The Offshore Wind Industry looks forward to continuing to contract with the Jones Act fleet.

The Jones Act, which regulates maritime commerce, requires U.S.-flagged vessels for transporting merchandise. The Jones Act treats construction activities separately and does not require U.S.-flagged vessels.

U.S.-flagged vessels are built in the U.S., registered in the U.S., and primarily crewed by Americans.

U.S. "points" are considered to include U.S. ports, offshore wind turbines, and jack-up installation vessels fixed to the sea floor. A wind turbine component loaded in the U.S. — one point — and transported to an offshore wind project — a second point — must be done on a U.S.-flagged vessel.

There are 18 different types of vessels needed to build offshore wind. 16 of those vessel types are available in the Jones Act fleet. There are two types of heavy-lift installation vessels, floating and jack-up, that are not available in the Jones Act fleet.

When an offshore wind turbine component is loaded in a U.S. port onto a U.S.-flagged feeder vessel, the U.S.-flagged vessel will transport the merchandise to the foreign installation vessel. To perform installation, the installation vessel will lift the merchandise from the Jones Act vessel to install it on the turbine foundation.

Foreign installation vessels can transit from turbine to turbine to do construction activities.

There are no U.S.-flagged heavy-lift installation vessels to construct the current generation of offshore wind turbines. Approximately 12 of these very specialized vessels are available worldwide, and they are all foreign-flagged. However, Dominion Energy is leading a consortium to invest $500 million to build the first U.S. offshore wind heavy-lift installation vessel in Brownsville, Texas.

The U.S. offshore wind industry has already contracted with U.S.-flagged vessels such as: survey vessels, lift boats, offshore supply vessels, crew transfer vessels, and more. The offshore wind industry is creating a brand new market for U.S.-flagged vessels and looks forward to continuing to contract with the Jones Act fleet.