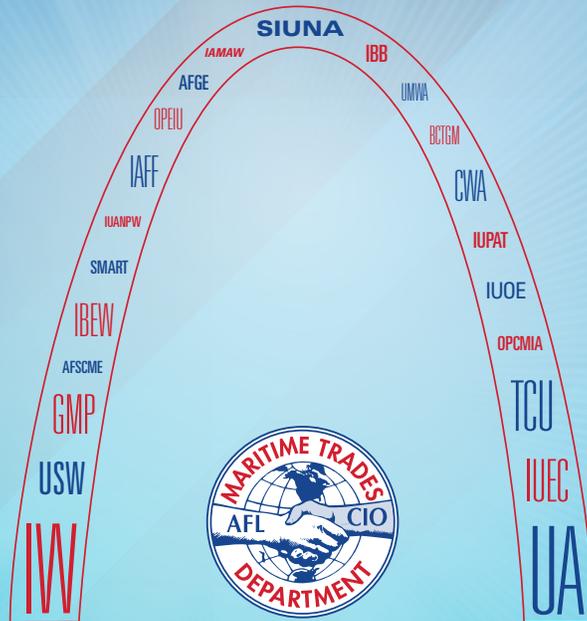


2017 MARITIME TRADES DEPARTMENT
**QUADRENNIAL
CONVENTION**



OCTOBER 19-20, 2017 ST. LOUIS, MO

RESOLUTIONS





RESOLUTIONS

2017 CONVENTION

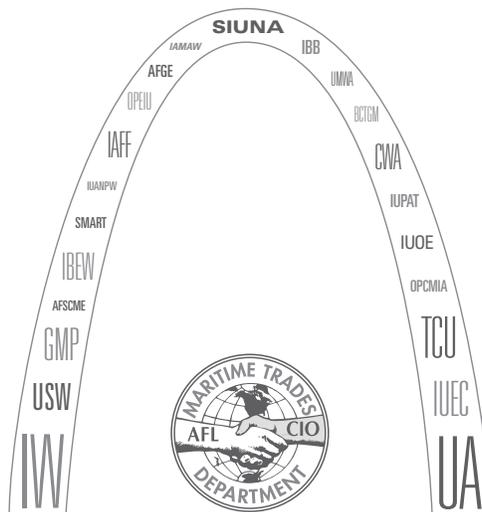
MARITIME: GATEWAY TO THE WORLD

October 19-20, 2017 | Marriott St. Louis Grand | St. Louis, Missouri



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AUTOMATION

The Maritime Trades Department, its port councils and its affiliates reiterate our belief that while advances in technology are an exciting, necessary and valuable part of life, the top priorities with any such development should be how it deals with safety and how it benefits workers.

Safety should not be a hard sell, especially when it comes to inventions like self-driving cars and self-guided ships. It's not hard to imagine the potentially catastrophic consequences of automation-related mishaps on our roads, rivers and oceans.

Yet, it was only a month ago that a new directive from Washington made it optional for automakers and tech companies to submit safety assessments to the U.S. Department of Transportation. As one spokesman from a consumer watchdog group put it, "This isn't a vision for safety. It's a roadmap that allows manufacturers to do whatever they want, wherever and whenever they want, turning our roads into private laboratories for robot cars with no regard for our safety."

We don't claim to be experts on the nitty-gritty details of these emerging technologies. But, it doesn't take an engineering degree to understand that they're complicated, and that there's a lot at stake. It also doesn't require a glass-is-half-empty outlook to realize that things can go wrong, even with well-known, well-financed businesses at the helm.

For example, think back several years to the infamous mishap with one of the earliest generations of iPhones. Following massive investment and presumably exhaustive research and development, it turned out those devices were great—except if you wanted to use them to make phone calls. In that case, you had to hold your hand so it wasn't covering certain parts of those otherwise brand-new, expensive gadgets.

Not everyone was amused, as evidenced by the class-action lawsuits from customers that followed.

While there were consequences for this mistake, at least they weren't fatal. But the same likely cannot be said if there's an equivalent oversight with self-driving cars on the roads or uncrewed ships on the waterways if they crash into a dock. Or, for that matter, with drones, which are becoming so common, you may soon be able to have one delivered by another drone.

Our bottom line is that we not only embrace technological progress, we promote it and facilitate it. However, we want it to happen safely, and, where automation is concerned, we hardly view it as antiquated to state a close eye should also be kept on where workers fit into the new equation.

Earlier this year, U.S. Secretary of Transportation Elaine L. Chao put it this way: “Smart technology will still require human interaction to function at its best. But the new jobs being created will require higher skills and digital literacy. So, education and skills training will be more important than ever before. We need to help ease the transition.”

Which brings up the other concern—jobs. Namely, what happens to the long-haul truckers, the taxicab drivers, the ships’ crews who lose their jobs when the proposed technology removes them?

As we noted in our “Automation” statement passed at the 2016 MTD Executive Board Meeting, the International Labor Organization wrote that technology and change are inevitable. But a policy for such change should include “ensuring that the benefits of new technologies based on extraordinarily advanced knowledge and capacities are widely diffused, both within and between nations, rather than becoming the basis of even greater divisions, which could dangerously deepen already existing conditions of advantage and disadvantage.”

Eighteen months ago, the MTD argued for common sense and caution. After all, if Equifax can be hacked, what’s to stop someone from taking over the controls of an LNG tanker sailing without a crew?!

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils continue to work to make sure that the new technologies being introduced into our industry are done with safety in the forefront of planning; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils continue to stand for our members and other workers to make sure they reap the benefits of such change and are not cast overboard.

THE BIG LIE OF RIGHT TO WORK

One of the biggest threats to America's working families is the proliferation of so-called right-to-work (RTW) laws across the country.

For starters, let the record show that these anti-worker, un-democratic statutes are deceptively named. They, in fact, having nothing to do with workers' rights. Instead, they have everything to do with weakening employees' voices while giving more and more power to the boss.

A right-to-work (or "Free Rider") law is a measure that stops employers and employees from negotiating an agreement that requires all workers who receive the benefits of a collective bargaining agreement to pay their share of the costs associated with representation. Right-to-work laws say that unions must represent every eligible employee, no matter if he or she pays dues or not. In other words, right-to-work laws allow workers to pay nothing and still enjoy the benefits of union membership.

As one pro-worker journalist put it, "The practical impact of RTW is to make every worker a free rider, able to use the union's services without paying for them—and to smash unions by financially crippling them so much that they can't defend workers in the first place."

Earlier this year, AFL-CIO President Richard Trumka stated, "Right to work is a lie dressed up in a feel-good slogan. It doesn't give workers freedom—instead, it weakens our right to join together and bargain for better wages and working conditions. Its end goal is to destroy unions. Numbers don't lie. Workers in states with right-to-work laws have wages that are 12 percent lower. That's because unions raise wages for all workers, not just our members."

Trumka also pointed to a recent Pew survey showing that 60 percent of Americans support unions.

"Americans clearly see the value of coming together with their co-workers to tackle inequality," he observed. "Right to work isn't the will of the people; it's legislation pushed on working people by out-of-touch corporations that want to

ship jobs overseas, cut health and safety protections, and pay lower wages. This is an attempt by corporate CEOs to further tip the scale even more in their favor, at working people's expense.”

By many measures, quality of life is worse in states with right-to-work laws. In addition to wages being lower, people are less likely to have health insurance and the necessary resources for a quality education. In addition, poverty levels and workplace fatality rates are higher.

Moreover, we note with pride that leaders like Dr. Martin Luther King Jr.—who saw an alliance with labor as crucial to advancing civil rights as well as economic justice for all workers—spoke out against right-to-work laws more than five decades ago.

In a 1961 statement, the civil rights titan said, “In our glorious fight for civil rights, we must guard against being fooled by false slogans, such as ‘right-to-work.’ It is a law to rob us of our civil rights and job rights. Its purpose is to destroy labor unions and the freedom of collective bargaining by which unions have improved wages and working conditions of everyone. Wherever these laws have been passed, wages are lower, job opportunities are fewer and there are no civil rights.”

The MTD applauds the late civil rights icon and others like him who possessed the wisdom to navigate past the deception created by these laws and saw them for what they are: all-out attempts to undermine unions and deny working families the opportunity to fully live the American dream.

