

AMERICAN MARITIME INDUSTRY IS ASSISTING **POST-HURRICANE IN PUERTO RICO**

The problem in Puerto Rico is not getting goods to the Island
but getting those goods distributed from the ports inland.

Nothing is more important right now than the safety and well-being of fellow Americans in Puerto Rico, which is why the domestic American maritime industry is working around the clock to assist with the recovery from the impacts of Hurricane Maria. A fleet of American Jones Act vessels was waiting to enter Puerto Rico's ports as soon as they reopened, and now, Jones Act vessels are underway to Puerto Rico and continue to load cargoes from the U.S. mainland destined for the island. Advance supplies positioned on the island by Jones Act companies are already providing critical support, as noted by Puerto Rico Manufacturers Association President Rodrigo Masses, who pointed out that residents received "2,500 shipping containers with food and other items between Sunday and Monday [after the storm], and thus Puerto Rico should not lack supplies." A steady stream of additional supplies keeps arriving in Puerto Rico on American vessels and on international ships from around the world. The problem now is not getting goods to the island. The problem is distributing them around Puerto Rico by surface transportation once they arrive.

There is Adequate U.S.-Flag Capacity to Serve Puerto Rico's Immediate Shipping Needs

Jones Act vessels have adequate capacity to serve Puerto Rico in this time of need, and are already assisting in the recovery. For example, Jones Act vessels are carrying:

- Food and water;
- Equipment and supplies needed to quickly restore the power grid;
- Building materials; and
- FEMA and American Red Cross relief cargoes (e.g., first aid supplies, tarps).

These goods were delivered upon the opening of the Puerto Rico's ports and are continuing to be delivered. In anticipation of the island's needs, the domestic American maritime industry also stowed approximately 3,000 containers filled with goods in the terminals that are moving. Additionally, there is nearly 4.2 million gallons of ethanol loaded on a Jones Act vessel destined for Puerto Rico for fuel blending, which will supplement the fuel imported to the island.

Cargo from anywhere in the world can be imported into Puerto Rico, and those vessels will also assist in the recovery effort. Currently, nearly two-thirds of the vessels calling on Puerto Rico are foreign, and virtually all of the fuel transported to Puerto Rico is delivered by foreign-flag vessels.

The Issue In Puerto Rico Is Not Getting Goods To The Island, But Rather Distributing It Within The Island Once It Arrives Due to Serious Infrastructure Issues.

In the immediate aftermath of the crisis, one hundred percent of the island was without power, and roads were blocked by downed trees and debris. The largest bottleneck is not getting merchandise to the island because the Jones Act industry has the infrastructure and knowledge to quickly get cargo to the island. The problem is distributing it once it arrives on a vessel.

- Jones Act companies have the equipment at their terminals to rapidly handle the throughput at the terminals without overwhelming the shoreside and inland infrastructure.

- Jones Act roll-on/roll-off barges can immediately discharge cargoes while work is performed to restore power for cranes and other equipment at the terminals.
- Jones Act containerships can deliver cargoes from the U.S. mainland to Puerto Rico in three days.

A Jones Act waiver could overwhelm the system, creating unnecessary backlogs and causing confusion on the distribution of critical supplies throughout the island.

The Jones Act Industry Has the Capability and Capacity to Help with Restoration

The domestic American maritime industry provides reliable, regular service to Puerto Rico. Domestic American vessels carried more than 3.2 million tons of cargo to Puerto Rico in 2015 alone.

With approximately 15 U.S.-flag ships and U.S.-flag oceangoing tug/barge combinations regularly serving the island on a routine basis, the industry provides a pipeline for goods moving into Puerto Rico. As a result, it has the capacity to immediately respond to the situation in Puerto Rico, bringing basic goods and heavy equipment needed to assist in the recovery effort.

Ultimately, domestic operators in the Puerto Rico trade not only can continue to provide regular service but also have surge capacity capable of taking up any slack in the delivery of cargoes to the island.

Today all-American crews and U.S.-flag Jones Act ships are committed to serving Puerto Rico. These dedicated American mariners must not be adversely impacted by a Jones Act waiver benefitting only foreign crews and only foreign investors when the capacity and capability to meet Puerto Rico's present and future needs is all American.

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