



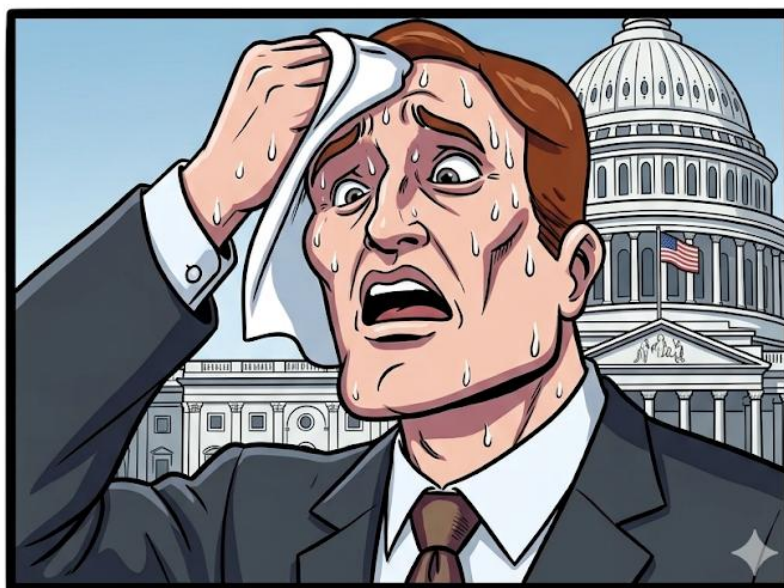
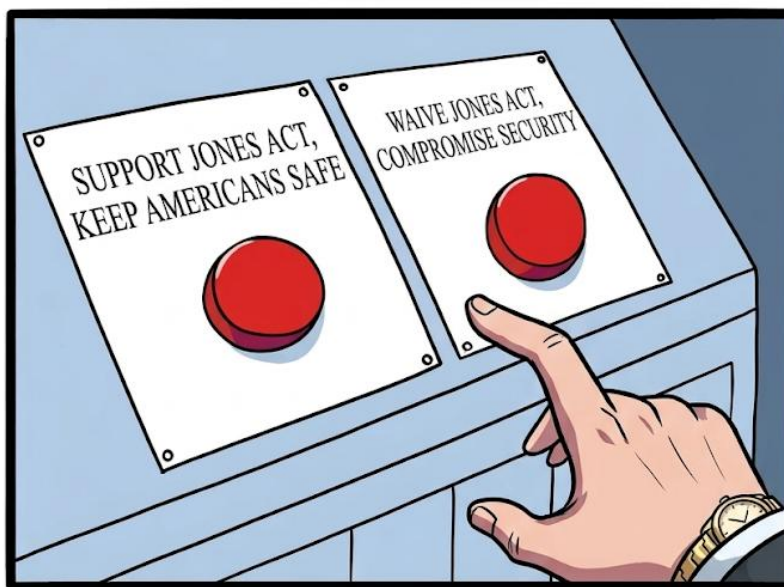
# MM&P Notice to Members

Email: [mmpinfo@bridgedeck.org](mailto:mmpinfo@bridgedeck.org)

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 151ST EDITION

MARCH 20, 2026





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## Defending the Jones Act, Securing Our Contract

From Washington D.C., politicians are moving against the Jones Act. From Seattle, Saltchuk executives weigh a decision on how to move forward. From the high seas, LDOs continue to deliver critical energy supplies and power the economy through maritime transport.

Following our decisive win at the NLRB confirming our rights, ATC and OSG LDOs have formally submitted a new demand to bargain. We are ready to put the legal delays behind us and get to the negotiating table to secure a fair contract.

Our message to Saltchuk, OSG, and ATC is simple. Respect our Vote; come to the table; negotiate in good faith and join us in our fight to keep the Jones Act.

**In this edition: MM&P President Don Josberger's coauthored letter on the recent Jones Act waiver and a print-out flier that should be shared, photographed, and sent in to show solidarity with fellow Jones Act workers across the US.**

## Preparing for What's Next

The NLRB victory was a major accomplishment and testament to the power LDOs at ATC and OSG built over the last few years. With the new demand to bargain, we need to redouble our effort to get organized. Now is the time to:



1. **Scale up on communication:** Get LDOs signed up to the all-LDO Whatsapp. Contact the union to update your new address, phone number, ship transfer, etc.
2. **Show Solidarity and Build Visibility:** Print the Save the Jones Act attachment below and take a photo, send it in to MM&P to be shared as a fleet-wide effort to show support for the Jones Act.



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**OSG and ATC MM&P MEMBERS SAY:**

# SAVE THE JONES ACT.



**Economic Security  American Workers**



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## IN THE NEWS

### MARITIME UNIONS RESPOND TO ADMINISTRATION'S SUGGESTION THAT IT MIGHT WAIVE THE JONES ACT

The White House on March 12 suggested it could consider waiving the Jones Act for coastwise fuel and fertilizer transport as part of its efforts to address rising prices stemming from the US-Israeli war with Iran.

MM&P and the rest of maritime labor responded to the suggestion with a letter to President Trump, noting that waiving the Jones Act could damage the US-flag fleet, while doing little to address rising prices.

