee, and subject matter of each testimony. None.

22. Given the current mission, major programs, and major operational objectives of the Federal Maritime Commission (FMC), what in your background or employment experience do you believe affirmatively qualifies you for appointment to the position for which you have been nominated, and why do you wish to serve in that position?

Given the current mission, major programs, and major operational objectives of the Federal Maritime Commission, I believe that having over 35 years of government, legal, and business operations experience affirmatively qualifies me for appointment to the Commission.

My professional career began with my service in the United States Navy where I served on active duty from 1987–1990 (1990–2001 reserve duty) as a Navy Judge Advocate and Special Assistant U.S. Attorney. As a result, I have always had a deep appreciation for the relationship between the U.S. military and commercial maritime sectors. National security and economic security are essential to maintaining a vibrant maritime industry. For example, naval freedom of navigation operations is critical to maintaining supply chains and port access globally. I look forward to cooperating and coordinating with departments and agencies to support a secure and prosperous maritime economy.

For nearly the past three years, I have been engaged in multiple economic development roles in Florida. With 1300 miles of coastline, sixteen public seaports and seven cruise ports, I have gained an even greater appreciation for the criticality of the maritime industry, supply chains, and port access for Florida and the country.

As the maritime industry moves forward it is a given that technology will play a major role. In my current role as President of the Florida Opportunity Fund I have overseen the growth of a technology portfolio of 54 emerging technology companies, including companies tracking maritime emissions and multimodal logistics. Artificial intelligence, smart contracts and blockchain technologies are just some of the technologies that will continue to shape the maritime industry going forward.

Finally, my law practice was concentrated on securities litigation, arbitration, and regulation, in state and Federal courts and securities regulators. I appreciate and understand the effectiveness of robust enforcement, investigation, and compliance and look forward to supporting those programs at FMC.

Why do I wish to serve?

I have always made public service and integral part of my professional career. Service as an FMC Commissioner would be the honor of a lifetime and the highlight of my public service. As shown in my application, since leaving active duty I have always made time for public service on the state and local level. I presently hold the following positions: State of Florida, 15th Circuit Judicial Nominating Commission. 2015 to present, Chair (2019–2023), Vice-Chair (2015–2019) and the Impact Fee Review Committee, Vice Chair, Palm Beach County (2021 to present).

23. What do you believe are your responsibilities, if confirmed, to ensure that the FMC has proper management and accounting controls, and what experience do you have in managing a large organization?

If confirmed, I will accept any responsibilities as assigned to ensure that the FMC has proper management and accounting controls in place. In my current roles at FOF and FDFC, I have ultimate responsibility for annual audits, in addition to ensuring that proper management and accounting controls are followed and in place.

24. What do you believe to be the top three challenges facing the FMC, and why? The top three challenges facing the FMC are as follows:

1. Global Chokepoints-Freedom of Navigation

FMC has rightly initiated an investigation of conditions at seven key global chokepoints—the English Channel, the Malacca Strait, the Northern Sea Passage, the Singapore Strait, the Panama Canal, the Strait of Gibraltar, and the Suez Canal. With 90 percent of global trade moving by sea, unobstructed shipping lanes are essential to U.S. economic prosperity.

Additional areas of concern are the unlawful and sweeping maritime claims in the South China Sea which pose a serious threat to the freedom of the seas, including the freedoms of navigation and overflight, free trade and unimpeded commerce, and freedom of economic opportunity for South China Sea littoral nations.

The United States must continue to challenge excessive maritime claims around the world regardless of the identity of the claimant. The international community has an enduring role in preserving the freedom of the seas, which is critical to global security, stability, and prosperity.

2. Competition

The number of major carriers in the U.S. transpacific and transatlantic trades has decreased from 20 in 2015 to 11 by 2022. due to ocean carrier mergers and the bankruptcy of one major carrier.

The FMC must continue to monitor the competitive market effects of collaborative agreements among competitors, such as vessel sharing agreements (alliances are vessel sharing agreements that operate globally) or joint ventures to ensure that operators which compete against each other in the market, do not result in a reduction in competition that produces unreasonable increases in transportation costs or unreasonable decreases in transportation services.

3. Flags of Convenience

Not all foreign ship registries share a commitment with the United States to ocean shipping integrity and accountability. The lack of ship registry accountability not only disadvantages U.S.-flag shipping, but also presents a problem in addressing smuggling operations, sanctions evasion, disguised ownership, and other irregularities.

The vessel registration practices of certain foreign countries, so-called flags of convenience, are creating unfavorable shipping conditions in the foreign trade of the United States. These flags enable unsafe vessels to operate and further enable shadow fleet activity and the evasion of sanctions.

B. POTENTIAL CONFLICTS OF INTEREST

1. Describe all financial arrangements, deferred compensation agreements, and other continuing dealings with business associates, clients, or customers. Please include information related to retirement accounts, such as a 401(k) or pension plan. None.

2. Do you have any commitments or agreements, formal or informal, to maintain employment, affiliation, or practice with any business, association, or other organization during your appointment? If so, please explain. No.

3. Indicate any investments, obligations, liabilities, or other relationships which could involve potential conflicts of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest. None.

4. Describe any business relationship, dealing, or financial transaction which you have had during the last ten years, whether for yourself, on behalf of a client, or acting as an agent, that could in any way constitute or result in a possible conflict of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest. None.

5. Identify any other potential conflicts of interest and explain how you will resolve each potential conflict of interest. None.

6. Describe any activity during the past ten years, including the names of clients represented, in which you have been engaged for the purpose of directly or indi-

rectly influencing the passage, defeat, or modification of any legislation or affecting the administration and execution of law or public policy. None.

C. LEGAL MATTERS

1. Have you ever been disciplined or cited for a breach of ethics, professional misconduct, or retaliation by, or been the subject of a complaint to, any court, administrative agency, the Office of Special Counsel, an Inspector General, professional association, disciplinary committee, or other professional group? If yes:

- Provide the name of the court, agency, association, committee, or group;
- Provide the date the citation, disciplinary action, complaint, or personnel action was issued or initiated;
- Describe the citation, disciplinary action, complaint, or personnel action;
- Provide the results of the citation, disciplinary action, complaint, or personnel action.

No

2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority of any Federal, State, county, municipal, or foreign government entity, other than for a minor traffic offense? If so, please explain. No.

3. Have you or any business or nonprofit of which you are or were an officer ever been involved as a party in an administrative agency proceeding, criminal proceeding, or civil litigation? If so, please explain.

Both FOF and FDFC have been parties to litigation. No litigation has ever been determined to have a material, adverse effect on either FOF or FDFC's financial position. Both corporations are independently audited on an annual basis.

I have been a party in two divorce cases in Illinois (1995) and Florida (2009).

I was named as a party in a foreclosure action in Florida in 2011 that involved a former marital residence lived in by my ex-wife. I was not on the note, just a nominal Defendant due to ownership interest. Judgment was entered solely against my ex-wife.

4. Have you ever been convicted (including pleas of guilty or *nolo contendere*) of any criminal violation other than a minor traffic offense? If so, please explain. No.

5. Have you ever been accused, formally or informally, of sexual assault, sexual harassment, or discrimination on the basis of sex, race, religion, whistleblower activity, or any other basis? If so, please explain. No.

6. Please advise the Committee of any additional information, favorable or unfavorable, which you feel should be disclosed in connection with your nomination. No.

D. RELATIONSHIP WITH COMMITTEE

1. Will you ensure that your department/agency/commission/corporation complies with deadlines for information set by congressional committees, and that your department/agency/commission/corporation endeavors to timely comply with requests for information from individual Members of Congress, including requests from members in the minority?

If confirmed, yes, I will ensure that the FMC complies with deadlines for information set by congressional committees, and that the FMC endeavors to timely comply with requests for information from individual Members of Congress, including requests from members in the minority.

2. Will you ensure that your department/agency/commission/corporation does whatever it can to protect congressional witnesses and whistleblowers from reprisal for their testimony and disclosures?

Yes, I will ensure that the FMC does whatever it can to protect congressional witnesses and whistleblowers from reprisal for their testimony and disclosures.

3. Will you cooperate in providing the Committee with requested witnesses, including technical experts and career employees, with firsthand knowledge of matters of interest to the Committee?

Yes, I will cooperate in providing the Committee with requested witnesses, including technical experts and career employees, with firsthand knowledge of matters of interest to the Committee.

4. Are you willing to appear and testify before any duly constituted committee of the Congress on such occasions as you may be reasonably requested to do so?

Yes, I am willing to appear and testify before any duly constituted committee of the Congress on such occasions as I may be reasonably requested to do so.

5. Do you agree, if confirmed, to keep this Committee, its subcommittees, other appropriate Committees of Congress, and their respective staffs apprised of new in-

formation that materially impacts the accuracy of testimony, briefings, reports, records-including documents and electronic communications, and other information you or your organization previously provided?

Yes, I agree, if confirmed, to keep this Committee, its subcommittees, other appropriate Committees of Congress, and their respective staffs apprised of new information that materially impacts the accuracy of testimony, briefings, reports, records-including documents and electronic communications, and other information.

6. Do you agree, if confirmed, and on request, to provide this Committee and its subcommittees with records and other information within their oversight jurisdiction, even absent a formal Committee request?

Yes, I agree, if confirmed, and on request, to provide this Committee and its subcommittees with records and other information within their oversight jurisdiction, even absent a formal Committee request.

7. Do you agree, if confirmed, to ensure that you and other members of your organization protect from retaliation any military member, Federal employee, or contractor employee who testifies before, or communicates with this Committee, its subcommittees, and any other appropriate committee of Congress?

Yes, I agree, if confirmed, to ensure that I and other members of the FMC protect from retaliation any military member, Federal employee, or contractor employee who testifies before, or communicates with this Committee, its subcommittees, and any other appropriate committee of Congress.

Robert J. Harvey

Senior legal and business executive with over 35 years of experience across legal practice, corporate operations, investment management, and public-sector leadership. Proven record in executive roles within high-growth companies, and law firms. Background includes securities law, economic development, fund management, and regulatory affairs. A U.S. Navy veteran and former Special Assistant U.S. Attorney.

President & Executive Director Florida Opportunity Fund

01/2023 - Present

<https://www.floridaopportunityfund.com/>

- Lead strategic initiatives supporting economic development and capital deployment across Florida.
- Provide oversight on investment structures and finance programs.

The Florida Opportunity Fund, Inc. (FOF) is a private, not-for-profit corporation established under the Florida Capital Formation Act for the purpose of mobilizing investments in a broad variety of Florida-based, new technology companies and generating a return sufficient to continue reinvestment as a self-sustaining entity. These investments have been crucial in supporting new businesses, creating jobs in Florida, and further diversifying the state's economy. FOF focuses on technology sectors that are strategic to Florida including life sciences, information technology, advanced manufacturing processes, aviation and aerospace, homeland security and defense, among other strategic areas. In addition to direct investments in early-stage companies, FOF supports experienced venture capital fund managers with a demonstrated track record of successful investments in Florida. Since its inception, FOF has committed over \$180M across its various investment programs and has leveraged over 16X in additional outside private capital. In FY 2023-2024, FOF invested in 33 new Florida businesses and venture funds, expected to result in well over a thousand high-paying jobs over the next two years.

Executive Director Florida Development Finance Corp.

07/2023 - Present

<https://www.fdfcbonds.com/>

Florida Development Finance Corporation, (FDFC) plays a crucial role in promoting Florida's economic development by providing vital assistance to new and existing businesses and organizations, ensuring their access to capital to drive business activity, foster job creation, and enhance the overall quality of life for citizens throughout the state. FDFC accomplishes this by facilitating access to capital for project financing through the issuance of taxable and tax-exempt bonds, supporting both for-profit and not-for-profit entities. As a self-sustaining entity, FDFC actively promotes economic development in Florida without relying on state financial support.

One key aspect of FDFC's operations is its authorization to issue industrial revenue bonds in all of Florida's 67 counties through interlocal agreements. Working in collaboration with the financial

services industry and local development organizations, FDFC provides cost-effective financing options tailored to the needs of creditworthy small manufacturers and other firms critical to Florida's economic base. By doing so, FDFC contributes to the growth and stability of these vital sectors.

In FY 2023-2024, FDFC successfully facilitated the authorization and issuance of a record \$5.4 billion of private activity bonds across thirteen projects. These projects encompassed a wide range of sectors, including health care, senior living facilities, not-for-profits, student housing, transportation projects and charter schools. Furthermore, FDFC issued \$119.2 million in Commercial Property Assessed Clean Energy (C-PACE) financing, representing a significant increase from the previous year. This C-PACE financing supported eleven projects, including hotels, industrial, multi-family housing, and a hospital expansion, advancing the pursuit of Florida's economic development objectives.

Enterprise Florida, Inc. — General Counsel **11/2022 – 12/2023**
Served as chief legal officer for Florida's principal economic development organization.

- Provided legal oversight for state-led economic programs, public-private partnerships, and compliance.

Jenks & Harvey LLP — Owner **04/2015 – 11/2022**

- Focused on securities litigation, arbitration, and regulatory matters.
- Represented clients in high-stakes FINRA, SEC, and state-level proceedings.
- Managed firm operations, business development, and strategic planning.

Klayman & Toskes — Partner **11/2014 – 04/2015**

- Handled investor claims and securities arbitration cases involving broker misconduct and financial fraud.

Ciklin Lubitz Martens & O'Connell — Partner **03/2013 – 11/2014**

- Focused on complex litigation, securities disputes, and business law matters.

Schwed Kahle & Jenks — Partner **11/2010 – 02/2013**

- Practiced securities litigation, regulatory defense, and arbitration in state and federal forums.

Frank White-Boyd — Attorney **11/2009 – 11/2010**

- Engaged in litigation and arbitration, with emphasis on financial services and bankruptcies.

Law Firm of Robert J. Harvey, P.A. — Owner **07/2009 – 04/2023**

- Solo practitioner handling securities litigation, arbitration, and general business law.

KCF Management LLC

Kensington Capital Fund LP — Managing Member **06/2003 – 01/2014**

- Oversaw investment strategy, capital deployment, and regulatory compliance for private equity fund.

Bateleur LLC — Managing Member **06/2001 – 07/2008**
 • Managed operations and investment activities across a range of business ventures.

Imperial Software — Chief Operating Officer **05/2000 – 06/2001**
 • Managed business operations, product development, and market strategy for enterprise software firm.

MBIA MuniServices — Director of Operations **05/1999 – 05/2000**
 • Directed service delivery and compliance operations post-acquisition of Meridian by PRGX.

Meridian VAT Reclaim North America — Senior Vice President of Operations & General Counsel **09/1992 – 05/1999**
 • Held dual leadership role in legal affairs and operations at startup-stage international VAT recovery firm.

James Hoffman & Associates — Attorney **04/1990 – 08/1992**
 • Engaged in insurance defense and coverage litigation.

Military Service

Lieutenant Commander (LCDR), Judge Advocate General's Corps
United States Navy

- Served as Navy JAG and Special Assistant U.S. Attorney.
- Provided legal counsel on military justice, administrative law, and federal prosecution.

Officer Indoctrination School (Temporary Active Duty): **08/1986 – 12/1986**
Active Duty: **01/1987 – 03/1990**
Reserves: **04/1990 – 08/2001**

Leadership Positions and Activities

State of Florida, 15th Circuit Judicial Nominating Commission, 2015-Present, Chair (2019-2023), Vice-Chair (2015-2019)
 Impact Fee Review Committee, Vice Chair, Palm Beach County (2021-Present)
 West Palm Beach Federal Courthouse Committee (2018-Present)
 Land Development Regulation Advisory Board, Palm Beach County (2017- 2023)
 Governmental/Public Policy Committee, Florida Bar (2016-Present)
 Military Affairs Committee, Florida Bar, (2013-2016)
 Equestrian Preserve Committee, Wellington, Florida (2007-2008)
 Planning Board, Town of East Hampton, New York (2003-2005)
 Leadership New York (Class of 1997-1998)
 Judge Advocate General's Corps, Lieutenant Commander, (Active Duty 1987- 1990, U.S. Naval Reserve 1990-2001)

Admissions and Certifications

Supreme Court of Florida (2009)
Supreme Court of Illinois (1986)
Northern District of Illinois, General and Trial Bar (1990)
U.S. Court of Appeals for the Armed Forces (1990)
Southern District of Florida (2010), Middle District of Florida (2018)
U.S. Court of Appeals, First Circuit (2018)
Series 7 & 63 General Securities Representative (2003-2005)

Bar Associations and Other Memberships

Florida Bar
Palm Beach County Bar, including North County Section
Palm Beach County Bar Securities Law Committee, Chair (2015-2016)
Securities Industry and Financial Markets Association (SIFMA), Compliance & Legal Society
Florida Securities Dealers Association (FSDA)
Arbitrator, Financial Industry Regulatory Authority (FINRA)
Republican National Lawyers Association
Federalist Society

Education and Awards

Southern Illinois University School of Law (J.D. awarded 1986)
John S. Rendleman Outstanding Senior Law Student

Eastern Illinois University (B.S. in Business Administration awarded 1983)

Joliet Junior College (A.A. awarded 1981)

SPEAKING ENGAGEMENTS

- Venture Capital in Florida*, Florida Business Seminar, Paris, France (June 2025)
- Venture Capital and Corporate Investment in the Energy Sector*, Middle East Energy 2025—Global Innovation Forum, Dubai, United Arab Emirates (April 2025)
- Opportunities in SpaceTech*, Israel Tech Week, Miami, Florida (March 2025)
- Superyacht Builders Association*, Palm Beach, Florida (March 2025)
- Investment Insights*, Plug and Play Selection Day Batch 2-Aerospace, Dual-Use, and Semiconductor Technologies, NeoCity, Kissimmee, Florida (March 2025)
- Investment Insights, Funding Solutions for Life Sciences Innovation*, BioFlorida Innovation Conference, Lake Buena Vista, Florida (November 2024)
- Panel Discussion*, Plug and Play NeoCity Semiconductors Expo, Kissimmee, Florida (October 2024)
- Israel Venture Tech Showcase*, Las Olas Chabad Jewish Center, Fort Lauderdale, Florida (September 2024)
- The State of Innovation*, South Florida Innovation Day, Alan B. Levan-NSU Broward Center of Innovation, Fort Lauderdale, Florida (September 2024)
- Demystifying Access to Capital*, Business Development Board, Martin County Florida (September 2024)
- Corporate Counsel Roundtable*, Florida Bar-Business Law Section Annual Retreat, Naples, Florida (August 2024)
- What is Venture Capital, and is it for me?—Understanding the Florida Opportunity Fund*, 2024 Small Business Success Summit, Ponte Vedra, Florida (August 2024)
- Entrepreneurial Coaching*, 35 Mules, Florida Power & Light, Juno Beach, Florida (August 2024)
- The Association for Manufacturing Technology*, Interview, Haddy, Inc., St. Petersburg, Florida (July 2024)
- Venture Capital in Florida*, PLUG and PLAY Silicon Valley Summit, Sunnyvale, California (May 2024)
- Venture Capital in Florida*, Venture in the South, Podcast, (May 2024) *Venture Capital in Florida*, Business Brokers of Florida Annual Meeting, Deerfield Beach, Florida (April 2024)
- State of Venture Capital in Florida*, 2024 Florida Venture Forum Capital Conference, Miami, Florida (February 2024)
- Strategies for Attracting Global Technology Companies to Florida*, 2023 BioFlorida Conference, Ponte Vedra, Florida (October 2023)
- The Future of Economic Development: Optimizing for Impact*, Edison Awards—Meet the Innovators Forum, Fort Myers, Florida (April 2023)
- Executive Branch Experiences-Lessons from the Front Lines*, Federalist Society of South Florida, West Palm Beach, Florida (April 2023)
- Journey to the Gavel*, Palm Beach County Justice Association, West Palm Beach, Florida (April 2023)
- CIED Venture Symposium*, Santa Fe College, Gainesville, Florida (April 2023)
- Florida Opportunity Fund-Year to Date*, Enterprise Florida, Inc., Quarterly Board of Directors Meeting, Tallahassee, Florida (March 2023)
- Florida Venture Forum-Capital Crawl*, Miami, Florida (February 2023)
- The Question of States' Rights: The Constitution and American Federalism*, South Fork High School, Stuart, Florida (September 2022)
- Florida's Judicial Nominating Commissions*, The Hispanic Vote Palm Beach County-Community Leaders Meeting, Greenacres, Florida (July 2022)
- Palm Beach County Elections: Why They Matter?* Boca Raton/Boynton Beach Florida Chamber of Commerce, Boca Raton, Florida (July 2022)
- How to Prepare for a Pathway to the Bench*, Palm Beach County Hispanic Bar Association webinar (June 2022)
- Elements of An Effective and Successful JNC Application*, Palm Beach County Bar Association, Committee for Diversity and Inclusion, 2022 Road to the Bench Academy webinar (March 2022)
- Pathway to the Bench: Panel Discussion on the Judicial Appointment Process and the Role of Judge as a Career*, Palm Beach County Bar Association CLE webinar (October 2021)
- So, You've Applied, What's Next?* Palm Beach County Bar Association Committee for Diversity and Inclusion 2021 Road to the Bench Academy webinar (March 2021)
- FINRA Arbitration Hot Topics for 2020: Updates You Should Know*, The Knowledge Group, LLC's nationwide webcast (December 2019)
- FINRA Arbitration 2019—Regulatory Trends and Arbitration Procedures*, ProLawCLE's nationwide webinar (June 2019)
- How to Handle a FINRA Rule 8210 Request: A Comprehensive Guide*, The Knowledge Group, LLC's nationwide webcast (March 2019)
- FINRA Arbitration Issues & Strategies—Claims in the FINRA Forum*, ProLawCLE's nationwide webinar (August 2018)

Alternative Dispute Resolution, Florida Atlantic University-Law in the Real-World Series, Palm Beach Gardens, FL (2015 to 2019)

FINRA Dispute Resolution and How it Works, Florida Institute of CPAs-Sailfish Chapter, Stuart, Port St. Lucie, and Okeechobee Florida (2016–2017)

Investment Opportunities in Latin America, 22nd Annual Alpha Hedge East Conference, Palm Beach Gardens, FL (2016)

Crowdfunding Roundtable: Regulators and Practitioners, Public Investors Arbitration Bar Association Annual Meeting, La Quinta, CA (2014)

ADDENDUM TO THE QUESTIONNAIRE SUBMITTED TO THE SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION, 119TH CONGRESS BY ROBERT HARVEY.

Please find below my responses to questions received on October 8, 2025:

A.8—Mr. Harvey’s OGE 278e list his positions with Florida Resiliency and Energy District and Florida Venture Forum, as does his Ethics Agreement, but those positions are not listed on his questionnaire. Please clarify and provide a supplement as appropriate.

Response: A.8 requested all post-graduate employment.

I am an uncompensated board member of the Florida Venture Forum and serve as the uncompensated Executive Director of the Florida Resiliency and Energy District (FRED). Therefore, neither were included as employment under A.8, but were listed on OGE 278e and my Ethics Agreement as positions that I will be required to resign upon confirmation.

My position as a board member for the Florida Venture Forum is relevant to question A.11, I served in this position from January 2023–Present.

My position as an Executive Director of the Florida Resiliency and Energy District (FRED) is an uncompensated advisory position for an entity established by state law, relevant to question A.10. I served in this position from July 2023–Present.

Additionally, during my time as a Navy JAG, while on active duty from 1987–1990 I also served as a Special Assistant U.S. Attorney.

A.15—We have identified political contributions that Mr. Harvey may have not disclosed. Please complete a thorough search, and provide a supplement as appropriate. These omitted contributions include:

1. An additional \$1,000 contribution to Rick Scott (Jun. 2024)
2. An additional \$1,000 contribution to Ron DeSantis (Oct. 2023)

Response: The above contributions are each listed twice on the Federal Election Commission website because they are joint fundraising committee dispersals. The contributions appear to have been received, then transferred by the candidates to other campaign entities, resulting in the double entries. My initial disclosure is accurate to my actual contributions.

A.18—We have identified panels Mr. Harvey participated on that were not disclosed. Please conduct a comprehensive search for other responsive speeches, panel discussions and presentations, and provide a supplement as appropriate. The panels identified are listed here:

1. https://www.linkedin.com/posts/robert-harvey-44190610_southfloridainnovationday-levancenter-techinnovation-activity-7242368212787437568-Re6-?utm_source=share&utm_medium=member_desktop&rcm=ACoAADleFtAB5wziBPzKt0CKTpcRoGKVRKxh-d0

Response: This speaking engagement was disclosed on my resume as The State of Innovation, South Florida Innovation Day, Alan B. Levan-NSU Broward Center of Innovation, Fort Lauderdale, Florida (September 2024)

2. https://www.linkedin.com/posts/robert-harvey-44190610_israel-innovation-technology-activity-7166641603015618560-fG42?utm_source=share&utm_medium=member_desktop&rcm=ACoAADleFtAB5wziBPzKt0CKTpcRoGKVRKxh-d0

Response: This was not disclosed since it was not a speech or panel discussion. I appeared on stage with Mr. Driquez, former Deputy Consul General of Israel, at a pitch event for Israeli companies in Tallahassee, Florida.

C.2—Please clarify whether Mr. Harvey was investigated, arrested, charged, or held on the following dates. If so, please describe the circumstances around these arrests and provide a supplement as appropriate.

1. May 1, 1992—felony, misdemeanor
2. February 23, 1988—misdemeanor
3. October 21, 1985—misdemeanor

4. May 28, 1987—misdemeanor
5. January 26, 1994—misdemeanor
6. June 26, 1991—felony
7. July 28, 1986—misdemeanor

Response: I was not investigated, arrested, charged, or held on the above dates. There are no circumstances to describe since I have never been arrested.

Chairman CRUZ. Thank you. I now recognize Mr. Petty.

**STATEMENT OF TIMOTHY PETTY, NOMINEE TO BE
ASSISTANT SECRETARY OF COMMERCE FOR
OCEANS AND ATMOSPHERE, NATIONAL OCEANIC AND
ATMOSPHERIC ADMINISTRATION**

Mr. PETTY. Chairman Cruz, Ranking Member Cantwell, and distinguished guests and Committee members, thank you for the opportunity to be here today. I am deeply honored to be nominated by President Trump to serve as Assistant Secretary of Commerce for Oceans and Atmosphere. I want to thank Secretary Lutnick, as well, for his confidence in me, and again for Senator Risch for his kind introduction and for his steadfast leadership on behalf of the people of Idaho but also this Nation. It is a privilege to be here today, and I respectfully ask for your consideration and consent for my nomination.

Before I begin today, I would like to take a moment and recognize friends and family, but foremost my wife, Elaine, who is sitting behind me here. She has always been a big support and a foundation throughout my journey here in Washington, D.C. My parents and my four siblings are watching remotely from the family farms back in Indiana. My mother, Esther, is 93 years old, and my stepfather, Vern, is 97. Their resilience, faith, and work ethic have been a guiding light for me in my life.

I was born and raised on a family farm in Grant County, Indiana. Our farm was more than a livelihood. It was a classroom and a place where I learned the values that have shaped my life of hard work, faith, and service. From milking cows before the sun would rise, baling hay in the summer heat, and watching the skies for signs of rain that could make or break a season on the farm, I came to understand the deep connection between people and the land. Our farm bordered rivers and a gravel pit, which sparked my interest and fascination with both water, geology, and the natural systems that support them.

That curiosity led me to pursue a science degree at Purdue University. I began my career in the private sector, working as a geologist and a hydrogeologist in Indiana, California, and even abroad, and I learned the intricacies of groundwater systems, seismic activity, the environment, and fishing. But I also realized that science alone was not enough. I needed sound policy to guide how to manage our natural resources. That realization brought me to Washington, D.C., where I joined the Senate staff of Senator Connie Mack, of Senator Rick Santorum, and, of course, of Senator Risch.

During the time in the Senate, I have had the privilege of working with many of you members here and your staff, whether it was advancing hydropower legislation, supporting tribal water rights settlements, strengthening our water infrastructure, and of course

the environment. I have seen firsthand the power of collaboration and the importance of science-based policymaking.

I later earned my Ph.D. in Water Resources at the University of Alaska Fairbanks, where I was focused on hydrology and digital transformation.

At the Department of the Interior, I was honored to serve twice, first under the George W. Bush administration, and later again as Assistant Secretary for Water and Science under the Trump administration. In those roles, I provided oversight for the U.S. Geological Survey and the Bureau of Reclamation, managing programs critical to our Nation's water security, science, and advancement.

These experiences deepened my understanding of the complex interplay between science, policy, and public service. They also reinforced my belief that effective stewardship of our oceans and atmosphere requires not only technical expertise, but collaboration and a commitment to transparency.

Most recently, I have served in the House of Representatives under Chairman Graves on the Committee on Transportation and Infrastructure. This included work with the Army Corps of Engineers, the EPA, NOAA, and other key agencies.

If confirmed, I will bring my full energy, experience, and dedication to advancing NOAA's mission. I will champion innovation, transparency, and collaboration. I will listen to the voices of the scientists, stakeholders, and all the communities involved. And I will work to ensure that our policies are grounded in sound science and guided by the public good.

I look forward to supporting NOAA's dedicated workforce and advancing its critical work in oceanic research, weather forecasting, fishery monitoring, and environmental resilience. Together, we can ensure that our oceans and atmosphere are managed wisely, for today but also for future generations.

Thank you again for your consideration. I look forward to your questions.

[The prepared statement and biographical information of Mr. Petty follow:]

PREPARED STATEMENT OF TIMOTHY R. PETTY, PH.D., NOMINEE FOR ASSISTANT SECRETARY OF COMMERCE FOR OCEANS AND ATMOSPHERE, U.S. DEPARTMENT OF COMMERCE

Chairman Cruz, Ranking Member Cantwell, and distinguished Members of the Committee—thank you for the opportunity to appear before you today.

I am deeply honored to be nominated by President Trump to serve as Assistant Secretary of Commerce for Oceans and Atmosphere at the Department of Commerce. I also want to thank Secretary Lutnick for his confidence in me, and Senator Risch for his kind introduction and for his steadfast leadership on behalf of the people of Idaho and the Nation.

It is a privilege to be here, and I respectfully ask for your consideration and consent to this nomination.

Before I begin, I'd like to take a moment to recognize my family. My wife, Elaine, is here with me today—her support has been my foundation throughout this journey. My parents and four siblings are watching remotely from the family farms back in Indiana. My mother, Esther, is 93, and my stepfather, Vernon, is 97. Their resilience, faith, and work ethic have been a guiding light in my life.

