

**I MINA'TRENTAI SIETTE NA LIHESLATURAN GUÁHAN
RESOLUTIONS**

| Resolution No. | Sponsor | Title | Date Intro | Date of Presentation | Date Adopted | Date Referred | Referred to | PUBLIC HEARING DATE | DATE AUTHORS REPORT FILED | NOTES |
|----------------|---|--|---------------------|----------------------|--------------|---------------|-------------|---------------------|---------------------------|-------|
| 441-37 (LS) | Tina Rose Muña Barnes Jesse A. Lujan Christopher M. Dueñas Dwayne T.D. San Nicolas Joe S. San Agustin | RELATIVE TO EXPRESSING THE SUPPORT OF H.R. 8786, INTRODUCED IN THE UNITED STATES HOUSE OF REPRESENTATIVES, WHICH SEEKS TO PROVIDE FOR A CABOTAGE EXEMPTION FOR FOREIGN AIR CARRIERS LANDING IN GUAM OR THE NORTHERN MARIANA ISLANDS. | 7/1/24 1:55 p.m. | TBA | | | | | | |

I MINA'TRENTAI SIETTE NA LIHESLATURAN GUÅHAN
2024 (SECOND) Regular Session

Resolution No.441-37 (LS)

Introduced by:

Tina Rose Muña Barnes
Jesse A. Lujan
Christopher M. Duenas
Dwayne T.D. San Nicolas
Joe S. San Agustin

RELATIVE TO EXPRESSING THE SUPPORT OF H.R. 8786, INTRODUCED IN THE UNITED STATES HOUSE OF REPRESENTATIVES, WHICH SEEKS TO PROVIDE FOR A CABOTAGE EXEMPTION FOR FOREIGN AIR CARRIERS LANDING IN GUAM OR THE NORTHERN MARIANA ISLANDS.

1 **BE IT RESOLVED BY *I MINA'TRENTAI SIETTE NA***
2 ***LIHESLATURAN GUÅHAN:***

3 **WHEREAS**, Guam, being a geographically distant territory from the
4 Continental United States, relies heavily on air travel to the U.S. for the importation
5 of goods and commodities, healthcare needs, as well as for business, education, and
6 other personal reasons; and

7 **WHEREAS**, the restrictive nature of the cabotage laws places a heavy
8 economic burden on the people of Guam and businesses in the region. The current
9 aviation cabotage policy, as defined by the Federal Aviation Act of 1958 prohibits
10 foreign airlines from transporting passengers or cargo between two points within the
11 United States, including its territories such as Guam; and

1 **WHEREAS**, these policies have far reaching consequences on the people of
2 Guam and the Northern Mariana Islands and as the regional economic hub, these
3 consequences are further felt in other islands across Micronesia; and

4 **WHEREAS**, since the departure of Delta Air Lines in 2018, the residents of
5 Guam for the first time in many decades have been served by a single American-
6 based airline for passenger air travel. Since then, airfare tickets have increased as
7 well as the cost of goods. Residents and stakeholders continue to raise concerns on
8 fair competition in the airline industry; and

9 **WHEREAS**, the people of Guam and the Northern Mariana Islands have been
10 left to shoulder rising airfare tickets and cost of goods, exacerbating quality of life
11 issues in comparison to Americans living in continental United States. Often travel
12 between our two islands can be too cost prohibitive, slowing down economic
13 collaboration in this region. Moreover, Guam and the Northern Marianas Islands
14 tourism industries are unable to compete with similar destinations in the region due
15 to the cost to get to our islands; and

16 **WHEREAS**, additionally, having a limited number of airlines in Guam poses
17 safety and security concerns pressuring emergency responsiveness during times of
18 crisis, including typhoons and especially during heightened geopolitical tensions in
19 the region; and

20 **WHEREAS**, the island economies in Micronesia are especially vulnerable to
21 rising airfare and air freight costs. Leaders from the island nations in Micronesia
22 have stated their concerns with being served by one passenger airliner. This issue
23 continues to be a top priority among policymakers in the region. Without meaningful
24 economic stimulation, island nations are more susceptible to dollar diplomacy from
25 other adversarial nations to provide for the basic needs of their island nations; and

1 **WHEREAS**, a cabotage exemption on passenger and freight travel can
2 alleviate quality of life issues affecting the people living in Guam and the Northern
3 Mariana Islands and stimulate the region’s stagnant economy; and

4 **WHEREAS**, H.R. 8786, introduced by James C. Moylan, Guam’s Delegate
5 in Congress, is crucial to address the increasing challenges faced by Guam and the
6 Northern Mariana Islands due to existing cabotage laws; and

7 **WHEREAS**, a cabotage exemption for Guam and the Northern Mariana
8 Islands through H.R. 8786 would foster economic development through competitive
9 airfare pricing and facilitate more efficient and affordable access to goods and
10 services. Moreover, the exemption can further aid in addressing supply chain issues
11 in the nation through transshipment opportunities in Guam; and

12 **WHEREAS**, with increasing pressures from adversarial nations in the region,
13 the exemption aides in the security and the economic resiliency and sustainability
14 across Micronesia; now, therefore be it,

15 **RESOLVED**, that *I Mina'trentai Siette Na Liheslaturan Guåhan* does hereby,
16 on behalf of *I Liheslaturan Guåhan* express its support of H.R. 8786, introduced in
17 the United States House of Representatives, which seeks to provide for a cabotage
18 exemption for foreign air carriers landing in Guam or the Northern Mariana Islands.;
19 and be it further

20 **RESOLVED**, that the Speaker certify, and the Legislative Secretary attest to,
21 the adoption hereof, and that copies of the same be thereafter transmitted to the
22 Honorable Joseph R. Biden, President of the United States of America; to the
23 Honorable James C. Moylan, Guam's Delegate to the United States Congress; to the
24 Honorable Sam Graves, Chairman of the U.S. House Committee on Transportation
25 & Infrastructure; and to the Honorable Lourdes A. Leon Guerrero, *I Maga'hågan*
26 *Guåhan*.

DULY AND REGULARLY ADOPTED BY *I MINA'TRENTAI SIETTE NA LIHESLATURAN GUÅHAN* ON THE DAY OF MONTH.

THERESE M. TERLAJE
Speaker

AMANDA L. SHELTON
Legislative Secretary