



Matson announces 2019 results, 2020 outlook

On February 25, Matson, Inc. reported net income of \$15.6 million for the fourth quarter 2019. Net income for the quarter was \$20.6 million. Consolidated revenue was \$540.7 million compared with \$564.9 million for the fourth quarter 2018. For the full year 2019, Matson reported net income of \$82.7 million, compared with \$109.0 million in 2018. Consolidated revenue for the full year 2019 was \$2,203.1 million, compared with \$2,222.8 million in 2018.

Ocean transportation — Container volume in the Hawaii service in the fourth quarter 2019 was 1.1 percent higher year-over-year primarily due to positive container market growth. Although Hawaii's rate of economic growth is expected to continue slowing, recent increases in key economic factors, such as construction activity and visitor traffic, are expected to support continued GDP growth. The company expects volume in 2020 to be higher compared to the level achieved in 2019, reflecting favorable economic conditions in Hawaii and stable market share.

In China, fourth quarter container volume was 4.3 percent higher year-over-year primarily due to larger vessel capacity deployed in the trade lane coupled with strong demand for Matson's differentiated service. For 2020, the company expects to face challenging conditions in the first half of the year as a result of COVID-19, but expects the second half of the year to be comparable to the strong performance achieved in the second half of 2019. Therefore, the company expects volume in 2020 to be modestly lower than the prior year and average freight rates in 2020 to approximate the levels achieved in 2019.

In Guam, container volume in the fourth quarter 2019 was 7.7 percent lower on a year-over-year basis primarily due to typhoon relief volume in the year ago period. For 2020, the company expects volume to approximate the level achieved last year and expects the highly competitive environment to remain.

In Alaska, container volume for the fourth quarter 2019 declined 0.7 percent year-over-year. The company experi-

enced slightly lower northbound volume and modestly higher southbound volume compared to the levels achieved in fourth quarter 2018. For 2020, the company expects volume to be modestly higher than the level achieved in 2019, with higher northbound volume, including volume in the first quarter related to the dry-docking of a competitor's vessel, and slightly lower southbound volume compared to the levels achieved in 2019.

The company expects full year 2020 ocean transportation operating income to be higher than the \$90.8 million achieved in 2019. In the first quarter 2020, the company expects ocean transportation operating income to be approximately breakeven versus the \$9.4 million achieved in the year ago period. The vast majority of the estimated \$15 million COVID-19 financial impact is factored into the ocean transportation operating income outlook for the first quarter 2020.

Logistics — In the fourth quarter 2019, operating income was \$1.5 million lower compared to the fourth quarter 2018. For 2020, the company expects logistics operating income to be lower than the level achieved in 2019 of \$38.3 million. The full year 2020 and first quarter 2020 operating income outlook includes a modest negative financial impact from COVID-19.

Depreciation and amortization — For the full year 2020, the company expects depreciation and amortization expense to be approximately \$135 million, inclusive of dry-docking amortization of approximately \$25 million.

Other income (expense) — The company expects full year 2020 other income (expense) to be approximately \$2 million in income, which is attributable to other component costs related to pension and post-retirement plans.

Interest expense — The company expects interest expense for the full year 2020 to be approximately \$33 million.

Income taxes — In the fourth quarter 2019, the company's effective tax rate was 22.4 percent. For the full year 2020, the company expects its effective tax rate to be approximately 26.0 percent.

Net income, operating income and EBITDA — The company expects net income in 2020 to be flat year-over-year and expects consolidated operating income and EBITDA in 2020 to be approximately \$143 million and \$280 million, respectively, including approximately \$15 million negative impact from COVID-19.

Capital and vessel dry-docking expenditures — For the full year 2019, the company made other capital expenditure payments of \$91.2 million, capital-

ized vessel construction expenditures of \$219.1 million, and dry-docking payments of \$25.9 million. For the full year 2020, the company expects to make other capital expenditure payments, including maintenance capital expenditures, of approximately \$110 million, vessel construction expenditures (including capitalized interest and owner's items) of approximately \$75 million, and dry-docking payments of approximately \$15 million.

DOT awards \$280 million in port infrastructure funding

Last month, the U.S. Department of Transportation's Maritime Administration announced that it has awarded more than \$280 million in grant funding through the new Port Infrastructure Development Program for coastal seaports.

"Ports are gateways to the world and port infrastructure investments will improve the regional economy, increase productivity and economic competitiveness, and create more jobs," said U.S. Transportation Secretary Elaine L. Chao.

The Port Infrastructure Development Program supports efforts by ports and industry stakeholders to improve facility and freight infrastructure. It provides capital financing and project management assistance to improve port capacity and efficiency.

"We are very excited to have the opportunity to work more directly with America's ports to enhance their facilities," said Maritime Administrator Mark H. Buzby. "The grants awarded will ensure that these facilities are operating at their highest, most productive capacities."

The Port Infrastructure Development Program was renamed the Port Intermodal Infrastructure Program (PIIP) in FY2020, and the two funding rounds will have disbursed a total of more than \$500 million by the end of this year. The Trump administration's proposed FY2021 budget would eliminate the PIIP program going forward.

The grant recipients include the long-awaited Port of Alaska Modernization Program, a replacement and revitalization project for liquid and dry bulk cargo. The grant will support construction of a new petroleum and cement marine terminal. It also promotes energy-efficient trade throughout south-central Alaska while increasing the facility's overall efficiency.

In Florida, the Port of Miami received \$44 million for the construction of a fumigation and cold processing center for produce. It is intended to improve the efficiency and reliability of movement for

perishable goods and temperature-controlled cargo at the port, improving its competitiveness for food product shipping. With the new facility, shippers will pay less for USDA inspections by fumigating large quantities at once.