I was born and raised on a family farm in Grant County, Indiana. Our farm was more than a livelihood—it was a classroom, and a place where I learned the values that have shaped my life: hard work, faith, and service. From milking cows before sunrise, to baling hay in the summer heat, to watching the skies for signs of rain that could make or break a season, I came to understand the deep connection be-

tween people and the land. Our farm bordered a river and a gravel pit, which sparked my early fascination with water, geology, and the natural systems that sustain us.

That curiosity led me to pursue a Bachelor of Science in Geosciences at Purdue University. I began my career in the private sector, working as a geologist and hydrogeologist in Indiana, California, and abroad. I learned the intricacies of groundwater systems, seismic activity, and the environment. But I also realized that science alone wasn't enough—we needed sound policy to guide how we manage our natural resources. That realization brought me to Washington, where I joined the Senate under Senator(s) Connie Mack, Rick Santorum, and Senator Risch.

During my time in the Senate, I've had the privilege of working with many of you and your staff. Whether it was advancing hydropower legislation, supporting tribal water rights settlements, or strengthening our water infrastructure and environment, I've seen firsthand the power of collaboration and the importance of science-based policymaking.

I later earned a Ph.D. in Water Resource Science from the University of Alaska Fairbanks. My doctoral research focused on surface hydrology and digital transformation—an area I pursued after witnessing the need for more timely and accurate flood forecasting during my time at the Interior.

At the Department of the Interior, I was honored to serve twice—first under the George W. Bush Administration, and later as Assistant Secretary for Water and Science under the Trump Administration. In these roles, I provided oversight for the U.S. Geological Survey and the Bureau of Reclamation, managing programs critical to our Nation's water security and scientific advancement.

These experiences deepened my understanding of the complex interplay between science, policy, and public service. They also reinforced my belief that effective stewardship of our oceans and atmosphere requires not only technical expertise, but collaboration, and a commitment to transparency.

Most recently, I've served in the House of Representatives under Chairman Sam Graves on the Committee on Transportation and Infrastructure, focusing on water resources and environment. This included work with the Army Corps of Engineers, the EPA, NOAA, and other key agencies whose missions are rooted in the protection and sustainable use of our water and coastal resources.

If confirmed, I will bring my full energy, experience, and dedication to advancing NOAA's mission. I will champion innovation, transparency, and collaboration. I will listen to the voices of scientists, stakeholders, and communities. And I will work to ensure that our policies are grounded in sound science and guided by the public good.

I look forward to supporting NOAA's dedicated workforce and advancing its critical work in oceanic research, weather forecasting, fishery monitoring, and environmental resilience. Together, we can ensure that our oceans and atmosphere are managed wisely—for today's needs and for future generations.

Thank you again for considering my nomination. I look forward to your questions and to the opportunity to serve.

A. BIOGRAPHICAL INFORMATION

1. Name (Include any former names or nicknames used): A. Timothy Ray Petty or Tim Petty.

2. Position to which nominated: Assistant Secretary of Commerce for Oceans and Atmosphere.

3. Date of Nomination: August 1, 2025.

4. Address (List of current place of residence and office addresses):

Residence: Information not released to the public.

Office: Information not provided.

5. Date and Place of Birth: Marion, Indiana.

6. Provide the name, position, and place of employment for your spouse (if married) or domestic partner, and the names and ages of your children (including stepchildren and children by a previous marriage).

Elaine G. Petty (wife), Professional Staff, Endowment for Community Leadership.

No children. No stepchildren.

7. List all college and graduate schools attended, whether or not you were granted a degree by the institution. Provide the name of the institution, the dates attended, the degree received, and the date of the degree.

Univ. of Alaska Fairbanks
 School of Engineering & Mining
 PhD: Doctor in Philosophy—May 2017
 attended: 2012–2017

University of Maryland Global Campus
 Business Management School
 Master's degree—April 1999
 attended: 1998–1999

Universiteit of Antwerpen, Belgium
 Business School
 (MS) Certificate w/Univ. of Maryland
 attended: spring 1999

King's University, Texas
 Master's degree—May 1995
 attended: 1987–1995

Purdue University, Indiana
 Bachelor of Science—May 1987
 attended: 1984–1987

Taylor University, Indiana
 attended: 1982–1984 (transfer to Purdue U.)

8. List all post-undergraduate employment, including the job title, name of employer, and inclusive dates of employment, and highlight all management-level jobs held and any non-managerial jobs that relate to the position for which you are nominated.

U.S. House of Representatives
 House Committee on Transportation & Infrastructure
 Subcommittee: Water & Environment
 Senior Professional Staff
 2022 to present
 Chairman Sam Graves of Missouri
 Oversight & Authorization: for (USACE) U.S. Army Corps Engineers, (EPA) Environmental Protection Agency, partial (NOAA) National Oceanic & Atmospheric Administration, (USDA—NRCS) U.S. Department of Agriculture—National Resources Conservation Service, Great Lakes and Saint Lawrence Seaway (DOT)

U.S. Senate
 Senator James Risch (ID)
 Senior Advisor
 2021–2022
 Natural Resources & Water

U.S. Dept of the Interior
 Secretary David Bernhardt
 Assistant Secretary of Water & Science
 2018–2021
 Bureau of Reclamation & U.S. Geological Survey

U.S. Senate
 Senator James Risch (ID)
 Deputy Legislative Director
 2009–2017
 Natural Resources & Water

U.S. Dept of the Interior
 Secretary Dirk Kempthorne
 Deputy Assistant Secretary of Water & Science
 2006–2009
 Bureau of Reclamation & U.S. Geological Survey

U.S. Senate
 Senator Connie Mack (FL)
 Senator Rick Santorum (PA)
 Professional Staff
 1999–2006

U.S. Dept of Energy
 Office of Nuclear Energy (NN-30)
 Professional Staff
 1996–1998

Professional Engineering Services (1988–1995)

Alton Geoscience
Hydrogeologist
Environmental Geoscience Engineering
Staff Geologist
ICG Geotechnical Services
Staff Geologist

9. Attach a copy of your résumé.

Professional résumé attached to document

10. List any advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above after 18 years of age.

Advisory: Duties, oversight, and responsibilities as Deputy Assistant Secretary and Assistant Secretary, Dept of Interior Water & Science

Consultative: Duties as a professional geotechnical engineer via my duties with engineering companies listed above.

Honorary: None

Part-time services: None

11. List all positions held as an officer, director, trustee, partner, proprietor, agent, representative, or consultant of any corporation, company, firm, partnership, or other business, enterprise, educational, or other institution.

Officer: None

Director: None

Trustee: None

Partner: None

Proprietor: None

Agent: None

Representative: None

Consultant Corporation: None

Consultant Company: Duties for engineering companies listed above

Consultant Firm: None

Consultant Partnership: None

Consultant Business: None

Consultant Enterprise: None

Consultant Education: None

Consultant Institution: None

12. List all memberships you have had after 18 years of age or currently hold with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religiously affiliated organization, private club, or other membership organization (You do not have to list your religious affiliation or membership in a religious house of worship or institution). Include dates of membership and any positions you have held with any organization. Please note whether any such club or organization restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

Phi Kappa Phi Honor Society Member (since 2017)

Golden Key International Honor Society Member (since 1995)

American Geophysical Union Member (since 2014)

13. Have you ever been a candidate for and/or held a public office (elected, non-elected, or appointed)? If so, indicate whether any campaign has any outstanding debt, the amount, and whether you are personally liable for that debt. No.

14. List all memberships and offices held with and services rendered to, whether compensated or not, any political party or election committee within the past ten years. If you have held a paid position or served in a formal or official advisory position (whether compensated or not) in a political campaign within the past ten years, identify the particulars of the campaign, including the candidate, year of the campaign, and your title and responsibilities. None.

15. Itemize all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$200 or more for the past ten years.

National Republican Committee

2025: 29 August: \$250;
 2024: 18 October: \$10; 6 August: \$50; 10 June: \$10
 2023: \$0;
 2022: \$100;
 2021: \$0; 2020: \$0; 2019: \$0; 2018: \$0; 2017: \$0; 2016: \$0;
 2015: \$0

16. List all scholarships, fellowships, honorary degrees, honorary society memberships, military medals, and any other special recognition for outstanding service or achievements.

Scholarships: None

Fellowship:

National Academies Sciences (class of 2023–24)
 Sea Grant Fellow (summer 2015)

Honorary Degrees: None

Honorary Society Memberships:

Phi Kappa Phi
 Golden Key

Military: None

Outstanding Service: 2 Federal Star Awards (2007 & 2008)

17. List all books, articles, columns, letters to the editor, Internet blog postings, or other publications you have authored, individually or with others. Include a link to each publication when possible. If a link is not available, provide a digital copy of the publication when available.

Books: None

Articles: None

Columns: None

Letters to Editor: None

Internet Blogs: None

Publications:

UAF Dissertation: “Flood Hazard Hydrology”
<https://scholarworks.alaska.edu/handle/11122/7633>

Springer: “Bridging policy and science action boundaries”
<https://link.springer.com/article/10.1007/s11077-018-9311-y>

JAWRA: “Streamflow Hydrology Estimates using Machine Learning”
<https://doi.org/10.1111/1752-1688.12555>

Journal of Geographic Information System: “Flood Forecasting GIS Water-Flow Visualization Enhancement (WaVE)”
<https://www.scrip.org/journal/paperinformation?paperid=72935>

18. List all speeches, panel discussions, and presentations (e.g., PowerPoint) that you have given on topics relevant to the position for which you have been nominated. Include a link to each publication when possible. If a link is not available, provide a digital copy of the speech or presentation when available.

Senate ENR Nomination Hearing for Tim Petty (2017)

<https://www.doi.gov/ocl/nomination-timothy-petty>

Senate Budget presentation to House Appropriations Committee

ASWS Testimony on FY 2020 Budget Before the Senate Sub-Committee on Energy and Water Development

Senate Indian Affairs Committee

https://www.indian.senate.gov/wp-content/uploads/6.24.20_ASPetty_Testimony_on_S_3019.pdf

Senate subcommittee on Energy & Water Appropriations

<https://www.appropriations.senate.gov/imo/media/doc/03.11.20—Petty%20Testimony.pdf>

19. List all public statements you have made during the past ten years, including statements in news articles and radio and podcasts and television appearances, which are on topics relevant to the position for which you have been nominated, including dates. Include a link to each statement when possible. If a link is not available, provide a digital copy of the statement when available.

Statements & Interviews in news Articles:

Hydro Leader Magazine
Dr. Tim Petty on the New Water Management Executive Order—Hydro Leader

Senate ENR on CSKT Water Right testimony
<https://flatheadbeacon.com/2020/06/27/bill-settle-cskt-water-rights-gains-senate-committee-support/>

Municipal Water Leader article
Dr. Tim Petty: How the Water Subcabinet Promotes Progress—Municipal Water Leader Magazine

Justia Patents article notice
Timothy R. Petty Inventions, Patents and Patent Applications—Justia Patents Search

Idaho Statesman
Idaho Sen. Risch aide named to Interior water, science job | Idaho Statesman

U.S. Dept. of Interior announcement Co-Chair Drought Partnership
<https://edit.doi.gov/pressreleases/interior-assistant-secretary-water-and-science-tim-petty-named-co-chair-national>

California Water News Daily
<https://californiawaternewsdaily.com/industry/president-trump-appoints-tim-petty-for-interior-department-secretary-zinke-cheers-the-nomination/>

Radio: None

Podcasts: None

Television: None

20. List all digital platforms (including social media and other digital content sites) on which you currently or have formerly operated an account, regardless of whether or not the account was held in your name or an alias. Include the full name of an “alias” or “handle”, including the complete URL and username with hyperlinks, you have used on each of the named platforms. Indicate whether the account is active, deleted, or dormant. Include a link to each account if possible.

LinkedIn: *Tim Petty PhD* | LinkedIn (<https://www.linkedin.com/in/tim-petty-phd-5b46aaba/>)

WhatsApp: Phone calls only: name under “Tim Petty”

Facebook: None

Tik Tok: None

Telegram: None

Instagram: None

Snapchat: None

Twitter: None

21. Please identify each instance in which you have testified orally or in writing before Congress in a governmental or non-governmental capacity and specify the date, committee, and subject matter of each testimony.

Senate Energy & Natural Resources nomination written testimony
<https://www.energy.senate.gov/services/files/1AC9D7DB-808A-4ACA-88D0-26479B7C8117>

Senate Energy & Natural Resources testimony on H.R. 1967
<https://www.energy.senate.gov/services/files/92F18793-6965-435D-B35A-E1194724729C>

Senate Energy & Natural Resources Hearing (Dec. 5, 2017)
Full Committee Hearing to Consider DOE, DOI Nominees—U.S. Senate Committee on Tim Petty.
Senate Hearing. 115–338—Timothy Petty NOMINATIONS | Congress.gov | Library of Congress

House Committee on Natural Resources Bio
https://naturalresources.house.gov/uploadedfiles/3.21_resume_petty.pdf

Budget presentation to House Appropriations Committee
ASWS Testimony on FY 2020 Budget Before the Senate Sub-Committee on Energy and Water Development

Senate subcommittee Energy & Natural Resources (S. 3001)

<https://www.energy.senate.gov/services/files/916FC45F-5A34-4515-B6F4-45741D357740>

<https://www.usbr.gov/newsroomold/testimony/detail.cfm?RecordID=3344>

Senate ENR Committee on WIFIA (June 13, 2018)

<https://www.energy.senate.gov/services/files/17C5D812-8409-43CE-841D-5C0DE04F6853>

22. Given the current mission, major programs, and major operational objectives of the department/agency/commission/corporation to which you have been nominated, what in your background or employment experience do you believe affirmatively qualifies you for appointment to the position for which you have been nominated, and why do you wish to serve in that position?

Response: My qualifications for the role of Assistant Secretary for NOAA are deeply rooted in my extensive background in water science and geoscience. My career spans both the private sector and significant roles within government, including work in Congressional offices for the Senate, a Committee for the House of Representatives, and service in two previous administrations at the Department of the Interior. This diverse experience directly aligns with NOAA's mission, major programs, and operational objectives.

NOAA's mission centers on understanding and predicting changes in oceans, coasts and weather, and safeguarding and managing coastal and marine ecosystems. My career reflects a strong alignment with these goals including:

Expertise in Water and Science Leadership and Continued Federal Leadership: As the Assistant Secretary for Water and Science at the U.S. Department of the Interior during the first Trump administration, I oversaw policy development for the Bureau of Reclamation and the U.S. Geological Survey. These agencies maintain close collaboration with NOAA, particularly in areas such as hydrology, coastal modeling, satellite imagery, remote sensing technology, biological surveys, research methodology, and ecosystem management. My executive experience also includes prior service as Deputy Assistant Secretary and Acting Assistant Secretary for Water and Science under President George W. Bush, demonstrating ongoing experience in these fields. These positions represent a background in Federal leadership.

Policy and Legislative Experience: My policy background complements NOAA's operational objectives and includes Congressional Service as Senior Professional Staff for House Transportation and Infrastructure on the subcommittee for Water Resources and the Environment. Additionally, I have served as Deputy Legislative Director and Legislative Assistant for Senator James Risch, Senator Rick Santorum, and Senator Connie Mack, focusing on issues related to water, natural resources, environment, science, and technology.

Field Experience in Geoscience and Hydrology: My field experience includes work as a geologist and hydrogeologist. These roles gave me hands-on expertise in water quality research, surface and subsurface hydrology, atmospheric weather, coastal research, and digital mapping—areas critical to NOAA's environmental monitoring and coastal resilience efforts.

Academic and Technical Foundation: I hold a PhD in Water Science from the University of Alaska Fairbanks, an MS in Business Management from the University of Maryland, and a BS in Geosciences from Purdue University. This academic background provides a strong scientific and technical foundation that supports NOAA's mandates.

Personal Motivation and Commitment: Finally, my personal motivation and commitment during my 26 years of Federal service to the United States reveals a deep-rooted passion for water resources, atmospheric research, and environmental stewardship. Early experiences on a family farm in Indiana stimulated a fascination with water, biology, geology, and animal life. My aspiration for this role is grounded in a dedication to public service, scientific integrity, and advancing environmental sustainability.

23. What do you believe are your responsibilities, if confirmed, to ensure that the department/agency/commission/corporation has proper management and accounting controls, and what experience do you have in managing a large organization?

Response: If confirmed as the Assistant Secretary of Commerce for Oceans and Atmosphere, I believe my principal responsibility is to ensure that NOAA operates with integrity, transparency, and accountability. This involves establishing and maintaining robust management and accounting controls to safeguard public resources, promote efficiency, and uphold the trust placed in me by Congress and the American people.

I will prioritize strategic oversight of each of NOAA's line offices, making certain that the agency's mission—across ocean science, fisheries management, biological survey and science, atmospheric advancement, and all areas of remote sensing tech-

nology and operations—is supported by sound governance structures as outlined by Congress. These structures will include clear performance metrics to measure progress and impact.

Collaboration with leadership and Chief Financial Officer will be central to my approach. Together, we will work to strengthen financial stewardship by implementing internal controls, enforcing compliance with Federal financial regulations, and ensuring that reporting is both timely and accurate. I will review and implement management processes as necessary to identify and mitigate risks associated with critical operational platforms, financial impacts, and areas of concern within NOAA's priority mission areas. This will be especially important in high-impact sectors such as operational research, grant distribution, procurement, and the maintenance of science and data integrity—all with complete transparency for the American people.

With a workforce of over 12,000 NOAA employees, I will foster a culture of leadership, accountability, and innovation throughout all line offices. This includes investing in leadership development, streamlining decision-making processes, and ensuring every employee understands how their work contributes to NOAA's overall mission, purpose and need.

My previous experience includes leading large multidisciplinary teams in both the public and private sectors. In my prior role at the Department of Interior, I oversaw more than 14,000 employees across a comparable scale and complexity. My responsibilities there involved managing a multimillion-dollar budget, navigating Federal compliance frameworks, and driving performance improvements across geographically dispersed units.

Additionally, I have worked in science-driven environments where collaboration among researchers, technologists, and policy experts was essential—experience that closely aligns with NOAA's structure and culture.

Ultimately, I view this role not only as a managerial challenge, but as a stewardship opportunity. NOAA's work affects every American, from ocean health to weather forecasts, and I am committed to ensuring that our operations reflect the highest standards of public service.

24. What do you believe to be the top three challenges facing the department/agency/commission/corporation, and why?

Response: The National Oceanic and Atmospheric Administration (NOAA) encounters complex questions from various private, public, and congressional stakeholders regarding ocean and atmospheric issues.

Adequate staffing and constrained financial resources continue to affect its operations. I believe the following are three significant challenges currently facing the agency:

- 1) Workforce: NOAA manages a staff with extensive expertise. Adjusting operational capacity and skills alongside emerging technologies remains ongoing. The key challenge is aligning workforce capabilities with mission priorities as determined by Congress. Maintaining institutional knowledge and continuity in scientific research is necessary, as is balancing credible science with established priorities.
- 2) Budget Resources: Congressional requirements and statutory mandates consistently put pressure on NOAA's budget. Upcoming Fiscal Years will require prioritization of funding for ocean research, fishery sustainability, coastal resource management, and atmospheric forecasting, all of which pose substantial demands on available funds.
- 3) Organizational Disruption: Changes in leadership can directly impact organizational structure. Addressing workforce and budget considerations may lead to modifications within NOAA and its relationships with private and commercial institutions. The agency will need to build upon established stewardship roles to forecast oceanic and atmospheric risks and incorporate new technology and datasets. Enhanced coordination will be necessary for NOAA to address both national and global environmental concerns.

These challenges are central to NOAA's responsibilities, affecting areas such as agriculture, fisheries, aviation, transportation, weather forecasting, coastal communities, and inland impacts.

B. POTENTIAL CONFLICTS OF INTEREST

1. Describe all financial arrangements, deferred compensation agreements, and other continuing dealings with business associates, clients, or customers. Please include information related to retirement accounts, such as a 401(k) or pension plan. (Please Note* Form 278e provided)

Financial arrangements: None
 Deferred Compensation Agreements: None
 Business associates: None
 Clients: None
 Customers: None
 Retirement Accounts: TSP
 Pension Plan: FERS Retirement

2. Do you have any commitments or agreements, formal or informal, to maintain employment, affiliation, or practice with any business, association, or other organization during your appointment? If so, please explain.

Agreements: None
 Affiliations: None
 Businesses: None
 Associations: None
 Organizations: None

3. Indicate any investments, obligations, liabilities, or other relationships which could involve potential conflicts of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.

Investments: None with potential conflicts of interest
 Obligations: None with potential conflicts of interest
 Liabilities: None with potential conflicts of interest
 Relationships: None with potential conflicts of interest

4. Describe any business relationship, dealing, or financial transaction which you have had during the last ten years, whether for yourself, on behalf of a client, or acting as an agent, that could in any way constitute or result in a possible conflict of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.

Business Relationships: None
 Business Dealings: None
 Financial Transactions: None
 Behalf of a client: None
 Acting as an Agent: None

5. Identify any other potential conflicts of interest and explain how you will resolve each potential conflict of interest.

Other potential conflicts: None

6. Describe any activity during the past ten years, including the names of clients represented, in which you have been engaged for the purpose of directly or indirectly influencing the passage, defeat, or modification of any legislation or affecting the administration and execution of law or public policy.

Activities, names of clients, legislation: None
 Activities, direct influence, legislation: None
 Activities, indirect influence, legislation: None
 Activities, affecting the administration & execution of law: None
 Activities, affecting the administration & execution of public policy: None

C. LEGAL MATTERS

1. Have you ever been disciplined or cited for a breach of ethics, professional misconduct, or retaliation by, or been the subject of a complaint to, any court, administrative agency, the Office of Special Counsel, an Inspector General, professional association, disciplinary committee, or other professional group?

Legal discipline: No
 Breach of ethics: No
 Professional misconduct: No
 Retaliation: No
 Subject of a complaint: No

If yes: (N/A—Nonapplicable for a–d)

- a. Provide the name of the court, agency, association, committee, or group.
- b. Provide the date the citation, disciplinary action, complaint, or personnel action was issued or initiated.
- c. Describe the citation, disciplinary action, complaint, or personnel action;
- d. Provide the results of the citation, disciplinary action, complaint, or personnel action.

2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority of any Federal, State, county, municipal, or foreign government entity, other than for a minor traffic offense?

Yes, State of Virginia. Speeding ticket.

If so, please explain: July 2008, Fairfax County, VA, speeding ticket on motorcycle. 55 mph in 25 mph zone. Misdemeanor reckless for speeding. Speeding ticket disposed of October 2008.

3. Have you or any business or nonprofit of which you are or were an officer ever been involved as a party in an administrative agency proceeding, criminal proceeding, or civil litigation?

No.

If so, please explain. Not Applicable.

4. Have you ever been convicted (including pleas of guilty or *nolo contendere*) of any criminal violation other than a minor traffic offense?

Yes.

If so, please explain. July 2008, speeding ticket, plea of guilty for speeding in Fairfax Country, VA ticket for misdemeanor speeding.

5. Have you ever been accused, formally or informally, of sexual assault, sexual harassment, or discrimination on the basis of sex, race, religion, or any other basis?

No.

If so, please explain. Not Applicable.

6. Please advise the Committee of any additional information, favorable or unfavorable, which you feel should be disclosed in connection with your nomination. None.

D. RELATIONSHIP WITH COMMITTEE

1. Will you ensure that your department/agency/commission/corporation complies with deadlines for information set by congressional committees, and that your department/agency/commission/corporation endeavors to timely comply with requests for information from individual Members of Congress, including requests from members in the minority? Yes.

2. Will you ensure that your department/agency/commission/corporation does whatever it can to protect congressional witnesses and whistleblowers from reprisal for their testimony and disclosures? Yes.

3. Will you cooperate in providing the Committee with requested witnesses, including technical experts and career employees, with firsthand knowledge of matters of interest to the Committee? Yes.

4. Are you willing to appear and testify before any duly constituted committee of the Congress on such occasions as you may be reasonably requested to do so? Yes.

TIMOTHY R. PETTY



EDUCATION

PhD	<i>Univ. of Alaska Fairbanks, Fairbanks, Engineering & Mining</i> Dissertation: "Flood Hazard Hydrology: Interdisciplinary Geospatial Preparedness and Policy" Committee: Dr. William Schnabel (chair), Dean of Engineering, UAF	May 2017
MS	<i>University of Maryland Global Campus, Business Management</i> Thesis: "M/A COM – Business Accounting Management Plan"	April 1999
MS	<i>Universiteit of Antwerpen, Belgium, Business Certificate</i> Thesis: "International Business Accounting Plan"	April 1999
BS	<i>Purdue University, West Lafayette, Indiana, Geoscience</i> Minored in Civil Engineering Technology	May 1987

PROFESSIONAL WORK EXPERIENCE

U.S. House of Representatives , Washington, D.C.	Feb 2022 - Present
House Committee on Transportation and Infrastructure Subcommittee: Water Resources and Environment Title: Senior Professional Staff	
• Oversight: U.S. Army Corps of Engineers & Environmental Protection Agency • Issues: Water Policy, Authorization, Budget and Appropriations • Skills: House and Senate negotiations for WRDA 2022 & 2024 Act • Responsibilities: Implementation for Member's Water Projects • Security Clearance	
United States Senate , Washington, D.C.	Feb 2021 - Jan 2022
U.S. Senator James E. Risch (Idaho) Title: Senior Advisor	
• Issues: Water, Environment, Budget, Research, Public Lands & Agriculture Irrigation • Skills: Expert on Western Water Law and Eastern Riparian Water Law, & Policy • Security Clearance	

U.S. Department of the Interior, Washington, D.C. Jan 2018 - Jan 2021
Office of the Assistant Secretary for Water & Science

Title: Assistant Secretary

- Presidential Appointment with Senate Confirmation requirements
- Direct Congressional leadership authority & oversight on Budget & Policy: Bureau of Reclamation & the U.S. Geological Survey (i.e.- FY'20 Budget(s): \$3.3Billion/yr. for 13,000+ employees)
- Chair of the Presidential Executive Order of the Water Sub-Cabinet on all inter-disciplinary research for DOI-USGS/FWS/BLM/NPS, EPA-Water, USDA-NRCS, NOAA and USACE
- Executive Principal on the U.S. Global Change Research Program
- Security Clearance

United States Senate, Washington, D.C. Feb 2009 - Dec 2017
U.S. Senator James E. Risch (Idaho)

Title: Deputy Legislative Director

- Policy oversight: water, environment, energy, natural resources, federal lands infrastructure, climate, agriculture, water resources, science, technology, space, NASA, commerce infrastructure, telecommunication, international waters
- Committees on which Senator Risch served: Energy and Natural Resources, Foreign Relations, Intelligence, Ethics, and Small Business
- Security Clearance

U.S. Department of the Interior, Washington, D.C. April 2006 - Jan 2009
Office of the Assistant Secretary for Water and Science

Title: Deputy Assistant Secretary

- Presidential Appointment, Office of Presidential Personnel
- Direct policy oversight: US Geological Survey
- Geology, Water, Biology, Geospatial, Geography divisions
- FY'08 Budget oversight: \$1.3Billion for 8,700 USGS employees
- "Acting" Assistant Secretary for Water & Science (Dec 2007–April 2008) Direct report - Secretary Gale Norton & Dirk Kempthorne DOI
- Security Clearance

U.S. Senate, Washington, D.C. Jan 1999 - May 2006
Office of the Senate Republican Conference

Title: Director of Communication Technology & Policy

*Senator Santorum (PA), Chairman – 2000 - 2006

*Senator Connie Mack (FL) Chairman – 1996- 2000

- Coordinated policy communications for all Senate offices regarding legislative bills, amendments, resolutions, and issued policy letters
- Designed & implemented new technology system reporting for legislative process

U.S. Department of Energy (DOE) , Washington, D.C.	1996 - 1998
DOE Office of Non-Proliferation/National Security (NN-30)	
Title: Professional Staff and Senior Analyst	
• Administrated protocol on nuclear energy between USA and Russia • Analyzed data regarding contaminated water and science research • Security Clearance	
Hydrogeologist - Redlands & Irvine, California	1988 - 1995
Title: Staff Geologist and Project Hydrogeologist	
Petty Family Farms - Grant County, Indiana	pre - 1987
Title: Lifetime character builder	

HONORS AND AWARDS

National Academies Congressional Fellow	2023 – 2024
Climate Crossroads Program – Science & Policy	
United States Patent # US 11,238,356 B2	February 2022
Method of Streamflow Data – AI & Machine Learning	
Assistant Secretary, Department of the Interior	January 2018
Presidential Appointment with Senate Confirmation	
NOAA SeaGrant – CUAHSI Research Fellow at Univ of Alabama	Summer 2015
National Water Center Innovators Program Summer Institute	
National Flood Interoperability Experiment - Framework	
Capstone Presentation: Streamflow Hydrology using Machine Learning	
“Star Award”, Department of the Interior	May 2008
Outstanding service as “Acting” Assistant Secretary for Water & Science	
“Star Award”, Department of the Interior	July 2007
Outstanding service while serving on the National Space-Based Positioning, Navigation, and Timing Executive Committee	
Deputy Assistant Secretary, Department of the Interior	April 2006
Presidential Appointment	
Enterprise Magazine	June 2004
Recipient Top 10 World Government Intranet Award	
US Senate Design Team Lead	

RESEARCH & PUBLICATIONS

Dissertation: "Flood Hazard Hydrology: Interdisciplinary Geospatial Preparedness and Policy"
University of Alaska Fairbanks, Fairbanks, Alaska, PhD diss., 2017.

Advisor: Dr. William Schnabel

Journal Papers Accepted:

- Petty, Timothy R., et al. "Flood forecasting GIS water-flow visualization enhancement (WaVE): A case study." *Journal of Geographic Information System* 8.06 (2016): 692.
- Petty, Timothy R., et al. "Bridging policy and science action boundaries: information influences on US congressional legislative key staff decision making in natural resources." Springer - *Policy Sciences* 51 (2018): 77-96.
- Petty, Timothy R. and Dhingra, P., 2018. Streamflow Hydrology Estimate Using Machine Learning (SHEM). *Journal of the American Water Resources Association* (JAWRA) 54(1): 55–68.

PATENT:

Inventor: Petty, Timothy R., "Method of Predicting Streamflow Data," **Unites States Patent**, No. US11238356B2. Granted: 2022-02-01. 27 Active Claims via patent.

