



April 13, 2017

Via email: [Response@cbp.dhs.gov](mailto:Response@cbp.dhs.gov)

Mr. Glen Vereb  
Director  
Border Security and Trade Compliance Division  
Office of Trade, Regulations and Rulings  
U.S. Customs and Border Protection

**Re: Request for expeditious implementation of the Proposed Modification and Revocation of Ruling Letters Related to Customs Application of the Jones Act to the Transportation of Certain Merchandise and Equipment between Coastwise Points**

Dear Mr. Vereb:

I am writing to express my strong support for Customs and Border Protection's (CBP)'s above-listed proposed modification and revocation of Jones Act letter rulings. These flawed letter rulings are inconsistent with statutory requirements and have constrained economic opportunity for U.S. companies and U.S. workers for too long. Aligning CBP's policy guidance with the law is the right thing to do.

Express Supply and Steel, LLC is based in Raceland, LA with facilities in Houma, LA and Port Fourchon, LA and employs over 50 employees and we serve as a supplier to U.S. maritime companies working in the offshore energy market. Specifically, our company is engaged in supplying and processing of steel and general supplies to offshore supply vessels, offshore oil and gas operators and US shipbuilders.

The Jones Act was intended to support a vibrant U.S. maritime industry. By correctly applying and enforcing the Jones Act, CBP will promote the entire supply chain of goods and services that are required to build, maintain, and operate U.S. ships. While we don't build or operate ships ourselves, our company depends on the success U.S. maritime companies. CBP's initiative will result in more opportunities for companies like mine who depend on a strong U.S. maritime industry.

We know the above statement to be true because we have seen proper enforcement of the Jones Act create spur domestic investment and good-paying jobs. Even when the Jones Act has not been fully enforced, the Act supports more than 500,000 American workers and \$100 billion in economic activity in the United States. We are certain revocation of the letter rulings mentioned in CBP's notice will enhance this economic activity and increase job creation.

Thank you for taking this corrective action.

Sincerely,

A handwritten signature in black ink, appearing to read "Stuart M. Faucheux", written over a horizontal line.

Stuart M. Faucheux  
CEO

Express Supply and Steel, LLC

April 12, 2017

The Honorable John F. Kelly  
Secretary  
U.S. Department of Homeland Security  
Washington, DC 20528

Dear Secretary Kelly:

Re: Customs and Border Protection Notice of January 18, 2017 on the Jones Act

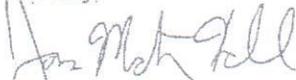
It has been brought to my attention that U.S. Customs and Border Protection ("CBP") has issued a Notice through what is known as its *Customs Bulletin* ruling revocation process which if implemented would overturn 40 years of precedent with respect to the application of the Jones Act to vessels and offshore facilities working in the Gulf of Mexico ("GOM"). This ruling, rushed into print two days before President Trump was inaugurated, will have a substantial detrimental effect on jobs and workers in my community. For this reason, I am requesting that you withdraw this ruling because of the huge negative economic impacts on my family, my community and the State of Texas.

There are a number of companies in Houston that rely on highly specialized work to support the oil and gas industry in the GOM. These are American companies employing American workers and paying U.S. federal and state taxes. If the CBP ruling were allowed to go into effect, these companies would have to move out of my district/port/state and go where they can find jobs. This would not only have a negative economic effect on my city but it would also have a negative economic effect on the U.S. and the President's goals for energy independence.

The companies in my community own, operate and invest their own resources in very large vessels that conduct highly specialized activities to support offshore oil and gas projects, including pipe-laying, cable-laying, diving support and heavy-lift crane construction and installation work. While the vessels may be built in foreign shipyards, the workers on these vessels are hard-working Americans who only want to live and contribute to the economy in my community.