As union members and officials, we believe that workers everywhere should be free to decide whether to join a union. But we also believe in that most-American edict of majority rule. Therefore, once a majority of employees votes for union representation, they should all share in both the benefits and the responsibilities that go with it.

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils will continue fighting to turn back these so-called “right-to-work” laws and expose them for what they really are; and

BE IT FURTHER RESOLVED that, although right-to-work backers claim that these laws protect workers against being forced to join a union, the reality is that federal law already makes it illegal to force someone to join a union; and

BE IT FURTHER RESOLVED, that the MTD joins with our brothers and sisters throughout the Labor Movement in recognizing our responsibility to defeat these and other laws that make it harder for working people to form unions and collectively bargain for better wages, benefits and working conditions.

CABOTAGE

Cabotage laws are not unique to the United States. To most of the delegates attending this convention, cabotage is better known as the Jones Act, part of the Merchant Marine Act of 1920, which states that cargo moved from one U.S. port to another U.S. port must be carried aboard U.S.-crewed, U.S.-owned, U.S.-built and U.S.-flagged vessels.

For nearly 100 years, the Jones Act has been an important part of the United States' economic and national security. It has made sure there is a cadre of well-trained, experienced civilian mariners and a fleet of dependable ships ready and available in times of military need and/or natural disasters.

And, just like weeds will sprout up in every newly planted lawn or garden, the Jones Act will come under attack. But, since the MTD last met in convention, the Jones Act is not the only cabotage law around the globe that is a target for revision.

Let's first look at what has been happening within the United States. Once again, opponents of the law hoped that we were not standing watch this summer as they submitted yet another piece of legislation to do away with the Jones Act. Thankfully, the Jones Act is well defended by allies on both sides of the aisle, who understand the value of putting American mariners to work on domestically built U.S.-flagged ships, transporting goods between domestic ports.

Last year, when the MTD office learned of a possible amendment to a defense appropriations bill to repeal the Jones Act, an alert was immediately sent to Port Maritime Councils around the country to contact their congressional representatives' local offices. The follow through was dramatic. Within hours, so many congressional offices had received so many calls that the measure was withdrawn before it was properly introduced. Through tireless efforts by union members, lawmakers and maritime advocates to protect those jobs, the Jones Act remains strong and resilient.

Even with the facts on our side, the attacks keep coming. A recent attempt on the Jones Act came from Puerto Rico. A disinformation campaign swept over the island territory in 2016, spreading lies about the cost of U.S.-flag vessels delivering goods from the mainland to that commonwealth. But the facts—independent, unbiased facts—simply did not support the assertions being made about the act's impact on Puerto Rico. Conducted by the nonpartisan Government Accountability Office,

a recent study found Puerto Rico's U.S. domestic container shipping fleet has not only provided top-notch service and reliability, but has also seen significant reductions in price over the last few years.

The fight is ongoing, but the MTD, its affiliates and its Port Maritime Councils have knocked down every bill and attempt to exempt Puerto Rico from cabotage laws. We will continue to defend U.S. shipping—and the people of Puerto Rico—from any and all attempts to place the critical shipments of goods from the mainland to the island on foreign bottoms.

Meanwhile, the fight to defend cabotage laws has become increasingly difficult in other countries. Canadian cabotage laws were recently the target of repeated attempts to circumvent the rules and grant waivers to flag-of-convenience vessels and underpaid crews.

The Seafarers International Union of Canada filed more than 50 suits during 2015 and 2016 claiming the government was issuing work permits for foreign mariners aboard hundreds of foreign-flag vessels engaged in shipping in Canadian waters—a violation of the Temporary Foreign Worker Program (TFWP). Under Canadian law, domestic mariners are supposed to take over crew duties when a foreign-flag, foreign-crewed ship plies that nation's waterways, unless no qualified mariners are available. In that case, the foreign mariners gaining the work permits are to be paid according to Canadian wage standards.

In February 2017, the SIU of Canada announced a settlement with the Canadian government, resulting in a major victory for the union and global cabotage laws. The settlement included a full review of the TFWP's policies and procedures, as well as an interim directive to enforce rules that require employers looking to hire foreign workers to crew vessels to first advertise the positions to Canadian seafarers to determine whether Canadian mariners are available.

Down under, the Australian government is routinely issuing temporary licenses to vessel operators, allowing them to use cheap foreign crews and ships. Those exploited crews can earn as little as \$1.20 an hour, are not subject to security screenings, and are taking jobs away from Australian mariners trying to earn a living. The Maritime Union of Australia is battling these actions.

We could present more examples, but let's note that the attacks on cabotage are a major concern for the London-based International Transport Workers' Federation (ITF), to which several MTD unions are affiliated.

“As it has been a priority for the ITF for almost 70 years to better the wages and working conditions for seafarers on flag-of-convenience vessels in international trade, it is equally a priority for us to defend the rights of unions to obtain and retain employment in national waters at rates that don’t undermine the ability of their members to live a decent lifestyle,” said ITF Seafarers’ Section Chair David Heindel.

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils will continue to promote the Jones Act and other cabotage laws that improve the livelihoods of mariners and other union members; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils remain vigilant and prepared to fend off any and all attacks on the Jones Act and other cabotage laws; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils stand with our union brothers and sisters all across the globe who fight to maintain cabotage laws in their countries.

CARGO PREFERENCE

In the U.S.-flag maritime industry, we occasionally refer to the figurative three-legged stool that keeps Old Glory flying on the high seas and along the coasts. Those components are the Jones Act, the Maritime Security Program, and cargo preference laws.

When it comes to publicity, cargo preference often seems to run a distant third. But these statutes remain absolutely vital not only to the maritime industry but also to America's national, economic and homeland security.

Cargo preference requires shippers to use U.S.-flag vessels to transport certain government-impelled, ocean-borne cargoes. Most of the time when we talk about cargo preference, we mean the 1954 Food for Peace initiative, specifically governing the shipment of domestically grown agricultural goods and government aid programs. However, it also includes the Cargo Preference Act of 1904, which dictates that 100 percent of military cargoes be shipped under the Stars and Stripes. And, it includes Public Resolution 17 (enacted in 1934), which requires all cargo generated by the U.S. Export-Import Bank be moved via U.S.-flag vessels unless granted a waiver by the U.S. Maritime Administration.

Food for Peace (also known as PL-480) was front and center earlier this year during a hearing of the House Agriculture Committee, chaired by Rep. Mike Conaway (R-Texas). The hearing was called to address "the future of international food aid and agricultural development as a continuation of the committee's series to examine all aspects of the next farm bill."

Some of the comments from that hearing are quite instructive. For example, Conaway noted, "Americans are big-hearted people and eliminating food aid programs goes against our country's longstanding philanthropic commitment. For the past 60 years, U.S. foreign assistance has benefitted millions around the world in the form of rice, wheat, and other U.S.-grown commodities. Unlike cash-based assistance, sending commodities overseas through international food aid programs not only benefits recipients, but also contributes to jobs in the U.S. agricultural, manufacturing and maritime sectors, underscoring the role these programs play in an 'America-first' approach to helping others. I continue to believe there is an important place for these programs."

USA Maritime, a coalition of U.S.-flag vessel owners and operators, trade associations and unions (including MTD affiliates), submitted testimony pointing out that the administration's emphasis on American jobs "resonated deeply for those of us in America's maritime

industry.... America's merchant mariners ... have always answered our nation's call to bring supplies to our soldiers, commerce to our partners, and food to hungry people."

The USA Maritime statement continued, "America's humanitarian aid programs have always put America first. From the beginning, these programs represented the best ideals America had to offer. American food, grown in American soil and harvested by American farmers, is shipped through American ports on vessels crewed by American mariners to feed millions, all through the generosity of the American taxpayer. This partnership has kept these programs strong for over 60 years."

However, so-called "food aid reformers" have tried (among other misguided tactics) to turn the programs into cash giveaways. This would hurt the U.S. work force and almost certainly harm the intended recipients of the food. As noted during the MTD convention four years ago, one legislator declared during a 2013 hearing that he was far more confident that a 50-pound bag of food would reach those in need than a 50-pound sack of money.

