



# SHIPBUILDERS COUNCIL OF AMERICA



## 2024 Spring General Membership Meeting



WASHINGTON, D.C. | JUNE 13, 2024



# SCHEDULE

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TIME	EVENT
9:00 AM - 10:30 AM	SCA Staff Presentations
10:30 AM-11:30 AM	DOL: OA & VETS Panel
11:30 AM - 11:45 AM	Congressman Jerry Carl (R-AL-01)
11:45 AM - 1:00 PM	Lunch
1:00 PM - 1:30 PM	Nickolas H. Guertin, Assistant Secretary of the Navy (RDA)
1:30 PM - 2:00 PM	Christopher Miller, Executive Director, NAVSEA
2:00 PM - 2:30 PM	Congressman Trent Kelly (R-MS-01)
2:30 PM - 3:00 PM	ABS Panel
3:00 PM - 3:30 PM	Congressman Chris Deluzio (D-PA-17)
3:30 PM - 4:30 PM	Congressional Research Service & Congressional Budget Office Panel
4:30 PM - 5:00 PM	Vice Admiral (ret.) William Galinis
5:00 PM - 5:15 PM	SCA Chairman's Report, Brad Moyer



# Special Thanks to SCA's Strategic Partners

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**Bruce S. Rosenblatt & Associates, LLC**  
**Naval Architects & Marine Engineers**



**JAMESTOWN**



**TRI-TEC**  
**MANUFACTURING**



# Additional Thanks to Our Meeting Sponsors

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ADAMS AND REESE LLP







# **SCA President's Report**



# Wednesday Recap: Industry Partner & Board Sessions

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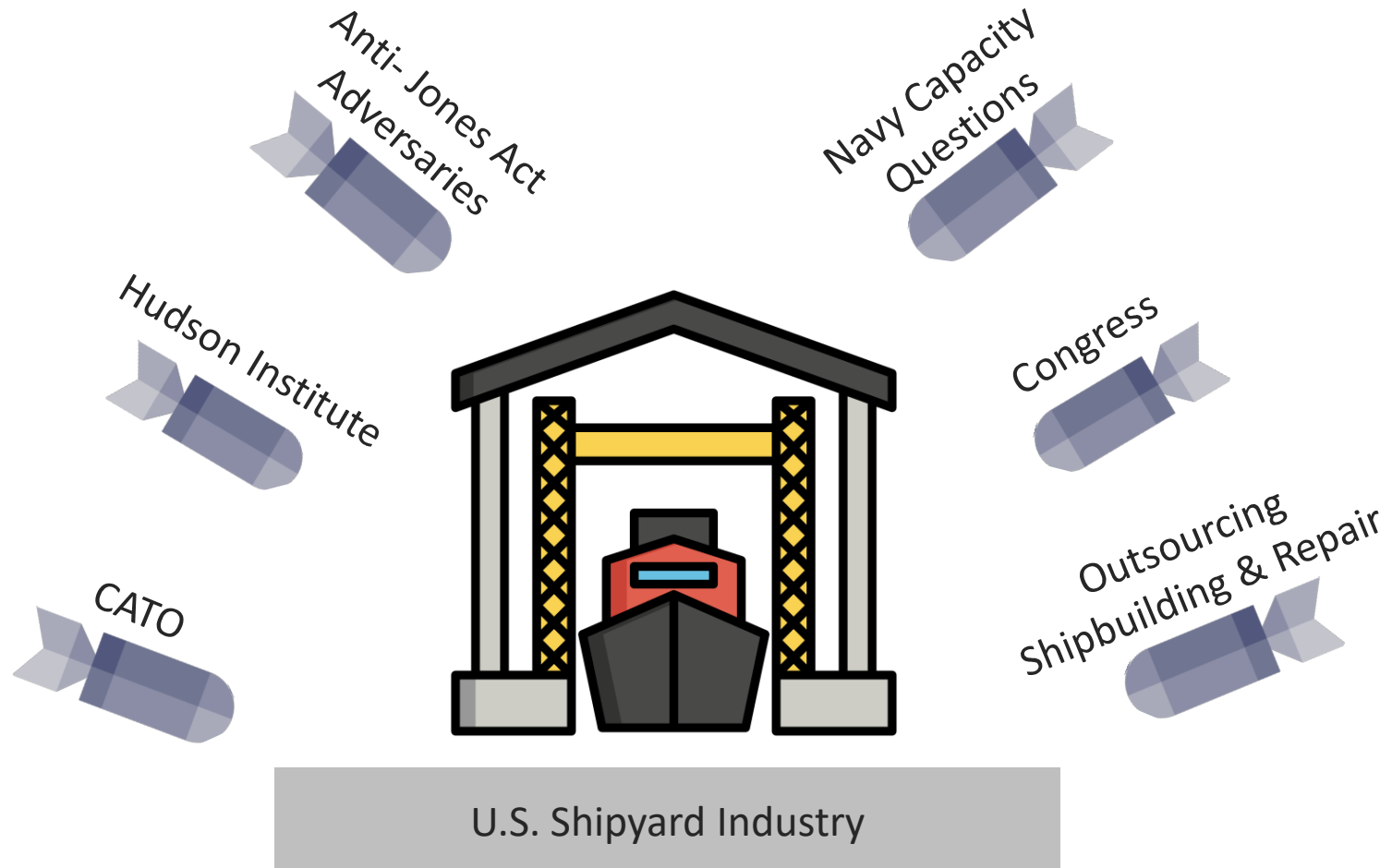
- Industry Partners Committee Report
- Board Meeting with Jay Stefany, Principal Civilian ASN (RDA)
- Recent Challenges to the Industry
- National Maritime Strategy



# **Correcting the Narrative on U.S. Shipyard Industrial Base & National Maritime Strategy Initiatives**



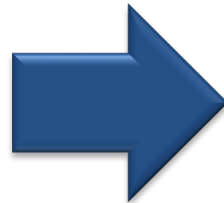
# Incoming Attacks on Industry





# Anti-Jones Act Sentiments

Increased maritime news (e.g. Baltimore Bridge collapse & Offshore Wind challenges) has enabled sustained attacks from traditional Jones Act adversaries



CATO  
INSTITUTE

Protectionism Kills U.S.  
Merchant Shipping

The  
Heritage Foundation

America Is a Maritime Mess

Jun 5, 2024 5 min read

COMMENTARY BY

Brent Sadler  
@brentdsadler

Senior Research Fellow, Allison Center for National Security  
Brent is a Senior Research Fellow for Naval Warfare and Advanced Technology in the Allison Center for National Security.