Other projects to receive grant funding in this round included:

- **Long Beach, California:** Alameda Corridor South Access — Terminal Island Rail Junction Project (\$14,500,000)
- **Los Angeles, California:** Port of Los Angeles Multimodal Freight Network Improvement Program — Fenix Container Terminal Intermodal Railyard Expansion and Modernization Project (\$18,184,743)
- **Cape Canaveral, Florida:** Port Canaveral Cargo Berth Rehabilitation and Modernization Project (\$14,100,000)
- **Savannah, Georgia:** Container Berth 1 Realignment (\$34,600,000)
- **LaPlace, Louisiana:** Globalplex Multi-Modal Connections Project (\$13,410,662)
- **Duluth, Minnesota:** Duluth Port Logistics Hub 2020 Revitalization and Expansion (\$10,500,000)
- **Harrison County, Mississippi:** Port of Gulfport Access Project (\$15,760,000)
- **Cleveland, Ohio:** Port of Cleveland's Dock 24 and 26 Master Modernization and Rehabilitation Project (\$11,000,000)
- **Toledo, Ohio:** Port of Toledo Intermodal Project (\$16,000,000)
- **Charleston, South Carolina:** Wando Welch Terminal Wharf Toe Wall and Berth Deepening Project (\$19,986,000)
- **Corpus Christi, Texas:** Avery Point Public Oil Docks Redevelopment (\$17,600,000)
- **Houston, Texas:** Bayport Terminal Intermodal Expansion to Meet Demand Project (\$21,840,000)
- **Milwaukee, Wisconsin:** Agricultural Maritime Export Facility (\$15,893,543)



MFOW crew members aboard the *USNS Dahl* in Saipan are Oiler Nicholas Martinez, JM-5225; Oiler Janna Hoover, JM-5122; Wiper Lorenzo Otis, non-seniority; Oiler Ignacio Estrada, JM-5331 and Electrician Justin Pineda, JM-5241. The *USNS Dahl* is a Military Sealift Command Maritime Prepositioning Force Ship operated by Patriot Contract Services. Maritime Prepositioning Force ships strategically position supplies for the U.S. Marine Corps at sea. These ships are laden with a variety of Marine Corps equipment and supplies, including tanks, ammunition, food, water, cargo, hospital equipment, petroleum products and spare parts - ready for rapid delivery ashore when needed.

Halls to close

Harry Bridges' Memorial Day in Honolulu — The Honolulu hall will be closed on Monday, March 30, 2020, in observance of Harry Bridges' Memorial Day, which is an ILWU Local 142 holiday.

Cesar Chavez' Birthday — The San Francisco, Seattle and Wilmington halls will be closed on Tuesday, March 31, 2020, in observance of Cesar Chavez' Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels in West Coast ports; it is not a holiday at sea.

For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

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AFL-CIO
AMERICA'S UNIONS

CORONAVIRUS: COVID-19 BE VIGILANT. BE PREPARED. DON'T PANIC.

A new coronavirus, COVID-19, originating in Wuhan, China, has spread rapidly across the globe. While there is currently no evidence of widespread transmission in the United States, federal health officials have said that spread of the virus within the country is likely and we should prepare for severe disruptions to everyday life, raising a number of concerns for working people.

WHAT DO WE KNOW ABOUT THE VIRUS?

The COVID-19 virus is spreading from person to person, and there is now community transmission in the United States. It is still unclear if the virus lives on surfaces. There is evidence of transmission when people do not have symptoms, and there is some evidence to indicate that the virus is spread more easily than the flu. Symptoms of COVID-19 include fever, cough, runny nose and shortness of breath—similar to flu symptoms. The virus can be fatal, with a higher risk of severe disease or death among older people, individuals with an underlying illness and those left unprotected.

Information on the outbreak is constantly evolving. See the links at the bottom of this page for the most up-to-date information.

WORKERS AT INCREASED RISK

Working people are at increased risk if they frequently interact with potentially infected or infected individuals. Workers who are at increased risk include:

- Health care workers;
- Emergency responders (e.g., law enforcement, firefighters, EMTs);
- Airline operations (e.g., pilots, flight attendants, other airport workers);
- Other transportation operations;
- Customs and Border Protection (CBP) and Transportation Security Administration (TSA) workers;
- Correctional workers;
- Educators;
- Cleaning workers;
- Workers who have been identified as "essential personnel" by their employers during an outbreak or quarantine; and
- Other workers with broad exposure to the public.

PRIORITIES FOR WORKERS AND UNIONS

- Comprehensive workplace plans to identify potential exposure routes, controls to mitigate risk and training procedures.
- Protections for different groups of workers, following the Occupational Safety and Health Administration guidelines.
- Policies to encourage sick workers to stay at home without the loss of pay, benefits, seniority or other benefits.
- Economic policies for unemployment scenarios, where people are not able to be at work or are required to work overtime to take care of patients.
- Emphasis on personal hygiene practices, hand-washing and respiratory etiquette.
- Adequate supplies of personal protective equipment, especially N95 respirators, and respirator fit testing.
- Protocols to clean and disinfect frequently touched objects and surfaces.
- Protocols in case of a workplace or community outbreak, including possible self-quarantine or workplace quarantine.
- Plans for supply shortages, triage, prioritization and other contingencies.
- Consult the Centers for Disease Control and Prevention (CDC) before hosting and attending events or large gatherings. CDC recommendations may change as the situation evolves.

WHAT WE'RE DOING

- Working to increase federal funding for agencies involved in fighting the virus.
- Bringing a worker perspective to Congress as it considers responses to the virus.
- Stay tuned to the AFL-CIO webpage below for the latest developments.

