

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"



M.E.B.A. TELEX TIMES

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NAUTILUS INT'L JOINS UNIONS ASKING CONGRESS FOR CREW CHANGE INTERVENTION

Nautilus International has signed a letter calling on the U.S. Congress to solve crew change problems, as seafarers continue to be prevented from leaving their ships to return home – even in cases where they are permitted to do so under US regulations. Nautilus International is a trade union and professional organization serving, supporting and protecting the interests of more than 22,000 maritime professionals around the world.

American unions who are leading this effort include the M.E.B.A. and MM&P, both of which are affiliates of the Nautilus Federation. Several other organizations have signed onto the letter, including the International Maritime Employers' Council and the Chamber of Shipping of America.

Although crews with the requisite paperwork are exempt from COVID-19 border restrictions following a presidential proclamation in May, some seafarers have been prevented from carrying out crew changes altogether, and in other cases, Customs and Border Patrol (CBP) officials have required that seafarers be constantly guarded or that their ship remain in port until the crewmembers' flights home have taken off.

The letter was sent to the leaders of the congressional committees with jurisdiction over US CBP: Senator Ron Johnson, Chairman of the Senate Committee on Homeland Security & Governmental Affairs and Senator Gary Peters, Ranking Member; and to Representative Bennie Thompson, Chair of the House Committee on Homeland Security and Representative Mike Rogers, Ranking Member. The letter asks the CBP to ensure all crew change requests are granted at any port requested, unless specific intelligence suggests an individual seafarer may pose a security threat.

"CBP personnel cite security concerns as a primary rationale for denying repatriation requests but despite multiple requests over the years, CBP will not provide data that supports treating every repatriating mariner as a threat to national security," the group wrote.

ABOUT 1 IN 4 NYC TRANSIT WORKERS CONTRACTED COVID

New York University research indicates that 24% of New York City's bus and subway workers contracted COVID-19. The study, compiled through survey results, also found that 90% of those frontline workers fear getting sick on the job. The NYU study also found that 76% of transit workers personally knew a coworker who died from COVID-19.

As New York City became an early U.S. epicenter of the COVID-19 pandemic, shuttering businesses and schools in March, the Metropolitan Transportation Authority (MTA) largely continued service to ensure that health care workers, grocery and delivery workers, and other essential employees could continue to get to work. After a sharp decline in transit ridership this spring, it slowly increased over the summer, but as of early October, subway ridership is still down roughly 70 percent compared to the same time last year.

Throughout the pandemic, transit workers have reported to work to help New Yorkers get where they need to go, but given their frequent contact with the public and limited space in crew rooms, workers are at increased risk for contracting COVID-19. It was reported that thousands of transit workers were infected and more than 90 Transport Workers Union (TWU) members died; in total, over 130 MTA workers have lost their lives due to COVID-19.

CDC RECOMMENDS MASK USAGE ON PUBLIC TRANSPORT

The U.S. Centers for Disease Control and Prevention issued a “strong” recommendation, as part of interim guidance, that passengers traveling on public transportation, as well as employees, wear masks to stop the spread of COVID-19. The recommendation was issued several weeks after a Transportation Trades Department, AFL-CIO (TTD) petition for an emergency order calling for a public transportation mask mandate was rejected by the Department of Transportation (DOT). TTD, represents 33 transportation-related unions including the M.E.B.A.

The CDC’s interim guidance stated, “CDC strongly recommends appropriate masks be worn by all passengers and by all personnel operating the conveyance while on public transportation conveyances (e.g., airplanes, ships, ferries, trains, subways, buses, taxis, ride-shares) and at transportation hubs and other locations where people board such conveyances (e.g. airports, bus or ferry terminals, train stations, seaports).”

TTD President Larry Willis said the guidance is “a good step in the right direction. But at the end of the day, these are still just recommendations...To really give teeth to these requirements, there actually has to be a federal mandate,” he noted.

Along with Sen. Richard Blumenthal (D-Conn.) and Rep. Jesús “Chuy” García (D-IL), President Willis wrote an editorial that appeared this week in *The Hill*, a DC-based political newspaper/website. They said, “Since COVID-19 first touched American shores, the President and his administration have shown callous disregard for human life and failed to respond to the dangers posed by this pandemic at every step of the way. The DOT’s recent refusal to issue a common-sense federal passenger transportation mask mandate is only a continuation of that failed response. Sadly, it is working people, low-income Americans, and communities of color who will suffer the most because of this reprehensible decision.” The full editorial was posted on the M.E.B.A. Facebook site on Wednesday.

SIX RUSSIAN INTELLIGENCE OFFICERS CHARGED IN CYBER-ATTACK THAT DISRUPTED MAERSK SYSTEMS

Six Russian computer hackers that are part of the Russian Main Intelligence Directorate (GRU) have been charged by the U.S. Justice Department for a series of cyber-attacks including one that affected the network of Danish shipping giant A.P. Moller-Maersk.

In late June 2017, A.P. Moller-Maersk was hit by the malware “NotPetya” where system shutdowns resulted in significant business impact especially within the container business. The cyber-attack crippled systems relied upon at 76 worldwide ports run by Maersk-owned APM Terminals leading to mass logistical problems and resulting in terminal closures, disruptions and ship diversions. Additional systems were shut down in an attempt to contain the attack. The virus spread to over 60 countries after initial infection in Ukraine.