Moreover, as USA Maritime told the committee, "[We] can't put it any plainer than this: food aid is essential to the American Merchant Marine. It is one of the largest sources of cargo for our fleet today. We've seen what happens when we lose that cargo. In 2012, Congress reduced the percentage of food aid reserved for American flag ships from 75 percent to 50 percent. At the same time, USAID (Agency for International Development) has been diverting money away from the purchase and shipment of U.S. commodities. The direct result was the loss of 25 ships—almost a quarter of the fleet—since 2011.

"More important than the ships, which are easily replaceable, is the loss of jobs," the statement continued. "These losses represent the equivalent of over 2,400 seafaring jobs. America depends on its merchant marine to support our warfighters overseas, and without a merchant marine, we would be held hostage to foreign interests in any future conflict. The same can be said for our foreign commerce. Our merchant mariners are a vital national and economic security asset and food aid and cargo preference help keep those mariners working in peace time so that they are available in war time. Without them, we can't defend America. It's that simple."

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils will continue to fight for cargo preference laws, which have numerous benefits for Americans and for men, women and children overseas who are in need; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils will work with government officials and legislators to strengthen the nation's cargo preference laws while vehemently opposing any further cuts to these measures.

DOMESTIC SHIPBUILDING

The U.S. shipbuilding and ship repair industry has always been a core strength of the nation, historically producing some of the most modern vessels in the world. It enabled the United States to protect and project its prosperity, power and influence in places around the globe.

Shipping commerce was synonymous with American sovereignty during the glory years of the U.S. shipbuilding and ship repair industry. The Merchant Marine Acts of 1920 and of 1936 helped America become a maritime superpower. These laws mandated the building of new merchant ships. They also created a new federal agency, the U.S. Maritime Commission, responsible for maintaining a strong merchant marine fleet that could support U.S. defense needs. By 1955, U.S. Merchant Mariners were sailing the high seas on more than 1,000 U.S.-flag ships. One could not enter a foreign port without seeing Old Glory.

Sadly, the number of U.S. vessels in international trade over the years has shrunk dramatically—fewer than 80 remain. The majority of U.S. imports and exports are carried on flag-of-convenience vessels with crews from impoverished nations.

After World War II, U.S. shipbuilding was at its peak, leading the world. In the mid-1950s, domestic shipyards built most of the world's fleets. In 1975, U.S. yards were building more than 70 commercial ships annually. Then the bottom dropped out. The number of U.S. shipyards capable of building oceangoing naval and/or merchant ships has declined from 30 to 6.

America currently ranks 19th in the world for commercial shipbuilding, accounting for approximately one-third of one-percent of new builds, despite the fact that it is the world's largest economy.

While there were many factors at play in the decline of the shipbuilding industry—including global oversupply, recessions, and changing economic fundamentals—one policy decision stands out. For many years, countries around the world have subsidized their national shipbuilding industries. The U.S. did so for a time through the payment of construction differential subsidies, which ceased in 1981. When foreign shipbuilding companies gained the advantage of subsidization from their governments and the U.S. shipbuilding companies had no comparable advantage, it was impossible for the American shipbuilding industry to compete on this unlevel playing field.

During his campaign, President Trump pledged to “Make America Great Again” by investing in American infrastructure and creating new jobs. We believe that one area in which he can fast-track infrastructure revitalization and job creation is by upgrading existing U.S. loan guarantees to leverage public/private funding of new ships, new shipyards and new maritime jobs.

Although it is no longer the nation’s most profitable export manufacturing industry, U.S. shipbuilding and ship repair are as critical to national security and commerce as it was in colonial times. U.S. shipyards of all sizes deliver a wide variety of commercial vessels including patrol boats, tugs, barges, ferries, ocean going container and roll-on/roll-off vessels, tankers, and oil and gas development support vessels among many others.

With that in mind, the MTD pledges our continuing support for:

- **The Jones Act** – We strongly defend the nation’s freight cabotage law, which helps ensure a U.S. Merchant Marine and shipyard industrial base.
- **Title XI** – The Title XI program provides loan guarantees for construction and reconstruction of U.S. merchant vessels in U.S. shipyards and for certain capital improvements to the yards themselves. Substantial and consistent funding is necessary so that operators and shipyards can engage in projects with confidence. The Title XI program has strong return for the government, as each Title XI dollar can leverage up to 20 dollars of private investment.
- **Reauthorization of the Maritime Security Program’s (MSP) Maintenance & Repair Language** – Reauthorizing this component will ensure the mandatory maintenance and repair of a limited amount of MSP vessels will be performed in U.S. shipyards. In addition to making the maintenance and repair program mandatory, the regulation covers 100 percent of the cost differential for MSP ships performing work in U.S. shipyards compared to the cost of the same work performed in subsidized foreign yards.
- **Capital Construction Fund (CCF)** – A modest expansion of the CCF program will help U.S. shipyards compete on a more level playing field against subsidized foreign yards and will result in additional job creation.

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils stand with our brothers and sisters from the shipbuilding and ship repair industries, and we will continue to utilize every available resource to maintain and revitalize domestic shipbuilding.

GRASSROOTS ACTION

Grassroots mobilization is one of the most effective tools at a union's disposal. This has been proven effective time and time again.

While getting out the vote on Election Day is always important and is an often used example, grassroots action goes far beyond that one activity. Every labor fight needs membership support, whether it involves showing solidarity on a picket line, pushing the National Labor Relations Board to enforce worker protections, supporting labor-friendly local and state candidates and then holding them accountable, or helping spread the truth about what labor unions really stand for and how we benefit all workers.

These endeavors take many forms, from calling your legislators and voicing your concerns about an upcoming bill, to simply being conversant about the Labor Movement, to staffing a phone-bank for a pro-worker candidate, to participating in your local union meetings.

A recent example of the value of grassroots activity with extreme relevance to many of our MTD affiliates happened last year. Our Washington lobbyists picked up information that an amendment to eliminate the U.S.-build provisions within the Jones Act would be introduced to the defense appropriations bill that was being considered in Congress.

The MTD headquarters contacted each of the 18 Port Maritime Councils around the United States and urged them and their affiliates to call their local congressional offices—no matter their political affiliation—to defeat the proposed amendment. In less than four hours, Capitol Hill legislative staffers were contacting MTD and maritime lobbyists about the large number of calls their local offices had received, and to assure them should the amendment be offered, they were against it.

Because of the grassroots reach and reaction displayed in less than one day by the Port Maritime Councils, the anti-Jones Act amendment was pulled before it had a chance to see the chamber.

Union members reaching out to their families, friends and communities voted in droves last November for and against state measures that benefited all workers. For example, voters in Virginia rejected a proposed amendment that would have added

a so-called “right-to-work” provision to the state constitution. Meanwhile, four states voted to increase their respective minimum wages, delivering the promise of a pay raise to more than two million workers in Arizona, Colorado, Maine and Washington State.

And the fight goes on. Currently, our union brothers and sisters here in Missouri are challenging a “right-to-work” law the state legislature passed earlier this year. We fully support their fight against this unjust law.

It’s critical for workers to support issues and candidates who will support America’s working families—no matter the party affiliation. That encouragement starts at the grassroots level.

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils will continue to support grassroots mobilizations that affect workers’ rights, including freedom of association; and

BE IT FURTHER RESOLVED that in an era of significant challenges facing the Labor Movement, one of our most important and most effective tools remains strength in numbers and the capacity to all pull together in the same direction to achieve our goals.

HEALTH CARE FOR ALL

During the 2009 MTD Convention, the national debate on what became the Affordable Care Act was underway. Congressional town hall meetings called to explain what was happening on Capitol Hill devolved into screaming and shouting matches.

Through all this, our delegates kept their eyes on the prize the Labor Movement has sought for decades—the need for health care for all Americans. Just eight years ago, more than 50 million Americans had no health care coverage.

We all know that the measure Congress eventually passed and President Obama signed wasn't—and still isn't—perfect. We will not get into the specifics with this resolution, but the Affordable Care Act was a step in the right direction.

As more and more portions of the law came into effect, the number of Americans without insurance fell to less than 20 million. Yes, people are still suffering without insurance and more has to be done to help those whose coverage is less than adequate.

