

**Resolution Adopted April 15, 2005
at the S.E. Regional Meeting of The Propeller Club
Pensacola, Florida**

Where as: World trade is expected to double by the year 2020 and

Where as: US ports will be tasked to handle 70% more freight in this time period and

Where as: International land based connections to US ports are already at a capacity crunch and

Where as: Land based rail and highway congestion problems are growing faster than solutions and

Where as: The US economy will be severely negatively impacted if transportation gridlock is allowed to further develop and

Where as: Utilization of coastal and river waterways as alternate transportation corridors was used effectively by our forefathers and

Where as: Short Sea Shipping is currently used effectively in the EU to mitigate coastal traffic and

Where as: Short Sea Shipping is energy efficient, safer than highway carriage, environmentally superior and is the obvious solution to coastal land based transportation congestion and

Where as: The Federal Harbor Maintenance Tax has been identified by experts as the major disincentive to the development of Short Sea Shipping in the US and

Where as: Legislation has been introduced in Congress by Congressman Dave Weldon to include language in the Water Resources Development Act which would exempt international cargo shipped on coastal routes or rivers between US ports.

Where as: The Harbor Maintenance Tax collected on the value of imports currently exceeds that annually allocated by Congress for port maintenance and the proposed amendment limits this tax to the first U.S. port of entry leveling costs between land and water transportation options.

Now, let it be resolved by the SE Regional Propeller Clubs of the United States to encourage passage of legislation that would lead to the initiation of a viable coastal Short Sea Shipping trade and specific support of the Weldon Amendment, Section 4462 of Public Law 99-662.