A federal grand jury in Pittsburgh returned an indictment against the six men last week. It alleges that their computer attacks used some of the world’s most destructive malware to date, including: KillDisk and Industroyer, which each caused blackouts in Ukraine; NotPetya, which caused nearly \$1 billion in losses to a number of entities; and Olympic Destroyer, which disrupted thousands of computers used to support the 2018 PyeongChang Winter Olympics. The indictment charges the defendants with conspiracy, computer hacking, wire fraud, aggravated identity theft, and false registration of a domain name.

Maersk believes the 2017 cyber-attack affected their revenue by as much as \$300 million. Several other container lines have been victims of cyber-attacks since then including COSCO Shipping Lines, Mediterranean Shipping Company (MSC) and CMA CGM.

NOVEMBER OPENINGS FOR NEW LOW FLASHPOINT FUEL OPS COURSE

The Calhoun M.E.B.A. Engineering School (CMES) announced openings for 5-day classes being held at United States Maritime Resource Center (USMRC), Port Canaveral, Florida. The course covers both the 3-day Basic Low Flashpoint Fuel Ops; which includes 1-day of firefighting and a 2-day Advanced course. When combined, this accounts for 5-days of required training to serve aboard the new Pasha/Sunrise LNG fueled vessels.

The 2020 openings are November 9 to 13, and November 16 to 20.

If you wish to attend, contact the CMES Registrar immediately, as roster slots are filling up. The Training Plan will be invoiced for the tuition. For the class dates cited above, the travel/transportation expenses are authorized for reimbursement, as is a per diem for room and board based on GSA rates and the location of training. Transportation expenses are subject to the travel reimbursement rules that apply for transportation to the Calhoun M.E.B.A. Engineering School per Section 9 of the Rules and Regulations.

Once USMRC establishes its regular 2021 calendar-year schedule for Basic and Advanced Low Flashpoint Fuel Operations, each member can schedule his/her training directly with the company. Applications to attend these classes must be sent to the CMES Registrar in advance; which is in accordance with instructions cited on the Application for Alternate Training Location. Applications are available at all Union Halls and can be downloaded from the CMES Website and returned by email, regular mail, or fax.

OKTOBERFEST WITH UNION FLAIR

Oktoberfest is a little different this year, but you can still celebrate at home by raising a pint of a favorite fall ale and chasing it down with a bite of something salty. As you load up for your fest feast, be sure to load up on products made by employers who treat their workers well and give them a voice on the job. Happy Oktoberfest, and let’s all work together to build a stronger America.

Seasonal Biers - Dundee Oktoberfest (IBT); Goose Island Oktoberfest (IBT); Leinenkugel's Oktoberfest (UAW, IUOE, IBT); Mad River Brewer's Secret (IAM); Mendocino Brewing Engine 45 Pumpkin Ale (IBT); Samuel Adams Octoberfest (IBT, IUOE, SEIU); Schell's Oktoberfest (USW); Shock Top Pumpkin Wheat (IAM, IUOE, IBT); Shock Top Twister Pretzel Wheat (IAM, IUOE, IBT); Stegmaier Pumpkin Ale (IUOE); Stegmaier Oktoberfest (IUOE). **Bratwurst** - Boar's Head (UFCW, IBT); Koegel's (IBT); Wenzel's (IBT). **Sauerkraut** - Thumann's (UFCW); Claussen (UFCW); Vlasic (IBT). **Pretzels** - Rold Gold (BCTGM, IBT); Snyder of Berlin (UFCW, IBT). **Mustard** - French's (IBT); Gulden's (UFCW); Heinz (IBT, UFCW); Thumann's (UFCW).

NOVEMBER MEETING AT CMES WILL BE IN-PERSON

The regular M.E.B.A. monthly membership meeting scheduled for November 3 at the Calhoun M.E.B.A. Engineering School (CMES) will be held IN-PERSON for the first time since March. The School has resumed operations and are following state and local COVID protocols. They currently have several courses being taught during meeting week with over two dozen members on campus. Meeting participants should simply show up at the appointed time (1430). The meeting will be safely held in the Art Newberry Auditorium and participants will observe CDC guidelines including mask usage and social distancing. There will be no registration period for CMES meeting attendees. Local area members, applicants and retirees may also attend but are asked to email Meeting Chairman Bill Van Loo (bvanloo@mebaunion.org) prior to the meeting, as a heads-up, so that he may inform CMES administration. In all cases, those going to the School meeting should only attend if they are in good health, completely symptom-free and should be aware they will be temperature-tested on arrival, expected to wear a mask and follow appropriate COVID protocols in place.

As members know, during the pandemic, the Union has been conducting membership meetings online with a registration period. The CMES meeting will be the only membership meeting in November that does not require registration. The rest of the membership meetings that are taking place between November 2-6 will be conducted online and be subject to the Oct. 22-29 registration period. The "Notice of Online November Membership Meetings" with instructions on how to register was sent to Members, Applicants and Retirees earlier today at their email addresses on file with M.E.B.A. HQ. The notice is also available on the M.E.B.A. website (www.mebaunion.org) in the "Documents & Member Notices" section.

ONLINE NOVEMBER MEMBERSHIP MEETINGS – (All times are local)

Meeting attendees must register in advance (except for CMES) – See notice on M.E.B.A. Website

Monday, November 2 – Boston@1200; Seattle (Fife)@1300;

Tuesday, November 3 – CMES@1430 (In-Person); Charleston@1400; Houston@1315; Oakland@1230;

Wednesday, November 4 – Jacksonville@1300; New Orleans@1315;

Thursday, November 5 – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300;

Friday, November 6 – Honolulu@1100.

M.E.B.A. Election: Info on Obtaining a Duplicate Ballot is Available on the M.E.B.A. Website (www.mebaunion.org) in the "Documents & Member Notices" Section

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