

**H.R. 8070—SERVICEMEMBER QUALITY OF
LIFE IMPROVEMENT AND NATIONAL
DEFENSE AUTHORIZATION ACT FOR
FISCAL YEAR 2025**

**SUBCOMMITTEE ON SEAPOWER AND
PROJECTION FORCES**

SUMMARY OF BILL LANGUAGE..... 1

BILL LANGUAGE..... 8

DIRECTIVE REPORT LANGUAGE 54

SUMMARY OF BILL LANGUAGE

Table Of Contents

DIVISION A—DEPARTMENT OF DEFENSE AUTHORIZATIONS

TITLE I—PROCUREMENT

LEGISLATIVE PROVISIONS

SUBTITLE B—NAVY PROGRAMS

Section 111—Modification of Annual Report on Cost Targets for Certain Aircraft Carriers

Section 114—Limitation on Availability of Funds for Medium Landing Ship Pending Certification and Report

SUBTITLE C—AIR FORCE PROGRAMS

Section 121—Modification of Minimum Inventory Requirement for Air Refueling Tanker Aircraft

Section 123—Extension of Requirements Relating to C-130 Aircraft

Section 125—Recapitalization of Air Refueling Tanker Aircraft of the Reserve Components of the Air Force

TITLE II—RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

LEGISLATIVE PROVISIONS

SUBTITLE B—PROGRAM REQUIREMENTS, RESTRICTIONS, AND LIMITATIONS

Section 215—Modification of CVN-73 to Support Fielding of MQ-25 Unmanned Aerial Vehicle

TITLE X—GENERAL PROVISIONS

LEGISLATIVE PROVISIONS

SUBTITLE B—NAVAL VESSELS AND SHIPYARDS

Section 1011—Assessment Required in the Event of a Proposed Reduction in Battle Force Ships as Part of the Annual Naval Vessel Construction Plan and Certification

Section 1012—Assessments Required Prior to Start of Construction on First Ship of a Shipbuilding Program

Section 1013—Strategy on Development of Naval Rearm at Sea Capability

Section 1014—Authority to Use Incremental Funding to Enter into a Contract for the Construction of a Virginia-Class Submarine

Section 1016—Prohibition on Availability of Funds for Retirement of Guided Missile Cruisers

SECTION E—STUDIES AND REPORTS

Section 1042—Mobility Capability Requirements Study

SUBTITLE F—OTHER MATTERS

Section 1053—Extension of Commission on the Future of the Navy

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

Section 3502—Reauthorization of Maritime Security Program

SUBTITLE B—MARITIME INFRASTRUCTURE

Section 3511—Port Infrastructure Development Program

SUBTITLE C—REPORT

Section 3521—Independent Study and Report on Shanghai Shipping Exchange

SUBTITLE D—OTHER MATTERS

Section 3531—Extension of Certain Provisions Relating to Tanker Security Fleet Program

Section 3532—Requirements for Purchasing Federally Auctioned Vessels

Section 3533—Recapitalization of National Defense Reserve Fleet

Section 3535—Technical Clarifications

DIVISION A—DEPARTMENT OF DEFENSE AUTHORIZATIONS

TITLE I—PROCUREMENT

LEGISLATIVE PROVISIONS

SUBTITLE B—NAVY PROGRAMS

Section 111—Modification of Annual Report on Cost Targets for Certain Aircraft Carriers

This section would modify the annual report on cost targets to include additional cost data fidelity and subsequent Ford-class aircraft carriers.

Section 114—Limitation on Availability of Funds for Medium Landing Ship Pending Certification and Report

This section would prohibit the obligation or expenditure of funds authorized to be appropriated by this Act for the procurement of the Medium Landing Ship until the Secretary of the Navy certifies that the Medium Landing Ship design is not based on more than 35 percent military specifications. It would also require the Secretary of the Navy to submit a report to the congressional defense committees detailing the differences in cost and construction schedules between a ship design based on military specifications and a design that uses commercial standards and elements.

SUBTITLE C—AIR FORCE PROGRAMS

Section 121—Modification of Minimum Inventory Requirement for Air Refueling Tanker Aircraft

This section would raise the number of air refueling aircraft to 474 and prevent the Air Force from reducing the number of primary mission aircraft inventory KC-135 aircraft from the Air Force Guard and Reserve.

Section 123—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, 2025.

Section 125—Recapitalization of Air Refueling Tanker Aircraft of the Reserve Components of the Air Force

This section would require the Secretary of the Air Force to replace current Air National Guard and Air Reserve air refueling aircraft with an equal air refueling aircraft capability.

TITLE II—RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

LEGISLATIVE PROVISIONS

SUBTITLE B—PROGRAM REQUIREMENTS, RESTRICTIONS, AND LIMITATIONS

Section 215—Modification of CVN-73 to Support Fielding of MQ-25 Unmanned Aerial Vehicle

This section would modify the National Defense Authorization Act for Fiscal Year 2019 (Public Law 115-232) for the modification of CVN-73 to support fielding of the MQ-25.

TITLE X—GENERAL PROVISIONS

LEGISLATIVE PROVISIONS

SUBTITLE B—NAVAL VESSELS AND SHIPYARDS

Section 1011—Assessment Required in the Event of a Proposed Reduction in Battle Force Ships as Part of the Annual Naval Vessel Construction Plan and Certification

This section would require the Navy to be consistent in the first 10-year planning window of the annual 30-year Shipbuilding Report to Congress.

Section 1012—Assessments Required Prior to Start of Construction on First Ship of a Shipbuilding Program

This section would improve analysis and assessment of decisions made prior to the start of construction on first ships of a Navy shipbuilding program.

Section 1013—Strategy on Development of Naval Rearm at Sea Capability

This section would require the Secretary of the Navy to submit to the congressional defense committees a strategy for delivering a rearm at sea capability to the surface fleet of the United States Navy.

Section 1014—Authority to Use Incremental Funding to Enter into a Contract for the Construction of a Virginia-Class Submarine

This section would provide incremental funding authority for an additional Virginia-class submarine in fiscal year 2025.

Section 1016—Prohibition on Availability of Funds for Retirement of Guided Missile Cruisers

This section would prohibit the retirement of the Guided Missile Cruisers USS Shiloh (CG 67) and USS Lake Erie (CG 70).

SECTION E—STUDIES AND REPORTS

Section 1042—Mobility Capability Requirements Study

This section would require the Commander, U.S. Transportation Command to submit a report and provide a briefing to the House Committee on Armed Services 1 year after enactment of this Act, with an interim update 6 months after enactment, to assess the operational risk for meeting the mobility requirements of the geographic combatant commanders.

SUBTITLE F—OTHER MATTERS

Section 1053—Extension of Commission on the Future of the Navy

This section would provide a 1-year extension on the Commission on the Future of the Navy as authorized by Section 1092 of Public Law 117-263.

**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.

Section 3502—Reauthorization of Maritime Security Program

This section would reauthorize the Maritime Security Program, extend it 2040, and increase the vessel stipend.

SUBTITLE B—MARITIME INFRASTRUCTURE

Section 3511—Port Infrastructure Development Program

This section would extend the eligibility of cruise vessels to receive grants to fund shore power projects under the Port Infrastructure Development Program (PIDP) through fiscal year 2026, direct the Maritime Administration (MARAD) to update its categorical exclusions, require an extension of the PIDP application deadline when an amended notice of funding opportunity is published, emphasize the efficient approval of PIDP grant contracts, and create a reporting requirement on staffing shortages at MARAD and the Department of Transportation impacting the administration of PIDP.

SUBTITLE C—REPORT

Section 3521—Independent Study and Report on Shanghai Shipping Exchange

This section would require an independent study and report on the business practices of the Shanghai Shipping Exchange and impacts to United States interests.

SUBTITLE D—OTHER MATTERS

Section 3531—Extension of Certain Provisions Relating to Tanker Security Fleet Program

This section would reauthorize the Tanker Security Program through 2040.

Section 3532—Requirements for Purchasing Federally Auctioned Vessels

This section would set several requirements for potential purchasers of Government-owned vessels being auctioned by the Federal Government.

Section 3533—Recapitalization of National Defense Reserve Fleet

This section makes technical changes to section 3546 of the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023 (Public Law 117-263; 46 USC 57100 note) to clarify that the Secretary of the Navy shall support the Secretary of the Transportation in construction of a new sealift program.

Section 3535—Technical Clarifications

This section would make several technical clarifications to United States Code and previously enacted legislation.

BILL LANGUAGE

1 **Subtitle B—Navy Programs**

2 **SEC. 111 [Log 80368]. MODIFICATION OF ANNUAL REPORT** 3 **ON COST TARGETS FOR CERTAIN AIRCRAFT** 4 **CARRIERS.**

5 Section 126(c) of the National Defense Authorization
6 Act for Fiscal Year 2017 (Public Law 114–328; 130 Stat.
7 2035) is amended—

8 (1) in the subsection heading, by striking “AND
9 CVN–81”; and inserting “CVN–81, AND SUBSE-
10 QUENT CARRIERS”;

11 (2) in paragraph (1) by striking “and the
12 CVN–81” and inserting “the CVN–81, and each
13 subsequent Ford-class aircraft carrier”;

14 (3) in paragraph (2)—

15 (A) in the matter preceding subparagraph
16 (A), by striking “and the CVN–81” and insert-
17 ing “the CVN–81, and each subsequent Ford-
18 class aircraft carrier”; and

19 (B) by adding at the end the following new
20 subparagraphs:

21 “(H) A comparison of the ship cost base-
22 line to the most recent budget estimate avail-
23 able as of the date of the report, set forth sepa-
24 rately for costs related to—

25 “(i) development;

1 “(ii) procurement; and

2 “(iii) operations and sustainment.

