

**Propeller Club of the United States -  
Port of Jacksonville, 2017-2018**

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Propeller Club of the United  
States - Port of Jacksonville

**RESOLUTION**

**The Propeller Club of the United States – Port of Jacksonville**

WHEREAS, laws setting requirements for shipping goods within a country, known as cabotage laws, have been enacted in various forms by Congress since the early days of the nation. First Cong., sess. 1, ch. 11, §1 (1789);

WHEREAS, the Merchant Shipping Act of 1920, 41 Stat. 988 (1920), as sponsored by Senator Wesley R. Jones, which came to be known as the Jones Act, was enacted in part due to the destruction of the U.S. Merchant fleet during World War I;

WHEREAS, Section 27 of the Jones Act, related to coastwise shipping regulation, sets standards for vessels transporting goods between ports of the U.S., including Puerto Rico and other U.S. territories;

WHEREAS, the Jones Act promotes a strong U.S. Merchant Marine, a strong U.S. shipbuilding capability, and a strong U.S. national defense;

WHEREAS, over 75 percent of the countries in the world have enacted at least some form of similar cabotage laws protecting their own national interests;

WHEREAS, the Jones Act does not limit the approximately 8,000 foreign vessels that make over 51,000 calls on ports of the U.S. each year from calling on Puerto Rico from other foreign ports;

WHEREAS, nearly two-thirds of the vessels that call on Puerto Rico are foreign flagged and nearly 100-percent of the fuel delivered to Puerto Rico is by foreign-flagged vessels;

WHEREAS, there are at least 15 U.S. flagged ships and tug-barge units that regularly call on Puerto Rico from the U.S.;

WHEREAS, there are presently three primary ocean carriers that regularly deliver goods to Puerto Rico from the U.S. mainland: TOTE Maritime Puerto Rico, LLC; Crowley Maritime; and Trailer Bridge; each of whom have at least weekly to twice weekly schedules by both ships and tug-barge units;

WHEREAS, these Jones Act carriers have invested billions of dollars in capital to expand capacity, improve efficiency and provide an environmentally-friendly service to Puerto Rico, including a

first-of-its-kind fleet of liquefied natural gas (LNG) fueled container ships that are dedicated to serving Puerto Rico;

WHEREAS, trade with Puerto Rico from the U.S mainland is commonly referred to as "one-way" trade because for every four loaded containers shipped to the island, only one loaded container is shipped off of the island;

WHEREAS, the one-way nature of the trade causes longer supply chain delivery cycles by foreign flagged vessels of up to ten times slower delivery than the two to three-day delivery cycle for a Jones Act carrier with its dedicated service to the island;

WHEREAS, during the Jones Act moratorium in the aftermath of Hurricane Maria, there were minimal foreign-flagged vessels that used the waiver to provide any relief aid to the island or provide carriage of goods to the island from the U.S. mainland and none of those vessels sailed from the Jacksonville Port Authority (JAXPORT);

WHEREAS, the dedicated Jones Act carriers are moving several thousands of twenty-foot equivalent units (TEUs) per week of supplies, relief aid, and equipment to aid the people of Puerto Rico; and they have increased their dedicated capacity as well as service schedule to aid the people of Puerto Rico in their recovery;

WHEREAS, more than 51 percent of the cargo containers shipped through JAXPORT were containers bound to and from Puerto Rico;

WHEREAS, JAXPORT is the No. 1 U.S. port handling trade with Puerto Rico;

WHEREAS, cargo activity through Jacksonville's seaport impacts more than 132,000 jobs and contributes \$27 billion to the regional economy every year;

NOW THEREFORE BE IT RESOLVED,

The Propeller Club of the United States – Port of Jacksonville stands firmly in support of the Jones Act and its support of the U.S. Merchant Marine and encourages all elected officials at the local, state and national levels to recognize the good work of the Jones Act carriers in response to the devastation inflicted on Puerto Rico in the aftermath of Hurricane Maria and to recognize that this effort could only occur as a result of the Jones Act regulations that promote a strong U.S. Merchant Marine, a strong U.S. shipbuilding capability, and a strong U.S. national defense.

On the 4<sup>th</sup> day of JAN, 2018, this resolution was proposed, voted on, and unanimously approved by the Board of Governors of the Propeller Club of the United States – Port of Jacksonville.

On behalf of the Officers and Board of Governors of the Propeller Club of the United States – Port of Jacksonville:

  
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Jeff Price  
President, 2017-2018  
Propeller Club of the United States - Port of Jacksonville