OTHER

Citizenship: USA

Federal Clearance Status: Active (per request)

Recommendations provided per request

ADDENDUM TO THE QUESTIONNAIRE SUBMITTED TO THE SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION, 119TH CONGRESS BY TIMOTHY R. PETTY

Part A, Q18—Please add the following presentations and panelist discussions:

- i. *“Using GIS in the Senate”*—November 14, 2017—Library of Congress
- ii. *“Senior Federal Agency Water Officials Panel—Improving Inter-agency Coordination for Water Supply Reliability”*—December 13, 2019—Colorado River Water Users Association
- iii. *“Plenary Session 4: Integrated Geospatial Platform and Services: Towards a Digital Economy”*—January 13, 2020—GeoBuiz Summit
- iv. *The Trump Water Subcabinet: “Decisions Made at the Speed of Trust”*—February 21, 2020—Family Farm Alliance Conference
- v. *Rep. Dan Newhouse (R-WA) virtual roundtable on the Grand Coulee Dam*—August 12, 2020

Part A, Q21—Please add the following statements before Congress:

- i. *March 14, 2018*—House Appropriations Committee, Energy and Water Development, and Related Agencies Subcommittee Hearing on The F.Y. 2019 U.S. Army Corps of Engineers and Bureau of Reclamation Budget
- ii. *March 22, 2018*—Senate Energy & Natural Resources Committee Hearing to Examine the 2018 Western Water Supply Outlook and Bills Related to Water Infrastructure and Drought Resiliency
- iii. *April 12, 2018*—House Committee on Natural Resources, Subcommittee on Water, Power, and Oceans Hearing on Examining the Proposed Fiscal Year 2019 Spending, Priorities and Missions of the Bureau of Reclamation and the Four Power Marketing Administrations
- iv. *April 18, 2018*—Senate Appropriations Committee, Subcommittee on Energy and Water Development Hearing on the FY2019 Budget Request for the U.S. Army Corps of Engineers & Bureau of Reclamation
- v. *March 27, 2019*—(Incorrectly linked to Senate testimony in questionnaire) House Appropriations Committee, Subcommittee on Energy and Water Development Hearing on Army Corps of Engineers and Bureau of Reclamation Fiscal 2020 Budget Request
- vi. *April 10, 2019*—Senate Appropriations Committee, Subcommittee on Energy and Water Development Hearing on FY2020 Budget Requests for Army Corps of Engineers & Bureau of Reclamation
- vii. *March 10, 2020*—House Appropriations Committee, Subcommittee on Energy and Water Development Hearing on U.S. Army Corps of Engineers and Bureau of Reclamation Budget Requests for FY2021
- viii. *June 24, 2020*—Senate Committee on Indian Affairs, Legislative Hearing to receive testimony on S. 2165, S. 2716, S. 2912, S. 3019, S. 3044, S. 3099 & S. 3100

In Part A, Q20—Please add the following dormant LinkedIn account:

1. <https://www.linkedin.com/in/tim-petty-37770b4>

In Part A, Q10—Please add that I served as co-chair of the *National Drought Resilience Partnership*.

Chairman CRUZ. Thank you. President Trump has been vocal about restoring American maritime dominance. I think most Americans would be disturbed to learn that our ports are light years behind Europe and Asia in using automated technology. You only have to look at the supply chain snarls outside of California’s ports from a few years ago to see how poorly our country did at moving cargo quickly from ship to shore.

Mr. Carmel, why are American ports so archaic compared to their foreign counterparts?

Mr. CARMEL. Thank you, Senator. We are, no question about it, in terms of our ability to productivity, behind. There is a variety of reasons, some of which I was just not around for. The real issue, though, at the end of the day is using technology in a way that leverages labor, makes labor more productive, and allows us to

compete at the level of foreign ports. We should use technology in a way that does not displace jobs. We should use technology in a way that enhances them and magnifies them so that workers can be productive. But at the end of the day it is productivity that we have to deal with.

Chairman CRUZ. Is the problem a lack of Federal spending or too much red tape and other factors?

Mr. CARMEL. I think it is a combination of both. Regulations certainly can get in the way, and I think that some of it is just inertia, I think, to be honest with you. So we have to ignite an innovation drive. I know that the SHIPS Act has innovation in it. I know that MARAD has the Maritime Innovation Center. Waterfront Workers has an innovation section. So there are three actual competing programs for innovation. We need to leverage them, make sure that they are used in a way that is synergistic and provide value rather than compete, and find ways to make our workforce productive, make sure that the workforce understands that the waterfront is a good place to have a long, productive career, a good place to raise families, and deal with it that way.

Chairman CRUZ. OK. Mr. Petty, NOAA reviews offshore oil and gas activities for compliance with NEPA, the Endangered Species Act, and the Marine Mammal Protection Act. Key regulations for the incidental take of marine mammals are set to expire in April 2026. The expiration of these regulations would curtail geophysical activities related to oil and gas exploration and production in the Gulf of America.

If confirmed, will you ensure that these incidental take regulations are renewed by April 2026, to prevent any permitting delays?

Mr. PETTY. Chairman, thank you for that question. It is an important one, and we need to make sure that we have the focus on these areas of regulation. I look forward to getting into the department and looking specifically at all the priorities that are set, at what are coming due, that we can address them immediately. The President and the Administration, as well as the Secretary, has said that we need to focus on regulatory, making it focused and short, so that we can move things but do it right, and that is the commitment that I make, is making sure that the laws are met, that the regulations are quick and decisive and clear, moving forward.

Chairman CRUZ. Well, and I can certainly echo that it is the President's commitment and Secretary Lutnick's commitment to move swiftly and not to have permitting delays. So I trust that you, when confirmed, will implement a streamlining to ensure that permitting can move forward efficiently.

How do you hope to streamline the environmental permitting process, beyond ensuring timely renewal of the incidental take regulations?

Mr. PETTY. Again, I look forward to getting in, if confirmed. But streamlining, I think, needs to be a partnership with not only the different agencies that have oversight, not only Commerce but Interior and other agencies, but they need to be looking at that not in a kind of a rail where it is what goes from one car to the next car to the next, but all tracks are parallel, working together. And I think we can do that with the technology of interacting with the

resources of the regulatory so we can all be looking at them at the same time and moving things much more quickly versus the old method, which is when one packet is done it gets moved to another committee.

Chairman CRUZ. OK. And this last question is for our two Federal Maritime Commission nominees. The Federal Maritime Commission has a narrow mission—ensuring a competitive ocean transportation system. Mr. Harvey, Ms. DiBella, what are the statutory functions of the FMC, and will you commit, if confirmed, to staying within the bounds of your authority? Mr. Harvey, we will start with you.

Mr. HARVEY. Thank you, Mr. Chairman. The statutory commitments are to create, have a reliable ocean transportation system, I think that we would stay in our lane in terms of our jurisdiction, that we are there to review the agreements that are filed with our agency to assure that those are fair and reasonable and not anti-competitive. We also have an enforcement division, and I believe in regulation, to ensure that competitiveness and enforcement, when necessary, of those. And we have an adjudication process to make sure that all the players in the system can get their disputes resolved quickly. But I would look to stay in our lane, and I would hope to have marketplace solutions to these problems.

Chairman CRUZ. Ms. DiBella.

Ms. DiBella. I echo Mr. Harvey's statement, all of it. And taking it a step further, we will work very collaboratively with other agency, like MARAD and Service Transportation Board, whomever would be involved with the matter at hand, in assuring that the whole system is being addressed. And I think that is the overarching, you know, outside the statutory responsibilities that we have. We are responsible for the entire system to be efficiently and competitive and also reliable.

So that is really the crux of the conversation, you know, how do we do that, is addressing the business needs, either businesses that are operating here in the United States or those that are looking to operate here. And we are functioning as that authority that is responding to their inquiries, to their needs, and then taking action as appropriate.

Chairman CRUZ. Thank you. Ranking Member Cantwell.

Senator CANTWELL. Thank you, Mr. Chairman. Lots of questions. I will try to get through as many of them as I can. Mr. Carmel, do you support the Jones Act?

Mr. CARMEL. Yes, Senator, I do.

Senator CANTWELL. Thank you, and thank you for your vision for a maritime nation. You and I had a chance to talk about many issues related to that shipbuilding financing. We did not spend as much time talking in my office, though, about workforce issues, so I want to bring up, what do you think we need to do to deal with the serious shortage? And clearly the Senate has been very concerned about sexual assault and sexual crime at sea, passing legislation reform, and looking for new leadership to make sure that the Academy is acquiring a workforce that is well aware of what the conduct should be.

So if you have thoughts about what we should do there?

Mr. CARMEL. Thank you, Senator. Yes, one of the biggest things we have to do for the workforce of the future is ensure that the workforce understands the future will be there. It is very difficult to attract people into the industry if they are afraid that a year or two, the ship that they signed on is going to be gone, they are not going to have a job.

So building a stable, credible maritime industry that can produce a ladder for a career path that is going to be around for a while, I think is one of the biggest things we have to do. We have to do a better job at educating the American student body about what is out there, that the maritime industry is just a good place for good jobs.

And training programs. We tend to often focus straight on officers, like Kings Point, but ships do not run without unlicensed, as well. So we need to make sure that that pipeline is also operating the way it should. Full marks to the unions, the SIU, in particular, are very good at that sort of stuff, but we need to support them. I know that the SHIPS Act and, I think, the Waterfront Workers Act both have training money in there for that.

In terms of King's Point, we have a long way to go to get King's Point fixed. No question about it.

Senator CANTWELL. You are referring to now on the sexual assault issues?

Mr. CARMEL. Yes, ma'am. And overall. Overall. You know, at the end of the day King's Point is an academic institution. We need to make sure that when both students and instructors walk through the gate to that place they are proud to be there. I think that has a lot to do with the attitude of people. I think that the discipline instilled in the regimental system could probably stand a little bit of tightening up, and I think that will help.

But at the end of the day it is common sense. It is making sure that people treat each other with respect. That is not that hard of a concept. And I know it sounds stupid because we have had failures in the past, but we have to really hammer that home—at sea, at shore, period.

Senator CANTWELL. We will look for your leadership on that. Dr. Petty, if you could comment on support for PCSRF, stock assessments, and a NOAA Organic Act?

Mr. PETTY. Yes, Senator. Thank you for the question. First of all, stock assessment. That is a high priority for the Administration, along with the executive order that prioritizes the stock assessment. I look forward to working with now-confirmed Under Secretary Neil Jacobs on specifically implementing and making sure we have the resources and personnel to get those stock assessments done.

Senator CANTWELL. OK. PCSRF you support?

Mr. PETTY. Yes.

Senator CANTWELL. NOAA Organic Act?

Mr. PETTY. Yes, absolutely, Senator. Looking forward to working with you on—

Senator CANTWELL. OK.

Mr. PETTY. Yep.

Senator CANTWELL. A little reverse approach than what Senator Cruz asked, you know, is we need the Federal Maritime Commis-

sion obviously working with the MARAD nominee here, to assure that both American consumers and American exporters are not taken advantage of. So Mr. Harvey, it was good to hear your detail of experience on the technology side. Mr. Carmel and I had a great conversation about blockchains and immutable manifests and great things that might help us accelerate our leadership position on supply chain issues.

But you also mentioned unfair and deceptive practices, and that clearly was what was happening to us, and I do not think most Americans understand. We do not control shipping today. I mean, we control calling on our ports, but these are basically big international carriers that tried to dictate to us what business was going to be like. So thank God we passed a new law and gave more authority to the Commission.

So what do you have in mind when you are looking at unfair and deceptive practices, again when we are going to try to build the maritime nation again under the leadership here that we are talking about? But we also have to show to the international community that is calling on our ports that we are going to be serious about unsubstantiated increases in rates, or practices where they are leaving us high and dry on the docks with our U.S. products.

Mr. HARVEY. Thank you. That is where the reviewing of the agreements, watching the alliances that operate to make sure that there are not anti-competitive practices, because it is a unique—I will use this word again—ecosystem in the maritime industry where there is very limited amount of providers and agreements that, on one hand, could be helpful to making the system more efficient and making capacity more available. But they are also very capable of becoming anti-competitive.

Senator CANTWELL. I just want to clarify. So you are not afraid to use that authority in ways when you see problems that exist?

Mr. HARVEY. No, ma'am.

Senator CANTWELL. OK.

Mr. HARVEY. And when I saw it in the securities industry, now regulation is an important part of what we do in rulemaking, but I would say that nothing gets an industry member's attention like an enforcement action, when that is necessary. I was on the other end of those, so I know when those get filed, it is attention getting, for sure.

Senator CANTWELL. Great. Thank you. Thank you, Mr. Chairman. I will have whatever comments you have on that, Ms. DiBella for the record. You have had more involvement in this, so I think we have some understanding of your record. Thank you.

Ms. DiBELLA. Oh, sure. I appreciate that. Thank you very much. I would say, you know, that the carriers make the market, so it is a bit of a balance that we have to have with them. I appreciate their role in all of this. However, we do need to, and do, provide some good oversight. And I hope for additional transparency that relationship will, shall we say, improve and we will be able to have a more efficient system.

Senator CANTWELL. Thank you.

Chairman CRUZ. Thank you. Senator Fischer.

**STATEMENT OF HON. DEB FISCHER,
U.S. SENATOR FROM NEBRASKA**

Senator FISCHER. Thank you, Mr. Chairman. Mr. Carmel, as you know there are three programs that ensure U.S. flagged vessels are available for the sealift: the Jones Act, Cargo Preference, and the Maritime Security Program. What importance do you put on those programs?

Mr. CARMEL. All three programs are critical to sustaining the fleet we have now. They are not, on their own, going to help us grow it, but they are critical to making sure we do not go backward.

Senator FISCHER. Do you have any ideas on ways that MARAD could possibly improve on those programs?

Mr. CARMEL. Those programs themselves do what they are intended to do. The Maritime Security Program, one of the problems with the Maritime Security Program that we experience—and it is actually, at the end of the day, it is also the Tanker Security Program, which is another one—rely on government preference cargo. At the end of the day it is not about ships. It is about cargo. Our whole industry is built on cargo. If we do not have enough cargo, how many ships we have is irrelevant. And so we need to do a better job of generating cargo.

Now, for the Maritime Security Program and the Tanker Security Program we are talking about preference cargos. There is not enough of that around really to scale either program. So we also need to find ways to generate cargo that does not come from the American taxpayer. If we want the size of fleet that we are talking about, we are going to have to get our fleet back to carrying a nation's commerce, not just focused on the military.

Senator FISCHER. In any potential conflict, though, our sealift assets will be indispensable, so that we can take care of our forces, so that material can transit to the theater of operations. The Ready Reserve Force fleet is a key component of our sealift capability, but because of systemic underinvestment its readiness has suffered. Would you agree with that?

Mr. CARMEL. No question. Yes, ma'am.

Senator FISCHER. Great. Given your operational and your corporate experience, how can MARAD work better with industry to revive that Ready Reserve Force?

Mr. CARMEL. Well, there are two programs in place right now. One is, which is still being, I guess, working through the legislative process, which is building ships for the Ready Reserve Force. The other one is the buy used new ships. That puts a band-aid on a problem. That gets ships into the fleet relatively quickly. Like there are still ships that sit at the dock and do not really do anything.

Senator FISCHER. Do you think you would need any additional authorities to better execute that recapitalization of that force?

Mr. CARMEL. I would have to get in the building and understand what MARAD is doing on that now. But what we are doing right now is heading down the same path we have always headed down and got us to where we are today.

Senator FISCHER. Thank you, sir. The FMC has undertaken significant efforts to enhance port efficiency, and has taken a closer

look at detention practices. The FMC can play a crucial role in improving port operations. Ms. DiBella and Mr. Harvey, if confirmed, what specific criteria will you prioritize to ensure agreements align with FMC standards and facilitate efficient freight movement overall?

Ms. DiBELLA. Thank you for the question. In regards to detention and truly any matter, I think taking, once confirmed, and once I am able to be briefed fully on many of these issues, I believe, again going back to more transparency, understanding the realities of why certain cargo, certain containers are left and are resulting in such detention and demurrage charges, I think uncovering really where the inefficiencies are. You know, truly, and going back to what I had said before, looking at things systematically. Going back to the supply chain crisis, the issues at the waterfront were largely contributed to the interior.

So it is truly taking a very comprehensive look at every aspect of the supply chain and understanding exactly where the issue is created, and taking action in that regard. It could be elsewhere. It could be maybe not in the interior. It could be far off in another, you know, 3,000 miles away in the ocean. But it is just really taking a very comprehensive look.

Senator FISCHER. Thank you. Mr. Harvey, anything to add?

Mr. HARVEY. Thank you, Senator. Just to add to that, I am an investor in technology for the state of Florida, and I want to ensure that regulations that are coming from the FMC encourage innovation. Some of these problems, especially in detention, can be solved, by, for instance, we invested in a last mile delivery entity, and that is multimodal. So it is the ship, the rail, the truck.

So I think that if we can create fair and competitive markets, private capital is going to flow and help to solve some of these problems, whether it is fixing these types of problems or even the larger problems with port renovation and upgrading, which is a huge capital lift there that probably is not just for government alone.

Senator FISCHER. Thank you. Thank you, Mr. Chairman.

Chairman CRUZ. Thank you. Senator Moreno.

**STATEMENT OF HON. BERNIE MORENO,
U.S. SENATOR FROM OHIO**

Senator MORENO. Thank you, Mr. Chairman, and congratulations to all four of you for being nominated. I look forward to getting you confirmed quickly and expeditiously.

Mr. Carmel, I will start with you. What is the state of our maritime industry in America? How would you assess that competitively? Are we in the top 10? Bottom 10? Middle of the pack?

Mr. CARMEL. Thank you, Senator. I appreciate that question a lot. It is something I lose sleep over all the time. I am not even sure we are on the scale.

Senator MORENO. So the next question is, what happened, because that was not always the case? You go back to the 1940s, and we won World War II because we could produce a lot of ships. So what happened from then until now?

Mr. CARMEL. Yes, Senator, that is correct. Actually, though, as I mentioned in the opening, we have been fighting this for 150

years. The first stab at trying to repair a badly damaged Merchant Marine happened with the House Select Committee on the Merchant Marine in 1870, and we have been repeating cycles of this ever since. So we have had a long history of not getting it right.

Now, to answer your question directly, that is true. We did a great job of cycling up for World War II because we had the industrial capacity to do it. Our Merchant Marine was in tough shape prior to that. Prior to World War I we had to cycle up, but we did it late. Most of the ships we built for the World War I surge were too late to be delivered to matter for the war effort.

World War II we had to cycle up again. Interestingly enough, Mr. Kaiser was a dam builder, and is the one that built the ships. So we did a great job. But we knew how to build things then. That is the difference. We knew how to build things. Our industrial capacity had not rotted yet.

After World War II—and by the way, there is a problem. Every time we do this, every time we cycle up, build a lot of stuff for a war, and then the war is over, then we are faced with what do we do with all these ships, and that creates a boom-and-bust cycle that is not healthy.

But we let our industrial capacity rot again, except this time we let it rot too far, and I personally do not believe we could do that again. I do not believe we have the industrial capacity we need right now to be able to do that. And I think that it manifests itself all throughout the maritime industry, and in many ways it ripples out into our U.S. economy. It is imperative that in order to get the maritime industry right we need to fix the underlying maritime infrastructure and industrial capacity.

At the end of the day, wealth of a country is not about how many dollars are in the bank. The wealth of a country is our capability to build our own future for tomorrow. And we have sacrificed that, and we need to get it back. Thank you.

Senator MORENO. Perfect. I appreciate that, and obviously all of us can sense that is really a matter of national security.

Mr. Harvey, there are obviously ports in Florida and Texas and the East Coast, the West Coast, although I do not hold my breath for new ports going into the West Coast with the current political environment. They may find a frog that may have passed by that land and prohibit any construction there. But there is a place called the Great Lakes. President Trump did not name them, so I do not want to get my Democratic colleagues upset, but they are a huge natural resource for this country. In Lake Erie we have the Port of Cleveland.

Can you talk about what you are going to do to make certain that we revitalize the Great Lakes shipping industry?

Mr. HARVEY. Thank you, Senator. As I said in my opening, the Great Lakes region is a special place to me because that is where I grew up and actually watched sort of the deindustrialization of that part of the country. And I think there is no way to restore America's maritime dominance without restoring our industrial dominance.

So I think we just have to be aware that everything that we do at the FMC in terms of rules, regulations, not only helps the inter-

national carriers, but really focuses also on what is happening on the Great Lakes.

Senator MORENO. Because we compare the Port of Miami, for example—

Mr. HARVEY. Yes, sir.

Senator MORENO.—where you have these monstrosity, giant cruise ships, you are not going to get a lot of industrial capacity there, nor would it be logistically feasible. But when you bring things into places like Cleveland, it is dramatically easier to feed our industrial base. And I just want to make sure we do not have a Florida-centric or Southern-centric view of this, that we understand how critical the Great Lakes are.

So I want it to have a special place in your heart, but also in your mind and in your pocketbook, so that we are looking at the Great Lakes and refurbishing that. Do I have your commitment, both of you, Ms. DiBella, as well?

Mr. HARVEY. Yes.

Ms. DiBELLA. My response to that? I would take the same approach that we did at the state level, when thinking about where the export needs are and perhaps ways that we could potentially help. You know, where are the bottlenecks in the system? Where is overregulation? Are there issues with Canada? Or trying to enhance the capabilities in and around that region that would utilize the resources that are there and the infrastructure that is there in order to export and also import. So I would say I believe there is a lot of agriculture that comes in and out of there that would support Middle America.

So it is really examining the supply chain. You know, once again, what is dominating, from an import and export activity, and how can we help.

Senator MORENO. Great. Maybe we will get you all to Cleveland after we confirm you.

Ms. DiBELLA. That would be great.

Senator MORENO. Just remember, Cleveland, on the Great Lakes, is much earlier than Minnesota.

Chairman CRUZ. Senator Rosen.

STATEMENT OF HON. JACKY ROSEN, U.S. SENATOR FROM NEVADA

Senator ROSEN. Well, and I appreciate the great 10,000 lakes in Minnesota and all the other Great Lakes. I do not have shipping lakes but I do have really great lakes in Lake Tahoe and Lake Mead, so I am just going to give them a shoutout, anyway, even though they may not be a subject of this. We have got good lakes all around our country.

Thank you all to the witnesses for being here. Thank you, Mr. Chairman, for this hearing. I am going to talk about something that we all care about, every single day, when we wake up. The first thing you think about—well, after the coffee, of course—is what is the weather going to be today? How am I going to get to work? How am I going to drive? How am I going to get there? What am I going to wear?

Over the last several years we have seen academic institutions, private companies incorporate machine learning, artificial intel-

ligence into their weather and ocean forecasting products. For example, the Desert Research Institute in Nevada is improving wild-fire smoke prediction emissions using machine learning algorithms.

So Dr. Petty, what roles do you see machine learning or artificial intelligence playing in natural disaster, climate forecasting models, both as it relates to water management—we are on the water theme with all the lakes—but climate forecasting and modeling, water management, and NOAA’s overarching mission, please?

Mr. PETTY. Yes, Senator. Right off the bat I think they are critical. I think that is where we need to be moving more toward expansion in that capability of technology, and being able to not only look at past history and the science to feed into these models and the technology for machine learning and artificial intelligence.

Senator ROSEN. That is great. And so we do know that these advancements are going to continue to be critical. So it is why I introduced the Smart Weather Forecasting for Water Management, Farming, and Ranching Act. It is going to carry out pilot projects for better sub-seasonal to seasonal forecasting, particularly for water management. It is a huge issue in our country—too much, too little.

So, Dr. Petty, if confirmed, would you advocate for NOAA to invest and expand research on sub-seasonal to season forecasting?

Mr. PETTY. Senator, I look forward to getting into the building to really look at the priorities. But I probably will be able to confidently say that will be a high priority, from just listening to the hearing that Dr. Jacobs had with you about a month and a half ago.

Senator ROSEN. Please, I welcome you to our office to continue the conversation.

Mr. PETTY. I would enjoy that very much.

Senator ROSEN. Thank you. I am going to keep on weather a little bit, because NOAA Regional Climate Centers are key in collecting and distributing raw climate data to support decision-makers as they grapple with extreme weather events that threaten health, safety, agriculture, infrastructure, travel. In Nevada, again, we are very thankful for our very own Desert Research Institute, which serves as one of only six Regional Climate Centers nationally.

Dr. Petty, if confirmed, will you commit to supporting our Regional Climate Centers?

Mr. PETTY. Senator, I am actually very familiar with the Center in your great state. And so I look forward to, first of all, getting into the office, getting a complete review by the National Weather Service and their team, so that we can really look at the priorities, implementing new technologies, and the big part, which is the collaboration and making sure that transparency is getting to all the different communities that have to deal directly with weather.

Senator ROSEN. Thank you, and I am going to kind of stay on this because even though we do have our lakes and rivers, but we are a landlocked state, of course. But we often experience severe weather events that originate in the coastal areas of the Pacific—California, Oregon, Washington, right? So what do you see as some of the challenges that coastal and marine ecosystems are facing during these extreme weather events, and how do you think the

Regional Climate Centers, do you have an opinion about how they might manage going forward, how we might help predict and really mitigate some of the impact?

Mr. PETTY. Yes, Senator. I think right off the bat the understanding of both the estuaries, the ecosystems that are not only coastal but inland, all of those play off of each other, and the importance of making sure that there is transparency and collaboration not only with the Federal Government but with the state governments, but then even more so, with my experience, is that all of the agencies are working together—Interior, Army Corps of Engineers, Department of Energy, as well as Commerce are all on the same page, working together.

Senator ROSEN. I am very interested, very pleased to hear that you are interested in collaborating with everyone. I do know that over 15 percent of NOAA's workforce has been slashed. That is really distressing to us, given the importance of these positions as far as researching, forecasting, communicating dangerous weather conditions.

And so I guess I have a few seconds. You can just ask how will you ensure that you have enough staff to accurately predict, communicate weather information, do the important research that we rely on for so many sectors—like I said, agriculture, transportation, farming, you name it?

Mr. PETTY. Yes, Senator. Fully recognizing all of the other agencies that utilize NOAA's weather service is the important part. But for my part on prioritizing and maintaining, to ensuring that that research is focused, responsive, and looking for public needs of what they are specifically needing to address. So that will be my commitment to you on what we will work on with the staff within NOAA.

Senator ROSEN. Thank you. I appreciate it.

Mr. PETTY. Thank you, Senator.

**STATEMENT OF HON. TODD YOUNG,
U.S. SENATOR FROM INDIANA**

Senator YOUNG [presiding]. Well, congratulations to all of you on your nomination. Mr. Carmel, I believe your nomination represents an important milestone for MARAD. Our country is just now waking up to an important situation that we put ourselves in regarding our capacity to build and operate ships here in America. As a Merchant Marine Academy graduate, one of the youngest captains of a commercial ship in recent history, and a senior executive in one of the world's largest shipping lines, you have unique experience and a perspective that you can bring to bear on the challenges we face, and a familiarity with the commercial industry that we desperately need at this time.

The President has made building ships in America a priority, and I am glad that he has. I have bipartisan legislation with Senator Mark Kelly of Arizona, the SHIPS for America Act, that would set the conditions for restoring American dominance.

Would you please give me your assessment, Mr. Carmel, of the state of commercial shipping, briefly, and shipbuilding in America, and how the SHIPS Act and the President's plan will get us back on the right track?

Mr. CARMEL. Thank you very much, Senator. That is a great question. The state of our shipping and shipbuilding industry is, starting with shipping, is basically on a lifeline. We do not carry our own commerce, flat out. A Merchant Marine is supposed to be for carrying the Nation's commerce, and we need to find a way to get back there. That, to me, is extremely important.

In terms of shipbuilding, our shipbuilding industry is very narrowly focused on a very niche market. We are not even comparable to international scale shipbuilding. I know that the SHIPS Act says we cannot build ships at scale. I would go a step further and say that for ships that matter in international trade we cannot build them at all. We are just, simply, that capacity just does not exist here. It needs to be. We need to bring it back. I think the SHIPS Act is a great thing, because it addresses the pillars that we need to do, that the Executive Order gave us the vision of what needs to be done. The SHIPS Act gives us the levers and the resources to do it, and that is what is important. One of the reasons we failed over the years is instability. The SHIPS Act gives us that too.

Senator YOUNG. Well, thank you for that. Yes, the numbers are pretty disturbing. China has, the numbers vary, but roughly 5,500 ships that can operate in ocean-level shipping. We have much less than that, 80, roughly. And we have the capacity—it is not to suggest we do—we have the capacity to build only 5 a year. So we need to up our game. The SHIPS Act would help us build 250 over the next 10.

If you are confirmed, and I think you will be, you will play a key role in implementing the President's agenda, which you referenced. For MARAD, what are the key parts of that agenda, if you could quickly itemize them, that are necessary to restore our shipbuilding capacity, and if you could speak to how the SHIPS Act might fit into that picture, that would also be helpful?

Mr. CARMEL. Thank you, Senator. One is the financial framework and structure. The Maritime Trust Fund is a great start at that. So we need a financial structure. We need demand generation. We need to come up with a better way of finding something for our ships to do. We need workforce development. The SHIPS Act addresses all those things. We need innovation. Again, the SHIPS Act actually has areas that overlap, Workers on the Waterfront, or Waterfront Workers. There are areas that those areas can work together. Innovation is key to getting us out of where we are. So those things are just a few of the things that MARAD has the handle on, that can implement the SHIPS Act.

Senator YOUNG. Thank you, sir. With our roughly one minute left maybe you could paint a picture of what will happen if we do not pass the SHIPS Act? Will you still be able, in this new position, for which I expect you will be confirmed, will you still be able to implement the President's vision effectively?

Mr. CARMEL. The SHIPS Act is critical to being able to do it effectively and quickly. If the SHIPS Act is not passed, we will still work on that agenda. We will do what we can, assuming I get confirmed, to implement the vision. But it will go a lot slower, it will not be as robust, and most importantly, it will be fragile. We run the risk of doing what we have done in the past, start down a path and the whole thing falls apart. We need a way to make this per-

manent, so that it is codified and we do not go through a cycle of start and stop, and the SHIPS Act does that.

Senator YOUNG. Thank you, Mr. Carmel. Thank you, all of you. Senator Klobuchar, you are recognized for questions.

**STATEMENT OF HON. AMY KLOBUCHAR,
U.S. SENATOR FROM MINNESOTA**

Senator KLOBUCHAR. Thank you so much, Mr. Chair, and congratulations to all of you. You are tasked with strengthening our maritime industry, ensuring the U.S. maintains a resilient supply chain, protecting our water resources, and that, of course, includes the Great Lakes, so that is a lot on your shoulders.