Forbes

SPACE & DEFENSE

The U.S. Commercial Ship  
Industry Has Collapsed. Fallout  
For National Security Could  
Follow.

Loren Thompson Senior Contributor @

I write about national security, especially its business  
dimensions.

Follow



# SECNAV Comments @ SAS

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We build the most capable warships in the world in shipyards that are decades behind the global technological standard...

Our Korean and Japanese allies build high-quality ships... for a fraction of the cost that we do.

Secretary of the Navy Carlos Del Toro  
at Sea Air Space 2024





# SECNAV Testimony in Congress

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We've -- essentially have given up on commercial shipbuilding, and China -- and thank God our allies in Japan and North -- in South Korea have also invested heavily in shipbuilding -- but we've lost that art here in the United States. We can't even build our own LNG ships here in the United States, for example, when we should be building them...

Our country doesn't have a commercial shipbuilding industry, either. That significantly hurts the status of naval shipbuilding in the country.





# Korean & Japanese Shipyards Face Challenges

- Hanwha underperforms in 2023
  - Posted losses of nearly \$8 million for every containership built
- Big 3 shipyards operated for years at net deficits
- Need to hire 10,000 foreign workers from across Asia
- Consolidation of shipyards & financial bailouts





# Allied Nations Incursion on U.S. Markets



Hyundai Heavy Industries (HHI) and Hanwha Ocean applied for Master Ship Repair Agreements (MSRA) to qualify to access the U.S. maintenance, repair and overhaul market segments following SECNAV's visit to their facilities.

Since 1983  
**BUSINESSKOREA**

**Korean Shipbuilders Set Their Sights on US Warship MRO Business**



# Japanese Shipyard Repair Working Group

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## THIS WEEK

- Undersecretary of Defense for Acquisition and Sustainment, William LaPlante met with Japanese counterpart
- Ambassador Rahm Emmanuel
  - *“Repairs on Navy ships can free up US industrial capacity to focus on building new ships”*



# **Correcting the Narrative**



# SCA Response



- 2 Op-Eds from SCA to push back on outsourcing Navy shipbuilding and repair to counter narrative on U.S. shipyard capacity
- Engagement with key reporters to provide background briefings and data
- Social media engagement





# USTR Petition

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- Petition filed in March by U.S. Steelworkers Union to contest unfair Chinese trade practices in “maritime, global logistics and shipbuilding sectors”
  - Government had 45 days to hear concerns from interested parties – public hearings held 29 May
- Potential remedies include taxing Chinese ships at U.S. ports, increasing tariffs on steel & aluminum and other financial penalties



# Congressional Guidance for a National Maritime Strategy



## 10 Immediate Congressional Actions

#3 - grow domestic shipbuilding capacity

#9 – implement rules and policies to de-risk U.S. maritime from strategic competitors



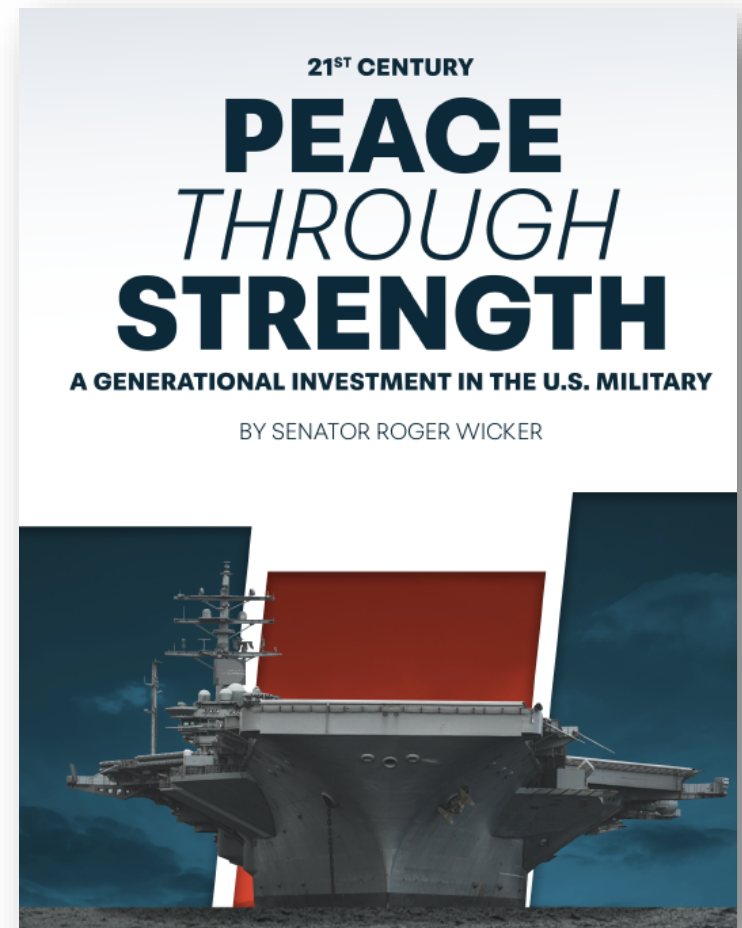
# Fox News Clip: Rep. Waltz & Sen. Kelly