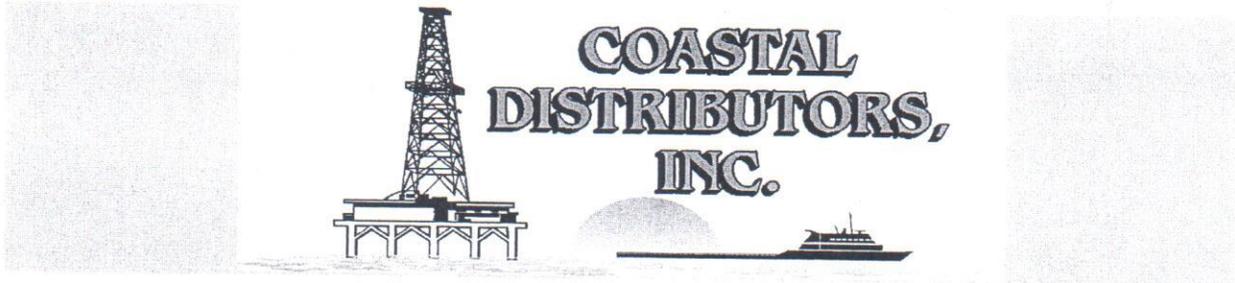
In conclusion, I urge DHS and CBP to withdraw the CBP Notice immediately, and should you desire to pursue this issue, that you start over with a the proper process under Notice and Comment rulemaking published in the Federal Register so that all affected companies and communities are able to provide their considered input and require CBP to conduct a full economic impact analysis of the effects of their proposal.

Sincerely,



James Martin Hall

Cc: The Honorable Ted Cruz U.S. Senator  
The Honorable John Cornyn U.S. Senator  
The Honorable Kevin Brady, Member of Congress



4/11/2017

Via email: [Response@cbp.dhs.gov](mailto:Response@cbp.dhs.gov)

Mr. Glen Vereb  
Director  
Border Security and Trade Compliance Division  
Office of Trade, Regulations and Rulings  
U.S. Customs and Border Protection

Re: **Request for expeditious implementation of the Proposed Modification and Revocation of Ruling Letters Related to Customs Application of the Jones Act to the Transportation of Certain Merchandise and Equipment between Coastwise Points**

Dear Mr. Vereb:

I am writing to express my strong support for Customs and Border Protection's (CBP)'s above-listed proposed modification and revocation of Jones Act letter rulings. These flawed letter rulings are inconsistent with statutory requirements and have constrained economic opportunity for U.S. companies and U.S. workers for too long. Aligning CBP's policy guidance with the law is the right thing to do.

Coastal Distributors, Inc. is based in Houma, LA. We serve as a distributor and supplier to U.S. maritime companies working in the offshore energy market. Specifically, our company is engaged in supplying general products and parts throughout the Gulf of Mexico to offshore supply vessels.

The Jones Act was intended to support a vibrant U.S. maritime industry. By correctly applying and enforcing the Jones Act, CBP will promote the entire supply chain of goods and services that are required to build, maintain, and operate U.S. ships. While we don't build or operate ships ourselves, our company depends on the success U.S. maritime companies. CBP's initiative will result in more opportunities for companies like mine who depend on a strong U.S. maritime industry.

We know the above statement to be true because we have seen proper enforcement of the Jones Act create spur domestic investment and good-paying jobs. Specifically, when CBP issued a similar notice in 2009, it signaled a change in the market place. Due to that notice, U.S. vessel operators invested in the creation of vessels required to complete the work covered by the notice. Our company participated in this effort and assisted in the creation of dozens of vessels that were constructed or retrofitted here in the United States for these purposes. As a result, our company is proof that proper enforcement of the Jones Act creates investments in the U.S. economy.

Thank you for taking this corrective action.

Sincerely,

*Coastal Distributors, Inc.*



April 4, 2017

Via email: [Response@cbp.dhs.gov](mailto:Response@cbp.dhs.gov)

Mr. Glen Vereb  
Director  
Border Security and Trade Compliance Division  
Office of Trade, Regulation and Rulings  
U.S. Customs and Border Protection

Re: **Proposed Modification and Revocation of Ruling Letters Related to Customs Application of the Jones Act to the Transportation of Certain Merchandise and Equipment between Coastwise Points; Request for expeditious implementation of the proposal**

To Whom It May Concern:

Gulf Craft, LLC, a small family owned shipyard since 1965 with approximately 115 employees, is located in Franklin, LA and specializes in the construction of aluminum commercial vessels. The purpose of this letter is to express our support for CBP's proposed modification and revocation of Jones Act letter rulings that are contrary to the statute.

