

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"



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In this issue//CG Updates Vessel Mask Requirement//Nation's Shipyards Support Billions in GDP//OMB Guidance to Better Enforce Jones Act Integrity//Bills to Repeal, Restrict PVSA//CG Exam Working Group Gets Back to Work//Union-Made Treats//Juneteenth Goes National//

COAST GUARD UPDATES VESSEL MASK REQUIREMENT

The Coast Guard has announced that it will no longer enforce mask requirements in outdoor areas of maritime transportation conveyances and hubs. The existing requirements for wearing masks indoors is still in place, with exceptions for eating and drinking,

Marine Safety Information Bulletin (MSIB) 02-21 Change 2 reflects updated enforcement of the mask requirement for commercial vessels and maritime transportation hubs. You can read that MSIB, entitled "COVID-19 Safety Requirements in the Maritime Transportation System: Change-2," on the M.E.B.A. website (www.mebaunion.org) in the Documents & Member Notices section.

For information about the document, mariners can contact the Office of Commercial Vessel Compliance (CG-CVC) at wearamask@uscg.mil.

NATION'S SHIPYARDS SUPPORT \$42.4 BILLION IN GROSS DOMESTIC PRODUCT

The Maritime Administration (MarAd) has released a new report finding that the Nation's private shipyards support \$42.4 billion in gross domestic product (GDP). The report, entitled "The Economic Importance of the U.S. Private Shipbuilding and Repairing Industry" measures the economic importance of the shipbuilding and repairing industry at the national and State levels for calendar year 2019.

"Shipyards create good jobs and support economic growth—not just in the areas surrounding our ports and waterways, but across the nation," said U.S. Transportation Secretary Pete Buttigieg.

In 2019, the nation's 154 private shipyards directly provided more than 107,000 jobs and contributed \$9.9 billion in labor income to the national economy. On a nationwide basis — including direct, indirect, and induced impacts—the industry supported 393,390 jobs, \$28.1 billion of labor income, and \$42.4 billion in GDP.

The report states the U.S. shipbuilding industry has run a trade surplus in six out of the last ten years, with a cumulative trade surplus of \$7.3 billion over this period. From 2015 to 2020, U.S. shipbuilders delivered 5,024 vessels of all types including tugs and towboats, passenger vessels, commercial and fishing vessels, and oceangoing and inland barges, reaching 608 vessels in 2020. More than 60 percent of vessels delivered during the last six years have been inland tank and dry cargo barges.

There are currently 154 private shipyards in the United States, spread across 29 states and the U.S. Virgin Islands, that are classified as active shipbuilders. In addition, there are more than 300 shipyards engaged in ship repairs or capable of building ships but not actively engaged in shipbuilding. Although the majority of shipyards are located in the coastal states, active shipyards are also located on major inland waterways such as the Great Lakes, the Mississippi River, and the Ohio River.

OMB GUIDANCE ON BUY AMERICA ORDER INCREASES TRANSPARENCY OF JONES ACT WAIVERS

An Office of Management and Budget (OMB) memo issued on Friday looks to streamline the execution of the President’s “Made in America” Executive Order, including the implementation of a more transparent process for issuing Jones Act waivers. The memo, sent to federal agencies and department heads, prescribes a series of initial actions agencies must implement that will - among other things –strengthen internal agency waiver review processes “and increase reliance on domestic manufacturers and domestic vessels.”

The President’s January 25th Executive Order directs a process to more effectively support U.S. manufacturers, businesses, and workers by better ensuring that federal government dollars are spent on American-made goods by American workers with American-made component parts. The Order specifically affirms the Administration’s support of the Merchant Marine Act of 1920 (Jones Act) as part of that equation and directs agencies to abide by a strict interpretation of domestic preference laws for maritime transport. It also directed OMB to establish a Made in America Office (MIAO), an office that, among other things, will provide greater oversight of, and increase transparency of waivers.

The OMB memo notes that the MIAO will phase in a waiver review process “with an initial focus on Jones Act waivers and non-availability procurement waivers pursuant to the Buy American Act under Federal procurements.”

The M.E.B.A. was recently disappointed by the White House’s decision to approve two Jones Act waivers to foreign-flagged vessels in response to the Colonial Pipeline cyber hack that left East Coast gas stations short of supply for a week.

Among other things, the memo states that the MIAO will launch a public website that will detail waiver proposal information including descriptions and justifications. It says, “this website, and the transparency of decisions to waive Made in America Laws, will provide the opportunity to increase domestic sourcing as well as to promote accountability and public trust.”

BILLS TO REPEAL, RESTRICT PVSA

Sen. Mike Lee (R-UT), a perennial Jones Act opponent, is now targeting the Passenger Vessel Services Act (PVSA). The PVSA reserves commercial carriage of passengers between US ports for large vessels that are US-flagged, US-owned, US-built, and US-crewed. Sen. Lee recently introduced three bills to gut, or repeal the Act.

