



Great Lakes  
**MARITIME**  
Task Force

## SUCCESS STORY

# Great Lakes Maritime Task Force Jones Act - A Steady Line in Time

**S**ince its inception in 1992, the Great Lakes Maritime Task Force (GLMTF) has consistently and effectively advocated for the Great Lakes Maritime Transportation System. Whether defending the national security of America through support of the “Jones Act,” or pushing to ensure resources and funding for Great Lakes shipping and ports with reliable icebreaking during the winter months, dredging of critical navigational channels, and resilient maritime infrastructure like the Soo Locks, GLMTF has been a loud voice of reason.

### JONES ACT

Section 27 of the 1920 Merchant Marine Act, generally referred to as the “Jones Act”, mandates that all cargo moving between U.S. points be carried in vessels that are crewed by, built by, and owned by Americans. The Jones Act is critical to our country’s economic and homeland security. The 40,000 Jones Act vessels operating in the domestic trades support nearly 650,000 American jobs and \$150 billion in annual economic impact. An impressive five indirect jobs are created for each maritime job, which results in more than \$41 billion in labor compensation. The industry moves a billion tons of cargo every year, which plays an important role in relieving congestion on the nation’s crowded roads and railways.\*

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**5** **INDIRECT**  
**JOBS**  
ARE CREATED  
**FOR EACH**  
**MARITIME JOB**  
RESULTING IN  
MORE THAN **\$41**  
**BILLION**  
IN LABOR COMPENSATION\*

\*[www.americanmaritimepartnership.com/u-s-maritime-industry/the-jones-act/](http://www.americanmaritimepartnership.com/u-s-maritime-industry/the-jones-act/)

GREAT LAKES MARITIME TASK FORCE



## Great Lakes MARITIME Task Force

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**GLMTF has been instrumental in defending this critical piece of legislation which ensures the viability of the:**

- U.S. Merchant Marine – civilian mariners supporting the U.S. military during times of peace and conflict
- U.S. shipbuilding capacity – ensuring our yards have the experienced trades men and women to build and maintain our military fleets
- National security – including economic security and resiliency

Over the years there have been numerous threats to the “Jones Act” which have originated both domestically and abroad mainly from companies looking to increase profits at the expense of American shipping and jobs. While the threats have not been directed at U.S. Great Lakes shipping as of late, the continued support of American maritime interests is paramount for GLMTF members. The “Jones Act” is the cornerstone of all domestic maritime shipping which includes the U.S. Great Lakes fleet which is the most efficient and environmentally friendly mode to move bulk raw materials from mine to mill, quarry to construction, and farm to table.

GLMTF membership includes several shipbuilders located on the Great Lakes. These companies provide a vital service to our nation by constructing U.S. vessels and remain a critical component of the U.S. ability to remain a power at sea. Great Lakes shipbuilders have constructed several classes of U.S. Navy vessels including ocean-going freighters for World War I, submarines for World War II, and today's most sophisticated warships that continue to protect our national interests both abroad and at home. Without the “Jones Act” these shipbuilders would suffer from foreign competition which is subsidized by governments who can then undercut American industry and eliminate U.S. jobs.

GLMTF continues to highlight the importance of the “Jones Act” to U.S. homeland security as U.S. vessels at U.S. facilities pose a much lower risk than foreign carriers with foreign crews docking in the heartland of America. Great Lakes sailors are the eyes and ears protecting U.S. waters and infrastructure, the same cannot be expected of foreign flagged vessels. After the terrorist attacks on September 11, 2001, GLMTF advocated for continued support of the “Jones Act” to prevent future threats to the U.S. maritime. GLMTF supported the introduction of the Transportation Worker Identification Card (TWIC) to ensure U.S. sailors and shoreside facility workers were authorized to safely conduct operations. GLMTF members also worked tirelessly to implement vessel and facility security plans to counter threats to vital infrastructure.

If not for GLMTF and its members continued diligence and advocacy, the numerous attacks on America's shipping companies could have succeeded, jeopardizing the future of the U.S. economy, security, and jobs.

\*[www.americanmaritimepartnership.com/u-s-maritime-industry/the-jones-act/](http://www.americanmaritimepartnership.com/u-s-maritime-industry/the-jones-act/)

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