The U.S. shipbuilding industry is vital to our country's national security interests, as well as the provision of meaningful employment to a highly skilled workforce, and the proper interpretation and enforcement of the Jones Act has a direct impact on our shipyard. Since inception, our shipyard has constructed over 400 Jones Act qualified vessels and CBP's proposal encourages further investment in Jones Act compliant vessels, contrary to the chilling effect that CBP interpretations have had over the past many decades. The current CBP action, and correction of prior erroneous interpretations, is a welcomed development.

From its inception, the Jones Act has been a "Pro-American" statute, grounded firmly in a national defense policy of ensuring domestic shipbuilding and seafaring capacity, and in a national commercial policy of ensuring a strong domestic maritime industry. Our U.S. Congress explained it best in the Jones Act preamble, specifically: [i]t is the policy of the United States to encourage and aid the development and maintenance of a merchant marine...sufficient to carry the waterborne domestic commerce...of the United States." U.S. Department of Defense ("DOD"), Navy, and U.S. Coast Guard officials are among the strongest supporters of the Jones Act for the contribution it makes to military sealift, all recognizing the critical importance of the statute.

In addition to national security, the prior erroneous interpretations of the Jones Act worked to send American jobs to foreign shipbuilding interests, eliminating tens of thousands of American jobs and billions of dollars of American investment in the process, and the CBP's recent actions serve to correct that path.

CBP's expeditious implementation of the current proposed actions will mean higher American wages, additional American tax revenue, more American economic activity and heightened national security at a time when it is most needed.

Very Truly Yours,

Kevin Tibbs  
Gulf Craft, LLC

320 Boro Lane, Franklin, LA 70538  
Ph: 337-828-2580 \* Fx: 337-828-2586  
[www.gulfcraft.com](http://www.gulfcraft.com)

Sean O'Keefe  
43385 Ballantine Place  
Ashburn, Virginia 20147

April 13, 2017

Via email: [cbppublicationresponse@cbp.dhs.gov](mailto:cbppublicationresponse@cbp.dhs.gov)

Mr. Glen Vereb  
Director  
Border Security and Trade Compliance Division  
Office of Trade, Regulations and Rulings  
U.S. Customs and Border Protection

Re: **Proposed Modification and Revocation of Ruling Letters Related to Customs Application of the Jones Act to the Transportation of Certain Merchandise and Equipment between Coastwise Points; Request for expeditious implementation of the Notice**

Dear Director Vereb:

In my prior capacity as Secretary of the Navy, I had a deep, abiding interest in the important protections of the national interest provided by the Jones Act. In that spirit, I am writing in support of the Modification and Revocation of Ruling Letters Related to Customs Application of the Jones Act to the Transportation of Certain Merchandise and Equipment between Coastwise Points as listed in the January 18, 2017 issue of the *Customs Bulletin* (the "Notice"). This Notice will ensure the Jones Act is properly enforced, thereby ensuring our nation has the continued national and homeland security benefits provided by this statute.

Our nation has always had a strong maritime tradition, dating back to the first cabotage law passed by Congress and signed into law in 1789. The modern iteration of this law, the Jones Act, clearly articulates the purpose of this law and the policy of our country:

It is necessary for the national defense and the development of the domestic and foreign commerce of the United States that the United States have a merchant marine . . . sufficient to carry the waterborne domestic commerce and a substantial part of the waterborne export . . . capable of serving as a naval and military auxiliary in time of war or national emergency . . . [and] capable of serving as a naval and military auxiliary in time of war or national emergency. (46 U.S.C. § 50101)

This law has worked as intended to preserve a baseline foundation of capacity in the United States. The domestic shipyard industrial base is capable of building, repairing, maintaining, and modernizing the U.S. Navy ships and craft. These ships are our nation's maritime presence in the world and the primary national instrument we use to project U.S. national security and foreign policy around the globe. In addition to preserving our domestic capacity, the Jones Act also serves to assure that the national interest is not held hostage to foreign shipyards, suppliers, and expertise utilized to construct these vessels. The alternative could have led to the costly option of building government owned and operated capability to build the minimal capacity to provide a fraction of the power projection we maintain today.