3 “(I) For each contract that requires the
4 production of a contract performance report, es-
5 timates from the contractor and program man-
6 ager of—

7 “(i) the total cost of the ship at com-
8 pletion, taking into account any changes in
9 costs known or anticipated as of the date
10 of the report; and

11 “(ii) the schedule for completion of
12 the ship, taking into account any variances
13 to such schedule known or anticipated as
14 of the date of the report.”; and

15 (4) by adding at the end the following new
16 paragraph:

17 “(3) COMMENCEMENT AND TERMINATION OF
18 REPORTING.—The requirement to submit a report
19 with respect to a Ford-class aircraft carrier under
20 paragraph (1) shall—

21 “(A) begin in the year following the first
22 fiscal year for which funds are appropriated for
23 the procurement of the carrier; and

24 “(B) end on the date the carrier reaches
25 its obligation work limiting date.”.

1 **SEC. 114 [Log 80884]. LIMITATION ON AVAILABILITY OF**
2 **FUNDS FOR MEDIUM LANDING SHIP PEND-**
3 **ING CERTIFICATION AND REPORT.**

4 None of the funds authorized to be appropriated by
5 this Act or otherwise made available for fiscal year 2025
6 for the Navy may be obligated or expended to procure a
7 Medium Landing Ship until the date on which the Sec-
8 retary of the Navy submits to the congressional defense
9 committees—

10 (1) a certification from the Secretary con-
11 firming that not more than 35 percent of the design
12 requirements for the Medium Landing Ship are
13 based on military specifications (as determined
14 based on the capabilities development document for
15 the ship); and

16 (2) a report that includes a comparison of the
17 difference in construction costs and delivery
18 timelines, on a per vessel basis, between—

19 (A) constructing the Medium Landing
20 Ship using military specifications; and

21 (B) constructing such ship using commer-
22 cial standards and commercial design elements.

1 **Subtitle C—Air Force Programs**

2 **SEC. 121 [Log 80188]. MODIFICATION OF MINIMUM INVEN-**
3 **TORY REQUIREMENT FOR AIR REFUELING**
4 **TANKER AIRCRAFT.**

5 (a) MINIMUM INVENTORY REQUIREMENT.—

6 (1) IN GENERAL.—Section 9062(j) of title 10,
7 United States Code, is amended by striking “466”
8 each place it appears and inserting “474”.

9 (2) EFFECTIVE DATE.—The amendments made
10 by paragraph (1) shall take effect on October 1,
11 2024.

12 (b) PROHIBITION ON REDUCTION OF KC–135 AIR-
13 CRAFT IN PMAI OF THE RESERVE COMPONENTS.—

14 (1) IN GENERAL.—None of the funds author-
15 ized to be appropriated by this Act or otherwise
16 made available for fiscal year 2025 for the Air Force
17 may be obligated or expended to reduce the number
18 of KC–135 aircraft designated as primary mission
19 aircraft inventory within the reserve components of
20 the Air Force.

21 (2) PRIMARY MISSION AIRCRAFT INVENTORY
22 DEFINED.—In this subsection, the term “primary
23 mission aircraft inventory” has the meaning given
24 that term in section 9062(i)(2)(B) of title 10,
25 United States Code.

1 **SEC. 123 [Log 80264]. EXTENSION OF REQUIREMENTS RE-**
2 **LATING TO C-130 AIRCRAFT.**

3 (a) EXTENSION OF MINIMUM INVENTORY REQUIRE-
4 MENT.—Section 146(a)(3)(B) of the James M. Inhofe Na-
5 tional Defense Authorization Act for Fiscal Year 2023
6 (Public Law 117–263; 136 Stat. 2455), as amended by
7 section 134(a) of the National Defense Authorization Act
8 for Fiscal Year 2024 (Public Law 118–31), is amended
9 by striking “2024” and inserting “2025”.

10 (b) EXTENSION OF PROHIBITION ON REDUCTION OF
11 C-130 AIRCRAFT ASSIGNED TO NATIONAL GUARD.—Sec-
12 tion 146(b)(1) of the James M. Inhofe National Defense
13 Authorization Act for Fiscal Year 2023 (Public Law 117–
14 263; 136 Stat. 2455), as amended by section 134(b) of
15 the National Defense Authorization Act for Fiscal Year
16 2024 (Public Law 118–31), is amended by striking “Dur-
17 ing fiscal years 2023 and 2024” and inserting “During
18 the period of fiscal years 2023 through 2025”.

1 **SEC. 125 [Log 80435]. RECAPITALIZATION OF AIR REFUEL-**
2 **ING TANKER AIRCRAFT OF THE RESERVE**
3 **COMPONENTS OF THE AIR FORCE.**

4 (a) IN GENERAL.—The Secretary of the Air Force
5 shall replace each covered reserve tanker aircraft with an
6 aircraft that has capabilities equivalent to or exceeding the
7 capabilities of the aircraft being replaced.

8 (b) WAIVER.—The Secretary of the Air Force may
9 waive the requirement to replace an air refueling tanker
10 aircraft under subsection (a), on a case by case basis, if
11 the Secretary determines that such replacement would de-
12 grade the readiness of the air refueling capability of the
13 Air Force.

14 (c) SUNSET.—This section shall terminate on Octo-
15 ber 1, 2025.

16 (d) COVERED RESERVE TANKER AIRCRAFT DE-
17 FINED.—The term “covered reserve tanker aircraft”
18 means an air refueling tanker aircraft of the reserve com-
19 ponents of the Air Force.

1 **SEC. 215 [Log 80830]. MODIFICATION OF CVN-73 TO SUP-**
2 **PORT FIELDING OF MQ-25 UNMANNED AER-**
3 **IAL VEHICLE.**

4 Section 219 of the John S. McCain National Defense
5 Authorization Act for Fiscal Year 2019 (Public Law 115–
6 232; 132 Stat. 1680) is amended by striking “shall” and
7 all that follows and inserting “shall modify the compart-
8 ments and infrastructure of the aircraft carrier designated
9 CVN-73 to support the fielding of the MQ-25 unmanned
10 aerial vehicle before the planned deployment date of such
11 vehicle.”.

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

3 **SEC. 1011 [Log 80225]. ASSESSMENT REQUIRED IN THE**
4 **EVENT OF A PROPOSED REDUCTION IN BAT-**
5 **TLE FORCE SHIPS AS PART OF THE ANNUAL**
6 **NAVAL VESSEL CONSTRUCTION PLAN AND**
7 **CERTIFICATION.**

8 Section 231 of title 10, United States Code, is
9 amended—

10 (1) by redesignating subsection (g) as sub-
11 section (h); and

12 (2) by inserting after subsection (f) the fol-
13 lowing new subsection:

14 “(g) REDUCTION IN BATTLE FORCE SHIPS.—(1) If
15 the plan and certification submitted under subsection (a)
16 for a fiscal year include a reduction in the number of bat-
17 tle force ships during the ten-year period following the
18 submission of the plan, as compared to the number of such
19 ships included in the plan and certification for the pre-
20 ceding fiscal year, the Secretary of Defense shall submit
21 with the plan and assessment an additional assessment
22 that includes each of the following:

23 “(A) A description of how the proposed reduc-
24 tion would support the national security strategy of
25 the United States.

1 “(B) An identification of the total amount of
2 resources that have been previously allocated for the
3 ship that is no longer being requested, including
4 funds for research, development, test, and evaluation
5 specific to the ship, advance procurement, advanced
6 construction, and economic order quantity.

7 “(C) An identification of the total amount of
8 resources the industrial base has allocated to sup-
9 port the ship that is no longer being requested.

10 “(D) An analysis of the effect such reduction is
11 likely to have on the industrial base, including the
12 sub-tier supplier base.

13 “(E) An analysis of the effect of the reduction
14 on the overall requirement for the class of ship that
15 was reduced.

16 “(2)(A) If an additional assessment is required to be
17 submitted under paragraph (1) for a fiscal year and the
18 Secretary of Defense does not include such assessment
19 with the defense budget materials for the fiscal year, not
20 more than 75 percent of the funds referred to in subpara-
21 graph (B) may be obligated or expended until the Sec-
22 retary submits the additional assessment

23 “(B) The funds referred to in this paragraph are any
24 funds made available to the Secretary of Defense for exec-
25 utive travel that remain available for obligation or expend-

1 iture as of the date on which the plan and certification
2 under subsection (a) and the plan and certification under
3 subsection (d) are required to be submitted.”.

1 **SEC. 1012 [Log 80372]. ASSESSMENTS REQUIRED PRIOR TO**
2 **START OF CONSTRUCTION ON FIRST SHIP OF**
3 **A SHIPBUILDING PROGRAM.**

4 Section 8669c of title 10, United States Code, is
5 amended—

6 (1) in subsection (a)—

7 (A) in paragraph (2), by striking “and” at
8 the end;

9 (B) in paragraph (3), by striking the pe-
10 riod at the end and inserting “; and”; and

11 (C) by adding at the end the following new
12 paragraph:

13 “(4) certifies to the congressional defense com-
14 mittees that for each block of the ship’s construc-
15 tion, the detail design will be completed.”;

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

18 “(7) For first ships and subsequent ships, the
19 plan of the Navy to oversee and document the com-
20 pletion of the detail design for each block of the
21 ship’s construction before construction of such block
22 begins.

23 “(8) The extent to which information provided
24 by a vendor to support the overall maturity and sta-
25 bility of a ship’s design is complete before construc-

1 tion on the ship begins, including with respect to in-
2 formation that confirms—

3 “(A) vendor selection is complete for major
4 distributive systems and key equipment sup-
5 porting operational requirements of the ship;

6 “(B) specifications are finalized for such
7 major distributive systems and key equipment;
8 and

9 “(C) the status of factory acceptance test-
10 ing, as applicable, to validate finalized specifica-
11 tions for such major distributive systems and
12 key equipment through manufacturing.”; and

13 (3) in subsection (c)(1)—

14 (A) in the matter preceding subparagraph
15 (A), by striking “computer aided models” and
16 inserting “the completion of 3D computer aided
17 modeling”; and

18 (B) in subparagraph (C)—

19 (i) by inserting “positions and” before
20 “routes”; and

21 (ii) by inserting “all major” before
22 “distributive systems”.

