

Sealift America's Maritime Heritage

The United States has three main sources of sealift vessels to carry military supplies and cargo to support the nation's armed forces:

1. Department of Defense sealift ships kept fully loaded with military material, and fully crewed at all times, ready to embark immediately to a war zone.
2. Standby reserve ships operated by the Department of Transportation's Maritime Administration, available to load military cargoes within 4 to 20 days' notice.

The American flag must always sail in the sea lanes of the world.

President Bill Clinton
October 8, 1996

3. U.S.-flag merchant ships, normally operated in commercial service but available when needed to service national defense needs. These ships would carry cargo such as ammunition, tanks, military equipment, vehicles, spare parts and food, needed to sustain the deployment of American armed

forces.

The Bush Administration and the Clinton Administration both proposed legislation to be sure the nation will continue to have a fleet of commercial cargo vessels available to carry sustainment cargo to support U.S. military forces. U.S.-flag merchant ships are owned by U.S. citizens and crewed by loyal American citizen seafarers.

The Administration's new Maritime Security Program is designed to provide sustainment sealift for national emergencies at minimal cost.

Under the Maritime Security Program (MSP), the Government contracts with the owners of U.S.-flag commercial ships for service when needed for national emergencies or war. This approach avoids the need to spend billions of dollars to acquire additional cargo ships dedicated solely to carrying military cargoes, and the millions of additional dollars required to maintain more standby vessels.

The MSP maintains a modern U.S.-flag fleet providing military access to vessels and vessel capacity, as well as a total global, intermodal transportation network. This network includes not only vessels, but logistics management services, infrastructure,

terminals and equipment, communications and cargo-tracking networks, 20,000 well-trained, professional U.S. citizen seafarers, and 22,000 shoreside employees located throughout the world.

MSP Participants

American Ship Management	9 vessels
Central Gulf Lines	3 vessels
Waterman Steamship	4 vessels
Automar International Car Carrier	3 vessels
First American Bulk Carrier	2 vessels
Farrell Lines	3 vessels
First Ocean Bulk Carrier I,II,III	3 vessels
Maersk Line	4 vessels
OSG Car Carriers	1 vessel
U.S. Ship Management	<u>15 vessels</u>
 Total	 47 vessels

**18 Large Containerships > 3,000 TEU
(intermodal surge/sustainment)**

**18 Medium Containerships < 3,000 TEU
(unit equipment/containerized ammo)**

3 LASH

8 Car/Truck Carriers (unit equipment)

118,000 Total TEU's -or-

10.4 Million Sq. Ft. of Militarily Useful Capacity

The ship capacity and associated intermodal capabilities of the MSP vessels are enrolled in the new sealift Emergency Preparedness Program, the Voluntary Intermodal Sealift Agreement.

On September 24, 1996, the United States Senate joined the House of Representatives in passing H.R. 1350. President Clinton signed Public Law 104-239, the Maritime Security Act, on October 8, 1996.



For additional information call 1-800-99-MARAD or visit the Maritime Administration's Web Page at <http://www.marad.dot.gov>.

April 2000

Maritime Administration
400 Seventh Street, S.W.
Washington, DC 20590



MARITIME SECURITY ACT

Meeting National Sealift Needs

The Maritime Security Act will protect American jobs and maintain a U.S. presence in international maritime trade, ensuring that vital imports and exports are delivered in both peacetime and wartime. The Act reaffirms our Nation's resolve to maintain a strong U.S.-flag presence on the high seas for our continued national security and economic growth.

*President Bill Clinton
October 8, 1996*

U.S. Department of Transportation
Maritime Administration