

Maritime Administration Information Resources: Introduction to its Economic, Maritime, & National Security Information Resources

FDLP Academy

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Purdue University Libraries & School of Information Studies



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Sample Maritime Administration Ships



Laws and Regulations Governing MARAD

- 49 USC 109
- 46 CFR 200-399
- Missions: Responsible for U.S. waterborne transportation including:
 - Ships and Shipping
 - Port and Vessel Operations
 - National Security
 - Environment
- Safety
- Promotes waterborne transportation and strives to ensure its seamless integration into other transportation sectors.
- Maintains fleet of cargo reserve ships to enhance surge capability in war or national emergency.
- Maintains U.S. Merchant Marine health.

Maritime Services Trade Data

U.S. International Trade in Goods by Transport Mode and Tonnage: 2018 (by percentage and in millions of tons)

Source: U.S. International Freight Trade by Transportation Mode, Bureau of Transportation Statistics*, U.S. Department of Transportation.

Transport Mode	Exports	Imports	Tonnage by Mode	Percentage of Total Tonnage by Mode
Maritime	868	733	1,601	70.93%
Truck	121	114	235	10.41%
Pipeline	38	172	210	9.30%
Rail	72	109	181	8.02%
Other/Unknown	17	6	22	0.97%
Air	4	5	9	0.40%
Total U.S. Trade Tonnage, All Modes	1,119	1,139	2,257	100%

U.S. International Trade in Goods by Transport Mode and Value: 2018 (in \$ Billions)

Source: U.S. International Freight Trade by Transportation Mode, Bureau of Transportation Statistics*, U.S. Department of Transportation.

Transport Mode	Exports	Imports	Value by Mode	Percentage of Total Value by Mode
Maritime	586	1,176	1,762	41.88%
Air	494	665	1,159	27.55%
Truck	370	402	772	18.35%
Other/Unknown	136	125	262	6.23%
Rail	63	116	179	4.25%
Pipeline	16	58	73	1.74%
Total U.S. Trade Value, All Modes	1,664	2,543	4,207	100%

Historical Background, Budget, & Structure

- 1916 Shipping Act (P.L. 64-260) established U.S. Shipping Board as first federal agency responsible for promoting U.S. Merchant Marine & regulating maritime shipping.
- **1920 Merchant Marine Act (P.L. 66-261)(Jones Act) Requires that vessels transporting cargo from one U.S. point to another U.S. point be U.S.-built, and owned and crewed by U.S. citizens. Remains controversial due to high domestic shipping costs and restricting ship availability for domestic use. MARAD says it ensures employment for most U.S. mariners while DOD says dwindling fleet size indicates need to reassess current policy.**

1936 Merchant Marine Act (P.L. 74-806) creates U.S. Maritime Commission to assume Shipping Board responsibilities. Regulates ocean commerce, regulates freight & terminal facilities, & administers construction & operational subsidy funds for private commercial ships.

1942 Executive Order 9504 established Wartime Shipping Administration. Maritime Commission designs & constructs ships while Wartime Shipping Administration manages industrial shipbuilding and ship operations

*Established 1950-Truman Administration Reorganization Plan #21 5 USC Appendix. Congress eliminates Maritime Commission dividing its functions between Maritime Administration (MARAD) and Federal Maritime Board within the Commerce Dept.

*1954 Cargo Preference Act (P.L. 83-664) requires at least 50% gross tonnage of govt. generated cargo, including agricultural commodities, be transported on privately owned U.S. vessels as much as possible.

1961 Reorganization Plan No. 7-Federal Maritime Board becomes Federal Maritime Commission which still exists.

1981-MARAD transferred to Transportation Dept. It operates U.S. Merchant Marine Academy, SUNY Maritime College, and Maritime Academies in California, Maine, Massachusetts, and Texas.

Approximately 800 employees

FY 2023 Presidential Budget Request \$906.7 million with funding broken down by Operations and Training, Marine Highway Grants, National Security Multi-mission vessel, Port Infrastructure Development Program, Small Shipyard assistance, and maritime and tanker security programs.

Congressional Oversight



- House Appropriations Committee Subcommittee on Transportation, Housing & Urban Development & Related Agencies & Defense Subcommittees
- House Transportation & Infrastructure Committee Coast Guard & Maritime Transportation Subcommittee
- Senate Appropriations Committee Transportation, Housing & Rural Development, & Related Agencies & Defense Subcommittees
- Senate Commerce, Science, & Transportation Committee, Subcommittee on Surface Transportation, Maritime, Freight, & Ports.

Port Infrastructure Development Grants

The Port Infrastructure Development Program (PIDP) is a discretionary grant program administered by the U.S. Maritime Administration. Funds for the PIDP are awarded on a competitive basis to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. Congress provided first-year funds of \$293 million for the program in the FY2019 Consolidated Appropriations Act. Congress continued funding the program at \$225 million in FY2020 and \$230 million in FY2021. For FY2022 the Infrastructure and Jobs Act/Bipartisan Infrastructure Law, appropriated \$450 million to the PIDP.

Fiscal Year 2021 Port Grant Funding Recipients

Large Project Awards

Oakland, California

Powering the Future Project (awarded \$5,200,000)

The project replaces an existing electrical substation and circuit located within the port facility. Additionally, the project will construct a new on-site fuel cell facility and a solar array with battery storage and establish a direct connection between the port's substation and the local electric utility's biomass-fuel generator.

Long Beach, California

America's Green Gateway Phase 1: Pier B Early Rail Enhancements Project (awarded \$52,300,000)

The project consists of three stand-alone components, each with independent utility. These components are a new locomotive facility, extension of the east rail yard, and extension of the west rail yard. The project will add a 10,000-foot support track within a critical freight corridor, construct a new support facility for 24 locomotives, add three new yard tracks, and extend five existing tracks to increase operational efficiency for port cargo and enhance safety for rail workers.

Garden City, Georgia

Colonel's Island Berth #4 (awarded \$14,647,284)

The project will construct a fourth roll-on/roll-off (Ro-Ro) vessel berth at the Port of Brunswick's Colonel's Island Terminal in order to add needed capacity at the nation's second busiest Ro-Ro cargo port and more efficiently accommodate the larger 7,000-plus-unit vehicle carrier vessels that are becoming the industry standard for Ro-Ro ships.

Houston, Texas**Bayport Container Terminal Expansion (awarded \$18,267,600)**

The project will fund development of Container Yard 1 South, a 39-acre greenspace at the port's Bayport Container Terminal. Work funded consists of site preparation, grading, drainage, utilities, concrete surfaces suitable for the storage of containers, signage, electrical, lighting, and communications. Completion of this project will complement other port-funded improvements at the terminal.

Portsmouth, Virginia**Portsmouth Marine Terminal Offshore Wind Development (awarded \$20,000,000)**

The project will fund improvements to the Portsmouth Marine Terminal to enable it to serve as a staging area in support of offshore wind projects. The grant will fund creation of a wind turbine generator staging area in the uplands adjacent to one of the wharves and a second storage area where monopiles and other project components will be stored. The staging and storage areas require installation of piles to increase the load-bearing capacity of the site, new pavement to support the heavy components that will be imported thru the facility, stormwater and drainage infrastructure improvements, and site utility work.

Tacoma, Washington**Off-Dock Container Support Facility (awarded \$15,730,000)**

The project will fund construction of an Off-Dock Container Support Facility. The project is part of the port's capital improvement program to modernize and optimize the use of its container terminals and support facilities. The project improves 24.5 acres of land adjacent to the Husky, West Sitcum, and Washington United terminals. The site will provide space to store empty containers and chassis, freeing up dock-side space at the terminals for cargo operations. Work includes new gates, a guard shelter, perimeter security fencing, energy-efficient lighting fixtures, stormwater system improvements, and refurbishment of a railroad crossing adjacent to the site.

Small Projects at Small Port Awards

Whittier, Alaska

Whittier Terminal Master Plan (awarded \$1,173,600)

This project is for the development of a comprehensive master plan that evaluates the condition, performance, safety, efficiency, state of good repair, reliability, resiliency, and sustainability of the Whittier Terminal. The plan will identify areas for rehabilitation of marine, terminal, and upland infrastructure, as well as operations that support the terminal.

Little Rock, Arkansas

Port of Little Rock Mooring Upgrade Project (awarded \$3,079,845)

The project will restore and expand the port's current barge fleeting capacity on the Arkansas River, which is part of the McClellan-Kerr Arkansas River Navigational System (MKARNS). The project will replace fifteen unsafe deadman ground anchors that are near the end of their useful lives with steel monopile dolphins. It will install an additional thirty-two dolphins in other locations.

Granite City, Illinois

Granite City Harbor Extension Project (awarded \$4,140,000)

The project will fund improvements to a berth and cargo transfer location at the port's Granite City Harbor facility. It extends the length of the harbor's wharf by nearly 30% and creates a half-acre of additional working space to support cargo dock operations. The wharf extension will create a contiguous 1,200-foot-long wharf capable of handling six barges at once. Removable safety rails will be installed adjacent to the wharf. Construction includes the installation of a sheet pile wall with drainage improvements and addition of gravel-topped backfill for a new, permeable work surface. The project is the first phase of the port's Wharf Improvement Plan.