1 **SEC. 1013 [Log 80630]. STRATEGY ON DEVELOPMENT OF**
2 **NAVAL REARM AT SEA CAPABILITY.**

3 (a) STRATEGY REQUIRED.—Not later than 180 days
4 after the date of the enactment of this Act, the Secretary
5 of Navy shall submit to the congressional defense commit-
6 tees a strategy for delivering a rearm at sea capability to
7 the surface fleet of the United States Navy. Such strategy
8 shall include each of the following:

9 (1) A plan to develop, by not later than three
10 years after the date of the enactment of this Act, the
11 capability to employ transportable rearming mecha-
12 nism equipment to load missile canisters into MK 41
13 vertical launch system cells on Navy destroyers oper-
14 ating, including an identification of the current and
15 planned investments of the Navy in technology de-
16 velopment to achieve such capability, including the
17 anticipated cost and schedule for such investments.

18 (2) A plan for the key milestone events and as-
19 sociated dates in the development of such capability.

20 (3) A plan to coordinate with allies of the
21 United States that use variants of the United States
22 manufactured MK 41 vertical launch system to
23 jointly procure rearm at sea capabilities.

24 (4) An identification of any courses of action
25 the Secretary is considering other than the plans re-
26 ferred to in paragraphs (1) through (2) to address

1 the gap between the rearm at sea capabilities of the
2 United States and the capabilities of other countries,
3 including the use of uncrewed technologies.

4 (5) Such other matters as the Secretary deter-
5 mines appropriate.

6 (b) BRIEFING.— Not later than 90 days after the
7 date of the enactment of this Act, the Secretary of the
8 Navy shall provide to the congressional defense commit-
9 tees a written briefing on the development of the strategy
10 required under (a).

1 **SEC. 1014 [Log 80219]. AUTHORITY TO USE INCREMENTAL**
2 **FUNDING TO ENTER INTO A CONTRACT FOR**
3 **THE CONSTRUCTION OF A VIRGINIA-CLASS**
4 **SUBMARINE.**

5 (a) **IN GENERAL.**—Amounts authorized to be appro-
6 priated by this Act or otherwise made available for the
7 Navy for Shipbuilding and Conversion for fiscal year 2025
8 may be used by the Secretary of the Navy to enter into
9 an incrementally funded contract for the construction of
10 a Virginia-class submarine.

11 (b) **AVAILABILITY OF FUNDS.**—A contract entered
12 into under subsection (a) shall provide that any obligation
13 of the United States to make a payment under the con-
14 tract is subject to the availability of appropriations for
15 that purpose, and that total liability to the Government
16 for the termination of the contract shall be limited to the
17 total amount of funding obligated at time of termination.

1 **SEC. 1016 [Log 80681]. PROHIBITION ON AVAILABILITY OF**
2 **FUNDS FOR RETIREMENT OF GUIDED MIS-**
3 **SILE CRUISERS.**

4 None of the funds authorized to be appropriated by
5 this Act or otherwise made available for fiscal year 2025
6 for the Department of Defense may be obligated or ex-
7 pended retire, prepare to retire, inactivate, or place in
8 storage—

- 9 (1) the USS Shilo (CG 67);
10 (2) the USS Lake Erie (CG 70); or
11 (3) more than two other guided missile cruisers.

1 **SEC. 1042 [Log 80189]. MOBILITY CAPABILITY REQUIRE-**
2 **MENTS STUDY.**

3 (a) IN GENERAL.—Not later than one year after the
4 date of the enactment of this Act, the Commander of the
5 United States Transportation Command, in coordination
6 with the Chairman of the Joint Chiefs of Staff, the Secre-
7 taries of the military departments, and the commanders
8 of the combatant commands, shall conduct a study of the
9 end-to-end, full-spectrum mobility requirements to fulfill
10 the national defense strategy required by section 113(g)
11 of title 10, United States Code, for 2022.

12 (b) ELEMENTS OF STUDY.—The study required
13 under subsection (a) shall include each of the following:

14 (1) An assessment of the ability of the pro-
15 grammed airlift aircraft, tanker aircraft, sealift
16 ships, fuel tanker vessels, patient movement forces,
17 and key mobility enablers to meet the integrated
18 strategic and theater mobility requirements in ex-
19 pected strategic environments, as defined by the
20 guidance in such national defense strategy.

21 (2) An identification, quantification, and de-
22 scription of the associated risk-to-mission (as de-
23 fined by Chairman of the Joint Chiefs of Staff Man-
24 ual 3105.01, Joint Risk Analysis) required to fulfill
25 such strategy, including—

1 (A) an assessment of risk-to-mission asso-
2 ciated with achieving strategic and operational
3 objectives using the programmed airlift aircraft,
4 tanker aircraft, sealift ships, fuel tanker vessels,
5 patient movement forces, and key mobility
6 enablers; and

7 (B) a description of the combinations of
8 airlift aircraft, tanker aircraft, sealift ships, fuel
9 tanker vessels, patient movement forces, and
10 key mobility enabler requirements and capabili-
11 ties that provide low, moderate, significant, and
12 high levels of risk-to-mission to fulfill such
13 strategy; and

14 (C) an evaluation of non-mobilized mobility
15 forces to sustain daily competition activities and
16 achieve necessary readiness to fulfill the na-
17 tional defense strategy.

18 (3) An identification of any mobility capability
19 gaps, shortfalls, overlaps, or excesses, including—

20 (A) an assessment of associated risks with
21 respect to the ability to conduct operations; and

22 (B) recommended mitigation strategies
23 where possible.

1 (4) The articulation of all key assumptions and
2 decisions made and excursions examined in con-
3 ducting the study with respect to—

4 (A) risk;

5 (B) programmed forces and infrastructure;

6 (C) the availability of commercial airlift
7 and commercial United States sealift and fuel
8 tanker vessel capabilities and resources, when
9 applicable;

10 (D) aircraft usage rates, aircraft mission
11 availability rates, aircraft mission capability
12 rates, aircrew ratios, aircrew production, and
13 aircrew readiness rates;

14 (E) readiness, crewing, and activation
15 rates for sealift ships and fuel tanker vessels;

16 (F) prepositioning, forward stationing,
17 seabasing, engineering, and infrastructure;

18 (G) demand signals used to represent mis-
19 sions described in the national defense strategy
20 for 2022, in competition and wartime;

21 (H) concurrency and global integration of
22 demand signals;

23 (I) integrated global presence and basing
24 strategy;

25 (J) host nation or third-country support;

1 (K) adversary actions to degrade and dis-
2 rupt United States mobility operations;

3 (L) adversary actions that threaten free-
4 dom of navigation on international waterways,
5 including attacks on foreign ships and crews;

6 (M) aircraft being used for training or un-
7 dergoing depot maintenance or modernization
8 or ships undergoing depot maintenance;

9 (N) patient movement and mobility ena-
10 bling forces availability, readiness, and use;

11 (O) logistics concept of operations, includ-
12 ing any maneuver and sustainment support
13 concepts, methods, combat support forces, and
14 combat service support forces, that are required
15 to enable the projection and enduring support
16 to forces both deployed and in combat for each
17 analytic scenario;

18 (P) anticipated attrition rates for the as-
19 sessed force structure; and

20 (Q) such other matters as the Commander
21 determines appropriate.

22 (5) Such other elements as the Commander de-
23 termines appropriate.

24 (c) REPORTS AND BRIEFINGS.—

1 (1) INTERIM REPORT AND BRIEFING.—Not
2 later than six months after the date of the enact-
3 ment of this Act, the Commander of the United
4 States Transportation Command, in coordination
5 with the Chairman of the Joint Chiefs of Staff, the
6 Secretaries of the military departments, and the
7 commanders of the combatant commands, shall—

8 (A) submit to the congressional defense
9 committees an interim report on the study re-
10 quired under subsection (a); and

11 (B) provide to such committees a briefing
12 on the report.

13 (2) FINAL REPORT AND BRIEFING.—Not later
14 than one year after the date of the enactment of this
15 Act, the Commander of the United States Transpor-
16 tation Command, in coordination with the Chairman
17 of the Joint Chiefs of Staff, the Secretaries of the
18 military departments, and the commanders of the
19 combatant commands, shall—

20 (A) submit to the congressional defense
21 committees a final report on the study required
22 under subsection (a); and

23 (B) provide to such committees a briefing
24 on the report.

1 (3) FORM OF REPORTS.—The reports required
2 under paragraphs (1) and (2) shall be submitted in
3 unclassified form, but may include a classified
4 annex.

5 (d) DEFINITION OF SEALIFT SHIP.—In this section,
6 the term “sealift ship” includes—

7 (1) theater and strategic platforms; and

8 (2) surge sealift vessels and non-governmental
9 vessels incorporated as part of the maritime logistics
10 enterprise.

1 **SEC. 1053 [Log 80222]. EXTENSION OF COMMISSION ON THE**
2 **FUTURE OF THE NAVY.**

3 Section 1092(a)(4) of the James M. Inhofe National
4 Defense Authorization Act for Fiscal Year 2023 (Public
5 Law 117–263) is amended by striking “July 1, 2024” and
6 inserting “July 1, 2025”.

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

3 **SEC. 3501 [Log 80554]. 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 2025, 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 \$191,000,000, of which—

12 (A) \$105,000,000 shall be for Academy
13 operations;

14 (B) \$64,000,000 shall be for United States
15 Merchant Marine Academy capital improvement
16 projects; and

17 (C) \$22,000,000 shall be for facilities
18 maintenance and repair and equipment.

