



# WASHINGTON MARITIME FEDERATION

## *A Coordinated Voice for Maritime Progress*

### 2015 LEGISLATIVE PRIORITIES

#### THE WASHINGTON MARITIME FEDERATION RESPECTFULLY SUBMITS ITS 2015 LEGISLATIVE PRIORITIES

- A statewide transportation revenue package that invests in trade corridors, first and last mile connectors, freight and rail improvements
- The passage of the Marine Tourism Bill
- Tax incentives for the recapitalization of Washington's fishing fleet
- Dedicated funding for maritime specific career technical training and education at the K-12 and community college level
- State coherence to federal standards of the scope for environmental reviews of the State Environmental Policy Act (SEPA)
- Discourage funding of the current iteration of Department of Natural Resource's proposed Habitat Conservation Plan
- Full state funding in the upcoming biennial budget for the Department of Commerce Maritime Sector Lead position
- Incentives for the recapitalization of the Washington State Ferries

The Washington Maritime Federation supports priorities set on a consensus based decision making process with an inclusive set of its members. As an "association of associations" it is important that each interest has the opportunity to bring forward issues that effect their sub-sector and relate to the larger goal of **supporting a diverse, economically sustainable maritime industry.**

### MARITIME POLICY FOCUS AREAS

#### WORKFORCE DEVELOPMENT, EDUCATION AND TRAINING

The Washington Maritime Federation supports dedicated funding for maritime specific career technical training and education at the K-12 and community college levels. The Federation supports the work of the **Center of Excellence for Marine Manufacturing and Technology** and the **Washington Maritime Workforce Initiative**, an alliance of education and training providers, working collaboratively with industry and professional associations to advance Washington's leadership role as a global marine industry. The Washington Maritime Workforce Initiative enhances the competitiveness of Washington's exceptional maritime industry by providing innovative, relevant education and training to faculty, students and the incumbent workforce.

**Support is needed to assist the following objectives:**

**Marketing and Awareness** – Increase awareness of maritime occupations and job opportunities

**Defining Pathways** – Develop clear career pathways to inform students, parents, incumbent workers and industry of maritime occupations in all regions

**Curriculum and Program Development** – Train and educate Washingtonians for maritime careers and provide professional development for those in the industry and trainers

**Connecting Industry and Providers** – Help the maritime industry recruit and retain workers



*The Maritime industry grows **6.4%** a year, and provides jobs with substantially better pay than the average for all other industries. The average pay for a job in Washington is **\$52,000**, while maritime workers are paid an average of **\$70,800** – totaling over **\$4 billion** in wages in 2012.\**



*Of the **\$15.2 billion** in Gross Business Income reported to the state by the maritime industry, **\$8.6 billion** is from fishing and seafood processing companies, much of which is generated by the North Pacific fleet. \**

#### ECONOMIC DEVELOPMENT OPPORTUNITIES

##### Recapitalization of the Washington State Ferry Fleet

Washington State Ferries serves about 24 million passenger and vehicle trips per year, operating 23 vessels from 20 terminals around Puget Sound. **More vessels need to be built on a continuing basis** to replace other aging ferries. Building these vessels in Washington is providing approximately 500 full time jobs. **The Washington Maritime Federation requests your support for the recapitalization of the WSF fleet** to insure ridership and vessel safety, to maintain middle class jobs in the Washington State maritime industry, and to maintain these vital economic, social and transportation links to the ferry communities across Puget Sound.

##### Recapitalization of the North Pacific Fishing Fleet

The State of Washington is the historic home of the North Pacific commercial fishing fleet. Over 7,000 Washington residents directly participate in the North Pacific commercial fisheries annually, with over 34,000 direct and indirect jobs in our state attributed to the Alaska seafood industry. These activities contribute a tremendous positive economic impact for our state. **Recapitalizing the fishing fleet will provide significant economic benefits to the shipbuilding and maritime industry if built in Washington.**

##### The Marine Tourism Bill

The Washington Maritime Federation supports the passage of the Marine Tourism Bill. Currently, only vessels owned in an individual's name from out-of-state can remain tax free in Washington waters for 180-days each year. However, vessels owned in a partnership or entity-capacity from out-of-state (typically larger revenue producing vessels) are only granted 60-days of tax free status each year. Realizing the economic importance of boats in our state as opposed to other countries or states, this bill **grants both types of vessels 180-days in Washington State before they owe an amount equal in sales tax of the boat's value.** With passage of this bill it is estimated that our state would see **\$29 million** in new spending.