# National Maritime Strategy: Legislative Action

- Initial draft of Kelly/Waltz bill out for input from industry
  - SCA inputs
- Senator Wicker: 21<sup>st</sup> Century Peace Through Strength
- NDAA language pulled from these discussions
  - Waltz Amendment No. 3837 on “De-Risking” maritime industry





# **Additional SCA Initiatives**



# SCA Engagement with Navy

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- SECNAV Roundtable with Surface Ship Repair Industry Partners (NSRIC)
- SECNAV & MARAD Maritime Statecraft Event
- Acquisition and Contracting Strategy
- NAVSEA Ship Design Summit
- Multi-Association Meetings

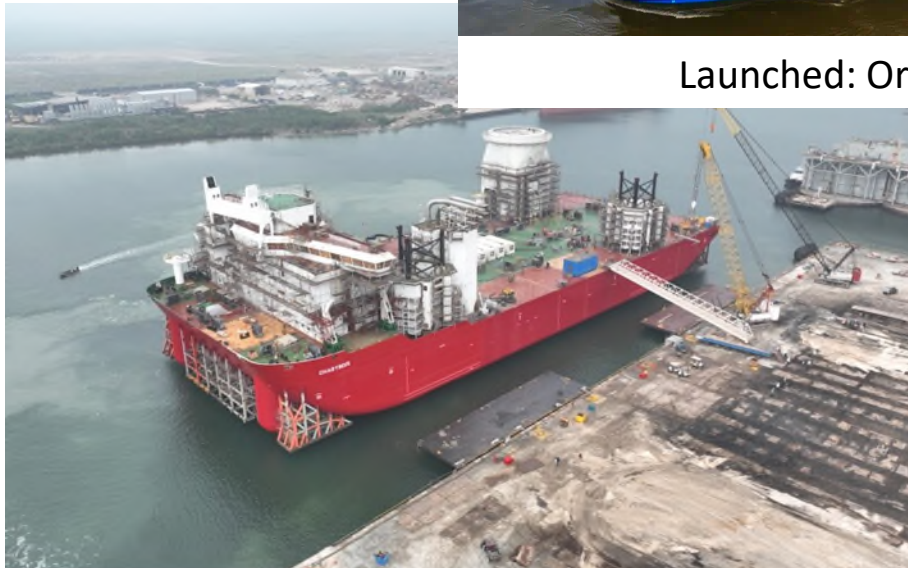




# Offshore Wind: First-in-Class Jones Act Vessels



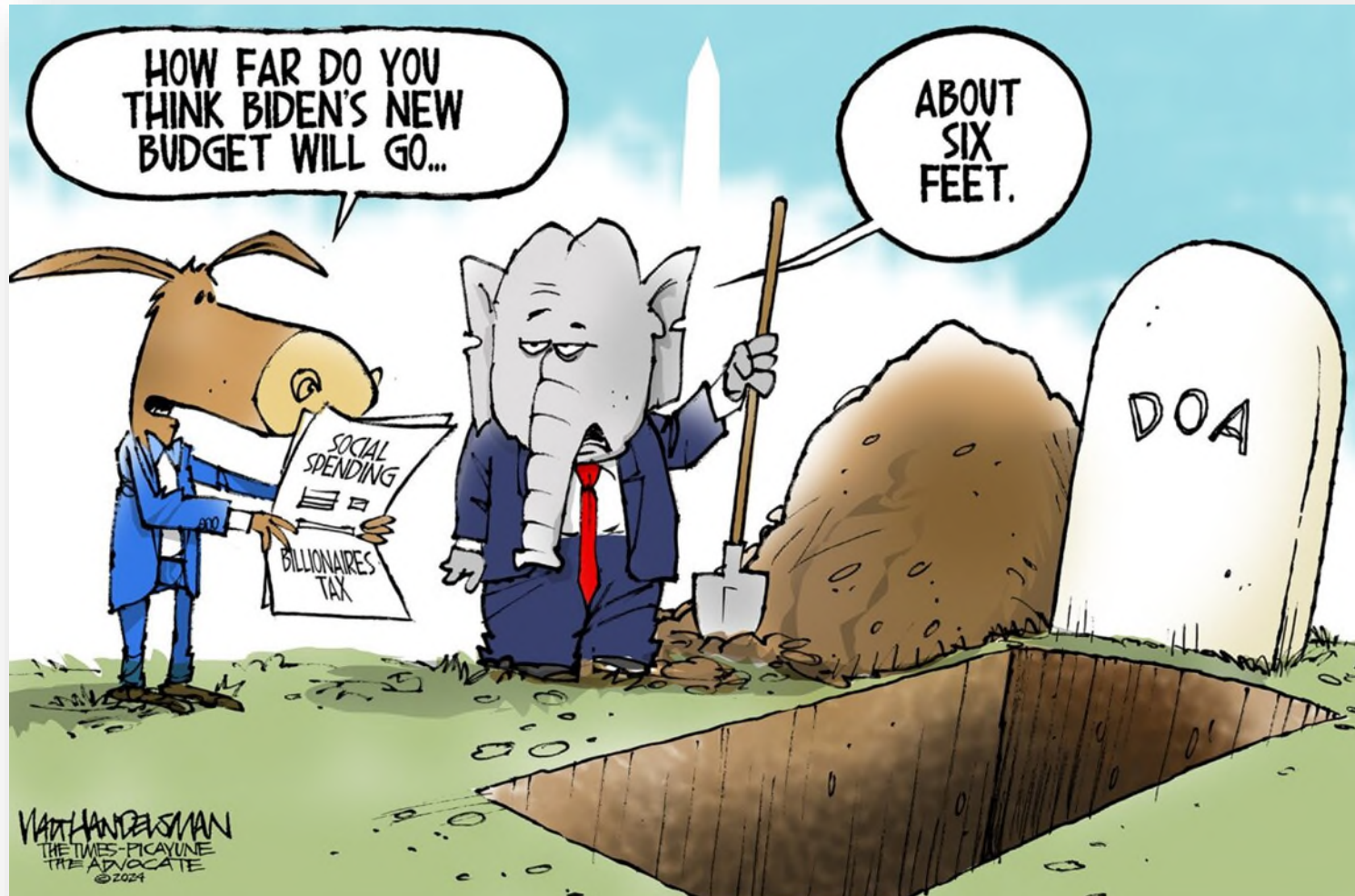
Launched: Orsted SOV



Launched: Dominion Energy's Charybdis WTIV



Planned: Kalypso Cable-Lay Vessel



# Government Report



# FY24 Spending Agreement

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- Navy
  - \$33.6B for 8 Ships
    - 1 Columbia-Class Submarine
    - 2 Virginia-Class Submarines
    - 2 DDG-51
    - 2 Constellation-Class Frigates
    - 1 LHA Amphibious Assault Ship
  - Maintenance & Repair
    - \$2.5B for OP,N Ship Maintenance, Repair & Modernization
    - \$11.1B for OM,N Ship Depot Maintenance



# FY24 Spending Agreements

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- Coast Guard
  - \$1.1B in Procurement Funding
    - +2 Fast Response Cutters
    - 1 Commercial Icebreaker
  - Other notes
    - Cut \$97million from Waterways Commerce Cutter
    - Cut \$170million from Polar Security Cutter
- MARAD
  - +\$12M for National Defense Reserve Fleet Recapitalization design work



# **FY25 Budget Request**



# FY25 Budget Request: Navy Shipbuilding

- \$32.3 billion for 6 ships
  - 1 Virginia-class submarine
  - 2 DDG 51 destroyers
  - 1 Constellation-class Frigate