Tell City, Indiana

Ohio River Pier Project (awarded \$1,600,000)

The project will fund construction of a 40-foot diameter pier for a crane that will be used for direct barge-to-truck unloading of cargo. The pier design will allow the crane to operate regardless of water levels. Once the new pier is complete and operational, grant funds will be used to demolish the existing pier because it is structurally unsound. The project complements other capital development projects at the port, including a road project that will provide trucks carrying cargo from the port direct access to a nearby state highway.

List of U.S. Flagged-Carriers-5 pages long

OCEAN CARRIER	POINT OF CONTACT	U.S-FLAG VESSELS	SERVICE TYPE	SCHEDULES	TRADE ROUTES
DOMESTIC SERVICES					
ALASKA MARINE LINES 5615 W. Marginal Way S.W. Post Office Box 24348 Seattle, WA 98124-4348 http://www.lynden.com/aml/	Ms. Rheagan Sparks Phone: 206-439-5664 Rheagan@lynden.com Mr. Don Reid Phone: 907-463-9329 Mobile: 907-321-2328 dreid@lynden.com	<u>Alaska Marine Lines Fleet</u> BARGES & TUGS	Domestic Services	<u>Alaska Marine Lines Schedule</u>	
ALASKA TANKER COMPANY LLC 15400 NW Greenbrier Parkway Suite A400 Parkside Bldg Beaverton, Oregon 97006 http://www.aktanker.com/	Mr. Chistopher Merten Chief Operating Manager Phone: 503-207-0139 Fax: 503-207-0139 chris.merten@aktanker.com	<u>Alaska Tanker fleet</u> TANKERS: ALASKAN LEGEND ALASKAN EXPLORER ALASKAN FRONTIER ALASKAN NAVIGATOR	Domestic Services		
COLUMBIA GROUP 106 Allen Road Liberty Corner, NJ 07938 https://www.columbia-group.com/about-us/	Mr. Joe Villa VP Operations Phone: 908-991-0001 FAX: 908-580-1000 jvilla@columbia-group.com	<u>Columbia Coastal Fleet</u> BARGES: COLUMBIA CHARLESTON COLUMBIA ELIZABETH COLUMBIA FREEDOM	Domestic Services	<u>Columbia Group Schedule</u>	

OCEAN CARRIER	POINT OF CONTACT	U.S-FLAG VESSELS	SERVICE TYPE	SCHEDULES	TRADE ROUTES
MAERSK LINE, LIMITED 21000 Atlantic Boulevard Suite 740 Dulles, VA 20166 https://www.maersklinelimited.com/	Sales and Service Inquiries Phone: 703-351-9200 Sales@MLLnet.com US.gov@maersk.com Mr. Torben Svenningsen Vice President & Chief Commercial Officer Phone: 703-351-0119 tsvenningsen@mllnet.com Mr. William (Bill) Sagin Director Phone: 703-351-0132 wsagin@mllnet.com Mr. Ryan Casey GM, US Government Transportation Phone: 504-250-5874 RCasey@mllnet.com Mr. Aram Dosdourian GM, US Government Transportation Phone: 703-351-0133 ADosdourian@mllnet.com	<u>MLL Fleet</u> CONTAINERSHIPS <u>Middle East & Mediterranean</u> MAERSK ATLANTA MAERSK CHICAGO MAERSK COLUMBUS MAERSK DENVER MAERSK DETROIT MAERSK HARTFORD MAERSK KENSINGTON MAERSK KINLOSS MAERSK PITTSBURGH MAERSK SELETAR MAERSK SENTOSA <u>Northern Europe</u> SAFMARINE MAFADI MAERSK IDAHO MAERSK IOWA MAERSK OHIO MAERSK MONTANA <u>West and East Africa Feeders</u> MAERSK YORKTOWN SAFMARINE NGAMI <u>Mediterranean & Persian Gulf Feeders</u> MAERSK DURBAN MAERSK SARATOGA	International Services	<u>MLL Schedules</u>	<u>MLL Trade Lanes</u>

Info Resources & Statistics-Vessel Inventory Reports Since July 1990

- [Vessel Inventory Report March 2021](#) [\(XLS\)](#) [\(PDF\)](#) [\(Consolidated In and Out List\)](#)
- [Vessel Inventory Report April 2021](#) [\(XLS\)](#) [\(PDF\)](#) [\(Consolidated In and Out List\)](#)
- [Vessel Inventory Report May 2021](#) [\(XLS\)](#) [\(PDF\)](#) [\(Consolidated In and Out List\)](#)
- [Vessel Inventory Report June 2021](#) [\(XLS\)](#) [\(PDF\)](#) [\(Consolidated In and Out List\)](#)
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- [Vessel Inventory Report September 2021](#) [\(XLS\)](#) [\(PDF\)](#) [\(Consolidated In and OutList\)](#)
- [Vessel Inventory Report October 2021](#) [\(XLS\)](#) [\(PDF\)](#) [\(Consolidated In and Out List\)](#)
- [Vessel Inventory Report November 2021](#) [\(XLS\)](#) [\(PDF\)](#) [\(Consolidated In and Out List\)](#)
- [Vessel Inventory Report January 2022](#) [\(XLS\)](#) [\(PDF\)](#) [\(Consolidated In and Out List\)](#) 

U.S. Department of Transportation
Maritime Administration
United States-Flag Privately-Owned Merchant Fleet Report
Oceangoing, Self-Propelled Vessels of 1,000 Gross Tons and Above that Carry Cargo from Port to Port

To provide any updates for this list, please e-mail DATA.MARAD@DOT.GOV

Coverage

This report contains a listing of oceangoing, self-propelled, privately-owned U.S.-flag vessels of 1,000 gross tons and above that carry cargo from port to port for commercial and government customers. New vessels are considered to have entered the fleet once they are "In Service."

Vessel Types

The vessel categories used for this report include the following types of vessels:

Tankers: Petroleum Tankers, Chemical Carriers, LNG Carriers, LNG/LPG Carriers, LPG Carriers.

Container: Fully Cellular Containerships

Dry Bulk: Bulk Vessls, Bulk Containerships, Cement Carriers, Wood Chip Carriers, Ore/Bulk/Oil Carriers, and Bulk/Oil Carriers.

Ro-Ro: Ro-Ro Vessels, Ro-Ro/Containerships, Vehicle Carriers.

General Cargo: General Cargo Carriers, Partial Containerships, Refrigerated Ships.

Capacities

Vessel capacities are expressed in gross tons (GT) and deadweight tons (DWT).

Gross Tonnage is volume of all ship's enclosed spaces (from keel to funnel) measured to the outside of the hull framing, calculated using the International Tonnage Convention.

Deadweight is the total weight (metric tons) of: Cargo, fuel, fresh water, stores and crew which a ship can carry when immersed to its load line.

Operator - Company responsible for the commercial decisions concerning the employment of a ship and therefore who decides how and where that asset is employed. The direct beneficiary of the profits from the operations of the ship, this company may also be responsible for purchasing decisions on bunkers and port services. A medium to long-term time or bareboat charterer is considered to be the operator of the ship. Companies heading operator pools are Operators of the ships in the pool.

MSP - Maritime Security Program

VISA - Voluntary Intermodal Sealift Agreement

VTA - *Voluntary Tanker Agreement

Jones Act Eligible - Vessels that are eligible to participate in domestic trade . Jones Act eligible vessels are built in the United States, owned by United States citizens and

Department of Transportation

Maritime Administration

States Flag Privately-Owned Merchant Fleet Report

going, Self-Propelled Vessels of 1,000 Gross Tons and Above that Carry Cargo from Port to Port