“[W]e write to express our strong opposition to any administrative waivers granted under the Jones Act in response to rising energy price concerns,” the unions wrote.

“As you know, Jones Act waivers are granted only in rare, exceptional circumstances, typically on national security grounds where US-flag vessel capacity is unavailable.

“Should concerns exist regarding tanker capacity, Congress has already addressed this through the Tanker Security Program, which ensures the availability of US-flag vessels crewed by American mariners to move critical energy supplies when needed.

“Domestic tanker rates remain stable under long-term charters, while international shipping markets are highly volatile, with foreign-flag tanker rates often exceeding Jones Act rates due to global instability, including disruptions in the Strait of Hormuz.

“Waiving the Jones Act would do nothing to reduce gasoline prices.

“In fact, the primary driver of gasoline prices is the cost of crude oil, not domestic shipping costs.

“Several studies have shown the impact of domestic shipping on nationwide fuel prices is negligible, and any marginal savings would be unlikely to reach consumers.

“A Jones Act waiver would instead create opportunities for foreign-flag operators that avoid paying US taxes, rely heavily on low-wage labor, and operate under regulatory regimes that circumvent international labor and vessel safety standards in direct conflict of America’s national security and economic interests.



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“At a time when the Administration is working to strengthen our nation’s shipyards and expand the international US-flag fleet under the recently unveiled Maritime Action Plan (MAP), a Jones Act waiver would undermine these core policy objectives.

“The Jones Act is foundational to maintaining a strong merchant marine, sustaining maritime employment, supporting shipbuilding capacity, and preserving the domestic industrial base essential to national security.

“Waiving this law when US vessels are available would outsource American jobs and weaken the long-term resilience of the maritime industrial base.

“While we genuinely share the collective goal of lowering energy costs for consumers, such waivers would do little to achieve that outcome while harming American workers and domestic industrial capacity.

“We stand ready to work with you to identify meaningful solutions to rising energy prices that protect American workers and strengthen our maritime and industrial base.

The letter was signed by MM&P President Don Josberger, AMO President Willie Barrere, ARA President Kelly Anderson, MFOW President Anthony Poplawski, MEBA President Adam Vokac, SUP President Matt Henning, and TTD President Greg Regan.



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OSG and ATC LDOs can upgrade to Chief Mate through the MM&P License Advancement Fellowship by applying for MM&P membership via [comptroller@bridgedeck.org](mailto:comptroller@bridgedeck.org) and [mmpinfo@bridgedeck.org](mailto:mmpinfo@bridgedeck.org) for reimbursement. The Fellowship reimburses 50% of non-reimbursed training costs up to \$10,000 per LDO for approved courses. For more information, email [mmpinfo@bridgedeck.org](mailto:mmpinfo@bridgedeck.org).



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PLEASE [CLICK THIS LINK](#) TO SIGN ELECTRONICALLY.

**1,080 SIGNATURES AND COUNTING...**

Petition to **CEO** Samuel Norton and President & **COO** Timothy DiPietropolo Overseas Shipholding Group and Alaska Tanker Company

We, the undersigned Licensed Deck Officers of Overseas Shipholding Group (**OSG**) and Alaska Tanker Company (**ATC**), alongside the leadership and membership of the Masters, Mates, and Pilots (**MM&P**) union, respectfully call on **CEO** Samuel Norton and President & **COO** Timothy DiPietropolo to engage in good-faith negotiations with us.

On April 19, 2024, **CEO** Samuel Norton addressed the **OSG** and **ATC** fleet in an email, stating:

"To avoid any confusion and to repeat the message that I have communicated several times over the past few weeks: it is up to the **LDOs** to decide if they want a union, and if so, which union. **OSG** recognizes and respects the right of our employees to decide whether they will be represented by a union. We also note that about half of our **LDOs** are supervisory and have different rights and responsibilities. That said, **OSG** will accept the representation decisions of our **LDOs**, including, should it be the case, the right to remain unrepresented."

We have exercised that right and voted for **MM&P** representation in a free and fair election, certified by the National Labor Relations Board (**NLRB**). Every day, we report to duty aboard your vessels with dedication and professionalism, ensuring the safe and efficient operation of **OSG** and **ATC** vessels—contributing directly to the company's success and reputation.

Now, we ask that you stand by your word and respect our decision. We urge you to meet with us without delay to begin meaningful negotiations. Our shared objective is the continued success of **OSG** and **ATC**, and we are committed to working collaboratively toward a fair and just agreement.



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## OSG and ATC First Contract PROGRESS BAR



**MM&P IS HERE TO LISTEN**

IF YOU HAVE ANY QUESTIONS, YOU CAN REACH CAPTAIN SHAWN TUCY OR CAPTAIN TOM LARKIN AT [MMPINFO@BRIDGEDECK.ORG](mailto:MMPINFO@BRIDGEDECK.ORG) OR CALL 410-582-7046

**Looking for more information about MM&P?**

Click on the link below for past editions of the newsletters:

<https://bridgedeck.org/osg-newsletters/>