But, going back to the time of President Truman when he first proposed a national health care policy to cover all Americans, there have been those special interests opposing any effort to enact such measures. From the creation of Medicare and Medicaid under President Johnson to the ill-fated health care task force under President Clinton, the naysayers have proclaimed that the sky would fall or the seas would boil if health coverage were expanded to everyone.

Today is no different. Numerous attempts by Congress to scale back or kill the Affordable Care Act have—so far—failed. While imperfect, the law has helped millions see a doctor or enter a hospital when it had been out their financial reach.

The resolution considered and passed by the delegates attending the 2009 MTD Convention did not deal specifically with the Affordable Care Act. It simply called upon Congress and the administration to help those in need. There is no need to quote then-Vice President Biden when the act passed, but all of us in Labor know that health care for all is a big deal.

NOW, THEREFORE BE IT RESOLVED that the delegates to the 2017 MTD Convention reaffirm the department's position to fight for health care for all Americans; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils renew the call issued by the delegates to the 2009 MTD Convention to work with members of Congress to create a health care system in which employers would either offer coverage or pay into a fund to finance coverage for uninsured workers while making sure that taxation of those with benefits is not included.

INFRASTRUCTURE

Storm drains that can't handle the rain from a summer thunderstorm.

Public schools that don't have enough rooms for all the students.

Bridges and highways that struggle to handle increased traffic loads.

Ports and harbors unprepared for 21st century demands with 1970-era equipment and designs.

The list can—and does—go on and on. We are all paying on a daily basis for the lack of infrastructure maintenance and repair. The need for such work was a major issue in both the Canadian parliamentary elections of 2015 and the U.S. presidential election of 2016.

We've heard all the talk. We've seen all the reports. Yet, we continue to wait for any progress to take place.

Skilled union workers are ready to do the job. Whether it is building a new lock so larger vessels may sail between Lake Superior and the lower Great Lakes or connecting the information highway so all families—no matter their financial situation or remote location—will have access, we have the workers to answer the call. They have been trained through joint labor-management apprenticeship programs, so they know what is expected and how to do it safely and efficiently.

All we ask is that our work be rewarded at the scale that is required for quality craftsmanship, through prevailing wages (like those set by the U.S. Davis-Bacon Law) with decent benefits including provisions for retirement and health care.

The United States and Canada deserve nothing less.

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils continue our push to rebuild the United States and Canada to meet the challenges of the 21st century within our maritime systems, highways, schools, railroads, public water structures, power grids and airports; and

BE IT FURTHER RESOLVED that these jobs be undertaken by the best skilled, best trained craftsmen and women possible—union members.

IN MEMORIAM

As we in the Maritime Trades Department, AFL-CIO plan for our future, it is important that we take time to remember and honor those who have helped make the Department what it is today. Any and all success that we in the North American maritime industry and Labor Movement have had in enhancing the rights and job security of workers is due to the contributions of those who came before us.

Since we last met in convention, we have lost many good friends and co-workers: Among those for whom we mourn are:

Helen Bentley - former chair of the Federal Maritime Commission, U.S. Representative from Maryland, maritime reporter for the Baltimore Sun and considered the “First Lady of the U.S.-Flag Maritime.”

Alex Bodnariuk - former (and first) President of the Michigan Maritime Trades Port Council, AFL-CIO.

Lindy Boggs - former U.S. Representative from Louisiana and maritime supporter.

Captain Tim Brown - former President of the International Organization of Masters, Mates & Pilots.

Jesse Calhoon - former President of the Marine Engineers’ Beneficial Association and MTD Executive Board Member.

General Duane Cassidy - former (and first) Commander of the U.S. Transportation Command.

Crew of the El Faro - 33 crew members (18 from the Seafarers International Union and 11 from the American Maritime Officers) lost at sea October 1, 2015, during Hurricane Joaquin.

Patrick D. Finley - former general President of the Operative Plasterers’ and Cement Masons’ International Association of the United States and Canada and MTD Executive Board Member.

Richard Hughes - former President of the International Longshoremen’s Association and MTD Executive Board Member.

Ron Krochmalny - former President of the Michigan Maritime Trades Port Council, AFL-CIO.

Steve LaTourette - former U.S. Representative from Ohio and maritime supporter.

Richard Mantia - former President of the Greater St. Louis Area and Vicinity Port Council.

W.D. "Chico" McGill - former Government Employees Director for the International Brotherhood of Electrical Workers.

Robert M. McGlotten - former Legislative Director for the AFL-CIO and lobbyist for maritime and all working people.

James Oberstar - former U.S. Representative from Minnesota and maritime supporter.

Robert Pomerlane - former Secretary-Treasurer of the Baltimore Port Maritime Council.

Ike Skelton - former U.S. Representative from Missouri and maritime supporter.

John Spadaro - former President of the Delaware Valley and Vicinity Port Maritime Council.

Lynn Williams - former International President of the United Steelworkers of America.

KEEPING THE PROMISE TO MINERS AND WIDOWS

(Submitted by the United Mine Workers of America)

President Truman issued Executive Order 9728 on May 21, 1946, which required the Department of the Interior to take possession of all bituminous coal mines in the United States. The U.S. government assumed the task of negotiating and ultimately commencing “appropriate changes in the terms and conditions of employment” with the union representing the workers—the United Mine Workers of America (UMWA). Interior Secretary Julius A. Krug negotiated the National Bituminous Wage Agreement with UMWA President John L. Lewis.

The historic Krug-Lewis Agreement created a Welfare and Retirement Fund, which was intended to make “...payments to miners, and their dependents and survivors, with respect to (i) wages lost not otherwise compensated at all or adequately under the provision of Federal or State law and resulting from sickness..., permanent disability, death, or retirement...” The contract also created a Medical and Hospital Fund.

The following year the government returned control of the mines to the owners. However, every subsequent National Bituminous Wage Agreement has required that signatory employers participate in and contribute to the Welfare and Retirement Fund (which became the 1974 Pension Fund). Mine operators also assumed the responsibilities to provide lifetime health care for retired and disabled miners and their surviving spouses. To achieve this end, miners for more than 70 years have taken less in their wallets on payday to secure dignity in retirement for themselves and their surviving spouses.

When the MTD Executive Board met in March, 22,600 miners and widows were on the brink of losing their health care. The UMWA proudly reports that on May 5, the Health Benefits for Miners Act, subscribed under the Consolidated Appropriations Act of 2017, was signed into law. This measure guarantees lifetime health care benefits for the aforementioned miners and their surviving spouses. The UMWA wants the record to reflect our recognition and appreciation for the Maritime Trades Department, AFL-CIO and our affiliated brothers and sisters who fought beside us to save the lives of our nation’s coal miners. You are true patriots and stewards of all that is good for humankind and the Labor Movement.

However, the Krug-Lewis promise is only half fulfilled. Bankruptcy restructuring and dissolution has allowed employers who participated in the UMWA 1974 Pension Fund to end their contributions without paying any withdrawal liabilities. The national recession of 2008 caused the Fund, which was properly financed, to lose a substantial portion of its value with no clear path for recovery. A depression in the coalfields has diminished employment. Tens of thousands of jobs have been eliminated. This depression has grievously diminished contributions to the fund because contributions are based on hours worked by employees who participate in the plan.

Coal miners have sacrificed much to energize and build this nation. More than 200,000 coal miners have been killed on the job or died as a result of black lung. There is bipartisan legislation before both the U.S. Senate and U.S. House of Representatives—the Miners Pension Protection Act—that will provide necessary financial assistance to the 1974 Pension Fund from an industry-driven funding stream.

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils recognize the needs of the nation's coal miners; and

BE IT FURTHER RESOLVED that the MTD renews its pledge to support our brothers and sisters in the United Mine Workers of America to obtain their well-deserved pension and health care benefits for life and supports the passage of the Miners Pension Protection Act.

MARITIME MODERNIZATION

When the Maritime Trades Department, AFL-CIO met in convention four years ago, we called upon the U.S. government to invest in the nation's ports and waterways so America could keep up in the ever-growing economics of global trades.

So where do we stand four years later?

Port modernization, waterways upgrades and dredging still are high priorities that need immediate attention and proper funding.

