



WORKING TOGETHER TO HELP OTHERS

PLEASE JOIN US FOR LUNCH

EVERY FOURTH MONDAY at 11:30 a.m. to 1:00 p.m.

Miyama Main Hall, Harris United Methodist Church, Nuuanu Ave. and South Vineyard Blvd.

Ample parking—driveway off Nuuanu Ave.

MONDAY, March 26, 2018

**“WORKING TOWARDS COMMON GROUND
ON THE JONES ACT”**

Speaker: Joe Kent, Vice President of Research, The Grassroots Institute

Kokua Council Windward at Pohai Nani

Kokua Council President Jim Shon will provide an update on key legislative bills.

Thursday, March 8, 2018 12:30-1:30 pm

IN MEMORIUM

One of Kokua Council’s longest serving leaders, **Dr. Tony Lenzer**, recently passed away. Tony was a major contributor to senior advocacy for many years: the first Director of the UH Center on Aging, helped create Hospice Hawaii, and the Hawaii Pacific Gerontological Society. If there was a new program to serve seniors, chances are Tony was involved. We remember that clear and forceful voice, the focused intellect, and the leadership he demonstrated and encouraged.

KOKUA COUNCIL WANTS TO HEAR FROM ALL SIDES. WE DON’T WANT TO BE OUR OWN ECHO CHAMBER. SO THIS MONTH WE ARE INVITING AN ALTERNATIVE PHILOSOPHY AND VIEW OF AN ONGOING ISSUE: THE JONES ACT! COME AND JOIN THE DISCUSSION AND DEBATE!

WHAT IS THE JONES ACT, AND WHY IS IT AN ISSUE?

The Merchant Marine Act of 1920, also known as The Jones Act, requires that any cargo shipped between domestic ports be aboard U.S.-built and U.S.-owned vessels with at least 75 percent American

crews. The Act was implemented following World War I to protect the domestic shipbuilding industry and ensure a strong maritime fleet that would be ready for war. Marketed as a safeguard for national security, the Act evolved to promote maritime commerce and formally protect the rights of seamen, specifically relating to injury at sea.

The legislation was enacted “to bolster American shipbuilding, protect the jobs of merchant mariners and guarantee that federal authorities could requisition a Merchant Marine fleet in case of an emergency.”

From the Preamble of the Act:

“It is necessary for the national defense and for the proper growth of its foreign and domestic commerce that the United States shall have a merchant marine of the best equipped and most suitable types of vessels sufficient to carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or national emergency, ultimately to be owned and operated privately by citizens of the United States; and it is declared to be the policy of the United States to do whatever may be necessary to develop and encourage the maintenance of such a merchant marine, and, in so far as may not be inconsistent with the express provisions of this Act, the Secretary of Transportation shall, in the disposition of vessels and shipping property as hereinafter provided, in the making of rules and regulations, and in the administration of the shipping laws keep always in view this purpose and object as the primary end to be attained.”

What are the real issues? These include but are not limited to:

1. The health of the U.S. maritime industry, which competes against global actors with few if any environmental, safety, or labor protections. Employment of U.S. crews is clearly an issue. Thus, it is believed that if the Jones Act were repealed, not only would the U.S. maritime industry and labor pool decline or disappear, the legal and political standards of labor, health, safety and environmental protection would be compromised.

2. The importance of the Seafarer’s Union. Repealing the Jones Act would undercut the Seafarers International Union, which protects the rights of sailors in the U.S. Merchant Marine from being exploited the way their counterparts abroad often are. We see the effects of lack of protection right here in Hawaii due to an exception to federal requirements that has resulted in human rights violations in the long line fishing fleet which is made up of 75% poorly-paid foreign labor.
3. National Security. When it was enacted, after WWI, maintaining a healthy maritime industry was thought to be essential for national security.
4. The cost of living for any economy that is dependent on shipping, such as Hawaii, is increased because of costs associated with the requirements of the Jones Act. According to the Alliance for Innovation and Infrastructure (<http://www.aii.org/wp-content/uploads/2016/01/JonesActFormatted.pdf>)

“The cost of operating a ship for one day varies highly between a Jones Act ship and a foreign vessel. For example, ships that frequently operate between California and Alaska, unless stopping in Canada, must be U.S.-flag ships. The average daily cost for such a vessel is about \$11,500 for crewing alone, compared to about \$2,000 for a foreign-crewed. This six fold daily rate adds to the transportation cost, which is ultimately incorporated into the cost per barrel of the product.”

The following are links to reports, opinions and legal reviews of the Jones Act.

- Jones Act Inflicting Damage on Hawaii Economy - Hawaii ...
<http://www.hawaiireporter.com/jones-act-inflicting-damage-on-hawaii->
- Doing Away With The Jones Act May Help ... - Hawaii News
www.civilbeat.org/2017/09/doing-away-with-the-jones-act-may-help..
- What is the Jones Act? | Grassroot Institute of Hawaii
www.grassrootinstitute.org/2016/03/what-is-the-jones-act
- Online Lawyer Source
<http://www.onlinelawyersource.com/jones-act/summary/>



Kokua Council for Senior Citizens of Hawaii Education Fund, Inc.
 20 South Vineyard Blvd.
 Honolulu, HI 96813
<http://www.kokuacouncil.org>

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Who Are We?

The **Kokua Council** is one of Hawaii’s oldest advocacy groups. There is a \$10.00 annual membership to defray printing and postage costs. At each meeting, topical issues are presented for discussion and possible action. We embrace diversity and extend a special invitation to any senior or intergenerational minded individual interested in advocating for these important issues in Hawaii.” All are welcome. **WHEN:** 4th Monday of every month, 11:30 a.m. to 1:00 p.m. **WHERE:** Harris United Methodist Church @ Nuuanu & South Vineyard Blvd., Ample parking and a light lunch are provided for \$5.00 Donation. **REACH US:** c/o Harris United Methodist Church, 20 South Vineyard Blvd, Honolulu, Hawaii 96813

Mission: “Kokua Council advocates and seeks to empower seniors and other concerned citizens to be effective advocates in shaping the future and well-being of our community, with particular attention to those needing help in advocating for themselves.”

YOUR 2018 OFFICERS AND BOARD MEMBERS

Board and attending community members elected the 2017 Kokua Council Officers and Board Members. Officers: President — Jim Shon, 282-1509; Secretary – Kathy Wyatt; VPs: Barbara Service and Lila Mower, Treasurer – Barbara Service, 352-7779. Board Members: Charles Carole; T. J. Davies, tjdavies@juno.com ; Larry Geller, 540-1928; Lila Mower, Barbara Service, Helen Wagner, Emeritus: Sam Cox, Richard Miller.

Website: www.kokuacouncil.org

JOIN KOKUA COUNCIL!

Yes! I want to join Kokua Council. Here are my annual dues and my contact information. I understand that my phone number will be added to the Kokua Phone Tree and I will receive the monthly newsletter and occasional e-mails. Our fiscal year starts in January. Please make checks payable to **Kokua Council**.

Individual Member __ \$10.00 **Life Member** __ \$100.00 **Organizational Member** __ \$25.00

Donations: 501(c)(4) Advocacy _____ Education Fund: 501(c)(3) _____ (Tax Deductible) Date _____

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Mail to: Treasurer, Kokua Council, Harris United Methodist Church, 20 So. Vineyard Blvd, Honolulu, HI 96813