

China's Maritime Dominance Strategy

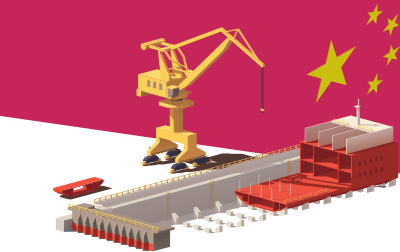
China has dramatically built up its maritime might through manufacturing subsidies and strategic investments in international seaports. China's shipping and shipbuilding industries are fueled by its export economy and extraordinary support from the Chinese government. *The result is a Chinese commercial maritime industry that puts U.S. national security at risk.*

80%
Ship-to-shore cranes produced by China



96%
World's shipping containers produced by China

2nd
Largest shipping fleet



Chinese Shipbuilding

\$132bil. **45%**
Government shipping and ship building subsidies of Ships built globally in 2019 were Chinese

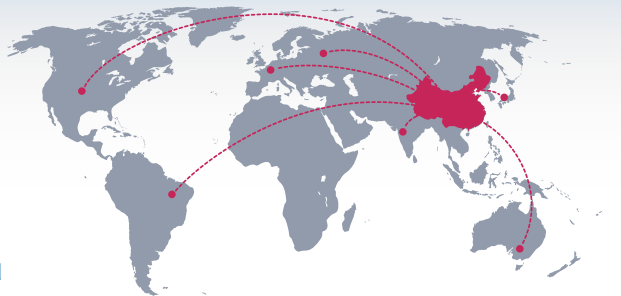
Chinese Port Investments Globally

Government Investment

China has invested \$20 billion in foreign seaports around the world since 2010. China has significant investments in 7 of the world's busiest ports.

\$20bil.
China invested in foreign ports

7
Of the busiest ports in the world



Conglomerate Investment

Conglomerates close to the Chinese Communist Party invested heavily in maritime infrastructure.

61
COSCO A major state-owned container carrier has investments in 61 ports globally.

31 18
China Merchants Bank Manages 31 ports in 18 countries.

National Security Threat

Prominent national security organizations warn of the impending threat from unilateral Chinese maritime dominance, and China's very intentional strategic use of maritime as the centerpiece of a strategy to achieve global power.

“Beijing has now explicitly linked China's global development framework with its overseas ambitions.”

- U.S. Department of Defense

“It is not a question of matching dollar-for-dollar Chinese government financial support. It is more a question of how we and our allies scale up our defense maritime industrial base to prevent China from achieving the hegemony it seeks through its maritime investments.”

- Navy League of the United States

“[s]ubsidies for Chinese shipbuilding State Owned Enterprises (SOEs) have harmed the U.S. shipbuilding industry's ability to compete in the global market, and have led to shipyard closings...”

- Carolyn Bartholomew, Chairman of the U.S.-China Economic and Security Review Commission

The Jones Act Defends American Sovereignty, Infrastructure, and Security

The U.S. is increasingly dependent on Chinese shipping lines. It is crucial that the United States renew its commitment to a robust American maritime industrial base, which is critical to controlling our domestic supply chains, protecting national security and defending U.S. sovereignty.

“The [Jones Act] guards against the ability of China . . . to take over shipping to U.S. territories and gain local influence during peacetime, only to threaten or deny shipping to [the U.S.] during crisis or conflict.”

- Center for Strategic and Budgetary Assessments

“All signs point to a clear and deliberate effort by the Chinese government to dominate global maritime and control supply chains, thereby eroding U.S. sovereignty. In response, the U.S. must continue to vigorously support the Jones Act, which preserves and protects our critical American maritime assets.”

- Michael Roberts, President, American Maritime Partnership



AmericanMaritimePartnership.com/china-maritime-strategy