  - 1 LPD 17
  - 1 Medium Landing Ship

FYDP New Construction Funding FY25-FY29						
	FY25	FY26	FY27	FY28	FY29	TOTAL
# of Battle Force Ships	6	11	14	13	13	57
\$ (\$ in Millions)	\$28.3	\$33.2	\$38.3	\$35	\$32.7	\$167.6





# PB25 SCN Request:

## Prior Year Projection Comparison

	2020 (FY21 PB)	2021* (FY22 PB)	2022 (FY23 PB)	2023 (FY24 PB)	2024 (FY25 PB)
<b>NEW CONSTRUCTION</b>					
Virginia Class Submarine (SSN 774)	2		2	2	1
Arleigh Burke Class Destroyer (DDG 51)	1		2	2	2
Constellation Class Guided Missile Frigate (FFG 62)	3		1	1	1
America Class Amphibious Assault Ship (LHA 6)					
San Antonio Class Amphib. Trans. Dock (LPD 17) (Flt II)	1				1
Spearhead Class Expeditionary Fast Transport (EPF 1)					
Medium Landing Ship (LSM) <sup>1</sup>			1	1	1
John Lewis Class Fleet Replenishment Oiler (T-AO 205)	1		1		
Submarine Tender Replacement (AS(X))			1		
T-AGOS Surtass Ships	1		1	1	
New Construction Total (QTY)	9	0	9	7	6
New Construction Total (\$B)	\$ 23.8		\$ 26.9	\$ 26.5	\$ 28.4
<b>OTHER CONSTRUCTION</b>					
LCAC SLEP			3	3	3
Ship to Shore Connector	5		2	2	
LCU 1700	4		3	2	
Auxiliary Sealift (USED)			2	2	2
Nimitz Class Aircraft Carrier (CVN 68) RCOH	1		1	1	1
Other Construction Total QTY	10		11	10	6
Other Construction Total (\$B)	\$3.1		\$4.0	\$4.7	\$4.0
<b>UNMANNED</b>					
Large Unmanned Surface Vessel (LUSV) <sup>2</sup>	3		1	1	
Extra Large Unmanned Undersea Vehicle (XLUUV) <sup>3</sup>			1		
Total Unmanned (QTY)	3	0	2	1	0



# FY25 Budget Request: Navy Ship Repair

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Proposal to decommission 19 ships (including 10 before the end of their service lives)

- 4 Cruisers
  - USS SHILOH & USS LAKE ERIE ✧
- 3 SSNs
- 2 LCS ✧
- 1 LSD ✧
- 4 MCM ✧
- 4 EPF ✧
- 1 ESD ✧

✧ Ships not yet at expected service life

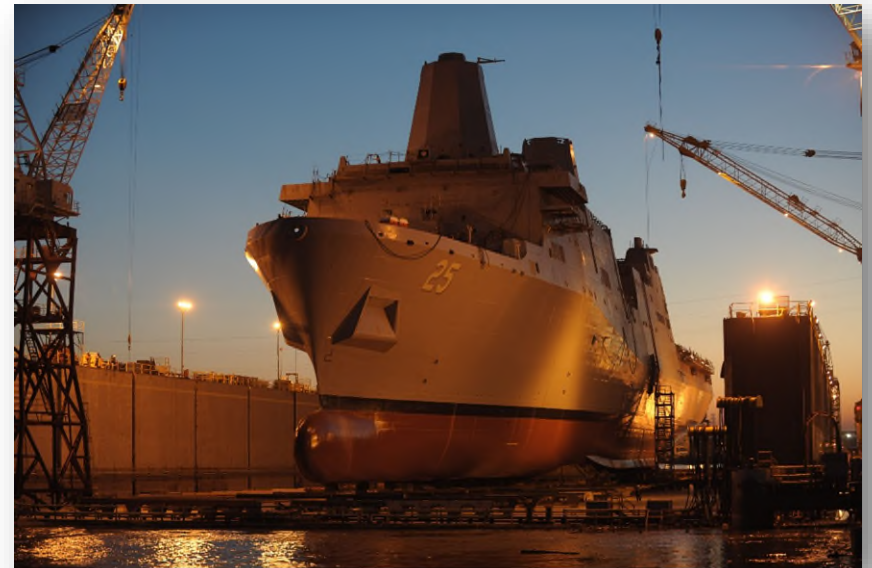
- \$12B in OMN Ship Depot Maintenance
- \$2.3B in OPN Ship Maintenance



