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Congress of the United States
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COMMITTEE ON APPROPRIATIONS
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DEFENSE
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November 10, 2026

President Donald Trump
President of the United States of America
1600 Pennsylvania Ave NW
Washington, DC 20500

Dear President Trump:

As the war with Iran continues to disrupt international oil, shipping and related markets, placing especially the non-contiguous parts of our country such as Hawai‘i at particular risk, I respectfully request that you extend your existing waiver of the Jones Act pursuant to 46 U.S.C. § 501(a) for another sixty days.

The waiver should be extended now rather than on current expiration because contracts for the acquisition and shipping of fossil fuel products to U.S. ports are signed well in advance of shipping and delivery and failure to provide clarity on that timeframe will seriously disrupt shipping options and prices with wide ranging effects.

The waiver is operating nationally to mitigate the effects of market disruption on energy availability and pricing nationally. But the need for the waiver is especially acute in Hawai‘i and other noncontiguous jurisdictions which are largely reliant on external fossil fuel-based products for energy, agriculture, transportation, and other key needs, and where the Jones Act, even in a non-disrupted world, imposes unique severe constraints on the delivery of energy supplies and related pricing. Hawai‘i has already utilized this waiver to assure delivery of domestic fuel supplies from the continental U.S., proving its necessity to assure our islands’ energy supplies.

As I explained before when asking you to extend the waiver earlier this year, Hawai‘i is one of the most isolated parts of our country and depends on shipping for over ninety percent of our goods, including nearly all of our fossil fuel products. Yet the Jones Act severely limits shipping options from the continental U.S. to U.S. Jones Act vessels only, despite the widespread availability of shipping in the international markets. For fossil fuel products specifically, of the thousands of tankers operating globally, only a small fraction are Jones Act-compliant and available for domestic transport, and virtually none are suited for certain bulk commodities such as fertilizer. As a result, even though the United States is a net energy exporter, Hawai‘i typically relies on foreign imports because Jones Act shipping is far more expensive and less dependable that international shipping.

The war with Iran has further disrupted this already fragile system. International suppliers that Hawai‘i has historically relied upon are restricting exports, forcing greater dependence on domestic energy sources at precisely the time when Jones Act-compliant vessels are least available. This dual constraint of reduced international supply and insufficient domestic shipping capacity has made the waiver essential to maintaining adequate fuel flows to the state.

These dynamics have resulted in huge increases in fuel costs. Gasoline prices in Hawai‘i have reached record levels, with sharp increases over the past month and year. The average price of regular gasoline in Hawai‘i has reached approximately $5.62 per gallon, more than $1.15 over the past year. For many residents and businesses, this translates into fill-ups exceeding $100 for standard vehicles. Because Hawai‘i relies heavily on imported petroleum for both transportation and electricity generation, elevated shipping and procurement costs are being passed directly to consumers and critical infrastructure providers. This dynamic is placing additional strain on households, businesses and public services, while also increasing the cost of operating and maintaining essential facilities.

The military in Hawai‘i also depends on this same fuel network. Hawai‘i is the Indo-Pacific home to every service – the Army, Navy, Marines, Air Force and Space Force – along with a significant presence of our nation’s intelligence community. It is our nation’s Indo-Pacific headquarters, hosting U.S. Pacific Command, U.S. Pacific Fleet, Pacific Air Forces, U.S. Army Pacific, Marine Corps Forces Pacific, Special Operations Command Pacific, Space Force Indo-Pacific and the National Security Agency Hawai‘i. It also has many key military installations including Joint Base Pearl Harbor-Hickam, Marine Corps Base Hawai‘i, Schofield Barracks, Fort Shafter, the Pacific Missile Range Facility, Pōhakuloa Training Area and various other locations. These installations support key operating forces based in Hawai‘i, including nuclear attack submarines, surface combatants, an Army infantry division, F-22s, MV-22s, C-17s, fuel tankers, Apaches, a Marine Corp regiment and approximately 60,000 Department of Defense personnel plus families. Both these services and their active duty and civilian personnel and families are all being impacted by substantially higher fossil fuel-related costs. The conditions that justified the initial request, including global tanker dislocation, constrained availability of U.S.-flagged vessels and disruptions associated with instability in and around the Strait of Hormuz, continue to affect fuel logistics. These ongoing challenges underscore the importance of maintaining maximum flexibility in maritime transport to ensure both civilian and military fuel needs are met.

For all of these reasons, I respectfully request that you extend the Jones Act waiver at this time for another sixty days.

With aloha,



Ed Case
Hawai‘i-First District