

**H.R. 2670—NATIONAL DEFENSE  
AUTHORIZATION ACT FOR FISCAL YEAR  
2024**

**SUBCOMMITTEE ON SEAPOWER AND  
PROJECTION FORCES**

SUMMARY OF BILL LANGUAGE.....	1
BILL LANGUAGE.....	8
DIRECTIVE REPORT LANGUAGE.....	48

# **SUMMARY OF BILL LANGUAGE**

# Table Of Contents

## **DIVISION A—DEPARTMENT OF DEFENSE AUTHORIZATIONS**

### **TITLE I—PROCUREMENT**

#### **LEGISLATIVE PROVISIONS**

##### **SUBTITLE B—NAVY PROGRAMS**

Section 111—Multiyear Procurement Authority for Virginia Class Submarine Program

Section 112—Multiyear Procurement Authority for MK-48 Torpedos

Section 113—Procurement Authority for Auxiliary Personnel Lighter Program

##### **SUBTITLE C—AIR FORCE PROGRAMS**

Section 121—Extension of Requirements Relating to C-130 Aircraft

Section 123—KC-135 Aircraft Recapitalization Program

Section 124—Prohibition on Reduction of KC-135 Aircraft in PMAI of the Reserve Components

Section 125—Limitation on Procurement of KC-46A Aircraft

Section 126—Limitation on Actions Relating to Remote Vision Systems of KC-46A Aircraft

### **TITLE VIII—ACQUISITION POLICY, ACQUISITION MANAGEMENT, AND RELATED MATTERS**

#### **LEGISLATIVE PROVISIONS**

##### **SUBTITLE D—INDUSTRIAL BASE MATTERS**

Section 832—Use of Industrial Base Fund for Support for the Workforce for Large Surface Combatants

### **TITLE X—GENERAL PROVISIONS**

#### **LEGISLATIVE PROVISIONS**

##### **SUBTITLE B—NAVAL VESSELS AND SHIPYARDS**

Section 1011—Modifications to Annual Naval Vessel Construction Plan

Section 1012—Critical Components of National Sea-Based Deterrence Vessels

Section 1013—Grants for Improvement of Navy Ship Repair or Alterations Capability

Section 1014—Policy of the United States on Shipbuilding Defense Industrial Base

Section 1015—Availability of Funds for Retirement or Inactivation of Landing Dock Ships and Guided Missile Cruisers

Section 1016—Expeditionary Fast Transport Vessels

## **DIVISION C—DEPARTMENT OF ENERGY NATIONAL SECURITY AUTHORIZATIONS AND OTHER AUTHORIZATIONS**

### **TITLE XXXV—MARITIME ADMINISTRATION**

#### **LEGISLATIVE PROVISIONS**

##### **SUBTITLE A—MARITIME ADMINISTRATION**

Section 3501—Authorization of Appropriations for Maritime Administration

SUBTITLE B—MARITIME INFRASTRUCTURE

Section 3511—Port Infrastructure Development Program Eligible Projects

Section 3512—Assistance for Small Inland River and Coastal Ports and Terminals

Section 3513—Eligibility of Shore Power Projects under Port Infrastructure Development Program

Section 3514—Codification of Existing Language; Technical Amendments

SUBTITLE C—OTHER MATTERS

Section 3532—Maritime Workforce Working Group

Section 3533—Report on Availability of Used Sealift Vessels

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**DIVISION A—DEPARTMENT OF DEFENSE AUTHORIZATIONS**

**TITLE I—PROCUREMENT**

**LEGISLATIVE PROVISIONS**

**SUBTITLE B—NAVY PROGRAMS**

Section 111—Multiyear Procurement Authority for Virginia Class Submarine Program

This section would authorize multiyear procurement authority for not more than 13 Virginia class submarines.

Section 112—Multiyear Procurement Authority for MK-48 Torpedos

This section would provide multiyear procurement authority for the Department of the Navy to procure up to 550 MK-48 torpedos.

Section 113—Procurement Authority for Auxiliary Personnel Lighter Program

This section would provide the Secretary of the Navy authority to enter into multiyear contracts for procurement of up to six Auxiliary Personnel Lighter class vessels.

**SUBTITLE C—AIR FORCE PROGRAMS**

Section 121—Extension of Requirements Relating to C-130 Aircraft

This section would keep the C-130 total aircraft inventory at 271 with a sunset date of October 1, 2024.

Section 123—KC-135 Aircraft Recapitalization Program

This section would require the Secretary of the Air Force to provide the congressional defense committees the business case analysis and Joint Staff validated requirements for the KC-135 recapitalization program along with the analysis of alternative for the Next Generation Air Refueling System before deciding on an acquisition strategy for the KC-135 recapitalization program.

Section 124—Prohibition on Reduction of KC-135 Aircraft in PMAI of the Reserve Components

This section would prevent the Air Force from reducing the number of primary mission aircraft inventory KC-135 aircraft from the Air Force Guard and Reserve.

Section 125—Limitation on Procurement of KC-46A Aircraft

This section would limit the Air Force from buying more than 179 KC-46A on the current contract until the Assistant Secretary of the Air Force for Acquisition, Technology, and Logistics certifies to the congressional defense committees that there are validated needs and provide long-term cost estimates.

Section 126—Limitation on Actions Relating to Remote Vision Systems of KC-46A Aircraft

This section would require a certification from the Secretary of the Air Force before retrofitting KC-46A aircraft with Remote Vision System 2.0.

TITLE VIII—ACQUISITION POLICY, ACQUISITION MANAGEMENT, AND RELATED MATTERS

LEGISLATIVE PROVISIONS

SUBTITLE D—INDUSTRIAL BASE MATTERS

Section 832—Use of Industrial Base Fund for Support for the Workforce for Large Surface Combatants

This section would amend section 4817(d) of title 10, United States Code, to add a section that states the fund should be used to support the large surface combatant industrial base.

TITLE X—GENERAL PROVISIONS

LEGISLATIVE PROVISIONS

## SUBTITLE B—NAVAL VESSELS AND SHIPYARDS

### Section 1011—Modifications to Annual Naval Vessel Construction Plan

This section would provide for greater transparency and representation by the services with regard to their views on the annual naval vessel construction plan.

### Section 1012—Critical Components of National Sea-Based Deterrence Vessels

This section would modify the National Sea-Based Deterrence Fund to allow for continuous production of additional critical components.

### Section 1013—Grants for Improvement of Navy Ship Repair or Alterations Capability

This section would authorize a grant program for the Navy for non-nuclear shipyards.

### Section 1014—Policy of the United States on Shipbuilding Defense Industrial Base

This section would amend the National Defense Authorization Act for Fiscal Year 2018 (Public Law 115–91) to state that it is the policy of the United States that its shipbuilding defense industrial base is fundamental for achieving the Navy's shipbuilding requirements and constitutes a unique national security imperative that requires sustainment and support by the Navy and Congress.

### Section 1015—Availability of Funds for Retirement or Inactivation of Landing Dock Ships and Guided Missile Cruisers

This section would prohibit retirement or inactivation of the USS Germantown (LSD-42), USS Gunston Hall (LSD-44), and USS Tortuga (LSD-46), as well as the USS Shiloh (CG-67) and USS Cowpens (CG-63).

### Section 1016—Expeditionary Fast Transport Vessels

This section would prohibit the Navy from entering expeditionary fast transport vessels into a reduced operational status and would require the development of a new concept of operations for use in the U.S. Indo-Pacific Command area of responsibility.

## **DIVISION C—DEPARTMENT OF ENERGY NATIONAL SECURITY AUTHORIZATIONS AND OTHER AUTHORIZATIONS**

# TITLE XXXV—MARITIME ADMINISTRATION

## LEGISLATIVE PROVISIONS

### SUBTITLE A—MARITIME ADMINISTRATION

#### Section 3501—Authorization of Appropriations for Maritime Administration

This section would authorize funds for the Maritime Administration.

### SUBTITLE B—MARITIME INFRASTRUCTURE

#### Section 3511—Port Infrastructure Development Program Eligible Projects

This section would amend the types of projects eligible for certain grants under the Port Infrastructure Development Program.

#### Section 3512—Assistance for Small Inland River and Coastal Ports and Terminals

This section would clarify the criteria for determining the eligibility of small inland river and coastal ports for assistance under the Port Infrastructure Development Program.

#### Section 3513—Eligibility of Shore Power Projects under Port Infrastructure Development Program

This section would define additional projects that would be eligible to receive grants under the Port Infrastructure Development Program.