But in addition to providing a healthier national capacity, another benefit that accrues from the Jones Act is an effective, competitive domestic fleet. This serves an important part of our national security by ensuring sealift capability in times of conflict. During Operations Enduring Freedom and Iraqi Freedom (2002 to 2010), U.S.-flagged commercial vessels transported 57 percent of all military cargos moved to Iraq and Afghanistan. Similarly, during the Gulf War just a decade earlier, a comparable percentage of sealift cargo was provided in support of over 350,000 personnel over a span of less than a year. This incomparable mobilization of US flag commercial maritime assets simply would not have been possible without the strategy to utilize such assets under the terms of the Jones Act.

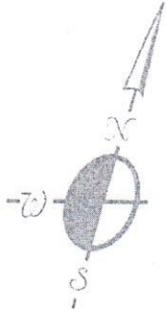
The Jones Act's benefits are also economic in nature through a robust domestic maritime industry, one that creates 500,000 jobs, \$100 billion in annual economic output, and \$29 billion annual in wages. In addition, the maritime industry provides \$10 billion in tax revenue to the federal government.

Proper enforcement of the Jones Act, via expeditious implementation of the Notice will only increase these benefits. As proof of this statement, I note the domestic maritime industry's reaction to the similar notice issued by Customs and Border Protection ("CBP") in 2009. When CBP offered, and subsequently withdrew, this similar notice, it prompted the domestic offshore service industry to invest \$2 billion to build subsea construction/Inspection, maintenance, repair (IMR) vessels—the type of vessels required to complete the work covered by the notice—in U.S. shipyards. As a result, our nation now has one of the most technologically advanced fleets of these specialty vessels, and many of our yards have earned the capital necessary to increase and modernize their yards, thereby allowing them to provide a better service to the U.S. Navy and other government shipbuilding operations.

Considering the above information, I am confident that expeditious implementation of the Notice and proper enforcement of the Jones Act will improve our domestic shipbuilding capabilities which will thereby provide for our national and economic security.

Sincerely,

Sean O'Keefe  
69<sup>th</sup> Secretary of the Navy



## EASTERN SHIPBUILDING GROUP

P.O. BOX 960  
2200 NELSON ST.  
PANAMA CITY, FL 32402  
PHONE (850) 763-1900  
FAX (850) 763-7904  
EMAIL [info@easternshipbuilding.com](mailto:info@easternshipbuilding.com)

April 12, 2017

Via email: [cbppublicationresponse@cbp.dhs.gov](mailto:cbppublicationresponse@cbp.dhs.gov)

Mr. Glen Vereb  
Director  
Border Security and Trade Compliance Division  
Office of Trade, Regulations and Rulings  
U.S. Customs and Border Protection

Re: **Proposed Modification and Revocation of Ruling Letters Related to Customs Application of the Jones Act to the Transportation of Certain Merchandise and Equipment between Coastwise Points; Request for expeditious implementation of the proposal**

To Whom It May Concern:

Eastern Shipbuilding Group is a shipyard in Panama City, Florida. Eastern currently employs over 1000 people and just secured the procurement of the United States Coast Guard Offshore Patrol Cutters. The purpose of this letter is to express our support for CBP's proposed modification and revocation of Jones Act letter rulings that are contrary to the statute.

The U.S. shipbuilding industry is vital to our country's national security interests, as well as the provision of meaningful employment to a highly skilled workforce, and the proper interpretation and enforcement of the Jones Act has a direct impact on our shipyard. Since inception, our shipyard has constructed many Jones Act qualified vessels including offshore supply vessels, offshore construction vessels and fishing trawlers. CBP's proposal encourages further investment in Jones Act compliant vessels, contrary to the chilling effect that CBP interpretations have had over the past many decades. The current CBP action, and correction of prior erroneous interpretations, is a welcomed development.

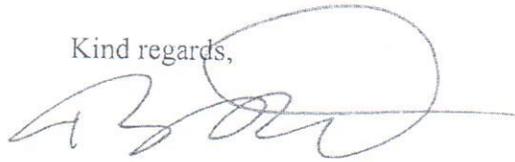
From its inception, the Jones Act has been a "Pro-American" statute, grounded firmly in a national defense policy of ensuring domestic shipbuilding and seafaring capacity, and in a national commercial policy of ensuring a strong domestic maritime industry. Our U.S. Congress

explained it best in the Jones Act preamble, specifically: “[i]t is the policy of the United States to encourage and aid the development and maintenance of a merchant marine...sufficient to carry the waterborne domestic commerce. . .of the United States.” U.S. Department of Defense (“DOD”), Navy, and U.S. Coast Guard officials are among the strongest supporters of the Jones Act for the contribution it makes to military sealift, all recognizing the critical importance of the statute.