19 (2) For expenses necessary to support the State
20 maritime academies, \$58,900,000, of which—

21 (A) \$4,800,000 shall be for the Student
22 Incentive Payment Program;

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

1 (C) \$17,600,000 shall be for training ship
2 fuel assistance;

3 (D) \$6,000,000 shall be for offsetting the
4 costs of training ship sharing; and

5 (E) \$24,500,000 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 \$108,000,000, of which—

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

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

24 (C) \$78,000,000 shall be for headquarters
25 operations expenses.

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

4 (6) For expenses necessary to maintain and
5 preserve a United States flag merchant marine to
6 serve the national security needs of the United
7 States under chapter 531 of title 46, United States
8 Code, \$390,000,000.

9 (7) For expenses necessary for the loan guar-
10 antee program under chapter 537 of title 46, United
11 States Code, \$3,700,000, which may be used for ad-
12 ministrative expenses relating to loan guarantee
13 commitments under such program

14 (8) For expenses necessary to provide assist-
15 ance to small shipyards and for maritime training
16 programs authorized under section 54101 of title 46,
17 United States Code, \$35,000,000.

18 (9) For expenses necessary to implement the
19 port infrastructure development program, as author-
20 ized under section 54301 of title 46, United States
21 Code, \$500,000,000, to remain available until ex-
22 pended, except that no such funds authorized under
23 this title for this program may be used to provide
24 a grant to purchase fully automated cargo handling
25 equipment that is remotely operated or remotely

1 monitored with or without the exercise of human
2 intervention or control, if the Secretary of Transpor-
3 tation determines such equipment would result in a
4 net loss of jobs within a port or port terminal. If
5 such a determination is made, the data and analysis
6 for such determination shall be reported to the Com-
7 mittee on Commerce, Science, and Transportation of
8 the Senate and the Committee on Transportation
9 and Infrastructure of the House of Representatives
10 not later than 3 days after the date of the deter-
11 mination.

1 **SEC. 3502 [Log 80249]. REAUTHORIZATION OF MARITIME SE-**
2 **CURITY PROGRAM.**

3 (a) AWARD OF OPERATING AGREEMENTS.—Section
4 53103 of title 46, United States Code, is amended by
5 striking “2035” each place it appears and inserting
6 “2040”.

7 (b) EFFECTIVENESS OF OPERATING AGREE-
8 MENTS.—Section 53104(a) of title 46, United States
9 Code, is amended by striking “2035” and inserting
10 “2040”.

11 (c) ANNUAL PAYMENTS.—Section 53106(a)(1) of
12 title 46, United States Code, is amended—

13 (1) in subparagraph (C), by striking “2024,
14 and 2025” and inserting “, and 2024”;

15 (2) by redesignating subparagraphs (D)
16 through (F) as subparagraphs (E) through (G), re-
17 spectively;

18 (3) by inserting after subparagraph (C) the fol-
19 lowing new subparagraph (D):

20 “(D) \$6,500,000 for each of fiscal years
21 2025 and 2026;”;

22 (4) in subparagraph (E), as so redesignated—

23 (A) by striking “\$5,800,000” and inserting
24 “\$6,675,500”; and

25 (B) by striking “2026, 2027,” and insert-
26 ing “2027”;

1 (5) in subparagraph (F), as so redesignated—

2 (A) by striking “\$6,300,000” and inserting

3 “\$6,855,000”; and

4 (B) by striking “, 2030, and 2031; and”

5 and inserting “and 2030;”;

6 (6) in subparagraph (G), as so redesignated—

7 (A) by striking “\$6,800,000” and inserting

8 “\$7,040,000”; and

9 (B) by inserting “2031 and” before

10 “2032”; and

11 (C) by striking “, 2033, 2034, and 2035.”

12 and inserting a semicolon; and

13 (7) by adding at the end the following new sub-

14 paragraphs:

15 “(H) \$7,230,000 for each of fiscal years

16 2033 and 2034;

17 “(I) \$7,426,000 for each of fiscal years

18 2035 and 2036;

19 “(J) \$7,626,000 for each of fiscal years

20 2037 and 2038; and

21 “(K) \$7,832,000 for each of fiscal years

22 2039 and 2040.”.

23 (d) AUTHORIZATION OF APPROPRIATIONS.—Section

24 53111 of title 46, United States Code, is amended—

1 (1) in paragraph (3), by striking “2024, and
2 2025” and inserting “and 2024”;

3 (2) by redesignating paragraphs (4) through
4 (6) as paragraphs (5) through (7), respectively;

5 (3) by inserting after paragraph (3) the fol-
6 lowing new paragraph (4):

7 “(4) \$390,000,000 for each of fiscal years 2025
8 and 2026;”;

9 (4) in paragraph (5), as so redesignated—

10 (A) by striking “\$348,000,000” and in-
11 sserting “\$400,500,000”; and

12 (B) by striking “2026, 2027,” and insert-
13 ing “2027”;

14 (5) in paragraph (6), as so redesignated—

15 (A) by striking “\$378,000,000” and in-
16 sserting “\$411,300,000”; and

17 (B) by striking “, 2030, and 2031; and”
18 and inserting “and 2030;”;

19 (6) in paragraph (7), as so redesignated—

20 (A) by striking “\$408,000,000” and in-
21 sserting “\$422,400,000”; and

22 (B) by striking “2032, 2033, 2034, and
23 2035” and inserting “2031 and 2032”; and

24 (7) by adding at the end the following new
25 paragraphs:

1 “(8) \$433,800,000 for each of fiscal years 2033
2 and 2034;

3 “(9) \$445,560,000 for each of fiscal years 2035
4 and 2036;

5 “(10) \$457,560,000 for each of fiscal years
6 2037 and 2038; and

7 “(11) \$469,920,000 for each of fiscal years
8 2039 and 2040.”.

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

3 **SEC. 3511 [Log 80889]. PORT INFRASTRUCTURE DEVELOP-**
4 **MENT PROGRAM.**

5 (a) PORT INFRASTRUCTURE DEVELOPMENT
6 GRANTS.—

7 (1) IN GENERAL.—In making port infrastruc-
8 ture development grants under section 54301 of title
9 46, United States Code, for fiscal years 2025 and
10 2026 using funds appropriated after the date of the
11 enactment of this Act, the Secretary of Transpor-
12 tation shall treat a project described in paragraph

13 (2) as—

14 (A) having met the requirements of para-
15 graph (1) and (6)(A)(i) of section 54301(a) of
16 such title; and

17 (B) an eligible project under paragraph (3)
18 of such section.

19 (2) PROJECT DESCRIBED.—A project described
20 in this paragraph is a project to provide shore power
21 at a port that services—

22 (A) passenger vessels described in section
23 3507(k) of title 46, United States Code; and

24 (B) vessels that move goods or freight.

25 (b) CATEGORICAL EXCLUSIONS.—

1 (1) RECIPROCAL USE OF CATEGORICAL EXCLU-
2 SIONS.—Not later than 6 months after the date of
3 enactment of this Act, the Secretary of Transpor-
4 tation shall issue a notice of proposed rulemaking to
5 establish that the Maritime Administrator may ap-
6 prove any action qualifying as a categorical exclusion
7 established by the Federal Highway Administration,
8 the Federal Transit Administration, or the Federal
9 Railroad Administration, as outlined in part 771 of
10 title 23, Code of Federal Regulations, when the ap-
11 plicable requirements of that categorical exclusion
12 have been met.

13 (2) NEW CATEGORICAL EXCLUSIONS.—

14 (A) IN GENERAL.—Not later than 6
15 months after the date of enactment of this Act,
16 the Secretary shall publish a notice of proposed
17 rulemaking to propose new Maritime Adminis-
18 tration categorical exclusions for port authority
19 projects that are in compliance with the Na-
20 tional Environmental Policy Act of 1969 (42
21 U.S.C. 4321 et seq.).

22 (B) EXPANDING LIST.—The Maritime Ad-
23 ministration’s list of categorical exclusions may
24 be expanded with the goal of having a list that
25 allows the Maritime Administration to issue

1 categorical exclusions that maritime port au-
2 thorities would typically use, independently of
3 the lists of other Department of Transportation
4 modal agencies, including categorical exclusions
5 that the Secretary determines would be useful
6 to maritime port authorities in the course of
7 Federal grant-funded projects.

8 (3) PROCESS FOR REGULAR UPDATES.—The
9 Secretary shall include in the rule required by para-
10 graph (2) a process by which the Maritime Adminis-
11 tration will update the list of categorical exclusions
12 to reflect lessons learned in grant administration
13 and project construction that lead to new efficiencies
14 in the requirements of the National Environmental
15 Policy Act of 1969 (42 U.S.C. 4321 et seq.).

16 (c) APPLICATION TIMELINES.—Section 54301(a)(5)
17 of title 46, United States Code, is amended by adding at
18 the end the following:

19 “(C) DELAYED NOTICE OF FUNDING OP-
20 PORTUNITY.—If an amendment is made to a
21 published solicitation for grant applications
22 such that an applicant would need the informa-
23 tion contained in the amendment to draft an
24 application, other than an amendment of the
25 amount of grant funding available, the Sec-

1 retary shall extend the application deadline by
2 the number of days between the initial solicita-
3 tion and the amendment.”.

4 (d) PROJECT BUDGET REVIEWS.—Section
5 54301(a)(9) of title 46, United States Code, is amended—

6 (1) in subparagraph (B) by striking “and” at
7 the end;

8 (2) in subparagraph (C) by striking the period
9 at the end and inserting “; and”; and

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

11 “(D) grant contracts are approved effi-
12 ciently by the Secretary, minimizing delays for
13 minor adjustments to project scopes and budg-
14 ets due to inflationary effects on projects.”.

