Legislation Details (With Text)

File #:	Res 0387-2022	**Version:**	*	**Name:**	U.S. Congress to repeal the Merchant Marine Act of 1920, commonly known as the “Jones Act”.
Type:	Resolution			**Status:**	Adopted
				In control:	Committee on Cultural Affairs, Libraries and International Intergroup Relations
On agenda:	11/22/2022				
Enactment date:				**Enactment #:**	

Title: Resolution calling on the U.S. Congress to repeal the Merchant Marine Act of 1920, commonly known as the “Jones Act”.

Sponsors:

Indexes:

Attachments: 1. Res. No. 387, 2. November 22, 2022 - Stated Meeting Agenda, 3. Hearing Transcript - Stated Meeting 11-22-22, 4. Minutes of the Stated Meeting - November 22, 2022, 5. Committee Report 12/8/22, 6. Hearing Testimony 12/8/22, 7. Hearing Transcript 12/8/22, 8. Committee Report 1/19/23, 9. Hearing Transcript 1/19/23, 10. January 19, 2023 - Stated Meeting Agenda, 11. Hearing Transcript - Stated Meeting 1-19-23, 12. Minutes of the Stated Meeting - January 19, 2023

Date	Ver.	Action By	Action	Result
11/22/2022	*	City Council	Introduced by Council	
11/22/2022	*	City Council	Referred to Comm by Council	
12/8/2022	*	Committee on Cultural Affairs, Libraries and International Intergroup Relations	Hearing Held by Committee	
12/8/2022	*	Committee on Cultural Affairs, Libraries and International Intergroup Relations	Laid Over by Committee	
1/19/2023	*	Committee on Cultural Affairs, Libraries and International Intergroup Relations	Hearing Held by Committee	
1/19/2023	*	Committee on Cultural Affairs, Libraries and International Intergroup Relations	Approved by Committee	Pass
1/19/2023	*	City Council	Approved, by Council	Pass

Res. No. 387

Resolution calling on the U.S. Congress to repeal the Merchant Marine Act of 1920, commonly known as the “Jones Act”.

By Council Members Ayala, Salamanca, Joseph, Farías, Louis, De La Rosa, Hanif, Cabán, Avilés, Velázquez, Rivera, Gennaro and the Public Advocate (Mr. Williams)

Whereas, The Merchant Marine Act of 1920, commonly known as the “Jones Act,” requires that all shipping between United States (U.S.) ports be conducted by U.S. built, flagged, crewed and owned vessels;

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and

Whereas, The Jones Act was originally intended to promote and maintain a merchant marine industry for the sake of domestic commerce, and provide appropriate vessels and trained crews ready to assist the U.S. Navy and military in time of war or national emergency; and

Whereas, Puerto Rico, a U.S. territory and island in the Caribbean, is almost entirely reliant on shipping for the receipt of goods; and

Whereas, Therefore, the requirements of the Jones Act affect the cost of nearly every product Puerto Ricans consume; and

Whereas, a 2019 analysis conducted by consulting firm John Dunham & Associates estimated the Act increased the cost of shipping to Puerto Rico by $568.9 million and overall consumer prices by $1.1 billion, prevented the creation of 13,250 jobs paying $337 million in wages, and reduced tax revenues by $106.4 million; and

Whereas, Puerto Rico's recovery from Hurricane Maria in 2017 has been hindered by longtime impediments to economic growth and resiliency, including the Jones Act; and

Whereas, Hurricane Fiona's impact on Puerto Rico in 2022 was exacerbated by fact that the island had not fully recovered from Maria five years earlier; and

Whereas, The federal government has regularly granted Puerto Rico waivers from the Jones Act following hurricanes including Fiona and Maria, and has permanently exempted other United States overseas territories from the Act; and

Whereas, Economists across the ideological spectrum have condemned the Jones Act; and

Whereas, The United States' shipping industry has radically shrunk in the century since the Jones Act passed, demonstrating that it failed in its protectionist purpose; now, therefore, be it

Resolved, That the Council of the City of New York calls on the U.S. Congress to repeal the Merchant Marine Act of 1920, commonly known as the "Jones Act."

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LS # 10782
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11/9/2022