U.S.-flag Service Options

Priority 1 (P1): The shipment of cargo from origin port to destination port entirely by U.S.-flag vessel, generally in regularly scheduled liner service

Priority 2 (P2): The shipment of cargo from origin port to destination port where at least a portion of the shipment is on a U.S.-flag vessel

Charter: The formal contract for space on, or sole use of, a U.S.-flag vessel for the shipment of cargo from origin port to destination port

Route Maps

Worldwide Coverage: Global Port & Logistics Network

For rate and/or booking questions, please contact ARC Customer Service at
(301) 307-5126 ARCcustomerservice@ARCshipping.com

U.S.-flag transportation & logistics solutions from America’s leading Ro-Ro carrier

www.ARCshipping.com
Commercial companies whose customer is the U.S. government for their customer - the U.S. government

- Direct government contractors moving goods that are exported or imported with the Ex-Im Bank of the United States
- Commercial companies that are financing the purchase/sale of their goods
  - agencies who are buying/shipping goods internationally
- U.S. government, including Department of Defense and government base ports (Antwerp, Bremerhaven, Southampton) with (Baltimore, Charleston, Brunswick, Galveston) and North Europe/UK

Trans-Atlantic liner service between the U.S. East/Gulf Coast base ports

Largest Ro-Ro carrier in the U.S.-flag fleet

U.S.-flag vessels

ARC carries government-impelled cargoes that by law require shipment on U.S.-flag shipping, intermodal, and multimodal services

- by Secretory of Defense to provide sealift capacity and support to the military and other federal agencies in times of need (war, national emergencies/disasters, humanitarian crises).

in the Maritime Security Program (MSP), which is a U.S. government program that maintains an active fleet of U.S.-flag privately-owned ships that are available upon request by the Secretary of Defense to provide sealift capacity and support to the military and other federal agencies in times of need. (war, national emergencies/disasters, humanitarian crises).

- Military Cargo Preference Act of 1904 requires that 100% of cargoes bought for the Army, Navy, Air Force, or Marine Corps be carried on U.S.-flag vessels

Cargo Preference Laws require that shippers use U.S.-flag vessels for ocean transport of all (or a significant portion) of government-impelled cargo

Why U.S.-flag?

- The U.S. maritime industry operating in the international trades is comprised of companies engaged in U.S.-to-foreign, foreign-to-U.S., or foreign-to-foreign operations. By law, these companies must operate U.S.-flagged vessels in order to carry U.S. government-impelled cargo.

- Maintain an agile network, resilient supply chain, unmatched capability to meet strategic sealift, deployment, distribution and sustainment requirements for the most demanding customer in the world - DoD

- U.S.-flag commercial sealift is significantly more cost effective to the U.S. government than the acquisition, operation & maintenance of U.S.-government-owned and operated assets

- MSP/VISA fleet is an indispensable element of the Defense Industrial Base and allows for the immediate expansion of strategic sealift capacity

- The mariners employed by MSP operators are available to crew government reserve ships in time of need

- Cargo preference laws require that shippers use U.S.-flag vessels for ocean transport of all (or a significant portion) of government-impelled cargo

- The purpose of these laws is to maintain a viable U.S. Merchant Marine and to ensure there is commercial sealift capability sufficient to meet the Nation’s wartime and foreign policy objectives by supporting the U.S.-flag commercial maritime industry

- Shippers that violate the law are subject to fines, debarment, and cancellation of government contracts

- The U.S. Merchant Marine is necessary for national defense, and for development of domestic and foreign commerce

- The Military Cargo Preference Act of 1904 requires that 100% of cargoes bought for the Army, Navy, Air Force, or Marine Corps be carried on U.S.-flag vessels

- The Cargo Preference Act of 1994 requires that 50% of Civilian Agencies’ cargo and Agricultural Cargo be carried on U.S.-flag vessels

American Foundation, Reliable Service, Customer Commitment

Who ships with ARC?

- U.S. government, including Department of Defense and government agencies who are buying/shipping goods internationally
- Commercial companies that are financing the purchase/sale of their goods with the Ex-Im Bank of the United States
- Direct government contractors moving goods that are exported or imported for their customer - the U.S. government
- Commercial companies whose customer is the U.S. government

What is Government-impelled cargo?

Government-impelled cargo is cargo that is moving:

- Either as a direct result of federal government involvement
- Or, indirectly through financial sponsorship of a federal program
- Or, in connection with a guarantee provided by the U.S. government

For more information on who ships with ARC or to contact ARC today for help in developing your U.S.-flag shipping plan, please email pricing@ARCshipping.com.