In 2022, Senator Thune and I passed the Ocean Shipping Reform Act, which strengthened oversight of ocean shipping, improved supply chain efficiency, and it has brought some meaningful results in terms of getting some lower rates, because we leveraged the power of that agency. The law basically tells the foreign-owned shipping alliances to do three things: charge fair rates, stop profiting off our backs, and fill your empty crates with American-made products. After we passed it, and I do not think it was because the rules had not even taken effect, but it was hanging out there, the shipping rates fell 85 percent in that year. There were a number of factors, but we were clearly serious when we passed a bill like that, that we were going to go farther if it did not get done.

So I guess I would start with you, Ms. DiBella and Mr. Harvey. I told you about the bill, and if confirmed, will you commit to vigorously enforcing the Ocean Shipping Reform Act?

Ms. DiBELLA. Yes, I will.

Senator KLOBUCHAR. Mr. Harvey.

Mr. HARVEY. Yes, ma'am. I think important compliance functions, investigations, and enforcement are critical, and that is probably why they got the message, but the message has to continue to be sent. So definitely.

Senator KLOBUCHAR. OK. The Great Lakes St. Lawrence Seaway System moves over 200 million tons of cargo each year. As Mr. Harvey, you mentioned in your testimony, the Great Lakes shipping industry supports tens of thousands of jobs directly, and is a vital economic engine for cities, towns, and people of the region. How will you make sure the FMC supports the needs of our inland seas, not just those on the coast?

Mr. HARVEY. Thank you for that question. I think that we will continue to do investigations like we have done with the Canada in the Ballast Water Regulations, and to make sure that American shippers and the lakers are not harmed. I think the FMC has been able to carve out some exemptions for some of that, but I think the battle goes on.

Senator KLOBUCHAR. OK.

Mr. HARVEY. Thank you.

Senator KLOBUCHAR. I guess I will turn to you, Mr. Carmel, and I would note the Duluth Port is an incredible place. What were you going to say?

Mr. CARMEL. It is. I have actually been to Duluth.

Senator KLOBUCHAR. Yes. Was it warm?

Mr. CARMEL. No, but—

[Laughter.]

Mr. CARMEL. I was representing a paper company so I had to be there. Any time, you know.

Senator KLOBUCHAR. Well, of course, that is some of the shipping that goes on there, iron ore. I mean, it is kind of an incredible place, Duluth is—

Mr. CARMEL. It is.

Senator KLOBUCHAR.—that port, and we are working very hard on things, that I see Senator Sullivan, like icebreakers and other things that are necessary to keep that Great Lakes shipping lane strong and open. So along those lines, Mr. Carmel, when shippers are delayed by port congestion, inland freight bottlenecks, outdated infrastructure, products do not arrive on time, businesses suffer, costs go up. How will you work to strengthen maritime and multimodal supply chains, resilience, and efficiency?

Mr. CARMEL. Thank you, Senator. One of the problems that we had during the supply chain crisis was surge and stop, surge and stop. We need to have a stable demand, predictable demand. We need to be able to manage flows through our ports so that we do not have too much stuff trying to go at one time and then not enough stuff going at others. So that is across a number of activities. Certainly, I think we can use information better than we use now. That, to me, would be a big one.

Senator KLOBUCHAR. Very good. Thank you. And then, Mr. Petty, we care a lot about NOAA and weather in Minnesota. How do you plan to recruit qualified employees? We are obviously concerned. I will ask you two separate questions, because my time is running out here. And then also, could you look into the Minnesota Sea Grant? It is a research and education program that supports fisheries, tourism. I mentioned the Great Lakes but we also, as Senator Rosen mentioned, we have 15,000 lakes, and that is just 10,000 like on our license plates. And could you talk about both of those things?

Mr. PETTY. Yes, Senator. Thank you. Lots of good questions, and in your Sea Grant question, as well. I do look forward to getting into the department and taking a look at that. I know specifically there are the priority areas. But that partnership and that collaboration that can take place with institutions, researchers, play a vital part within NOAA, and I look forward to working with you so that we can continue that collaboration.

With regards to the other areas of the National Weather Service, the importance of staff, it really gets back to making sure that the priorities with what the mission calls for, within health and safety and resources within NOAA, and we are delivering the technical and the advanced science so that decisions can be made by multiple agencies and states and resources.

Senator KLOBUCHAR. And then you can just look into this later, but the Great Lakes Restorative Initiative. This is in Representative Stauber's district, Lake Superior, the surrounding things. Always been bipartisan. You just heard from some of the Great Lakes Senators on the Republican side, so please keep that going strong.

Mr. PETTY. Thank you, Senator. I sure will. Thank you.

Senator KLOBUCHAR. Thank you.

**STATEMENT OF HON. DAN SULLIVAN,
U.S. SENATOR FROM ALASKA**

Senator SULLIVAN. Thank you, Senator Klobuchar, and I am always reminded, you know, we have a little competition, friendly competition with my friend from Minnesota and other states. When she talks about Minnesota's 10,000 lakes or 15,000 lakes, I like to remind people that we have over 3 million lakes in Alaska.

[Laughter.]

Senator SULLIVAN. It is by a magnitude of—

Senator KLOBUCHAR. With most of them constantly frozen.

Senator SULLIVAN. That is true, but 3 million lakes. So I just want you to remember that. Maybe we will put that on our license plate too someday.

But I want to thank everybody. These are really important positions, and I want to begin by covering an executive order that President Trump issued on day one of his Administration. It is called "Unleashing Alaska's Extraordinary Resource Potential." Very long. There is the President's signature. We are the only state in the union that has got our own executive order from this Administration. And it says that "It is the policy of the United States to fully avail itself of Alaska's vast lands and resources for the benefit of the Nation and the American citizens who call Alaska home."

So I want to begin by getting from all the witnesses, a commitment, if confirmed, and I think you are going to get confirmed, to come up to Alaska soon, after your confirmation, to see this extraordinary resource potential. You can come in the winter when it is cold, or the summer, to do some fishing. But can I get your commitment? We will start with you, Dr. Carmel.

Mr. CARMEL. Thank you, Senator. Actually, I look forward to going back to Alaska. I have been there many times, and I would love to come back. Thank you, sir.

Senator SULLIVAN. Great.

Ms. DiBELLA. I echo that. I have been there once on a layover, a very brief layover, and I would like to be back for a lot longer.

Senator SULLIVAN. Great.

Mr. HARVEY. Sir, I agree to support that. I have been to Alaska with my wife, fishing the Kenai and other great areas in the state, and we love it.

Senator SULLIVAN. Great. Dr. Petty?

Mr. PETTY. Absolutely.

Senator SULLIVAN. You are a UAF grad—

Mr. PETTY. That is correct.

Senator SULLIVAN.—so we are very proud of you. I think you might be the first UAF grad to hold this position. We have got to double-check that. So we are excited for you to get back to Alaska.

Mr. PETTY. Excellent.

Senator SULLIVAN. Great. One of the elements of this executive order, and you are already hearing it a lot, is the EO directs Federal agencies to streamline permitting and accelerate approvals of critical infrastructure projects in Alaska. And yet, we continue to see lengthy and unnecessary delays.

Let me give you one. It is kind of MARAD and NPIAS. It is a MARAD grant for the Port of Adak, which we are going to be doing a lot with. We have, in the defense bill, starting to work to reopen

the military base in Adak, out on the Aleutian Island chain. Very strategic, but also important for fisheries. This grant, the MARAD grant, has been stalled for months while NPIAS completes its biological opinion.

Formal consultations began in June, but NPIAS did not consider the application until late July. It has since reassigned staff to start all over again, has told the people of Adak that maybe they will get it out by December, maybe it will slip to next year because of Federal Register timing.

Dr. Petty, this is, my view, classic deep state. No offense. You know, I like all my constituents, but there are a lot of Federal employees who would love to slow-roll everything in Alaska. The President of the United States said, "Enough. We are done doing that, in Alaska, especially."

So I need your commitment, if confirmed, and you are going to get confirmed—I am a strong supporter of yours—to kind of give NPIAS a little bit of a kick in the behind, saying we are not doing this anymore. The Biden years of delaying, crushing projects in Alaska, because far-left environmental groups wanted that, they are over. Can you commit to me to get a culture of accountability and urgency with permitting offices throughout NOAA, if confirmed?

Mr. PETTY. Senator, simply, yes, I look forward to it.

Senator SULLIVAN. And that one, in particular, but all the other ones, as well?

Mr. PETTY. Yes, sir.

Senator SULLIVAN. No more delays. We are not doing 7-year permits anymore, 8-year permits.

Mr. PETTY. Or longer.

Senator SULLIVAN. It is ridiculous. Killing the country. And it particularly kills my state, which is why the President, on day one, said, "We are done with trying to crush Alaska, Federal agencies. You are going to move forward." So we need that leadership. I appreciate that.

Let me turn to another executive order, again from the Trump administration. This is "Restoring American Seafood Competitiveness." I think Secretary Lutnick is off to a great start. We had the Seafood Roundtable that we talked about recently, with all the congressional delegation, Alaska stakeholders. We have Administrator Jacobs. You know, my state, again, is the superpower of seafood. Over two-thirds of all seafood harvested in America—subsistence, sport, commercial—comes from Alaska. Almost \$2 billion of that is exported. Almost \$16 billion is contributed to the U.S. economy from Alaska's seafood industry, 1.6 million jobs nationwide.

But you have heard it from Senator Cantwell. Unlike a lot of industries in America, the CHIPS Act, look, all these computer chip companies get a quarter of a trillion dollars in subsidies. Our seafood industry needs two things from the Federal Government—surveys and timely promulgation of regulations to open fisheries. That is it, and that is under you. And the surveys have not been going well.

Can I get your commitment to get us back to the gold standard of serious surveys, but doing it in a way in which it is prioritized, and again, in a way in which it is promoted in the President's exec-

utive order on seafood competitiveness, in addition to his executive order on Alaska?

Mr. PETTY. Well, Senator, I know you have that executive order memorized, and so——

Senator SULLIVAN. And I want you to have it memorized.

Mr. PETTY. That is right. I am sure you do.

Senator SULLIVAN. Both of them, actually.

Mr. PETTY. I look forward to working specifically with you and your outstanding staff, who have incredible knowledge. So yes, looking forward to each one of those items.

Senator SULLIVAN. Let me just get to one final one, and I am going to turn it over to Senator Peters. Dr. Carmel, I think you and I are meeting later today in my office, so I am looking forward to that. I have a whole bunch of questions for you and others for the record.

But it goes to NOAA's budget that we need to get out here soon, their spend plan that includes, my understanding is to approve NOAA and OMB fishery disaster declarations and funds for the 2022 Yukon salmon, 2021 Upper Cook Inlet, and 2022 Kuskokwim salmon. Can you assure me that your first order of business will be the approval of these disaster funds and the recovery resources necessary?

Mr. CARMEL. Senator, I look forward to getting into the building and doing just that. I think even already confirming Dr. Jacobs and him watching today and hearing it loud and clear. So I look forward to working with you to move those areas that you have highlighted forward, whether it is the research gaps that are missing, and even those surveys, as well.

Senator SULLIVAN. And we are going to do a lot together, as you and I talked about in my office yesterday, on the salmon challenges that we have.

Mr. CARMEL. Yes, sir.

Senator SULLIVAN. Some of our salmon runs in Alaska are doing great, sockeye salmon run in Bristol Bay. Some are doing horrible, the King Run on the Yukon and the Kuskokwim. Very important to my constituents. Our legislation addresses that, but we have huge research gaps that we need to figure out and address. So I appreciate your commitment on that.

I will have some more questions for the record for the other witnesses. Thank you.

And I am now going to turn the entire hearing over to my Democratic colleagues. I hope they do not undertake some kind of coup on the Commerce Committee. So with that, Senator Markey, I think, or maybe Senator Peters. I am sorry. Senator Peters.

**STATEMENT OF HON. GARY PETERS,
U.S. SENATOR FROM MICHIGAN**

Senator PETERS [presiding]. Yes, thank you, Senator Sullivan. Where is that gavel? You want to bring it right down here.

Senator SULLIVAN. Now don't hold it for long.

Senator PETERS. Oh, you have got it right there. Senator Markey has it already. We are ready to roll. We are ready to roll.

Senator MARKEY. You can go whenever you want.

Senator PETERS. Trust us. Don't worry. Well, welcome to each of you. Welcome and congratulations on your nominations.

Mr. Carmel, I would like to start with a topic that I raised with Secretary Duffy at his nomination hearing, ensuring both robust investment in our port infrastructure and the fair distribution across all regions in the country. As I am sure you know, MARAD Port Infrastructure Development Program supports much needed investments in safety, efficiency, as well as reliability of our Nation's ports. This sort of an investment is absolutely essential to ensuring that our manufacturers stay competitive and that the goods are reliably delivered to consumers across the Midwest but also all across the entire nation.

Program funding that has gone to our Great Lakes ports has provided a major boost, but that funding has been hard to come by, with the Great Lakes ports receiving as little as two percent of the funds in the past years. As a matter of fact, the Gulf ports have not gotten a fair shake either—it is not just Great Lakes—which is why my legislation to fix this funding disparity is cosponsored by Senators Wicker and Cornyn, along with my fellow Great Lakes colleagues, Senators Baldwin, Young, Duckworth, and Moreno. All bipartisan support for these.

This funding disparity is simply unacceptable, and when I raised this issue with Secretary Duffy, to his credit he fully agreed that it is unacceptable. And he committed to work with me to ensure robust and fair funding for Great Lakes ports going forward.

So Mr. Carmel, do you commit to the same? Specifically, if confirmed, one, will you support robust funding for our ports through the Port Infrastructure Development Program?

Mr. CARMEL. Thank you, Senator. If I am given the honor of being confirmed, I look forward to working with you to advance that agenda. Yes, sir.

Senator PETERS. Would you work to ensure the funding is distributed fairly, so that our Great Lakes, as well as Gulf ports, are not left at a competitive disadvantage, and will you commit to awarding those grants so that critical ongoing investments can proceed?

Mr. CARMEL. I would need to get in the building. I am not that familiar with the PDIP program at all. I have never worked in it. But I would commit to working with you to make sure it is administered fairly and effectively.

Senator PETERS. So you would fully support fair funding, making sure Gulf and Great Lakes ports, and you understand the importance of those to our Nation's economy?

Mr. CARMEL. Oh, absolutely. I have been in and out of Great Lakes ports most of my sailing career, and I understand deeply the importance of the Great Lakes ports to the heartland manufacturing. So, yes.

Senator PETERS. Great, especially overtaxed ports on the coast, the East Coast, coming up the St. Lawrence Seaway and into the Great Lakes can create a lot of opportunities for further efficient movement of goods.

Mr. CARMEL. Yes.

Senator PETERS. Good. Mr. Petty, my next question is for you. Harmful algal blooms pose a serious risk to water quality, tourism,

as well as public health in the Great Lakes. To give you a sense of just how devastating these outbreaks can be, a toxic algal bloom in Lake Erie left residents in Toledo without safe drinking water for three full days recently. NOAA's research and forecasting capabilities are absolutely essential for early detection or mitigation strategies and long-term solutions that will protect our communities as well as our ecosystems from future outbreaks.

However, despite unwavering—once again, unwavering—bipartisan support for these activities here in Congress, this Administration has sought drastic cuts to NOAA that would jeopardize this critical mission.

So Mr. Petty, if confirmed, how will you ensure that NOAA can support and meet the growing needs for harmful algal bloom detection and forecasting to ensure safe, clean water for Great Lakes communities, agriculture, and industry? As you well know, millions and millions of people rely every day on water from the Great Lakes to drink, and for these other three key functions. And as part of your answer, could you speak to the importance of having sufficient staff and funding at NOAA to be able to carry out these important activities?

Mr. PETTY. Yes, Senator. Thank you for that question. HABs is an issue that needs to be fully addressed in many ways. The commitment that I will make, for sure, is that we are getting the best available science for those areas to address these HABs issues. It is not only Great Lakes but it is multiple areas up and down our coastal states, as well as the relationship that we have with other agencies that also get resources and funding specifically. That is the area that is the priority, of making sure that all the different agencies—Army Corps, Interior—have the resources that they need to directly address these HABs issues, including the Department of Agriculture.

Senator PETERS. So in terms of staff at NOAA, if there are shortfalls you will be an aggressive advocate to make sure you have the resources and the people—

Mr. PETTY. Correct.

Senator PETERS.—to actually do that work?

Mr. PETTY. Yes. Looking forward to being able to get into the building and making sure that the priorities and that we have all the critical staff to meet the mission that you have set forth.

Senator PETERS. Very good. Well, thank you.

I now turn the floor over to Senator Markey, who will also have the exclusive control of the gavel at this point.

**STATEMENT OF HON. EDWARD MARKEY,
U.S. SENATOR FROM MASSACHUSETTS**

Senator MARKEY [presiding]. So I hope you packed a lunch.
[Laughter.]

Senator MARKEY. Thank you, Senator Peters. Seaport projects create good-paying union jobs for Americans and develop infrastructure that lasts for decades. These projects take years of expensive planning, but they bring huge economic benefits to both blue and red states.

If confirmed, Mr. Carmel, you would be in charge of the Port Infrastructure Development Program, and this is an incredibly impor-

tant program. It delivers major support for the ports that keep our Nation running.

But in August of this year, the Trump administration arbitrarily canceled millions of dollars of grants under this program, pulling the rug out from port projects that were construction ready. Ports across America now cannot trust the Federal Government to support port projects based on the merits because they are getting canceled based on politics, Mr. Carmel.

Mr. Carmel, do you believe that arbitrary and sudden cancellations of Port Infrastructure Development grants decrease trust between ports and Maritime Administration?

Mr. CARMEL. Thank you, Senator. I am not familiar with the situation that you are talking about. Again, I am not familiar at all with the PDIP program, other than I know it exists. I have never worked in it. I would need to get into the building to understand what happened and why, and I can commit to you to working with you to sort things out. I can tell you that as a general rule, stability is important to our industry.

Senator MARKEY. Well, we agree with that, and our MARAD Administration will have to grapple with the fact that right now our ports can no longer trust this Administration to keep its word and protect their workers or their investments to have stability. It just does not exist. It is a highly unstable environment.

So Mr. Carmel, do you believe it is appropriate for the Administration to kill American maritime and construction jobs by canceling grant awards for political reasons?

Mr. CARMEL. Senator, I was not here then. I do not understand what happened. I would actually need to get into the building and sit with the Maritime Administration staff to understand what happened, to be able to give you an answer to the question.

Senator MARKEY. Well, I do not think it is appropriate. I do not think the 800 union workers in Massachusetts who are not getting a paycheck, thanks to the Trump administration, think it is appropriate either. It is just arbitrary, it is capricious, it is political. That is what is happening to 800 people now without a job.

Mr. Carmel, if confirmed, would you work to restore Port Infrastructure Development Program grants that were canceled despite the fact that the projects met all the terms of their grant agreements?

Mr. CARMEL. Thank you, sir. And again, if I am given the honor of confirmation I can commit to trying to understand the situation. I was not there. I do not understand what happened. And without having the facts I really am not in a position to give an answer, other than to say I would commit to learning about it.

Senator MARKEY. Well, if we play politics with nonpartisan port infrastructure grants it sets a terrible, but a powerful precedent for administrations to come, that they can just move in politically and kill projects because they come under the control of Democratic states, or in the future, Republican states, and that is just a terrible precedent to be set in the first 10 months of the Trump administration. Because it makes it very difficult to work on a bipartisan basis in Congress to support these agencies, because you are not sure that what you reach as an agreement is going to, in fact, be upheld, and be agreed to.

The great humorist, Oscar Levant, used to have a joke that covered this subject. It covers the era in which we are now working, which was he would say, "We will double-cross that bridge when we get to it." So you reach an agreement, think everything is great, and then down the line, on a partisan basis, the Democratic projects get cut and the Republicans do not. So it just makes it harder, a lot harder for all of us to be able to operate in a world in which your word is your bond, that you get the benefit of the bargain that you gave, and in return you got for your home state.

But that whole era is now increasingly being viewed in a rear-view mirror, because these are not hypothetical questions. These attacks already happened, taking paychecks out of workers' pockets and taking investment out of portside communities, and it is just unacceptable that the Trump administration is punishing communities just because they did not vote for him in 2024. It is just absolutely a destruction of the bipartisan construct of the U.S. Congress.

Mr. Carmel, the Trump administration has told the country we are experiencing, quote, "an energy emergency," yet this Administration is trying to kill offshore wind projects, destroy union jobs, and keep megawatts of clean power off the grid. Mr. Carmel, yes or no. Do you believe that the offshore wind industry can contribute to the development of American ports and American shipping, create more American jobs, and also provide more megawatts for the grid?

Mr. CARMEL. Again, I was not involved in any of those discussions. I was not there. Energy policy is outside of my area of expertise. So I would need to get in the building to understand the issues and where MARAD intersects with them, to be able to give you an answer.

Senator MARKEY. Well, you do not have to go in that building to know that electricity prices have gone up 10 percent since Donald Trump was sworn in this year, 10 percent. That is on the front page of newspapers across the country. That is dramatic what is happening.

Mr. Carmel, do you agree that it is not in the national interest to raise energy prices for households in the United States?

Mr. CARMEL. Again, Senator, energy policy, in general, is just not my swim lane. And so I am not qualified to answer the question.

Senator MARKEY. Well, ultimately all of these coastal decisions are going to have an incredible impact on the electricity rates for families in our country. It is now increasing at triple the rate of inflation, and a lot of it is due to the energy policy of the Trump administration, the cancellation of offshore wind projects, and then the ripple effect that it has upon the electricity rates for everyone else within those communities that have been now denied those extra megawatts, that have been turned into nega-watts that just do not exist.

Well, in addition to Trump administration's attacks on American-made wind industry, another driver of rising costs is the surge in fossil fuel exports. As Administrator of MARAD, you would be directly responsible for making sure that deep-water export terminals do not receive permits if they are not in the national interest or consistent with national policy goals and objectives, including

national security, energy sufficiency domestically, and environmental quality domestically.

As you review these export terminal permits, I urge you to prioritize lower domestic costs, environmental protection over the higher profits for oil and gas companies. And I urge you to do that, sir. It is an important part of your responsibility.

And I would say, as now we are exporting upwards of 15 percent of all of our natural gas overseas, the companies get a bigger price for it, once it hits the open market, and get it in the ship and get it off our shore. But it has a dramatic impact on the price of natural gas here, where the remaining natural gas becomes much more expensive, because you have reduced it by 15 percent to sell it overseas. That then impacts small businesses. It impacts consumers all across our Nation.

Dr. Petty, two questions to you. Because of DOGE and Trump we are losing invaluable research in fisheries expertise throughout the National Oceanic and Atmospheric Administration. Dr. Petty, do you agree to support the Northeast Fisheries Science Center and the important work that it does, if you are confirmed?

Mr. PETTY. Senator, thank you. It is an important question. For sure, with NOAA fisheries, the whole northeastern part of the Atlantic and the fisheries aspect, we have great staff up there that are doing amazing work in jobs up there. My priority is to making sure that they continue to do their work and that they are doing it with all the resources that they have available to them.

Senator MARKEY. Do you agree that it is critical to protect the NOAA scientists so that they can continue their work on fisheries issues?

Mr. PETTY. Senator, I take seriously the scientific integrity of making sure that we are providing the best available science and that the scientists have the resources that they have to make sure that they get their work done, that Congress has given them direct mission to do.

Senator MARKEY. Well, I would invite you to come to visit important NOAA facilities in Massachusetts—

Mr. PETTY. I look forward to that.

Senator MARKEY.—if you are confirmed.

Mr. PETTY. Yes. Thank you, Senator. I appreciate that.

Senator MARKEY. We would look forward to that.

So Mr. Carmel, Ms. DiBella, Mr. Harvey, Dr. Petty, my final question is required of all nominees. If confirmed, do you pledge to work collaboratively with this Committee to provide thorough and timely responses to the Committee's requests and to appear before the Committee when requested?

Mr. CARMEL. Yes, Senator, I do.

Ms. DiBELLA. Yes, Senator. You have my word.

Mr. HARVEY. Yes, sir.

Mr. PETTY. Yes, Senator.

Senator MARKEY. Thank you. So I have 16 letters of support from various organizations for Mr. Carmel's, Ms. DiBella's, and Dr. Petty's nominations, and I ask unanimous consent to have those letters inserted in the hearing record. Without objection, so ordered.

[The information referred to follows:]

NATIONAL WATER RESOURCES ASSOCIATION
October 20, 2025

Hon. TED CRUZ,
Chairman,
Senate Commerce, Science, and
Transportation Committee,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member
Senate Commerce, Science, and
Transportation Committee,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of the National Water Resources Association (NWRA), I want to express our strong support for the nomination of Dr. Tim Petty to serve as the Assistant Secretary of Commerce for Oceans and Atmosphere (NOAA).

NWRA is a nonprofit federation of state water resources associations, regional associations, agriculture and municipal water agencies, and industrial water groups. Our members provide water and hydropower to approximately 50 million individuals, families, agricultural producers and other industries that support our communities large and small, our economy and environment.

Dr. Petty is a devoted public servant who will bring extensive experience and proven leadership in natural resource management to this position. Having previously served as Assistant Secretary for Water and Science at the Department of Interior, NWRA witnessed firsthand his effective leadership in managing water development, regulatory responsibilities, and policy initiatives essential to the sustainable management of the Nation's water resources. NWRA has also worked closely with Dr. Petty in his most recent role as a Professional Staff Member on the House Transportation and Infrastructure Committee's Water Resources and Environment Subcommittee, where he applied his expertise to legislative and oversight matters concerning water infrastructure and hazardous waste management.

Dr. Petty's years of experience have allowed him to build a strong network across the natural resources community, where collaboration is essential to shaping coastal and ocean management, resilience, and fisheries policy. His ability to connect policy with practical solutions, combined with his commitment to public service, positions him well to lead efforts that strengthen our natural resources and the communities that rely on them.

The NWRA confidently endorses the appointment of Dr. Tim Petty for Assistant Secretary of NOAA. His experience and leadership will strengthen the agency's work and help advance its mission.

Thank you for considering our views on this important nomination. Please do not hesitate to contact us if you have any questions or require additional information.

Sincerely,

GREG MORRISON,
Executive Vice President,
National Water Resources Association.

MODESTO IRRIGATION DISTRICT
TURLOCK IRRIGATION DISTRICT
October 6, 2025

Honorable TED CRUZ,
Chairman
Senate Committee on Commerce,
Science, and Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Senate Committee on Commerce,
Science, and Transportation,
Washington, DC.

Dear Chairman Cruz, Ranking Member Cantwell, and Members of the Committee:

On behalf of the Modesto Irrigation District (MID) and Turlock Irrigation District (TID), we are pleased to express support for Dr. Timothy Petty as the nominee for Assistant Secretary for Oceans and Atmosphere at the U.S. Department of Commerce.

The Assistant Secretary for Oceans and Atmosphere plays an important role providing accountable oversight to NOAA Fisheries including implementation of the Endangered Species Act (ESA). These responsibilities directly affect the availability and affordability of water and power for our customers, and we are confident Dr. Petty has the experience and skill to find balanced solutions that protect species and our local communities at the same time.

We have worked with Dr. Petty on numerous Western water issues and have found him to be a principled leader with a deep understanding of the challenges

faced by agricultural communities and water users. His prior service as Assistant Secretary for Water and Science at the Department of the Interior and as Congressional staff in the House and Senate demonstrates his capability and commitment to pursuing durable, science-based solutions to challenging water resources issues.

In his previous role, he has also led interagency efforts such as the Water Subcabinet and the National Drought Resilience Partnership, promoting coordination and innovation in water resource management.

We are confident that Dr. Petty will bring practical experience, collaborative spirit, and scientific integrity to this role. His appointment would benefit both Federal fisheries management and the agricultural communities that depend on sound policy. We strongly support this nomination and strongly urge the Committee and the full Senate to quickly approve Dr. Tim Petty's nomination.

Sincerely,

JIMI NETNISS,
General Manager,
Modesto Irrigation District.
BRAD KOEHN,
General Manager,
Turlock Irrigation District.

AMERICAN FARM BUREAU FEDERATION
October 9, 2025

Hon. TED CRUZ,
Chairman,
U.S. Senate,
Committee on Commerce, Science, and
Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
U.S. Senate,
Committee on Commerce, Science, and
Transportation,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

The American Farm Bureau Federation writes in support of the nomination of Dr. Timothy Petty to serve as Assistant Secretary of Commerce for Oceans and Atmosphere and urges the Senate Committee on Commerce, Science, and Transportation to swiftly approve his nomination. AFBF is our Nation's largest general farm organization, working together to build a sustainable future of safe and abundant food, fiber, timber and renewable fuel for our Nation and the world.

Dr. Petty is a dedicated public servant with decades of experience serving our Nation as senior staff on Capitol Hill and at the Department of the Interior. He also has a significant scientific background as a geologist and hydrogeologist who earned a Ph.D. studying surface hydrology. Dr. Petty is from Indiana and grew up on a family farm and, therefore, understands the opportunities and challenges facing our Nation's farmers. He has a unique and varied background and set of experiences that has prepared him for this next challenge.

We look forward to Dr. Petty's work at the department and his focus on responding to the needs of the American people, especially farmers, ranchers and landowners. Thank you for your attention to this important matter and for your commitment to serving our Nation's farmers and rural communities.

Sincerely,

ZIPPY DUVALL,
President.

SAN LUIS & DELTA-MENDOTA WATER AUTHORITY
Sacramento, CA, October 20, 2025

Hon. TED CRUZ,
 Chairman,
 Committee on Commerce, Science, and
 Transportation,
 United States Senate,
 Washington, DC.

Hon. MARIA CANTWELL,
 Ranking Member,
 Committee on Commerce, Science and
 Transportation,
 United States Senate,
 Washington, DC.

Submitted via e-mail

Re: Support for the Nomination of Dr. Tim Petty as Assistant Secretary for Oceans
 and Atmosphere

Dear Chairman Cruz, Ranking Member Cantwell, and Committee Members,

The San Luis & Delta-Mendota Water Authority ("Water Authority") is pleased to strongly endorse Dr. Timothy Petty as the next Assistant Secretary for Oceans and Atmosphere at the U.S. Department of Commerce.

