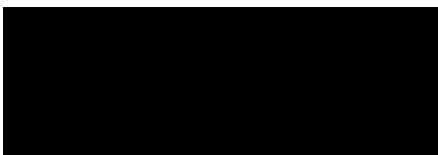
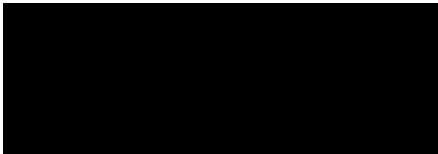


The standardized premium figures obtained from the survey were validated by benchmarking the US ports with non-US ports with similar distances. Thus, a 40-foot container from Jacksonville is considerably more expensive than a 40-foot container from Jacksonville.

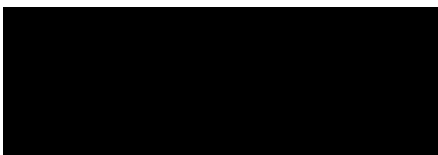


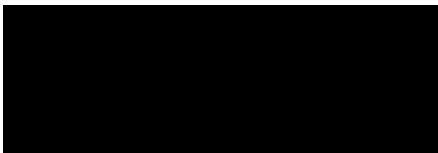
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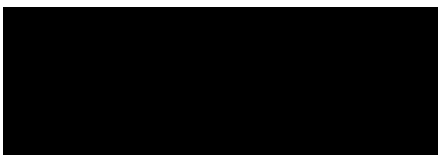
II. Introduction

The food and beverage industry, and the private sector in general, have long suffered

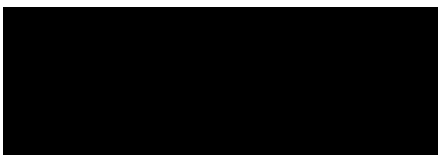




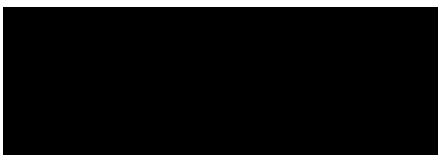
Additional to the reduction of ports of origin, the decrease in capacity of the fleet and the reduction in weekly frequency of arrivals over the past two decades are all



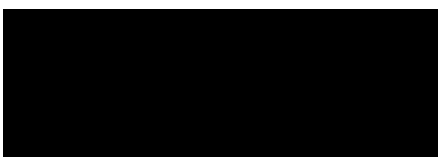
Nowadays, the worldwide container shipping industry is marked by deregulation and (intensified) competition.¹⁹ Contrary to the global trends, the CONUS/PR trade is isolated and high



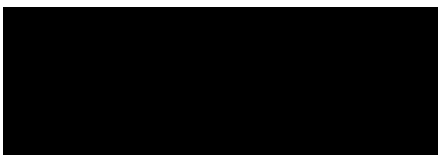
The US



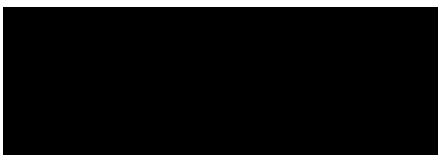
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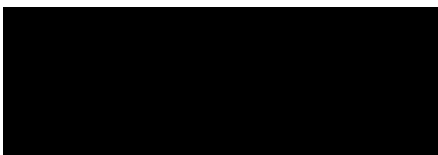
In October 2017, importers affirmed that the little use of the waiver

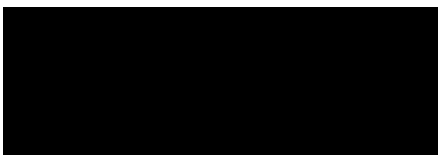


also indicated that the firm endorsement of the Ricardo Rosselló government and

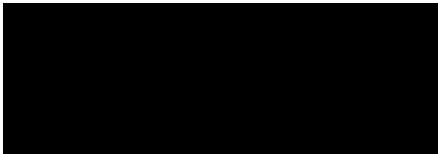


feasible to achieve full liberalizatio- TJET【)1diae terus acoid5(er3(at)6(itio2(n s)6(hould b)6(e gio)-iv t)

