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**FOR IMMEDIATE RELEASE**

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## **Alaska Top 3 in Nation for Maritime Jobs Per Capita**

### *Maritime Industry Worth More than \$1 Billion Annually to Alaska's Economy*

ANCHORAGE, AK – The American Maritime Partnership (AMP), the voice of the domestic maritime industry, today joined with the Transportation Institute, along with Senator Lisa Murkowski (R-Alaska), Senator Mark Begich (D-Alaska) and Congressman Don Young (R-Alaska), to highlight new data from a study by PricewaterhouseCoopers that shows Alaska ranks third in the nation in per capita maritime jobs. The study showed that thousands of Alaskan jobs are directly related to the domestic maritime industry and account for more than \$1 billion in economic impact. Alaska's own navigable waterway network of more than 5400 miles is the largest in the country and allows the state's maritime industry to move commodities across Alaska's 586,000 square miles. America's domestic maritime industry includes vessel operators, marine terminals, shipyards, and workers engaged in the movement of cargo exclusively within the United States.

"For many Alaskan communities not accessible via road, our waterways are our highways, and the hardworking men and women of the state's maritime industry provide a crucial transportation link that delivers essential fuel and supplies. With more than 5400 miles of navigable waterways, it is no surprise that the state ranks third in the nation in maritime jobs per capita," **said Senator Lisa Murkowski (R-Alaska)**. "The U.S. maritime industry, supported by the Jones Act, provides vital services necessary for Alaska's economy and quality of life, and I appreciate the work of the American Maritime Partnership, the Transportation Institute and the many companies operating in the state who are making our maritime workforce strong today and for the future."

"The U.S.-flagged fleet, enabled by strong support from the Jones Act, has been key to Alaska's development and is the economic backbone of the state today. From moving our natural resources to market to transporting our armed forces overseas, to bringing in the commercial goods needed to keep the state running, Alaskans rely on the maritime industry in almost every aspect of our lives," **Senator Mark Begich (D-Alaska) said**. "I'm glad the Transportation Institute's study has captured this snapshot of where we are as a maritime state, and I hope to use my chairmanship of the Oceans, Fisheries and Coast Guard subcommittee to make Alaska a worldwide hub for maritime activity as we move into the Arctic."

“As a mariner myself, I recognize the crucial role the maritime industry plays in delivering goods to communities across the globe,” **said Congressman Don Young (R-Alaska)**. “I am a strong supporter of the Jones Act, which I believe is necessary to maintaining a viable U.S. merchant marine fleet that keeps Alaskan communities fueled and supplied even in some of the world’s most challenging conditions. Alaska’s maritime industry is not only critical to our state’s economy, it is also an important part of our state’s identity.”

“Alaska’s maritime industry contributes more than \$1 billion to the state’s economy every year and sustains more than \$344 million in wages,” **Transportation Institute President Jim Henry said**. “Alaska’s shipyard industry also plays an important role in the state’s economy by providing more than \$108 million in annual economic impact, sustaining more than 1100 associated jobs, and supporting more than \$63.9 million in worker income in Alaska.”

Alaska’s maritime industry also receives support from several private sector efforts that have provided training, apprenticeship, and employment opportunities to hundreds of Alaskans in the past decade. The purpose of these initiatives is to provide maritime training, education and job placement to displaced fisherman, veterans, youth, and Alaska Natives.

Some of these initiatives include:

- Scholarships offered to Alaskan youth attending the California Maritime Academy through the “Alaskans for Alaskan Jobs in Transportation” program;
- The Lund Scholarship, named in honor of an Alaska Marine Highway System mariner, focused on providing scholarships to individuals who attended the Ketchikan School District and are interested in obtaining some form of maritime academic or vocational training;
- A program supported by Crowley Maritime to advance Alaska Natives into licensed tug officers; and
- A program supported by the Seafarers International Union and their contracted companies in Alaska (Horizon Lines, Alaska Tanker Company, Seabulk, and TOTE, Inc.), to offer free training for maritime positions through the SIU-affiliated Paul Hall Center.

America’s domestic maritime industry includes approximately 40,000 vessels, supports more than 478,000 jobs, and has an annual economic impact of \$92.5 billion according to the findings by PricewaterhouseCoopers. The industry also accounts for approximately \$29 billion in wages and \$10 billion in tax revenues.