The Water Authority is a public agency in California, comprised of twenty-seven member agencies, and was formed in 1992 as a joint powers authority. Twenty-five of these agencies contract with the United States for the delivery of water from the Federal Central Valley Project ("CVP"). The CVP is operated and managed by the United States Bureau of Reclamation. The Water Authority acts as the operation and maintenance entity for the CVP's Delta Division and south-of-Delta facilities that the Water Authority's member agencies depend on for the delivery of their water supply.

Most of the Water Authority's member agencies depend upon the CVP as the principal source of water they provide to users within their service areas. That water supply serves approximately 1.2 million acres of California agricultural lands within areas of San Joaquin, Stanislaus, Merced, Fresno, Kings, San Benito, and Santa Clara Counties; a portion of the water supply for over 2 million people, including in urban areas such as Silicon Valley in the San Francisco Bay Area; and approximately 200,000 acres of managed wetlands and wildlife refuges within the largest continuous wetland in the western United States. Importantly, the San Joaquin Valley in California, served in significant part by the CVP, produces nearly two-thirds of the Nation's fruits and vegetables during certain periods of the year, highlighting the region's importance to America's national security.

The Assistant Secretary for Oceans and Atmosphere serves as the Deputy Administrator of the National Oceanic and Atmospheric Administration ("NOAA") and assists the Under Secretary of Commerce for Oceans and Atmosphere in overseeing oceanic and atmospheric research, policy, and operations. NOAA Fisheries is responsible for the stewardship of the Nation's ocean resources and habitat. Guided by the Magnuson-Stevens Act, NOAA Fisheries works in partnership with Regional Fishery Management Councils to assess and predict the status of fish stocks, set catch limits, ensure compliance with fisheries regulations, and reduce bycatch. NOAA Fisheries also implements the Marine Mammal Protection Act and the Endangered Species Act ("ESA") for anadromous and catadromous species, working to recover protected marine species while supporting regional economies, including communities reliant on imported water from the CVP and industries affected by management of anadromous species in California's rivers. Our members—whose water supply is reliant on watersheds that provide habitat for anadromous fish, like salmon and steelhead trout—are significantly impacted by ESA-related decisions made by NOAA Fisheries. As a result, this appointed position holds particular importance for our member and our region.

The Water Authority knows that Dr. Petty is a strong leader; he is a respected professional, collaborative, guided by common sense and high ethical standards. We have worked with Dr. Petty on numerous water issues and have seen firsthand his grasp of the unique challenges in states where Federal land and water management decisions directly affect local communities.

Dr. Petty has extensive Federal policy-level experience gained from his many years of public service on Capitol Hill and at the Department of the Interior, including as the Senate-confirmed Assistant Secretary for Water and Science at the Department of the Interior ("DOI"), overseeing both the U.S. Geological Survey and the U.S. Bureau of Reclamation. His career spans private-sector work as a geologist and hydrogeologist in Indiana and California, a legislative and policy expert advising three United States Senators, and executive leadership in DOI under the George W. Bush administration as both Deputy and Acting Assistant Secretary for Water and Science.

Dr. Petty also co-chaired the Water Subcabinet, an interagency coordination body established under Executive Order 13956 to streamline Federal water resource management, infrastructure modernization, drought resilience, and workforce development across agencies like the Environmental Protection Agency, U.S. Department of Agriculture, NOAA, U.S. Department of Energy, and the U.S. Army Corps.

We know that if confirmed, Dr. Petty will bring a level of practical experience, scientific integrity, and a collaborative, solutions-oriented approach that strengthens fisheries while balancing the needs of farmers, communities, and wildlife enthusiasts throughout California and the Pacific Northwest.

For these reasons, the Water Authority respectfully requests your support for Dr. Tim Petty's nomination as Assistant Secretary for Oceans and Atmosphere of the U.S. Department of Commerce. He will serve the Department, the Administration, and the public exceedingly well in this position.

Thank you for consideration. If you have any further questions, please reach out to Scott Petersen, Water Policy Director, at scott.petersen@sldmwa.org.

Respectfully,

FEDERICO BARAJAS,
Executive Director,

San Luis & Delta-Mendota Water Authority.

NATIONAL STATES GEOGRAPHIC INFORMATION COUNCIL
October 21, 2025

Hon. TED CRUZ,
Chairman
Senate Committee on Commerce,
Science, and Transportation,
United States Senate,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Senate Committee on Commerce,
Science, and Transportation,
United States Senate,
Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of the National States Geographic Information Council (NSGIC), the national non-profit 501(c)(3) organization representing state geographic information system (GIS) leaders and professionals dedicated to advancing geospatial technology and policy at the state and local levels, I write to express support for the nomination of Dr. Timothy Petty for the position of Assistant Secretary of Commerce for Oceans and Atmosphere at the National Oceanic and Atmospheric Administration (NOAA).

The role of the Assistant Secretary for Oceans and Atmosphere is, as you know, a position of extreme importance and the confirmation of this nomination is vital to the fulfillment of the agency's mission to serve the Nation by providing reliable scientific information to describe and understand changes in climate, weather, oceans, and coasts. As the Department of Commerce's premier agency for atmospheric and oceanic science, the expeditious confirmation of a qualified nominee for this appointment is paramount to maintain the great work of this agency.

NSGIC believes that Dr. Petty is uniquely qualified to fulfill the responsibilities of this role. With nearly two decades of experience in Federal water and science policy, including his tenure as Assistant Secretary for Water and Science at the Department of the Interior where he oversaw the U.S. Geological Survey (USGS) and the Bureau of Reclamation, Dr. Petty will no doubt hit the ground running. In that capacity, he served as Co-Chair of the National Drought Resilience Partnership, coordinating interagency efforts on drought forecasting, research, and technology. He previously served as Acting Assistant Secretary and Deputy Assistant Secretary for Water and Science during the George W. Bush Administration, and holds a Ph.D. from the University of Alaska Fairbanks.

NSGIC and its member states work very closely with NOAA to advance its mission by providing geospatial data integration, GIS support, and policy coordination—to name a few. Our contributions include supporting initiatives like the Digital Coast Partnership, which leverages lidar, elevation data, and coastal mapping to enhance resilience and decision-making at state and local levels. Our membership sees firsthand the many benefits NOAA provides our Nation, states, counties, tribal governments,

first-responders, institutions of higher learning, and many others. We look forward to continuing to support that important work under the leadership of Dr. Petty, should he be confirmed.

I urge you and your colleagues to give full and fair consideration to this nomination, and to expeditiously confirm Dr. Petty for the position of Assistant Secretary of Commerce for Oceans and Atmosphere. Thank you for your consideration.

Sincerely,

MARK YACUCCI,
President,

National States Geographic Information Council (NSGIC).

Cc: John S. Jordan,
CAE Executive Director
National States Geographic Information Council (NSGIC)

ASSOCIATION OF CALIFORNIA WATER AGENCIES
October 20, 2025

Hon. TED CRUZ,
Chairman,
Senate Committee on Commerce,
Science, and Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Senate Committee on Commerce,
Science, and Transportation,
Washington, DC.

RE: Support for Nomination of Timothy Petty to be Assistant Secretary for Oceans and Atmosphere of the U.S. Department of Commerce

Dear Chairman Cruz and Ranking Member Cantwell:

The Association of California Water Agencies (ACWA) writes to support the nomination of Dr. Timothy Petty to serve as Assistant Secretary for Oceans and Atmosphere for the U.S. Department of Commerce.

ACWA is the largest statewide coalition of public water agencies in the United States. ACWA represents approximately 470 member agencies that are responsible for delivering about 90 percent of the water to communities, farms, and businesses in California. ACWA and its members are dedicated to providing a high-quality, reliable water supply in an environmentally sustainable and fiscally responsible manner.

Several of ACWA's key priorities align with the National Oceanic and Atmospheric Administration (NOAA). For example, ACWA members seek to obtain Federal permits from the National Marine Fisheries Service (NMFS) and improve forecasting and modeling to predict water supply availability. Dr. Petty's expertise as a scientist, engineer, and dedicated public servant will only strengthen the Agency's capabilities in these critical areas.

Dr. Petty is highly qualified to serve as Assistant Secretary for Oceans and Atmosphere at the Department of Commerce and as Deputy Administrator of NOAA. Dr. Petty brings a strong combination of Federal government experience and scientific expertise that will enhance the Agency's critical work implementing the Endangered Species Act (ESA) through NOAA Fisheries and advancing watershed forecasting efforts such as Forecast-Informed Reservoir Operations (FIRO).

Dr. Petty's extensive public service includes well over a decade working in Congress, serving as Assistant Secretary for Water and Science at the Department of the Interior (DOI) during the first Trump Administration, and previously holding senior leadership roles at DOI including Acting Assistant Secretary and Deputy Assistant Secretary for Water and Science, under President George W. Bush. Holding a Bachelor's degree in Geosciences from Purdue University, a Master's in Business Management from the University of Maryland University College, and a Doctorate in Water Science and Policy from the University of Alaska Fairbanks, Dr. Petty's educational background supplements his dedication to applying evidence-based, science-driven solutions to Federal policymaking and program implementation.

The West faces a great challenge contending with the worsening, historic drought. NOAA has continued to play a major role in helping our Nation work through this drought while balancing support for communities, businesses, agriculture, and ecosystem restoration. Dr. Petty is well qualified to navigate the unique challenges that Western states face through this trying time. ACWA welcomes the opportunity to work with Dr. Petty in a collaborative and constructive manner. We strongly support his nomination and urge his swift confirmation.

Please do not hesitate to reach out if we can be of assistance in advancing Dr. Petty's nomination by contacting Ian Lyle, ACWA's Director of Federal Relations at ianl@acwa.com.

Sincerely,

IAN LYLE,
Director of Federal Relations
 Association of California Water Agencies

CC:
 The Honorable Alex Padilla, U.S. Senate
 The Honorable Adam Schiff, U.S. Senate

THE SANBORN MAP COMPANY, INC.
Colorado Springs, CO, October 20, 2025

Hon. TED CRUZ,
 Chairman,
 Senate Committee on Commerce,
 Science, and Transportation,
 United States Senate,
 Washington, DC.

Hon. MARIA CANTWELL,
 Ranking Member,
 Senate Committee on Commerce,
 Science, and Transportation,
 United States Senate,
 Washington, DC.

Dear Chairman Cruz and Ranking Member Cantwell:

I am writing on behalf of The Sanborn Map Company, Inc., where I serve as Owner and Chief Executive Officer, to express my enthusiastic support for the nomination of Dr. Timothy Petty to serve as Assistant Secretary of Commerce for Oceans and Atmosphere at the National Oceanic and Atmospheric Administration (NOAA). As a leader in the geospatial industry with over 150 years of experience delivering innovative remote sensing and mapping solutions to the U.S. government, Sanborn has a vested interest in the effective stewardship of our Nation's oceans, atmosphere, and environmental data resources—all of which geospatial data and GIS services support. Dr. Petty's distinguished career and proven leadership in water science, environmental management, and interagency collaboration make him exceptionally qualified for this critical role.

Dr. Petty brings a wealth of expertise to NOAA, honed through his tenure as Assistant Secretary for Water and Science at the Department of the Interior, where he oversaw the U.S. Geological Survey (USGS) and the Bureau of Reclamation. In that capacity, he played a pivotal role in advancing drought resilience strategies, including his leadership as Co-Chair of the National Drought Resilience Partnership (NDRP). This interagency effort coordinates Federal policies, research, forecasting, and technology to enhance community preparedness for natural disasters—a mission that directly aligns with NOAA's core functions in weather prediction, climate monitoring, and oceanic resource management. His prior service as Deputy Assistant Secretary for Water and Science further underscores his deep understanding of the scientific and policy challenges at the intersection of water resources, environmental protection, and economic resilience.

In addition to his work with multiple presidential administrations, Dr. Petty served as a senior advisor to three United States Senators, including Senator Connie Mack, Senator Rick Santorum, and Senator James Risch, as well as a Senior Professional Staff Member on the House Transportation and Infrastructure Committee.

At Sanborn, we have long partnered with Federal agencies like USGS and NOAA to deliver high-resolution geospatial data that informs decision-making on pressing issues such as flood risk assessment, infrastructure planning, and landslide mitigation, to name a few. Dr. Petty's track record of fostering collaboration between agencies, including his support for NOAA's National Water Model, positions him to strengthen these vital partnerships. Under his guidance, NOAA can accelerate the integration of geospatial innovations with atmospheric and oceanic data, enabling more precise forecasts, enhanced environmental modeling, and robust support for industries from agriculture to disaster response.

As Legislative Affairs Chairman of MAPPS, the national association representing over 100 private-sector geospatial firms and 10,000 professionals, I have witnessed firsthand the importance of leaders who champion science-based policies and public-private collaboration. Dr. Petty embodies this ethos. His nomination represents an opportunity to elevate NOAA's mission in an era of increasing environmental challenges, ensuring that geospatial and atmospheric sciences continue to safeguard American lives, livelihoods, and landscapes.

I urge the Committee to confirm Dr. Petty without delay. His confirmation will not only advance NOAA's strategic priorities but also reinforce the geospatial sector's role in supporting congressional intent for resilient infrastructure and environmental stewardship. Thank you for your leadership on these matters and for considering this letter in your deliberations.

Sincerely,

JOHN COPPLE,
Owner and Chief Executive Officer,
The Sanborn Map Company, Inc.

IDAHO WATER USERS ASSOCIATION
Boise, ID, September 22, 2025

Hon. TED CRUZ, Chairman,
Hon. MARIA CANTWELL, Ranking Member,
Committee on Commerce, Science, and Transportation,
United States Senate,
Washington, DC.

RE: Support for Dr. Tim Petty's Nomination

Dear Chairman Cruz, Ranking Member Cantwell and Members of the Committee:

On behalf of the Idaho Water Users Association (IWUA), I write to express support for Dr. Timothy Petty as the next Assistant Secretary for Oceans and Atmosphere of the U.S. Department of Commerce.

IWUA is a non-profit organization representing approximately 300 canal companies, irrigation districts, ground water districts, municipal and public water suppliers, hydroelectric companies, aquaculture interests, agri-businesses, professional firms and individuals throughout Idaho. Our purpose is to promote, aid and assist in the development, control, conservation, preservation and utilization of Idaho's water resources.

As the Assistant Secretary for Oceans and Atmosphere, Dr. Petty would serve as the Deputy Administrator of the National Oceanic and Atmospheric Administration (NOAA) and assist the Under Secretary of Commerce for Oceans and Atmosphere in overseeing oceanic and atmospheric research, policy, and operations. NOAA Fisheries is responsible for the stewardship of the Nation's ocean resources and habitat. Using the Magnuson-Stevens Act as the guide, NOAA Fisheries works in partnership with Regional Fishery Management Councils to assess and predict the status of fish stocks, set catch limits, ensure compliance with fisheries regulations, and reduce bycatch. Under the Marine Mammal Protection Act and the Endangered Species Act (ESA), NOAA Fisheries works to recover protected marine species while allowing economic and recreational opportunities.

IWUA members are impacted by BSA-related decisions made by NOAA Fisheries. We rely on NOAA fisheries to make reasonable, science-based decisions that balance the needs of communities, economies and fisheries. Thus, this appointed position is critically important to our organization.

Dr. Petty is a strong leader, a well-respected professional and a person with vision, common sense and high ethical standards. We have worked with Dr. Petty in the past on many water issues. He understands the unique challenges faced by water users—particularly in basins where the Federal government plays a significant role in the management of land and water.

Dr. Petty has extensive Federal policy-level experience gained from his time on Capitol Hill and at the Department of the Interior, including as the Senate-confirmed Assistant Secretary for Water and Science at the Department of the Interior (DOI). He co-chaired the Water Subcabinet during the first Trump administration, an interagency coordination body established to streamline Federal water resource management, infrastructure modernization, drought resilience, and workforce development across agencies like EPA, USDA, NOAA, DOE, and the Army Corps.

We are confident that Dr. Petty will bring a level of practical experience, collaboration, intelligence and strong scientific integrity to this position that will serve not only the interests of the Federal government but also strengthen important fisheries while respecting communities and economies up and down the West Coast.

IWUA respectfully requests your support for Dr. Tim Petty's nomination as the next Assistant Secretary for Oceans and Atmosphere of the U.S. Department of

Commerce. We know he will serve the Department, the Administration, and our Nation very well in this important position.

Sincerely,

PAUL ARRINGTON,
Executive Director and General Counsel,
Idaho Water Users Association.

Dear Senator,

On behalf of the American Association of Port Authorities (AAPA), representing the seaports that connect U.S. commerce to the global economy, we write in strong support of the nomination of Laura DiBella to serve as a Commissioner on the Federal Maritime Commission (FMC).

The FMC plays a critical role in ensuring fair competition and reliability in our Nation's maritime supply chains, particularly at a time when global instability, shifting trade patterns, and supply chain disruptions threaten American businesses and workers. Filling the Commission's current vacancies with qualified leaders is essential to providing continuity, expertise, and effective oversight of the industry.

Laura DiBella is exceptionally qualified for this role. She brings decades of experience across both public and private sectors in maritime, trade, and economic development. Her leadership as President and CEO of Enterprise Florida and as Executive Director of the Florida Harbor Pilots Association reflects her deep understanding of both business and regulatory environments. Her direct operational perspective as Port Director of the Port of Fernandina Ocean Highway and Port Authority further demonstrates her familiarity with the daily challenges and opportunities facing U.S. ports. Beyond ports, her service as Executive Director of the Nassau County Economic Development Board underscores her commitment to advancing regional economic growth tied to maritime commerce.

For these reasons, AAPA strongly urges the Senate Commerce, Science, and Transportation Committee to expeditiously advance Laura DiBella's nomination and for the full Senate to confirm her as a Commissioner on the FMC. Her proven leadership, breadth of maritime and economic development experience, and commitment to strengthening U.S. supply chains make her an invaluable addition to the Commission.

We deeply appreciate your consideration of this important nomination.

Very Respectfully,

CARY S. DAVIS,
President and CEO,
American Association of Port Authorities.

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)
Washington, DC, September 17, 2025

Hon. TED CRUZ,
Chairman,
U.S. Senate,
Committee on Commerce, Science, and
Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member
U.S. Senate,
Committee on Commerce, Science, and
Transportation,
Washington, DC.

Re: Nomination of Laura DiBella to the Federal Maritime Commission

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of the Marine Engineers' Beneficial Association (M.E.B.A.), the Nation's oldest maritime labor union representing licensed U.S. merchant marine officers, I write to express our strong support for the nomination of Laura DiBella to serve as a Commissioner of the Federal Maritime Commission (FMC).

Ms. DiBella has demonstrated throughout her career a deep understanding of the maritime industry and an abiding commitment to its successful growth. Her leadership as Executive Director of the Florida Harbor Pilots Association, Port Director of the Port of Fernandina, and Secretary of Commerce for the State of Florida reflects both her expertise and her proven ability to navigate the complex challenges facing U.S. ports, maritime commerce, and supply chains.

Notably, Ms. DiBella has shown that she values and respects the invaluable role of maritime workers in supporting our Nation's growing economy. She has worked collaboratively with maritime labor, recognizing that a strong U.S.-flag fleet and

skilled mariners are indispensable to our national defense and economic security. At a time when foreign carriers and alliances threaten to dominate international shipping, Ms. DiBella's leadership will help ensure that the FMC remains vigilant in protecting U.S. jobs, businesses, and fair competition in the global shipping industry.

Her crisis management during the COVID-19 pandemic, where she safeguarded critical maritime operations while ensuring the workforce remained supported, exemplifies the steady and capable leadership she will bring to the Commission. As the Administration works to revitalize the U.S. maritime industry, Ms. DiBella's vision and experience will be invaluable in promoting policies that strengthen the U.S.-flag fleet and ensure our merchant mariners can continue their essential service to the Nation.

For these reasons, M.E.B.A. is proud to support the nomination of Laura DiBella to the Federal Maritime Commission and urges the Committee to move swiftly on her confirmation.

Sincerely,

ADAM VOKAC,
President,

Marine Engineers' Beneficial Association.

FLORIDA HARBOR PILOTS ASSOCIATION
Fort Lauderdale, FL, September 9, 2025

Hon. TED CRUZ,
United States Senator for Texas,
Washington, DC.

RE: Letter of Recommendation for Laura DiBella for the Federal Maritime Commission

Dear Senator Cruz:

It is my honor to recommend Laura DiBella for confirmation to the Federal Maritime Commission. With her extensive background in maritime policy, industry and marine operations, Laura has very unique qualifications and insight which will be invaluable to the Federal Maritime Commission's mission.

When I served as President of the Florida Harbor Pilots Association, I hired Laura as the Executive Director in 2019. Hiring Laura was the best decision I made as President, she did an excellent job as Executive Director. She learned the harbor pilot's issues and became very well respected in a short period of time with the Florida Legislatures.

In addition, Laura was Florida's first female Secretary of Commerce. Furthermore, she served as President of Business Development at Florida Commerce, President/CEO at Enterprise Florida, Port Director for Fernandina Port Authority, and President of the Florida Opportunity Fund.

Laura's leadership qualities to inspire, lead, and make a positive impact stand out in each position she has held. She is known for her integrity, loyalty, and dedication. In my opinion, she will bring the same level of professionalism and passion to the Federal Maritime Commission, and make a great Commissioner.

In conclusion, without reservation, I wholeheartedly endorse Laura DiBella for a seat on the Federal Maritime Commission. I am confident that her appointment will enhance the Commission's efforts to foster a competitive and efficient maritime industry for the United States. Respectfully, I thank you for considering her nomination. If you have any questions, please do not hesitate to call me.

Sincerely,

CAPTAIN SAM STEPHENSON, J.D.,
President Emeritus,

Florida Harbor Pilots Association.

UTC OVERSEAS
Houston, TX, August 17, 2025

Hon. TED CRUZ,
Chairman, U.S. Senate,
Committee on Commerce, Science, and
Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member, U.S. Senate,
Committee on Commerce, Science, and
Transportation,
Washington, DC.

Subject: Strong Support for Senate Confirmation of Captain Stephen Carmel, nominee to be U.S. Administrator, Maritime Administration (MARAD), U.S. Department of Transportation

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of UTC Overseas, headquartered in your home state of Texas, I am writing to express our strong support for the Senate's confirmation of Captain Stephen Carmel to be Administrator of MARAD.

As background, UTC Overseas was founded in New York in 1926 and transferred its worldwide headquarters to Houston. With 50 offices around the globe, we have been a leading provider of international project logistics and transportation services for nearly a century. From our Houston headquarters at 2 North Point Drive, we serve as a critical link in America's export supply chain, facilitating the movement of U.S. manufactured goods and equipment to infrastructure projects worldwide.

As a U.S.-headquartered company with deep roots in Texas, UTC Overseas is a strong advocate for Cargo Preference requirements and the U.S. flag merchant fleet. These policies are essential to maintaining America's maritime industrial base and ensuring that American workers and American vessels benefit from U.S. government-impelled cargo. Our company has assisted many clients of major U.S. OEMs and other U.S. manufacturers with U.S. Export-Import Bank transactions, supporting billions of dollars in American exports that create and sustain high-paying jobs across the maritime, manufacturing, and logistics sectors.

Captain Carmel's extensive commercial maritime expertise makes him uniquely qualified to lead MARAD during this critical period for America's maritime industry. His four decades of experience—from achieving his first command of a 40,000-ton tanker at age 26 to serving in senior executive roles at Maersk Line Limited—provides the rare combination of operational knowledge and business acumen needed to execute the Administration's Maritime Action Plan.

If confirmed, Captain Carmel would become the first MARAD Administrator since 2005 to hold a Master's Unlimited license, bringing invaluable hands-on maritime experience to the role. His deep understanding of commercial shipping operations, combined with his corporate experience managing complex vessel operations, positions him perfectly to advance policies that strengthen both our national security sealift capability and our commercial maritime competitiveness.

Texas is home to some of America's most important maritime infrastructure, including the ports of Houston, Beaumont, Galveston, and Corpus Christi. These facilities, along with the skilled maritime workers they employ, are essential to America's role as a global trading nation. Strong leadership at MARAD is crucial to ensuring that Texas ports and the broader U.S. maritime transportation system remain competitive with international rivals, particularly China, which now builds 74 percent of the world's ships compared to America's 0.2 percent.

Captain Carmel's selection reflects the Administration's wise recognition that rebuilding America's maritime industrial base requires deep industry experience rather than purely military credentials. His experience with the Maritime Security Program and understanding of public-private partnerships will be invaluable as MARAD implements new initiatives including the Maritime Security Trust Fund and Maritime Prosperity Zones.

From our perspective as a Houston-based company that depends on efficient maritime transportation systems and strong U.S. flag policies, we believe Captain Carmel's nomination represents exactly the kind of commercial-first leadership approach needed to revitalize American maritime competitiveness.

We respectfully urge the Committee to move expeditiously on Captain Carmel's confirmation so that MARAD can have the experienced leadership it needs to execute the Administration's ambitious maritime agenda.

Thank you for your consideration of our views and your continued leadership on issues vital to Texas and American maritime interests.

Sincerely,

MARCO POISLER,
UTC Overseas COO—Global Energy & Capital Projects,
UTC Overseas, Inc.

cc: Majority Staff: Alexis Rudd
Minority Staff: Nikky Teutschel

DREDGING CONTRACTORS OF AMERICA
Washington, DC, 09 September 2025

Hon. TED CRUZ,
Chairman,
U.S. Senate Committee on Commerce,
Science, and Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
U.S. Senate Committee on Commerce,
Science, and Transportation,
Washington, DC.

Re: Nomination of Laura DiBella to be a Federal Maritime Commissioner

Dear Chairman Cruz and Ranking Member Cantwell:

On behalf of the Dredging Contractors of America, I write in strong support of President Donald Trump's nomination of Laura DiBella to serve as a Federal Maritime Commissioner. We respectfully urge her swift confirmation to this critical role.

The Dredging Contractors of America represents private-sector companies engaged in marine dredging, coastal restoration, harbor maintenance, and marine construction for America's navigation channels, port authorities, energy terminals, harbors, and U.S. military installations nationwide.

We know Laura DiBella well. She has been a strong and effective voice in the maritime, ports, and commerce sectors. Her distinguished service includes leadership as Executive Director of the Florida Harbor Pilots Association, Port Director of the Port of Fernandina Ocean Highway and Port Authority, and Secretary of Commerce for the State of Florida—experiences that uniquely prepare her to serve with distinction on the Commission.

Ms. DiBella brings proven leadership and crisis management skills, coupled with a clear vision for port expansion, infrastructure growth, and the dredging and marine construction projects essential to U.S. competitiveness. As Executive Director of the Florida Harbor Pilots during the COVID-19 pandemic, it's a matter of record that she guided the organization through unprecedented challenges, ensuring pilots remained employed even as Florida's cruise industry—vital to the state's economy—came to a standstill.

In closing, Laura DiBella is exceptionally qualified to serve as Federal Maritime Commissioner.

Her leadership, experience, and commitment to strengthening America's maritime sector will be an asset to the Commission and the Nation. We urge her prompt confirmation and stand ready to provide any additional information the Committee may require.

Respectfully,

WILLIAM P. DOYLE,
Chief Executive Officer,
Dredging Contractors of America.

RESOLVE MARINE
September 19, 2025

Hon. TED CRUZ,
Chairman,
Committee on Commerce, Science, and
Transportation,
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
Committee on Commerce, Science, and
Transportation,
Washington, DC.

Dear Chairman Cruz and Ranking member Cantwell:

It is with great pride and unwavering confidence that I write to recommend Laura DiBella for confirmation as a Commissioner of the Federal Maritime Commission. As Chief Executive Officer of Resolve Marine, a global leader in maritime emergency

response and salvage operations, I have had the privilege of observing Ms. DiBella's career and contributions to the maritime sector with deep respect and admiration.

Ms. DiBella brings to this nomination a rare blend of strategic vision, operational acumen, and public service dedication. Her tenure as Florida's first female Secretary of Commerce and her leadership of Enterprise Florida demonstrated her ability to navigate complex regulatory environments, foster international trade relationships, and champion maritime economic development. Her efforts have directly supported the growth of port infrastructure, logistics innovation, and the advancement of U.S. maritime competitiveness.

Throughout her career, Ms. DiBella has exemplified the values of integrity, transparency, and collaboration. She has consistently engaged stakeholders across government, industry, and community sectors to build consensus and deliver results. Her understanding of the maritime domain, from port operations to international shipping dynamics, positions her uniquely to contribute to the Commission's mission of ensuring a fair, efficient, and secure maritime transportation system.

In an era where global supply chains face unprecedented challenges, the Federal Maritime Commission requires leaders who not only understand the intricacies of maritime commerce but who also possess the courage and clarity to act decisively. Ms. DiBella is such a leader. Her appointment would bring a seasoned, principled, and forward-thinking voice to the Commission.

I respectfully urge the Committee to confirm Laura DiBella to this vital role. Her service will undoubtedly strengthen the Commission's work and benefit the maritime industry and the Nation at large.

Sincerely,

JOSEPH EDWARD FARRELL III,
Chief Executive Officer,
Resolve Marine.

U.S. EXPORTERS COMPETITIVE MARITIME COUNCIL
August 14th, 2025

Hon. TED CRUZ,
Chairman,
U.S. Senate Committee Commerce,
Science, and Transportation
Washington, DC.

Hon. MARIA CANTWELL,
Ranking Member,
U.S. Senate Committee Commerce,
Science, and Transportation
Washington, DC

Subject: Recommendation for Senate Confirmation of Captain Stephen Carmel, nominee to be U.S. Administrator, Maritime Administration (MARAD), U.S. Department of Transportation.

Dear Chairman Cruz, and Ranking Member Cantwell:

On behalf of the members of the U.S. EXPORTERS COMPETITIVE MARITIME COUNCIL (ECMC), it is our pleasure to support the Senate's confirmation of nominee Captain Stephen Carmel to be Administrator of MARAD.

As background, the ECMC (ecmc-us.org) was formed in 1997 to represent the interests of U.S. exporters who are involved in export/import trade, transportation and supply chain management of cargoes that are required to support large-scale infrastructure projects (Capital Projects). Our member companies (see below) make up a large majority of leading U.S. companies responsible for these shipments. Please note that Capital Projects have historically supported thousands of high paying U.S. manufacturing, engineering, and service jobs. The successful execution of these projects, and the ability of our U.S. Companies to compete internationally, is highly dependent on an efficient U.S. Maritime Transportation System that is well aligned with our National Transportation System.

