



THE UNITED STATES VIRGIN ISLANDS INTERNATIONAL SHIP REGISTRY

PROPOSAL FOR A SECONDARY US OPEN REGISTRY

A FLAG OF RESPONSIBILITY

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THE UNITED STATES IS FACING A TWO FOLD ISSUE, INTERNATIONAL COMMERCE AND SECURITY ARE AT RISK

US-flag internationally trading vessels currently constitute **0.0004% of the world commercial fleet.**

28 vessels
of **74,000.**^[1]

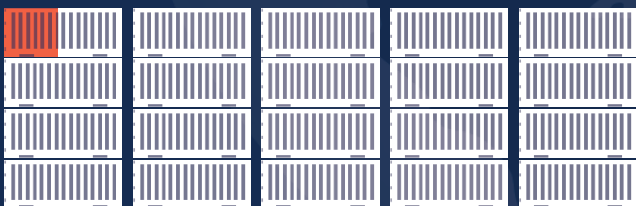


* The portion in red is scaled 1000% for visibility

China, Hong Kong, and Macau registries combine to create the **3rd** largest registry in the world.^[2] UK Red Ensign Fleet is **9th.**^[3]



Less than 2% of imports arrive on US owned ships.^[4]



The top 10 carriers control 80% of the market. None of these companies are American.^[5]



USVI can become the Singapore of the Caribbean -

an anchor for growing America's maritime economic security.

Promoting job growth through verifiable blue economy development for the US Virgin Islands and greater Caribbean region.



Establishing an open, transparent, and responsible USVI International Ship Registry delivers a legitimate international maritime trade, commerce, and strategic competition pathway to solidify America's economic and national security.



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[1] BIMCO estimates 74,000 vessels in the world merchant fleet. In 2018, the US had 28 non-MSP vessels trading internationally. <https://www.bimco.org/News/Priority-news/20210728---BIMCO-ICS-Seafarer-Workforce-Report>

[2] Merchant fleet by flag of registration and by type of ship, annual <https://unctadstat.unctad.org/wds/>

[3] Red Ensign Group registered trading vessels of 100 gross tons and over https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1066671/file0402 ods

[4] The State of the U.S. Flag Maritime Industry. <https://www.transportation.gov/testimony/state-us-flag-maritime-industry#:~:text=Of%20the%2082%20U.S.%20flag,participate%20in%20the%20MSP%20program.>

[5] The Impact of Alliances in Container Shipping <https://www.itf-oecd.org/sites/default/files/docs/impact-alliances-container-shipping.pdf>