



AMERICAN
MARITIME
PARTNERSHIP

American Maritime Partnership American Jobs. American Security.

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on behalf of the
AMERICAN MARITIME PARTNERSHIP

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Background on the Jones Act



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Introduction to the Jones Act

American domestic transportation only on American ships

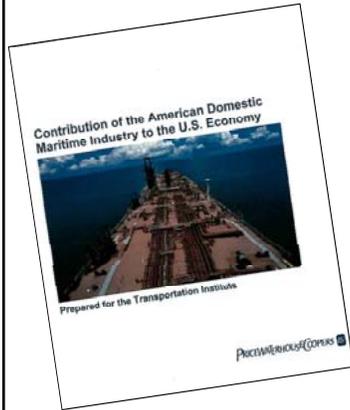
- U.S.-flagged
- U.S.-owned
- U.S.-crewed
- U.S.-built

- *Creates a stable investment climate with a level playing field*



Economic, Homeland and National Security Benefits

Jones Act Industry Economic Impact Study



- Jones Act-related employment 499,676 jobs
- Economic output \$100.3 billion
- Value-added \$ 45.9 billion
- Labor compensation \$ 29.1 billion
- Jones Act-related taxes \$ 11.4 billion

Jones Act Industry Jobs (By State)

<u>State</u>	<u>Jobs</u>
1) Louisiana	61,656
2) Texas	44,112
3) California	34,517
4) Washington	28,664
5) New York	28,578
6) Florida	27,249
7) Hawaii	23,225
8) Indiana	18,343
9) Illinois	18,027
10) Tennessee	16,625

National and Homeland Security Benefits

- Maintaining a shipbuilding and ship maintenance and repair capability for the defense industrial base
- A cadre of qualified American seafarers for time of war or national emergency
- Ensuring a privately-owned commercial fleet and logistics capability to support military sealift needs
- Protecting our borders

Broad Bipartisan Support

Support from Politicos

“America needs a strong and vibrant U.S.-Flag Merchant Marine. That is why you and your members can continue to count on me to support the Jones Act.”

~Candidate Barack Obama, 2008

“It’s important for a President to embrace the Jones Act. I have, [for] five-and-a-half years as the President, supported the Jones Act, and will continue to do so...”

~President George W. Bush, 2006

“I’m a pro-American. I want [vessels] built in the U.S. [and] the ships...flagged in the U.S....”

~Congressman John Mica (R-FL), Chairman of the House Transportation and Infrastructure Committee, 2010

“Something that a lot of people take for granted with the Jones Act, but hopefully...we can emphasize the critical importance of what it means in terms to our overall economy, especially our maritime economy and...homeland security ... I am very proud to join with...my colleagues in very strong support of the Jones Act...”

~Congressman Frank LoBiondo (R-NJ), House Transportation and Infrastructure, Coast Guard and Maritime Transportation Subcommittee, 2008

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Support from Military

“We need a strong industry, and part of a strong industry is highly trained merchant mariners, so many of whom are employed on Jones Act ships.”

~Rear Admiral Mark Buzby, Commander, Military Sealift Command, 2010

“When I first took over [TRANSCOM], I said, ‘Of all the things I need to protect, it is that U.S.-flag fleet.’”

~General Duncan McNabb, USAF, Commander, U.S. Transportation Command, 2009

“We simply cannot, as a nation, fight the fight without the partnership of the commercial maritime industry...Our nation’s organic sealift capability...would literally be useless without the support of the commercial maritime industry.”

~General John W. Handy, USAF, Commander, U.S. Transportation Command, 2003

“For decades, U.S. merchant mariners have provided essential support for the U.S. Navy during times of war and national crisis. Repealing the Jones Act would remove that support at a time when we are fighting two wars and facing a continuing threat from international terrorism.”

~Statement of the Navy League of the United States, September 2010

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Challenges

Challenges Facing the Jones Act

- Jones Act friends in Congress are departing
- Scars from the Gulf spill
- Lack of understanding on benefits of Jones Act
- Political environment



Recent Fights



DB

Union Calendar No. 150

112TH CONGRESS
1ST SESSION

H. R. 2838
[Report No. 112-229]

To authorize appropriations for the Coast Guard for fiscal years 2012 through 2015, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 2, 2011

Mr. LOIBONDO (for himself and Mr. MICA) introduced the following bill, which was referred to the Committee on Transportation and Infrastructure

OCTOBER 3, 2011

Reported with an amendment, committed to the Committee of the Whole House on the State of the Union, and ordered to be printed

[Write out all after the enacting clause and insert the part printed in *italics*.]
[For text of introduced bill, see copy of bill as introduced on September 2, 2011.]

Our Response

AMPing It Up!

- Reorganized MCTF to AMP
- Broadened coalition
- Revised messaging
- Education and Congressional Outreach



Thank You