#### Section 3514—Codification of Existing Language; Technical Amendments

This section would codify language from previous National Defense Authorization Acts related to the Port Infrastructure Development Program and Maritime Administration navigation and inspection laws. This section would also make technical amendments to the Deepwater Port Act of 1974 and other sections of title 46, United States Code.

### SUBTITLE C—OTHER MATTERS

#### Section 3532—Maritime Workforce Working Group

This section would require the Maritime Administrator to convene a working group to examine and assess the size of the pool of credentialed mariners necessary to support the United States flag fleet.

Section 3533—Report on Availability of Used Sealift Vessels

This section would require the Commander of U.S. Transportation Command to submit a report on the expected availability of used commercial sealift vessels over the next 5 years.



# **BILL LANGUAGE**

## 1           **Subtitle B—Navy Programs**

### 2   **SEC. 111 [Log 77995]. MULTIYEAR PROCUREMENT AUTHOR-** 3                   **ITY FOR VIRGINIA CLASS SUBMARINE PRO-** 4                   **GRAM.**

5           (a) **AUTHORITY FOR MULTIYEAR PROCUREMENT.**—  
6 Subject to section 3501 of title 10, United States Code,  
7 the Secretary of the Navy may enter into one or more  
8 multiyear contracts for the procurement of not more than  
9 13 Virginia class submarines.

10          (b) **LIMITATION.**—The Secretary of the Navy may  
11 not modify a contract entered into under subsection (a)  
12 if the modification would increase the target price of the  
13 submarine by more than 10 percent above the target price  
14 specified in the original contract awarded for the sub-  
15 marine under subsection (a).

16          (c) **AUTHORITY FOR ADVANCE PROCUREMENT.**—The  
17 Secretary of the Navy may enter into one or more con-  
18 tracts, beginning in fiscal year 2024, for advance procure-  
19 ment associated with the Virginia class submarines for  
20 which authorization to enter into a multiyear procurement  
21 contract is provided under subsection (a) and for equip-  
22 ment or subsystems associated with the Virginia class sub-  
23 marine program, including procurement of—

24                   (1) long lead time material; or

1           (2) material or equipment in economic order  
2           quantities when cost savings are achievable.

3           (d) **CONDITION FOR OUT-YEAR CONTRACT PAY-**  
4 **MENTS.**—A contract entered into under subsection (a)  
5 shall provide that any obligation of the United States to  
6 make a payment under the contract for a fiscal year after  
7 fiscal year 2025 is subject to the availability of appropria-  
8 tions or funds for that purpose for such later fiscal year.

9           (e) **LIMITATION ON TERMINATION LIABILITY.**—A  
10 contract for the construction of Virginia class submarines  
11 entered into under subsection (a) shall include a clause  
12 that limits the liability of the United States to the con-  
13 tractor for any termination of the contract. The maximum  
14 liability of the United States under the clause shall be the  
15 amount appropriated for the submarines covered by the  
16 contract regardless of the amount obligated under the con-  
17 tract.

18           (f) **VIRGINIA CLASS SUBMARINE DEFINED.**—The  
19 term “Virginia class submarine” means a block VI config-  
20 ured Virginia class submarine.

1 **SEC. 112 [Log 78119]. MULTIYEAR PROCUREMENT AUTHOR-**  
2 **ITY FOR MK-48 TORPEDOES.**

3 (a) AUTHORITY FOR MULTIYEAR PROCUREMENT.—  
4 Subject to section 3501 of title 10, United States Code,  
5 the Secretary of the Navy may enter into one or more  
6 multiyear contracts for the procurement of up to 550 MK-  
7 48 torpedoes.

8 (b) PROCUREMENT IN CONJUNCTION WITH EXIST-  
9 ING CONTRACTS.—The torpedoes authorized to be pro-  
10 cured under subsection (a) may be procured as additions  
11 to existing contracts covering the MK-48 torpedo pro-  
12 gram.

13 (c) AUTHORITY FOR ADVANCE PROCUREMENT.—The  
14 Secretary of the Navy may enter into one or more con-  
15 tracts, beginning in fiscal year 2024, for advance procure-  
16 ment associated with the torpedoes for which authoriza-  
17 tion to enter into a multiyear procurement contract is pro-  
18 vided under subsection (a), and for systems and sub-  
19 systems associated with such torpedoes in economic order  
20 quantities when cost savings are achievable.

21 (d) CONDITION FOR OUT-YEAR CONTRACT PAY-  
22 MENTS.—A contract entered into under subsection (a)  
23 shall provide that any obligation of the United States to  
24 make a payment under the contract for a fiscal year after  
25 fiscal year 2024 is subject to the availability of appropria-  
26 tions or funds for that purpose for such later fiscal year.

1 **SEC. 113 [Log 77969]. PROCUREMENT AUTHORITY FOR AUX-**  
2 **ILIARY PERSONNEL LIGHTER PROGRAM.**

3 (a) **CONTRACT AUTHORITY.**—Beginning in fiscal  
4 year 2024, the Secretary of the Navy may enter into one  
5 or more contracts for the procurement of up to six Auxil-  
6 iary Personnel Lighter class vessels and associated mate-  
7 rial.

8 (b) **LIABILITY.**—Any contract entered into under  
9 subsection (a) shall provide that—

10 (1) any obligation of the United States to make  
11 a payment under the contract is subject to the avail-  
12 ability of appropriations for that purpose; and

13 (2) the total liability of the Federal Government  
14 for termination of the contract shall be limited to  
15 the total amount of funding obligated to the contract  
16 at the time of termination.

1       **Subtitle C—Air Force Programs**

2       **SEC. 121 [Log 77370]. EXTENSION OF REQUIREMENTS RE-**  
3                               **LATING TO C-130 AIRCRAFT.**

4               (a) EXTENSION OF MINIMUM INVENTORY REQUIRE-  
5       MENT.—Subsection (a)(3)(B) of section 146 of the James  
6       M. Inhofe National Defense Authorization Act for Fiscal  
7       Year 2023 (Public Law 117–263) is amended by striking  
8       “2023” and inserting “2024”.

9               (b) EXTENSION OF PROHIBITION ON REDUCTION OF  
10       C-130 AIRCRAFT ASSIGNED TO NATIONAL GUARD.—Sub-  
11       section (b)(1) of such section is amended by striking “fis-  
12       cal year 2023” and inserting “fiscal years 2023 and  
13       2024”.

1 **SEC. 123 [Log 77854]. KC-135 AIRCRAFT RECAPITALIZATION**  
2 **PROGRAM.**

3 The Secretary of the Air Force may not issue an ac-  
4 quisition strategy for the KC-135 recapitalization pro-  
5 gram until the date on which the Secretary submits to  
6 the congressional defense committees the following docu-  
7 mentation:

8 (1) A business case analysis and analysis of al-  
9 ternatives for the Next Generation Air Refueling  
10 System that is based on a more realistic timeline  
11 than the analyses prepared before the date of the en-  
12 actment of this Act.

13 (2) The business case analysis of the Air Force  
14 for the KC-135 recapitalization program.

15 (3) Validated requirements from the Joint Staff  
16 for the contract competition under the KC-135 re-  
17 capitalization program.

1 **SEC. 124 [Log 77436]. PROHIBITION ON REDUCTION OF KC-**  
2 **135 AIRCRAFT IN PMAI OF THE RESERVE**  
3 **COMPONENTS.**

4 (a) PROHIBITION.—None of the funds authorized to  
5 be appropriated by this Act or otherwise made available  
6 for fiscal year 2024 for the Air Force may be obligated  
7 or expended to reduce the number of KC–135 aircraft des-  
8 ignated as primary mission aircraft inventory within the  
9 reserve components of the Air Force.

10 (b) PRIMARY MISSION AIRCRAFT INVENTORY DE-  
11 FINED.—In this section, the term “primary mission air-  
12 craft inventory” has the meaning given that term in sec-  
13 tion 9062(i)(2)(B) of title 10, United States Code.



1 **SEC. 125 [Log 77667]. LIMITATION ON PROCUREMENT OF**  
2 **KC-46A AIRCRAFT.**

3 (a) LIMITATION.—Except as provided in subsection  
4 (b), the Secretary of the Air Force may not procure more  
5 than 179 KC-46A aircraft during the covered period.

6 (b) WAIVER.—The Secretary of the Air Force may  
7 waive the limitation under subsection (a) if the Secretary  
8 submits to the congressional defense committees written  
9 certification by the Assistant Secretary of the Air Force  
10 for Acquisition, Technology, and Logistics that—

11 (1) there are validated needs of the Air Force  
12 requiring the waiver; and

13 (2) with respect to the KC-46A aircraft  
14 planned to be procured pursuant to the waiver, cost  
15 estimates are complete for the long-term  
16 sustainment of the aircraft.