In addition to national security, the prior erroneous interpretations of the Jones Act worked to send American jobs to foreign shipbuilding interests, eliminating tens of thousands of American jobs and billions of dollars of American investment in the process, and the CBP’s recent actions serve to correct that path.

CBP’s expeditious implementation of the current proposed actions will mean higher American wages, additional American tax revenue, more American economic activity and heightened national security at a time when it is most needed.

Kind regards,

A handwritten signature in black ink, appearing to read "B. D'Isernia", with a large circular flourish above the name.

Brian R. D'Isernia  
Founder and CEO  
Eastern Shipbuilding Group

**BURLEY, LISA**

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**From:** Chris Salter <csalter@cajunps.com>  
**Sent:** Thursday, April 13, 2017 5:56 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Jones Act

To whom it may concern,

CPS is a Marine Valve Supplier to the Offshore Marine Industry in the USA. We are in favor of the Jones Act and do not support allowing other countries to compete against US Businesses. Our customers are handicapped because they have greater expenses and restrictions being a US company!!

Regards,

Chris Salter  
15524 Airline Hwy.  
Baton Rouge, LA 70809  
Office: (225) 332-3435  
Cell: (225) 235-6766



April 12, 2017

The Honorable John F. Kelly  
Secretary  
U.S. Department of Homeland Security  
Washington, DC 20528

Dear Secretary Kelly:

Re: Customs and Border Protection Notice of January 18, 2017 on the Jones Act

It has been brought to my attention that U.S. Customs and Border Protection ("CBP") has issued a Notice through what is known as its *Customs Bulletin* ruling revocation process which if implemented would overturn 40 years of precedent with respect to the application of the Jones Act to vessels and offshore facilities working in the Gulf of Mexico ("GOM"). This ruling, rushed into print two days before President Trump was inaugurated, will have a substantial detrimental effect on jobs and workers in my community. For this reason, I am requesting that you withdraw this ruling because of the huge negative economic impacts on my family, my community and the State of Tennessee.

I live in the great state of Tennessee but I take time away from my family and friend and travel to the Gulf Of Mexico to work as a Remotely Operated Vehicle Superintendent. I am gone from my family months at a time to do everything that I can to support them. This Jones Act Revocation could possibly cause me my job, so for persons supporting this bill to state that it will provide jobs are NOT TRUE. It will cause the loss of thousands of hard working US Citizens.

There are a number of companies in Houston that rely on highly specialized work to support the oil and gas industry in the GOM. These are American companies employing American workers and paying U.S. federal and state taxes. If the CBP ruling were allowed to go into effect, these companies would have to move out of my district/port/state and go where they can find jobs. This would not only have a negative economic effect on my city but it would also have a negative economic effect on the U.S. and the President's goals for energy independence.

The companies in my community own, operate and invest their own resources in very large vessels that conduct highly specialized activities to support offshore oil and gas projects, including pipe-laying, cable-laying, diving support and heavy-lift crane construction and installation work. While the vessels may be built in foreign shipyards, the workers on these vessels are hard-working Americans who only want to live and contribute to the economy in my community.

In conclusion, I urge DHS and CBP to withdraw the CBP Notice immediately, and should you desire to pursue this issue, that you start over with a the proper process under Notice and Comment rulemaking published in the Federal Register so that all affected companies and communities are able to provide their considered input and require CBP to conduct a full economic impact analysis of the effects of their proposal.

