

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"



M.E.B.A. TELEX TIMES

The Official Union Newsletter

Number 27 – July 6, 2017



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CYBER ATTACK EFFECTS LINGER TEN DAYS LATER

A.P. Moller-Maersk is still reeling ten days after a cyber-attack rocked the Danish shipping giant, but note they expect operations to be restored to near-normal status by early next week. The attack crippled systems relied upon by the 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. APM said all its terminals were up and running this week but their IT experts are still working to shake all systems free from the effects of the damaging virus dubbed "Goldeneye" or "Petya."

"Where we are pleased with the progress we have made to be able to serve customers well on exports, we are very aware that the import experience has not yet been fully brought up to the level it should be," Maersk said in a statement. "We have a tight and ambitious plan that would lead us to be fully up to as close to normal business on serving imports by early next week," it said.

Petya spread to over 60 countries after initial infection in Ukraine. Ukrainian authorities are blaming Russia for the attack. With Maersk making up about 18 percent of the world's container trade, the attack left many questioning whether shipping companies can keep container operations unimpeded from cyber-attacks.

"Preparing for cyber incidents must continue to be a unified effort of the maritime industry and government agencies," U.S. Coast Guard Prevention Policy Asst. Commandant Rear Admiral Paul Thomas said. "We look now to the critical components of governance needed to mitigate cyber risk." He noted that wherever possible, it is crucial that sensitive systems have fail-safes and manual control options to limit the impacts of possible cyber disruptions. Maintaining current backups of critical data in a cyber isolated location can also reduce vulnerability.

The International Maritime Organization has been invested in the issue for years and its Maritime Safety Committee recently issued a proposal to make cyber risk management onboard ships mandatory. Just this week, a joint international industry group led by the Baltic and International Maritime Council (BIMCO) issued its second edition of "Guidelines on Cyber Security Onboard Ships." The guidance includes information on how to effectively segregate networks and it doles out advice on managing ship to shore interface and how to handle cyber security during port calls and communications. The guidance is available at this link: <https://tinyurl.com/y82lrsx9>

ABORTED EXECUTIVE ORDER WOULD HAVE AIDED U.S. SHIPPING

Peppered by opponents of Food Aid cargo preference, the Trump Administration pulled back on a planned Executive Order that would have come to the aid of America's Merchant Marine. Reuters reported last week that the White House had planned to issue the Order to raise the PL-480 Food Aid program's U.S.-flag ship cargo preference requirement from 50% to 100%. The move was being touted as part of President Trump's "America First" policy.

The Order was designed as a way to help turn around the steady erosion of the nation's internationally trading commercial fleet. This appeared to be a tangible step of assisting our industry with steadier sources of cargo, the lifeblood of the U.S. Merchant Marine. The subsequent increased demand for U.S.-flag ships would help grow the fleet, mushroom the size of the U.S. mariner pool and ensure our country's sealift capability in times of war or national emergency.

Reuters reported that the Chairman of the Senate Foreign Relations Committee, Senator Bob Corker (R-TN), was primarily responsible for convincing the President to abandon the Executive Order. Sen. Corker has been outspoken in his desire for reform of U.S. Food Aid and the elimination of cargo preference. There is no official word yet on efforts to retool the Executive Order.

IN WAKE OF EL FARO, NTSB WANTS BETTER MARINER ACCESS TO WEATHER INFO

The National Transportation Safety Board recently issued 10 safety recommendations aimed at enhancing the availability of weather information to mariners. The goal of the recommendations, which include improving weather forecasting methods and increasing the frequency of certain advisories and alerts, is to improve the accuracy of hurricane and tropical cyclone forecasts and make them more accessible to voyage planners and at-sea mariners.

"As we enter the 2017 hurricane season we are reminded of the power and devastation associated with these storms," said NTSB Acting Chairman Robert L. Sumwalt. "Storm avoidance is a life-saving skill at sea. And having frequent, up-to-date and reliable weather information is key to effective storm avoidance – and to saving lives."

The recommendations stem from the NTSB's ongoing investigation of the October 2015 sinking of the cargo ship EL FARO near the Bahamas as the ship sailed close to the eye of Hurricane Joaquin. After noting how Hurricane Joaquin and several other major storms had significantly deviated from their forecasts, investigators determined a new emphasis on improving tropical cyclone forecasting was warranted.

The EL FARO investigation is expected to be completed later this year when investigators will present their findings to NTSB Members who will determine the accident's probable cause and contributing factors in a public meeting in Washington, D.C.

SEAMEN'S SERVICE PROMOTED AT PROP CLUB EVENT

United Seamen's Service President Ed Morgan was featured at a recent DC Propeller Club luncheon event in late June promoting the United Seamen's Service, which he heads up. Morgan went into a brief history about the USS and its service centers which have been assisting mariners worldwide since 1942. He expressed gratitude to brothers and sisters on the high seas whose contributions have allowed the USS to assist seafarers of all nations. Their centers provide a home away from home for international mariners, many who face unsavory working conditions aboard flag-of-convenience

vessels. USS supports many of these seafarers with medical assistance, recreation, counseling, housing and communication with foreign countries. Morgan again asked the maritime community to support the USS through its Crowd Funding site www.youcaring.com/USSRising. The DC Propeller Club was added to the list of contributors at the conclusion of the lunch when it presented Morgan with a \$3,000 check to the USS for this great organization's continued assistance to mariners around the world.