MORE INFORMATION

- AFL-CIO: aflcio.org/covid-19
- U.S. Occupational Safety and Health Administration: [osha.gov/SLTC/covid-19/index.html](https://www.osha.gov/SLTC/covid-19/index.html)
- Centers for Disease Control and Prevention: [cdc.gov/coronavirus/2019-nCoV/index.html](https://www.cdc.gov/coronavirus/2019-nCoV/index.html)
- World Health Organization: [who.int/emergencies/diseases/novel-coronavirus-2019](https://www.who.int/emergencies/diseases/novel-coronavirus-2019)

Marine Firemen's Union Directory

www.mfoww.org

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Coronavirus Disease (COVID-19) Advice for the Public

Basic protective measures against the new coronavirus

Stay aware of the latest information on the COVID-19 outbreak, available on the WHO website and through your national and local public health authority. COVID-19 is still affecting mostly people in China with some outbreaks in other countries. Most people who become infected experience mild illness and recover, but it can be more severe for others. Take care of your health and protect others by doing the following:

Wash your hands frequently

Regularly and thoroughly clean your hands with an alcohol-based hand rub or wash them with soap and water. Washing your hands with soap and water or using alcohol-based hand rub kills viruses that may be on your hands.

Maintain social distancing

Maintain at least one meter (three feet) distance between yourself and anyone who is coughing or sneezing. When someone coughs or sneezes they spray small liquid droplets from their nose or mouth which may contain virus. If you are too close, you can breathe in the droplets, including the COVID-19 virus if the person coughing has the disease.

Avoid touching eyes, nose and mouth

Hands touch many surfaces and can pick up viruses. Once contaminated, hands can transfer the virus to your eyes, nose or mouth. From there, the virus can enter your body and can make you sick.

Practice respiratory hygiene

Make sure you, and the people around you, follow good respiratory hygiene. This means covering your mouth and nose with your bent elbow or tissue when you cough or sneeze. Then dispose of the used tissue immediately. Droplets spread virus. By following good respiratory hygiene you protect the people around you from viruses such as cold, flu and COVID-19.

If you have fever, cough and difficulty breathing, seek medical care early

Stay home if you feel unwell. If you have a fever, cough and difficulty breathing, seek medical attention and call in advance. Follow the directions of your local health authority. National and local authorities will have the most up to date information on the situation in your area. Calling in advance will allow your health care provider to quickly direct you to the right health facility. This will also protect you and help prevent spread of viruses and other infections.

Stay informed and follow advice given by your healthcare provider

Stay informed on the latest developments about COVID-19. Follow advice given by your healthcare provider, your national and local public health authority or your employer on how to protect yourself and others from COVID-19. National and local authorities will have the most up to date information on whether COVID-19 is spreading in your area. They are best placed to advise on what people in your area should be doing to protect themselves.

Protection measures for persons who are in or have recently visited (past 14 days) areas where COVID-19 is spreading

Follow the guidance outlined above. Stay at home if you begin to feel unwell, even with mild symptoms such as headache and slight runny nose, until you recover. Avoiding contact with others and visits to medical facilities will allow these facilities to operate more effectively and help protect you and others from possible COVID-19 and other viruses. If you develop fever, cough and difficulty breathing, seek medical advice promptly as this may be due to a respiratory infection or other serious condition. Call in advance and tell your provider of any recent travel or contact with travelers. Calling in advance will allow your health care provider to quickly direct you to the right health facility. This will also help to prevent possible spread of COVID-19 and other viruses.

Wartsila restructures marine business

Finnish marine propulsion and technology giant Wartsila has decided to reorganize its marine business into three independent businesses to accelerate the execution of its development strategy. The new businesses consist of marine power, marine systems and marine voyage, and will be operational as of July 1.

Under the reorganization plan, marine power will focus on Wartsila engine and propulsion solutions. Marine systems will consist of gas solutions, exhaust treatment, marine electrical systems, as well as seals and bearings. Marine voyage will provide navigation solutions, simulation and training solutions, fleet operation solutions, and ship traffic control solutions. Each business will have lifecycle

responsibility for its offerings. Wartsila's energy business will continue in its current form.

"Wartsila is committed to leading the way towards a more sustainable maritime future. We have today the broadest offering for the marine markets, and I am confident that establishing three independent marine entities, with a stronger focus on the specific needs of their respective markets, will accelerate the execution of our smart marine strategy. Our customers will benefit from increased agility and speed in decision-making, as well as an even more empowered and effective frontline," said the president & CEO of Wartsila Corporation.



The Sea Launch *Odyssey* prepares to leave Long Beach for its new home in Russia.

Long Beach bids farewell to Sea Launch

After more than two decades at the Port of Long Beach, California the launch platform *Odyssey*, a floating spaceport built for launching commercial communications satellites from the ocean, is poised to sail to its new home on the eastern seaboard of Russia. The parting voyage of the mobile launch — longer and wider than a football field and weighing up to 15 tons with a full payload — is the latest development in the sale of Sea Launch assets to S7 Space, which announced the purchase of Sea Launch in 2016 and finalized the acquisition in 2018. S7 Space's parent company is Moscow-based S7 Group, Russia's largest private aviation and space holding company.

Sea Launch dates back to the 1990s, when Boeing formed a consortium with companies from Russia, Ukraine and Norway to create the commercial sat-

ellite launch enterprise and chose the Port of Long Beach as its base. Between 1999 and 2014, Sea Launch conducted 36 missions, with 32 successes.

Odyssey is a modified oil rig with a propeller propulsion system that allows it to maneuver at slow speeds with a high degree of accuracy. To travel to its new home, the platform is hitching a ride on the *Xin Guang Hua*, a COSCO Shipping heavy load carrier. The *Odyssey* was secured to the transport ship to ensure a safe journey.

Departing with *Odyssey* is its companion vessel, *Sea Launch Commander*, a multipurpose ship that houses rocket assembly operations while in port and crew and customer accommodations and mission control facilities while at sea. The new home port for Sea Launch is under construction and located south of the Port of Vladivostok.