The expanded Panama Canal is open and operating. Ultra-large containerships capable of handling up to 20,000 boxes are moving goods around the world. And, U.S.—as well as Canadian—ports are struggling to catch up.

From the need to purchase and install cranes designed to handle these huge vessels to dredging ports and harbors to a depth capable of allowing such ships to enter North American seaports, the fight continues to meet the challenges of a changing world.

Fortunately, we have seen some signs of progress. After being ranked as number one in infrastructure by the World Economic Forum in 2005, the United States slipped to 25th in 2013. The latest ranking shows the U.S. rose to 12th in the world (and 10th for port infrastructure with Canada 19th in that same category).

While mega ships have been welcomed at several ports along the Atlantic and Pacific coasts, highways and railroads are at maximum capacity, thus hampering the movement of goods to and from the vessels. The decades-old idea of using short-sea shipping to alleviate such congestion remains just that—an idea. Inland water routes continue to depend upon 19th century technology to move 21st century cargo.

One specific example that affects U.S., Canadian and international commerce is the bottleneck located at the Soo Locks, which connects Lake Superior with the lower Great Lakes. The facility has only one lock that can support all the merchant vessels, including the thousand-footers, that sail along those waters. Another lock is

capable of moving only the smaller commercial ships. Should either lock be closed during sailing season, the economic repercussions of delayed deliveries of iron ore, coal, salt and other goods could be catastrophic.

In addition, harbors, ports and waterways require constant maintenance via dredging. Years of neglect can cause shipping channels to become shallower, thus forcing vessels to sail lighter or skip ports altogether.

Dredging may seem to be a local issue, but that notion ended in 2015 when the Seafarers Union of Canada reviewed leaked documents from the secretly negotiated Canadian-European Union Comprehensive Economic Trade Agreement to expose an effort to allow foreign companies to dredge Canadian waterways. Led by the Canadian Maritime & Supply Chain Coalition—headed by MTD Eastern Area Executive Board Member Jim Given—Canadians discovered other jobs that could go overseas and threw out the federal government that was negotiating the trade pact, which is in the process of being implemented.

Maritime modernization must be a part of any infrastructure program being considered in the United States and Canada. Our ports, harbors and waterways provide solid working-class jobs and are vital elements of a strong economy. Both nations depend on workers at sea and ashore for the export and import of goods.

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils pledge to support and publicize any and all efforts to upgrade and modernize the ports, harbors and inland waterways of the United States and Canada for the economic benefit of both nations.

MARITIME SECURITY PROGRAM

With numerous undeniable benefits and champions at every level of government, it may be hard to imagine why anyone would oppose the Maritime Security Program (MSP). Since the program's inception more than two decades ago, every U.S. Defense Secretary, U.S. Transportation Command (USTRANSCOM) ranking officer and Maritime Administrator has praised MSP as an essential component of the national defense.

Enacted in 1996 as part of the Maritime Security Act, the MSP ensures that the Department of Defense has access to a fleet of U.S.-crewed, U.S.-flagged, militarily useful vessels in times of war or national emergency. Experts have estimated that it would cost the government billions of dollars to replicate the assets it receives through the MSP and its related Voluntary Intermodal Sealift Agreement—and that's not including the intangible value of well-trained, reliable U.S.-citizen crews who deliver the goods to armed forces wherever and whenever needed.

Those who try to weaken MSP by under-funding the program must not fully understand just how vital that sealift capability is to America's warfighting efforts, but the nation's top brass certainly recognize the MSP fleet for what it is: a win-win situation for both the military and the U.S.-flag fleet.

Testifying earlier this year before the House Armed Services Committee's Readiness Subcommittee, USTRANSCOM Commander Gen. Darren McDew made it clear his command depends on civilian mariners and American-flag ships to deliver the goods for the troops, stating, "The nation is still a maritime nation.... I can deliver an immediate force anywhere on the planet tonight. But to deliver a decisive force, it takes a fully fledged, competent maritime fleet. And that's what the MSP provides us."

During a recent christening of a U.S.-flag vessel entering into the MSP, Transportation Secretary Elaine Chao voiced her support of the program, saying, "I know of no better public-private partnership (than MSP)."

Despite the current uncertainty surrounding a new federal fiscal year budget, the \$1.1 trillion omnibus appropriations bill for the final months of Fiscal Year 2017 contained a long-requested raise in funding level for MSP. It fully funded the MSP

at \$300 million, boosting it to the amount called for in the most recent National Defense Authorization Act. This funding level equates to a \$5 million stipend per vessel in the 60-ship fleet, which again has been described by experts as a tiny fraction of the tens of billions of dollars it would take to replicate the strategic value of the MSP to the Department of Defense.

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils continue to support the MSP and the good it does for the nation's economy and security as an invaluable staple of the U.S. Merchant Marine.

NATIONAL MARITIME POLICY

Why does the United States need a national maritime policy?

We need look no further than to the president of the MTD, Michael Sacco: “Since its founding, the United States has been and remains a maritime nation. The maritime industry directly affects all 50 states as well as the territories. The industry has provided American workers with good, steady, dependable jobs at sea and ashore. It is vital to the nation’s economic and defense interests.”

For years, the MTD and its allies in the industry have been demanding a national policy. The industry is far too important to be allowed to drift without a rudder, as has been the case for too long.

Let’s look at the facts that were spelled out in the 2014 Coast Guard and Maritime Transportation Act, which specifically called for enactment of a national maritime policy:

- The U.S. maritime industry employs more than 260,000 Americans, providing nearly \$29 billion in annual wages, and there are more than 40,000 commercial vessels currently flying the American flag.
- The vast majority of these vessels are engaged in domestic commerce, moving more than 100 million passengers and \$400 billion worth of goods between ports in the United States on an annual basis.
- Each year, the U.S. maritime industry accounts for more than \$100 billion in economic output.
- However, over the last 35 years, the number of U.S.-flag vessels sailing in international trade has fallen from 850 to well under 100. During this same period, the U.S. has lost more than 300 shipyards and thousands of American mariner jobs.

The U.S. Maritime Administration (MarAd) has taken the lead in crafting a national policy. It has held numerous meetings to gather information from industry officials, including several MTD affiliates.

MarAd has a new man at its helm. Rear Admiral (retired) Mark Buzby has a thorough understanding of our industry. He is a graduate of the U.S. Merchant Marine Academy. He commanded the Military Sealift Command, which oversees the Navy's movement of personnel and material. We look forward to working with him to plot a true course for the nation's maritime future.

MarAd comes under the supervision of the U.S. Transportation Department, which is led by another person with a strong maritime pedigree. Transportation Secretary Elaine Chao comes from a maritime family. She has served as the chair of the Federal Maritime Commission and the deputy administrator for MarAd. Since becoming secretary, she has met with numerous maritime union and industry officials to get a stronger grasp of what is happening.

As the 2014 legislation stated, "Preserving and strengthening our nation's maritime industry is important to our economy and vital to national security."

With a base that includes the Jones Act, cargo preference and the Maritime Security Program, the time for action is now before the U.S.-flag is allowed to sail into the sunset on the high seas.

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils renew their efforts to bring about a National Maritime Policy that strengthens U.S.-flag shipping, benefits the nation's economy and defense, and provides good jobs for well-trained American mariners.

OPPOSING THE MULTITUDE OF ATTACKS ON FEDERAL EMPLOYEES

(Submitted by the American Federation of Government Employees)

Federal employees who are represented by the American Federation of Government Employees, AFL-CIO (AFGE) work in almost every executive branch agency and provide valuable services to the American people.

AFGE members provide medical care to the nation's veterans, repair and maintain military equipment for warfighters, make sure that Social Security benefits reach the elderly and the disabled on time every month, secure the safety of air travel, provide border security, and keep communities safe by locking dangerous criminals behind bars in federal prisons. They enforce the laws protecting the safety of the air we breathe and the water we drink, perform research on prescription drugs that cure illnesses and prolong lives, uphold laws pertaining to fair housing and employment decisions and workplace health and safety.