# FY25 PB Request: Department of Navy

## Battle Force Ship Goal

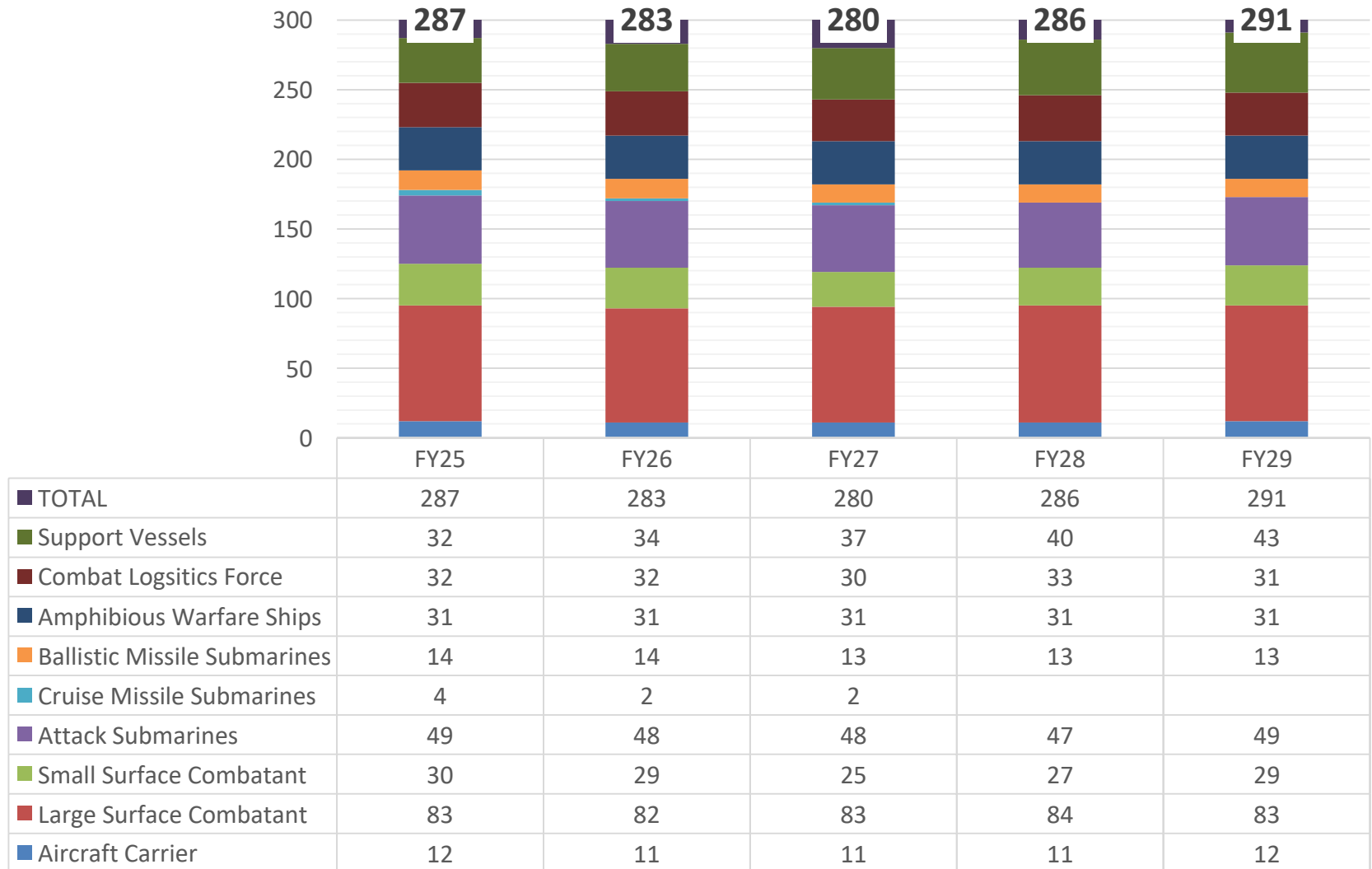
- 381 manned ships
- 134 large unmanned surface and underwater vehicles





# FY25 Budget Request

## FY25-FY29 Naval Force Inventory





# **Congressional (in)Action: FY25 NDAA & Appropriations**



# FY25 NDAA

## HOUSE



\$825B Topline



Advanced out of  
Committee on May  
23



Authorizes \$31.5B for 6 ships  
2 Virginia-class  
submarines  
2 DDG 51  
1 LPD Flight II  
1 Medium Landing Ship