Port of Vancouver records second highest annual cargo

Last month the Vancouver Fraser Port Authority released the 2019 year-end statistics for cargo and passengers moving through the Port of Vancouver. Overall, cargo through the port was 144 million metric tons for the year, down two percent from the 2018 record of 147 million metric tons but the second highest in port history. Sectors that experienced declines, including foreign petroleum products and domestic forest products, were offset by record growth in other sectors including potash, grain and containers.

Strong global demand for Canadian grain resulted in a new record of 28.3 million metric tons for both containerized and bulk cargo, a 3.5 percent increase over 2018. Increases in wheat, up by 16 percent, and specialty crops, up by 14 percent, offset the 19 percent decrease in canola exports, which was largely due to a 62 percent decrease in canola exports to China. While grain products reached record levels in 2019, this sector was the most significantly impacted by tariffs and trade challenges with China, resulting in a 37.3 percent decrease in grain exports to this economy. Potash exports increased to a record amount of 9.4 million metric tons, an increase of two percent.

Sectors experiencing declines included foreign petroleum products, down 42 percent over 2018. Year-over-year fluctuations in volumes through the port for this sector are not uncom-

mon and were largely affected by U.S. refineries buying crude from U.S. sources, use of transportation alternatives, and product pricing. Domestic forest products declined six percent due to a reduction in local milling activities. The number of automobiles imported through the port was down by one percent, mostly as a result of lower Canadian sales.

Shipping container quantities, measured by 20-foot equivalents (TEU), were a record 3.4 million TEU, a slight increase of 0.1 percent compared to 2018 results. While the sector is forecast to continue to grow, 2019 results reflected a number of factors including trade conflicts and shipping lines adjusting services based on market conditions.

Container trade through the Port of Vancouver is driven by Canadian demand for imports, and the resulting availability of empty containers has been essential for Canadian businesses wanting to ship goods to international markets. Approximately one in every three dollars of Canada's trade in commodities and goods beyond North America move through the port, much of it in containers.

With projected long-term growth in container trade, the port authority is leading two container terminal projects and has partnered with government and industry to invest in road and rail and other infrastructure projects to support a more fluid supply chain.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

CORONAVIRUS

As of March 3, 2020, there have been over 91,300 people worldwide infected with the coronavirus, or COVID-19, according to data compiled by Johns Hopkins University. There have been at least 3,110 deaths. In the U.S., there have been at least 91 reported cases of infection and six deaths, according to the Centers for Disease Control and state health officials.

Over the past two months, the Union has received several updates from our contracted companies detailing preventative measures being taken in regards to COVID-19, Far East port visits and trans-Pacific air travel. It is expected that, until further notice, shore leave will be prohibited in Chinese and South Korean ports. The Port of Naha has also made an unofficial request to all foreign ships calling Okinawa to deny shore leave to crewmembers, except for reasons of medical emergency and official business.

On February 25, the Union was notified by APL Labor Relations that the scheduled dry-dock of the *MV President Roosevelt* in China had been postponed. The company is looking at options to complete the dry-docking in the future while taking into consideration the coronavirus situation in China, the regulatory requirement to dry-dock the vessel and drydock availability.

The Union will not be processing any restriction-to-ship grievances associated with preventative measures taking place in Far East ports.

At the Fenix Marine Terminal in San Pedro, a significant reduction in reefer cargo volume, due to COVID-1, has resulted in a reduction of MFOW Shore Mechanic staffing to the guaranteed workforce of 22 Shore Mechanics.

MFOW ELECTION

The Marine Firemen's Union Coastwise Balloting Committee convened at Headquarters on February 10. Following the provisions of Article V, Section XV of the MFOW Constitution, the Committee visited the neutral depository in San Francisco to remove the ballots mailed in by the membership. The Committee checked the eligibility of all members who exercised their right to vote and concluded the count in one day. The Committee certified the results of the ballot count on the same day. The complete report of the Balloting Committee was submitted for membership approval under "Committee Reports" at the March Headquarters and Branch meetings. The new term of office began on March 12.

MARITIME BUDGET

On February 11, at the invitation of U.S. Maritime Administrator Mark H. "Buz" Buzby, I participated in a teleconference to discuss President Trump's fiscal year

2021 budget request for the Maritime Security Program (MSP) and the Ready Reserve Force Program (RRF).

The budget called for full MSP funding at \$314 million, or \$5.2 million per vessel. This is the second straight year Trump has requested full MSP funding, after his first two budget requests failed to assign a sustainable MSP funding request. Efforts by maritime labor and maritime industry ensured that full MSP funding was eventually authorized, then later appropriated by Congress in those years.

The budget called for \$436 million for the RRF program. This is up \$84 million from the previous year's request. About \$60 million of the budget request is slated to purchase a pair of newer, used commercial vessels that could be inserted into the fleet to replace two of the older vessels. The average age of the RRF fleet is 44 years old.

The budget also asks for \$300 million to purchase a medium size, multi-mission ship that would be used for state maritime academy training; humanitarian assistance and disaster relief missions; and \$35 million for state maritime academy operations and maintenance. The budget includes \$81.9 million for the U.S. Merchant Marine Academy at King's Point, New York; \$76.4 million for academy operations; and \$5.5 million for capital asset maintenance.

The Trump budget request did not include funding for the USAID-administered PL-480 Food for Peace program. In the past, this program provided quite a bit of cargo for U.S.-flag shipping.