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**American Maritime Partnership (AMP)** is the voice of the U.S. domestic maritime industry, a pillar of our nation’s economic, national, and homeland security. More than 40,000 American vessels built in American shipyards, crewed by American mariners, and owned by American companies, operate in our waters 24/7, and this commerce sustains more than 478,000 American jobs, \$28.95 billion in labor compensation, and more than \$92.5 billion in annual economic output. You can learn more by visiting [www.americanmaritimepartnership.com](http://www.americanmaritimepartnership.com).

**The Transportation Institute** was established in 1967 as a Washington-based, non-profit organization dedicated to maritime research education and promotion. The Institute companies participate in all phases of the nation’s deep-sea foreign and domestic shipping trades, and barge and tugboat operations on the Great Lakes and on the 25,000-mile network of America’s inland waterways. With offices on the east and west coasts, the Transportation Institute supports a wide range of programs that promote the strength of America’s capability. You can learn more by visiting [www.trans-inst.org](http://www.trans-inst.org).



**ALASKA RANKS #3 AMONG ALL AMERICAN STATES  
FOR DOMESTIC MARITIME INDUSTRY ECONOMIC IMPACT**

Alaska is a major domestic maritime state, according to a recent study for the Transportation Institute by PricewaterhouseCoopers (PwC). The American domestic maritime industry includes vessel operators, marine terminals, shipyards, and workers engaged in the movement of cargo exclusively within the U.S.

- Alaska ranks #3 among all U.S. states in per capita jobs related to the American domestic maritime industry. The State is home to an estimated 4,530 American maritime jobs, and related worker income exceeds \$344 million annually.
- Total gross economic output related to the State’s domestic maritime industry exceeds \$1 billion annually.
- Alaska is an important shipyard state. A recent study of shipbuilding by the U.S. Maritime Administration, covering both commercial and military ship construction, found a \$108 million annual economic impact in Alaska with 1,150 associated jobs. More than \$63.9 million in worker income is attributable to the shipyard industry in Alaska.
- Alaska’s at-large Congressional District, represented by Cong. Don Young, ranks 13<sup>th</sup> out of all 435 Congressional Districts in the U.S. for American maritime industry economic impact.
- Domestic maritime cargo originating in Alaska totals more than 38 million tons each year. The following are the top states receiving cargo from Alaska:

Rank	State	Volume of Cargo Received From Alaska
1	Washington	17 million tons
2	California	11.2 million tons
3	Hawaii	160,000 tons

- Domestic maritime cargo transported into Alaska totals more than 8.8 million tons each year. The following are the top states sending cargo into Alaska:

Rank	State	Volume of Cargo Carried Into Alaska
1	Washington	2.9 million tons
2	California	150,000 tons
3	Hawaii	91,000 tons

- Each year 34.2 million tons of crude petroleum originating in Alaska is transported by ship to other American states. In addition, Alaska brings in 7.4 million tons of petroleum products from other states.
- Overall, petroleum products are the top commodity category moved by domestic vessels from Alaska to other states. Manufactured goods are the top commodity category received by domestic vessels into the State.
- Alaska’s own navigable waterway network of over 5,400 miles is the largest in the country, and almost twice the amount of the next largest network in Louisiana. On this vast network, Alaska moves commodities across the vast 586,000 square miles of the state.
- Nationally, the domestic maritime industry supports 478,440 jobs and a gross economic output of \$92.540 billion annually, according to PricewaterhouseCoopers (“PwC”). The domestic maritime industry’s worker income nationally is \$28.95 billion annually with a \$9.987 billion tax impact. There are approximately 40,000 vessels in the American domestic fleet.

Sources:

Economic information about the American domestic maritime industry for this paper is taken from “Contributions of the Jones Act Shipping Industry to the U.S. Economy in 2011,” prepared by PricewaterhouseCoopers for the Transportation Institute (January, 2014)(private study). Shipyard information comes from “The Economic Importance of the U.S. Shipbuilding and Repairing Industry,” prepared for the U.S. Maritime Administration (of the U.S. Department of Transportation) by PricewaterhouseCoopers (May 30, 2013). Commodity shipping data comes from the Waterborne Commerce Statistics Center, U.S. Army Corps of Engineers, using 2011 data.