15 (e) STAFFING AND GRANT TIMELINES.—Section
16 54301(a)(11) of title 46, United States Code, is amended
17 by adding at the end the following:

18 “(C) ADMINISTRATIVE AND OVERSIGHT
19 REPORT.—Not later than 365 days after the
20 date of the enactment of this subparagraph,
21 and each year thereafter, the Secretary shall
22 submit to Congress a report on the average
23 length of grant obligation timelines and the na-
24 ture of any staffing shortages relevant to ad-
25 ministering this program.”.

1 **Subtitle C—Reports**
2 **SEC. 3521 [Log 80902]. INDEPENDENT STUDY AND REPORT**
3 **ON SHANGHAI SHIPPING EXCHANGE.**

4 (a) STUDY.—Not later than 1 year after the date of
5 enactment of this Act, the Secretary of Transportation
6 shall enter into an agreement with an appropriate inde-
7 pendent entity to conduct a study and assessment of the
8 business practices of the Shanghai Shipping Exchange, in-
9 cluding—

10 (1) any anticompetitive advantages benefitting
11 the Shanghai Shipping Exchange; and

12 (2) the ability of the Ministry of Transport of
13 the People’s Republic of China and the Shanghai
14 Shipping Exchange to manipulate container freight
15 markets.

16 (b) ELEMENTS.—In conducting the study and assess-
17 ment under subsection (a), the appropriate independent
18 entity that enters into an agreement under subsection (a)
19 shall address the following:

20 (1) The influence of the government of the Peo-
21 ple’s Republic of China on the Shanghai Shipping
22 Exchange.

23 (2) The effect of the business practices or influ-
24 ence of the Shanghai Shipping Exchange on United
25 States consumers and businesses.

1 (3) The ability of a shipping exchange reg-
2 istered under section 40504 of title 46, United
3 States Code, and based in the United States to iden-
4 tify market manipulation as described in subsection
5 (a)(2) or any otherwise concerning practices by the
6 Shanghai Shipping Exchange and report such inci-
7 dents to the Federal Maritime Commission and
8 other Federal regulators.

9 (4) Any other matters the Secretary or the ap-
10 propriate independent entity that enters into an
11 agreement under subsection (a) determines to be ap-
12 propriate for the purposes of the study.

13 (c) REPORT.—

14 (1) IN GENERAL.—Not later than 1 year after
15 the date on which the Secretary enters into an
16 agreement under this section, the appropriate inde-
17 pendent entity shall submit to the Secretary, the
18 congressional defense committees, the Committee on
19 Transportation and Infrastructure of the House of
20 Representatives, and the Committee on Commerce,
21 Science, and Transportation of the Senate a report
22 containing the results of the study conducted under
23 subsection (a).

24 (2) PUBLIC AVAILABILITY.—The Secretary
25 shall publish the report required under paragraph

1 (1) on a publicly accessible website of the Depart-
2 ment of Transportation.

3 (d) OBTAINING OFFICIAL DATA.—

4 (1) IN GENERAL.—The appropriate independent
5 entity that enters into an agreement under sub-
6 section (a) may secure directly from any department
7 or agency of the Federal Government information
8 necessary to enable such entity to carry out this sec-
9 tion.

10 (2) REQUEST FOR INFORMATION.—Upon re-
11 quest of the appropriate independent entity that en-
12 ters into an agreement under subsection (a), the
13 head of such department or agency shall furnish
14 such information to the appropriate independent en-
15 tity, unless doing so would not be in the public inter-
16 est.

17 (e) APPROPRIATE INDEPENDENT ENTITY DE-
18 FINED.—In this section, the term “appropriate inde-
19 pendent entity” means—

20 (1) a federally funded research and development
21 center sponsored by a Federal agency;

22 (2) the Transportation Research Board of the
23 National Academies;

24 (3) the Government Accountability Office; or

1 (4) an organization described in section 501(c)
2 of the Internal Revenue Code of 1986 and exempt
3 from taxation under section 501(a) of such Code.

1 **Subtitle D—Other Matters**

2 **SEC. 3531 [Log 80250]. EXTENSION OF CERTAIN PROVISIONS**

3 **RELATING TO TANKER SECURITY FLEET PRO-**

4 **GRAM.**

5 (a) OPERATING AGREEMENTS.—Section 53404(a) of
6 title 46, United States Code, is amended by striking
7 “2035” and inserting “2040”.

8 (b) AUTHORIZATION OF APPROPRIATIONS.—Section
9 53411 of such title is amended by striking “2035” and
10 inserting “2040”.

1 **SEC. 3532 [Log 80892]. REQUIREMENTS FOR PURCHASING**
2 **FEDERALLY AUCTIONED VESSELS.**

3 (a) IN GENERAL.—Chapter 571 of title 46, United
4 States Code, is amended by adding at the end the fol-
5 lowing:

6 **“§ 57112. Requirements for purchasing federally auc-**
7 **tioned vessels**

8 “(a) IN GENERAL.—To be eligible to purchase a cov-
9 ered vessel from the Federal Government, a person shall
10 provide proof of—

11 “(1) liability insurance for the operator of such
12 covered vessel;

13 “(2) financial resources sufficient to cover
14 maintenance costs of such covered vessel; and

15 “(3) with respect to a covered vessel requiring
16 documentation under chapter 121, an admiralty
17 bond or stipulation.

18 “(b) COVERED VESSEL DEFINED.—In this section,
19 the term ‘covered vessel’ means a government owned vessel
20 disposed of in accordance with this part and section 548
21 of title 40.”.

22 (b) CLERICAL AMENDMENT.—The analysis for chap-
23 ter 571 of title 46, United States Code, is amended by
24 adding at the end the following:

“57112. Requirements for purchasing federally auctioned vessels.”.

1 **SEC. 3533 [Log 80252]. RECAPITALIZATION OF NATIONAL DE-**
2 **FENSE RESERVE FLEET.**

3 Subsection (a) of section 3546 of the James M.
4 Inhofe National Defense Authorization Act for Fiscal Year
5 2023 (Public Law 117–263; 46 U.S.C. 57100 note) is
6 amended to read as follows:

7 “(a) IN GENERAL.—

8 “(1) VESSEL CONSTRUCTION.—Subject to the
9 availability of appropriations, the Secretary of
10 Transportation, in consultation with the Chief of
11 Naval Operations and the Commandant of the Coast
12 Guard, shall complete the design of a sealift vessel
13 for the National Defense Reserve Fleet to allow for
14 the construction of such vessel to begin in fiscal year
15 2025.

16 “(2) AGREEMENT WITH VESSEL CONSTRUCTION
17 MANAGER.—Notwithstanding section 8679 of title
18 10, United States Code, and subject to the avail-
19 ability of appropriations made specifically available
20 for reimbursements to the Ready Reserve Force,
21 Maritime Administration account of the Department
22 of Transportation for programs, projects, activities,
23 and expenses related to the National Defense Re-
24 serve Fleet, the Secretary of the Navy shall support
25 the Secretary of Transportation to seek to enter into
26 an agreement with an appropriate vessel construc-

1 tion manager under which the vessel construction
2 manager shall enter into a contract for the construc-
3 tion of not more than ten such vessels in accordance
4 with this section.”.

1 **SEC. 3535 [Log 80890]. TECHNICAL CLARIFICATIONS.**

2 (a) PORT INFRASTRUCTURE DEVELOPMENT PRO-
3 GRAM.—Section 54301(a) of title 46, United States Code,
4 is amended—

5 (1) in paragraph (6)—

6 (A) in subparagraph (A)(ii) by striking
7 “subparagraph (C)” and inserting “subpara-
8 graph (D)”; and

9 (B) by redesignating the second subpara-
10 graph (C) as subparagraph (D);

11 (2) in paragraph (10)(B)(i) by striking “ans”
12 and inserting “and”; and

13 (3) in paragraph (12)(E) by striking “and” be-
14 fore “commercial port”.

15 (b) ASSISTANCE FOR SMALL SHIPYARDS.—Section
16 54101 of title 46, United States Code, is amended by
17 striking subsection (i).

18 (c) NATIONAL DEFENSE RESERVE FLEET.—Section
19 57100 of title 46, United States Code, is amended—

20 (1) in subsection (b)(1) by striking “section
21 902 of the Merchant Marine Act, 1936 (46 App.
22 U.S.C. 1242)” and inserting “chapter 563”; and

23 (2) in subsection (f)(2) by striking “the such
24 use” and inserting “the use of such”.

25 (d) MARITIME WORKFORCE WORKING GROUP.—Sec-
26 tion 3534(d)(1) of the National Defense Authorization Act

1 for Fiscal Year 2024 (Public Law 118–31) is amended
2 by striking “section 3545(a)” and inserting “section
3 3542(a)”.