17 (c) COVERED PERIOD DEFINED.—In this section, the  
18 term “covered period” means the period beginning on the  
19 date of the enactment of this Act and ending on October  
20 1, 2027.

1 **SEC. 126 [Log 77732]. LIMITATION ON ACTIONS RELATING**  
2 **TO REMOTE VISION SYSTEMS OF KC-46A AIR-**  
3 **CRAFT.**

4 (a) **LIMITATION.**—The Secretary of the Air Force  
5 may not take any action described in subsection (b) until  
6 the date on which Secretary certifies the to the Committee  
7 on Armed Services of the House of Representatives that—

8 (1) the Secretary has identified a solution to fix  
9 the remote vision systems of KC-46A aircraft; and

10 (2) such solution resolves all issues identified in  
11 the category 1 deficiency reports for such systems,  
12 except for issues relating to the panoramic system.

13 (b) **ACTIONS DESCRIBED.**—The actions described in  
14 this subsection are the following:

15 (1) Approving the incorporation of version 2.0  
16 of the KC-46A remote vision system into production  
17 aircraft.

18 (2) Retrofitting aircraft with version 2.0 of the  
19 KC-46A remote vision system.

1 **SEC. 832.[Log 78043]. USE OF INDUSTRIAL BASE FUND FOR**  
2 **SUPPORT FOR THE WORKFORCE FOR LARGE**  
3 **SURFACE COMBATANTS.**

4 Section 4817(d) of title 10, United States Code, is  
5 amended—

6 (1) in paragraph (3), by striking “and” at the  
7 end;

8 (2) in paragraph (4), by striking the period and  
9 inserting “; and”; and

10 (3) by adding at the end the following new  
11 paragraph:

12 “(5) to provide support for the recruitment,  
13 training, and retention of the workforce for large  
14 surface combatants.”.

1           **Subtitle B—Naval Vessels and**  
2                           **Shipyards**

3   **SEC. 1011 [Log 77486]. MODIFICATIONS TO ANNUAL NAVAL**  
4                           **VESSEL CONSTRUCTION PLAN.**

5           Section 231 of title 10, United States Code, is  
6 amended—

7                   (1) in subsection (a)—

8                           (A) in paragraph (2), by inserting before  
9                   the period at the end the following: “, together  
10                   with the views of the Chief of Naval Operations  
11                   and Commandant of the Marine Corps on the  
12                   budget”; and

13                           (B) by adding at the end the following new  
14                   paragraph:

15                   “(3) The unaltered assessment of the Chief of  
16                   Naval Operations and the Commandant of the Ma-  
17                   rine Corps of the plan required under paragraph  
18                   (1).”; and

19                   (2) in subsection (b), by adding at the end the  
20                   following new paragraphs:

21                   “(3) In developing annual naval vessel construction  
22                   plans for purposes of subsection (a)(1), the Secretary of  
23                   the Navy shall take into consideration the most recent bi-  
24                   ennial report on shipbuilder training and the defense in-  
25                   dustrial base required by section 8693of this title.

1           “(4) If the Secretary of the Navy includes more than  
2 one annual naval vessel construction plan for any fiscal  
3 year for purposes of subsection (a)(1), to the maximum  
4 extent practicable, the Secretary shall ensure that the first  
5 10 years of each such plan are consistent.”.

1 **SEC. 1012 [Log 77811]. CRITICAL COMPONENTS OF NA-**  
2 **TIONAL SEA-BASED DETERRENCE VESSELS.**

3 Section 2218a(k)(3) of title 10, United States Code,  
4 is amended by adding at the end the following new sub-  
5 paragraphs:

- 6 “(P) Major bulkheads and tanks.  
7 “(Q) All major pumps and motors.  
8 “(R) Large vertical array.  
9 “(S) Atmosphere control equipment.  
10 “(T) Diesel systems and components.  
11 “(U) Hydraulic valves and components.  
12 “(V) Bearings.  
13 “(W) Major air and blow valves and com-  
14 ponents.  
15 “(X) Decks and superstructure.  
16 “(Y) Castings, forgings, and tank struc-  
17 ture.  
18 “(Z) Hatches and hull penetrators.”.

1 **SEC. 1013 [Log 77998]. GRANTS FOR IMPROVEMENT OF NAVY**  
2 **SHIP REPAIR OR ALTERATIONS CAPABILITY.**

3 Chapter 131 of title 10, United States Code, is  
4 amended by inserting after section 2218a the following  
5 new section:

6 **“§ 2219. Grants for improvement of Navy ship repair**  
7 **or alterations capability**

8 “(a) ASSISTANCE AUTHORIZED.—(1) Subject to the  
9 availability of appropriations, the Secretary of the Navy  
10 may make grants to an eligible entity for the purpose of  
11 carrying out—

12 “(A) a capital improvement project; or

13 “(B) a maritime training program designed to  
14 foster technical skills and operational productivity.

15 “(2) The amount of a grant under this section may  
16 not exceed 75 percent of the total cost of the project or  
17 program funded by the grant.

18 “(3) A grant provided under this section may not be  
19 used to construct buildings or other physical facilities, ex-  
20 cept for piers, dry docks, and structures in support of  
21 piers and dry docks, or to acquire land.

22 “(4) The Secretary may not award a grant to an eli-  
23 gible entity under this section unless the Secretary deter-  
24 mines that—

1           “(A) the entity has access to sufficient non-  
2 Federal funding to meet the requirement under  
3 paragraph (2);

4           “(B) the entity has authority to carry out the  
5 proposed project; and

6           “(C) the project or program would improve—

7                 “(i) efficiency, competitive operations, ca-  
8 pability, or quality of United States Navy ship  
9 repair or alterations; or

10                “(ii) employee, or potential employee, skills  
11 and enhanced productivity related to United  
12 States Navy ship repair or alterations.

13           “(b) ELIGIBILITY.—To be eligible for a grant under  
14 this section, an entity shall—

15                 “(1) be a shipyard or other entity that provides  
16 ship repair or alteration for non-nuclear ships;

17                 “(2) submit an application, at such time, in  
18 such form, and containing such information and as-  
19 surances as the Secretary may require, including a  
20 comprehensive description of—

21                         “(A) the need for the project or program  
22 proposed to be funded under the grant;

23                         “(B) the methodology to be used to imple-  
24 ment the project or program; and



1           “(C) any existing programs or arrange-  
2           ments that could be used to supplement or le-  
3           verage a grant provided under this section; and

4           “(3) enter into an agreement with the Secretary  
5           under which the entity agrees—

6           “(A) to complete the project or program  
7           funded by the grant within a certain timeframe  
8           and without unreasonable delay and the Sec-  
9           retary determines such project or program is  
10          likely to be completed within the timeframe pro-  
11          vided in such agreement;

12          “(B) to return to the Secretary any  
13          amount of the grant that is—

14                 “(i) not used by the grant recipient  
15                 for the purpose for which the grant was  
16                 awarded; or

17                 “(ii) not obligated or expended within  
18                 the timeframe provided in the agreement;

19          “(C) to maintain such records as the Sec-  
20          retary may require and make such records  
21          available for review and audit by the Secretary;  
22          and

23          “(D) not to purchase any product or mate-  
24          rial for the project or program using grant  
25          funds, including any commercially available off-

1 the-shelf item, unless such product or material  
2 is—

3 “(i) an unmanufactured article, mate-  
4 rial, or supply that has been mined or pro-  
5 duced in the United States; or

6 “(ii) a manufactured article, material,  
7 or supply that has been manufactured in  
8 the United States substantially all from ar-  
9 ticles, materials, or supplies mined, pro-  
10 duced, or manufactured in the United  
11 States.

12 “(c) GUIDELINES.—The Secretary shall issue guide-  
13 lines to establish appropriate accounting, reporting, and  
14 review procedures to ensure that—

15 “(1) amounts awarded as grants under this sec-  
16 tion are used for the purposes for which such  
17 amounts were made available; and

18 “(2) an entity that receives a grant under this  
19 section complies with the terms of the agreement  
20 such entity enters into with the Secretary pursuant  
21 to subsection (b)(3).

