

2006 MTD Executive Board Meeting

San Diego, California

February 24-25, 2006

Cabotage

The U.S.-flag maritime industry has a very successful record of fighting off attempts to undermine the nation's cabotage laws over the last several decades.

By working together through grass roots organizations like the Maritime Cabotage Task Force, both workers and companies have been strong and united when making their case for the cabotage laws to politicians and government officials. Movement from one domestic port to another must be done on U.S.-crewed, U.S.-owned, U.S.-built vessels.

While those within the maritime industry see these challenges daily, land and air transportation elements face similar problems. U.S. and Canadian rail and trucking unions (like MTD-affiliates TCU and IBEW) have fought for years to keep Mexican vehicles off American tracks and highways because they are not required to meet the same safety standards as those found north of the Rio Grande. In the skies, aviation unions (including the MTD-affiliated Machinists and CWA) have pointed out the dangers associated with maintenance work being done outside the U.S. and Canadian borders.

The fight to maintain and preserve the U.S. and Canadian cabotage laws is never ending. Nearly every industrial nation in the world has some type of cabotage law on its books. These laws ensure that domestic workers are trained and available to handle the transportation needs of their countries.

The Maritime Trades Department, AFL-CIO pledges to continue working with its affiliates and Port Maritime Councils, as well as with the International Transport Workers' Federation, to protect the integrity of the U.S. and Canadian cabotage laws. Our transportation workers deserve no less.

