

NATIONAL REVIEW

Today in Capital Matters: Cargo Preference

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Colin Grabow of the Cato Institute writes about how a new legislative proposal to expand cargo-preference rules is a bad idea:

Rather than try to improve the competitiveness of U.S. shipping, however, the federal government has instead sought to remove alternative options. The 1920 Jones Act, for example, prohibits foreign ships from transporting goods within the United States. Internationally, meanwhile, so-called cargo-preference laws require anywhere from 50 to 100 percent of U.S. government cargo be sent on U.S.-flagged shipping.

And now, Representative John Garamendi (D., Calif.), Representative Bob Gibbs (R., Ohio), and Representative Alan Lowenthal (D., Calif.), want to push those numbers even higher.

A new episode of the Capital Record is out, and this time it's me talking to David Bahnsen about economics, ESG, and more. Listen [here](#), or wherever you get your podcasts.