22 “(d) DEFINITIONS.—In this section:

23 “(1) The term ‘commercially available off-the-  
24 shelf item’—

1           “(A) means any item of supply (including  
2 construction material) that is—

3           “(i) a commercial item, as defined by  
4 section 2.101 of title 48, Code of Federal  
5 Regulations (as in effect on the date of the  
6 enactment of the National Defense Author-  
7 ization Act for Fiscal Year 2024); and

8           “(ii) sold in substantial quantities in  
9 the commercial marketplace; and

10          “(B) does not include bulk cargo, as de-  
11 fined in section 40102(4) of title 46, such as  
12 agricultural products and petroleum products.

13          “(2) The term ‘product or material’, with re-  
14 spect to a project or program—

15          “(A) means an article, material, or supply  
16 brought to the site where the project or pro-  
17 gram is being carried out for incorporation into  
18 the project or program; and

19          “(B) includes an item brought to the site  
20 preassembled from articles, materials, or sup-  
21 plies.

22          “(3) The term ‘United States’ includes the Dis-  
23 trict of Columbia, the Commonwealth of Puerto  
24 Rico, the Northern Mariana Islands, Guam, Amer-  
25 ican Samoa, and the Virgin Islands.”.

1 **SEC. 1014 [Log 78070]. POLICY OF THE UNITED STATES ON**  
2 **SHIPBUILDING DEFENSE INDUSTRIAL BASE.**

3 Section 1025(a) of the National Defense Authoriza-  
4 tion Act for Fiscal Year 2018 (Public Law 115–91; 10  
5 U.S.C. 7291 note) is amended—

6 (1) by striking “United States” and all that fol-  
7 lows and inserting “United States—”; and

8 (2) by adding at the end the following new  
9 paragraphs:

10 “(1) to have available, as soon as practicable,  
11 not fewer than 355 battle force ships, comprised of  
12 the optimal mix of platforms, with funding subject  
13 to the availability of appropriations or other funds;  
14 and

15 “(2) that the United States shipbuilding de-  
16 fense industrial base is fundamental to achieving the  
17 shipbuilding requirements of the Navy and con-  
18 stitutes a unique national security imperative that  
19 requires sustainment and support by the Navy and  
20 Congress.”.

1 **SEC. 1015 [Log 77848]. AVAILABILITY OF FUNDS FOR RE-**  
2 **TIREMENT OR INACTIVATION OF LANDING**  
3 **DOCK SHIPS AND GUIDED MISSILE CRUIS-**  
4 **ERS.**

5 (a) LANDING DOCK SHIPS.—None of the funds au-  
6 thorized to be appropriated by this Act or otherwise made  
7 available for fiscal year 2024 for the Department of De-  
8 fense may be obligated or expended to retire, prepare to  
9 retire, inactivate, or place in storage any of the following  
10 ships:

11 (1) USS Germantown (LSD-42).

12 (2) USS Gunston Hall (LSD-44).

13 (3) USS Tortuga (LSD-46).

14 (b) GUIDED MISSILE CRUISERS.—None of the funds  
15 authorized to be appropriated by this Act or otherwise  
16 made available for fiscal year 2024 for the Department  
17 of Defense may be obligated or expended to retire, prepare  
18 to retire, inactivate, or place in storage—

19 (1) the USS Shiloh (CG-67);

20 (2) the USS Cowpens (CG-63); or

21 (3) more than three other guided missile cruis-  
22 ers.

1 **SEC. 1016 [Log 77768]. EXPEDITIONARY FAST TRANSPORT**  
2 **VESSELS.**

3 (a) PROHIBITION ON REDUCED OPERATING STA-  
4 TUS.—None of the funds authorized to be appropriated  
5 by this Act or otherwise made available for the Depart-  
6 ment of Defense for fiscal year 2024 may be used to place  
7 an expeditionary fast transport vessel into a reduced oper-  
8 ating status.

9 (b) STRATEGY FOR USE.—

10 (1) STRATEGY AND CONCEPT OF OPER-  
11 ATIONS.—Not later than 180 days after the date of  
12 the enactment of this Act, the Chief of Naval Oper-  
13 ations, in consultation with the Commander of  
14 United States Military Sealift Command, shall de-  
15 velop and implement a strategy and concept of oper-  
16 ations for the use of expeditionary fast transport  
17 vessels in support of operational plans in the area of  
18 operations of United States Indo-Pacific Command.

19 (2) REPORT.—Not later than 30 days after the  
20 development of the strategy and concept of oper-  
21 ations required under paragraph (1), the Chief of  
22 Naval Operations shall submit to the congressional  
23 defense committees a report describing such strategy  
24 and concept of operations.

1                   **Subtitle A—Maritime**  
2                   **Administration**

3 **SEC. 3501 [Log 77429]. AUTHORIZATION OF APPROPRIA-**  
4                   **TIONS FOR MARITIME ADMINISTRATION.**

5           There are authorized to be appropriated to the De-  
6   partment of Transportation for fiscal year 2024, for pro-  
7   grams associated with maintaining the United States Mer-  
8   chant Marine, the following amounts:

9           (1) For expenses necessary to support the  
10   United States Merchant Marine Academy,  
11   \$195,500,000, of which—

12           (A) \$103,500,000 shall be for Academy  
13   operations;

14           (B) \$22,000,000 shall be for facilities  
15   maintenance and repair and equipment; and

16           (C) \$3,000,000 shall be for training, staff-  
17   ing, retention, recruiting, and contract manage-  
18   ment for United States Merchant Marine Acad-  
19   emy capital improvement projects.

20           (2) For expenses necessary to support the State  
21   maritime academies, \$53,700,000, of which—

22           (A) \$2,400,000 shall be for the Student  
23   Incentive Payment Program;

24           (B) \$6,000,000 shall be for direct pay-  
25   ments for State maritime academies;

1 (C) \$6,800,000 shall be for training ship  
2 fuel assistance;

3 (D) \$8,000,000 shall be for offsetting the  
4 costs of training ship sharing; and

5 (E) \$30,500,000 shall be for maintenance  
6 and repair of State maritime academy training  
7 vessels.

8 (3) For expenses necessary to support the Na-  
9 tional Security Multi-Mission Vessel program, in-  
10 cluding funds for construction and necessary ex-  
11 penses to construct shoreside infrastructure to sup-  
12 port such vessels, \$75,000,000.

13 (4) For expenses necessary to support Maritime  
14 Administration operations and programs,  
15 \$96,300,000, of which—

16 (A) \$15,000,000 shall be for the maritime  
17 environmental and technical assistance under  
18 section 50307 of title 46, United States Code;

19 (B) \$15,000,000 shall be for the United  
20 States marine highways program, including to  
21 make grants authorized under section 55601 of  
22 title 46, United States Code;

23 (C) \$65,500,000 shall be for headquarters  
24 operations expenses; and



1 (D) \$800,000 shall be for expenses nec-  
2 essary to provide for National Defense Reserve  
3 Fleet resiliency.

4 (5) For expenses necessary for the disposal of  
5 obsolete vessels in the National Defense Reserve  
6 Fleet of the Maritime Administration, \$6,000,000.

7 (6) For expenses necessary to maintain and  
8 preserve a United States flag merchant marine to  
9 serve the national security needs of the United  
10 States under chapter 531 of title 46, United States  
11 Code, \$318,000,000.

12 (7) For expenses necessary for the loan guar-  
13 antee program authorized under chapter 537 of title  
14 46, United States Code, \$33,000,000, of which—

15 (A) \$30,000,000 may be for the cost (as  
16 such term is defined in section 502(5) of the  
17 Federal Credit Reform Act of 1990 (2 U.S.C.  
18 661a(5)) of loan guarantees under the program;  
19 and

20 (B) \$3,000,000 may be used for adminis-  
21 trative expenses relating to loan guarantee com-  
22 mitments under the program.

23 (8) For expenses necessary to provide assist-  
24 ance to small shipyards and for maritime training

1 programs authorized under section 54101 of title 46,  
2 United States Code, \$30,000,000.

3 (9) For expenses necessary to implement the  
4 port infrastructure development program, as author-  
5 ized under section 54301 of title 46, United States  
6 Code, \$230,000,000, to remain available until ex-  
7 pended, except that no such funds authorized under  
8 this title for this program may be used to provide  
9 a grant to purchase fully automated cargo handling  
10 equipment that is remotely operated or remotely  
11 monitored with or without the exercise of human  
12 intervention or control, if the Secretary of Transpor-  
13 tation determines such equipment would result in a  
14 net loss of jobs within a port or port terminal. If  
15 such a determination is made, the data and analysis  
16 for such determination shall be reported to the Com-  
17 mittee on Commerce, Science, and Transportation of  
18 the Senate and the Committee on Transportation  
19 and Infrastructure of the House of Representatives  
20 not later than 3 days after the date of the deter-  
21 mination.