Captain Carmel's extensive commercial maritime expertise makes him uniquely qualified to provide the leadership to execute the Administration and Congressional bi-partisan efforts to rebuild America's critical maritime industrial base. If confirmed, Captain Carmel would bring a rare combination of operational and executive experience at MARAD. As a graduate of the U.S. Merchant Marine Academy, Captain Carmel would become the first MARAD Administrator since 2005 to hold a Master's Unlimited license. He has also held several senior level corporate positions within our maritime industry. Captain Carmel's extensive commercial background would provide the necessary insights to execute the Maritime Action Plan envisioned by the Administration's Executive Order and the bi-partisan maritime legislation currently under consideration in Congress.

Simply put, our country is a Maritime Nation with 43 States out of 50 having at least one seaport capable of facilitating U.S. Exports. Sadly, our transportation port and intermodal infrastructure that supports our maritime transportation system has fallen behind our international competition such as China. Rebuilding our maritime industrial base requires strong leadership at MARAD and the ability to work with the Secretary and other Senate confirmed Modal Administrators at the U.S. Department of Transportation. In view of the above, we urge an expedited Senate confirmation of Captain Stephen Carmel to be Administrator of MARAD.

Sincerely,

JESUS MEJIAS,
President,
ECMC.

cc: ECMC Membership
Majority Staff: Alexis Rudd
Minority Staff: Nikky Teutschel

MEMBER COMPANIES—alphabetical order

Air Products	International Trade & Transportation, Inc.
Amos Logistics	KBR
Babcock Power	Kiewit
Bechtel Corporation	Kuehne + Nagel
Bertling Logistics	Linde Engineering America
Black & Veatch	McDermott International
Crane Worldwide	Plug Power
dbSchenker	Powell Electric
deugro USA	Siemens Gamesa
DHL Global Forwarding	Technip Energies
Drexel Logistics	TechnipFMC
DSV	UTC Overseas
Fluor	Vogt Power
Fracht	Worley
Freeport McMoran	

WASHINGTON STATE HOUSE OF REPRESENTATIVES
October 7th, 2025

ATTN: The Honorable TED CRUZ and MARIA CANTWELL,
U.S. Senate Committee on Commerce, Science, and Transportation,
Washington, DC.

Dear Chairman Cruz, Ranking Member Cantwell, and Members of the Committee:

I am honored to strongly recommend Dr. Tim Petty for confirmation as Assistant Secretary of Commerce for Oceans and Atmosphere within the U.S. Department of Commerce. Dr. Petty is an accomplished leader whose extensive expertise, integrity, and record of service uniquely qualify him to guide the Nation's work in advancing our oceans, atmosphere, and critical natural resource programs.

I had the opportunity to work with Dr. Petty during his tenure as Assistant Secretary for Water and Science at the U.S. Department of the Interior, and subsequently, as Senior Professional Staff Member for the House Subcommittee on Water Resources and Environment. In both roles, he demonstrated exceptional skill in navigating complex water and infrastructure challenges, fostering bipartisan solutions, and advancing policies that directly benefit communities in Washington State and across the country. His ability to bridge science, policy, and practical implementation is rare, and has earned him the respect of colleagues in both the Executive and Legislative branches.

A prime example of his leadership was his instrumental role in restarting construction on the Columbia Basin Project—the largest unfinished reclamation project in the Nation. Recognizing both the political sensitivities and the pressing needs of communities deprived of reliable water resources, Dr. Petty elevated the issue, provided technical guidance, and successfully championed the project within the Bureau of Reclamation and later in the House Committee on Transportation and Infrastructure. His persistence and vision helped move this decades-delayed initiative forward, ensuring progress for future generations.

Beyond his policy and technical expertise, Dr. Petty is deeply respected for his character. He is approachable, thoughtful, and committed to listening to stakeholders—from local community leaders to Members of Congress. His broad profes-

sional network, coupled with his specialized knowledge of Federal water, infrastructure, and environmental policy, will make him an invaluable leader at the Department of Commerce.

I strongly recommend Dr. Tim Petty's nomination. I am confident that his experience, professionalism, and unwavering dedication to public service will bring great value to the Agency and to the American people.

Thank you for your consideration of this outstanding nominee.

Respectfully,

REPRESENTATIVE MARY DYE
Washington State House of Representatives
9th Legislative District

Senator MARKEY. Senators will have until the close of business on October 24 to submit questions for the record. The nominees will have until the close of business on October 27 to respond to the questions which are going to be given to you.

That concludes today's hearing, and with that the Committee stands adjourned.

[Whereupon, at 12:32 p.m., the hearing was adjourned.]

A P P E N D I X

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TED CRUZ TO STEPHEN M. CARMEL

Question 1. A recent *American Affairs* article¹ warns that efforts to rebuild America's maritime must "navigate between the Scylla of government coddling and the Charybdis of nonmarket opponents." If confirmed, how would you revitalize the U.S. merchant marine and shipbuilding base through targeted, market-driven measures—while avoiding excessive subsidies or preferential treatment for legacy contractors?

Answer. Thank you for the question, I agree that the U.S. maritime industry needs to reduce its reliance on direct government support. What is needed in its place is indirect support by adjusting national policy to include maritime in trade deals to ensure the merchant marine carries our Nation's commerce. This requires initial government direct support for the transition. However, this support must be time-bound and tied to the implementation of the indirect support structure.

Global shipping and shipbuilding are industries of scale—scale in operations, supply chains, and global reach for comprehensive support.

To compete internationally, U.S. companies must achieve this scale. MARAD's job is to create the conditions that enable this growth. Therefore, we must walk a careful line: encouraging new market entrants without discouraging the vital growth necessary to achieve that essential scale.

Question 2. Taxpayer support for the maritime industry has at times propped up underperforming firms without strengthening U.S. capacity. Will you commit, if confirmed, to limiting MARAD assistance to performance-based programs that reduce the risk of long-term industry dependence? How will you work to accomplish this goal?

Answer. I agree that taxpayer support should drive performance, not dependency. If confirmed, I'll ensure MARAD funding is tied to measurable outcomes—specifically, more ships built here, more mariners trained, and stronger commercial competitiveness, focusing on our Nation's commerce. This means moving away from open-ended subsidies and toward performance-based tools that reward innovation, efficiency, and private investment. Every Federal dollar should strengthen national capacity, not sustain firms that can't compete.

Question 3. Rigid contracting practices can hinder innovation. How will this fact inform your approach to MARAD's role in overseeing ship financing, training vessel acquisition, and reserve fleet management?

Answer. I share your concern about propping up inefficiency; as a member of the maritime industry dealing with these issues, I've often been personally frustrated by them. However, the problem isn't just poor performance—it's that many of our maritime programs are built on 1950s models that no longer fit the world we operate in. Simply tightening contracts on legacy programs like the Ready Reserve Fleet won't solve that fundamental issue.

If confirmed, I'd push for a system-level rethink across the enterprise (MARAD, MSC, TRANSCOM). This involves clarifying what capabilities we actually need and then designing modern, performance-based tools to deliver them. We must update both what we're doing and how we do it.

Question 4. As Maritime Administrator, how will you ensure U.S. shipbuilders and carriers remain innovative and globally competitive, despite reduced pressure from foreign markets?

Answer. That question strikes at the heart of my focus on rebuilding U.S. shipbuilding. The only way to make U.S. shipbuilders truly innovative and competitive is to rebuild the industry so it's once again exposed to international competition.

¹ William Cahill & Jacqueline Deal, *A Shining City on the Sea: Rebuilding America's Maritime Industry*, 9 AM. AFF. 2 (May 2025), <https://americanaffairsjournal.org/2025/05/a-shining-city-on-the-sea-rebuilding-americas-maritime-industry/>.

Right now, isolation has bred inefficiency. If we can move U.S. shipbuilding down the cost curve through modernized yards, scalable production, and smarter demand signals, our builders can compete globally. That revitalizes our industrial base, attracts private capital, and naturally fixes industry problems.

Moving U.S. shipbuilding down the cost curve is about restoring both industrial competitiveness and national security. Today, our shipyards are trapped in low-volume, high-cost cycles that make them dependent on government contracts and completely divorced from international commercial ship production best practices. The solution isn't more protection—it's scale and modernization.

We need greenfield yards built around advanced modular construction, digital engineering, and automation. These must be supported by steady commercial demand so firms can plan long-term investments. When that happens, per-unit costs drop dramatically, private capital returns to the sector, and U.S. builders can compete internationally. That revitalizes the broader industrial base—steel, components, logistics—while giving us a more resilient sealift and naval support foundation. In the process, a healthy, competitive shipbuilding ecosystem naturally narrows the Jones Act freight-rate wedge by bringing down transport costs. The economic and security benefits move in the same direction.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. ROGER WICKER TO
STEPHEN M. CARMEL

U.S. Merchant Marine Academy

Background: The U.S. Merchant Marine Academy's (USMMA) facilities lag behind the other service academies. Many of the buildings date back to the 1940s and are unable to meet the needs of current and future midshipmen. Given these conditions and the lack of significant investment in campus infrastructure for decades, it is critical that the Maritime Administration and Academy leadership implement their Campus Modernization Plan expediently to rehabilitate and modernize the campus.

Question 1. The conditions of the Merchant Marine Academy's facilities fall below the other service academies. Many of the buildings exhibit crumbling concrete, leaking pipes, mold, and inadequate heating and air conditioning for the Midshipmen.

Question 2. Wouldn't you agree that the state of the campus makes it hard to recruit top talent for this prestigious service academy?

Answer. Yes, I completely agree, and I thank Secretary Duffy for his continued commitment and leadership to supporting the Merchant Marine Academy. Secretary Duffy has made it a top priority to expediently implement a modernization plan to rehabilitate the campus's infrastructure. Modernizing the facilities is essential for recruiting, as a state-of-the-art campus signals an investment in the midshipmen's future and provides the technological environment needed for a 21st-century maritime education. By offering competitive, high-quality living and training spaces, the Academy can attract and retain the Nation's brightest future leaders.

Question 3. If confirmed, will you commit to working with the Department of Transportation to implement the Campus Modernization Plan?

Answer. Yes, I look forward, if confirmed, to working with this committee and all stakeholders to implement the plan and fix Kings Point.

Maritime Security Program/Tanker Security Program

Background: The Maritime Security Program is a vital component of our military strategic sealift and global response capability. It is designed to ensure that the United States has a U.S. flag commercial sealift capability and trained U.S. citizen merchant mariners available in times of war or national emergencies. The Tanker Security Program (TSP) ensures that a core fleet of U.S.-based product tankers can operate competitively in international trade and enhance U.S. supply chain resiliency for liquid fuel products. The TSP will provide the Department of Defense with assured access to 10 U.S.-registered product tank vessels that may be used to supply the armed forces with fuel during times of armed conflict or national emergency.

Question 1. The Tanker Security Program and Maritime Security Program play a key role in maintaining our sealift capability and supporting the U.S.-flag fleet. From your perspective, does the Department of Defense provide enough cargo to keep the Tanker Security Program commercially viable? How would you manage or expand preference cargoes to strengthen participation?

Answer. If I am confirmed, I look forward to working with DOW on this important issue and getting read up on the specifics. Interagency collaboration is imperative and I look forward to working with your office on this issue.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. DAN SULLIVAN TO
STEPHEN M. CARMEL

Port Infrastructure Development Program and Visit Alaska

Alaska's unique geography and lack of transportation infrastructure means that my constituents rely on maritime transportation as a lifeline.

Alaska has 33,904 miles of shoreline, dwarfing the entire Lower 48. A majority of Alaskan communities are dependent on barge deliveries for food, building materials, and everyday household goods necessary to support life in the 21st Century. In many parts of the state, these deliveries occur only two or three times per year. However, even today, many of our communities lack reliable marine access.

One of the biggest infrastructure gaps in the State of Alaska, in terms of lack of support for Federal support mechanisms, is the lack of a waterfront program to support our rural communities.

Through previous efforts with the Commerce Committee and the Infrastructure bill, we have made significant progress in supporting these communities and projects through the MARAD Port Infrastructure Development program.

Question 1. Will you commit to strong support for the Port Infrastructure Development program?

Answer. If confirmed, I can commit to working with your office to continue to follow the law, as passed by Congress.

Question 2. Will you commit to ensure that Alaska's port and harbor projects are evaluated based on their strategic and community importance?

Answer. If confirmed, I commit to evaluating projects based on their merit and look forward to working directly with your office to understand Alaska's port and harbor priorities.

Question 3. Will you support efforts to ensure that MARAD adopts permit streamlining practices to avoid duplicative environmental reviews that delay critical maritime infrastructure projects?

Answer. If confirmed, I commit to working to ensure timely reviews of maritime infrastructure projects wherever possible.

Port of Alaska Modernization Program (PAMP)—Project Background and Status Background

The Port of Alaska handles nearly half of all cargo entering the state and is a designated Defense Strategic Port, making it essential for both civilian supply chains and national security. Aging infrastructure—over 50 years old—is at risk of catastrophic failure, especially in the event of a major earthquake. The docks are heavily corroded and beyond their design life.

The Port of Alaska Modernization Program (PAMP) is a five-phase reconstruction effort focused on replacing, not expanding, infrastructure to ensure long-term resilience and efficiency. Modernization will strengthen seismic resilience, accommodate larger, deeper-draft vessels, and bring facilities up to current codes and standards—all while supporting Alaska's economy and military readiness.

Timely Federal action is critical. MARAD's support in streamlining reviews, accelerating permitting, and facilitating funding will be key to keeping this lifeline operational for decades to come. Delays risk severe consequences for Alaska's supply chain and national defense capacity. This is not just a state issue—it's a strategic national priority.

Question 1. Given MARAD's central role in reviewing and funding port infrastructure projects, would you ensure the Port of Alaska Modernization Program stays on schedule and receives the Federal priority it deserves, considering the risks to both Alaska's supply chain and national defense readiness if this project is delayed?

Answer. I commit to working with you and your office to ensure that programs such as the Port of Alaska modernization program are executed in a timely and efficient manner.

University of Alaska—Centers of Excellence for Domestic Maritime Workforce Training and Education

As part of the FY2023 MARAD Authorization (that became law via FY23 NDAA) I worked to authorize the Maritime Administration to designate eligible organizations as centers of excellence for domestic maritime workforce training and education, and authorized funding to support maritime workforce development activities at designated centers of excellence.

While I'm pleased that the Maritime Administration has taken the steps to designate centers, including the Alaska Maritime Education Consortium, there has been no funding to ultimately address maritime workforce challenges.

Question 1. Will you commit to working to see that appropriate funding is requested in the President's Budget so the United States can increase its efforts to train the next generation of maritime professionals?

Answer. I can commit to working with your office to continue to follow the law, as passed by Congress.

Missile Defense Agency Vessel Recapitalization

Given the immediate national security and operational risks posed by the impending decommissioning of the Missile Defense Agency's telemetry ships, I urge MARAD to act swiftly under its existing contractual authorities and issue the necessary Task Orders/Delivery Orders under the current Vessel Construction Manager contract. While I understand the process is underway, the timeline remains extremely tight.

Question 1. Will you commit upon confirmation to issue the TO/DOs to initiate vessel design? If any administrative or procedural barriers remain, please identify those issues along with a corrective action plan and timeline that aligns with Congress's intent for immediate recapitalization.

Answer. I can commit to working with your office to continue to follow the law, as passed by Congress.

Wrangell RAISE Grant Coordination

The City and Borough of Wrangell have been working closely with the U.S. Army Corps of Engineers (USACE) and MARAD on a project of high importance to my state—specifically, the replacement of deteriorating float infrastructure in Wrangell Harbor, which is linked to long-standing dredging needs in the federally authorized navigation basin.

It has been reported to my office that while NEPA concerns for the float replacement portion have been addressed through coordination with the USACE Regulatory Division and the Borough, NEPA requirements associated with the USACE-led dredging effort remain unresolved. I understand that MARAD is serving as the lead Federal agency for NEPA on this project and is conducting an Environmental Assessment (EA) rather than an Environmental Impact Statement (EIS), which should allow for a more streamlined process.

The current holdup, as conveyed to me, is that USACE has yet to submit a required sampling work plan for review under MARAD's pre-NEPA process. Until this work plan is approved, in-water sediment sampling cannot occur—delaying essential technical and environmental analyses. MARAD reportedly provided guidance for this work plan as early as May 2025, but USACE has cited staffing shortages and operational delays as the reason for their lack of progress.

Because the dredging and float replacement are interdependent efforts, and because the Borough cannot finalize its RAISE grant agreement with MARAD until NEPA is completed for both, this delay threatens to stall a key infrastructure project in my state. I understand that once the USACE work plan is received, MARAD's internal review could move quickly. I appreciate MARAD's responsiveness on that front.

In light of these circumstances, I respectfully urge MARAD to prioritize this project and take all possible steps to expedite its part in the NEPA process once the necessary materials are provided by USACE. This project is important to the local economy, to maritime safety, and to honoring the commitments made under the RAISE program.

Question 1. Once confirmed, will you commit to this project and your coordination with the Borough and USACE?

Answer. If I receive the honor of confirmation, I can commit to working to understanding the specifics of MARAD's role in this project and to expeditiously review the issue.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. MARIA CANTWELL TO STEPHEN M. CARMEL

Shipbuilding. There is bipartisan agreement that it is critical we increase American-built and American-crewed ships to support our economy, increase international trade, and strengthen our national security. This includes investments in shipyard and port infrastructure, expanding financial tools needed to incentivize shipbuilding and shipyard modernization, and investing in our maritime workforce.

Question 1. Please describe your plan to invest in port infrastructure and increase U.S. shipbuilding capacity.

Answer. I fully agree that rebuilding our shipbuilding ecosystem is critical—not only for national security, but also for addressing broader economic issues such as freight rate wedges and supply chain resilience.

I plan to attract private capital and gradually reduce the need for government involvement with the ultimate objective of reestablishing shipbuilding as a self-sustaining, commercially competitive industry. By restoring competitiveness and scale in the private sector, we can both strengthen our industrial base and ensure that the maritime and logistics sectors contribute fully to U.S. economic and national security objectives.

Question 2. How do you plan to use programs like the Title XI loan guarantee program or new financing mechanisms to spur commercial shipbuilding in the United States?

Answer. A critical component of rebuilding our shipbuilding ecosystem is fixing the financing side of the equation. The current Title XI program is inadequate to the task—it doesn't provide true construction financing or refund guarantees, both of which are essential to support modern shipbuilding at competitive cost and risk levels. There are several adjustments to the Title XI program that can address these shortcomings and aligns financing mechanisms with the broader goal of moving U.S. shipbuilding down the cost curve and attracting private capital participation.

Question 3. Do you commit to working with Congress on legislation to grow the U.S. shipbuilding capacity and the maritime industrial base?

Answer. If confirmed, I commit to working with Congress on implementing any legislation it passes effectively and efficiently.

Mariner Workforce. A key aspect of the Maritime Administration's (MARAD) mission is to train and educate our next generation of U.S. mariners. However, the United States has a serious shortage of credentialed mariners, and in 2024, both the USTRANSCOM Commander and the former MARAD Administrator testified regarding their concerns about the mariner shortage.

Question 1. What specific steps will you take to address our Nation's shortage of mariners?

Answer. The mariner shortage we're seeing isn't simply about headcount—it's a structural problem. A major factor is the Ready Reserve Force (RRF) model, which depends on sudden surges in manpower. When RRF activation stresses the labor pool, it shows the system is unbalanced: if we can surge the RRF, we have too many mariners for normal operations; if we can't, the model isn't sustainable.

To fix this, I'd start by working closely with our union partners to realign how we develop and sustain the workforce. We must build mariner employment in tandem with new ship construction and operations, so people have steady jobs, not just surge demand. This means integrating workforce planning with programs like fleet recapitalization and sealift renewal.

We also need to modernize mariner training and credentialing—for example, expanding simulation-based training, easing transitions for military and offshore energy mariners into deep-sea service, and strengthening the pipeline through the state maritime academies. Lastly, we need to work closely with the USCG to bring the mariner credentialing system into the 21st century, a frustration I hear often from our mariners.

If we get those structural and workforce elements right, we won't just patch a temporary shortage—we'll rebuild a strong, steady U.S. mariner base that supports both national security and commercial competitiveness.

Question 2. What are your plans to improve the conditions at the U.S. Merchant Marine Academy to include aging infrastructure and outdated curriculum?

Answer. There are already important programs underway to address this issue, including the campus modernization plan, which I am fully committed to supporting. Once confirmed, my first step will be to conduct a detailed review of what MARAD is currently doing or planning in this area, ensuring that ongoing efforts are effective and properly aligned with our broader mission. The Committee will be informed as we work collaboratively to identify any gaps or needed improvements.

As an Academy alumnus, I am deeply concerned about the state of our maritime education system. I am committed to working aggressively—in partnership with Congress and all stakeholders—to ensure these programs deliver the modern facilities, training, and support our future mariners deserve.

Sexual Misconduct. When a USMMA cadet, known as Midshipman-X, came forward in 2021 alleging she was raped on a Maersk ship, I wrote to MARAD. We went on to include specific provisions in the 2023 NDAA to prevent sexual assault and

sexual harassment while at sea. Sexual misconduct is a crime, and we have to protect both our current and future mariners.

Question 1. Will you prioritize mitigating sexual misconduct in the maritime industry if confirmed as MARAD Administrator?

Answer. My time as a ship's captain, where I sailed with female crew members, provided me with direct, practical experience in managing crew welfare, particularly concerning safety and professional conduct. This experience gave me firsthand insight into the specific logistical and cultural adjustments necessary to ensure a safe, respectful, and fully compliant working environment for all personnel. This includes implementing and strictly enforcing policies to prevent and promptly address sexual misconduct and harassment.

This isn't just a policy issue; it's about culture. Every mariner deserves to know they'll be safe and respected at sea, and I'll make that a top priority. As I said at my hearing, this is a simple issue at its core: treating each other with respect and not tolerating those who don't.

Question 2. During your staff interview, you said you were not personally involved in Maersk's handling of the matter involving Midshipman-X or a subsequent matter involving Midshipman-Y. Is that correct?

Answer. Yes. By the time this occurred, the internal division within MLL had already taken place, and I was running the USMMI business unit, not directly involved in "Blue Fleet" operations.

Question 3. Have you ever discouraged Maersk, or any other entity with which you were employed, from reporting an allegation of sexual harassment or assault under 46 U.S.C. § 10104?

Answer. No.

Question 4. What specific measures would you put into place to mitigate sexual misconduct throughout the maritime industry if confirmed?

Answer. This is an issue I take very seriously. As a Master, I've sailed with mixed crews, including female officers and mariners, and I know firsthand that safety and respect must be built into the ship's culture from day one.

If confirmed, I'd bring that same culture to MARAD—ensuring strong reporting systems, real accountability, and consistent enforcement across the industry. I'd also work closely with unions, the Coast Guard, academies, and operators to share best practices and strengthen prevention training.

This isn't just a policy issue; it's about culture. Every mariner deserves to know they'll be safe and respected at sea, and I'll make that a top priority. As I said at my hearing, this is a simple issue at its core: treating each other with respect and not tolerating those who don't.

Question 5. At the hearing, you said Kings Point has a "long way to go" in terms of dealing with sexual misconduct. Please elaborate on this testimony, including by explaining why you believe this and what specific actions you will pursue at the U.S. Merchant Marine Academy to protect our future mariners if confirmed.

Answer. Thank you for the question and the opportunity to expand on my initial answer. When I said Kings Point has a long way to go, I was referring to all aspects of its operations, not just issues related to SASH (Sexual Assault and Sexual Harassment). My direct experience with the Academy is somewhat dated, so if confirmed, I intend to take a fresh, detailed look at the current situation before drawing firm conclusions.

Question 6. Were you aware of any instances of sexual harassment or sexual assault at the U.S. Merchant Marine Academy while serving on the Board of Directors that you believe were not properly reported or investigated? If so, please detail these matters.

Answer. I am not aware of any such instances.

Tariffs. In 2022, you gave a speech stating that "every firm in every country in the supply chain" feels the pain of tariffs, and that politicians "enacting tariffs actually have no idea who and where they are causing pain."

Question 1. If confirmed, how do you intend to use your role as MARAD Administrator to help address the "pain" from the current tariffs?

Answer. The MARAD Administrator does not hold the primary authority to set or impose tariffs; this power rests mainly with the President (via the USTR) and Congress. MARAD's role is not tariff setting and is not a primary function of the role of which I am nominated for.

Surface Transportation Reauthorization. The Bipartisan Infrastructure Law provided \$2.25 billion for the Port Infrastructure Development Grant Program,

among other investments. The Surface Transportation Reauthorization bill would be an excellent opportunity to secure funding and provisions to support the industry.

Question 1. Do you think maritime issues should be part of the next Surface Transportation Reauthorization?

Answer. If confirmed, I look forward to working proactively with your office on priorities pertinent to MARAD, at any point and under the direction of Congress.

Food Aid. Food aid is one of the largest sources of cargo guaranteed to U.S. flag ships, and the Administration's dismantling of USAID has had major implications on the fleet. In Fiscal Year 2024, the USAID's Title II Food for Peace program ordered about 606,301 metric tons of food aid, and as of July 29 of Fiscal Year 2025, only 259,000 metric tons have been ordered.

Question 1. How does the cancellation of food aid impact the U.S. Merchant Marine, and do you have solutions?

Answer. The rebuilding of our maritime enterprise must be rooted in carrying the Nation's commerce. A strong U.S. Merchant Marine must once again be central to how America moves its goods, competes globally, and secures its supply chains.

That commitment is essential to our economic strength and directly supports MARAD's mission. It is also the only viable path to developing the cargo base we need, at the scale required to accomplish the overall goal of revitalizing and rebuilding the domestic U.S. maritime industry and workforce.

Question 2. What are the consequences of the fleet not having enough cargo?

Answer. Maritime shipping is a business, and the movement of cargo is our service. As in any business, when demand for our services drops, the business becomes unviable and fails. This is also true for the industry writ large: it will fail or become wholly dependent on government support.

Port Infrastructure Development Program. In August 2025, MARAD withdrew six projects and terminated five projects within its Port Infrastructure Development Program (PIDP), resulting in a total retraction of \$177 million and approximately \$75 million in Federal funding, respectively.

Question 1. Do you support the Port Infrastructure Development Program?

Answer. If confirmed, I can commit to working with your office to continue to follow the law, as passed by Congress.

Question 2. Regardless of your current familiarity with PIDP, will you commit to protecting the grants in this program from politicized termination?

Answer. I am committed to ensuring that every dollar provided under the PIDP is awarded and administered based on merit, transparency, and statutory criteria. My focus will be on maintaining the program's integrity and ensuring that projects are selected and executed to deliver the maximum public benefit consistent with law and Administration priorities.

Logging System. The United States lacks a modern cargo tracking system that could help the maritime industry address supply chain issues.

Question 1. How could the United States implement a modern logging system for maritime cargo?

Answer. I fully agree that developing a modern, integrated cargo visibility system is a critical national priority.

At present, U.S. ports and supply chain nodes operate largely as islands of information, without a unified national operating picture of cargo movement. This severely limits our ability to anticipate and respond to disruptions, optimize logistics performance, and protect against data-driven vulnerabilities.

This urgency is underscored by competitors like China. Its Logink system provides real-time access to global trade flow data and is utilized at ports they operate globally, giving them significant leverage in understanding—and potentially influencing—supply chain dynamics. The United States lacks a comparable system, and that gap poses both economic and security risks.

The solution is not necessarily new data collection, but integration. We must create a secure, interoperable, and trusted data architecture that connects existing information from ports, carriers, terminals, and Federal systems.

Such a framework would dramatically improve supply chain transparency, resilience, and cybersecurity while securely protecting proprietary and national security-sensitive data.

MARAD can play a key convening and technical role in this effort. Its functions should include aligning standards, engaging stakeholders across the public and private sectors, and ensuring the resulting system supports both commercial competitiveness and national security objectives consistent with Administration priorities.

Trade Agreements. International trade agreements offer an opportunity to negotiate and secure cargo on U.S. flag vessels, and consulting MARAD during this process would be advantageous for the U.S. maritime industry.

Question 1. What do you think are the potential opportunities surrounding maritime cargo in international trade negotiations to support the U.S. maritime industry?

Answer. I completely agree—the rebuilding of our maritime enterprise must be rooted in carrying the Nation’s commerce. A strong U.S. Merchant Marine must once again be central to how America moves its goods, competes globally, and secures its supply chains.

That commitment is essential to our economic strength and directly supports MARAD’s mission. It is also the only viable path to developing the cargo base we need, at the scale required to accomplish the vision set forth by President Trump in his Restoring America’s Maritime Dominance Executive Order.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. EDWARD MARKEY TO
STEPHEN M. CARMEL

Question 1. I authored the No Spills Act to strengthen the review process that the Maritime Administration uses to approve offshore fossil fuel terminals and increase penalties on corporations whose operations result in oil spills. Do you believe it is important to take public opinion into account when considering license applications for new offshore export terminals?

A. Do you believe the maintenance of a healthy environment is in our national interest?

Answer. Public input is an essential part of the review process for offshore terminal projects. The Maritime Administration’s licensing process under the Deepwater Port Act is designed to be transparent and inclusive, ensuring that local communities, environmental stakeholders, and industry all have a voice. That public participation strengthens the legitimacy and quality of our decisions.

As Administrator, my commitment would be to ensure that every application is reviewed rigorously, based on science, safety, and law—and that the process reflects both environmental responsibility and the national interest in a secure, efficient energy and trade system.

Question 2. As a former tanker captain, you’re well aware that fuel efficiency is a key to profitability. Do you support the Maritime Environmental and Technical Assistance program, which helps shipping companies cut fuel costs and compete in the global economy?

A. Would you protect this program from funding cuts or politicization?

Answer. As a former tanker captain and shipping executive, I know fuel efficiency is central to profitability and competitiveness. If confirmed, I commit to awarding and administering programs based on merit, transparency, and statutory criteria. My focus will be on maintaining the program’s integrity and ensuring that projects are selected and executed to deliver the maximum public benefit consistent with law and Administration priorities.

Question 3. Greener ships are the worldwide trend, and many nations are looking to adopt standards for ships they will allow to dock at their ports. As we look to expand the number of American-flagged ships carrying goods, do you agree that lower-emission ships will be a necessary part of that mission?

Answer. MARAD’s job is to enable our U.S. carriers through providing tools and technical support to stay competitive in global trade. If confirmed, I will work to that end.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TAMMY BALDWIN TO
STEPHEN M. CARMEL

Question 1. As Maritime Administrator, you would be charged with administering the Small Shipyard Grant Program, which provides crucial support for a key component of America’s maritime industrial base. Small shipyards are often the lifeblood of coastal communities, supporting commercial fishing fleets, tugs and barges, ferries, dredges and government ships like Coast Guard cutters, firefighting and law enforcement boats. Will you commit to including adequate resources for the Small Shipyard Grant Program in your future budget requests?