## SENATE



Wicker seeking to  
add \$55 billion to  
SASC bill



Bill being  
considered in mixed  
open/closed  
sessions this week

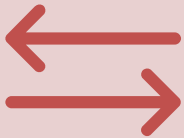


# FY25 Appropriations

## HOUSE



House moving on all  
12 appropriations  
bills  
\$833B Defense



Divergence from  
budget agreement



Messaging & Political  
bills

## SENATE



Ongoing FY25  
Posture hearings  
No toplines set



Unlikely to mark up  
individual bills  
ahead of election





# FY24 Congressional Calendar

FY25 House  
Appropriations Markups

FY25 House  
NDAA Vote

Closed-Door  
SASC NDAA Markup

Congressional Recess

End of Fiscal  
Year 2024

Nov 5:  
ELECTION  
DAY

FY25

JUNE

JULY

AUG

SEPT

OCT

NOV

RNC:  
July 15-18

DNC:  
Aug. 19-20

June 27:  
1<sup>st</sup> Presidential  
Debate

July 23:  
1<sup>st</sup> VP Debate\*

Aug. 13 -  
2<sup>nd</sup> VP Debate\*

Sept 10:  
2<sup>nd</sup> Presidential  
Debate





# Ship Repair



# Recent Significant Surface Navy Engagements

Date	Event
February 22	Maintenance & Modernization Summit (MMS) w/COMMNAVSEA and COMMNAVSURFOR
March 18-22	National Ship Repair Industry Conference (NSRIC)
March 26	Pre-Surface Maintenance Plan (SMP) with Industry
May 7-9	Surface Team One Maintenance & Modernization Performance Review (MMPR)
May 14	Kick-off Acquisition & Contracting Working Group
May 20	San Diego Drydock FY24 NDAA Section 126 discussions
June 3	Surface Maintenance Plan (SMP) w/Industry



# 22 FEB Maintenance & Modernization Summit

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- All SRA President's and SCA invited to attend and discuss current ship repair issues; both globally and regionally
- Led by VADM McLane (CNSP/CNSF) and VADM Downey (COMNAVSEA)
- Good discussions included:
  - Concerns for overseas ship repair
  - Current workload instability
  - Industry's commitment to support On-Time Delivery
  - Cumbersome 8010 Rev. 1 requirements impacts to OTD and cost



# NSRIC24

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- 115 Industry representatives and 50 Government partners
- First NSRIC for RADM Bill Greene (SEA21/CNRMC) and VADM Jim Downey (COMNAVSEA)
- Other VIPs included:
  - USCG Chief Engineer, RDML Grable
  - MSC Commander, RDML Philip Sobeck
  - PCD to ASN(RDA), Jay Stefany
  - FFC N43, RDML Dianna Wolfson
  - SECNAV's Small Business Director, Ms. Arveice Washington
- SECNAV roundtable with select industry leaders day prior
- Industry Navy Discussion Panel (INDP) had multiple briefings and discussions with both the Suppliers/Subcontracting companies and the Facilitized Shipyards (LMAs)



# 7-9 May Maintenance & Modernization Program Review

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- A requirement of the Joint Fleet Maintenance Manual for Surface Team One (ST1) to conduct two semi-annual MMPRs
- All of Industry was invited to attend (3<sup>rd</sup> time)
- SRAs/SCA also invited to attend the planning availability reviews (1<sup>st</sup> time)
- 12 planning and execution availabilities were reviewed with detailed metrics and lessons learned





# Other Ship Repair Initiatives

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- Active Navy / Industry Working Groups
  - 8010 Rev A & Fire Safety
  - AIT Modernization
  - Weld Procedure Improvements
  - Drydock
- Standardization of nationwide “Green Card” worker authorization
- Industry SMEs assisting in the ongoing Amphibious Ship Maintenance Performance Review (VCNO letter of 4/1)
- Invited to be an “advisor” on the NAVSEA/SEA21 “Acquisition and Contracting Strategy Oversight Board and Working Group” (Charter of 5/1)



# Regulatory Report



# Greenhouse Gas Emissions Disclosure

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- **Sec. 318 of FY24 NDAA** prohibited the required disclosure of GHG emissions by DoD contractors for one year
  - Traditional defense contractors
    - Exempt until December 22, 2024
  - Non-traditional defense contractors
    - Exempt indefinitely
- **Feb 25, 2024**: DoD issued class deviation to prohibit DoD contracting officers from considering GHG emissions as condition of award
- FAR Council still reviewing comments from November 2022 proposed rule (37,0000+ comments)



# OSHA National Heat Stress Rule

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**YESTERDAY:** Proposed rule sent to OIRA for final review

- OSHA Advisory Committee on Construction Safety & Health unanimously recommended OSHA move forward
- OSHA continuing with NEP on heat related hazards





# OSHA “Walkaround” Inspection Rule

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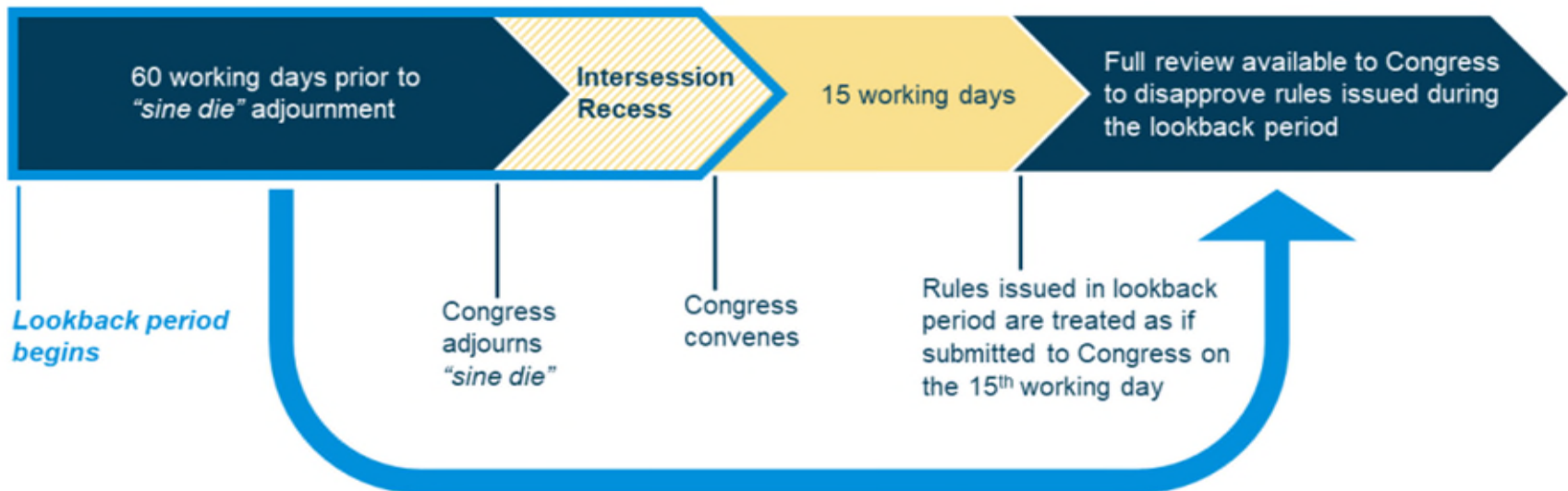