S. 1992 would repeal the PVSA and adjust cabotage requirements accordingly. S. 1994 would repeal the “U.S.-build” requirement for passenger vessels operating between U.S. ports. S. 1998 would exempt large passenger vessels from PVSA requirements, and adjust cabotage requirements accordingly, permitting foreign ships to transport passengers from U.S. port to U.S. port.

CG EXAM WORKING GROUP GETS BACK TO WORK

The National Maritime Center (NMC) is planning to resume conducting Coast Guard exam working group meetings which had been shelved during the pandemic. Deck and engine officers are being sought to help perform a thorough review of examination questions for accuracy and availability of exam references. If you would like to participate in the scheduled sessions or any future session, please follow the application instructions on the Examinations page of the NMC website (<https://www.dco.uscg.mil/nmc/examinations>). Once there, click Working Group to access application information. Submit the required information to NMCEXamWorkingGroup@uscg.mil.

2021 Schedule: August 10-12 - Engine - NMC (Martinsburg, WV) and August 24-26 - Deck - NMC (Martinsburg, WV). Dates are subject to change based on the number of attendees. Questions can be directed to NMCEXamWorkingGroup@uscg.mil.

HOW SWEET IT IS! – UNION-MADE CANDY

June is National Candy Month. It's also "National Papaya Month" among many other designations, but this article is about candy. If you don't have much self-control or you just want to reward yourself with a little treat – do it union-style! You can make things a little bit sweeter when you purchase candy made by the United Food and Commercial Workers (UFCW), the Bakery Confectionery Tobacco and Grain Millers (BCTGM) and the International Brotherhood of Teamsters (IBT). Here's what you should be looking for:

100 Grand (IBT 200); Abba-Zabba (BCTGM); Almond Roca (BCTGM); Baby Ruth (BCTGM, IBT 200); Big Hunk (BCTGM); Butterfinger (BCTGM, IBT 200); Dum Dums (IBT 20); Ghirardelli Chocolate (BCTGM); Hershey Original Chocolate Bar (BCTGM, UFCW); Hershey's Kisses (BCTGM); Hot Tamales (BCTGM); Ice Breakers (BCTGM); Jelly Belly Jelly Beans (BCTGM); Jolly Ranchers (BCTGM); Just Born (BCTGM); Laffy Taffy (IBT 26); Look! (BCTGM); Mike and Ike (BCTGM); Nestles Crunch (IBT 200); Payday (BCTGM); Peeps (BCTGM); PEZ (IBT 443); Raisinets (IBT 200); Red Vines (BCTGM); Ring Pops (IBT 229); Rolo (BCTGM); Russell Stover (BCTGM, UFCW); See's Candies (BCTGM); Sour Patch (BCTGM); Sugar Babies (BCTGM); Sugar Daddy (BCTGM); Tootsie Rolls (BCTGM); Zours (BCTGM).

LAST YEAR FOR JUNETEENTH AS AN EXCLUSIVE TEXAS HOLIDAY

Juneteenth, celebrated in Texas on June 19th, will be observed nationwide next year after Congress voted to make it the 11th annual national holiday. The President has said that he will make it official with his signature. Symbolically, the day commemorates the end of slavery in the United States.

The observance harkens back to 1865 when Major General Gordon Granger and his Union troops arrived in Galveston, Texas bringing **very late** word about the Emancipation Proclamation, which took place 2 ½ years earlier. Granger announced that "all persons held as slaves" in the rebellious States were "thenceforward, and forever free." Though it was cause for immediate celebration, the wheels turned slowly and many of the 250,000 slaves in the Lone Star State wouldn't enjoy their freedom until many months later. By the next year, the annual celebration of Juneteenth had begun.

But sadly, Juneteenth falls on a Saturday this year, and there will be no weekday off for officials and staff at our Houston hall.

MONTHLY MEMBERSHIP MEETINGS – ALL *REGULAR* MEETINGS ARE IN-PERSON

(All times are local)

Monday, July 5 – *Independence Day Observed* (All Halls Closed)

Tuesday, July 6 – *Bloody Thursday* (West Coast Halls Closed) - **Boston@1200; CMES@1430; Charleston@1400; Houston@1315;**

Wednesday, July 7 – **Jacksonville@1300; New Orleans@1315; Oakland@1230; Seattle-Fife@1300; Online Headquarters “Town Hall” Meeting@1300 (No voting).**

Thursday, July 8 – **L.A.-San Pedro@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300;**

Friday, July 9 – *Honolulu@1100*

-----FINISHED WITH ENGINES-----



The M.E.B.A. is the nation's oldest maritime labor union, established in 1875. M.E.B.A.'s expertise and demonstrated track record of readiness, safety, and loyalty in answering America's call to action in times of both peace and war is unrivaled in the world. M.E.B.A. HQ – Phone: (202) 638-5355; mebahq@mebaunion.org. Visit us on Facebook. For publication and related inquiries (and to send photos & hot news tips) contact Marco Cannistraro, M.E.B.A. Special Projects & Communications – marco@mebaunion.org Visit us on Facebook, follow us on Twitter and check us out on Instagram.