DIRECTIVE REPORT LANGUAGE

Table Of Contents

DIVISION A—DEPARTMENT OF DEFENSE AUTHORIZATIONS

TITLE I—PROCUREMENT

AIRCRAFT PROCUREMENT, NAVY

Items of Special Interest

Navy Aircraft Carrier Logistics Support

V-22 Investment Report

V-22 Nacelle Improvement

WEAPONS PROCUREMENT, NAVY

Items of Special Interest

Advanced Airborne Sensor

Long-Range Fires

Passive Long-Range Targeting

Sonobuoy Inventory

SHIPBUILDING AND CONVERSION, NAVY

Items of Special Interest

Large Surface Combatants

PAC-3 Aegis Integration

Virginia Class Submarine

OTHER PROCUREMENT, NAVY

Items of Special Interest

Future X-Band Radar

AIRCRAFT PROCUREMENT, AIR FORCE

Items of Special Interest

Airborne Electronic Attack For The B-52

B-2 Expanded Munitions

B-21 Raider Role in Future Conflict

B-52 Crew Comfort

Bomber Fleet Operation in U.S. Indo-Pacific Command

Mobility Aircraft Connectivity

Polar Tactical Airlift Requirements

TITLE II—RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION, NAVY

Items of Special Interest

Additive Manufacturing in Naval Operations

Autonomy Integration for Small Unmanned Surface Vessels

DDG(X) Program

Potential for Ocean Floor Mapping with Long-Endurance Unmanned Vehicles

Potential Maritime Applications for Small Modular Reactor Technology

Test and Evaluation Infrastructure for Navy Unmanned Systems

TITLE X—GENERAL PROVISIONS

ITEMS OF SPECIAL INTEREST

OTHER MATTERS

Adopting and Scaling Commercially Available Unmanned Underwater Vehicles

Rearm at Sea

Ship-Based Unmanned Aerial Systems

DIVISION A—DEPARTMENT OF DEFENSE AUTHORIZATIONS

TITLE I—PROCUREMENT

AIRCRAFT PROCUREMENT, NAVY

Items of Special Interest

Navy Aircraft Carrier Logistics Support

The committee continues to be concerned about the viability of aircraft carrier logistics support in both uncontested and contested environments. The committee is aware of the ongoing material deficiencies affecting the V-22 fleet and specifically the operational limitations that have been imposed on the CMV-22 because of such deficiencies. The committee understands that current CMV-22 operations are limited to flights and missions that stay within 30 minutes of a suitable divert airfield. This prohibits the use of the CMV-22 for carrier onboard support of deployed aircraft carriers once they have left their homeport. The Navy is now relying on the aging C-2A, which was the primary aircraft for carrier onboard logistics that the CMV-22 was in the process of replacing. With no other option available, the committee supports this interim solution but recognizes it is not a viable long-term solution beyond 2026. The committee further notes that the CMV-22 inherently requires a substantial logistics tail for its own support given its unique peculiar support equipment (PSE) which relies on Navy C-130 and C-40 support. This only further complicates the logistics situation of the carrier strike group.

Therefore, the committee directs the Secretary of the Navy to submit a report to the House Committee on Armed Services by February 1, 2025. The report should include the following information.

(1) the long-term plan for how the Navy will support the carrier strike group beyond the date in which the C-2A platform is no longer available based on its current divestment plan;

(2) options for carrier onboard delivery capability should the CMV-22 be deemed unsuitable for such missions;

(3) a detailed description of the carrier onboard concept of operations during combat operations in a denied environment; and

(4) the plan to support the PSE needs of the CMV-22 if Navy unique fleet essential aircraft are not available due to operational availability or lack of sufficient numbers.

V-22 Investment Report

The committee supports the capability the V-22 Osprey brings across the Department of Defense with its speed and range capabilities combined with vertical takeoff and landing flexibility. The capabilities the V-22 Osprey aircraft offers to combatant commanders are critical to the planning and execution of missions within a Distributed Maritime Operation construct. The committee directs the Chief of Naval Operations, in coordination with the Chief of Staff of the Air Force and the Commandant of the Marine Corps, to provide a briefing to the House Committee on Armed Services not later than January 31, 2025, on the investment plan for each variant of the V-22 Osprey aircraft to ensure operational suitability. The briefing should include the following information:

- (1) expected upgrade plans to improve overall safety, survivability, and lethality;
- (2) efforts to improve performance of the CMV-22 Osprey aircraft in order to mitigate any issues conducting carrier onboard delivery;
- (3) potential plans to upgrade avionics systems;
- (4) an analysis of potential maintenance improvements; and
- (5) a breakdown of resources necessary to upgrade the fleet of V-22 Osprey aircraft.

V-22 Nacelle Improvement

The committee understands the V-22 Nacelle Improvement has provided a 5 percent improvement in reliability and a reduction in maintenance manhours. The committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services by February 1, 2025, that includes:

- (1) a comparison of aircraft that have and have not received Nacelle Improvement with statistics on mission readiness, flight hours, cost per flight hour, maintenance manhours, and mission-capable rates;
 - (2) a review of any aircraft incidents decreasing the availability of aircraft in the inventory;
 - (3) concerns with availability of supply chains and parts;
 - (4) quantity of number of Nacelle Improvements that occurred in fiscal year 2024 compared with the Department of Defense's desired number of improvements and the maximum executable number;
 - (5) any failures or issues with Nacelles on both improved and not improved aircraft;
 - (6) suggestions for how the Nacelle Improvement program can be improved;
- and

(7) any V-22 variant specific data that the respective military service believes merits inclusion.

WEAPONS PROCUREMENT, NAVY

Items of Special Interest

Advanced Airborne Sensor

The committee notes that the inventory requirement for the Advanced Airborne Sensor (AAS) was established in 2009, concurrent with the fielding of the P-8 aircraft. The committee also notes the initial inventory requirement has not been revisited despite two increases in the inventory objective for the P-8. The committee directs the Secretary of the Navy, in coordination with the Commander, U.S. Indo-Pacific Command, to provide a briefing to the House Committee on Armed Services by March 31, 2025, on the current inventory requirement for the AAS, the sufficiency of spares and retrofit kits, recommended future funding to support any change in requirements, and consideration of how this mission could be supported by P-8 Naval Reserve squadrons.

Long-Range Fires

The committee notes that American adversaries are rapidly developing strike capabilities designed to push U.S. forces to engage at longer ranges. The committee is concerned about the Navy's ability to execute the necessary volume of long-range surface and undersea fires in a contested environment. The committee understands there are various efforts underway to address this concern but is concerned about the planning, progress, and coordination of these efforts.

Therefore, the committee directs the Comptroller General of the United States to conduct a review of the Navy's systems and technologies needed for its long-range fires. The review should examine:

(1) the requirements and digital infrastructure associated with long-range fires in a contested environment including any external information and systems the Navy is reliant on to execute long-range fires;

(2) the Navy's development and acquisition plans for the systems and technologies it seeks in the near- and long-term to improve its long-range fires;

(3) challenges the Navy faces in developing, acquiring, and fielding systems and technologies needed to implement its plans for long-range fires and the Navy's plans to address those challenges;

(4) the extent to which the Navy is developing and assessing architectures to improve information flow and the ability to integrate new capability quickly; and

(5) any other areas the Comptroller General deems important.

The committee directs the Comptroller General of the United States to provide a briefing to the House Committee on Armed Services not later than February 1, 2025, with one or more reports to follow.

Passive Long-Range Targeting

The committee is aware of the immediate challenges the Navy faces against the pacing threat in terms of survivability and lethality within the next 2 years. The committee is interested in better understanding the Navy's intent to develop a passive long-range targeting kill chain system-of-systems to mitigate these challenges. The committee understands that technologies exist both across the services and commercially related to signals intelligence, electronic warfare and manned-unmanned teaming, that when integrated together at the tactical level can provide readiness advantages at low cost and improve the survivability and lethality of the manned fleet. The committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than December 1, 2024, on its schedule and plan to integrate these technologies on littoral combat ships, guided-missile destroyers, and unmanned vessels.

Sonobuoy Inventory

The committee is concerned that the Navy is not funding sonobuoy procurement sufficiently to meet the Joint Chiefs of Staff Munitions Global Floor requirements, and that this gap between sonobuoy funding and requirements leaves the Navy vulnerable to increased threats. The committee is further concerned that the Navy continues to have insufficient stocks of sonobuoys and other submarine countermeasures in U.S. Indo-Pacific Command and U.S. European Commands. The committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than December 1, 2024, on a plan to establish forward-deployed stockpiles of sonobuoys and other submarine countermeasures in U.S. Indo-Pacific and U.S. European Commands sufficient to meet operational plan requirements and training needs. The briefing shall provide an update on progress to meet the Total Munitions Requirement for sonobuoys and whether sufficient stockpiles in the U.S. Indo-Pacific Command and U.S. European Command have been established.

SHIPBUILDING AND CONVERSION, NAVY

Items of Special Interest

Large Surface Combatants

The committee remains concerned about the ability of the Navy's destroyers to meet future threats, especially as missile technology continues to advance. The committee understands that the Navy is in early phases of developing its

requirements for a new large surface combatant, known as DDG(X), to replace the DDG 51 destroyers. At the same time, the Navy is in the process of building the latest iteration of its DDG 51 Arleigh Burke destroyer (Flight III) and testing the DDG 1000 Zumwalt class, its most recent new start large surface combatant program destroyer. The Navy has stated that its new large surface combatant is expected to be a blend of its current destroyer programs, in addition to incorporating some future concepts such as directed energy and improved ship signatures. The committee recognizes that the Navy is leading a world-class design effort for DDG(X) that aims to enhance its capability and capacity to oversee shipbuilding design efforts. The Navy expects to invest over \$100 billion between 2019 and 2048 building its fleet of new large surface combatant ships.

The committee directs the Comptroller General of the United States to review the following:

(1) the status of the large surface combatant program, including, but not limited to, the Navy's plans for developing requirements, its acquisition strategy, test plans, and concept of operations and comparisons to GAO's leading acquisition practices as appropriate;

(2) the status of DDG 51 Flight III development, construction, and testing; and

(3) the status of the Zumwalt-class program including combat systems development, ship testing, and modifying the ship for its new mission.

The committee directs the Comptroller General to provide a briefing to the House Committee on Armed Services not later than April 1, 2025, with one or more reports to follow.

PAC-3 Aegis Integration

The committee is encouraged by efforts of the Navy and industry to increase missile capacity on Aegis ships via onboarding new effectors such as the PAC-3 Missile Segment Enhancement (MSE) for its integrated air and missile defense and sea control missions. Utilizing a proven Army missile in full-rate production offers strategic and economic advantages, enhances interoperability between branches of the military, ensures reliability and performance, and most importantly brings on additional capacity needed for ships to stay on station, performing the Navy's most critical missions.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than February 1, 2025, on the status of integrating PAC-3 MSE into the Aegis ships weapon and combat systems as well as a plan to accelerate efforts toward future flight test events.