**BALANCED ENVIRONMENTAL REGULATION AND LAND USE**

**Washington State is a place where nature and humans are inextricably linked;** a place where the lifecycle of salmon can indicate the health of an industry; a place where ingenuity is measured not only by its success, but also by its impact in a changing world. How we live, work and play along the working waterfront is an indicator, or model, of how we can live in coordination with each other and our natural resources.

The maritime industry understands this balance and is committed to preserving and protecting the environment. **It is imperative that our approach to environmental and land use regulations is in balance with the importance of a sustainable economy and job creation.**

**Currently, specific concerns of the Washington Maritime Federation are:**

**Land Use** –Support commercial and industrial land use regulation to protect maritime industrial areas from incompatible land use, to protect vital freight corridors and ensure no loss of maritime related land.

**SEPA Scope** –Recent significant changes in how the State of Washington defines the scope of environmental reviews under the State Environmental Policy Act (SEPA) will have damaging long-term consequences for many Washington State industries, and particularly our maritime-related businesses and workforce.

**Water Quality** –Support an environmental framework that is predictable and obtainable, based on scientific input, and focuses on the needs of communities where projects are to be built rather than speculative indirect impacts. The Federation strongly discourages the passing and funding of current iterations of the Puget Sound No Discharge Zone and the Habitat Conservation Plan.

The opportunity exists for creating in our region the precedent that would both achieve our desired environmental reform and encourage technological progress to support human health and sustainable economic industries, **ensuring our state is positioned to thrive in the increasingly competitive national and international marketplace for maritime services.**



*The maritime sector contributes **\$15 billion** in gross business income, and directly employs **57,700 people**. Including indirect and induced impacts, the sector is responsible for **146,000 jobs** in the state and **\$30 billion** in economic activity.\**



*More than **533 million tons** of freight were moved in Washington in 2010, and that number is expected to grow by up to **86%** by 2040.\**

**TRANSPORTATION**

In Washington State 40 percent of jobs are tied to international trade. **Our competitiveness depends on our ability to reliably and quickly transport goods through our ports to the rest of the state, country and world.** For example, 70 percent of the inbound freight coming through the ports of Seattle and Tacoma is destined for the rest of the United States. Therefore, shippers only choose our ports if they can efficiently and affordably get their goods from here to places like Chicago. As well, Washington ports are key in supporting important state exports.

**The Washington Maritime Federation supports a statewide transportation revenue package that invests in:**

**Corridors** –The completion of international trade corridors of state-wide significance

**Connectors** – First- and last- mile connectors to key maritime and freight hubs

**Freight** – Programmatic freight funding

**Rail** –Freight rail improvements supporting our maritime industry

Thousands of Washington jobs, from ports and logistics companies to retailers and manufacturers, depend on the efficient movement of freight. However, much attention is paid to the state’s mega-projects while the connections to the state’s marine ports, fishing terminals, manufacturing centers and other freight hubs often serve as critical chokepoints to our maritime economy. It is possible for freight and transit to co-exist and we need to approach a solution from a system perspective.

\*2013 Maritime Sector Economic Impact Study  
[www.maritimederation.com/data-studies.html](http://www.maritimederation.com/data-studies.html)

**CONTACT**

**Joshua Berger**, Washington Maritime Federation Coordinator | [jberger@edc-seaking.org](mailto:jberger@edc-seaking.org) | 206-321-8693 | [www.maritimederation.com](http://www.maritimederation.com)