January 16, 2022

Send any updated information on the U.S.-Flag Fleet to DATA.MARAD@DOT.GOV

Notes page for definition on Militarily Useful vessels

Count	
Total Ships	178
Jones Act Eligible	93
Non-Jones Act Eligible	85

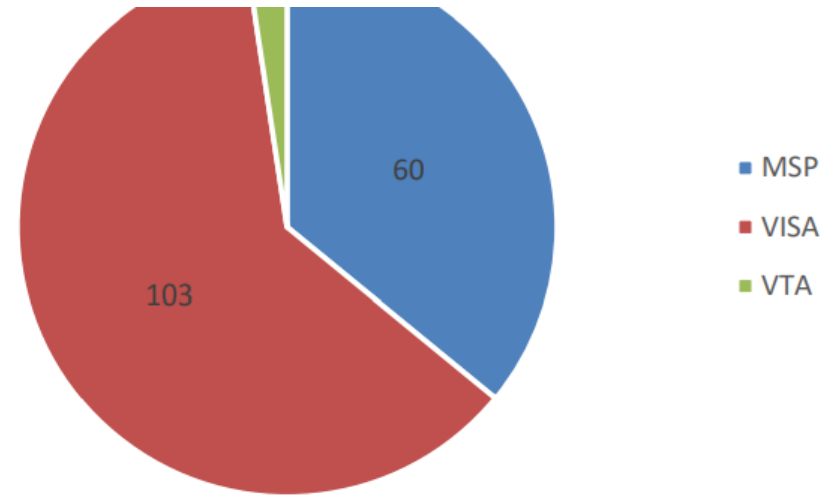
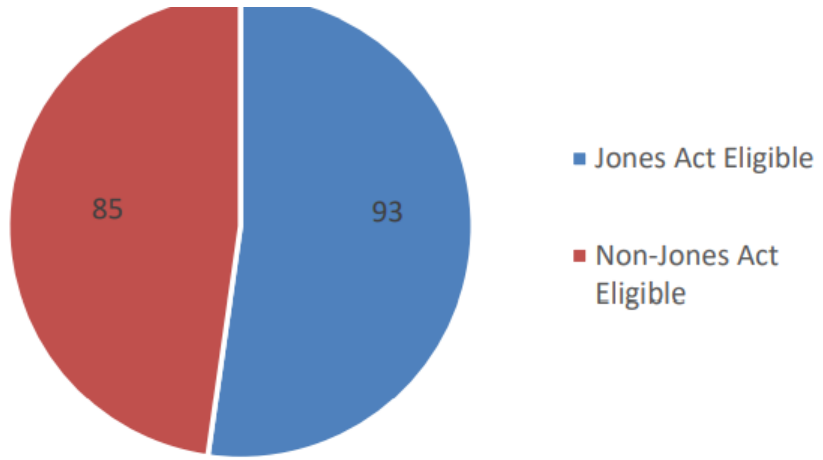
NUMBER	Vessel Name	Ship Type	Gross Tons	Deadweight Tons	Year of Build	Operator	MSP	VISA	VTA*	Jones Act Eligible	Militarily Useful
51	ALASKAN EXPLORER	Tanker	110,693	193,049	2005	Alaska Tanker Co LLC	N	N	N	Y	N
59	ALASKAN FRONTIER	Tanker	110,693	193,049	2004	Alaska Tanker Co LLC	N	N	N	Y	N
32	ALASKAN LEGEND	Tanker	110,693	193,048	2006	Alaska Tanker Co LLC	N	N	N	Y	N
73	ALASKAN NAVIGATOR	Tanker	110,693	193,048	2005	Alaska Tanker Co LLC	N	N	N	Y	N
46	ALLIANCE FAIRFAX	Ro-Ro	59,705	19,670	2005	Maersk Line, Limited	Y	Y	N	N	Y
47	ALLIANCE NORFOLK	Ro-Ro	57,280	21,179	2007	Farrell Lines Incorporated	Y	Y	N	N	Y
70	ALLIANCE ST. LOUIS	Ro-Ro	57,280	21,081	2005	Farrell Lines Incorporated	Y	Y	N	N	Y
86	AMERICAN ENDURANCE	Tanker	29,801	49,828	2016	American Petroleum Tankers LLC	N	N	N	Y	Y
98	AMERICAN FREEDOM	Tanker	29,801	49,828	2017	Crowley Petroleum Services Inc	N	N	N	Y	Y
51	AMERICAN LIBERTY	Tanker	29,801	49,828	2017	American Petroleum Tankers X	N	N	N	Y	Y
78	AMERICAN PHOENIX	Tanker	30,718	49,035	2012	Seabulk Tankers Inc	N	N	N	Y	Y
53	AMERICAN PRIDE	Tanker	29,801	49,828	2017	Crowley Petroleum Service Inc	N	N	N	Y	Y
74	APL GULF EXPRESS	Containership	16,916	20,944	2002	APL Marine Services, Ltd.	Y	Y	N	N	Y
39	ARC COMMITMENT	Vehicles Carrier	74,255	31,143	2011	ARC Commitment Trust	Y	Y	N	N	Y
25	ARC INDEPENDENCE	Vehicles Carrier	71,583	30,200	2007	American Roll-on Roll-off	Y	Y	N	N	Y
49	ARC INTEGRITY	Vehicles Carrier	71,583	30,386	2008	American Roll-on Roll-off	Y	Y	N	N	Y
41	ARC RESOLVE	Vehicles Carrier	60,942	22,564	2006	American Roll-on Roll-off	Y	Y	N	N	Y
18	BAY STATE	Tanker	29,923	49,130	2016	American Petroleum Tankers LLC	N	N	N	Y	Y
26	BRENTON REEF	Tanker	30,770	45,656	1999	Seabulk Tankers Inc	N	N	N	Y	Y
95	CALIFORNIA	Tanker	62,318	114,756	2015	Crowley Alaska Tankers LLC	N	N	N	Y	N
76	CALIFORNIA VOYAGER	Tanker	29,923	49,160	2016	Chevron Shipping Co LLC	N	N	N	Y	Y

Consolidated Fleet Summary and Change List

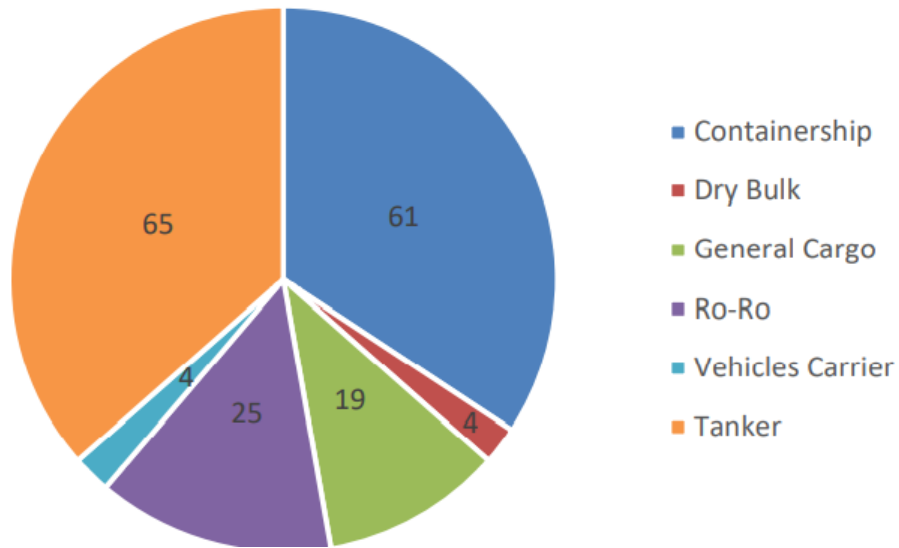
United States Flag Privately-Owned Merchant Fleet

Oceangoing, Self-Propelled Vessels of 1,000 Gross Tons and Above that Carry Cargo from Port to Port

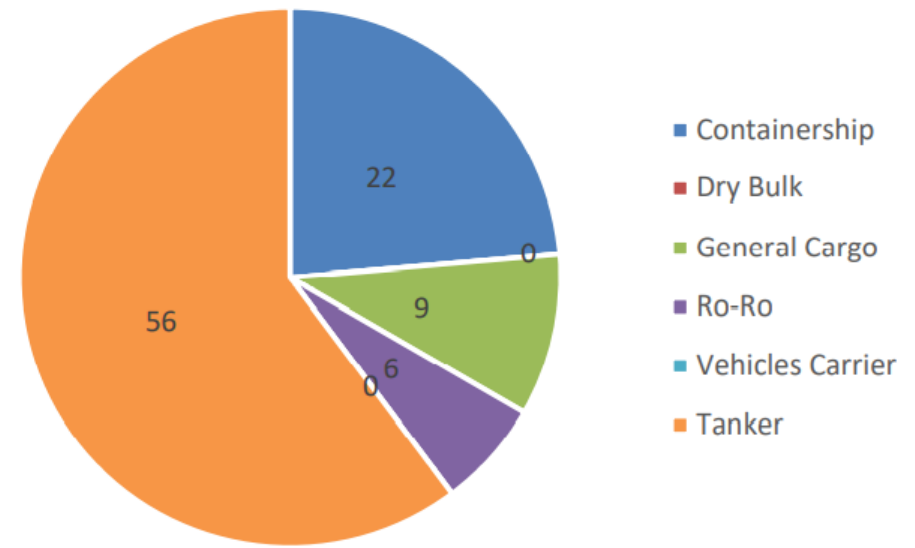
MARAD Programs							
Type	# of Vessels	GT	DWT	Program	# of Vessels	GT	DWT
Jones Act Eligible	93	3,378,578	4,692,637	MSP	60	3,346,987	2,992,887
Non-Jones Act Eligible	85	3,962,824	3,710,258	VISA	103	4,687,717	4,131,289
Total U.S.-Flag Fleet	178	7,341,402	8,402,895	VTA	4	112,870	188,646
U.S.-Flag Fleet Overall				Jones Act Eligible			
Ship Type	# of Vessels	GT	DWT	Ship Type	# of Vessels	GT	DWT
Containership	61	2,962,045	3,258,636	Containership	22	767,296	732,989
Dry Bulk	4	2,962,045	3,258,636	Dry Bulk	0	767,296	732,989
General Cargo	19	2,962,045	3,258,636	General Cargo	9	767,296	732,989
Ro-Ro	25	1,325,773	527,720	Ro-Ro	6	281,513	116,787
Vehicles Carrier	4	278,363	114,293	Vehicles Carrier	0	0	0
Tanker	65	2,498,281	4,135,471	Tanker	56	2,311,204	3,827,259
Total U.S.-Flag Fleet	178	12,988,552	14,553,392	Total Jones Act Eligible	93	4,894,605	6,143,013
Non-Jones Act Eligible				Militarily-Useful			
Ship Type	# of Vessels	GT	DWT	Ship Type	# of Vessels	GT	DWT
Containership	39	2,194,749	2,525,647	Containership	61	2,962,045	3,258,636
Dry Bulk	4	2,194,749	2,525,647	General Cargo	12	2,962,045	3,258,636
General Cargo	10	2,194,749	2,525,647	Ro-Ro	25	1,325,773	527,720
Ro-Ro	19	1,044,260	410,933	Tanker	52	1,483,120	2,396,593
Vehicles Carrier	4	278,363	114,293	Vehicles Carrier	4	278,363	114,293
Tanker	9	187,077	308,212	Militarily Useful	154	9,011,346	9,555,878
Non-Jones Act Eligible	85	8,002,047	8,410,270				