Answer. If confirmed, I will commit to award and administer programs under MARAD’s purview based on merit, transparency, and statutory criteria.

Question 2. In September 2023, the Department of Transportation published a waiver of Buy America requirements for de minimis costs and small grants. Despite the Department's waiver, will you commit to requiring all Small Shipyard Grant recipients, even those awarded less than \$500,000 in Small Shipyard Grant funds, to comply with the domestic preference requirements for their projects?

Answer. If confirmed, I look forward to working with your office on this issue and commit to furthering my understanding of this particular matter.

Question 3. MARAD is tasked with fostering, promoting and developing the maritime industry of the United States to meet the Nation's economic and security needs. This includes efforts to support commercial shipbuilding in the United States, including through the Title XI Loan Guarantee Program, Small Shipyard Grant Program, and Port Infrastructure Development Program. In a time where it is increasingly obvious that the United States must strengthen our commercial shipbuilding industry, what will you do as Maritime Administrator to ensure our Nation can surge this capacity?

Answer. I agree that strengthening our commercial shipbuilding industry is essential to both our economic and national security.

The reality is this capability cannot be "surged" in a crisis. Shipbuilding capacity, workforce skills, and supplier networks must be built and sustained consistently over time. If we want that capability in an emergency, we must foster and develop it in peacetime.

As Maritime Administrator, should I be given the honor of confirmation, my focus would be on creating the conditions for that long-term stability. I would use tools like a reimagined and strengthened Title XI Program—representing construction financing, not just loan guarantees—the Small Shipyard Grant Program, and the Port Infrastructure Development Program to rebuild capacity across the industrial base.

That means helping U.S. yards move down the cost curve, invest in modern technology, and compete in international markets so that steady commercial work sustains them between defense cycles.

Rebuilding this capacity isn't just about production; it's about restoring a maritime ecosystem: shipyards, suppliers, mariners, and carriers all working together. That is how we will ensure the United States can respond when needed—not by surging from a cold start, but by maintaining a living, capable industry every day.

Question 4. In the 2023 Port Infrastructure Development Program (PIDP) award cycle, DOT announced \$653 million to 41 ports, of which only two Great Lakes ports received grants. Ports in the Great Lakes region only received two percent of the distributed funds. I am concerned that applicants from the Great Lakes are not being fairly considered for PIDP awards, despite the critical need for investment. Do you commit to considering regional distribution of PIDP funds when awarding grants?

Answer. If confirmed, I will commit to award and administer programs under MARAD's purview based on merit, transparency, and statutory criteria.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TAMMY DUCKWORTH TO
STEPHEN M. CARMEL

Auxiliary Shipbuilding

TRANSCOM's number one unfunded priority for Fiscal Year 2026 was sealift capacity, both into a theater as well as within a theater, and the Maritime Administration (MARAD) has a huge role to play in enabling the military in a wartime scenario.

Question 1. Please provide your assessment of the current capacity of the United States Government to enable commercial or military shipyards in the United States to surge production of lift/auxiliary vessels in a wartime scenario to maintain fleet capacity necessary to support the military's needs?

Answer. My assessment is straightforward: the United States today does not have the near-term ability to "surge" large-scale commercial or military shipbuilding and repair from a cold start to meet wartime lift/auxiliary needs. True surge capacity must be resident in the force in peacetime—yards, suppliers, skilled crews, material pipelines, and contract mechanisms—and much of that ecosystem is currently thin or in need of rebuilding. You cannot surge what you have not sustained. There are many reasons for this conclusion, but key reasons are:

- Industrial base shrinkage—there are relatively few U.S. shipyards with the scale, military-spec experience, and modern production facilities needed for rapid, high-volume output of lift/auxiliary vessels.

- Workforce shortfalls—skilled shipbuilders, naval architects, welders, and supervisors are limited; training and apprenticeship pipelines are inadequate for a fast expansion.
- Fragile supplier chain—many critical components (engines, generators, specialist steel, reduction gears, certain electronics) have long lead times and limited domestic producers.
- Production rhythm—shipbuilding depends on steady workloads; yards cut costs and maintain capacity by doing continuous commercial and defense work, not by waiting for crises.

Question 2. Many of the United States' partners have strong domestic industries dedicated to commercial shipbuilding and building of specialized auxiliary vessels, such as cable-laying or cable-repair ships or landing craft utility vessels.

If confirmed to be MARAD Administrator, would you support greater co-production and co-sustainment of auxiliaries with allies and partners to expand capacity and reduce risk—and what barriers exist to achieving this goal?

Answer. If confirmed, I would support actively working through these barriers—aligning standards, identifying pilot opportunities, and ensuring that cooperation with allies complements our national industrial goals. The objective is not to replace U.S. capability, but to expand and reinforce it through trusted partnerships.

I strongly support the idea of greater co-production and co-sustainment of auxiliary vessels with our allies and partners. This is a strategic way to expand capacity, reduce risk, and strengthen the resilience of our collective maritime industrial base.

Question 3. If confirmed to be MARAD Administrator, what is your plan to address the aging fleet and address significant maintenance issues plaguing the fleet?

Answer. I plan to attract private capital and gradually reduce the need for government involvement with the ultimate objective of reestablishing shipbuilding as a self-sustaining, commercially competitive industry. By restoring competitiveness and scale in the private sector, we can both strengthen our industrial base and ensure that the maritime and logistics sectors contribute fully to U.S. economic and national security objectives.

Question 4. What is your assessment of the Vessel Construction Manager program, and if confirmed to be MARAD Administrator, will you expand this program?

Answer. My assessment is that the Vessel Construction Manager (VCM) program has been a clear success. It has improved cost control, schedule discipline, and technical oversight in complex shipbuilding projects. Its strong reputation has led other agencies, including the Army and NAVSEA, to explore similar models.

Expanding the VCM, however, is not something MARAD can do unilaterally, since most applicable ship construction programs originate outside of our agency. That said, we can absolutely play a key assistance role: sharing best practices, supporting other agencies that want to adopt the model, and using the VCM ourselves whenever it is appropriate and within our authority.

Grants

The Port Infrastructure Grant Program is crucial to keeping the important flow of commerce moving smoothly through the maritime environment.

In 2024, Illinois received \$82M in much needed funding to address infrastructure projects. However, in prior years, the Great Lakes community received a disproportionality small share of Port Infrastructure Grant Program funds that amounted to less than 3 percent of the total funding amount.

Question 1. If confirmed to be Administrator, will you commit to building on this progress to make sure Port Infrastructure Grant Program funds are effectively distributed to Illinois projects and other non-coastal communities?

Answer. I agree that ports in Illinois and across the Great Lakes are essential to our national economy. They move the raw materials and finished goods that keep American industry running, so continued investment there is critical. If confirmed, I look forward to working with your office on this issue and commit to furthering my understanding of this particular matter.

Question 2. If confirmed, will you commit to disbursing all grant funding that has been awarded to Illinois in full and without undue delay, while opposing any efforts by the Office of Management and Budget or other entities to improperly abuse grant program disbursement to reward or punish perceived political allies or enemies?

Answer. If confirmed, I commit to awarding and administering programs based on merit, transparency, and statutory criteria. My focus will be on maintaining the program's integrity and ensuring that projects are selected and executed to deliver the maximum public benefit consistent with law and Administration priorities.

Federal Elections

Question 1. Setting aside the Congressional count and certification, do you believe President Donald Trump received more votes than Vice President Kamala Harris in the 2024 U.S. presidential election?

Answer. Senator, with great respect, I do not believe it would be appropriate for me to offer any personal views or opinions on electoral matters.

My responsibility as Maritime Administrator, if confirmed, would be to carry out the duties of the office with integrity, impartiality, and full respect for the law and for all those elected to serve.

Personal political opinions have no bearing on that responsibility. I will ensure, for my part, that I conduct myself in a way that reflects the nonpartisan trust placed in this position at all times.

Question 2. Setting aside the official Congressional count and certification, do you believe President Joe Biden received more votes than President Donald Trump in the 2020 U.S. presidential election?

Answer. Senator, with great respect, I do not believe it would be appropriate for me to offer any personal views or opinions on electoral matters.

My responsibility as Maritime Administrator, if confirmed, would be to carry out the duties of the office with integrity, impartiality, and full respect for the law and for all those elected to serve.

Personal political opinions have no bearing on that responsibility. I will ensure, for my part, that I conduct myself in a way that reflects the nonpartisan trust placed in this position at all times.

RESPONSE TO WRITTEN QUESTION SUBMITTED BY HON. DAN SULLIVAN TO
LAURA DiBELLA

Federal Maritime Commission Investigation Into Transit Constraints at International Maritime Chokepoints

Background: On March 14th of this year, The U.S. Federal Maritime Commission (FMC) noticed an investigation into global maritime chokepoints, including Russia's Northern Sea Route (NSR), reflecting its growing significance in international shipping.

As Arctic sea ice diminishes, the NSR offers a shorter and more fuel-efficient route between Europe and Asia, presenting potential commercial and strategic opportunities for U.S. maritime interests. The opening of the NSR has generated governance disputes. Russia asserts control over the route and imposes fees on transiting vessels, while other nations advocate for freedom of navigation and international access.

The NSR's strategic importance is underscored by increased Russian and Chinese military activities, including joint Arctic patrols, construction of new bases, and expansion of icebreaker fleets. These developments reflect the route's relevance to nuclear deterrence, missile defense, and broader Arctic security. The FMC's investigation, which also examines chokepoints such as the Suez and Panama Canals, highlighting heightened U.S. interest in Arctic maritime policy and security.

FMC oversight and policy decisions regarding the NSR will have implications for Alaska's ports, Arctic shipping supply chains, and national defense readiness. Understanding the commercial, legal, and strategic dynamics of the NSR is essential to ensure that U.S. maritime infrastructure and Arctic operations are both competitive and secure, while maintaining compliance with international maritime law.

Question 1. (Focused on Arctic Access): Given the growing accessibility of Arctic waters, how would you, as an FMC Commissioner, ensure that U.S. maritime policy protects Alaska's ports and Arctic supply chains—while balancing international navigation rights, national security interests, and the commercial opportunities presented by new Arctic shipping routes?

Answer. If I am confirmed as an FMC Commissioner, I will ensure a competitive and reliable international ocean transportation system that supports the U.S. economy, protects Alaskan interests, and aligns with broader national security and international policy objectives. Ways in which I would go about this would involve leveraging the FMC's economic regulatory authority, closely monitoring shipping rates, surcharges, and service contracts for vessels using Arctic routes to and from U.S. ports, particularly those in Alaska. This will ensure that U.S. shippers are not subject to unjust and unreasonable charges or unfair practices as commercial activity increases. As a member of the U.S. Committee on the Marine Transportation System (CMTS), I would advocate for the robust development of a detailed maritime transportation and infrastructure strategy for the U.S. Arctic that includes adequate

port facilities in Alaska to ensure that Alaska's ports remain competitive amidst the growing needs of the shippers in the Arctic waters. I would collaborate with and support our Federal partners that have a primary national security role like the U.S. Coast Guard (USCG), U.S. Maritime Administration (MARAD), and U.S. Department of War as America's economic security is a key part of national security. I would also coordinate with agencies like the USCG, NOAA, and the Department of Homeland Security (DHS) to support their efforts in charting unmapped waters, developing port access routes, and ensuring safe navigation. I would ensure that any FMC initiatives are developed in consultation with state, regional, and tribal representatives, as well as the National Shipper Advisory Committee (NSAC), to ensure local communities' needs and concerns are considered in the development of new shipping routes and port operations. I would ensure all FMC actions are consistent with U.S. foreign policy and international law, including the principle of freedom of navigation and the "Arctic exception" under UNCLOS Article 234, which grants coastal states authority to enforce pollution control laws in ice-covered areas. I would use the FMC's authority to conduct investigations into transit constraints at international maritime chokepoints, including potential Arctic routes, to gather data on shipping conditions and inform policy decisions. And finally, I would promote transparency in the industry by ensuring all tariffs and charges related to new Arctic routes are publicly available and clear, allowing the market to function efficiently and fairly.

Question 2. (Competition and Sovereignty in the Arctic): As Arctic shipping lanes, particularly the Northern Sea Route, become more active, how would you help safeguard U.S. competitiveness—especially for Alaska's strategic ports—in the face of foreign control, navigation fees, and evolving international claims, while ensuring alignment with international maritime law and national security priorities?

Answer. If I am confirmed as an FMC Commissioner, I would safeguard U.S. competitiveness in the Arctic with a multi-faceted approach that would combine diplomatic and persistent military presence, along with robust, dual-use infrastructure development and investment (to include icebreaker fleet expansion), regulatory measures, international cooperation, and strategic messaging to ensure the U.S. and Alaska remain competitive and secure in the evolving Arctic landscape. Asserting international law principles through operational presence, enhanced military presence, and strengthening partnerships with allies and local communities will address foreign control, *i.e.*, Russia's attempts to control the Northern Sea Route (NSR), navigation fees, and evolving international claims while aligning with maritime law and national security priorities. And incentivizing routes that align with U.S. priorities will improve the safety and efficiency of U.S. shipping, reducing reliance on foreign-controlled passages.

Question 3. (Supply Chain and National Security): Alaska's ports are critical to the state's economy and serve as key national defense assets. How would you work with Federal partners, including the Coast Guard and Department of Defense, to ensure Alaska's maritime supply chains remain resilient and secure as Arctic maritime traffic increases?

Answer. If I am confirmed as an FMC Commissioner, I would collaborate with and support our Federal partners that have a primary national security role like the U.S. Coast Guard (USCG), U.S. Maritime Administration (MARAD), and U.S. Department of War as America's economic security is a key part of national security. I would also coordinate with agencies like the USCG, NOAA, and the Department of Homeland Security (DHS) to support their efforts in charting unmapped waters, developing port access routes, and ensuring safe navigation. As previously mentioned, I will ensure a competitive and reliable international ocean transportation system that supports the U.S. economy, protects Alaskan interests, and aligns with broader national security and international policy objectives. Ways in which I would go about this would involve leveraging the FMC's economic regulatory authority, closely monitoring shipping rates, surcharges, and service contracts for vessels using Arctic routes to and from U.S. ports, particularly those in Alaska. This will ensure that U.S. shippers are not subject to unjust and unreasonable charges or unfair practices as commercial activity increases. As a member of the U.S. Committee on the Marine Transportation System (CMTS), I would advocate for the robust development of a detailed maritime transportation and infrastructure strategy for the U.S. Arctic that includes adequate port facilities in Alaska to ensure that Alaska's ports remain competitive amidst the growing needs of the shippers in the Arctic waters. I would ensure that any FMC initiatives are developed in consultation with state, regional, and tribal representatives, as well as the National Shipper Advisory Committee (NSAC), to ensure local communities' needs and concerns are considered in the development of new shipping routes and port operations.

I would ensure all FMC actions are consistent with U.S. foreign policy and international law, including the principle of freedom of navigation and the “Arctic exception” under UNCLOS Article 234, which grants coastal states authority to enforce pollution control laws in ice-covered areas. I would use the FMC’s authority to conduct investigations into transit constraints at international maritime chokepoints, including potential Arctic routes, to gather data on shipping conditions and inform policy decisions. And finally, I would promote transparency in the industry by ensuring all tariffs and charges related to new Arctic routes are publicly available and clear, allowing the market to function efficiently and fairly.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. MARSHA BLACKBURN TO
LAURA DiBELLA

Question 1. As an FMC Commissioner, can you commit to implementing the FMC’s authorities as written by Congress and holding true to the Commission’s foundational principles, which focus on being a nondiscriminatory regulator for the common carriage of goods in the foreign commerce of the United States?

Answer. Yes, I can.

Question 2. Freight forwarders and other Ocean Transport Intermediaries fill a crucial role in the American supply chain by helping American small, medium and large businesses efficiently move cargo via ocean. How do you view the FMC’s role in empowering these Ocean Transport intermediaries to help American small and medium business compete?

Answer. The FMC’s role is to foster a fair, competitive, and transparent marketplace, providing oversight and consumer protection, and offering dispute resolution services. This helps build trust and integrity in the U.S. supply chain by creating a more level playing field for large and small shippers alike giving them better access to services at competitive rates. The FMC helps ensure that businesses of all sizes, through their freight forwarders and Ocean Transport Intermediaries, can navigate the complexities of international ocean shipping with greater confidence and fewer barriers, allowing them to compete more effectively in the global marketplace.

Question 3. There are many parties in ocean transportation that are essential to a well-run national economy. Shippers, Consignees, Freight forwarders/OTIs, and the carriers themselves as well as custom-house brokers. If your nomination proceeds, would you support outreach to and listening to feedback from the industry to enhance compliance with existing regulations and to improve the competitiveness of American small and medium businesses?

Answer. Yes, industry feedback and participation are critical to improving the competitiveness of American small and medium sized businesses.

RESPONSE TO WRITTEN QUESTION SUBMITTED BY HON. TED BUDD TO
LAURA DiBELLA

Question 1. The FMC currently has a case before it involving intermodal chassis that has been going on for over five years. The Commission’s ALJ dismissed the remaining issues in the case nearly a year ago. Once confirmed, will you commit to promptly looking into this case and ending the prolonged uncertainty its reaming open has caused?

Answer. Yes, I will.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. MARIA CANTWELL TO
LAURA DiBELLA

Jones Act. A long-standing tool to protect the U.S. maritime industry is the Jones Act, which requires that water-borne cargo carried between domestic ports must be on U.S. flag, U.S. built, and U.S. crewed ships. The Jones Act fleet consists of approximately 40,000 vessels, supports 650,000 American family wage jobs, and contributes more than \$150 billion to the national economy annually.

Question 1. Do you support the Jones Act?

Answer. Yes, I do.

Lower Costs for Consumers. In 2022, Congress’s Ocean Shipping Reform Act gave the Commission a shot in the arm providing additional authorities to go after bad actors, self-initiate investigations, boost enforcement, and lower costs for Amer-

ican consumers. Since OSRA was signed into law, we have yet to see the Commission use this power to increase investigations into bad actors.

Question 1. As a Commissioner, what will you do to drive down costs for consumers?

Answer. As a Commissioner, I will get to the heart of every matter that keeps costs high in terms of shipping, seeing through to swift completion several efforts that are currently under investigation, for example:

Chokepoint interference keeps shipping costs high because disruptions to these narrow waterways lead to significant delays, mandatory rerouting, and increased operational expenses like fuel and insurance which are ultimately passed down to the consumer.

Flags of Convenience, although in principle are designed to keep costs low, have the potential to result in higher overall risks to the supply chain due to lax oversight, potentially leading to safety and reliability issues. Reduced oversight could lead to catastrophic incidents that could compromise the supply chain and have a disastrous effect on the U.S. consumer's bottom line.

Stymying the International Maritime Organization's (IMO) Net Zero vote that was recently delayed until 2026 is critical to driving down costs as the implementation of the Net Zero Framework will not only increase costs across the board due to the need to retrofit and accommodate new fuel types on vessels, it also greatly benefits China's shipbuilding capacity as they dominate the market. It is a win-win for them and lose-lose for basically everyone else.

Question 2. Will you support efforts to increase investigations by the Commission?

Answer. Yes, I will.

Question 3. How will you address cargo diversion to ensure that American ports will continue to be a preferred customer?

Answer. Addressing the Harbor Maintenance Tax loophole along with cargo preference laws (*i.e.*, Jones Act, American Cargo for American Ships Act) would combat this immediately. In tandem with this, a combination of robust infrastructure investment and enhancements throughout the system (which is how we need to view this) would ensure supply chain visibility and better collaboration with all involved to help develop contingency plans in the face of disruptions.

Independent Agencies. President Trump has illegally fired over 25 Members from independent Boards and Commissions this year, including at the FTC, NTSB, CPSC, and STB. Like those agencies, Congress created the FMC to be independent, and we should all expect its Commissioners to maintain their independence.

Question 1. Do you believe in the importance of bipartisanship on independent boards and commissions like the FMC?

Answer. Yes, I do.

Question 2. Yes or No: Will you commit to maintaining the independence of the FMC as Congress intended, if confirmed?

Answer. Yes, I will.

Question 3. Yes or No: If the President or anyone else in this Administration threatened to fire you unless you took an action you disagreed with, would you refuse?

Answer. I do not believe the President would ask me to do so; if confirmed, I pledge to uphold the law.

Rail Merger/Connections to Ports. Awareness of the broader freight transportation market is important to performing the role of an FMC Commissioner.

Question 1. Are you concerned about the effects of consolidation in the U.S. domestic rail market as it relates to the competitiveness of our ports and lowering costs of maritime shipping?

Answer. Consolidation of any kind will have impacts, potentially both good and bad, and, if I am confirmed, I would appreciate hearing more about the impacts from the industry to ensure that competition remains high among our ports, along with costs remaining low in maritime shipping.

Question 2. What information do you think would be helpful to the Federal Maritime Commission and the Surface Transportation Board to have from the railroads to better understand the impact of the proposed merger on our ports and American businesses exporting goods abroad?

Answer. Understanding the type of cargo and ultimate destination of the cargo is where the conversation must begin as that will outline the current system in place and then help ascertain how the merger could rearrange the current supply chain and thus, its impacts on ports and American exporters.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TAMMY DUCKWORTH TO
LAURA DiBELLA

Federal Elections

Question 1. Setting aside the Congressional count and certification, do you believe President Donald Trump received more votes than Vice President Kamala Harris in the 2024 U.S. presidential election?

Answer. Congress certified that Donald Trump won the 2024 election on January 6, 2025.

Question 2. Setting aside the official Congressional count and certification, do you believe President Joe Biden received more votes than President Donald Trump in the 2020 U.S. presidential election?

Answer. Congress certified that Joe Biden won the 2020 presidential election on January 7, 2021.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. MARSHA BLACKBURN TO
ROBERT HARVEY

Question 1. As an FMC Commissioner, can you commit to implementing the FMC's authorities as written by Congress and holding true to the Commission's foundational principles, which focus on being a nondiscriminatory regulator for the common carriage of goods in the foreign commerce of the United States?

Answer. Yes.

Question 2. Freight forwarders and other Ocean Transport Intermediaries fill a crucial role in the American supply chain by helping American small, medium and large businesses efficiently move cargo via ocean. How do you view the FMC's role in empowering these Ocean Transport intermediaries to help American small and medium business compete?

Answer. To be mindful of the regulatory burdens and cost of compliance on American small, medium, and large businesses who efficiently move cargo via ocean, when exercising FMC's regulatory responsibilities.

Question 3. There are many parties in ocean transportation that are essential to a well-run national economy. Shippers, Consignees, Freight forwarders/OTIs, and the carriers themselves as well as custom-house brokers. If your nomination proceeds, would you support outreach to and listening to feedback from the industry to enhance compliance with existing regulations and to improve the competitiveness of American small and medium businesses?

Answer. Yes.

RESPONSE TO WRITTEN QUESTION SUBMITTED BY HON. TED BUDD TO
ROBERT HARVEY

Question 1. The FMC currently has a case before it involving intermodal chassis that has been going on for over five years. The Commission's ALJ dismissed the remaining issues in the case nearly a year ago. Once confirmed, will you commit to promptly looking into this case and ending the prolonged uncertainty its reaming open has caused?

Answer. Yes.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. MARIA CANTWELL TO
ROBERT HARVEY

Jones Act

A long-standing tool to protect the U.S. maritime industry is the Jones Act, which requires that water-borne cargo carried between domestic ports must be on U.S. flag, U.S. built, and U.S. crewed ships. The Jones Act fleet consists of approximately 40,000 vessels, supports 650,000 American family wage jobs, and contributes more than \$150 billion to the national economy annually.

Question 1. Do you support the Jones Act?

Answer. Yes.

Lower Costs for Consumers

In 2022, Congress's Ocean Shipping Reform Act gave the Commission a shot in the arm providing additional authorities to go after bad actors, self-initiate investigations, boost enforcement, and lower costs for American consumers. Since OSRA

was signed into law, we have yet to see the Commission use this power to increase investigations into bad actors.

Question 1. As a Commissioner, what will you do to drive down costs for consumers?

Answer. As stated in my hearing testimony, I support robust enforcement by the FMC to go after bad actors, self-initiate investigations, boost enforcement, and lower costs for American consumers.

Question 2. Will you support efforts to increase investigations by the Commission?

Answer. Yes.

Question 3. How will you address cargo diversion to ensure that American ports will continue to be a preferred customer?

Answer. Use FMC's investigation and enforcement authority to reduce cargo diversion to ensure that American ports will continue to be a preferred customer.

Independent Agencies

President Trump has illegally fired over 25 Members from independent Boards and Commissions this year, including at the FTC, NTSB, CPSC, and STB. Like those agencies, Congress created the FMC to be independent. And we should all expect its Commissioners to maintain their independence.

Question 1. Do you believe in the importance of bipartisanship on independent boards and commissions like the FMC?

Answer. Yes.

Question 2. Yes or No: Will you commit to maintaining the independence of the FMC as Congress intended, if confirmed?

Answer. Yes.

Question 3. Yes or No: If the President or anyone else in this Administration threatened to fire you unless you took an action you disagreed with, would you refuse?

Answer. Yes.

Relevant Experience

Your prior experience as a securities attorney and in business development does not appear to reflect the background that prior FMC Commissioner nominees possessed.

Question 1. Do you have any prior maritime experience specifically?

Answer. In terms of prior maritime experience, I state as follows:

First, I served with the United States Navy on active duty and at Naval Station Great Lakes, Illinois. After active duty, I served as a reservist with Amphibious Group 2, Little Creek, Virginia and U.S. Naval Forces Europe, London, United Kingdom.

The lesson learned from my time in the Navy is that economic security and national security are inseparable. U.S. national security protects our economic assets, including critical infrastructure, supply chains, port access, and international trade routes, from both traditional and emerging threats.

Second, as President and Executive Director of the Florida Opportunity Fund (FOF), I have become familiar with emerging technologies in the maritime sector. For example, FOF has invested in: (1) cybersecurity/information technology companies that protect critical infrastructure; including vessels, ports and marine infrastructure; (2) companies that fuse real-time data with artificial intelligence to monitor maritime emissions and improve operational efficiency, at sea and ashore, and; (3) logistics companies providing multimodal last-mile delivery solutions, which improve visibility and reduce shipping time and cost.

Additionally, FOF has begun to review investments in quantum solutions for the marine industry, enabling potential breakthroughs in route and fleet optimization, quantum sensing and navigation, secure quantum communication, and predictive maintenance and environmental modeling.

Third, my economic development activities have been in a state with 1300 miles of coastline, sixteen public seaports, and seven cruise ports. That experience has given me an even greater appreciation for the maritime industry, supply chains, and port access, not only for Florida but the entire country. Furthermore, in my role as Executive Director of Florida Development Finance Corporation, I understand the costs of port modernization for infrastructure projects like ports, docks, wharves, and related facilities.

Question 2. Detail why the U.S. Senate should be confident you are prepared for this role.

Answer. I believe my over 35 years of diverse experience in the military, legal and regulatory affairs, business, investment and finance, technology, and economic development will allow me to positively contribute to FMC's vital mission.

Legal Advocacy

As a practicing attorney, you joined two *Amici Curiae* briefs in the case of *U.S. v. Michael T. Flynn*—the first on May 28, 2020, in the DC District Court, and the second on June 2, 2020, in the DC Circuit Court of Appeals. The briefs both supported dismissing the Federal case against Michael T. Flynn, a former Trump National Security Advisor who had pleaded guilty to making false statements to the FBI related to his contacts with Russian Ambassador Sergey Kislyak.

Question 1. What were the circumstances that led to your involvement with these briefs, including but not limited to when you first became aware of the first *Amici Curiae* brief, how you became aware, and who contacted you about it.

Answer. As I recall, the initial outreach was made to members of the Republican National Lawyers Association.

Question 2. Which individual(s) or organization(s) led or coordinated the *Amici Curiae*?

Answer. Leslie McAdoo Gordon, McAdoo Gordon & Associates, P.C., authored both briefs and the coordination was led by the Republican National Lawyers Association.

Question 3. Why did you decide to join these two *Amici Curiae* briefs?

Answer. The amici curiae were a bipartisan group of attorneys with extensive experience in the Federal court system, including many who practice criminal law in the relevant courts, and other Federal courts. Some were prosecutors, government attorneys, or judges.

All had an interest in the proper application of Fed.R.Crim.P 48 in light of Separation of Powers principles.

Question 4. Did you receive any compensation in connection with either of these *Amici Curiae* briefs? If so, please detail the source and amount of compensation.

Answer. No.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TAMMY DUCKWORTH TO
ROBERT HARVEY

Federal Elections

Question 1. Setting aside the Congressional count and certification, do you believe President Donald Trump received more votes than Vice President Kamala Harris in the 2024 U.S. presidential election?

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. ROGER WICKER TO
TIMOTHY PETTY

Aquaculture

Background: Seafood production is a cornerstone of Mississippi's coastal economy—supporting thousands of jobs and contributing hundreds of millions of dollars each year through our commercial fisheries, processors, and seafood markets. Yet nationwide, the United States continues to import roughly 80 percent of the seafood we consume, resulting in a seafood trade deficit that now exceeds \$20 billion annually. I see that as a missed opportunity for American workers and coastal communities. NOAA must play a central role in closing that gap.

Expanding marine aquaculture will help ensure that more of the seafood on American plates is produced by American hands.

Question 1. If confirmed, will you commit to prioritizing the growth of U.S. marine aquaculture as part of NOAA's broader strategy to reduce our seafood trade deficit and support coastal economies like those in Mississippi?

Answer. A central tenet of the Administration's agenda is the advancement of American marine aquaculture. The President's Executive Order, "Restoring Amer-

ica's Seafood Competitiveness," included provisions for streamlining aquaculture permitting, a commitment NOAA is actively pursuing. NOAA intends to continue working with the various regulatory agencies to streamline permitting for greater efficiency and predictability, while continuing to advance aquaculture research and promote sustainable practices.

Ocean Observations and Technology

Background: The Integrated Ocean Observing System (IOOS) is the Nation's leading resource for community-driven coastal, ocean, and Great Lakes sensor information. This vital program supports a vast network of buoys, gliders, high frequency radars, and other sensors that monitor U.S. waters. IOOS deploys, operates, and maintains more than 300 observing assets at 11 Regional Associations. Mississippi's Gulf Coast is home to national leaders in ocean observing and research, including the University of Southern Mississippi, the Stennis Space Center, and the Gulf Coastal Ocean Observing System.