APL UNEMPLOYMENT

On March 3, the Union was notified by APL Marine Services labor relations that, going forward, any crewmembers applying for unemployment benefits should use the following as the employer address:

Attn: AML Labor Relations
APL Marine Services, Ltd.
6110 Executive Boulevard, Suite 410
Rockville, MD 20852

MFOW CONVENTION

The collective bargaining agreement between the SIU-Pacific District (MFOW, SUP and SIU-AGLIW) and APL Marine Services expires on September 30, 2020. Article II, Section XIII of the MFOW Constitution states that it "shall be the policy of the Union to hold, in the year in which the principal collective bargaining agreement or agreements are to be renegotiated and prior to such negotiations...a Convention comprised of the President/Secretary-Treasurer, Vice President, Branch Port Agents, three elected delegates from Headquarters and one elected delegate from each other Branch."

In order to provide plenty of time for scheduling transportation and lodging, the Convention schedule will be as follows:

- Wednesday, March 11, 2020 — One delegate elected at the Wilmington Branch meeting and one delegate elected at the Honolulu Branch meeting.
- Thursday, March 26, 2020 — One delegate elected at a Seattle – Port Serviced special meeting.
- Wednesday, April 1, 2020 — Three delegates elected at the Headquarters meeting.
- Monday, April 13, 2020 — Day one of Convention.
- Tuesday, April 14, 2020 — Day two of Convention and Annual Board of Trustees meeting.

Only the President/Secretary-Treasurer, Vice President, Port Agent and elected delegates shall be entitled to vote. All other members in good standing are permitted to attend the Convention and be entitled to a voice, but no vote. Any member wishing to present recommendations to the Convention may also do so via email or regular mail.

Labor Department announces nearly \$100 million in apprenticeship grants

Last month, the U.S. Department of Labor announced the awarding of grants to 28 public-private apprenticeship partnerships totaling nearly \$100 million through the Apprenticeship: Closing the Skills Gap grant program. These grants will support large-scale expansions of apprenticeship in industries including advanced manufacturing, healthcare and information technology.

President Trump's Executive Order on Expanding Apprenticeship in America called for increasing the number of apprentices in the United States across all industries. There are more than 6.4 million job openings reported in the United States and expanding apprenticeships will help individuals gain the skills necessary to fill these vacancies.

"These grants will further the Administration's efforts to expand apprenticeships. For Americans who want an alternative to the traditional bachelor's degree, apprenticeships are a way to learn valuable skills that lead to good paying careers," said U.S. Secretary of Labor Eugene Scalia. "Companies across the country tell me that their greatest challenge today is finding the skilled workers they need. This funding will bolster America's competitiveness by adding more skilled workers to fill millions of open jobs today and in the future."

Scalia made the announcement during a trip to North Carolina State University, one of the grantees.

The Apprenticeship: Closing the Skills Gap grant program will support the training of more than 92,000 individuals in new or expanded apprenticeship programs for a range of employers, including small and medium-sized businesses, veterans, military spouses, service members re-entering the civilian workforce and groups underrepresented in current apprenticeship programs, including women and Americans reentering the workforce from the justice system.

The grant program supports apprenticeships that include a paid, work-based learning component and a required educational or instructional component that results in the issuance of an industry-recognized credential; and which meet appropriate quality assurance standards.

H-1B fees fund the Apprenticeship: Closing the Skills Gap grant program. Awards ranging from \$500,000 to \$6 million each will go to 28 public-private apprenticeship partnerships led by institutions of higher education; state systems of higher education; nonprofit trade, industry, or employer associations; labor unions; or labor-management organizations partnering with businesses ready to train apprentices. This grant program places a heavy emphasis on private sector partnership, with a corre-

sponding 45 percent match of federal funds awarded.

Following is the list of grantees and award amounts:

Apprenticeship: Closing the Skills Gap Grant Awards

| Awardee | HQ Location | Award Amount |
|---|----------------|--------------|
| Aerospace Machinist Joint Training Committee | Washington | \$996,390 |
| AFL-CIO Working for America | D.C. | \$6,000,000 |
| Alamo Community College District | Texas | \$1,000,000 |
| American Association of Port Authorities | Virginia | \$5,888,738 |
| Argentum | Virginia | \$5,991,235 |
| Arizona State University | Arizona | \$1,999,285 |
| Arkansas Division of Higher Education | Arkansas | \$2,000,000 |
| Colorado Community College System | Colorado | \$2,000,000 |
| Electrical Training ALLIANCE | Maryland | \$5,998,953 |
| Florida Alcohol and Drug Abuse Association | Florida | \$6,000,000 |
| Goodwin College Inc. | Connecticut | \$2,000,000 |
| H-CAP Inc. | New York | \$4,000,000 |
| Idaho State Board of Education | Idaho | \$1,998,139 |
| Ivy Tech Community College of Indiana | Indiana | \$3,977,255 |
| Missouri Chamber Foundation | Missouri | \$6,000,000 |
| North Carolina State University | North Carolina | \$5,999,799 |
| Oakland Community College | Michigan | \$4,000,000 |
| Office of the Postsecondary Commissioner | Rhode Island | \$1,000,000 |
| SHRM Foundation Inc. | Virginia | \$972,000 |
| Southern Utah University | Utah | \$3,977,088 |
| Southwest Tennessee Community College | Tennessee | \$998,405 |
| University of California-Davis | California | \$5,492,408 |
| University of California-Riverside | California | \$999,501 |
| University of Colorado-Colorado Springs | Colorado | \$5,996,713 |
| University of Louisville Research Foundation Inc. | Kentucky | \$3,999,999 |
| University of Wisconsin-Whitewater | Wisconsin | \$1,999,961 |
| Wireless Infrastructure Association | Virginia | \$5,997,096 |
| Wisconsin Regional Training Partnership Inc. | Wisconsin | \$1,998,251 |

VICE PRESIDENT'S REPORT

There were 36 registrants dispatched in the month of February: 13 in Class "A"; 14 in Class "B"; 6 in Class "C"; and 3 Non-Seniority. Only three shipboard billets were dispatched by HQ in February, possibly a new low record in recent memory.

