

Maritime Americans

**Vital to the future
of our country.**



**Critical Facts About
America's Maritime Industry**



Maritime Americans

Vital Roles, Big Impact.



No industry has been more vital to the success of our country than America's maritime industry. Our industry provides jobs for hundreds of thousands of Maritime Americans in every corner of our nation—from longshoremen in ports along our four seacoasts, to towboat operators navigating the Mississippi, to shipbuilders in East Coast dry docks, to the men and women who crew American-flag vessels of all types.

We move cargo and troops around the world in far greater volume, with far greater efficiency, than any other transportation mode. As a first line of defense, we're also proud to help ensure greater homeland security.

We transport commercial goods more cost effectively than trucks and rails—while providing the most environmentally sound mode of transportation. Our humanitarian role is one that paints a positive picture of America worldwide, as we distribute food to the world's poor and respond to global emergencies. And we stand as a primary driver of trade in one of the world's largest economies.

*As an industry, we're proud to be doing what we do for America.
As Maritime Americans, we can't imagine doing anything else.*



We're vital to National Defense.

In partnership with our DoD.

Maritime Americans are a valuable partner to the U.S. military. We provide economical and effective military sealift services, and our shipyards maintain the nation's robust capacity to build and repair ships for America's Navy and Coast Guard.

Through the Maritime Security Program (MSP) and Voluntary Intermodal Sealift Agreement (VISA), the U.S.-flag commercial fleet provides vessels, crews and worldwide intermodal facilities for defense use— wherever and whenever needed.

As retired Gen. Duncan McNabb, Commander, U.S. Transportation Command, USAF, recently stated, “[t]he partnerships with air and sealift companies is a very cheap way to maintain the military’s capabilities for war.” Indeed, acquiring sealift capacity through MSP costs the U.S. taxpayer less than 10% of what it would cost the Department of Defense to acquire, operate and maintain equivalent sealift capabilities on its own.



“I’m proud to be supporting our military... they couldn’t get ‘over there’ without us.”

—Angel Irlanda
Houston, TX

In the Afghanistan and Iraq conflicts, MSP vessels carried more than 90% of the support war materiel to the forward operating bases. American mariners and U.S.-flag operating companies stand ready to support the national security objectives of the nation anywhere in the world at any time.



We're vital to Economic Security.

Delivering American goods to international and domestic buyers.

America is a superpower in great part because of our maritime strength. Ninety-five percent of our nation's imports and exports move on ships. Vessels are the essential ingredient in international trade, and the same is true for transportation within the United States. Shipping is by far the most cost-effective mode of transportation, with 25% of the cargo moving within the U.S. being transported for just 3% of the national freight bill.

Our industry includes over 40,000 vessels and barges of all types engaged in the transportation of cargo throughout the United States and to ports around the world, as well as those carrying passengers in intrastate and interstate commerce. It's an industry unmatched anywhere in the world. Along with U.S. trucks and railroads, Maritime Americans give the U.S. a domestic transportation system second to none.

In 2005, Maritime Americans helped transport 1.2 billion metric tons of U.S. imports and exports with a combined value in excess of 1 trillion U.S. dollars.



This is where
the U.S. economy
intersects with the
global economy.

We're vital to Homeland Security.

Protecting our land from the water.

America's coasts, rivers, bridges, tunnels, ports, ships, military bases and waterside industries are all potential targets. Though our waterway security is better than ever, we have more than 95,000 miles of coastline, 360 ports, 3,700 cargo and passenger terminals, and over 290,000 square miles of water to protect.

The maritime industry provides the first line of defense for reporting suspicious activity observed around the nation and the world during the course of normal commercial maritime operations. But we do more than observe and report. The sealift from Manhattan in the aftermath of the World Trade Center attacks and the response to the Deepwater Horizon oil spill in the Gulf are just two examples of how Maritime Americans make a difference protecting this country.

On September 11, 2001,
half a million New Yorkers
were evacuated by
Maritime Americans.



We're vital to Environmental Stewardship.

A ship can carry a ton
of cargo 600 miles on a
single gallon of fuel.



Going green means going by water.

Marine transportation is widely recognized as the most environmentally friendly method of moving freight. Waterborne barge transportation is 39% more fuel efficient than rail and 370% more efficient than trucks. The same holds true with emissions.