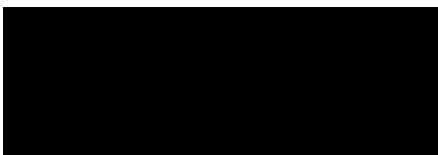


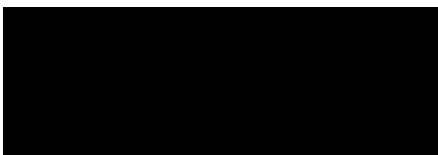


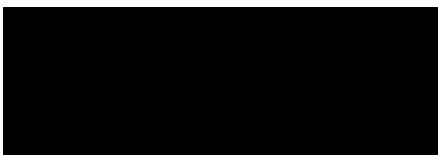
Respected authority Drewry Shipping Consultants Ltd. in



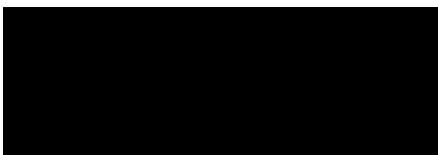
It is important to acknowledge that while the Jones Act requires the ships to be built in the US and to be US owned, it does not require the shipyards to be US owned as well. Thus, many US shipyards are

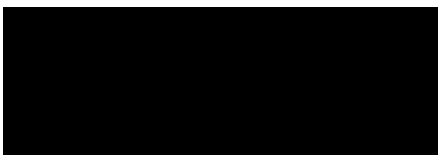




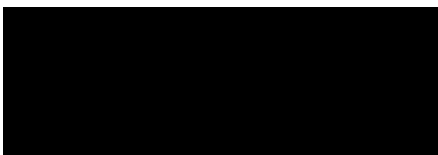


forwarders provide the freight information to N3\F6 0.0 1 1iv

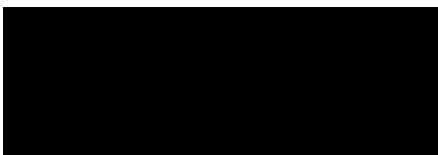


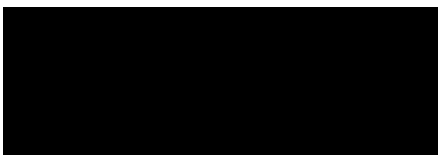


Thus, the survey is a

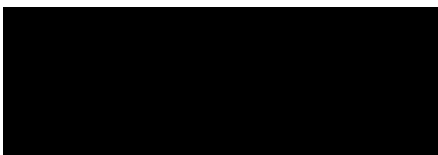


The hard data provided by the respondents con



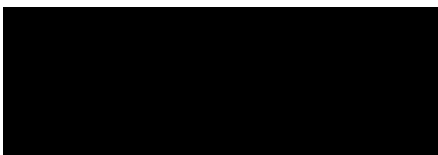


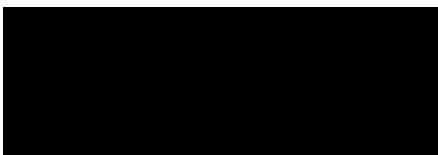
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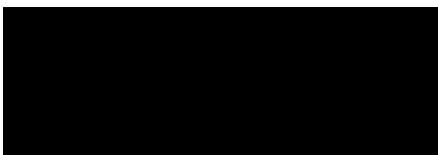
Jacksonville, Florida (1,102 nautical miles to Puerto Rico)

On average, using all container size data, it is 110% more expensive to iJacksonville, Florida (

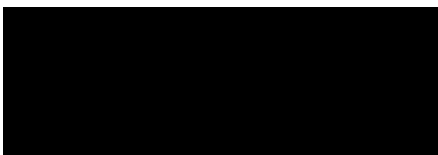




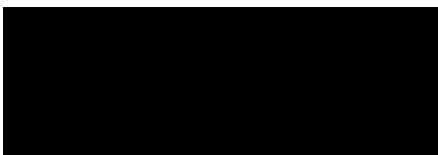
VI.



period did not cons2 reW* nan(c)4(7(appr)-28s)6(2pr)-naim3(nna(appr-5()-2evnot)alu90a-na)11W* n



VII. Findings



However, the above figures are just the increase in shipping costs attributed to the Jones Act. There are other costs attr