Virginia Class Submarine

The committee continues to be perplexed by the Navy's inconsistent funding of shipbuilding and specifically that of Virginia class submarines. For the

second time in less than 5 years, the Navy has surprised both Congress and industry by removing a submarine from the budget request that had previously been planned for inclusion. This sporadic funding will only further stress an already stressed industrial base while also delaying the time it will take to reach the Navy's stated goal of 66 fast attack submarines (SSNs). The Navy claims that by continuing to fund the advanced procurement line at the two SSN rate per year they will mitigate the impact to suppliers and the overall industrial base. However, in their response to committee questions they state that "the previously purchased contractor and government furnished equipment will be used as critical material that will be consumed on future hulls". Navy budget documents and committee briefings fail to identify what future hull will receive these components leading to further uncertainty for the industrial base. The committee can only conclude that it is the Navy's plans to reduce advanced procurement (AP) funding at a future date of which they are incapable of or refuse to identify. This is the worst way to project future work to industry and will only cause reluctance in their decisions to invest in their workforce, facilities, and tooling due to their lack of confidence in Navy budgeting. The Navy also fails to recognize the impact of removing one SSN in fiscal year 2025 has on the suppliers that only receive funding that is provided in the full funding line. This will most likely result in stable suppliers becoming at-risk suppliers.

The committee also notes Congress' considerable efforts last year to enact the needed legislation that enabled the Australia-United Kingdom-United States (AUKUS) trilateral security pact. The foundation of the agreement was an acknowledgement by the Department of Defense, the Navy, Congress and industry that we are all collectively committed to 2 SSNs and 1 Columbia per year, commonly referred to as 2+1. To renege on that commitment in just the first year after achieving the needed enabling legislation sends an inconsistent message to our allies and a talking point for our adversaries propaganda.

Finally, the committee remains committed to providing the maximum amount of undersea capacity to the Navy fleet, a consistent message to our workforce and unwavering support of the AUKUS pact. Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than February 1, 2025 on how the Navy plans to mitigate the impact to suppliers of reducing the amount of AP in future budgets.

OTHER PROCUREMENT, NAVY

Items of Special Interest

Future X-Band Radar

The committee supports the Navy's efforts to develop a Future X-Band Radar (FXR) to replace legacy radars with robust horizon and surface search and track. Development and production for this program is funded through the spectrum transition program, requiring no annual authorization and appropriation.

The committee wants to ensure that this unique funding stream provides a path to fielding of a sensor that is important to the U.S. Indo-Pacific Command and necessary to deconflict the 3.45-3.55 Ghz S-band spectrum. Other Transaction Authority (OTA) is an appropriate contract mechanism to accelerate fielding and the committee notes that the existing, competitively awarded SMARTS [Strategic and Spectrum Missions Advanced Resilient Trusted Systems] OTA could be used to award the next phase of the program in the first quarter of 2025.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than March 1, 2025, on FXR development efforts. The briefing shall include, at a minimum:

(1) an evaluation of the use of Other Transaction Authority to accelerate fielding of FXR, including SMARTS OTA as a vehicle for potentially awarding the next phase of the program;

(2) a projected timeline for the FXR's development, testing, and deployment phases, ensuring alignment with operational requirements in the Indo-Pacific theater; and

(3) an analysis of potential challenges and mitigation strategies associated with the accelerated fielding of the Future X-Band Radars, including supply chain vulnerabilities, integration challenges with existing naval platforms, and technological hurdles.

AIRCRAFT PROCUREMENT, AIR FORCE

Items of Special Interest

Airborne Electronic Attack For The B-52

The committee notes the B-52 Stratofortress has been the backbone of the nation's strategic bomber force for more than 60 years. The aircraft has been updated extensively to adopt new capabilities and expand its role. The committee commends the Air Force for its continued efforts to modernize the B-52 by leveraging advanced technologies developed across the military services. The committee understands the Air Force recently moved to improve the B-52's sensor capability by adapting the APG-79 Active Electronically Scanned Array radar, originally used on Navy F/A-18 Super Hornets, to expand the navigation and targeting capability of the bomber. The committee understands the Air Force is currently planning a demonstration project to test how the ALQ-249 Next Generation Jammer Mid-Band, developed for the Navy's EA-18G Growler, could provide an Airborne Electronic Attack capability to the B-52. The committee directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services not later than February 1, 2025, on the schedule for its planned demonstration and how it could operationalize the ALQ-249 on the B-52.

B-2 Expanded Munitions

The committee notes the B-2 is a critical asset to the United States Air Force Bomber Force and supports combatant commander priorities. Considering the increasing threats the United States faces from adversaries, the committee supports expanding the B-2's capabilities. The committee directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services not later than February 1, 2025, on the ability to field GBU-62 Joint Direct Attack Munitions on the B-2 bomber. The briefing can include a classified annex and include schedule and cost of fielding the GBU-62.

B-21 Raider Role in Future Conflict

The committee notes the B-21 Raider will be the future backbone of the United States bomber force and a significant portion of the air leg of the United States nuclear triad. Considering the increased activity against Taiwan, it is paramount to understand how the B-21 Raider would be utilized in the event of a conflict in the Indo-Pacific. 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, 2024, on how the B-21 Raider will be utilized if the United States enters a conflict in the Indo-Pacific. Specifically, the briefing should include the strategy of how B-21 will operate in highly contested environments and remain effective, how weapon systems will be utilized, and any additional relevant information. This briefing can include a classified annex.

B-52 Crew Comfort

The committee notes the B-52 crews are flying longer missions, some approaching 24 hours long. Crew comfort on the longer missions is important for crew fatigue. The committee directs the Secretary of the Air Force to provide a briefing to the House Committee on Armed Services by February 1, 2025, on potential modifications to improve crew comfort for the B-52.

Bomber Fleet Operation in U.S. Indo-Pacific Command

The committee understands the Air Force will face numerous challenges over the next decade as it tries to meet combatant commander bomber requirements while orchestrating the transition from B-1s and B-2s to B-21s. The committee is interested in the extent to which the Air Force has developed a new concept of conventional operations for its bomber fleet, and how preparing for the new B-21 will impact planning in the U.S. Indo-Pacific Command area of responsibility. The committee directs the Comptroller General of the United States to submit a report to the House Committee on Armed Services by April 1, 2025, to include a comprehensive review of the Air Force's plans for operating bombers in U.S. Indo-Pacific Command and address the following components:

(1) to what extent has the Air Force identified and addressed challenges of transitioning its bomber force structure from B-1s and B-2s to B-21s;

(2) to what extent has the Air Force developed a new concept of conventional operations for the use of its bomber fleet; and

(3) to what extent has the Air Force aligned its plans with other services and U.S. Indo-Pacific Command operation plans.

The committee further directs the Comptroller General to provide a briefing to the House Committee on Armed Services not later than February 1, 2025, on the Comptroller General's preliminary findings.

Mobility Aircraft Connectivity

The committee understands that the United States Air Force's Air Mobility Command (AMC) is pursuing a strategy that would provide 25 percent of the rapid global mobility forces with enhanced situational awareness and connectivity by fiscal year 2025. To combat evolving global threats, the joint force requires a mission system that enables global command and control, provides accurate navigation, and allows for the maneuverability of the joint force while under attack. The committee understands this capability was demonstrated during the Mobility Guardian 2023 exercise on two C-17s, one KC-135, and one C-130J where it proved an ability to improve communications between platforms while closing logistics gaps and kill chains throughout the theater. The proliferation of this capability throughout the AMC fleet by 2025 requires resourcing and fielding to enable training and rapid response capabilities. The committee also understands that the operational landscape requires a rapid initial fielding effort, followed by traditional fleet wide fielding and sustainment.

The budget request for fiscal year 2025 provided \$38.2 million to begin these programs. The committee is concerned that this is an insufficient amount of funding to acquire these capabilities at scale in a timely manner. The committee directs the Commander, Air Mobility Command to provide a briefing to the House Committee on Armed Services not later than October 1, 2024, on which capabilities exist today and the roadmap to properly field these capabilities across the mobility fleet in a timely manner. The briefing should include an estimate of needed funding, aligned by budget line time, with cost, program, and execution data.

Polar Tactical Airlift Requirements

The committee is concerned with the United States' ability to maintain a strategic presence in the Arctic and Antarctic regions due to the aging LC-130H aircraft fleet. The LC-130Hs are the only platform in the world that can provide critical logistical support in the Arctic and Antarctica, yet these planes are reaching the end of their operational capacity. The committee is concerned that the Department of Defense is not acting with the necessary urgency to recapitalize these planes. The committee observes that further deferring the requirements definition process poses an unacceptable risk to polar tactical airlift capability, potentially resulting in a capability gap into the 2030s. The committee directs the Secretary of the Air Force to submit a report to the House Committee on Armed

Services not later than November 1, 2024, outlining the polar tactical airlift requirements.

TITLE II—RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION, NAVY

Items of Special Interest

Additive Manufacturing in Naval Operations

The committee is encouraged by the work the Department of the Navy is doing with additive manufacturing. The availability of replacement parts for equipment remains a critical challenge for operations in contested defense settings. The unreliability of traditional supply chains and logistics poses significant risks to warfighters, leaving them in potentially adverse or dangerous situations.

Building on the Navy's momentum in additive manufacturing, the committee encourages a further focus on the production of pumps and valves for maritime applications to support and enhance the Shipbuilding Industrial Base. This focus will align the growing demand for more efficient and reliable components in maritime operations and leverage the innovative capabilities of additive manufacturing to produce complex parts.