Question 1. As NOAA's Deputy Administrator, how would you ensure IOOS data and research are fully applied to improve coastal management, strengthen forecasting, and support local industries across the Gulf region?

Answer. I support NOAA's efforts to keep regional ocean observing data publicly accessible. I will champion the integration of ocean data from diverse sources—including Federal agencies, universities, industry, and non-profits—to strengthen our collective understanding. Continued access to this data is vital for supporting defense operations, safe maritime navigation, economic activity, public health, weather prediction, fisheries, conservation, and the responsible management of ocean and Great Lakes ecosystems.

Question 2. The Gulf Coast is also expanding as a center for marine technology and innovation, from autonomous systems and advanced sensors to new data tools that support weather and ocean forecasting. Do you agree that NOAA should continue to partner with universities, small businesses, and private industry to expand economic opportunities and strengthen America's leadership in ocean technology?

Answer. Yes, I support NOAA's continued engagement with universities, small businesses, and the private sector to expand economic opportunities and technological leadership. Strategic partnerships are key to advancing NOAA's mission while also supporting regional economies, especially along the Gulf Coast. By leveraging external expertise and innovation, NOAA can enhance its science-based modeling, forecasting capabilities, improve fishery monitoring, and support a thriving blue economy.

NOAA Cooperative Institutes

Background: The Ocean Exploration Cooperative Institute has supported and continues to support the Trump administration's priorities through U.S. leadership in ocean exploration and technology development. It is the go-to for critical minerals discovery in the ocean due its expertise with long-endurance autonomous surface and subsurface vehicles. This work is accelerated through public-private partnerships with industry.

Question 1. What are your priorities for further implementation of public-private partnerships with NOAA Cooperative Institutes? How do you plan to utilize your authorities to incentivize innovative ocean research and training in the United States?

Answer. If confirmed, I will focus on strengthening NOAA's partnerships with universities, Tribal nations, states, private sector and industry to ensure that ocean research and workforce development reflects the regional and local communities. I will work to broaden access to NOAA's scientific resources, support collaborative projects in emerging marine and fishery technologies, and champion training pathways that prepare the next generation of ocean leaders.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. DAN SULLIVAN TO
TIMOTHY PETTY

Restoring American Seafood Competitiveness

- Alaska alone supplies more than half of the seafood produced in the entire United States, and it is integral to our way of life.
- Over the last several years, the U.S. seafood industry has experienced significant economic hardship and drastic declines, primarily due to unfair and predatory practices from Russia and China.

- In April, President Trump gave fishermen a shot in the arm with his Executive order for *Restoring American Seafood Competitiveness*. We are so thankful to the President for putting forward such a meaningful EO to help our fishermen.
- This EO provides a roadmap to restore the U.S. domestic fishing industry to greatness.
- This EO provides several direct pathways to further support our Alaska fishermen and our communities, including strategies to promote marketing, sale, and export of U.S. seafood products.
 - I look forward to working with you, NOAA Administrator Neil Jacobs, Secretary Lutnick, and all of the other agency heads tasked with ushering in a new Era of Seafood Policy under this Executive Order. I ask that you use me and my office as a resource as we move forward on these efforts.
- Alaska is the superpower of seafood, supporting 1.6 million jobs nationwide and providing 10 billion meals each year.
- More than \$1.7 billion in Alaska seafood products are exported annually, contributing \$15.8 billion to the U.S. economy.
- But, to accomplish all of this, U.S. fishermen need a few basic things from the Federal government:
 - Robust and timely fish surveys to inform accurate science-based stock assessments; and
 - Timely promulgation of regulations to manage—and open—the fisheries.
- Unfortunately, NOAA’s fisheries surveys and stock assessments are increasingly challenged by aging survey vessels, data gaps, and delayed reporting, which can lead to managers being overly cautious and reduce the amount of fish that can be caught.
- This means less money in our American fishermen’s pockets and fewer opportunities for our people to have prime wild-caught fish—this is real economic harm for Alaska’s and America’s fishing communities.
- We are the gold standard for sustainable management.
- However, if we want to stay competitive and close the seafood trade gap while keeping
 - fisheries the most sustainable in the world, NOAA has to modernize its science, its surveys, and its technology.
- That means better data collection, faster processing, and tools that can give fishermen and managers real-time insights.
- A strong NOAA and National Marine Fisheries Service—along with a dedicated, professional workforce—is also critical to generating this economic activity and furthering the goals of the President’s EO.
- There is a reason these surveys must take place, and we need to make sure that NOAA’s fisheries science centers conduct this work *not just this year*, but in future years.

Question 1. Dr. Petty, will you commit to prioritizing the modernization of NOAA’s fisheries science, including improved survey capacity, data collection, and technology upgrades, so that Alaska’s fishermen and coastal communities can continue to rely on the best science in the world to sustain their livelihoods and our Nation’s seafood supply?

Answer. Yes.

Question 2. Dr. Petty, I mentioned the EO on Restoring American Seafood Competitiveness, and how it includes seafood marketing, yet NOAA has zeroed out the Saltonstall-Kennedy grant program in FY25 and have not yet allocated money for FY26. Can you commit to ensuring there is funding for the Saltonstall-Kennedy FY26 grant program?

Answer. If confirmed, I commit to keeping you informed regarding the implementation of the President’s Executive Order on Restoring American Seafood Competitiveness. I also look forward to staying in touch as the Administration develops the FY2027 President’s Budget request to Congress.

IUU Fishing

- Illegal, Unreported, and Unregulated or “IUU” fishing poses a significant threat to global marine ecosystems, economies, and food security. It’s estimated that IUU fishing accounts for up to 20 percent of the global catch, which translates to global losses between \$10 billion and \$50 billion annually.

- IUU fishing is generally not an issue in the United States; our fisheries are the most sustainable in the world. But sustainably-sourced, legally-caught, high-quality seafood can't compete with illegally sourced seafood that is being plundered from our oceans.
- We cannot have IUU fishing continue to threaten the livelihoods of U.S. fishermen, undermine fair competition, and deplete global fish stocks. Despite existing enforcement mechanisms, illegal operators continue to exploit loopholes and evade oversight, often engaging in forced labor and environmentally destructive practices.
- Because of these threats to U.S. industry, I introduced the Fighting Foreign Illegal Seafood Harvest (FISH) Act, which combats IUU fishing globally. The FISH Act is a very bipartisan bill and is just passed the Senate as an amendment to the FY 26 NDAA.

Question 1. Dr. Petty, can you commit to strengthening enforcement against IUU fishing and ensuring that American fishermen are competing on a level playing field?

Answer. Under the new Seafood Competitiveness directive, DOC and USTR are charged with developing a coordinated strategy to enhance the vitality of the U.S. seafood sector, including through the Seafood Trade Task Force. If confirmed, I will leverage this initiative to improve access to foreign markets, confront unfair trade practices, and reinforce a fair and thriving domestic marketplace for American seafood producers through strong interagency and industry collaboration.

NOAA Ocean Data/Research

- Dr. Petty, western Alaska is still recovering from the devastation caused by the remnants of Typhoon Halong, which brought destructive winds and record storm surges that displaced families and destroyed homes across Western Alaska.
- Events like that remind us just how much is at stake for Alaska's coastal communities—and how essential NOAA's research and observing systems are for protecting lives and livelihoods.
- Alaskans know better than most that accurate, long-term forecasting can mean the difference between safety and catastrophe.
- In addition to ensuring the safety of our coastal communities, ocean data and research are critical drivers for supporting our Nation's economy, and I commend this Administration for its focus on unleashing technology and innovation.
- Alaskans know firsthand how important our coasts and oceans are, several spending much of the year out on the water or harvesting along our coasts.
- However, to fully unleash Alaska's economic potential and allow our communities to thrive, Alaska needs the tools and weather forecasts to improve safety, enhance the economy, and protect the environment for our coastal communities.
- For this reason, I cosponsored a bill with my colleague Senator Wicker to reauthorize the Integrated Ocean Observing System (IOOS) at NOAA.
- The goals of IOOS decrease risks for Alaska. With better, faster, and more cost-effective technologies and essential data we can unlock our economic potential and protect lives and livelihoods.

Question 1. Will you commit to empowering NOAA's ocean data and research functions to ensure that Alaska doesn't lose the scientific capacity for important operational and long-term forecasting?

Answer. Yes.

Alaska Salmon Research Task Force

- I now want to turn to what is truly the lifeblood of my state: salmon.
- Salmon is a way of life in Alaska and a primary food source for many in the state. We don't buy our salmon in the store like you all do, we fish for it, and we put it up to eat throughout the year. Salmon closures shake the foundation of our daily lives.
- Over the last several years, we have seen huge disparities in our salmon runs. Bristol Bay has had fantastic Sockeye returns, while the Yukon and Kuskokwim are seeing abysmal returns of King salmon and seasons continue to be closed.
- It is imperative that we get to the bottom of what is causing these fluctuations and poor salmon returns.

- Luckily, you've got a basis to work on. My Alaska Salmon Research Task Force Act was signed into law in 2022 and had NOAA collaborate with salmon experts in Alaska to chart a path forward to research why we are seeing such decreased abundance of salmon.
- The report was released last summer with suggestions of discrete, meaningful research projects that we can undertake to get to the bottom of this issue.
- A major research gap that was identified was that we are doing very little research on the middle of salmon's lives when they are in the ocean. That research is crucial to understanding how to ensure sustainable salmon runs.

Question 1. Can you commit to working with me to prioritize and build upon the work we have started to better understand why our salmon runs are decreasing in Alaska?

Answer. Yes.

Russian Seafood Reciprocity Executive Orders

- Dr. Petty, I want to bring up something that we talked about during our meeting and that is the current reciprocal ban on Russian Seafood.
- Russia has banned U.S. seafood from its markets since 2014. However, for many years, Russia was not subject to any special import duties in the U.S. Meanwhile, Russia has drastically increased seafood production since 2022 and is openly working to flood both U.S. and global markets with cheap seafood to push out U.S. product.
- All the while, our hardworking fishermen could not export a single fish to Russia. For nearly 10 years we allowed them to do this and for years, I advocated to address this asymmetrical and very unfair trade relationship. I was finally successful in getting the last Administration to roll out a couple of executive orders to put a stop to this and restore reciprocity. If we can't enter the Russian market, they shouldn't be able to flood ours, too.
- EO 14068 in 2022 banned imports of Russian seafood. However, Russia found a loophole by laundering their seafood through China to circumvent the ban. EO 14114 in 2023 closed this loophole and made it abundantly clear that any seafood harvested in Russia is banned from import into the U.S.—even if it goes through processing in another country.
- Russia is our biggest competitor in a lot of the seafood market, and just like China, they don't play fair.

Question 1. Will you commit to working with Secretary Lutnick to keep these reciprocal executive orders—EO 14068 and EO 14114—in place? They are critical to keeping our seafood trade fair.

Answer. If confirmed, I will collaborate with both Secretary Lutnick, Under Secretary Jacobs, and other stakeholders to ensure these executive orders are implemented effectively and reflect the President's priorities. I will also advocate for data-driven assessments and stakeholder engagement to keep our seafood trade policies aligned with industry needs and global standards.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. MARSHA BLACKBURN TO TIMOTHY PETTY

Question 1. Last year, at the urging of Chairman Cruz and myself, NOAA issued a two-year pause on new permitting restrictions for undersea cables. This pause was a step in the right direction, but it's only temporary. That's why I recently introduced the Undersea Cable Protection Act, which would make that pause permanent and ensure NOAA cannot impose burdensome regulations that unnecessarily slow down the deployment of critical subsea cable infrastructure. Given the importance of undersea cables to our national security, global communications, and economic competitiveness, do you agree that we need to eliminate burdensome regulations at NOAA and streamline permitting so these projects can continue without delay?

Answer. The vital importance of undersea cables for national security and economic competitiveness is fully acknowledged. The agency's core responsibility is to ensure that its regulatory processes are efficient and appropriately streamlined for the deployment of this critical infrastructure. If confirmed, I commit to prioritizing the review and efforts to streamline processes related to permitting and address any unnecessary administrative burdens.

Question 2. Mr. Petty, many industries rely on publicly available NOAA datasets for the purpose of not only assessing and protecting against immediate weather risks, but also for historical knowledge that influences long-term infrastructure

planning. NOAA's data and cutting-edge research helps all taxpayers better understand what risks weather poses to their communities and properties, and it affects how we act before and after some of our country's biggest emergencies. In your view, what is NOAA's proper role in making their data available to the public?

Answer. NOAA's role in public data access is central to its mission. By providing open, high-quality datasets, NOAA empowers communities, industries, and governments to prepare for weather extremes, design resilient infrastructure, and respond effectively to emergencies. If confirmed, I will work to strengthen data delivery systems, improve user interfaces, and deliver science-based datasets to ensure NOAA's science reaches those who need it most.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. MARIA CANTWELL TO
TIMOTHY PETTY

NOAA Workforce Reductions

I have serious concerns about the current state of NOAA's workforce. Since January 2025, NOAA has lost a combined 27,000 years of experience. The resulting brain drain has impacted the entire agency. Overall, NOAA now has more than 3,000 vacant positions across the agency.

On February 19, 2025, I sent a letter to Secretary Lutnick urging him to protect NOAA's critical workforce from the Trump Administration's reduction-in-force initiatives and hiring freeze, which would jeopardize the safety of the American public. Despite this warning, NOAA has lost over 2,000 employees through probationary firings and voluntary separation programs. These staffing shortages are disrupting NOAA's core functions. For instance, over a dozen stock assessments in New England and the mid-Atlantic have been canceled this year due to staffing shortages, and additional surveys in the Gulf and Hawaii were also canceled.

Question 1. Yes or No: Do you believe NOAA can operate at its peak effectiveness when it has over 3,000 positions vacant?

Answer. If confirmed, my efforts will center on maintaining and enhancing our critical work in science, dedicated NOAA service, and effective stewardship.

Question 2. Yes or No: Do you think that the agency's ability to carry out its mission effectively has been impacted by the loss of about 2,000 officials since January?

Answer. NOAA has articulated its foundational mission and operational priorities. Upon confirmation, my focus will be on driving performance and accountability across these critical mission areas.

Question 3. Yes or No: Will you commit to fill these vacant NOAA positions under your purview without delay if confirmed?

Answer. Upon confirmation, I will take steps to ensure NOAA maintains the staffing levels required to execute its vital mission and strategic goals effectively.

Question 4. What specific steps would you take to ensure the National Marine Fisheries Service (NMFS) and National Ocean Service (NOS) has sufficient staff to conduct critical activities like stock assessments, permitting, and oil spill response?

Answer. Upon confirmation, I will immediately collaborate with NMFS, NOS, and NOAA's Human Capital Services to ensure the skilled workforce has adequate resources that are essential to advancing our fisheries and ocean mission and delivering on strategic goals.

Question 5. Will you ensure NOAA is adequately staffed so that Tribes are able to access meaningful government-to-government consultation and technical assistance on NOAA programs, including grants?

Answer. I recognize and uphold the importance of government-to-government consultations with Tribes in shaping effective and inclusive policy.

Question 6. What is your plan for rebuilding the base of expertise that has been lost, ensuring that our science remains cutting edge, and retaining experts that are otherwise likely to leave for work in other nations?

Answer. Upon confirmation, I will work to strengthen NOAA's foundation of expertise by cultivating a culture that empowers and values our researchers—enabling them to deliver innovative, high-impact science for the benefit of the American people.

National Marine Fisheries Service

American fisheries are the best managed fisheries in the world because of science. However, recent staffing cuts and the ongoing Federal hiring freeze have left NOAA with a shortage of fishery managers, scientists, and mariners that NOAA needs to operate its ships.

As a result, many of NOAA's research vessels were tied up at the dock this summer, resulting in stock assessments being cancelled. Without stock assessments, NOAA will have to lower harvest levels. That means fewer fish, fewer fishing jobs, and a damaging ripple effect throughout coastal economies that rely on seafood.

Question 1. What is your plan to address stock assessment shortfalls?

Answer. If confirmed, I will collaborate with Congress to secure the resources NOAA needs to prioritize critical surveys—addressing mariner workforce gaps and expanding the use of uncrewed systems to enhance survey capabilities.

Question 2. Yes or No: Do you support moving NMFS, the Office of Protected Resources, or any of their activities and functions out of NOAA? If yes, explain why.

Answer. The FY 2026 President's Budget request for NOAA proposes transferring responsibilities under the Endangered Species Act (ESA) and Marine Mammal Protection Act (MMPA) from the National Marine Fisheries Service's Office of Protected Resources to the U.S. Fish and Wildlife Service within the Department of the Interior. This shift aims to enhance interagency coordination, increase operational efficiency, and streamline the implementation of these laws—ultimately reducing regulatory burdens for both the public and industry.

Northwest Fisheries Science Center

A significant portion of salmon research occurs at the Northwest Fisheries Science Center in Seattle. That building is in dire need of replacement. I previously secured funding for a new building that could be collocated with the University of Washington, but it was rescinded by the reconciliation bill.

Question 1. Do you support replacing the Northwest lab facility?

Answer. NOAA's infrastructure, including the Northwest Fisheries Science Center, is central to advancing scientific research and conservation goals. These facilities contribute directly to the recovery of Pacific salmon and steelhead—species that are integral to the Pacific Northwest's economy, cultural identity, and Tribal Treaty obligations. Strategic investment in these assets is important but must be guided by practical and sustainable planning. If confirmed, I will work closely with Congress, GSA, and local partners to explore appropriate next steps for the Northwest Fisheries Science Center.

Salmon Infrastructure

Salmon are central to the state of Washington's economy, culture, Tribal Treaty Rights, and our identity in the Pacific Northwest. We need a refined strategy with bold actions that restores critical habitats and advances innovative science to turn the tide on salmon declines so that we can make meaningful progress on salmon restoration.

Question 1. Do you support including salmon infrastructure, such as funding for hatcheries and culvert removal, in future infrastructure and surface transportation packages?

Answer. The health of Northwest salmon populations depends on effective management of infrastructure and tributary systems. NOAA views these elements as critical and will continue to collaborate closely with regional stakeholders to ensure sustainable fisheries for future generations.

Question 2. If confirmed, will you work with me to solve problems that harm salmon populations such as culverts and hazardous tire chemicals?

Answer. The health of salmon populations in the region depends heavily on the condition of infrastructure and water quality systems. While transportation management, water quality resources and chemical oversight fall outside NOAA's direct authority, the agency is dedicated to working in partnership with state, local, and Federal entities to ensure these critical resources are managed effectively for the enduring viability of salmon.

Question 3. Yes or No: Do you support further investments in Tribal salmon hatchery infrastructure?

Answer. I recognize the deep connection between Tribes and fisheries resources, and if confirmed, I will work to maintain strong, enduring partnerships with Tribal governments to address fisheries management challenges together.

Bipartisan NOAA Programs

I along with Senator Wicker have introduced bills to reauthorize both the Integrated Ocean Observing System (IOOS) and National Sea Grant College programs, which would be eliminated in the President's FY 2026 budget. NOAA's buoy provides access to high quality ocean, coastal and Great Lakes data that weather forecasters, fishermen, marine transportation, and other ocean users depend on for safety and to support coastal economic development. And Sea Grant helps protect coast-

al communities while supporting our fishermen. Last year, Washington Sea Grant generated over \$60 million in economic benefits to the State of Washington, nearly 20 times the Federal investment.

Question 1. Do you support the IOOS program?

Answer. I support NOAA's efforts to keep regional ocean observing data publicly accessible. I will champion the integration of ocean data from diverse sources—including Federal agencies, universities, industry, and non-profits—to strengthen our collective understanding. Continued access to this data is vital for supporting defense operations, safe maritime navigation, economic activity, public health, weather prediction, fisheries, conservation, and the responsible management of ocean and Great Lakes ecosystems.

Question 2. Do you support the Sea Grant program?

Answer. The President's 2026 budget request provides a clear framework for prioritizing federal expenditures.

Question 3. Do you commit to maintaining programs within NOAA that are Congressionally mandated?

Answer. If confirmed, I will faithfully follow the law and remain committed to advancing NOAA's essential work—from ocean and marine stewardship, fisheries management and to weather forecasting—with scientific rigor, transparency, and impact effectiveness.

Fisheries Disasters

An important role of NOAA Fisheries is to administer disaster assistance funds for declared fisheries disasters. U.S. fishermen are currently waiting on \$300 million in appropriated funds for fisheries disasters assistance to be administered.

Question 1. Do you commit to ensuring NOAA Fisheries quickly administers appropriated fisheries disaster assistance funds once confirmed?

Answer. I recognize the critical importance of NOAA's management of fisheries disaster assistance, which provides support to coastal economies and fishing communities following catastrophic events. If confirmed, I commit to working closely with the Department to administer assistance funds without unnecessary disruption.

Question 2. What steps will you take to ensure fisheries disaster funds are administered without delay in the future?

Answer. If confirmed, I commit to working with the resources that Congress provides, and to working with the Department and OMB to prioritize streamlining the disbursement process to deliver these critical funds to the impacted states, tribes, and territories.

Illegal, Unregulated, and Unreported (IUU) Fishing

IUU fishing is a key driver of global overfishing that threatens marine ecosystems, food security, and regional stability. It's a major global challenge that requires a whole-of-government approach by U.S. agencies for effective data collection, sharing of information, and enforcement efforts. The recent Executive Order 14276 on seafood competitiveness emphasized the urgency of protecting U.S. markets and maritime security from threats posed by IUU fishing and those products entering U.S. supply chains. It explicitly calls for enhanced Federal efforts to counter IUU fishing, improve traceability of seafood products, and coordinate more effectively across agencies, including Customs and Border Protection, Coast Guard, and the State Department. Given the scale of the threat and the vulnerabilities in U.S. seafood supply chains, this EO represents an opportunity and responsibility for NOAA to lead and act quickly.

Question 1. What actions will you take to ensure NOAA's efforts to address IUU fishing is prioritized and sufficiently resourced?

Answer. Ensuring the competitiveness of American seafood means confronting IUU fishing head-on. If confirmed, I will support NOAA's efforts to enhance enforcement, expand monitoring of seafood imports, and build stronger global coalitions to prevent illegally caught fish from entering the U.S. supply chain.

Question 2. What actions will you take to improve coordination between NOAA and other agencies and ensure a whole-of-government approach to combating IUU fishing?

Answer. The Executive Order on Seafood Competitiveness, expanding upon EO 13921, calls on DOC and USTR to evaluate seafood trade dynamics and develop a unified strategy, while establishing the Seafood Trade Task Force under joint leadership. If confirmed, I will actively engage this mechanism to pursue improved market access, combat unfair trade practices, and ensure a level playing field for American seafood producers.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. EDWARD MARKEY TO
TIMOTHY PETTY

Question 1. Sound, unbiased ocean and atmospheric research is at the heart of the component of NOAA you would supervise if confirmed. Do you agree with the scientific communities' consensus that climate change is real and already impacting the ocean including American fisheries?

a. Do you believe that it is NOAA's responsibility to conduct research and educate the public about all aspects of our changing climate and how it will impact their daily lives?

Answer. I believe NOAA has a vital responsibility to conduct rigorous applied research and to communicate its findings with transparency and clarity. It is essential that the public understands how changes in our oceans and atmosphere influence daily life—from weather systems and coastal resilience to food supply and public safety.

b. If confirmed, how will you ensure that NOAA leads the way in developing and implementing climate-ready fisheries policies—supporting adaptive management, advancing ocean and climate science, and strengthening the resilience of U.S. fishermen and coastal communities facing these accelerating environmental changes?

Answer. If confirmed, I will ensure NOAA leads with science-based, adaptive fisheries policies that respond to changing environmental and economic conditions. I will prioritize investments in ocean science, fishery surveys and strengthen data-driven management, while working closely with fishermen, stakeholders, states, Tribal partners, and coastal communities to build resilience in the face of international competition, IUU impacts and environmental change.

Question 2. NOAA has lost significant portions of its workforce since this administration has begun, hampering its ability to operate. Do you commit to advocating for and protecting the remaining staff at NOAA from further reductions in force in order to successfully oversee the operations of the National Marine Fisheries Service, National Ocean Service, and other agency components under your supervision?

Answer. If confirmed, I will work closely with NOAA's line offices, including the National Marine Fisheries Service and National Ocean Service, and coordinate with the Office of Human Capital Services to ensure we have the best workforce to deliver on our mission and advance strategic goals and priorities across the agency.

Question 3. During your nomination hearing you stated that you believe artificial intelligence (AI) will be critical to addressing issues managing our fisheries. Yet fisheries management will not be possible without adequate staff as AI cannot replace many of the critical staff roles currently vacant due to ongoing reductions in force. Please list at least three ways you plan to remediate the staffing issues at the National Marine Fisheries Service caused by the reductions in force, voluntary resignation program, and overall attrition (*i.e.*, retirements and early departures).

Answer. If confirmed, I will work to strengthen staffing at the National Marine Fisheries Service. First, by reinforcing foundational roles in research and applied science, build law enforcement measures, and stakeholder engagement that are central to NOAA's fisheries mission. Second, by investing in people by improving retention strategies, supporting professional development, and fostering a culture of excellence. Third, using AI as a tool—not a substitute—to support staff, streamline operations, and free up human capacity for priority mission areas and collaboration.

Question 4. You also stated during your nomination hearing that you understand the dangers posed by algal blooms to our water quality, public health, and environmental health. If confirmed, will you commit to supporting career scientists' unbiased assessments of all of the contributing factors to harmful algal blooms, including from agriculture?

Answer. If confirmed, I will uphold NOAA's commitment to scientific transparency and integrity. Supporting career scientists in evaluating drivers harmful to fisheries and oceans underpin the economic drivers for a robust fishery population.

a. Will you commit to supporting the recommendations made by career NOAA scientists to address harmful algal blooms even if they come into conflict with Department of Agriculture priorities?

Answer. If confirmed, I will guide NOAA with the understanding that transparency, rigorous science, and open communication are essential to earning public trust and advancing our core science mission.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TAMMY DUCKWORTH TO
TIMOTHY PETTY

Federal Elections

Question 1. Setting aside the Congressional count and certification, do you believe President Donald Trump received more votes than Vice President Kamala Harris in the 2024 U.S. presidential election?

Answer. After securing certification through the constitutional process, President Donald Trump assumed office as the 47th President of the United States on January 20, 2025.

Question 2. Setting aside the official Congressional count and certification, do you believe President Joe Biden received more votes than President Donald Trump in the 2020 U.S. presidential election?

Answer. After securing certification through the constitutional process, former President Joseph Biden assumed office as the 46th President of the United States on January 20, 2021.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JOHN HICKENLOOPER TO
TIMOTHY PETTY

Colorado River Basin Forecast Center

The Colorado River is the hardest working river in the West. It supplies water to 40 million people across 7 states while supporting farms, communities, and economies. Given the climate-induced drought over the last 25 years, it is critical to closely track the river's supply.

NOAA plays a vital role in collecting and sharing timely information to communities about forecasts—including through the Colorado River Basin Forecast Center, which examines reservoir inflows, streamflow forecasts, and provides flash flood guidance.

Question 1. Dr. Petty, if confirmed, how will you ensure the Colorado River Basin Forecast Center continues and expands its critical water security mission?

Answer. If confirmed, I will ensure that NOAA's foundational missions—including collaborative research in the Colorado River Basin—remain resilient and effective, upholding scientific rigor and interagency cooperation through any structural or administrative changes.

NOAA's Facilities and Cooperative Institutes

NOAA's presence in Boulder stretches back over 25 years. NOAA's collaborations across the scientific community in Boulder extend to Colorado's NIST campus, NSF National Center for Atmospheric Research (NCAR), and two Cooperative Institutes supported by NOAA: the Cooperative Institute for Research in the Atmosphere (CIARA); and Cooperative Institute for Research in Environmental Sciences (CIRES).

Dr. Petty, in our conversation, you shared with me your desire to preserve and expand public access to NOAA's key datasets.

Question 1. Dr. Petty, if confirmed, will you commit to preserving the integrity of NOAA's essential research functions and Cooperative Institute partnerships?

Answer. If confirmed, I will lead NOAA with a commitment to continuity and excellence in its core missions—from weather forecasting to fisheries oversight—ensuring they remain effective and scientifically sound. I will prioritize research that is focused, agile, and responsive to the evolving needs of communities across the Nation.

Western Water

The United States should always strive to represent the global gold standard for weather forecasting and modeling. Emerging technologies such as quantum computing and artificial intelligence are transforming every sector of our economy. Dr. Petty, in our conversation, you shared with me how you would like to help NOAA leverage emerging technologies like AI and quantum to help address major issues such as drought.

Question 1. Dr. Petty, how would you ensure NOAA's climate and hydrological data, forecasts, and modeling capabilities are effectively deployed to help Western states better manage water resources under worsening drought and aridification?

Answer. If confirmed, I will ensure NOAA's hydrological expertise is deployed with transparency and open science modeling to support Western states and Tribal communities facing water stress and demand. I will champion open data access, support co-developed solutions with local stakeholders, and maintain scientific rigor in all modeling and forecasting efforts to guide sustainable water resource decisions.

Question 2. Dr. Petty, how would you strengthen NOAA's collaboration with state, local, and tribal governments in inland regions—including farmers, ranchers, and outdoor recreationists—to expand access to actionable data?

Answer. If confirmed, I will strengthen NOAA's inland partnerships by using regional engagement through listening sessions and stakeholder roundtables, ensuring that farmers, ranchers, and outdoor recreationists have a direct voice in shaping NOAA's data priorities. I will work to improve the accessibility of NOAA's hydrological tools and models, allowing local communities to tailor them to meet the operational needs of inland communities. Additionally, I will support Tribal and local partnerships to co-develop their own data products that reflect regional priorities, ensuring that NOAA's science is both responsive and inclusive.

Wildfire Preparedness

The Mountain West is increasingly threatened by devastating wildfires. NOAA and the National Weather Service play a key role in helping forecast, model, and identify areas prone to wildfires.

Earlier this week, on Tuesday, October 21st, we were proud to advance the bipartisan Fix Our Forests Act in the Senate Committee on Agriculture, to help increase our preparedness against wildfires.

Question 1. Dr. Petty, how will you ensure NOAA's weather and climate forecasting tools—particularly those related to precipitation and fire weather—are *improved* and *communicated* in ways that help state and local officials plan for and mitigate these extreme events?

Answer. If confirmed, I look forward to working with you and your staff to advance fire weather forecasting. As new technologies, observations, and data become available, I will work with the NOAA Administrator and Assistant Secretary for Environmental Observations and Prediction to ensure NOAA advances forecasting in the area of fire weather.