- Allows workers to designate a “third party” to represent them during “walkaround” part of inspection
  - Including labor union member
- US Chamber leading lawsuit to repeal rule
- Coalition of 60 business groups urging lawmakers to pass CRA resolution of disapproval



# Congressional Review Act

## Congressional Review Act Lookback Provision







# DOL Restructuring of OSHA Regional Operations

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- OSHA reorganizing enforcement operations by creating new regional office
- New regional office will be located in Birmingham, Alabama
- Split the South into 3 regions instead of 2
- New Birmingham office will cover:
  - Alabama
  - Mississippi
  - Northwest Florida
  - Tennessee
  - Kentucky
  - Arkansas
  - Louisiana
- West Coast regional office merger



# New OSHA Fact Sheets

## OSHA Fact Sheet

### Safe Use of Small Boats in Shipyard Employment

Small boats (motorboats), such as rigid-hulled inflatable vessels, are used in shipyard employment to reach work areas that would otherwise be inaccessible. These vessels are also used during diving activities associated with the repair, maintenance, and construction of maritime vessels. Using small boats can expose workers to serious hazards. Employers need to be aware of these potential hazards so they can take steps to address and prevent them.

The U.S. Coast Guard (USCG) primarily regulates these vessels. However, during boarding, disembarking, or working from small boats, OSHA requires that, to protect workers from drowning, employers provide and ensure workers wear a USCG-approved personal flotation device (PFD) (29 CFR 1915.77(e) and 1915.158(a)). Boats should also be examined regularly before use to ensure overall seaworthiness and proper functioning of equipment, as well as compliance with applicable federal and state equipment requirements.

In accord with USCG safety requirements for uninspected vessels, employers operating small boats must also:

- Equip boats with fire extinguishing equipment when required (46 CFR 25.30). Boats should also have other emergency equipment deemed necessary on board, such as distress signals, radio communication, and first aid supplies.
- Provide USCG-approved wearable personal flotation devices (PFDs) for each employee and a throwable flotation device on board (46 CFR 25.25-5).

It is important to ensure operators have received the appropriate training, such as the USCG Auxiliary Boating Skills and Seamanship or Boat America Safety Course, and are qualified to safely operate the boat. Training topics typically covered for the safe operation of small boats include:

- Boating equipment and troubleshooting
- Abiding by manufacturer weight limits and number of passengers on board
- Boat handling
- Signage and navigation aids



Example of a rigid-hulled inflatable vessel.

- Rules of boating traffic
- Weather and water considerations
- Use of radio communication
- Dangers of drugs or alcohol for safe boat operation
- Rescue procedures
- First aid, cardiopulmonary resuscitation (CPR), and advanced external defibrillator (AED) training

Depending on the types of activities taking place, more training may be appropriate. The sample *Activity Hazard* developed by the Army Corps of Engineers, is a tool that is used to determine the necessary training, proficiencies, associated with tasks performed using small boats. Also, each state has a minimum equipment list depending on boat size, which could include equipment such as sound signaling devices (horn, whistle, bell) and other safety appliances.

## OSHA Fact Sheet

### Fall Protection

Work in shipyards and onboard vessels can present numerous hazards, with falls being a leading cause of fatalities and injuries. An average of 141 shipyard workers are injured each year from falls to a lower level.<sup>1</sup> To prevent falls from occurring, employers must assess work activities to determine where fall hazards exist and implement protective measures.

#### Work Practices on Vessels that Commonly Require Fall Protection

- Painting vessel exteriors
- Welding on the outside of a vessel's hull
- Work on ganties or masts
- Working near edges and openings

#### Fall Protection and Prevention

Fall protection is required when working more than 5 feet above a solid surface or any distance above water (29 CFR 1915.71(j) and 1915.77(c)). For example, when working on scaffolding, staging, runways, or working platforms that are at a height of 5 feet or more, edges must be guarded with guardrails, chains, or ropes. These must be between 42 to 45 inches high and have a midrail located halfway between the upper rail and the working surface (29 CFR 1915.71(j)(1)). When guardrails, chains, and ropes cannot be used, a fall restraint or fall arrest system must be used. Safety belts and body belts are not allowed to be used as part of a fall arrest system (29 CFR 1915.159).

#### Fall Restraint System

A fall restraint system is recommended when guardrails or personnel lift devices cannot be used. When properly used, a fall restraint system positions the worker a safe distance from the fall hazard and prevents them from falling off an edge. Lanyards must be of fixed length to prevent the worker from reaching an area where they could fall.

#### Fall Arrest System

When a fall restraint system cannot be installed, a fall arrest system must be used (29 CFR 1915.71(j)(3) and 1915.77(c)). A fall arrest system does not prevent a fall, but instead is designed to catch the worker with minimal injury.

