






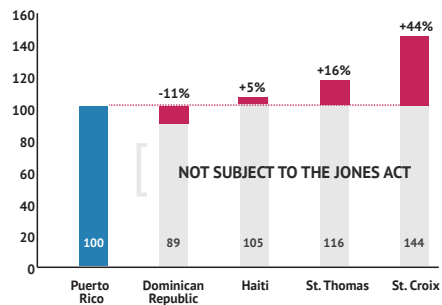
Jones Act Shipping to Puerto Rico is Reliable and Cost-Effective

-  The dedicated Jones Act fleet is a vital and cost-effective link between the U.S. mainland and Puerto Rico.
-  The fleet provides faster, more regular, and direct service to and from U.S. mainland with 40% greater cargo capacity per container.
-  Shipping costs represent a tiny fraction of retail prices on the island. Like the U.S. mainland, these retail prices are set by retailers and grocers, not shippers, based on factors including real estate costs, supply, demand and profit margins.
-  The Jones Act does not interfere with international trade nor impose any additional taxes or tariffs.

Know the Facts

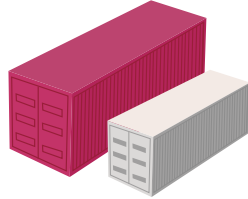
-  Shipping rates from the U.S. mainland to Puerto Rico are lower than to any other place in the Caribbean, leading to greater efficiencies and reducing costs.

Combined Average Rates Per TEU Indexed




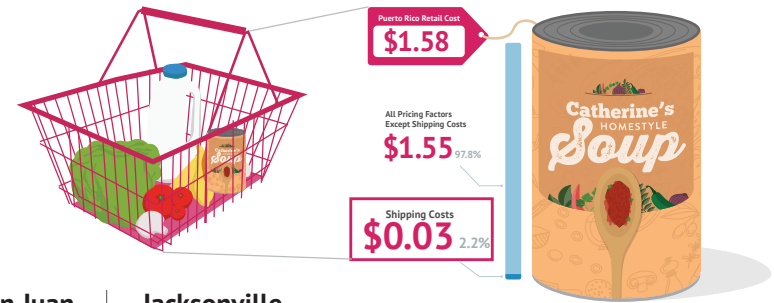
Twenty-foot equivalent unit (TEU) describes the nominal capacity of container ships and terminals. This chart provides an overview of indexed rates in the region, with Puerto Rico representing the baseline rate at 1.00. (data from January to June 2015)

JONES ACT
53ft
containers

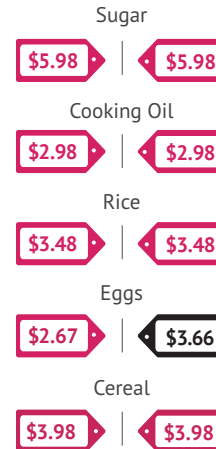


STANDARD
40ft
containers

-  The fleet of 25 Jones Act vessels routinely uses 53-foot containers. The larger containers increase load capacity by more than 40 percent compared to standard containers.



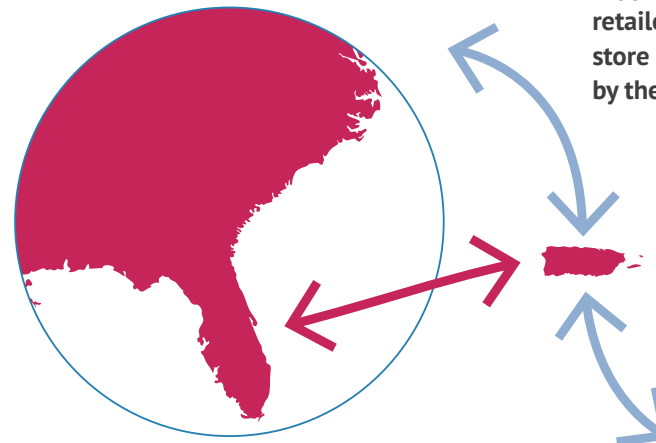
San Juan | Jacksonville



The cost of ocean shipping is a tiny fraction of the consumer price supply chain to Puerto Rico. A can of soup that retails in Puerto Rico for \$1.58 costs just \$.03 to ship.



The cost of a consumer good for sale in Puerto Rico is set by retailers and grocers, not shipping companies. The non-transportation costs, including labor and real estate costs as well as supply, demand and profit margin for retailers, impact the final price on a store shelf. These costs are not affected by the Jones Act.



● Domestic vessels
● International vessels



On average nearly two-thirds of the vessels that call on the Port of San Juan in Puerto Rico are foreign-flagged vessels.