1                   **Subtitle B—Maritime**  
2                   **Infrastructure**

3 **SEC. 3511.**[Log 78069] **PORT INFRASTRUCTURE DEVELOP-**  
4                   **MENT PROGRAM ELIGIBLE PROJECTS.**

5           Section 54301(a)(3)(A)(ii) of title 46, United States  
6 Code, is amended—

7                   (1) in subclause (III) by striking “; or” and in-  
8                   serting a semicolon;

9                   (2) in subclause (IV)(ii) by striking the period  
10                  and inserting “; or”; and

11                  (3) by adding at the end the following:

12                                   “(V) port infrastructure that  
13                                   supports the loading and unloading of  
14                                   commercially harvested fish and fish  
15                                   products.”.

1 **SEC. 3512.[Log 78066] ASSISTANCE FOR SMALL INLAND**  
2 **RIVER AND COASTAL PORTS AND TERMI-**  
3 **NALS.**

4 Section 54301(b)(1) of title 46, United States Code,  
5 is amended by striking “as determined by using United  
6 States Army Corps of Engineers data” and all that follows  
7 and inserting the following: “as determined by using—  
8 “(A) Corps of Engineers data; or  
9 “(B) data provided by an independent  
10 audit the findings of which are acceptable to  
11 the Secretary.”.

1 **SEC. 3513.[Log 78065] ELIGIBILITY OF SHORE POWER**  
2 **PROJECTS UNDER PORT INFRASTRUCTURE**  
3 **DEVELOPMENT PROGRAM.**

4 (a) IN GENERAL.—In making port infrastructure de-  
5 velopment grants under section 54301 of title 46, United  
6 States Code, for fiscal years 2024 through 2028, the Sec-  
7 retary of Transportation shall treat a project described in  
8 subsection (b) as—

9 (1) having met the requirements of paragraphs  
10 (1) and (6)(A)(i) of section 54301(a) of such title;  
11 and

12 (2) being an eligible project under section  
13 54301(a)(3) of such title.

14 (b) PROJECT DESCRIBED.—A project described in  
15 this paragraph is a project to provide shore power at a  
16 port that services both of the following:

17 (1) Passenger vessels described in section  
18 3507(k) of title 46, United States Code.

19 (2) Vessels that move goods or freight.

1 **SEC. 3514 [Log 78067]. CODIFICATION OF EXISTING LAN-**  
2 **GUAGE; TECHNICAL AMENDMENTS.**

3 (a) PORT INFRASTRUCTURE DEVELOPMENT PRO-  
4 GRAM.—

5 (1) STRATEGIC SEAPORTS.—

6 (A) IN GENERAL.—Section 3505(a)(1) of  
7 the National Defense Authorization Act for Fis-  
8 cal Year 2014 (Public Law 113–66; 46 U.S.C.  
9 50302 note) is—

10 (i) transferred to appear after section  
11 54301(a)(6)(B) of title 46, United States  
12 Code;

13 (ii) redesignated as subparagraph (C);  
14 and

15 (iii) amended by striking “Under the  
16 port infrastructure development grant pro-  
17 gram established under section 50302(c) of  
18 title 46, United States Code” and inserting  
19 “In selecting projects described in para-  
20 graph (3)”.

21 (B) STRATEGIC SEAPORT DEFINED.—Sec-  
22 tion 3505(a)(2) of such Act is transferred to  
23 appear after section 54301(a)(12)(D) of title  
24 46, United States Code, and redesignated as  
25 subparagraph (E).

1 (C) REPEAL.—Section 3505(a) of such Act  
2 is repealed.

3 (2) DETERMINATION OF EFFECTIVENESS.—  
4 Section 54301(b)(5)(B) of title 46, United States  
5 Code, is amended by striking “subsection (c)(6)(A)”  
6 and inserting “subsection (a)(6)(A)”.

7 (b) TRANSFER OF IMPROVEMENTS TO PROCESS FOR  
8 WAIVING NAVIGATION AND INSPECTION LAWS.—Section  
9 3502(b) of the William M. (Mac) Thornberry National De-  
10 fense Authorization Act for Fiscal Year 2021 is—

11 (1) amended—

12 (A) by striking “For fiscal year 2020 and  
13 each subsequent fiscal year, the” and inserting  
14 “The”; and

15 (B) by striking “section 56101 of title 46,  
16 United States Code,” and inserting “this sec-  
17 tion”;

18 (2) transferred to appear after section 56101(e)  
19 of title 46, United States Code; and

20 (3) redesignated as subsection (f).

21 (c) AMENDMENT TO DEEPWATER PORT ACT OF  
22 1974.—The Deepwater Port Act of 1974 (33 U.S.C. 1501  
23 et seq.) is amended—

24 (1) in section 8 by striking “8.” and inserting  
25 “**8. OPERATION AS A COMMON CARRIER**”; and

1 (2) by repealing section 25.

2 (d) CHAPTER ANALYSIS.—The analysis for chapter  
3 503 of title 46, United States Code, is amended in the  
4 item relating to section 50308 by striking “**Port devel-**  
5 **opment; maritime transportation system**  
6 **emergency relief program**” and inserting “**Mari-**  
7 **time transportation system emergency relief**  
8 **program**”.

9 (e) VESSEL OPERATIONS REVOLVING FUND.—Sec-  
10 tion 50301(b) of title 46, United States Code, is amended  
11 by striking “(50 App. U.S.C. 1291(a), (c), 1293(c),  
12 1294)” and inserting “(50 U.S.C. 4701(a), (c), 4703(c),  
13 4704)”.

14 (f) MARITIME TRANSPORTATION SYSTEM EMER-  
15 GENCY RELIEF PROGRAM.—Section 50308 of title 46,  
16 United States Code, is amended—

17 (1) in subsection (a)(2)(B) by striking “Federal  
18 Emergency Management Administration” and in-  
19 serting “Federal Emergency Management Agency”;  
20 and

21 (2) in subsection (j)(4)(A) by striking “Federal  
22 Emergency Management Administration” and in-  
23 serting “Federal Emergency Management Agency”.

24 (g) MERCHANT MARINE.—The analysis for subtitle  
25 V of title 46, United States Code, is amended in the item



1 relating to chapter 556 by striking “**SHORT SEA**  
2 **TRANSPORTATION**” and inserting “**MARINE**  
3 **HIGHWAYS**”.

4 (h) CHAPTER 537.—The analysis for chapter 537 of  
5 title 46, United States Code, is amended by striking the  
6 item relating to section 53703 and inserting the following:

“53703. Application and administration.”.

7 (i) CHAPTER 541.—The analysis for chapter 541 of  
8 title 46, United States Code, is amended to read as fol-  
9 lows:

“CHAPTER 541—MISCELLANEOUS

“Sec.

“54101. Assistance for small shipyards.”.

1 **SEC. 3532.[Log 77977] MARITIME WORKFORCE WORKING**  
2 **GROUP.**

3 (a) IN GENERAL.—Not later than 120 days after the  
4 date of the enactment of this Act, the Maritime Adminis-  
5 trator, in consultation with the National Merchant Marine  
6 Personnel Advisory Committee, the National Offshore  
7 Safety Advisory Committee, the National Towing Safety  
8 Advisory Committee, and the Committee on the Marine  
9 Transportation System, shall convene a working group to  
10 examine and assess the size of the pool of mariners with  
11 covered credentials necessary to support the United States  
12 flag fleet.

13 (b) MEMBERSHIP.—The Maritime Administrator  
14 shall designate individuals to serve as members of the  
15 working group convened under subsection (a). The work-  
16 ing group shall include at least one representative from  
17 each of—

18 (1) the Maritime Administrator, who shall serve  
19 as chairperson of the working group;

20 (2) the United States Merchant Marine Acad-  
21 emy;

22 (3) the Coast Guard;

23 (4) the Military Sealift Command;

24 (5) the Navy;

25 (6) the State maritime academies;

1           (7) the owners and operators of United States-  
2           flagged vessels engaged in offshore oil and gas explo-  
3           ration, development, and production;

4           (8) the owners and operators of United States-  
5           flagged vessels engaged in offshore wind exploration,  
6           development, and production;

7           (9) the owners and operators of United States-  
8           flagged vessels engaged in inland river transpor-  
9           tation;

10          (10) a nonprofit labor organization representing  
11          a class of licensed or unlicensed engine department  
12          mariners who are employed on vessels operating in  
13          the United States flag fleet;

14          (11) a nonprofit labor organization representing  
15          a class of licensed or unlicensed mariners who are  
16          employed on vessels operating in the United States  
17          flag fleet;

18          (12) the owners of vessels operating in the  
19          United States flag fleet, or their private contracting  
20          parties, that are primarily operating in international  
21          transportation;

22          (13) Centers of Excellence for Maritime Train-  
23          ing designated under section 51706 of title 46,  
24          United States Code; and

25          (14) private maritime training providers.