U.S.-Flag Fleet Overall

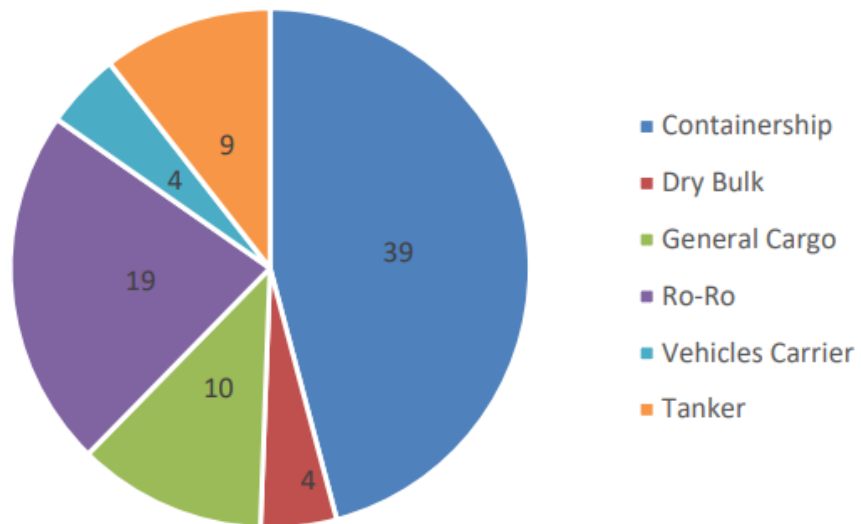


Jones Act Eligible

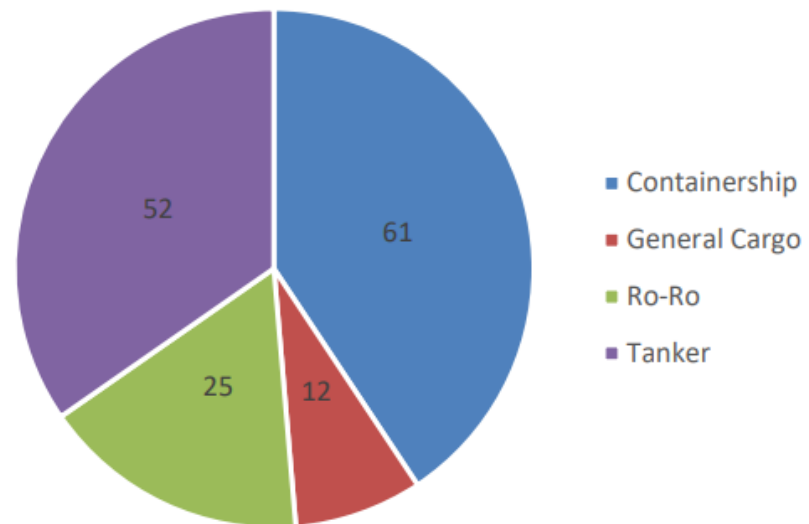


Ro-Ro Means Roll On-Roll Off

Non-Jones Act Eligible



Militarily-Useful



International Flags of Registry for Privately-Owned Ships

5	Flag of Register	Total			Containership			Dry Bulk			General Cargo			Roll-On/Roll-Off			Tanker		
6		No.	GT (000)	Dwt (000)	No.	GT (000)	Dwt (000)	No.	GT (000)	Dwt (000)	No.	GT (000)	Dwt (000)	No.	GT (000)	Dwt (000)	No.	GT (000)	Dwt (000)
7	Panama	6,158	210,661	328,206	706	34,295	38,105	2,604	108,980	199,557	1,103	7,802	10,846	414	15,612	5,970	1,331	43,971	73,728
8	Liberia	2,974	124,207	193,408	1,010	40,834	47,839	785	34,726	63,205	235	2,883	3,779	34	1,298	454	910	44,467	78,132
9	Marshall Islands	1,876	82,484	136,328	237	7,351	8,700	753	32,478	59,229	92	1,404	1,894	22	869	309	772	40,381	66,196
10	Hong Kong	1,855	76,474	127,077	330	15,773	17,910	930	41,845	76,864	219	3,183	4,476	14	308	159	362	15,365	27,668
11	Singapore	1,776	59,814	92,513	378	13,323	15,451	349	16,871	31,191	121	1,881	2,473	76	3,224	1,242	852	24,514	42,156
12	Bahamas	1,029	42,430	63,125	57	1,553	1,748	256	8,389	14,794	247	3,094	4,245	75	3,526	1,266	394	25,868	41,072
13	Malta	1,587	42,165	69,065	130	5,306	6,015	549	19,130	34,527	321	1,732	2,356	50	1,274	664	537	14,723	25,503
14	Greece	704	39,909	72,480	33	2,196	2,392	250	12,897	24,289	28	49	65	10	127	79	383	24,639	45,655
15	China	1,416	30,780	49,384	160	4,986	5,985	553	16,094	27,898	286	1,955	2,662	28	341	132	389	7,404	12,707
16	Cyprus	788	19,580	31,438	208	4,090	4,894	290	10,398	18,781	153	993	1,344	14	213	84	123	3,885	6,335
17	Japan	577	15,780	22,696	2	101	101	183	7,047	12,988	37	185	243	108	2,190	884	247	6,258	8,480
18	United Kingdom	397	15,145	17,661	153	9,103	9,842	37	2,252	4,219	75	415	580	52	1,968	743	80	1,407	2,277
19	Isle of Man (British)	332	13,813	23,343	8	739	743	80	5,241	9,947	56	377	540	11	143	46	177	7,312	12,067
20	Italy	483	13,753	20,254	15	710	820	111	4,666	8,624	45	366	502	70	2,641	1,329	242	5,370	8,980
21	Norway (NIS)	383	13,236	17,657	0	0	0	66	2,504	4,358	59	1,160	1,634	48	2,587	1,065	210	6,985	10,600
22	Germany	288	12,716	14,622	218	11,965	13,518	2	158	326	41	218	269	3	50	21	24	325	487
23	Antigua & Barbuda	1,221	10,672	13,798	390	5,359	6,723	40	916	1,534	751	4,042	5,241	19	225	131	21	129	169
24	South Korea	764	10,634	17,232	82	808	1,053	180	6,767	12,475	259	1,147	1,576	22	433	231	221	1,478	1,897
25	Denmark (DIS)	307	10,596	13,373	90	6,570	7,430	4	204	401	34	65	82	12	328	131	167	3,429	5,328
26	Indonesia	1,396	8,650	12,856	156	1,108	1,461	120	1,712	2,894	671	1,968	2,770	51	234	133	398	3,628	5,597
27	Bermuda (British)	118	8,597	10,874	17	676	745	26	2,062	3,986	4	55	56	0	0	0	71	5,804	6,086
28	United States of America*	187	7,073	7,902	75	3,079	3,357	6	159	260	22	192	238	34	1,611	692	48	2,010	3,340

