



THE INTERNATIONAL PROPELLER CLUB of the United States

An international business network dedicated
to the promotion of the maritime industry,
commerce and global trade.

EXECUTIVE SUMMARY STATEMENT OF PRINCIPLES

(as adopted 2017)

The International Propeller Club of the United States is dedicated to the promotion of the maritime industry, commerce and global trade. With more than 80 Ports in maritime locations in the United States and in cities around the world, the Propeller Club works tirelessly to highlight the importance of a strong, competitive maritime industry to the economic and national security requirements of the United States. To this end, the Propeller Club:

- **BELIEVES** the privately-owned U.S.-flag merchant marine, comprised of all types of vessels operating in international and domestic commerce, and its U.S. citizen crews are an essential component of the commercial sealift capability of the United States, ensuring that our country has the ability to respond quickly, efficiently and effectively to our nation's call in time of war or other international emergency. We urge the Federal government to fully fund the Maritime Security Program to enable vessels enrolled in the maritime security fleet to maintain this commercial sealift capability under the U.S.-flag;
- **BELIEVES** the full implementation and enforcement of the nation's cabotage laws and U.S.-flag cargo preference shipping requirements are essential to maintain and support the U.S.-flag commercial shipping capability and American mariner manpower base necessary to the economic and military security of the United States. We urge the Federal government to recognize and acknowledge that "Ship American" requirements are important to the nation's economic and military security interests;
- **BELIEVES** the domestic shipbuilding and ship repair industries, which generate more than 110,000 jobs in all 50 states, should be supported and revitalized to further enhance their critically important contributions to the economic and military security of the U.S.;
- **BELIEVES** a comprehensive national transportation program that emphasizes the important role domestic water transportation can and should play in the efficient, economical and environmentally sound carriage of cargo and passengers should be developed and implemented. We urge the Federal government to eliminate regulations that impede the utilization of U.S.-flag commercial vessels and to ensure that the U.S. tax code and other statutes encourage rather than discourage the movement of cargo along our coasts and along our waterways by U.S. vessels;
- **BELIEVES** the development and continued maintenance of our Nation's efficient, modern port facilities are necessary to enhance national security, to increase competitive capabilities for the import and export of commodities, and to facilitate the capability of ports to transport energy supplies, agricultural products and other materials critical to the commerce and economic health of our nation. We urge the Federal government to adopt a national dredging policy which calls for greater coordination among all Federal agencies to facilitate dredging our nation's harbors in a timely and cost effective manner consistent with environmental regulations;
- **BELIEVES** the United States Government-owned strategic sealift force and their civilian mariners are necessary to augment the United States flag commercial fleet in order to ensure the deployment and sustainment of United States Armed Forces globally as required to protect U.S. national interests in times of war or other international emergency;
- **BELIEVES** that America's borders would be more vulnerable without key U.S. maritime laws, regulations, and policies, especially the Jones Act, which ensure that the nation has the U.S.-flag ships, the American crews, the domestic shipyards, and the U.S. companies that provide this critical homeland security capability; and
- **BELIEVES** that the U.S. inland waterways system is a national resource that plays a critical role in the safe and efficient movement of U.S. domestic commerce and the competitiveness of U.S. exports. We urge the Federal government to authorize, fund and expeditiously carry out the needed modernization of the inland waterways infrastructure, including the critical replacement of aging, undersized locks on the inland river system.