Sincerely,

Orvel Edward Snyder

Decherd TN, 37324

**MCNICKLE, SASHA W**

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**From:** Eric Huyck <gander57@yahoo.com>  
**Sent:** Thursday, April 13, 2017 11:47 AM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to support the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_\_ Many industries are sending good paying jobs, such as the IT industry, overseas. While the corporations still receive much of their revenue from the U.S. \_\_\_\_ While it may be more costly for oil companies to employ U.S. workers, many, if not most countries, have more legislation and rules to protect their workers than the U.S. I believe it is prudent for the U.S. to have more rules of this type. Sincerely, Eric Huyck 14330 Sandy Ripple Ct Sugar Land, TX 77498-7496

**MCNICKLE, SASHA W**

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**From:** Jackie Flournoy <JWHOUSTON40@YAHOO.COM>  
**Sent:** Thursday, April 13, 2017 11:50 AM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: Dear US Customs & Boarder Potection, \_\_\_ While I greatly appreciate and welcome what is typically necessary to protect our borders, I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency\'s proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP\'s proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, Jackie Flournoy 6060 Fairmont Pkwy Apt 11204 Pasadena, TX 77505-4081

**MCNICKLE, SASHA W**

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**From:** Rulon McKay <rulonsm@sbcglobal.net>  
**Sent:** Thursday, April 13, 2017 11:33 AM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: Please reject the Customs and Border Protection (CBP) Agency's proposed modifications to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ Just like Health Care and China...the issue is more complicated than it seems. \_\_\_ You will hurt American Industry and American jobs...and reduce taxes paid to the US (\$ for roads, etc.) \_\_\_ Please be more thoughtful and less ideological. \_\_\_ Make America Great by thinking through real impacts to America...instead of just what sounds good. \_\_\_ Sincerely, Rulon McKay 256 Evangeline Dr Mandeville, LA 70471-1882

**MCNICKLE, SASHA W**

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**From:** Jacob Hicks <jacobrhicks@shell.com>  
**Sent:** Thursday, April 13, 2017 12:29 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: Though I am a resident of Utah, a non-coastal state, I feel strongly that the proposed changes to the Jones Act will have long-term negative effects on the future prosperity and security of the U.S.A. and for my resident state. \_\_\_ I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ Thank you for listening to voices of citizens like me from across this blessed land of the United States of America. \_\_\_ Sincerely, Jacob Hicks 1262 E 620 N Orem, UT 84097-5444

**MCNICKLE, SASHA W**

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**From:** Maggie Hawkins <maggiehawkins77429@gmail.com>  
**Sent:** Thursday, April 13, 2017 12:34 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. Additionally, these continued challenges can easily put the U.S. in an unfavorable position when compared to many other nations, where they are rolling out the red carpet for foreign investment and job opportunities for their people. Large companies have limited investment capital budgets and we need to strike a healthy balance between creating jobs and attracting capital. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, Maggie Hawkins 15902 Reston Bridge Dr Cypress, TX 77429-6907

## MCNICKLE, SASHA W

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**From:** Willem de Cock Buning <decockbuning@gmail.com>  
**Sent:** Thursday, April 13, 2017 12:46 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, Willem de Cock Buning 14137 Cardinal Ln Houston, TX 77079-6839.

**MCNICKLE, SASHA W**

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**From:** Keith Hillis <keith524@Hotmail.com>  
**Sent:** Thursday, April 13, 2017 12:47 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to ACCEPT the Customs and Border Protection (CBP) Agency\'s proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ It would be a terrible mistake to not allow the proposed changes to be adopted. Once again, I urge you to accept the CBP\'s proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, Keith Hillis 8923 Texas Honeysuckle Trl Cypress, TX 77433-0001

**MCNICKLE, SASHA W**

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**From:** Ellen Avery Samra <averysamra@gmail.com>  
**Sent:** Thursday, April 13, 2017 12:50 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to ask you to reject the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ Please reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, Ellen Avery Samra 4 Compton Cir Lexington, MA 02421-6336

**MCNICKLE, SASHA W**

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**From:** Kenyatta Miles <kenyattakmiles@yahoo.com>  
**Sent:** Thursday, April 13, 2017 1:01 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. This qualifies as a significant change that should be subjected to the rigor and analysis mandated by the Administrative Procedures Act (APA). \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act and to re propose the change via APA with OMB review. \_\_\_ Sincerely, Kenyatta Miles 6143 Charlotte Dr New Orleans, LA 70122-2733

