



## Document Details

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## Document Optional Details

### Submitter Info

<b>Comment:</b>	Abundance and benefits of energy ; Economic benefits of LNG exports are significant, exceeded only by the geopolitical benefits. By becoming a natural gas exporter, the U.S. can supplant the influence of other exporters like Russia and Iran while strengthening ties with our allies and trading partners around the world. U.S. LNG can also help the developing world by providing needed source of affordable clean energy, and offer those countries pursuing environmental objectives the option of using clean burning natural gas. Worldwide, has the potential to increase from 241-million tons annually back in 2014 to about 424-million tons by 2020, according to the
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International Gas Union. As advances in natural gas shale hydraulic drilling extraction technology have dramatically increased the amount of domestic gas production, the role of the U.S to change from net importer to a net exporter. In 2015 more than 30 companies have applied to and been approved by the Department of Energy (DOE) to export U.S. LNG from large-scale liquefaction facilities Ocean transport of LNG began in the late 1950s and early 1960s. Japan and South Korea are currently the largest importers of LNG. LNG exporting by using the Jones act, can be Boom to ship building in USA as well, more jobs to America, the Jones Act and Cargo Preference laws were enacted to help support a market for U.S. shipbuilding and mariners. Currently, America might propose legislative that would require that U.S. LNG be exported via U.S.-built-and-flagged carriers with the goal of supporting U.S. shipbuilders and mariners and increasing jobs in those industries. The Howard Coble Coast Guard and Maritime Transportation Act (Act) of 2014 included a provision for us to report on the number of positions that would be created in the U.S. maritime industry each year from 2015 through 2025 if LNG exported from the United States were required to be carried (1) before December 31, 2018, on carriers documented under the laws of the United States; and (2) after such date, on carriers documented under the laws of and constructed in, the United States. Currently, LNG carriers are nearly all foreign built and all are foreign flagged. In general, the Jones Act requires that maritime transport of cargo between points in the United States be carried by vessels that are owned by U.S. citizens and registered under the U.S. flag with a coast wise endorsement, which in turn requires that such vessels be built in the United States. Section 27 of the Merchant Marine Act of 1920, Pub. L. No. 66- 261, 41 Stat. 988, 999 (1920) (codified as amended at 46 U.S.C. 55102). \*🌐

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