Merchant Fleets of the World 2016

Barbados	92	756,832	1,181,706				19	384,329	658,554	68	245,673	326,197
Belgium	93	4,873,764	7,863,874				18	1,292,272	2,471,967	9	19,092	27,336
Belize	250	1,575,549	2,371,258	3	11,729	15,391	68	863,321	1,446,878	158	594,403	806,475
Bermuda (British)	129	9,906,311	8,919,353	5	179,480	184,079	11	979,621	1,932,208			
Bolivia	22	57,501	78,614				6	19,081	35,180	11	28,957	37,187
Brazil	87	2,190,895	3,518,365	17	546,561	692,155	11	324,725	569,865	9	51,660	69,931
Brunei	8	615,780	497,862									
Bulgaria	12	112,604	98,805							5	36,754	53,746
Cambodia	362	1,121,055	1,473,032	4	12,340	17,659	25	146,727	232,557	315	890,855	1,149,052
Canada	158	2,178,330	2,700,130	2	16,385	16,657	54	1,090,177	1,653,960	9	52,058	75,335
Cape Verde	9	20,319	14,482							2	3,790	5,887
Cayman Islands (British)	118	3,330,592	4,391,122				26	826,347	1,390,242	3	23,002	36,748
Chile	48	607,930	944,405	3	29,777	38,206	9	213,654	360,249	13	32,789	41,317
China	2,143	41,339,938	64,962,740	185	5,563,844	6,727,202	843	23,656,520	40,774,910	452	2,957,496	4,106,250
Colombia	12	36,411	53,726							7	21,357	29,310
Congo (Democratic Republic)	11	23,629	30,146							9	21,185	28,108

1954 Cargo Preference Act

FOREIGN FLAG VESSELS

AGRICULTURAL PREFERENCE TRADE

(Recently nominated or actively participated in the past 5 years)

U.S. Maritime Administration
Office of Cargo and Commercial Sealift
Agricultural Cargo Division

VSL Category Codes:

Dry Cargo Liner = L

Dry Bulk = B

Tanker = T

FLAG	VESSEL	IMO#	YR BLT	YEAR/MO LISTED	VSL Category
DENMARK	ADRIAN MAERSK	9260457	2004	2016/04	L
BAHAMAS	AEC DILIGENCE	9249025	2001	2015/06	B
MARSHALL ISL	AEOLUS	9228382	2000	2016/04	B
LIBERIA	AFRICAN HHB	9666429	2015	2017/12	B
LIBERIA	AFRICAN JACARANDA	9354076	2007	2017/12	B
LIBERIA	AFRICAN JOSEPH R.	9333711	2006	2017/12	B
LIBERIA	AFRICAN JUNIPER	9326330	2005	2017/12	B
LIBERIA	AFRICAN KALMIA	9666431	2016	2017/12	B
LIBERIA	AFRICAN LILY	9666443	2015	2017/12	B
LIBERIA	AFRICAN MAGNOLIA	9666455	2016	2017/12	B
PANAMA	AFRICAN SUNBIRD	9397884	2009	2017/06	B
LIBERIA	AGLAIA	9400215	2011	2012/8	L
LIBERIA	AGNES RICKMERS	9289972	2005	2014/12	L
HONG KONG	AKRITAS	8703397	1987	2014/5	L
U.A.E.	AL BAHIA	9349514	2008	2015/03	L
SAUDI ARABIA	AL FARAHIDI	9149756	1998	2015/02	L
QATAR	AL HILAL	9349552	2008	2015/05	L
BAHRAIN	AL MANAMAH	9349538	2008	2015/07	L
SAUDI ARABIA	AL RAIN	9152272	1998	2015/01	L
MARSHALL ISL	AL RAWDAH	9349564	2008	2015/02	L
KUWAIT	AL SAFAT	9349497	2008	2014/12	L
DENMARK	ALBERT MAERSK	9260469	2004	2013/8	B
ANTIGUA	ALERT	9177789	1999	2013/6	B

U.S. Waterborne Foreign Trade by U.S. Customs Ports 2000-2017 | [Excel](#)

12	Beaumont, TX	G	212	54	159	38	117	39	117	331	3,208	382	523	393	1,140	134
13	Boston, MA	A	73,500	64,078	80,079	92,609	119,211	130,547	140,466	158,145	148,839	148,177	123,717	148,893	152,851	161,415
14	Brunswick, GA	A	52	489	3	90	38	14	10	44	2	8	236	195	1,418	281
15	Camden, NJ	A	6,546	7,756	6,440	7,739	9,016	10,710	10,248	4,262	2,508	6,560	5,741	5	60	0
16	Charleston, SC	A	1,246,181	1,158,751	1,197,398	1,249,770	1,421,251	1,521,601	1,507,472	1,409,732	1,333,324	954,860	1,069,069	1,147,173	1,216,510	1,291,598
17	Chester, PA	A	51,719	54,189	59,061	72,509	84,518	101,210	97,217	103,042	101,974	63,658	82,956	82,146	65,714	66,994
18	Corpus Christi, TX	G	16	89	48	56	46	0	380	778	249	204	269	380	1,118	12
19	Everett, WA	P	1,834	791	203	0	131	2,622	3,103	3,079	5,317	4,994	5,549	8,964	3,378	2,348
20	Fernandina Beach, FL	A	17,784	16,176	14,251	12,364	12,427	15,953	18,991	15,298	16,099	12,607	15,394	8,754	5,462	3,816
21	Fort Pierce, FL	A	109	20	56	263	1,532	2,867	3,386	4,777	14,170	12,718	11,757	12,983	7,114	39
22	Freeport, TX	G	44,515	43,509	54,261	50,179	49,986	53,521	54,639	59,837	56,201	57,689	57,255	51,542	61,368	73,681
23	Galveston, TX	G	3,505	10,179	15,174	6,402	8,804	5,165	8,060	6,228	7,721	8,542	10,830	13,996	12,624	19,380
24	Gloucester City, NJ	A	9,184	6,650	5,832	822	60	83	553	3,148	2,573	855	6,342	11,550	7,833	13,743
25	Gramercy, LA	G	937	8,164	1,559	6,887	1,351	1,202	1,302	0	1	19	9	94	14	1
26	Gulfport, MS	G	155,667	158,946	172,800	204,089	226,668	185,873	161,621	171,857	172,608	158,634	181,339	183,076	176,248	171,305
27	Honolulu, HI	HI	26,409	28,373	31,648	36,909	45,454	51,259	52,155	58,736	59,061	47,495	45,200	46,905	56,263	59,990
28	Houston, TX	G	733,134	783,316	850,663	932,883	1,097,769	1,250,213	1,276,269	1,450,042	1,404,647	1,280,258	1,369,100	1,440,390	1,516,654	1,571,780
29	Jacksonville, FL	A	110,471	103,502	114,149	113,354	143,572	147,237	152,006	618,856	618,670	636,153	705,510	737,683	743,733	753,359
30	Kodiak, AK	AK	0	16	2	96	239	516	1,014	115	0	105	0	495	986	1,035
31	Lake Charles, LA	G	185	2,731	3,193	4,431	959	578	235	804	893	1,213	2,339	1,326	1,778	764
32	Long Beach, CA	P	3,203,555	3,195,120	3,183,629	3,090,712	3,764,257	4,412,302	4,770,067	5,018,503	4,616,213	3,762,538	4,466,075	4,345,622	4,363,954	4,962,920
33	Longview, WA	P	10	26	0	0	0	3		98	745	109	233	911	413	3,217
34	Los Angeles, CA	P	3,227,743	3,428,408	4,059,550	4,663,890	4,874,730	4,914,811	5,690,093	5,760,226	5,682,440	5,078,871	5,570,485	6,019,633	5,943,500	5,661,567

4	Total Trade (Imports and Exports) in Twenty-Foot Equivalent Units (TEUs) - Loaded Containers Only									
5	U.S. Custom Ports	↓	Coast	↓	2000	↓	2001	↓	2002	

U.S. Department of Transportation			
Maritime Administration			
Capacities of Containerships Calling on U.S. Ports (2016)			
Expressed in Twenty Foot-Equivalent Unit (TEU)			
	CAPACITY IN TEU		
Name	Maximum	Average	Calls
ANCHORAGE, AK**	5,510	3,940	78
BALTIMORE, MD	9,400	5,534	381
BOSTON, MA	8,930	5,760	159
CHARLESTON, SC	10,700	5,791	1,377
CHARLOTTE AMALIE, VI	1,368	1,108	162
CHRISTIANSTED, VI	1,368	1,113	69
EVERETT, WA	2,546	2,303	34
FREEPORT, TX	2,602	2,198	107
GULFPORT, MS	2,602	1,244	130
HONOLULU, HI**	3,820	2,109	96
HOUSTON, TX	6,732	4,132	935
JACKSONVILLE, FL	9,040	4,254	432
LONG BEACH, CA	17,859	6,498	927
LOS ANGELES, CA	17,859	6,473	1,169
MIAMI, FL	8,814	3,290	1,056
MOBILE, AL	6,572	4,695	222
NEW ORLEANS, LA	6,732	4,118	546
NEW YORK, NY	8,814	3,608	32
NEWARK, NJ	10,700	5,584	2,296
NORFOLK, VA	10,700	5,901	1,858