1 (c) NO QUORUM REQUIREMENT.—The Maritime Ad-  
2 ministrator may convene the working group virtually and  
3 without all members present.

4 (d) RESPONSIBILITIES.—The working group shall  
5 carry out the following responsibilities:

6 (1) Review the report required by section  
7 3525(b), and the study required by section 3545(a),  
8 of the James Inhofe National Defense Authorization  
9 Act for Fiscal Year 2023 (Public Law 117–263), if  
10 available.

11 (2) Identify the number of mariners with cov-  
12 ered credentials in each of the following categories:

13 (A) All such mariners.

14 (B) Such mariners who have a valid Coast  
15 Guard merchant mariner credential with the  
16 necessary endorsements for service on unlimited  
17 tonnage vessels that are subject to the Inter-  
18 national Convention on Standards of Training,  
19 Certification and Watchkeeping for Seafarers,  
20 1978, as amended.

21 (C) Such mariners who are participating in  
22 a Federal program that supports the United  
23 States merchant marine and the United States  
24 flag fleet.

1 (D) Such mariners who are available to  
2 crew the United States flag fleet and the surge  
3 sealift fleet in times of a national emergency.

4 (E) Such mariners who are full-time.

5 (F) Such mariners who are merchant mar-  
6 iner credentialed officers in the United States  
7 Navy Reserve.

8 (3) Assess the effect on the United States mer-  
9 chant marine and United States Merchant Marine  
10 Academy if graduates from State maritime acad-  
11 emies and the United States Merchant Marine Acad-  
12 emy were assigned to, or required to fulfill, certain  
13 maritime positions based on the overall needs of the  
14 United States merchant marine.

15 (4) Assess the accessibility of Coast Guard Mer-  
16 chant Mariner Licensing and Documentation System  
17 data for mariners with covered credentials, the mari-  
18 time industry, and the Maritime Administration for  
19 the purposes of evaluating the pool of mariners with  
20 covered credentials.

21 (5) Make recommendations to enhance the  
22 availability and quality of interagency data, includ-  
23 ing data from the United States Transportation  
24 Command, the Coast Guard, the Navy, and the Bu-  
25 reau of Transportation Statistics, for use by the

1 Maritime Administration in evaluating the pool of  
2 mariners with covered credentials.

3 (e) REPORT.—Not later than one year after the date  
4 of the enactment of this Act, the Secretary of Transpor-  
5 tation shall submit to the Committee on Commerce,  
6 Science, and Transportation of the Senate, the Committee  
7 on Armed Services of the House of Representatives, and  
8 the Committee on Transportation and Infrastructure of  
9 the House of Representatives a report that contains the  
10 findings and conclusions of the working group gathered  
11 in the course of performing the responsibilities under sub-  
12 section (d). Such report shall include each of the following:

13 (1) The number of mariners with covered cre-  
14 dentials identified for each category described in  
15 subparagraphs (A) through (F) of subsection (d)(2).

16 (2) The results of the assessments conducted  
17 under paragraphs (3) and (4) of subsection (d).

18 (3) The recommendations made under sub-  
19 section (d)(5).

20 (4) Such other information as the working  
21 group determines appropriate.

22 (f) COVERED CREDENTIAL DEFINED.—In this sec-  
23 tion, the term “covered credential” means any credential  
24 issued under part E of subtitle II of title 46, United States  
25 Code.

1           (g) SUNSET.—The Maritime Administrator shall dis-  
2 band the working group upon the submission of the report  
3 required under subsection (e).

1 **SEC. 3533 [Log 77741]. REPORT ON AVAILABILITY OF USED**  
2 **SEALIFT VESSELS.**

3 (a) IN GENERAL.—The Commander of the United  
4 States Transportation Command, in consultation with the  
5 Administrator of the Maritime Administration, shall con-  
6 duct a market analysis to determine the availability of  
7 used sealift vessels that—

8 (1) meet military requirements; and

9 (2) may be purchased using the authority pro-  
10 vided under section 2218 of title 10, United States  
11 Code, within the period of five years following the  
12 date of the enactment of this Act.

13 (b) REPORT.—Not later than 180 days after the date  
14 of the enactment of this Act, the Commander of the  
15 United States Transportation Command shall submit to  
16 the congressional defense committees a report on the re-  
17 sults of the market analysis conducted under subsection  
18 (a).



# **DIRECTIVE REPORT LANGUAGE**

# Table Of Contents

## DIVISION A—DEPARTMENT OF DEFENSE AUTHORIZATIONS

### TITLE I—PROCUREMENT

#### WEAPONS PROCUREMENT, NAVY

##### Items of Special Interest

*Shipborne air defense*

*U.S. Navy hypersonic strike capability*

#### SHIPBUILDING AND CONVERSION, NAVY

##### Items of Special Interest

*DDG 51 degaussing*

*Plan for offshore support vessels in the Pacific area of responsibility*

#### OTHER PROCUREMENT, NAVY

##### Items of Special Interest

*Aegis SPY-1 fleet sustainability*

*Next Generation Surface Search Radar*

#### PROCUREMENT, MARINE CORPS

##### Items of Special Interest

*Study on Maneuver Support Vessel and Landing Ship Medium joint venture*

#### AIRCRAFT PROCUREMENT, AIR FORCE

##### Items of Special Interest

*Mobility Guardian report*

*Mobility tactical data link*

*National Airborne Operations Center recapitalization*

### TITLE II—RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

#### RESEARCH, DEVELOPMENT, TEST, AND EVALUATION, NAVY

##### Items of Special Interest

*Briefing on dual modality autonomous vehicles*

*Briefing on expanding Unmanned Underwater Vehicles investment and integration of commercial Large Displacement Unmanned Undersea Vehicles into test and evaluation*

*Briefing on integration of autonomy into naval operations*

*Briefing on lessons learned from the demonstration of Unmanned Surface Vessels supporting Fifth Fleet*

*Composite shafts*

*Shipboard electronic warfare self-protection*

*Vessel Stopping Prototypes and Vessel Incapacitation Power Effect Radiation*

### TITLE X—GENERAL PROVISIONS

#### ITEMS OF SPECIAL INTEREST

##### OTHER MATTERS

Maintenance of Military Sealift Command Vessels

Trade Intelligence Data for Maritime Domain Awareness

**DIVISION B—MILITARY CONSTRUCTION AUTHORIZATIONS**  
**TITLE XXVIII—MILITARY CONSTRUCTION GENERAL**  
**PROVISIONS**

**ITEMS OF SPECIAL INTEREST**

Briefing on Infrastructure of Naval Air Station Pensacola

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**DIVISION A—DEPARTMENT OF DEFENSE AUTHORIZATIONS**

**TITLE I—PROCUREMENT**

**WEAPONS PROCUREMENT, NAVY**

**Items of Special Interest**

*Shipborne air defense*

The committee is concerned about People's Liberation Army activities in the Pacific Ocean and their acquisition of medium- and lower tier cruise missiles and other air threats that pose risks to U.S. naval assets. In addition to the higher end threats that the Aegis Combat System is built to defeat, carrier strike groups, amphibious vessels, and smaller ships may be the target of large salvos of lower flying and less expensive missiles that can oversaturate existing U.S. naval air defense systems. Therefore, the committee directs the Secretary of the Navy to provide a briefing to the the House Committee on Armed Services not later than March 31, 2024, on options for integrating lower cost and combat-proven air defense capabilities into its fleet, including littoral combat ships, landing platform docks, destroyers, and ships operating either independently or remotely from a carrier strike group, to protect against cruise missile and other short- and medium-range air and missile threats.

*U.S. Navy hypersonic strike capability*

The committee recognizes the United States has actively pursued development of hypersonic weapons for both the Army (Long Range Hypersonic Weapon, LRHW) and the Navy (Conventional Prompt Strike, CPS). The committee is aware and supportive of the progress made in LRHW launcher development, ongoing CPS launcher development and All Up Rounds (AURs) for U.S. Navy Virginia-class submarines and DDG 1000 Zumwalt-class destroyers. The committee is supportive of these initial efforts and is interested in increasing deployment options and the capacity of CPS missiles into the surface fleet.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than April 15, 2024, on expanding hypersonic strike capabilities to additional naval platforms. The

briefing should include, at a minimum, how the MK 41 Vertical Launching System cells on DDGs can be modified to take on CPS-sized missiles for future and current classes of Navy warships, estimated costs to implement such modifications, and potential impacts to the existing missions of the DDG fleet.