The missions of all the agencies that employ federal workers are under attack. There are threats to privatize the Veterans Administration's (VA) health care system in spite of veterans' overwhelming support for strengthening it through full staffing, not via dismantling and offering vouchers. There are threats to cut the staff of the Environmental Protection Agency so that clean air and water laws will not be enforced. There are threats to place civilian employees of the Department of Defense under a military personnel system with no collective bargaining. There are threats to cut staff at the Social Security Administration so that the agency will be so under-resourced that it will be unable to accommodate the retirement of the baby boom generation and thereby lose the confidence and support of the American public.

In addition to bills and policies meant to undermine the missions of federal agencies, the administration and Congress are trying to impose drastic cuts in federal employee retirement benefits. Legislation being considered by Congress would reduce benefits while simultaneously increasing employee costs. Employees would be forced to pay seven percent of their salaries for a lower retirement benefit. (Today most employees pay 0.8 percent of their salary for a modest benefit.) The cost-shifting would not shore

up the retirement system finances because it already is fully funded. Instead, the cuts would pay for tax cuts for the wealthiest individuals and corporations.

A new law was enacted recently that was designed to make it easier to fire VA employees. The law explicitly supersedes the collective bargaining agreement and lowers the standard of evidence that management needs to uphold firings. The White House has made firing employees at the VA (one third of whom are veterans themselves) the focus of its VA policy. Indeed, the VA published a list of all the workers who have been fired or suspended in the first six months of this year, before the new firing law went into effect, and the vast majority are union jobs held by veterans.

AFGE is resisting all of the attacks on our members' jobs, pay, pensions, collective bargaining rights, and civil service protections by mobilizing our friends and allies to inform Congress and the public that these attacks are unwarranted. They do not save money, they do not improve government, and they do not make America safer, more prosperous, healthier, or stronger. In fact, they degrade military readiness, environmental standards, and betray our promises to America's veterans, seniors, and disabled citizens.

THEREFORE, BE IT RESOLVED that the MTD, its affiliates, and its Port Maritime Councils stand with our affiliate AFGE and its members in their fight to preserve and protect federal employees and their benefits; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils oppose all efforts to reduce the ability of federal employees to carry out the missions of their agencies; oppose the privatization of veterans' health care; oppose all reductions in federal employee compensation, particularly cuts to retirement benefits; oppose all efforts to undermine collective bargaining in the Departments of Veterans Affairs and Defense; and oppose all efforts to weaken civil service protections that guard against political corruption and ensure America has an apolitical, professional civil service.

PROTECTING MIDDLE CLASS JOBS

(Submitted by the Bakery, Confectionery, Tobacco Workers and Grain Millers International Union)

For more than two decades, working families have been forced to bear the brunt of misguided corporate and governmental policies that place the needs of wealthy investors over those of workers and the communities in which they reside.

Since the enactment of the North American Free Trade Agreement (NAFTA), jobs that supported generations of families and allowed American communities to thrive have been shipped to low-wage nations that allow multinational companies to exploit cheap labor and weak regulatory regimes.

The MTD-affiliated Bakery, Confectionery, Tobacco Workers and Grain Millers International Union (BCTGM) has been challenging this corporate model in its campaign against one of the largest snack food companies in the world: Nabisco, a division of Mondelez International.

During more than two decades of changing corporate ownership, the company's executive leadership began a corporate strategy of closing unionized plants and moving that production to Mexico or to non-union co-manufacturers. In just the past five years, Mondelez has closed plants in Philadelphia, Toronto and Montreal costing more than 1,200 BCTGM members their livelihoods. Prior to that, thousands more had been terminated.

In July 2015, Mondelez announced it would be laying off an additional 600 workers at the iconic Nabisco bakery in Chicago and sending that production to a new \$450 million facility in Mexico. At that point, the BCTGM chose to launch a far-reaching campaign to expose the company's anti-worker policies and exploitive corporate strategy.

With the active support of the Labor Movement (including the MTD) and progressive organizations throughout the United States, the BCTGM initiated a nationwide consumer boycott campaign called "Check the Label" to educate consumers about the importance of not purchasing Made-in-Mexico Nabisco products and to support American-made Nabisco brands.

Next, the BCTGM began the “Nabisco 600” speaking tour, featuring laid off workers from the Chicago bakery telling their personal stories about losing their jobs. These workers are speaking before union conventions, meetings and conferences. Last fall, the “Nabisco 600” speakers began a campus tour educating college and university students and faculty across the country about the impact of outsourcing, trade deals gone bad, corporate greed and worker exploitation.

Due to the company’s high profile brands, the current political environment that has shed light on the inequities of unfair trade deals (including NAFTA), and the blatant attacks on unionized workers, the AFL-CIO Executive Council voted unanimously on March 14 to designate the BCTGM’s Nabisco campaign as its first Solidarity campaign.

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils follow the AFL-CIO’s lead and continue to support our BCTGM Brothers and Sisters in the fight against Nabisco-Mondelez by not purchasing Nabisco products made in Mexico; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils support the BCTGM members still making Nabisco-brand products at bakeries in Atlanta; Chicago; Fairlawn, New Jersey; Portland, Oregon; and Richmond, Virginia.

RESPONSE TO HURRICANES

No matter where you lived on the U.S. mainland, either you saw in person or on television the long lines of bucket trucks heading across freeways and highways to Texas, Louisiana or Florida following Hurricanes Harvey and Irma.

In addition, fire fighters and other emergency personnel specifically trained to look for victims of natural disasters were packing their gear and boarding flights to begin the hard work of finding those in need.

Meanwhile, on the ground, we witnessed heroic acts performed during the storms by first responders, government workers, hospital staff, teachers, utility workers, grocery clerks, road crews and neighbors doing what was needed to help people who had lost their homes because of these terrible natural disasters.

So many of these folks—both afflicted and assisting, and in some cases both—are union members. We have no idea how many; we don't know their names; we don't know their locals. All we know is they didn't wait to be asked. They saw a need and they did what had to be done. In flat-bottom boats, with chain saws, at shelters, out of union halls.

Nor can we overlook our sisters and brothers in the U.S. Virgin Islands and Puerto Rico. They have been ravaged by Hurricanes Irma, Jose and Maria.

There are no superhighways and bridges to the Caribbean to roll supplies and support. But, there is the U.S. Merchant Marine!

American mariners aboard U.S.-flag vessels are still on the job, offering provisions like food and water, health care and shelter to many, many of our fellow Americans who have lost everything. Ships flying Old Glory are bringing much-needed building supplies to begin the long task of restoring these American territories.

Despite calls—once again—from those who seek to eliminate the Jones Act in the wake of yet another disaster, scores of U.S.-flag vessels with American crews did deliver before the storms and continue to deliver fuel to drive the reconstruction effort.

From the mainland to the islands, rebuilding property will take years. However, the process of restoring people's faith in each other has already started.

Union members were part of the preparations before the storms, were vital cogs in rescue operations and are rebuilding their communities.

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils salute the thousands upon thousands of union members who helped their neighbors and communities during these terrible storms; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils dedicate ourselves to providing whatever is necessary and needed to return all to a normal way of life following Harvey, Irma, Jose and Maria.

SHORE LEAVE

The latest data concerning shore leave for mariners reflects a combination of good news along with remaining challenges.

One positive component found in the annual shore leave survey conducted by the Seamen's Church Institute is that most seafarers do manage to get ashore. For the most part, if they cannot get shore leave, the reasons are related to their visas.

It seems that requirements of the Maritime Labor Convention, 2006 for vessel owners to fund visas for their workers still aren't being fully implemented. In essence, the upshot is that mariners sometimes can't go ashore due to visa irregularities outside of their control.

We also note that the survey results underscore the great value of maritime ministry organizations. Those groups sometimes are the only ones with the means and willpower to transfer seafarers from ship to shore without charging an arm and a leg. Unfortunately, while the report cites improvement, there are still some terminals creating obstacles for chaplains accessing ships.

Also filed under "ongoing challenge" is the fact the United States has not ratified the International Labor Organization's Seafarers' Identity Documents Convention, abbreviated as ILO 185. Ratification would boost maritime security and help mariners' opportunities for shore leave in the U.S.