There are 44 members registered at HQ: 15 in Class "A"; 20 in Class "B"; and 9 in Class "C"; and there are about 170 members registered union-wide.

Kudos to the following member for advancing in seniority: Jonard Revocal, JM-5290 ("C" to "B").

MATSON NAVIGATION COMPANY — RRF VESSELS

Cape Hudson — Still in FOS since leaving for a mission on January 3. *Cape Henry* — calling for ROS Wipers as needed. *Cape Horn* — Called for three ROS Wipers on February 28 for mission preparations.

PATRIOT CONTRACT SERVICES

Watson-class LMSR Vessels: The *Charlton*, *Dahl* and *Soderman* are running smoothly in the Saipan theater. *Charlton* and *Dahl* — flew out a Wiper to each ship for a time-up.

The FOS vessels running smooth in Diego Garcia are *Pomeroy*, *Sisler* and *Watson*. *Pomeroy* — dispatched an Oiler for open Wilmington job. *Watson* — Oiler job pending and a time-up Electrician job coming in April.

LMSRs in or awaiting RAV status: *Red Cloud* — returned to ROS/RAV in Bayonne, New Jersey, after sea trials. *Watkins* — RAV/ROS in Bayonne, New Jersey.

RRF Vessels: *Capes Texas*, *Taylor*, *Trinity*, *Victory*, *Vincent* are in ROS at the RRF, Beaumont/Port Arthur, Texas.

Cape Orlando and *GTS Admiral Callaghan* are ROS, Alameda RRF, with no problems. Dispatched a one-year Electrician to the *Callaghan* for an UFFD.

MARITIME INDUSTRY HIGHLIGHTS

Excerpts from *The Marine Executive*:

- THE Alliance, consisting of Hapag-Lloyd, Hyundai Merchant Marine, Ocean Network Express (ONE) and Yang Ming, plans to introduce three new express loops in early April. The Middle East Service Network (MESN) will provide higher frequency, direct and expanded coverage, and the fastest connection from the respective regions.

- Princess Cruises has initiated a search for a "best-in-class" cleaning company to decontaminate the cruise ship *Diamond Princess*, which hosted 3,700 quarantined passengers and crew for over two weeks. Nearly 700 tested positive for the coronavirus and three have died. The vessel must be sanitized according to stringent standards imposed by CDC, WHO and the Japanese government.

- The *MS Roald Amundsen* crossed the Antarctic Circle and reach 70 degrees south last month, which is the furthest any Hurtigruten ship has gone in the line's 127-year history. The ship was the first cruise ship named in Antarctica in November 2019 and is the first hybrid electric-powered expedition cruise ship, equipped with large battery packs and a specially designed ice-strengthened hull.

- Southwest Asia's wildlife trafficking problem has led to a new game plan. A recent study, analyzing thousands of successful seizures of terrestrial animals across 10 countries in Southeast Asia from 2008-2019, revealed: seizure of about 225,000 kg of African elephant ivory; trafficking of an estimated 895,000 pangolins; seizure of 100,000 pig-nosed turtles in Indonesia, 45,000 songbirds in Sumatra and Java, 6,000 Indian star tortoises, and 3,800 bear equivalents.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for the month of February 2020:

MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV Maunawili* — delegate ERJ Edward Tokarz, #3770, no beefs; REJ one trip off. *MV Mahimahi* — delegate REJ Nicholas Barroll, #3869, no beefs.

On the Pacific Southwest triangle run: *MV Daniel K. Inouye* — delegate ERJ Baldev Singh, #3782, no beefs; shipped one DJU for time up. *MV Lurline* — delegate ERJ Scanlon Henneberry, #3717, no beefs.

Matson shoreside mechanic Erick Anglo, JM-5214, makes his daily rounds on laid up vessels (*SS Kauai*, *SS Matsonia* and *MV Mokihana*), no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President Cleveland* — delegate ERJ Eric Nappier,

JM-5097, no beefs.

MV President Kennedy — delegate REJ Bozhidar "Bobby" Krastev, JM-5020, no beefs. *MV President Truman* — delegate ERJ Danilo Datuin, #3907, no beefs.

Shuttle vessels on the GSX run: *APL Saipan* — delegate REJ Nick Ertl, JM-5277, stated the engine department made repairs to the diesel main engine, no beefs. *APL Guam* — delegate DJU Aris Delacruz, #3777, no beefs; shipped one Wiper for time up, relief Wiper is awaiting flyout. The vessel will be going on a modified route, adding two trips to China.

Vessels traveling to Far East ports are experiencing delays, as well as crew members being restricted to ship, due to coronavirus concerns. For those traveling abroad, we wish you safe passage.

Faternally,
Bobby Baca

Trumka says union support has "yet to be earned" by Democratic hopefuls

AFL-CIO President Richard Trumka recently told Yahoo Finance that the support of the U.S.'s largest federation of labor unions has "yet to be earned" by the Democratic presidential hopefuls. Even as the Democratic field narrowed after Super Tuesday, the AFL-CIO is "still evaluating" and "still asking the tough questions," Trumka said.

The AFL-CIO represents about 12.5 million workers, and the group's endorsement is hotly coveted by candidates running for office. Last election cycle, the union backed Democrat Hillary Clinton, but Trumka suggested that this time around, its endorsement remains in play.

"When you convince us that you are going to fight on our behalf, that you're going to change the rules on behalf of working people, we will be out in full

force, we'll mobilize, and we'll help get that person elected," Trumka said in an interview on "On The Move."

According to the union chief, the AFL-CIO's members are looking at "kitchen table economics" and candidates who can deliver in areas such as wages, health care, retirement and job security.