3	Overall Waterborne Container Trade by Trading Partners (Total TEU)			
4	2008 - 2015			

34	Cambodia	58,969	51,741	58,823	62,243	64,373	63,621	66,393	73,513
35	Cameroon	5,914	6,292	7,062	8,488	8,998	10,313	9,896	10,727
36	Canada	46,316	36,191	53,145	42,859	88,319	61,976	40,532	45,866
37	Canary Islands (Spain)	537	132	289	118	76	143	178	2
38	Cape Verde	44	60	57	266	103	718	326	391
39	Cayman Islands	30,774	22,684	21,774	20,309	20,954	24,988	26,648	27,486
40	Central African Republic	95	68	34	35	49	2	18	3
41	Chad	18	40	54	21	65	50	99	348
42	Chile	305,698	263,580	284,287	317,222	329,972	364,164	364,644	382,860
43	China	10,680,526	9,753,735	10,869,218	11,075,445	11,394,341	12,053,240	12,491,740	12,524,781
44	Colombia	218,644	210,379	230,057	224,220	227,542	244,520	244,256	258,611
45	Comoros	13	31	54	58	60	71	58	42
46	Costa Rica	266,150	237,718	275,864	271,606	297,679	295,608	294,364	297,642
47	Cuba	12,768	10,801	11,100	8,741	9,897	9,787	8,992	7,102
48	Cyprus	3,239	2,366	1,952	2,005	2,872	2,218	2,446	1,541
49	Czech Republic & Slovakia	36,099	28,460	30,527	32,884	33,436	35,571	40,322	34,934

The Economic Importance of the U.S. Shipbuilding and Repairing Industry

Maritime Administration
(MARAD)

November 2015



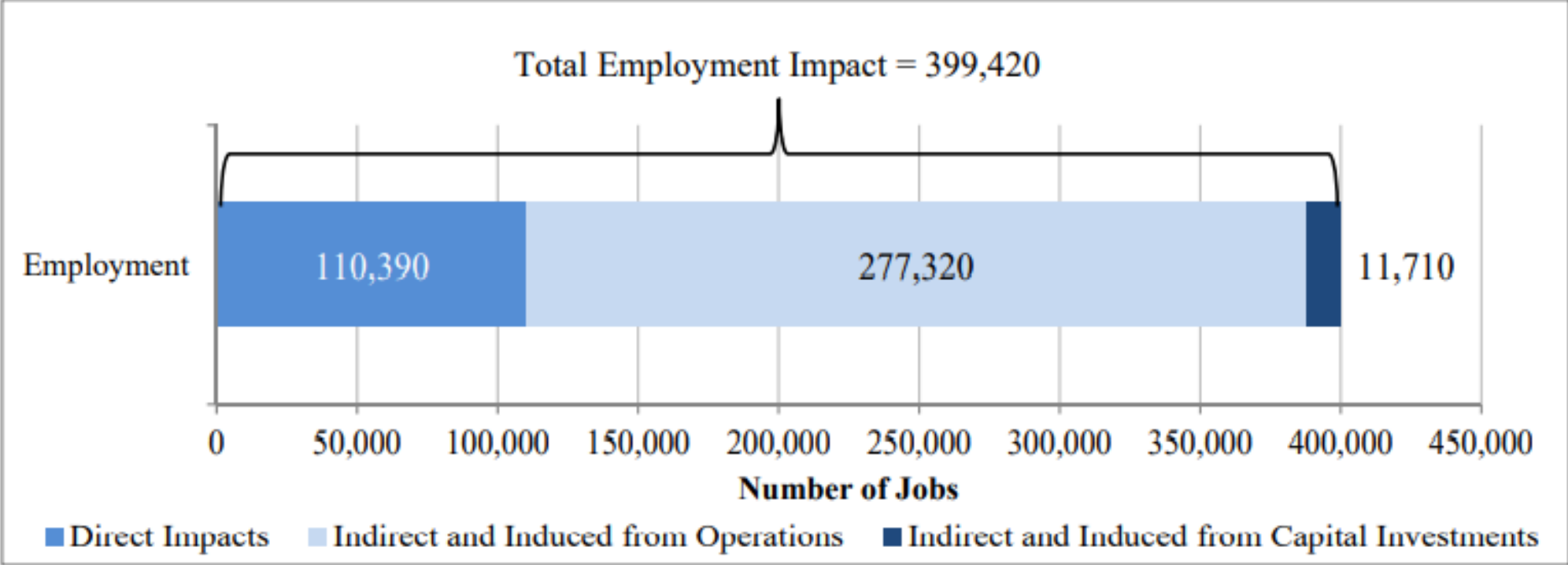
The Economic Importance of the U.S. Shipbuilding and Repairing Industry

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In 2013, the U.S. private shipbuilding and repairing industry directly provided 110,390 jobs (see **Figure E1**), \$9.2 billion in labor income, and \$10.7 billion in gross domestic product, or GDP, to the national economy (see **Figure E2**). Including direct, indirect, and induced impacts, on a nationwide basis, total economic activity associated with the industry reached 399,420 jobs, \$25.1 billion of labor income, and \$37.3 billion in GDP in 2013.

Figure E1. Employment Associated with the U.S. Shipbuilding and Repairing Industry, 2013



Source: Calculations using the IMPLAN modeling system (2013 database).

II. Overview of the U.S. Shipbuilding and Repairing Industry

A. Industry Definition

Economic activity directly associated with the U.S. shipbuilding and repairing industry is primarily captured in government data under the North American Industry Classification System (NAICS) sector 336611, Shipbuilding and Repairing. According to the U.S. Census Bureau, this industry comprises establishments that are primarily engaged in operating shipyards, which are fixed facilities with drydocks and fabrication equipment. Shipyard activities include ship construction, repair, conversion, and alteration. They also include the production of prefabricated ship and barge sections, and other specialized services.⁴ The industry may also include manufacturing and other facilities outside of the shipyard, which provide parts or services for ship building activities within a shipyard.

The industry also includes a portion of NAICS sector 488390, Other Support Activities for Water Transportation. Among other activities, NAICS sector 488390 includes routine repair and maintenance of ships from floating drydocks, as well as ship scaling services not done in a shipyard. According to the 2012 Economic Census, approximately 84.2 percent of the revenues of NAICS sector 488390 were derived from routine repairs and maintenance of maritime vessels.⁵

Figure 1. 26 States with Active Shipbuilders



Source: Directory of shipyards at <http://shipbuildinghistory.com>

Table 1. -- Total Private Sector Direct Employment in the U.S. Shipbuilding and Repairing Industry, Top 10 States in 2013

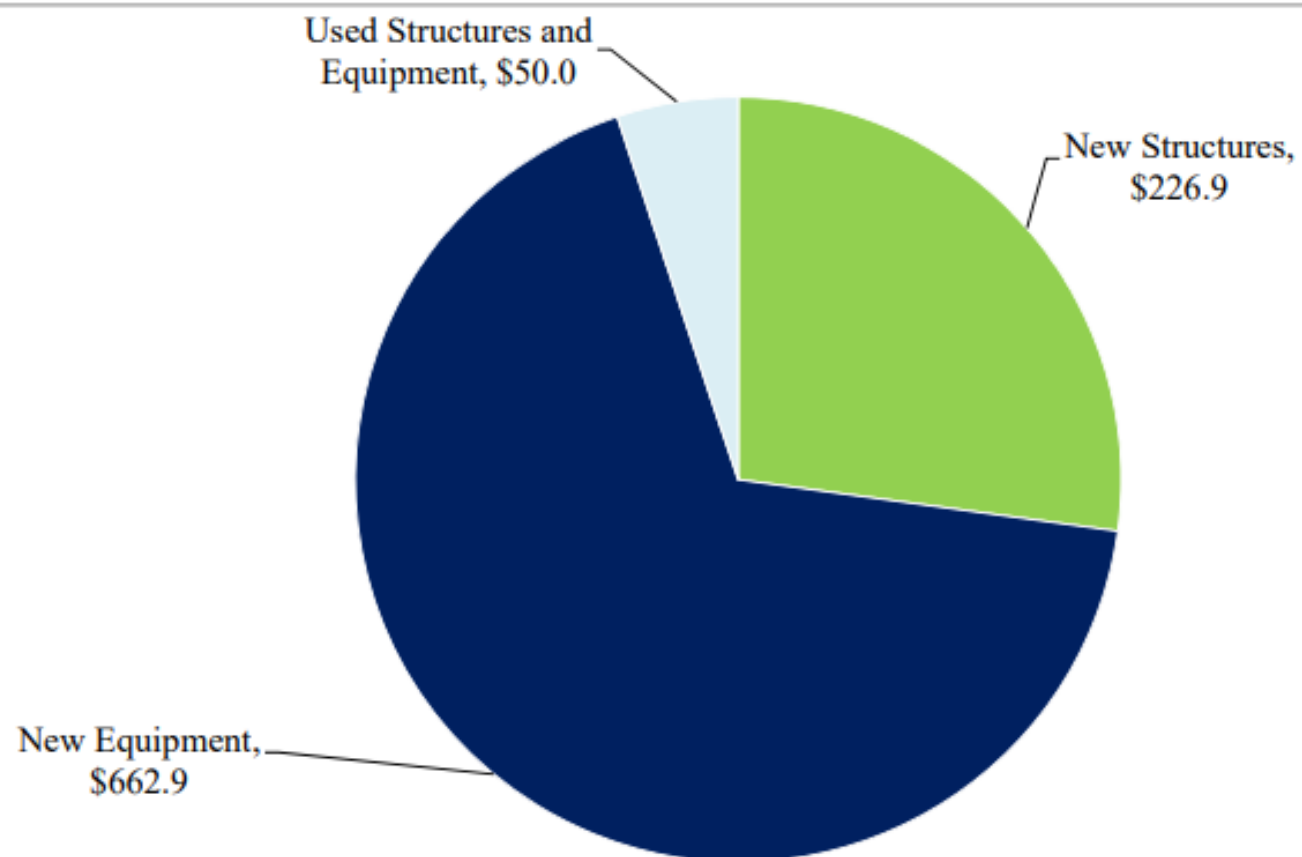
State	Private Employment^a	Percent of U.S. Total
<i>Virginia</i>	<i>28,210</i>	<i>25.6%</i>
<i>Mississippi</i>	<i>12,720</i>	<i>11.5%</i>
<i>Louisiana</i>	<i>12,230</i>	<i>11.1%</i>
<i>Connecticut</i>	<i>9,030</i>	<i>8.2%</i>
<i>California</i>	<i>7,190</i>	<i>6.5%</i>
Texas	6,060	5.5%
Maine	5,770	5.2%
Alabama	5,590	5.1%
Florida	4,890	4.4%
Washington	3,060	2.8%
All other states combined	15,650	14.2%
U.S. Total	110,390	100%

