

THE JONES ACT

A LINE OF DEFENSE AGAINST CHINA'S MARITIME DOMINANCE

THE JONES ACT ENSURES AMERICAN MARITIME IS SUPPORTED BY SHIPS THAT ARE:



American-Built



American-Crewed



American-Flagged

China continues to dramatically build its maritime capacity through manufacturing subsidies and strategic investments in foreign ports. Its goals are simple: **Control and dominate global maritime supply chains.** This strategy puts U.S. national security at risk. The Jones Act is a line of defense against reliance on the Communist Party of China (CCP) to build American ships, and the CCP's desire to control American commerce.

MARITIME DOMINANCE STRATEGY

96 Number of foreign ports in which the CCP holds a stake - **IN 53 COUNTRIES**

100X Ocean-going vessels built by China each year compared to the U.S.

12,000 Miles of U.S. inland waterways open to Chinese ships to roam without the Jones Act



80% Ship to shore cranes in U.S. produced by China

85% World shipping containers produced by China

\$132B CCP subsidies for shipping and shipbuilding

“ For over 100 years, **the Jones Act** has given us a framework for sustaining our shipbuilding posture and it **must not be abandoned now.**”

Robert O'Brien, Former National Security Advisor

“ **[The Jones Act] guards against the ability of China—**with the world's largest merchant marine and global port management system—**to take over shipping to U.S. territories and gain local influence during peacetime,** only to threaten or deny shipping to CONUS during a crisis or conflict.”

Report from Center for Strategic and Budgetary Assessments

“ **Without the Jones Act,** not only would we not have American mariners helping to protect the homeland, but the **Coast Guard would bear additional responsibility** for policing foreign-controlled and foreign-crewed vessels in **both coastal and internal waters.**”

Rep. John Garamendi (CA-08)

“ **China could gain the most** if the United States ended the 100 year old Jones Act.”

Ernest Istook | Former Congressman, Chairman of the House Transportation Appropriations Subcommittee

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Who in their right mind would want to allow Chinese built, crewed, and flagged ships to sail up and down American inland waterways?”

George Landrith | President, Frontiers of Freedom