## MCNICKLE, SASHA W

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**From:** Brian Sambirsky <btsambirsky@gmail.com>  
**Sent:** Thursday, April 13, 2017 1:28 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. I fear my job will be at risk if this legislation is passed. If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. Sincerely, Brian Sambirsky 54 S Winsome Path Cir Spring, TX 77382-4511

## MCNICKLE, SASHA W

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**From:** Jorge Villalobos <rintheblue@gmail.com>  
**Sent:** Thursday, April 13, 2017 1:38 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Further, these changes will be detrimental to the development of Offshore Wind in the US which is equally as important. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, Jorge Villalobos 5139 S Braeswood Blvd Houston, TX 77096-4147

**MCNICKLE, SASHA W**

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**From:** John Thiesfeld <junkmail@bitsculpture.com>  
**Sent:** Thursday, April 13, 2017 1:55 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency\'s proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ Limiting who is able to work in the gulf is going to drive up costs and hurt Americans at the pump. Sincerely, John Thiesfeld 9009 Creekstone Lake Dr Houston, TX 77054-1030

## MCNICKLE, SASHA W

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**From:** Claudia Hackbarth <cjhackbarth@mac.com>  
**Sent:** Thursday, April 13, 2017 2:13 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am employed by a major oil and gas company, and we are struggling. The downturn in prices due to abundant onshore shale reserves has made offshore oil and gas exploration and production largely unprofitable. If new regulations add new expense, it may just cause companies such as mine to have a fire sale and walk away. Offshore production supports employment, gross domestic product, as well as government revenue. \_\_\_ I urge you to reject the CBP\'s proposed modifications and revocations related to the use of Jones Act, which will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico. If the proposed changes are accepted, it could result in the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I strongly urge you to REJECT the Customs and Border Protection (CBP) Agency\'s proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities. \_\_\_ Sincerely, Claudia Hackbarth 4808 Maple St Bellaire, TX 77401-5729

**MCNICKLE, SASHA W**

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**From:** David Brown <David.A.Brown2@shell.com>  
**Sent:** Thursday, April 13, 2017 2:17 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's January 18, 2017 proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but will also reduce American employment, US gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending will come the loss of approximately 30,000 jobs in 2017 and a cumulative decrease in employment of over 80,000 jobs from 2017 to 2030. This would exacerbate the almost 250,000 oil and gas jobs lost since 2014. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, David Brown 16903 Laguna Springs Dr Houston, TX 77095-4717

**MCNICKLE, SASHA W**

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**From:** mike buckley <m.buckley@shell.com>  
**Sent:** Thursday, April 13, 2017 2:21 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency\'s proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP\'s proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, mike buckley 125 Chanticleer Dr Pearl River, LA 70452-6320

**MCNICKLE, SASHA W**

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**From:** Ate Sjoerd Visser <ate.visser@shell.com>  
**Sent:** Thursday, April 13, 2017 3:06 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ You can achieve your objective of creating more high quality and well paid jobs by lowering the overall US federal income tax rate as the USA's rate is not competitive on a global basis. \_\_\_ Sincerely, Ate Sjoerd Visser 6118 Annapolis St Houston, TX 77005-3114

**MCNICKLE, SASHA W**

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**From:** David Smith <david.d.c.smith@me.com>  
**Sent:** Thursday, April 13, 2017 3:21 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. More time is needed to include better analysis and engage a broader set of stakeholders to find a solution that benefits all for the long term. \_\_\_ The proposed modifications and revocations will have a wide range of negative repercussions on American oil and gas production in the Gulf of Mexico. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted as currently proposed. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, David Smith 98 S Bantam Woods Cir The Woodlands, TX 77382-2687

**MCNICKLE, SASHA W**

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**From:** Wayne Evans <wayne.evans@shell.com>  
**Sent:** Thursday, April 13, 2017 3:14 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency\'s proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. This is not a time to cripple transport operations in the Gulf of Mexico, which without question this ill-conceived proposal will do. \_\_So please stand up for the good old US of A\'s economy and reject the CBP\'s proposed modifications and revocations related to the use of Jones Act. \_\_ Sincerely, Wayne Evans 3333 Highway 6 S Houston, TX 77082-3101

