

A Strong United States-Flag Merchant Marine is Vital for National Defense

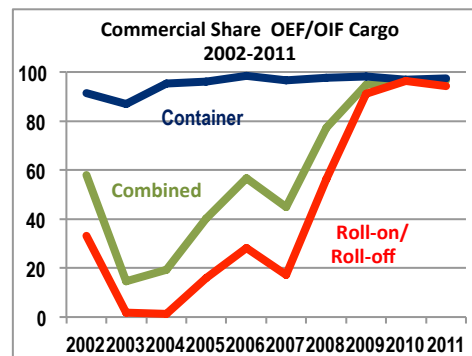
- **Sealift Delivers 90% of All Equipment and Supplies for U.S. Forces**

“Sealift ... has been responsible for delivering over 90 percent of all cargo to Afghanistan and Iraq.” General Duncan McNabb, Commander, USTRANSCOM, before the Senate Armed Services Committee, April 7, 2011

- **Commercial Sealift Now Delivers All Equipment and Supplies for Operations OEF/OIF**

“Because of the superb volunteer participation of commercial U.S.-flagged vessels in the Maritime Security Program, we did not have to activate a single ship in the [U.S. Government-owned] Surge Fleet or the Ready Reserve to meet [President Obama’s] aggressive timeline for the [Afghanistan] surge and the [Iraq] drawdown ... a remarkable achievement.” General Duncan McNabb, Commander, USTRANSCOM, before the Senate Armed Services Committee, April 7, 2011

Since 2002, 84% of all the cargoes delivered by the U.S.-flag commercial fleet have been transported by vessels enrolled in the Maritime Security Program (MSP) under the Voluntary Intermodal Sealift Agreement (VISA) and operating in regular commercial services.



- **Beans, Bullets, and Everything in Between**

Sealift delivers everything American fighting men and women need to fight and win in combat wherever U.S. national interests are at stake – from major pieces of unit equipment such as tanks, helicopters, and MRAPs to food, medical supplies, and soft drinks!.

- **Sealift is Only 10% of the Cost of Delivering Supplies by Air**

“[A] total air solution is at least nine to 10 times more expensive than surface moves.” Brigadier General Michelle Johnson, USAF, before the House Armed Services Committee April 28, 2010. Between 2004 and 2009, USTRANSCOM saved \$2.9 billion in transportation costs for heavy equipment simply by combining sea and air movements to maximize the overall effectiveness of the shipments. According to a USTRANSCOM 2003 analysis, because the decision to provide relief to Afghan refugees was made on short notice, it cost \$7.34 per ration to airdrop 2.4 million MRE’s compared to 15¢ had time been available to ship them to theater by sea.

- **It Would Cost \$70 Billion Just to Replicate the Capability Made Available Through MSP/VISA**

Through MSP/VISA, the U.S. military gains guaranteed immediate access to not only the fleets of enrolled vessels committed to the program but also to the worldwide intermodal infrastructure maintained by the international carriers in whose services those vessel operate commercially. To replicate only the vessels would require \$13 billion (\$17 billion if the Jones Act capacity is included); the facilities themselves would add an additional \$53 billion. Added to this would be approximately \$1.7 billion in annual maintenance and operating costs,

- **The Jones Act Domestic Fleet Plays an Important Part in Sealift**

- Oceangoing vessels in the Jones Act domestic fleet represent 30% of the container and roll-on/roll-off capacity committed to VISA in the event of a Stage III mobilization.
- The Jones Act Domestic Fleet provides 50% of the manpower base of trained and experienced mariners required to crew U.S. Government-owned sealift vessels activated from reserve status.
- In 2011, Jones Act vessels delivered 44% of all cargoes to U.S. troops in the Pacific theater, including shipments to Alaska and Hawaii.