WINSTON & STRAWN LLP

IN THE MEDIA

Papavizas Discusses the Jones Act's Impact on European Dredging

AUGUST 14, 2014

Winston & Strawn maritime and admiralty practice chair Charlie Papavizas, based in the firm's Washington, D.C. office, was quoted in *Inside U.S. Trade* on August 14, 2014. In the article "EU Dredgers Hope TTIP Can Skirt 'Jones Act' Barriers, But Face Hurdles," Mr. Papavizas discusses the European dredging industry's endeavor to remove legal restrictions that block access to the U.S. market. The article addresses whether the EU can use the Transatlantic Trade and Investment Partnership (TTIP) to widen Jones Act exemptions to include dredging.

Mr. Papavizas explains that one of the difficulties the EU faces is the shorthand use of the "Jones Act," as it refers to a much larger body of laws aimed at protecting domestic maritime service suppliers. These include the Dredging Act of 1906, the Towing Statute of 1940, the Passenger Vessel Services Act of 1886, and the Cargo Preference Act of 1954.

"The Jones Act community tends to look at [maritime policy] as a whole, not something that can be pieced up," he said. "Because if they let someone take one piece away, the rest could follow."

Mr. Papavizas cast doubt on the notion that by weaving around the Merchant Marine Act and targeting the Dredging Act, a deal to liberalize the U.S. dredging market could somehow escape political scrutiny. Domestic dredging firms have come to count on the restriction and will defend it vigorously, he added.

For more information on the Jones Act, visit Winston's maritime blog: MaritimeFedWatch.

1 Min Read

Related Locations

Washington, DC

Related Topics

Admiralty & Maritime Law | Jones Act | Jones Act Attorney | Jones Act Lawyer

Jones Act Maritime | Jones Act Shipping

Related Capabilities

Maritime & Admiralty

Related Regions

North America | Europe

Related Professionals

Charlie Papavizas

© 2024 Winston & Strawn LLP.