Maritime Administration Will Take Over and Streamline Deepwater Port Licensing

Release From the U.S. Department of Transportation

Accelerating deepwater port licensing will unleash American energy dominance, lower energy costs for families

WASHINGTON, D.C. – U.S. Secretary of Transportation Sean P. Duffy today announced the Maritime Administration (MARAD) will take on oversight of deepwater port licensing from the U.S. Coast Guard (USCG). This change will streamline environmental reviews, accelerate license approvals, and lower domestic energy costs.

"The Deepwater Port Program is a key pillar of President Trump's energy dominance strategy. With this change, we'll soon accelerate project approvals so the nation can safely utilize more of its abundant natural resources, create more high paying jobs, and lower energy costs for American families," said U.S. Transportation Secretary Sean P. Duffy.

"MARAD is excited and proud to lead the Deepwater Port Program. We look forward to continuing to collaborate with our partners at the U.S. Coast Guard to make this process more efficient and fuel our energy economy for years to come," said MARAD Administrator Steve M. Carmel.

While Joe Biden and Pete Buttigieg sat on deepwater port approvals for years to appease Green New Scam radicals, the Trump Administration is in the process of approving multiple licenses in the Gulf of America. These projects will substantially increase our energy revenue and allow America to dominate the global energy market.

Additional Information:

In overseeing the licensing process, MARAD will assume National Environmental Protection Act (NEPA) and environmental compliance review duties. USCG will instead support as a Cooperating Agency and will remain responsible for overseeing safety, design, construction, and operations of deepwater port facilities. This transition advances President Trump's Executive Order on Unleashing American Energy.

The Deepwater Port Act of 1974 (DWPA) establishes a licensing system for ownership, construction, operation, and decommissioning of deepwater port structures located beyond the U.S. territorial sea for the import and export of oil and natural gas. The DWPA sets out conditions that deepwater port license applicants must meet, including minimization of adverse impacts on the marine environment and submission of detailed plans for construction, operation, and decommissioning of deepwater ports.

Thirty (31) Deepwater Port License Applications have been filed for approval since 1975.

Eighteen (18) applications were filed for licenses to import liquefied natural gas (LNG);

Five (5) applications were filed to export LNG;

Six (6) applications were filed to export oil; and

Two (2) applications were filed for licenses to import oil.