**MCNICKLE, SASHA W**

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**From:** Martin Mohr <martin.mohr@shell.com>  
**Sent:** Thursday, April 13, 2017 3:37 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease. With the decreased spending come the loss of jobs. \_\_\_ Altering the Jones Act in this way would also mean a loss of government revenue, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, Martin Mohr 12426 Overcup Dr Houston, TX 77024-4949

**MCNICKLE, SASHA W**

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**From:** Mollie Kish <mollie.kish@shell.com>  
**Sent:** Thursday, April 13, 2017 4:10 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Please REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and let us keep our jobs. \_\_\_ Sincerely, Mollie Kish 5022 Pine Cliff Dr Houston, TX 77084-3130

## MCNICKLE, SASHA W

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**From:** Jay Snipe <jay.snipe@gmail.com>  
**Sent:** Thursday, April 13, 2017 4:15 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ These modifications will hurt our economy, impact people's lives whose incomes depend on this type of work, and hurt the global environment. \_\_\_ Some people may support the modifications thinking that it will help the environment, but offshoring activities that may cause environmental issues almost always makes the problem worse. We need to keep this work here in the U.S. where responsible parties will do it with appropriate safeguards. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, Jay Snipe 7007 Brook Run Ln Houston, TX 77040-4841

**MCNICKLE, SASHA W**

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**From:** Rick Graff <rilg@aol.com>  
**Sent:** Thursday, April 13, 2017 5:41 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency\'s proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ The losses from the new BSEE rules are still increasing, the offshore DW rig count is still dropping every month. When the offshore losses become too high due to unrealistic, indefensible rules, the operators will no longer be able to afford the work and will cease operations, due to the third world environment they are currently working in. One can expect eventual rampant inflation (no tax revenue but outgo stays the same) as Germany had in the 1930s resulting in very significant political and social issues as subsequently happened in Germany by mid 1930s. You should be so proud of yourselves for now being a direct contributor. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP\'s proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, Rick Graff 39 Goldwood Pl The Woodlands, TX 77382-2764

**MCNICKLE, SASHA W**

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**From:** JD Schotanus <dave.schotanus@shell.com>  
**Sent:** Thursday, April 13, 2017 7:24 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency\'s proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ If you have any doubts about the results of protectionist measures, just take one look at Brazil (in general): much higher prices, reduced quality, and an ever present breeding ground for corruption. \_\_\_ I urge you to reject the CBP\'s proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, JD Schotanus 32722 Whitburn Trl Fulshear, TX 77441-4255

**MCNICKLE, SASHA W**

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**From:** Terri Elliott <terri.elliott@shell.com>  
**Sent:** Thursday, April 13, 2017 7:37 PM  
**To:** CBP-PUBLICATION RESPONSE  
**Subject:** Oppose any changes to Jones Act

Dear US Customs and Border Protection: This may have started with a form letter, but as an employee of a major oil company I suggest to you that if the CBP modifications occur you will be putting many US citizens out of work for no good reason. Please don't allow this to happen. \_\_\_ I am writing today to strongly urge you to REJECT the Customs and Border Protection (CBP) Agency's proposed modifications and revocations related to the use of Jones Act vessels in offshore oil and natural gas activities on January 18, 2017. \_\_\_ The proposed modifications and revocations will have a wide range of repercussions on American oil and gas production in the Gulf of Mexico, but also supported employment, gross domestic product, as well as government revenue. \_\_\_ If the proposed changes are accepted, cumulative spending on offshore oil and natural gas development in the Gulf of Mexico OCS will decrease in the range of \$5.4 billion (15 percent) per year. With the decreased spending come the loss of 30 thousand jobs in 2017 and an average decreased employment of over 80 thousand jobs from 2017 to 2030. \_\_\_ Altering the Jones Act in this way would also mean an average loss of \$1.9 billion of government revenue per year from 2017 to 2030, placing additional strain on already overly burdened government budgets to maintain public projects and works. \_\_\_ It would be a terrible mistake to allow the proposed changes to be adopted. Once again, I urge you to reject the CBP's proposed modifications and revocations related to the use of Jones Act. \_\_\_ Sincerely, Terri Elliott 3304 W Dallas St Houston, TX 77019-3805