Additionally, Expeditionary or Point of Need Additive Manufacturing (PON-AM) will play a significant role in bolstering the operational readiness and logistical efficiency of the Navy and Marine Corps in contested environments. The committee supports assessing the potential capacity for PON-AM technologies to relieve logistical stresses on the Navy forward deployed in contested environments. Therefore, the committee directs the Secretary of the Navy to submit a report to the House Committee on Armed Services not later than January 1, 2025, on how the Navy is addressing the use of additive manufacturing in contested environments at the point of need. The report shall include:

(1) an analysis of operational efficiency of PON-AM technologies, appraising Cold Spray, Powder Bed Fusion, and Wire Arc Additive Manufacturing, and their suitability in austere settings;

(2) a comparative cost-benefit analysis between PON-AM and conventional supply, focusing on the production processes, equipment footprint, and user-friendliness;

(3) an assessment of the current state of PON-AM technologies and their integration into naval operations;

(4) a risk assessment for the use of PON-AM, considering the robustness of different AM methods; and

(5) exploration of potential commercial partnerships for rapid deployment and advancement of PON-AM.

The report should also detail the required funding to develop and expand PON-AM, emphasizing its strategic value in enhancing U.S. force self-sufficiency and reducing logistics footprint in cooperation with allies. The report is to be presented in an unclassified format, with an optional classified annex.

Autonomy Integration for Small Unmanned Surface Vessels

The committee supports the Department's initiative to enhance naval capabilities through the integration of autonomous platforms to augment the capabilities of the Fleet and Joint Force. The Department's efforts to acquire fully-autonomous small unmanned surface vessels (sUSVs) are encouraging, but progress has been hindered by the fielding and sustainment challenges associated with the integration of platform-agnostic autonomy solutions. The successful adoption of vertical integration strategies in similar technologies highlights the potential for improved cost-efficiency and sustainability within our naval forces.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than March 1, 2025, consisting of the following elements:

- (1) current progress to develop and acquire fully-autonomous sUSVs;
- (2) efforts to co-develop and integrate hardware and software of sUSVs with private industry, while adhering to Modular Open Systems Approach principles;
- (3) an evaluation of vertical integration approaches as applied to sUSVs, reflecting on experiences with unmanned aerial vehicles and other comparable technologies; and
- (4) future plans for acceleration vertically integrated sUSVs to the Navy, including initiatives to enhance autonomy and the incorporation of third-party sensors, payloads, and software to meet operational demands.

DDG(X) Program

The committee notes that the Navy faces an important decision in selecting the optimal propulsion motor technology for the DDG(X) program, where both Permanent Magnet (PM) and High-Temperature Superconducting (HTS) motors present comparable attributes in efficiency, weight, and space. A late-stage failure in the selected motor technology could significantly derail the lead ship's schedule, highlighting the importance of a thorough risk mitigation strategy. Given the program's substantial investment, exploring dual motor development offers a pathway to enhance resilience and cost-efficiency, ensuring the program's success and longevity.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than March 1, 2025, on the propulsion motor technology for the DDG(X) program. The briefing shall include, at a minimum:

(1) details on the Navy's progress and plan for selecting the propulsion system for the DDG(X) program, including timelines and key performance indicators;

(2) a comparison between the Permanent Magnet (PM) motor and the High-Temperature Superconducting (HTS) motor technologies, highlighting their respective efficiencies, weight, space characteristics, and how each aligns with the Navy's operational requirements for the DDG(X) program;

(3) strategies for mitigating the risks associated with a potential late-stage failure of the chosen propulsion motor technology, reflecting on lessons learned from the DDG 1000 destroyer's propulsion issues; and

(4) an analysis of the advantages of developing and testing two propulsion motor options, including projected cost savings and enhanced program flexibility.

Potential for Ocean Floor Mapping with Long-Endurance Unmanned Vehicles

The accurate mapping of the ocean floor is critical for naval operations. The committee notes incidents involving the USS Connecticut in October 1, 2021, as well as the USS San Francisco in 2005 where better ocean floor mapping may have prevented unfortunate undersea incidents. Undersea mapping method is both time and data intensive.

Given these challenges and the accelerating progress of unmanned systems, there is a need to explore innovative solutions that may better inform naval operations and ensure safety of sailors and the submarine fleet. Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than February 1, 2025, on the potential use of long-endurance unmanned vehicles for ocean floor mapping. The briefing shall include an assessment of the following elements:

(1) current state of the Navy's ocean floor mapping, including limitations of existing methodologies;

(2) commercial unmanned vehicles that could be leveraged for ocean floor mapping, including the maturity and readiness of these technologies;

(3) potential cost reductions and manhour improvements achievable with long-endurance unmanned vehicles; and

(4) challenges to deploying unmanned vehicles for the purposes of ocean floor mapping, including data accuracy and integration into existing naval operations

Potential Maritime Applications for Small Modular Reactor Technology

Recent advancements in small modular reactor (SMR) technologies have created new opportunities for bolstering energy resilience across various applications. Maritime operations in particular may be poised to benefit from these advancements. SMRs offer a promising solution due to their compact size, modularity, and ability to provide uninterrupted power. The committee seeks

additional information about how SMRs and lessons learned from their development may be relevant for maritime applications.

Therefore, the committee directs the Secretary of the Navy, to provide a briefing to the House Committee on Armed Services not later than February 1, 2025, on the potential marine or shore-based applications for SMR technology. The briefing shall include an assessment of the following elements:

(1) how SMR advancements may inform current or future reactor design efforts for naval vessels;

(2) whether SMR technologies could support shore based energy requirements for fleet support; and

(3) an assessment of previous nuclear powered non-combatant vessels and whether SMR technology may be relevant to the future non-combatant fleet.

Test and Evaluation Infrastructure for Navy Unmanned Systems

As the Navy continues to integrate unmanned systems into its fleet, the need for resilient and reliable test and evaluation infrastructure becomes critical. Test and evaluation infrastructure must be sufficient to properly validate rapid advancements in these technologies and demonstrate operations in the complex environments that these systems will operate.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than February 1, 2025, on test and evaluation infrastructure for unmanned systems. The briefing shall include an assessment of the following elements:

(1) capabilities of the current Navy test and evaluation infrastructure to support and maintain unmanned systems;

(2) applicable lessons learned from the Army Futures Command model that may improve identification and validation of new unmanned technologies as well as improve integration and experimentation with industry and academia;

(3) current gaps in test and evaluation infrastructure that could hinder the demonstration of unmanned systems; and

(4) potential improvements to test and evaluation infrastructure to support the increased use of unmanned systems.

TITLE X—GENERAL PROVISIONS

ITEMS OF SPECIAL INTEREST

OTHER MATTERS

Adopting and Scaling Commercially Available Unmanned Underwater Vehicles

The committee has previously recognized the significant advances in commercially available technologies that increase the capability of Unmanned

Underwater Vehicles (UUV) related to range, endurance, and payload capacity. The value of integrating commercially available UUVs into maritime operations for the Department of the Navy has also been noted by the committee. With the the AUKUS partnership, the Navy has an opportunity to increase collaboration in this space to include testing, evaluating, prototyping, and procuring these technologies to harness advances in undersea vehicle and sensor capabilities being demonstrated by Australia and the United Kingdom as part of AUKUS Pillar II. To meet future mission needs and fill capability gaps, large and extra-large underwater vehicles that vary in size, payload, and sensor capacity will be needed.

Consistent with direction provided in fiscal year 2023, the Defense Innovation Unit (DIU), in partnership with the Navy, sought proposals for commercially available underwater vehicles to provide distributed long-range, persistent underwater sensing and payload delivery in contested environments. DIU conducted a rigorous selection process, including in-water testing, resulting in Other Transactions to develop and begin rapid fielding of prototypes for a range of Navy missions.

The committee is encouraged by DIU and the Navy's efforts to begin the test and evaluation of commercially available large diameter UUVs. Therefore, the committee directs the Secretary of the Navy, in coordination with the Chief of Naval Operations, to provide a briefing to the House Committee on Armed Services not later than March 1, 2025, consisting of the following elements:

(1) current progress and future plans to incorporate commercially available UUVs into the fleet;

(2) efforts to transition capabilities validated during the prototype phase of DIU's awards into full-scale production; and

(3) current and future efforts to implement AUKUS Pillar II, focusing on allied undersea capability integration and detailing efforts in co-production and procurement of undersea warfare systems.

Rearm at Sea

The committee is aware that the ability to quickly rearm cruisers, destroyers, and other ships at sea is a critical part of the ensuring the Navy is effectively prepared for a potential conflict in the Pacific. However, the committee is concerned that the Navy's progress in developing this capability has been too slow and that the Navy's leadership focus and resource investment is not sufficient to meet the Navy's stated goals in this area. While the Navy has conducted demonstrations of certain steps in the process, significant challenges remain to be addressed before the Navy could effectively leverage this capability in a contested environment.

The committee directs the Comptroller General of the United States to assess the Navy's efforts to develop a rearm-at-sea capability. At a minimum, the review should address:

(1) the Navy's current efforts and future plans to develop this capability,;

(2) the Navy's current and planned technology development investments to achieve this capability, to include planned cost and schedule for these investments; and

(3) alternative courses of action the Navy is considering to address this capability gap, to include the use of uncrewed technologies.

The committee further directs the Comptroller General to provide a briefing to the House Committee on Armed Services not later than February 15, 2025, on the Comptroller General's preliminary findings and to submit a final report to the congressional defense committees on a date agreed to at the time of the briefing.

Ship-Based Unmanned Aerial Systems

The committee notes that the Department of Defense efforts to deter and, if necessary, win a conflict in the Indo-Pacific will require the next generation of unmanned aerial system (UAS) technologies. To help overcome the unique challenges of the Pacific theater, the Marine Corps has fielded shipborne, autonomous Group 3 UAS platforms to great operational effect. To capitalize on the demonstrated compounding benefits of networked, autonomous systems, the committee supports the continued development and deployment of such systems.

Therefore, the committee directs the Secretary of the Navy to provide a briefing to the House Committee on Armed Services not later than December 1, 2024, on potential to expand the deployment of Group 3 unmanned aerial systems platforms to the broader fleet. The briefing should include a priority list of ship-deployed operations that could be served by such systems.