The maritime industry is also continually seeking ways to further reduce its environmental impact. Industry initiatives to help protect our marine and ocean environments include the introduction of low-sulfur fuels, shutting down main engines in port to reduce emissions, and working with government officials to establish best navigation routes to minimize environmental impact.

We're vital to Food Aid.

Delivering American goodwill.

In the "land of plenty," assisting those less fortunate comes naturally. And when it comes to delivering food aid to the world's starving, Maritime Americans are happy to oblige.

The United States is the world's largest provider of food aid. Since its inception in 1954, "Food for Peace," the official name of the U.S. food assistance program, has benefited more than 3 billion people in 150 countries. In fact, the U.S. provides approximately 60% of the world's food aid. Maritime Americans are the ones who ensure U.S. food aid reaches those in need, and in the process generate international goodwill, building connections between the U.S. and developing nations for years to come.



In 2009 alone, U.S. vessels delivered 2.8 million metric tons of food aid to those in need.

We're vital to Shipbuilding and Repair.



Keeping shipyards up and running keeps our Navy up and running ... along with America's industrial base.

Ongoing commercial building is good for our Navy and Coast Guard.

Both our commercial and naval fleets rely on U.S. shipyards and their numerous industrial vendors for building and repairs. The U.S. commercial shipbuilding and repair industry also impacts our national economy by adding billions of dollars to U.S. economic output annually.

No nation can support a strong, capable Navy without a strong and sustaining industrial base, manned with adequate numbers of skilled personnel. It's essential that our government commits to maintaining a strong Navy and commercial maritime industry.

The key to achieving this goal is a properly trained and dedicated work force. Additional training and education at all levels can maintain the high level of performance required in shipyards and manufacturing plants.

We're vital to Jobs.

Impact far beyond the water.

A strong America depends on a strong commercial maritime industry. In its earliest days, shipbuilding was America's most successful export industry and shipping was its second largest occupation. Today, only the scope of maritime's impact has changed — 360 ports and countless terminals and docks are the gateways for more than \$3 trillion in maritime business every year. Tens of thousands of vessels, thousands of world-class seafarers, hundreds of shipyards and vessel operating companies, and sophisticated equipment and logistics make up the heart of America's maritime infrastructure.

The maritime industry annually accounts for:

- 2.56 billion short tons of cargo, 40% of which is domestic
- 100 million passengers on ferries and excursion boats
- 100,000 shipyard jobs for skilled craftsmen
- 2.5 million domestic jobs indirectly created by shipyards
- \$29 billion in wages
- \$11 billion in taxes
- \$100 billion in annual economic output



“America is a maritime nation... millions of jobs rely on this industry, directly and indirectly.”

— Shawn Pavlovich
Cleveland, OH

When trade-dependent jobs are included in the analysis, it is estimated that maritime industry-related employment represents approximately 13 million U.S. jobs.



“I am one of half a million Maritime Americans.”

— Captain Ezra L. Hunter, Jr.
San Francisco, CA

There are four major legislative and interdependent struts supporting the U.S.-flag maritime industry:

- 1. The Jones Act** requires that trade between two or more contiguous American ports must be conducted by U.S.-owned carrier companies who employ U.S. mariners aboard U.S.-built vessels. The Jones Act keeps American shipping companies, shipyards, mariners, maritime academies and thousands of Maritime Americans working.
- 2. Maritime Security Program (MSP)** is a \$186 million program that provides expense offset to a 60-vessel commercial fleet of container ships, roll-on, roll-off vessels and tankers that carry military cargo to and from the war theaters. In the Afghanistan and Iraq conflicts, MSP vessels carried more than 90% of the support war materiel to the forward operating bases. American mariners and U.S.-flag operating companies stand ready to support the national security objectives of the nation anywhere in the world at any time.
- 3. Cargo Preference Laws** require that a percentage of government cargo must be carried on U.S.-flag vessels. This cargo includes a wide range of home-grown or home-manufactured products from humanitarian aid to large construction machinery all over the world and is the lifeblood of the U.S.-flag fleet.
- 4. The Tonnage Tax** is a tax regime passed by Congress in 2004 intended to level the playing field for U.S.-flag operators competing in foreign trades.

Together, these government programs assure continuing investment in the U.S.-flag maritime industry and guarantee that commercial sealift capability will be robust, efficient and affordable for national, economic and homeland security.



All statistics are from "America's Maritime Industry: The Foundation of American Seapower," a report by the Navy League of the United States.

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