## SHIPBUILDING AND CONVERSION, NAVY

### Items of Special Interest

#### *DDG 51 degaussing*

The committee is concerned about the threat posed by magnetic mines, particularly as it pertains to adversaries' anti-access/area denial strategies. For the past several years, Congress required the Navy to review the threat and funded lightweight advanced degaussing systems to counter magnetic mines. However, the committee remains concerned about the Navy's lack of a comprehensive plan to ensure that Arleigh Burke-class destroyers are adequately protected.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than December 15, 2023, on the Navy's plan to modernize the DDG 51 to effectively mitigate the threat from magnetic mines. The report should include at a minimum the following information:

- (1) an assessment of the threat from magnetic influence mines; and
- (2) a cost estimate to install lightweight advanced degaussing systems on all DDG 51 class destroyers.

#### *Plan for offshore support vessels in the Pacific area of responsibility*

U.S. Transportation Command was designated as the Executive Agent for Bulk Fuel Management in the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023 (Public Law 117-263) and is responsible for the distribution of fuel to meet geographic combatant commanders' operational requirements. The Maritime Administration is currently implementing the Tanker Security Program to provide inter-theater tanker capacity, but the committee is concerned about how Transportation Command will access or procure intra-theater and coastal tanker capability. Therefore, the committee directs the Commander of U.S. Transportation Command to provide a briefing to the House Committee on Armed Services not later than December 1, 2023, on a strategy to procure or assure access to offshore support vessels or other similar vessels for fuel distribution. The briefing shall include relevant details on timelines to meet requirements, vessel specifications, and vessel ownership.

## OTHER PROCUREMENT, NAVY

## Items of Special Interest

### *Aegis SPY-1 fleet sustainability*

The committee recognizes the urgent need to deliver improved maritime warfighting capability to combatant commanders, and critical to this mission is maintaining Aegis destroyers until the end of their service lives. The committee is aware that the AN/SPY-1 radar production line closed in 2022, and that Aegis destroyers equipped with the AN/SPY-1 radar are projected to be in the fleet until 2060. The committee supports a comprehensive technical refresh and sustainment plan to keep those Aegis destroyers mission capable in order to meet evolving maritime and ballistic missile threats.

Therefore, the committee directs the Secretary of the Navy to submit a report to the House Committee on Armed Services not later than January 31, 2024, on specific initiatives to improve AN/SPY-1 radar performance, provide comprehensive materiel sustainment, and mitigate future obsolescence issues of the AN/SPY-1 radar systems in the fleet for the remaining service life of the AN/SPY-1 radar system.

### *Next Generation Surface Search Radar*

The committee is aware that the AN/SPS-73(V)18 Next Generation Surface Search Radar (NGSSR) is a multi-mission software configurable radar that delivers improved situational awareness capabilities to the U.S. Navy surface fleet through advancements in safe navigation, periscope detection, fast attack defense, and drone detection. When fully integrated into the Aegis and Ship Self-Defense combat systems, the NGSSR will replace up to five existing radars, enabling common interfaces, displays, and reducing sparing deficiencies afflicting current radar systems. NGSSR will also improve watch stander readiness, training proficiency, navigation skills, and warfighting capabilities.

The committee is pleased that the NGSSR has successfully achieved all phases of developmental testing and has transitioned to full rate production, with radar systems being delivered to shipyards for installation across the surface fleet, including: aircraft carriers, guided-missile destroyers, guided-missile cruisers, guided-missile frigates, and amphibious platforms. However, the committee is concerned about the slow pace of the Navy's current NGSSR ship installation and contract funding execution. Further delays run contrary to recommendations included in the October 2017 Commander Fleet Forces Comprehensive Review related to the USS McCain and USS Fitzgerald collisions, which mandated the acceleration of NGSSR fielding.

Therefore, the committee directs the Secretary of the Navy in coordination with the Chief of Naval Operations to submit a report to the House Committee on Armed Services not later than December 1, 2023, about the Navy's plan to improve the pace of NGSSR installations and to restore full rate production and funding execution for additional shipsets to support the requirement for rapid fielding of

this essential radar upgrade across the surface fleet. The report should describe where additional resources will be required to accelerate the timeline for NGSSR installations onboard Navy ships and to increase shipset production to get this enhanced capability into the hands of sailors.

## PROCUREMENT, MARINE CORPS

### Items of Special Interest

#### *Study on Maneuver Support Vessel and Landing Ship Medium joint venture*

The committee continues to support multiyear and block buy procurement authority, and is interested in the feasibility, cost, and strategic benefits of combining the Army Maneuver Support Vessel (MSV) and Navy/Marine Landing Ship Medium (LSM) programs into a shared base platform contract to expedite production, provide cost savings from block buys and higher quantity and guarantee contracts, and the series of options to make this possible in the most efficient timeline to provide capability to forces in-theater faster.

Therefore, the committee directs the Secretary of the Navy to submit a report to the House Committee on Armed Services not later than December 15, 2023, on the feasibility of a joint venture between the Department of the Army and the Department of the Navy for joint contracts, shared platform development, and block buys for the MSV and the LSM programs. The report shall include the following information:

- (1) the requirements for each program that can and cannot be met with a shared base platform;
- (2) the value and cost savings of contracting the shared base platform under the same contract and builder;
- (3) the value and cost savings of contracting the platforms as described in (2) as a block buy;
- (4) a series of options, approaches, and timelines to bidding these programs jointly, including detailing service acquisitions authorities and divided financing; and
- (5) the effect of a multiple platform (MSV/LSM) acquisition plan and block buy on force development, and in-theater logistics and fleet capability.

## AIRCRAFT PROCUREMENT, AIR FORCE

### Items of Special Interest

#### *Mobility Guardian report*

The committee understands Mobility Guardian is Air Mobility Command's (AMC) largest full-spectrum readiness exercise. This exercise demonstrates AMC readiness to move military personnel and equipment in combat operations and

conduct Rapid Global Mobility on behalf of the National Defense Strategy. The committee also understands this exercise is where AMC looks at new concepts to employ mobility assets and test tactics, techniques, and procedures. The committee directs the Commander of Air Mobility Command to provide a briefing to the House Committee on Armed Services by December 1, 2023, on all lessons learned during Air Mobility Guardian 2023.

#### *Mobility tactical data link*

The committee understands connectivity of mobility forces is essential to support the National Defense Strategy. The committee believes the Air Force needs to move faster to provide tactical data links for mobility weapons platforms. The committee directs the Commander, Air Combat Command, as the Executive Agent for Airborne Communication, to provide a briefing to the House Committee on Armed Services not later than December 1, 2023, on the priority plan for all mobility aircraft tactical datalink procurement.

#### *National Airborne Operations Center recapitalization*

The committee notes that the aging E-4B National Airborne Operations Center (NAOC) fleet requires recapitalization and modernized systems to ensure it maintains sufficient aircraft availability and communications reliability to perform nuclear command, control, and communications (NC3) missions for the duration of its service life. The committee further recognizes that going forward, a replacement airframe, the Survivable Airborne Operations Center (SAOC), is required to ensure a robust, airborne communications layer for NC3.

The committee understands that the SAOC weapon system will be comprised of a Commercial Derivative Aircraft, mission systems, and ground support systems, with an Engineering and Manufacturing Development award currently scheduled for the first quarter of fiscal year 2024. The committee is encouraged by the program's effort to maintain a competitive acquisition to ensure the Air Force receives a final platform with open architecture, has built in growth and modernization capacity, and reduces costly operation and sustainment costs.

The committee directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services not later than December 1, 2023, on the status of efforts to sustain the NAOC and field the SAOC. Additionally, the committee encourages the Secretary to maintain the current recapitalization schedule in order to replace the aging fleet and field the more capable aircraft by the 2032 Required Assets Available date.

## TITLE II—RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

### RESEARCH, DEVELOPMENT, TEST, AND EVALUATION, NAVY

#### Items of Special Interest

### *Briefing on dual modality autonomous vehicles*

The committee is aware of advancements in autonomous unmanned vehicle technology that enable unmanned vehicles to operate as both surface and subsurface vehicles. To better understand how these dual-modality autonomous vehicles could fill capability gaps for the Department of the Navy, the committee directs the Chief of Naval Operations to provide a briefing to the House Committee on Armed Services not later than December 1, 2023, on testing and evaluation of dual-modality unmanned vehicles.