"They're looking for their children to be able to get a good education and do better than they are in life. And they're looking for candidates that are going to be pro-worker and actually change the rules of the game so that workers can get ahead, not just with lip service," he said.

"They want to be convinced that you're serious about changing those rules so that we can all get a better chance at this and more opportunity," Trumka added.

China, Japan, Singapore pushing for shipbuilding mergers

China, Japan and Singapore are pushing for mergers in the shipbuilding industry with a business combination review going on for Hyundai Heavy Industries and Daewoo Shipbuilding & Marine Engineering, which are the two largest shipbuilders in the world.

In China, the State-owned Assets Supervision and Administration Commission (SASAC) approved a merger between China State Shipbuilding Company (CSSC) and China Shipbuilding Industry Company (CSIC) in November last year, which resulted in the establishment of China Shipbuilding Group (CSG). Each of CSSC and CSIC has 10 shipyards. At present, their competitiveness related to high value added ships is regarded as being lower than that of the South Korean shipbuilders.

In Japan, Imabari Shipbuilding and Japan Marine United are planning to make an announcement within this

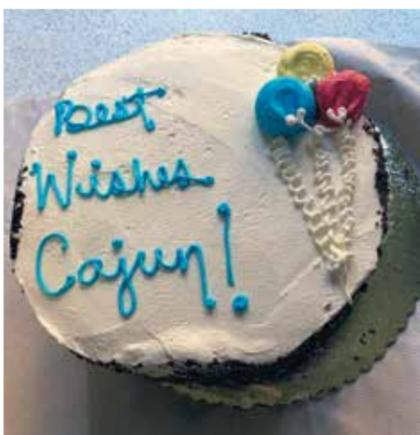
month with regard to their partnership for large container ships, large oil tankers, bulk carriers, etc. The partnership is likely to stop at joint design and marketing without reaching merger-based technology sharing. Imabari Shipbuilding is predicted to acquire less than 30 percent of Japan Marine United shares, and they are likely to set up a company to be in charge of marketing and merchant vessel design.

In Singapore, Sembcorp Marine and Keppel are aiming at a merger. Both are owned by sovereign wealth fund Temasek, and they are experiencing difficulties with the global offshore plant market deteriorating.

The review related to the two South Korean shipbuilders is picking up speed now. The Japan Fair Trade Commission recently initiated its initial review and the European Union is expected to release the result of its secondary review in June this year.

Best wishes to Cajun Callais

after six years
in the office of
MFOW
Vice President



Active MFOW members

Retain your Welfare Fund eligibility.

MAIL or TURN IN all your Unfit for Duty slips to:

MFOW Welfare Fund, 240 Second Street, San Francisco, CA 94105

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2020

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfoww.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential, including current endorsements and RFPEW certification.

(a) Eligible participants are MFOW members who:

- (1) Have maintained A, B or C seniority classification.
- (2) Are current with their dues.
- (3) Are eligible for medical coverage through covered employment.
- (4) Have a current Q-card (annual physical) issued by the Seafarers' Medical Center and are fit for duty.

(b) Non-seniority applicants:

(1) Non-seniority applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.

(2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

Training Resources Maritime Institute (TRLMI)

Courses are conducted at Training Resources Maritime Institute in San Diego, California, contingent on enrollment levels. Tuition, lodging and transportation are pre-arranged by the MFU Training Plan.

MILITARY SEALIFT COMMAND (MSC) TRAINING

This five-day course includes the following segments: Shipboard Damage Control; Environmental Programs; Chemical, Biological and Radiological Defense orientation; Helo Firefighting; Anti-Terrorism (one-year validation); Survival, Evasion, Resistance and Escape (three-year periodicity). These segments are required for employment aboard various MSC contract-operated ships.

March 23-27

April 13-17

May 18-22

HIGH VOLTAGE SAFETY

This five-day course is open to members who have electrical equipment background and training. Each student should:

- Have the requisite skills (knowledge and techniques) to distinguish exposed energized electrical conductors and circuit parts from other parts of electrical equipment, capability to determine nominal system voltages;
- Have the ability and be capable of providing first aid, including resuscitation, CPR and AED (where provided);
- Be capable of determining the proper use of personnel protective equipment to protect against shock and arc flash.

Prerequisites: *Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.*

April 20-24

May 18-22

ENDORSEMENT UPGRADING COURSES

QMED Fireman/Oiler/Watertender

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Oiler/Watertender course will satisfy the requirements needed for the national endorsements as QMED Fireman/Watertender and QMED Oiler, provided all other requirements, including sea service, are also met. **Prerequisites:** *180 days or more of MFOW-contracted sea time as Wiper; PLUS Coast Guard approval letter for endorsement upgrading, which certifies minimum of 180 days' sea time as Wiper.*

May 4-29

STCW Rating Forming Part of an Engineering Watch

A member who successfully completes the 40-hour Rating Forming Part of an Engineering Watch (RFPEW) course will satisfy the requirements needed for the STCW endorsement as RFPEW. **Prerequisites:** *See QMED Fireman/Oiler/Watertender course. It is recommended that eligible candidates schedule the QMED Fireman/Oiler/Watertender and RFPEW courses back-to-back for a five-week combined training session.*

March 30-April 3

June 1-5

QMED Electrician/Refrigerating Engineer

A member who successfully completes the 240-hour QMED Electrician/Refrigerating Engineer course will satisfy the requirements needed for the national endorsement as QMED Electrician/Refrigerating Engineer, provided all other requirements, including sea service, are also met. **Prerequisites:** *Endorsements as QMED Fireman/Watertender, QMED Oiler, and RFPEW; PLUS 180 days' of MFOW-contracted sea time while qualified as RFPEW.*

May 4-June 12

STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. **Prerequisites:** *Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days' or more of MFOW-contracted sea time while qualified as RFPEW.*

April 20-24

June 15-19

QMED Junior Engineer

The MFOW Training Plan does not sponsor the QMED Junior Engineer course. A member who has successfully completed the modules for QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, and QMED Oiler can be issued the national endorsement as QMED Junior Engineer without testing provided he or she has met all other sea service and training requirements.

