



# JONES ACT REPORT

November 2007

## MCTF Submits Comments to “National Response Framework”

On September 10, the Federal Emergency Management Agency (“FEMA”) released the draft National Response Framework (“NRF”), which focuses on response and short-term recovery in the wake of a major incident. The NRF is intended for use in the federal coordination of resources and assets to manage disasters.

The MCTF’s comments emphasize the importance of prioritizing U.S. companies and labor over foreign labor, stating that the use of Jones Act-qualified vessels in a national emergency is consistent with FEMA goals because it ensures the participation of U.S. citizen-owned equipment and U.S. merchant mariners who have undergone thorough background checks to obtain their Transportation Worker Identification Credentials.

The comments also commend FEMA for its recognition of the memorandum of agreement between the Maritime Administration, Department of Energy and Customs Service in the NRF. The memorandum calls for these Federal agencies to coordinate before determining whether national defense considerations warrant waiver of U.S. cabotage laws for the movement of energy supplies. It also requires an assessment of the availability of U.S.-flag assets prior to the issuance of any waivers. The MCTF conveyed its strong support of this memorandum and process.

The full comments may be viewed at: [www.mctf.com](http://www.mctf.com).

## Mariner Education & Workforce Trends Discussed at House Transportation Hearing

On October 17, 2007, the House Transportation & Infrastructure Coast Guard Subcommittee held a hearing to address mariner education and workforce trends. Representatives from the Maritime

## MARAD Releases 2006 Annual Report

MARAD recently released its 2006 Annual Report, which summarizes MARAD’s accomplishments and provides an overview of maritime policy priorities. The report notes that as of year-end 2005, 39,000 U.S. privately-owned cargo-carrying vessels were available for operation in U.S. foreign and domestic trades, of which 38,525 were Jones Act vessels. The statistical table on page 6 of the MARAD Annual Report is similar to data released by the MCTF earlier this year.

MARAD’s 2006 Annual Report may be viewed in its entirety at: [http://www.marad.dot.gov/Publications/2007/MARAD%202006%20Report%20to%20Congress\[1\].pdf](http://www.marad.dot.gov/Publications/2007/MARAD%202006%20Report%20to%20Congress[1].pdf).

Information on MCTF’s “State of the Jones Act” presentation is available at: [www.mctf.com](http://www.mctf.com).

Administration (“MARAD”), Coast Guard, maritime unions and others testified before the Subcommittee.

MARAD Administrator Sean Connaughton addressed the major recapitalization that is occurring in nearly every segment of the U.S. merchant fleet and stressed the growing need for highly trained mariners. Augustin Tellez, Executive Vice President of the Seafarers International Union (“SIU”), said that the SIU urges support for all programs and policies, including the Jones Act, that help promote and maintain a viable U.S. merchant marine. He added that the absence of programs such as the Jones Act would result in a loss of U.S. mariners and be detrimental to the industry.

A complete witness list and testimony may be viewed at: <http://transportation.house.gov/hearings/hearingdetail.aspx?NewsID=304>.

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