### *Briefing on expanding Unmanned Underwater Vehicles investment and integration of commercial Large Displacement Unmanned Undersea Vehicles into test and evaluation*

The committee notes the significant advancements in automation, undersea battery, and additive manufacturing technologies that have increased the capability of commercially available Large Displacement Unmanned Underwater Vehicles (LDUUVs) related to range, endurance, and payload capacity. Integration of commercially available LDUUVs into maritime operations of the Department of the Navy can potentially benefit maritime domain awareness efforts as well as augment the capability and operations of the manned fleet. The committee directs the Chief of Naval Operations to provide a briefing to the House Committee on Armed Services not later than December 1, 2023, on the Department of the Navy's efforts to test and evaluate commercially available LDUUVs. The briefing shall also include information on the types of LDUUVs evaluated and concepts of operation for utilization by the Department of the Navy.

### *Briefing on integration of autonomy into naval operations*

The integration of autonomy as a bridge aid has the potential benefit of improving surface ship navigational safety, while also freeing up manpower for other warfighting priorities. Integration of autonomy onto fleet small craft could also provide additional benefits to the fleet through various other mission sets. Therefore, the committee directs the Chief of Naval Operations to provide a briefing to the House Committee on Armed Services not later than December 1, 2023, on the integration of autonomous technology across the manned fleet. The briefing shall include potential areas for integration of autonomy on vessels of different sizes and examine potential benefits to navigational safety and mission capability.

### *Briefing on lessons learned from the demonstration of Unmanned Surface Vessels supporting Fifth Fleet*

Advances in unmanned surface vessel technologies have allowed for new concepts of operation particularly in lower-end maritime security missions. The committee recognizes the successful demonstration of autonomous vessels in



support of the Fifth Fleet in the U.S. Central Command area of operations for various maritime security applications. The committee similarly recognizes the successes of the Overlord program in demonstrating and prototyping additional unmanned capabilities. The committee remains interested in the Navy's plans to incorporate lessons learned from these integration and experimentation efforts into the fleet. Specifically, the committee is interested in understanding the Navy's plan to further develop integration of autonomous surface vessels based on the findings from the demonstrations and experiments conducted in support of U.S. Central Command.

Therefore, the committee directs the Chief of Naval Operations to submit a report to the congressional defense committees not later than March 31, 2024, on the increased utilization of Medium Unmanned Surface Vessels (MUSVs) and Small Unmanned Surface Vessels (SUSVs) to address gaps in lower-end maritime security missions. The report shall include:

- (1) information on future vessel capabilities or requirements;
- (2) planned acquisition strategies for additional MUSVs and SUSVs; and
- (3) future demonstration efforts.

#### *Composite shafts*

The committee is aware that the use of composite materials in the construction of submarine shafts can offer performance and maintenance benefits relative to traditional steel shafts. The committee understands that in early 2023, a logistics support vessel ¼-scale composite shaft was manufactured and delivered to the Naval Surface Warfare Center, Carderock Division Acoustic Research Detachment, Lake Pend Oreille, for testing and evaluation. Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than December 15, 2023, that includes the results of composite shaft testing, planned efforts, and any benefits of composite shafting related to the current and evolving requirements of the Next-Generation Attack Submarine program, or SSN(X).

#### *Shipboard electronic warfare self-protection*

The committee recognizes the development and deployment of electronic countermeasures for larger surface combatants to defend against anti-ship missile attacks. However, the smaller multi-mission combatants remain vulnerable and unable to carry Surface Electronic Warfare Improvement Program Block III electronic attack packages due to limitations in size, weight, power, and cooling. As air- and surface-launched anti-ship missile threats increase, smaller vessels must be equipped with more minor, lightweight, and affordable electronic attack solutions to complement the Navy's layered Anti-Ship Guided Missiles self-protection concept.

The committee understands the Navy seeks to address this gap with the new Scale Onboard Electronic Attack program. However, the committee also

maintains that developing a high-band active electronically scanned array (AESA) subsystem is essential to address current and future threats in conjunction with the recent development of low- and medium-band capabilities.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than December 15, 2023, regarding the development of AESA technology for small surface combatants and the unique requirements of the force to bring this technology to the small surface combatant fleet.

### *Vessel Stopping Prototypes and Vessel Incapacitation Power Effect Radiation*

The committee is encouraged by the work of the Department of Defense to develop and test capabilities employing high power microwaves (HPM) to non-lethally stop vessels that may pose a threat to U.S. forces and assets. The use of HPM presents advantages over current vessel stopping capabilities, including employment of entanglement nets, engine disabling munitions, and physical boarding of the vessel. The committee understands that the Vessel Incapacitating Power Effect Radiation Program, sponsored by the Joint Intermediate Force Capabilities Office is currently conducting an operational utility assessment with the U.S. Coast Guard. The results of the research may also be applicable to the missions of each branch of the military.

Therefore, the committee directs the Secretary of Defense to provide a briefing to the House Committee on Armed Services not later than March 1, 2024, that includes the following:

- (1) an update on the timeline for the program;
- (2) the extent to which the results of research on Coast Guard cutters is and will be shared with the military services;
- (3) the potential for use of this technology aboard Navy vessels and on land in order to secure Navy ports and other military installations near water;
- (4) any plans to expand the testing of this technology beyond Coast Guard cutters;
- (5) any potential limitations on the technology; and
- (6) any other matters the Secretary deems relevant.

## TITLE X—GENERAL PROVISIONS

### ITEMS OF SPECIAL INTEREST

#### OTHER MATTERS

#### Maintenance of Military Sealift Command Vessels

Vessels assigned to Military Sealift Command such as oilers and dry cargo vessels are vital to the movement of platforms and materiel that support

operational efforts in the U.S. Indo-Pacific Command's area of responsibility and other priority theaters. These vessels suffer chronic maintenance backlogs that threaten operational availability as well as mission capability. The committee is concerned about how maintenance of these vessels is planned and executed. Therefore, the committee directs the Commander of Military Sealift Command to submit a report to the congressional defense committees not later than March 31, 2024, on the long-term planning for maintenance of vessels assigned to Military Sealift Command. The report shall include:

- (1) how Military Sealift Command plans for maintenance;
- (2) where maintenance can be performed;
- (3) consideration of readiness impacts on maintenance schedules; and
- (4) efforts to improve the material availability of vessels assigned to Military Sealift Command.

#### Trade Intelligence Data for Maritime Domain Awareness

The committee notes that trade intelligence data is critical for understanding the maritime pattern of life in each of the combatant command's (COCOM's) area of responsibility (AOR). Ocean-based physical trade accounts for 90 percent of all global trade activity and is directly linked to the health of a country's economy. Trade disruptions for a given commodity, especially a critical resource, can either devastate or bolster a country's economy and/or defense capability.

Additionally, the natural balance of trade can be affected by politically retaliatory trade policies, tariffs, embargos, and export controls. The critical commodities of rare earth resources, dual-use goods, and semiconductors are exported by just a few countries and territories but are essential to national security. Disruptions to these trade patterns have outsized ramifications for the world economy and the global maritime commons. Therefore, it is critical to incorporate trade intelligence data sets into established maritime domain awareness practices.

The designated trade intelligence data sets should provide maritime operation centers with pertinent trade data information to enhance investigation and interdiction planning, risk and disruption assessments, scenario/contingency planning activities, and pattern of life modeling. Therefore, the committee directs the Secretary of Defense to incorporate a trade intelligence data tool in any future wargame that occurs in fiscal year 2024. A priority should be placed on a wargame that is focused on the Indo-Pacific AOR.

## **DIVISION B—MILITARY CONSTRUCTION AUTHORIZATIONS**

### **TITLE XXVIII—MILITARY CONSTRUCTION GENERAL PROVISIONS**

#### **ITEMS OF SPECIAL INTEREST**

## Briefing on Infrastructure of Naval Air Station Pensacola

Naval Air Station Pensacola is a critical installation that provides access to valuable training airspace in the Gulf of Mexico and is home to the Blue Angels and other aircraft training squadrons. However, the committee is concerned that the current availability of hangars that meet standards to withstand hurricanes and other extreme weather events is insufficient.

Therefore, the committee directs the Assistant Secretary of the Navy for Energy, Installations, and Environment to submit a report to the congressional defense committees not later than March 31, 2024, on the facility plans for Naval Air Station Pensacola. The report shall include:

- (1) an assessment of the material condition of current installation facilities;
- (2) any future military construction; and
- (3) plans to support training operations during the transition to modern infrastructure.