EXPOSING ANTI-WORKER PRACTICES IN FAST FOOD INDUSTRY

McDonald's employees reportedly haven't taken the fast food giant's "I'm Lovin' It" slogan to heart as continued company anti-worker practices come to light. Their alleged disregard for their employees has mobilized pro-worker groups such as "Fight for 15" which publicize the cost-cutting tactics that maximize company profits at the expense of its employees. McDonald's critics say that the company keeps workers underpaid, holds back opportunities for advancement and curtails safe working conditions. In addition, there have been real concerns in other areas of the McDonald's empire including reported workplace favoritism, sexual harassment, wage theft, unfair work scheduling, racism, poor training, mistreatment and overall disrespect.

By broadcasting worker inequities in the fast food industry, Fight for 15 is pushing for an increase of the minimum wage to \$15 dollars an hour and lobbying for organizations like McDonald's to implement worker-friendly rules and regulations. Over the last few years, the group has organized a series of protests on behalf of fast food employees in cities across the U.S. Recently they marched in Chicago protesting Donald Trump and McDonald's' designs on undercutting employee value and opposing union rights. "Patriotic Millionaires," a Fight for 15 ally, issued a letter saying that, "McDonald's can't thrive over the long term if its workers are scraping by and routinely mistreated. The business model McDonald's pioneered in the 1950s is now falling flat with 21st century consumers."

As a country, we have accomplished much since the days of sweatshops, child labor, and unsafe working conditions. But there's much more work to be done in terms of providing good jobs and ensuring workers rights to safe and dignified employment.

DONATED ITEMS IN DEMAND FOR G&W RAFFLE

To help support the upcoming Good & Welfare Auction & Fundraiser, the G&W Committee is asking for donations of gifts and prizes such as nautical items, sporting memorabilia, art, etc. You can contact Secretary-Treasurer Bill Van Loo at Headquarters or any Branch Agent to forward monetary or item donations. ***Remember, your contributions to the fund are tax deductible*** so please give liberally in order to help a Union brother or sister in need. The Fund is used to help active and retired members and their families in times of crisis.

Raffle tickets to assist the M.E.B.A.'s Good & Welfare Fund are being snatched up at Union halls around the country with \$5,000 at stake for the winner. The \$2 tickets are currently on sale for the 50/50 Raffle that will be held on October 12th in conjunction with a Silent Auction & Fundraiser at the Calhoun M.E.B.A. Engineering School. 5,000 tickets have been printed meaning that, if they sell out, the winner will receive 50% of the proceeds (\$5,000) with the other half going to the Fund. More tickets will be printed up – and the jackpot will increase – if demand continues. The raffle is open to anyone who wants to purchase a ticket. Ticketholders don't need to be present at the drawing to win. Every ticket you buy puts another dollar into the Good & Welfare Fund.

REMINDER: INCLUDE ALL DOCS WHEN FILING FOR VACATION PAY

Members are reminded to be thorough when submitting an application for Vacation Pay at the halls and/or with the Plans Office and include all required documents, including Coast Guard Discharges and pay vouchers. Pay vouchers are used to track Social Security Tax maximums, to track wages as Medicare Tax increases and to check for any overlap days that can be identified. As detailed on the application itself, the following documents must be submitted along with your application:

- A copy of the stub portion of your last vacation benefit check.
- Coast Guard discharges and pay vouchers covering all employment since your last vacation.
- Pay vouchers must cover the entire period of employment and show all wages and tax deductions.
- Pay vouchers covering any periods of unearned wages since your last vacation.

Failure to submit proof of all accumulated work performed to the date of application could result in the permanent loss of vacation benefits earned on the employment not submitted.

You may also need to submit:

- A Carry-Over Vacation Form from your last vacation – if applicable.
- An original copy of the Converted Overtime Worksheet, if applicable, regardless of whether or not you are applying for converted overtime vacation.
- A letter from an authorized Union official granting permission for early return or excess sailing, if applicable.

If prior written permission is not obtained and an Officer returns to work early, they will be subject to a penalty which is loss of vacation benefits for the next six months of employment (180 days).

You can contact the Vacation Plan staff in Baltimore prior to sending an application. They can be reached at 800-811-6322 or 410-547-9111.

REGULAR MONTHLY MEETINGS

Monday, August 7 – Boston@1200; Seattle (Fife)@1300;

Tuesday, August 8 – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230;

Wednesday, August 9 – Jacksonville@1300; New Orleans@1315;

Thursday, August 10 – L.A.@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300;

Friday, August 11 - 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 proven 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 contact: Marco Cannistraro, M.E.B.A. Special Projects & Communications – marco@mebaunion.org