1. Bureau of Labor Statistics data, nonfatal occupational injuries associated with falls to a lower level resulting in days away from work for the shipyard industry (NAICS 336611), 2011-2020.

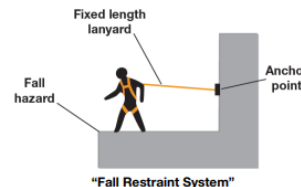
Fact sheets located at the  
end of the notebook

## Shipyard Employment

The components of a fall arrest system are:

- Connecting means (e.g., locking snaphooks)
- Shock-absorbing lanyard, self-retracting lanyards and lifelines
- Full body harness
- Anchor point (e.g., fixed railing, ship's mast) capable of supporting at least 5,000 pounds per worker

See 29 CFR 1915.159 and 1915.160 for all fall arrest and positioning system requirements.



#### To prevent falls, employers must:

- Provide and ensure appropriate fall protection is used where necessary, such as when using half-circle (half-moon) steps in bulkheads of tanks (29 CFR 1915.152). The use of body belts or ropes tied around the waist is prohibited (29 CFR 1915.159).
- Identify all fall hazards and, where possible, use guardrails, chains, and ropes to protect against hazards such as unprotected deck openings/edges and stairwells to eliminate fall hazards (29 CFR 1915.73(d)).
- Establish a proper gangway or ladder to board vessels (29 CFR 1915.74(a)).

## OSHA Fact Sheet

### OSHA On-Site Consultation Program

The Occupational Safety and Health Administration's (OSHA) On-Site Consultation Program offers no-cost and confidential occupational safety and health services to small and medium-sized businesses.

#### Who can use Consultation

Employers can use Consultation to learn about potential hazards at their workplaces and how to fix them; receive advice for complying with OSHA or State standards; receive occupational safety and health training; and receive training and education for employees.

Consultation services are provided by highly trained safety and health professionals called consultants, with priority given to high-hazard workplaces. Consultants work in On-Site Consultation programs located within state or universities in all 50 states, the District of Columbia, and several U.S. territories. Consultation services are separate from OSHA enforcement. However, employers are free to correct any serious or imminent hazards identified by consultants in a confidential manner.

#### How to Start

Consultation is a voluntary activity. Consultation services can only be provided at the request of the employer. To make a request, employers should contact their state's Consultation program. The program will discuss your specific needs with you and set up a consultation visit based on your availability, and the preparation needed to assist you. We recommend that you schedule the visit to one or more specific safety issues.

#### What Happens During an On-Site Consultation Visit?

##### Step 1: Opening Conference

When the consultant arrives at your workplace for the scheduled visit, they will be joined by you, management, and the employee representative(s) in an opening conference.



During the conference, the consultant will explain their role as well as employer's rights and obligations, confirm the scope of the visit, and gather other important information such as injury and illness records.

##### Step 2: Walkthrough

Together, the employer or an authorized representative, employee representative(s), and consultant will examine conditions in your workplace. We strongly encourage maximum employee participation in the walkthrough. Well-informed employees can more easily work with you to find and fix potential hazards in your workplace. Also, talking with employees during the walkthrough will help the consultant identify and assess the nature and extent of any hazards.

The consultant will assess your entire workplace or the specific areas you've requested help with and discuss any hazards and applicable OSHA or State Plan standards with you. The consultant will also point out any safety or health risks that might not be covered by OSHA or State Plan standards and discuss actions to protect your employees. Employees may receive safety and health training during the visit, and schedule a formal training session after the visit. The consultant will discuss their observations of your workplace safety and health program and how to make it better.



# SCA Safety Awards

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## 2023 SCA Award for Excellence in Safety

### CRITERIA

- Companies that have a recordable fatality are ineligible to receive the SCA award for excellence in safety for that year.
- Companies must submit a survey for each quarter.
- The individual company total recordable incident rate (TRIR) average for the year must be below the total SCA TRIR average.

### RECIPIENTS

- Alabama Shipyard
- Austal USA
- BAE Systems Norfolk Ship Repair
- BAE Systems Jacksonville Ship Repair
- BAE Systems San Diego Ship Repair
- Bollinger Shipyards
- Conrad Shipyard
- Fincantieri Ace Marine
- Fincantieri Marinette Marine
- MHI Ship Repair & Services
- Metal Shark Boats
- Pacific Shipyards International
- Southwest Shipyard L.P.
- Vigor Alaska
- Vigor Swan Island
- Vigor Vancouver



# SCA Safety Awards

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## 2023 SCA Award for Improvement in Safety

### CRITERIA

- Companies that have a recordable fatality are ineligible to receive the SCA award for improvement in safety for that year.
- Individual companies that reduce their TRIR by 10% or more year-on-year are eligible to receive the award (Note: eligible companies must turn in all 4 quarters of surveys for each year to be considered.)

### RECIPIENTS

- Alabama Shipyard
- Austal USA
- BAE Systems Norfolk Ship Repair
- BAE Systems Jacksonville Ship Repair
- BAE Systems San Diego Ship Repair
- Bollinger Shipyards
- Conrad Shipyard
- Fincantieri Ace Marine
- North Atlantic Ship Repair, LLC
- Pacific Shipyards International
- Southwest Shipyard L.P.
- Vigor Swan Island
- Vigor Seattle



# SCA Safety Awards

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## 2023 SCA Award for Significant Safety Achievement

### **CRITERIA**

- The company must have ZERO recordable fatalities for the year.
- The company must have a Total Recordable Incident Rate (TRIR) of 1.0 or below.
- The company must submit safety surveys for all four quarters of the year.

### **RECIPIENTS**

- Fincantieri Ace Marine
- Southwest Shipyard L.P.

# 2024 SCA Spring Membership Meeting