Source: Estimates based on data from the U.S. Census Bureau, U.S. Bureau of Labor Statistics, and U.S. Bureau of Economic Analysis.

Note: Details may not add to totals due to rounding.

^a Employment is defined as the number of payroll and self-employed jobs, including part-time jobs.

Figure 4. -- Capital Expenditures by U.S. Shipbuilders, by Type, 2013 (in \$ millions)



Source: Estimates based on data from U.S. Census Bureau, *2012 Economic Census* and *2013 Annual Survey of Capital Expenditures*.

4. Industry Output

U.S. shipbuilders delivered 1,067 vessels of all types in 2014, down from 1,147 vessels in 2013 (see **Table 3**, below). Over 80 percent of vessels delivered during the last five years have been inland tank and deck barges. Deliveries of inland tank barges and tugs and towboats showed the greatest increase in terms of vessels delivered between 2010 to 2014.

Table 3. -- Deliveries by U.S. Shipyards, by Type of Vessel, 2010-2014

Type of Vessel	2010	2011	2012	2013	2014
Large Deep-Draft Vessels	16	11	11	8	12
Offshore Service Vessels and Crew Boats	38	21	28	44	52
Tugs and Towboats	81	110	119	105	114
Passenger Vessels (>50 feet)	23	30	33	23	21
Commercial Fishing Vessels (>50 feet)	8	20	15	27	18
Other Self-Propelled Vessels (>50 feet)	19	23	25	14	10
Large Oceangoing Barges	14	6	2	6	2
Inland Tank Barges	141	185	279	327	311
Inland Freight and Deck Barges	861	1,053	749	593	527
Total Delivered	1,201	1,459	1,261	1,147	1,067
New Construction Contracts*	75	89	84	114	77

Source: www.shipbuildinghistory.com

Note: The delivery date for a vessel was determined by the date on which its Certificate of Documentation was issued, which should be, but may not be, the date on which the shipyard made delivery.

*Announced new construction contracts with U.S. shipyards for self-propelled vessels and oceangoing barges. Excludes inland barges, tugs, and towboats. Note, each contract may cover the construction of one or more vessel. For example, the 191 contracts announced in 2013 and 114 cover the construction of 347 new vessels.

Table 7. Direct, Indirect, and Induced Taxes Supported by the U.S. Shipbuilding and Repairing Industry, in \$ Millions, 2013

Tax Level	Tax Category	Direct	Indirect	Induced	Total
Federal	Corporate Income Taxes	\$88.2	\$305.4	\$348.8	\$742.4
	Personal Income Taxes	\$780.0	\$642.5	\$653.1	\$2,075.5
	Excise Taxes	\$26.1	\$50.6	\$78.9	\$155.6
	Customs Duties	\$10.8	\$20.9	\$32.7	\$64.4
	Social Insurance Contributions	\$1,041.3	\$817.5	\$817.4	\$2,676.2
	Other	<u>\$2.8</u>	<u>\$5.3</u>	<u>\$8.3</u>	<u>\$16.4</u>
	Federal Total	\$1,949.2	\$1,842.2	\$1,939.1	\$5,730.5
State & Local	Corporate Income Taxes	\$12.7	\$43.9	\$50.1	\$106.7
	Personal Income Taxes	\$207.7	\$171.1	\$173.9	\$552.8
	Property Taxes	\$136.4	\$264.0	\$411.8	\$812.3
	Sales Taxes	\$153.2	\$296.4	\$462.3	\$911.8
	Social Insurance Contributions	\$17.5	\$13.3	\$13.2	\$44.0
	Other	<u>\$92.2</u>	<u>\$110.2</u>	<u>\$142.6</u>	<u>\$345.0</u>
	State & Local Total	\$619.7	\$898.9	\$1,253.9	\$2,772.5
Federal, State & Local Total		\$2,568.8	\$2,741.1	\$3,193.0	\$8,503.0

Source: Calculations using the IMPLAN modeling system (2013 database).

Table 8. Direct Impact of the U.S. Shipbuilding and Repairing Industry, by State, 2013

North Carolina	70	0.1%	\$5	0.1%	\$7	0.1%
North Dakota	-	0.0%	\$0	0.0%	\$0	0.0%
Ohio	480	0.4%	\$22	0.2%	\$33	0.3%
Oklahoma	-	0.0%	\$0	0.0%	\$0	0.0%
Oregon	1,210	1.1%	\$119	1.3%	\$124	1.2%
Pennsylvania	1,380	1.3%	\$104	1.1%	\$120	1.1%
Rhode Island	2,290	2.1%	\$236	2.6%	\$231	2.2%
South Carolina	830	0.7%	\$58	0.6%	\$65	0.6%
South Dakota	-	0.0%	\$0	0.0%	\$0	0.0%
Tennessee	580	0.5%	\$55	0.6%	\$63	0.6%
Texas	6,060	5.5%	\$410	4.5%	\$482	4.5%
Utah	20	0.0%	\$5	0.1%	\$5	0.0%
Vermont	-	0.0%	\$0	0.0%	\$0	0.0%
Virginia	28,210	25.6%	\$2,310	25.2%	\$3,158	29.5%
Washington	3,060	2.8%	\$243	2.6%	\$301	2.8%
West Virginia	*	0.0%	\$1	0.0%	\$1	0.0%
Wisconsin	2,090	1.9%	\$139	1.5%	\$166	1.6%
Wyoming	-	0.0%	\$0	0.0%	\$0	0.0%

Opportunities and Challenges to Increasing the Number of United States Coast Guard Credentialed Mariners



Report to Congress

May 22, 2020

U.S. Department of Transportation

- Fully crew the U.S. Government surge sealift fleet on a permanent basis. To reduce costs but maintain readiness, the surge sealift fleet is maintained in a Reduced Operating Status (ROS) with a small compliment of private-sector mariners (provided under a contract through a commercial ship operating company), known collectively as contract mariners (CONMARs). CONMARS are drawn from the same pool of mariners that work on commercial oceangoing ships. As a vessel is being activated, additional private sector mariners are brought on board so that the vessel is fully crewed. At significant additional expense, the vessels could be kept fully crewed on a permanent basis even when inactive. In this fully-crewed scenario, consideration could also be given to the use of civil service mariners (Federal employees referred to as CIVMARs) in place of CONMARs, in which the CIVMARs would be rotated periodically to U.S. Government vessels that are actively sailing to maintain proficiency. There are various practical problems, in addition to cost, with a fully-crewed scenario, however, and support for a healthy commercial merchant fleet would remain essential.

Goals and Objectives for a Stronger Maritime Nation: A Report to Congress



February 2020

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Introduction

The U.S. Marine Transportation System (MTS) is critical to national security and the economic prosperity of the Nation. The military depends on MTS industries, vessels, infrastructure, logistics networks, and personnel during times of war and national emergency. The MTS is an integrated network that consists of 25,000 miles of coastal and inland waters and rivers serving 361 ports.³ The MTS supports \$5.4 trillion of economic activity each year and accounts for the employment of more than 31 million Americans.⁴ Privately-owned U.S.-flag ships in the international trades, the U.S. mariners they employ, and the U.S. shipyards and port facilities that support and sustain the ships' operation and maintenance have long been relied upon as primary resources to serve as a naval and military auxiliary in time of war or national emergency. These ships, mariners, and facilities have been integral and essential to the defense of our Nation. The capability of the MTS to support military contingency operations, whenever and wherever needed, is advantageous.

