

Questions for the Record from Representative Cline for Mr. Rice

“Pier Pressure: Regulation and Competition in Maritime Shipping”

Tuesday, March 17, 2026

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- I. Although the United States was once the world’s leading shipbuilder,<sup>1</sup> it now accounts for only about 0.1 percent of global shipbuilding tonnage.<sup>2</sup>
- II. This is especially concerning because the People’s Republic of China dominates the commercial shipbuilding industry, accounting for more than half of global shipbuilding output in 2024.<sup>3</sup> China’s dominance in manufacturing creates a security risk for the United States.
- III. Now more than ever, it is vital that the United States prioritize American-made products and energy production. To that end, earlier this month, I introduced the *Protecting Access to American Products Act*. The goal of the bill is to streamline the U.S. trade and shipping process during times of supply chain strain and uncertainty. Specifically, the bill amends current maritime law to ensure that products made in America are not prevented from reaching American markets. Further, it is designed to allow for administrative flexibility in circumstances where supply chain continuity is questionable. How would American dairy farmers benefit from cutting red tape and regulatory requirements when supply chains are strained?
- IV. Why is it important to invest in our own supply chains when it comes to American shipping?

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<sup>1</sup> U.S. DEP’T OF TRANSP, MARITIME ADMIN, *Fact Sheet –U.S. Domestic Shipbuilding*, (Jul. 8, 2024)

<sup>2</sup> Matthew P. Funaiolo et al., *China Dominates the Shipbuilding Industry*, THE CENTER FOR STRAT. AND INT’L STUDIES (Mar. 25, 2025).

<sup>3</sup> *Id.*