The way it relates to shore leave is ILO 185 sets standards for identity documents that are reliable, verifiable and internationally acceptable. As stated in the report, "Countries that have ratified ILO 185 are obligated to accept valid ILO 185 seafarers' identification documents in place of visas for the purposes of shore leave. The United States could comply with ILO 185 by waiving visa requirements for seafarers who have valid ILO 185 seafarer identity documents. Effective security could be maintained through the existing 96-hour pre-arrival crew member vetting process."

The MTD agrees, just as we still agree with the International Transport Workers' Federation's (ITF) spot-on description of shore leave as a necessity rather than a luxury. The ITF also points out that in addition to bureaucratic issues, the shipping industry is putting increasing demands on crews and ships that affect time in ports. Companies want faster turnarounds—and that means less time on shore for seafarers, who are increasingly working longer hours at sea as crews are cut to increase owners' profits.

As we noted during the March Executive Board meeting, port security and shore leave are not mutually exclusive. The overwhelming majority of the world's mariners are just doing their best to make a living

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils continue to push with our global allies in the international maritime community to improve the working conditions for all mariners; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils renew their efforts to have Congress ratify ILO 185, the Seafarers' Identity Documents Convention.

SUPPORT FOR THE EXPORT-IMPORT BANK OF THE UNITED STATES

The Export-Import Bank of the United States has been serving and benefiting workers and their families, as well as businesses, of the country since the institution was created in 1934.

Established through an executive order from President Franklin D. Roosevelt, the Ex-Im Bank was charged “to aid in financing and to facilitate exports and imports and the exchange of commodities between the United States and other Nations or agencies or nationals thereof...” To put that in terms that more directly affect our unions and members, the bank’s mission is to create and sustain U.S. jobs by financing sales of U.S. exports to international buyers.

The Ex-Im Bank is an independent, self-sustaining federal agency that operates at no cost to U.S. taxpayers. To emphasize that, the bank notes on its own website that it has “contributed nearly \$3.8 billion to American taxpayers” since 2009. In addition, over the last decade, the bank has supported more than 1.7 million jobs across all 50 states.

But the Ex-Im Bank has been limping along since 2014, the last year it was fully operational. Opponents of the institution have used a variety of methods to impede its work. From allowing its charter to expire for a period of time during 2015 to not filling board positions so a required quorum is not available to do what’s needed, the bank cannot do what it does best—promote goods manufactured by American workers for overseas sales.

In fact, the Ex-Im Bank website even states: “‘Made in America’ is still the best brand in the world, and the Ex-Im Bank ensures that U.S. companies never lose out on a sale because of attractive financing from foreign governments.” (There are more than 80 similar agencies provided by other nations.)

Why should this be of concern to the Maritime Trades Department, AFL-CIO and its affiliates?

As MTD President Michael Sacco stated during the 2015 battle to re-charter the bank: “The program’s significance for our industry is that cargoes generated by Ex-Im funding must be transported aboard U.S.-flag vessels. In that light, the program is important not only to U.S. economic security but also national security, because it helps sustain the U.S. Merchant Marine and American-flag vessels.”

Armed with President Sacco’s statement and other pertinent facts, Port Maritime Councils across the country informed their local members of Congress about the importance of the Ex-Im Bank to their communities and the country. It took five months, but members of both parties stood with the Ex-Im Bank to re-charter it through 2019.

Now, it is time once again to fight to fill the open board seats with qualified nominees so the Ex-Im Bank may resume the work of promoting American-made goods and products around the world.

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils continue to work at the grassroots level to show how the Export-Import Bank of the United States benefits workers, companies and communities throughout the country; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils call on the White House and Congress to work together in a bipartisan manner to permit the Ex-Im bank to fully perform its mission.

SUPPORT FOR TITLE XI SHIPBUILDING LOAN GUARANTEE PROGRAM

If the United States is truly going to commit itself to maintaining its historical status as a global shipping power, then the nation must undertake a dedicated effort to build new commercial vessels domestically.

Many deep sea and Jones Act ships either have reached their life expectancy or are nearing it. Even though union-contracted shipyards—like those in Philadelphia, Pascagoula and San Diego—are turning out new vessels, more needs to be done to ensure that the international and domestic fleets do not stagnate.

America does have a valuable, though underused, asset at its disposal to grow and strengthen the U.S.-fleet, one that would provide decent jobs for Americans as well. The Title XI Shipbuilding Loan Guarantee Program remains a valuable resource for those planning to build vessels in U.S. shipyards or for U.S. shipyards planning boat-yard improvement projects.

Title XI is administered by the U.S. Maritime Administration (MarAd). It insures loans made by private sector lenders to shipowners, enabling those shipowners to obtain funding for building projects in domestic yards. This program unlocks low-cost financing for U.S. shipowners seeking to build new vessels in this country. Earlier studies have shown that for every dollar invested in Title XI, about \$20 worth of economic activity is generated. This is a good return on the investment of taxpayer dollars.

Title XI, when used properly, promotes the growth and modernization of the U.S.-flag fleet, domestic shipyards and the U.S. Merchant Marine. This has been on full display since 2015 when the U.S.-flag vessels *Isla Bella* and *Perla Del Caribe* began sailing between Jacksonville, Florida, and San Juan, Puerto Rico, after being built at General Dynamics NASSCO in San Diego. TOTE Maritime utilized Title XI to pay for the construction of these modern LNG-powered vessels, the first of their kind in the world.

Of course, new U.S.-flag ships increase the pool of skilled mariners available to the country in times of national defense or emergencies. Newer ships are less costly, more fuel efficient and better for the economy.

When Title XI is utilized, it has been proven to work. We are pleased that MarAd recently simplified its review process for new construction, which has enabled greater utilization of Title XI.

While it is good to see Title XI being used again, still more action is needed. Congress appropriates funding for Title XI. In many of the recent fiscal years, the dollars for the program have only covered its basic administration. It is critical that Congress increase funding for Title XI to allow it to be used for future shipbuilding in the United States.

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils once again recognize the importance of a strong, vibrant domestic shipbuilding industry and the need to revitalize the U.S.-flag fleet; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils call upon the Congress and the White House to increase funding for the Title XI Shipbuilding Loan Guarantee Program to a proper and sustainable level.

SUPPORT THE TROOPS & VETERANS

The armed forces of the United States, in conjunction with its allies, continuously have been involved in combat and humanitarian operations in various countries around the world for nearly the last two decades.

And based on their proud history, it should come as no surprise that they back down from no challenge, regardless of the potential consequences. The men and women who wear the uniform of the U.S. armed forces do whatever is necessary to protect freedom and fight tyranny, wherever and whenever the call to arms occurs.

Currently, U.S. troops are part of a coalition of more than 60 countries squaring off against ISIS, the radical jihadist group that burst onto the international scene in 2014. The faction, which has attracted support elsewhere in the Muslim world, has become notorious for its brutality, including mass killings, abductions and beheadings.

Aside from the United States, other nations—including the United Kingdom, Australia, France and a handful of regional powers—are also in the fight. They have helped coordinate and launch air strikes against the enemy in Iraq and Syria. Still other powers have cracked down on the flow of funds and foreign fighters to ISIS, contributed humanitarian aid, taken in refugees and provided weapons and training to fighters on the ground.

Defense officials now are reporting that for the first time since ISIS' rise in 2014 real progress is being made toward its eventual demise. Coalition forces registered a huge victory in mid-July when the ISIS stronghold in Mosul, Iraq, fell. Hopefully, in the not too distant future, we can once again look forward to welcoming our brave men and women home.

Because our troops are so efficient and reliable, some potentially may think of them as being machinelike or mechanical. But, we in the MTD recognize that these people are sons and daughters, brothers and sisters, mothers and fathers, uncles and aunts. We also know many of them as Union Members.

We proudly note that among those who most actively support the troops and their allies are members of MTD affiliates, who continue their time-honored tradition of “delivering the goods.” As they did at the height of the fighting during previous military operations in the Middle East, our ships still carry material and, at times, mil-

itary personnel to the required destinations. They do so with complete patriotism, efficiency and reliability. It is no exaggeration to say that their on-time deliveries could still mean the difference between life and death.

However, our support for those who have worn the nation's uniform does not end when they are discharged. Some veterans of these recent conflicts continue to fight their own personal battles—with unemployment, poverty, mental and physical health, homelessness and other issues. We stand with our affiliate, the American Federation of Government Employees, to improve and upgrade conditions at the Veterans Administration and its network of hospitals and clinics.