As with many U.S. businesses that compete internationally for markets and labor, U.S.-flag ships have higher operating costs relative to foreign-flag vessels.⁵ The U.S. DOT and maritime industry are very interested in methods which will lower operating costs, thereby lowering operating cost differentials. To keep our MTS strong in international trade, U.S. Government programs under DOT serve to partially compensate carriers for the operating cost differential between U.S.-flag and foreign-flag vessels. U.S. regulatory compliance is not a major impediment to the competitiveness of the U.S. flag registry, but future improvements in the regulatory process and policy may reduce costs without decreasing safety risk.⁶

LNG in 3.6 refers to liquefied natural gas.

Objectives for Goal 3:

- 3.1 Leverage America's Marine Highways Program to further reduce landside congestion and increase port efficiency.
- 3.2 Coordinate with port authorities, Metropolitan Planning Organizations (MPOs), State DOTs, and other stakeholders to significantly reduce national port congestion through improved planning and information.
- 3.3 Incorporate more maritime data from other authoritative sources into DOT's multimodal data inventory.
- 3.4 Facilitate U.S. port access to funding and financial assistance to modernize and improve port infrastructure and increase intermodal efficiency, including measures to improve infrastructure resiliency to storm surge and other risks.
- 3.5 Work with DOT interagency partners to enhance the safety of surface transportation intermodal connectors.
- 3.6 Work with stakeholders to improve and expand landside facilities at U.S. ports and intermodal connectors to ensure adequate accommodation of all sizes of dry bulk, tanker, LNG, and containerships.
- 3.7 Work with stakeholders and Federal partners to address U.S. ports' capability to accommodate changes in waterway and vessel characteristics, including the recapitalization of aging waterway facilities, aids to navigation and construction tenders,

Maritime Security Communications with Industry (MSCI) Web Portal

The *U.S. Maritime Advisory System* serves as the consolidated U.S. government system for communication with U.S. maritime industry stakeholders regarding potential or observed maritime security threats. This system involves cooperation between U.S. government maritime security partners from the Departments of State, Transportation, Defense, Homeland Security, the Intelligence Community, and the Global Maritime Operational Threat Response Coordination Center (GMCC).

U.S. Maritime Alerts expeditiously provide basic information (location, incident type, and date/time) on reported maritime security threats to U.S. maritime industry interests. In some situations, a U.S. Maritime Alert may be issued to refute unsubstantiated claims. U.S. Maritime Alerts do not contain policy or recommendations for specific courses of action (this type of information is reserved for U.S. Maritime Advisories).

Title	Status	Effective Date	Expire Date
2021-008A-Arabian Sea-Threat to Commercial Vessels	Cancelled	07/30/2021	08/06/2021
2021-007A-Worldwide-Ransomware	Cancelled	07/16/2021	07/23/2021

2021-008A-Arabian Sea-Threat to Commercial Vessels

Description:

A maritime incident has been reported in the Arabian Sea in the vicinity of 21-16N 059-45E, approximately 150 nm northeast of Duqm, Oman on July 29, 2021. The nature of the incident is reported to be an attack on, and explosion onboard, a commercial vessel. Exercise caution when transiting this area. This Alert will automatically expire on August 6, 2021. Any maritime industry questions regarding this alert should be directed to GMCC@uscg.mil .

Status:

Cancelled

Geographic Location: Arabian Sea

Threat Type: Threat to Commercial Vessels

Effective Date: 07/30/2021 - 08/06/2021

U.S. Maritime Advisories

Active Advisories

Title	Status	Effective Date	Expire Date
2022-006-Global-Overview of the U.S. Maritime Advisory System	Active	06/15/2022	12/12/2022
2022-005-Various-GPS Interference & AIS Spoofing	Active	03/14/2022	09/10/2022
2022-004-Black Sea and Sea of Azov-Military Combat Operations	Active	03/08/2022	09/04/2022
2022-003-Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Gulf of Aden, Bab al Mandeb Strait, Red Sea, and Western Indian Ocean-Threats to Commercial Vessels	Active	02/28/2022	08/27/2022
2022-001-Gulf of Guinea-Piracy/Armed Robbery/Kidnapping for Ransom	Active	01/04/2022	07/03/2022

2022-004-Black Sea and Sea of Azov-Military Combat Operations

Description:

This advisory is an update and cancels U.S. Maritime Advisory 2022-002.

1. References: U.S. Maritime Advisory 2021-010 & NATO Shipping Center

["Risk of Collateral Damage in the North Western Black Sea"](#) 

2. Issue: Since the Russian invasion of Ukraine in late February, there have been reports of multiple commercial vessels being struck by projectiles and/or experiencing explosions in Ukrainian ports, and in the northwestern Black Sea off the coast of Ukraine. There have also been reports of naval mines in the water near Odesa. There is a high risk of damage to U.S.-flagged commercial vessels in this region.

3. Guidance: U.S. flagged commercial vessels should avoid entering or approaching the Sea of Azov, Ukrainian ports, or Ukrainian territorial waters in the northwestern Black Sea. Vessels operating near these areas are advised to exercise caution, conduct a risk assessment; review security measures; review current NATO Shipping Center, NAVAREA III and other local broadcast warnings; and incorporate appropriate protective measures into their vessel security plans. Vessels should ensure AIS is transmitting at all times (except when the master believes that continuing to operate AIS might compromise the safety or security of the ship or when a security incident is imminent), consistent with provisions of the International Convention for Safety of Life at Sea (SOLAS), and monitor VHF Channel 16.



UNCLASSIFIED

**(U) WORLDWIDE: Worldwide Threat to Shipping (WTS) Report,
25 May – 22 June 2022**



22 June 2022

(U) Table of Contents:

1. (U) **Scope Note**
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6. (U) **Appendix B: Definitions and Sourcing**
7. (U) **Appendix C: Active U.S. Maritime Advisories**

1. (U) Scope Note

(U) The Worldwide Threat to Shipping (WTS) message provides information on threats to merchant vessels, the shipping industry, and other maritime stakeholders worldwide in the last 30 days. This report is produced primarily to inform merchant mariners and naval forces.

2. (U) Warnings and Advisories: No current active warnings and advisories.

3. (U) Summary:

A. (U) MALAYSIA: On 23 June, a perpetrator holding a gun-like object boarded a bulk carrier underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).

B. (U) INDONESIA: On 21 June, members of the Indonesian Maritime Security Agency detained a general cargo vessel and eight crewmembers on suspicion of coal theft in Samarinda, East Kalimantan.

C. (U) INDONESIA: On 20 June, two perpetrators boarded a bulk carrier underway in the eastbound lane of the Singapore Strait TSS.

Additional U.S. Govt. Resources Evaluating MARAD or covering Maritime Trade

- Army Corps of Engineers Institute for Water Resources
<https://www.iwr.usace.army.mil/>
- Congressional Budget Office
www.cbo.gov/
- Congressional Research Service
<https://crsreports.congress.gov/>
- Govt. Accountability Office
www.gao.gov/
- Dept. of Transportation Inspector General <https://www.oig.dot.gov/>
- National Academies Transportation Research Board
<https://www.nationalacademies.org/trb/transportation-research-board>
- Bureau of Transportation Statistics
<https://www.bts.gov/>
- International Trade Administration Maritime Services Trade Data
<https://www.trade.gov/maritime-services-trade-data>

Useful Non-Governmental Resources- Professional Associations

- American Association of Port Authorities <https://www.aapa-ports.org/index.cfm>
- American Waterways Operators <https://www.americanwaterways.com/>
- Chamber of Shipping of America <http://www.knowships.org/>
- National Association of Maritime Organizations <https://www.namo.org/>

- National Association of Waterfront Employers <https://nawe.us/>



Benefits of MARAD Information Resources

- Gaining enhanced understanding of the critical economic and national security importance of maritime shipping.
- Learning about this important sector of activity and its local, state, national, and global impacts.
- Gaining increased knowledge of the U.S. Merchant Marine Academy and state merchant marine professional educational institutions.
- Learning about how the Maritime Administration is dealing with supply chain problems.
- Understanding if your U.S. Representative or Senator is a key player in maritime policymaking.
- Increasing your awareness of maritime facilities in our transportation, economic, and national security infrastructure.
- Gaining greater appreciation of how critically important maritime matters are even if you think you live a long way from maritime locales.
- Understanding the historical, contemporary, and emerging laws, legislation, literature, regulations, and controversies influencing U.S. maritime policymaking.

Public Ports for Indiana: A History of the Indiana Port Commission. Indianapolis: Indiana Historical Bureau and Indiana Ports Commission, 1998. (Not actual photo)

The image shows the front cover of a book. The cover is a solid, deep blue color. The title is printed in a white, sans-serif font, centered on the lower half of the cover. The text is arranged in four lines: 'Public ports for', 'Indiana : a history', 'of the Indiana Port', and 'Commission'.

**Public ports for
Indiana : a history
of the Indiana Port
Commission**

Questions?