The MTD is proud to be a member of the AFL-CIO Union Veterans Council and its fight for good jobs for those who have served. We are proud to work with our Port Maritime Councils who support the American Maritime Partnership's "Military2Maritime" initiative that affords veterans the opportunity to maximize their professional strengths by meeting with representatives for maritime companies, training schools, unions and others to learn about careers in the maritime industry.

The MTD has a rich tradition of supporting the men and women in uniform—both active duty and retired—and their families. That tradition remains very much alive and applicable today. We recognize and commend the courage of the brave men and women in the United States armed forces—both while they are on active duty and when they resume civilian life—who are engaged in this war on terrorism. We pledge our continuing gratitude and full support to them.

NOW, THEREFORE, BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils reaffirm our complete support of the brave members of America's armed forces. We have utmost confidence that they will continue performing their jobs at a very high level, and we look forward to their returning home safely to those who love and miss them the most; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils offer our sincere and respectful thanks to every man and woman in uniform today and those who served before them. We are proud to back them as America's fourth arm of defense.

TRADE AGREEMENTS & WORKERS' RIGHTS

International trade is a vital part of the U.S. and Canadian economies. But, too often, powerful corporate interests have negotiated trade deals in secret, stacking the deck in their favor to increase profits at the expense of workers.

Working people need trade policies that support good jobs at home and boost sustainable development abroad. Trade agreements should be well balanced, stimulate job creation, protect the rights and interests of those who toil for a living, and promote a healthy environment. Trade agreements must be enforced fairly, quickly and consistently.

As America's working families have learned the hard way, trade deals without complementary policies such as infrastructure investment, export promotion strategies and worker protections will not produce shared prosperity, but only help concentrate wealth in the hands of the 1 percent.

An example of trade pacts betraying working people can be found in the North American Free Trade Agreement, better known as NAFTA. By any reasonable measure, NAFTA has hurt working people in Canada, Mexico and the United States during its more than 20 years on the books. While overall trade volume and corporate profits are up, wages in all three countries have remained stagnant. While productivity increased, workers have not received a fair return.

Opposition to NAFTA is not about isolationism. Rather, unions oppose a set of rigged rules made by and for global corporations that enrich themselves at the expense of working people. Trade should be a cooperative endeavor that benefits all of us.

Learning from what went wrong with NAFTA (and other subsequent trade deals), MTD Eastern Area Executive Board Member Jim Given led a coalition in Canada that stopped the Canadian-European Union Comprehensive Economic Trade Agreement (CETA) dead in the water.

Like NAFTA, CETA was drafted in secret with no input from unions, environmental groups and many others. However, when a draft of the agreement was leaked in 2014, it contained language that would have opened Canada's cabotage laws and allowed foreign mariners to take jobs from Canadian mariners.

Given, the president of the Seafarers International Union of Canada, created the Canadian Maritime and Supply Chain Coalition with labor affiliates from all over Canada to expose and fight the anti-mariner provisions within CETA. His actions spurred others into looking at the document to see how their industries were affected. The outcry was seen during the 2015 Canadian federal elections as a worker-friendly government took power.

Following the 2016 U.S. elections, the Trump Administration earlier this year announced its intention to renegotiate NAFTA. The statement, issued by the office of the U.S. Trade Representative to congressional leaders, offered few details on what specifically the administration hoped to change, but we are cautiously encouraged by the generally stated goal.

AFL-CIO President Richard Trumka, in response to the statement, said, “The administration’s formal announcement that it intends to renegotiate the North American Free Trade Agreement offers potential for progress, but a good outcome is far from guaranteed. While the president has called NAFTA the worst trade deal in history, his administration has given conflicting signals as to its priorities, raising the prospect that some of NAFTA’s most problematic elements could remain intact.

“Working people have set a high standard for the deep reforms we are seeking in new trade deals and policies: We must elevate and effectively enforce workers’ rights and environmental standards, eliminate excessive corporate privileges, prioritize good jobs and safeguard democracy. This is the standard we will use to judge any renegotiation. The labor movement has been working to reform America’s flawed trade policies for more than a quarter-century, and we will continue to fight to fix a trade deal that has wreaked havoc on working families across North America.”

Renegotiation must begin with a democratized, inclusive process and proceed from there to stronger and more effective protections for workers, consumers, domestic farmers, ranchers and manufacturers, and the environment.

As stated in the first sentence, international trade is vital to our industry and to our economies. We do not wish to stand in the way of trade. We seek to make it fair for all.

NOW, THEREFORE, BE IT RESOLVED that the MTD and its affiliates will work with U.S. and Canadian government officials and legislators to correct the flaws in existing trade agreements; and

BE IT FURTHER RESOLVED that MTD and its affiliates will continue our call to be included in the negotiations for future trade agreements so the needs and concerns of our members and all workers are reflected and respected.

WORKERS' FIGHT IN MISSOURI

Missouri is known as the “Show-Me State.” And working families showed just what they are made of in August when the Missouri AFL-CIO and its allies delivered to the secretary of state’s office more than 300,000 signatures from registered voters calling for an election next year before Missouri can think about implementing its Right-to-Work (for Less) law.

Geographically, Missouri is squarely in the center of the United States. Politically, it is in the center of the fight taking place all around the country regarding workers’ rights.

In one of the first acts following the 2016 gubernatorial and legislative elections, the Missouri House and Senate ramrodded in early 2017 an anti-worker RTW bill which newly elected Governor Eric Greitens quickly signed. RTW was to take effect on August 28.

But there was one little hiccup in the effort to steamroller working people. The Missouri constitution allows legislative action to be overturned by the state’s voters if 1) they obtain valid signatures from 5 percent of the registered voters in six of the state’s eight congressional districts, and 2) the voters in the next scheduled state-wide election cast a majority of ballots to upend it.

The Missouri AFL-CIO’s goal of 100,000 signatures was obliterated! Union members, families and friends surpassed the 5 percent mark in all eight congressional districts—the first time this was accomplished in Missouri history.

Now, the battle is engaged to win at the ballot boxes in November 2018. Already, hundreds of thousands of dollars in dark money is flooding into anti-worker not-for-profit set ups. In fact, patrons at one Missouri county courthouse were greeted in August by four pro-RTW “campaigners” decked out in holsters with pistols, according to the St. Louis/Southern Illinois Labor Tribune.

Upending the RTW measure will be an expensive, time-consuming effort. However, we know union members are up to the task. Last year, the Virginia AFL-CIO led a grassroots force that defeated an amendment to enshrine RTW in the state’s constitution. By door-knocking and phone calls, Virginia union members educated voters who defeated a proposed constitutional amendment for the first time in nearly 20 years.

Yet, Missouri's anti-worker forces weren't satisfied with shoving RTW down the throat of workers. They got the state legislature to eliminate project labor agreements for ventures using state funds. As we in the Labor Movement know, project labor agreements make sure that all contractors bidding for a job play by the same rules regarding prevailing wages, working conditions and benefits.

Then, to add insult to injury, the state legislature passed a bill disallowing localities to increase the minimum wage in their jurisdiction, and even rolled back already enacted measures in Kansas City and right here in St. Louis. That meant a long-sought and well-needed increase gained last year from \$7.70 to \$10 an hour was wiped out for thousands of low-wage workers. Missouri's governor, who pushed hard for the measure in the halls of the state capitol, allowed the bill to become law without his signature because—as some reports claim—he has aspirations for higher office.

Mirroring the highly successful petition drive against the RTW law, union members are joining with community activists to repeal the minimum wage rollback through another petition campaign across the state.

Missouri workers, like those all across the country, are fed up and fighting back. As Virginia union members and allies showed last year, they are standing up to and calling out the issues being pushed by extreme corporate interests. Their actions won't be "show-me"; it will be to show the extremists the door,

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils stand with the working women and men of the Missouri AFL-CIO as they fight to overturn extremist anti-worker measures—including Right-to-Work (for Less), elimination of project labor agreements and rollbacks of minimum wages; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and its Port Maritime Councils remain vigilant to repel any and all other attacks on workers that may arise around the country while pushing for measures that will improve conditions for them and their families.