QMED Pumpman/Machinist

A member who successfully completes the 240-hour QMED Pumpman/Machinist course will satisfy the requirements needed for the national endorsement as QMED Pumpman/Machinist. **Prerequisites:** *360 days or more of MFOW-contracted sea time while holding the endorsements as QMED Electrician/Refrigerating Engineer, QMED Junior Engineer, QMED Fireman-Watertender, QMED Oiler, RFPEW and AS-E.*

May 4-June 12

STCW BASIC TRAINING*

***NOTE: ALL BASIC TRAINING CERTIFICATES HOLD A ONE-YEAR VALIDATION WHEN USED FOR MARINER DOCUMENT (MMD) RENEWAL.**

Basic Training Revalidation (two days)

The BT Revalidation course is designed for personnel who have previously completed a 40-hour Basic Training course and have at least one year of approved Sea Service within the last five years.

TRLMI, San Diego, CA (one day): March 20; April 3; April 24; May 8; May 29

California Maritime Academy, Vallejo, CA: April 15-16; May 11-12

Compass Courses, Edmonds, WA: March 24-25; April 21-22; May 19-20

El Camino College, Hawthorne, CA (one day): April 19

MITAGS-PMI, Seattle, WA: March 23-24; April 20-21; May 7-8

Maritime License Center, Honolulu, HI: May 7-8

Basic Training Refresher (three days)

The BT Refresher course (24 hours) is designed for personnel who have previously completed a 40-hour Basic Training course and have NOT completed one year of approved Sea Service within the last five years.

TRLMI, San Diego, CA: March 25-27; April 15-17; May 20-22

California Maritime Academy, Vallejo, CA: June 8-10

Compass Courses, Edmonds, WA: March 24-26; April 21-23; May 19-21

El Camino College, Hawthorne, CA: March 19-21; April 10-12

MITAGS-PMI, Seattle, WA: May 9-11

Maritime License Center, Honolulu, HI: May 6-8

Marine Firemen's Union Training Plan Tuition Reimbursement Policy

The Marine Firemen's Union Training Plan reimburses tuition costs (not lodging, subsistence or transportation) for certain types of training taken by a participant on his own.

However, preapproval of the training must be given by the Marine Firemen's Union Training Plan prior to taking the course.

Any request for reimbursement without preapproval from the Marine Firemen's Union Training Plan will be denied.

High water levels delays start to international Great Lakes shipping

High water on the Great Lakes is delaying the start of the international shipping season, potentially costing companies millions and disrupting supply chains. The locks that allow travel between Lake Ontario and the St. Lawrence River will not open until April 1, nearly two weeks later than anticipated. The Ottawa-based Chamber of Marine Commerce, which advocates for shipping on the St. Lawrence Seaway, says that could delay up to 100 ships.

With low ice coverage, the Montreal-Lake Ontario section of the seaway could have opened as early as March 20. Water needs to be let out of the Moses-Saunders Power Dam to lower the lake's level and prevent flooding, however, which can make it unsafe for ships to travel.

The Port of Duluth-Superior relies first on the Soo Locks — which are still

scheduled to open on time on March 25 for domestic shipments — to get shipments in and out of Lake Superior, but officials say a lack of reliability in the system can hurt long-term prospects. Last year the port had 85 overseas vessel visits, the most since 2010. The first international visits, when on schedule, do not arrive until early or mid-April.

Several lakes are currently at record-high water levels, and others remain well above average, causing problems for coastal communities and the shipping industry. The Welland Canal, which connects Lake Ontario and Lake Erie, is scheduled to open March 24. By then, the Army Corps of Engineers expects water levels to rise at least an inch on all the lakes except Superior, which should drop an inch. Lakes Michigan, Huron and Erie were all five inches above recorded monthly highs as of February 21.

U.S. Bureau Of Labor Statistics: Union Member Summary — 2019

In 2019, the percent of wage and salary workers who were members of unions (the union membership rate) was 10.3 percent, down by 0.2 percentage point from 2018. The number of wage and salary workers belonging to unions, at 14.6 million in 2019, was little changed from 2018. In 1983, the first year for which comparable union data are available, the union membership rate was 20.1 percent and there were 17.7 million union workers.

The data on union membership are collected as part of the Current Population Survey (CPS), a monthly sample survey of about 60,000 eligible households that obtains information on employment and unemployment among the nation's civilian non-institutional population age 16 and over. Highlights from the 2019 data:

- The union membership rate of public-sector workers (33.6 percent) continued to be more than five times higher than the rate of private-sector workers (6.2 percent).

- The highest unionization rates were among workers in protective service occupations (33.8 percent) and in education, training, and library occupations (33.1 percent).

- Men continued to have a higher union membership rate (10.8 percent) than women (9.7 percent).

- Black workers remained more likely to be union members than White, Asian, or Hispanic workers.

- Non-union workers had median weekly earnings that were 81 percent of earnings for workers who were union members (\$892 versus \$1,095).

- Among states, Hawaii and New York had the highest union membership rates (23.5 percent and 21.0 percent, respectively), while South Carolina and North Carolina had the lowest (2.2 percent and 2.3 percent, respectively).

Industry and Occupation of Union Members — In 2019, 7.1 million employees in the public sector belonged to a union, compared with 7.5 million workers in the private sector. The union membership rate declined over the year in the private sector by 0.2 percentage point to 6.2 percent. The unionization rate for public-sector workers was little changed over the year at 33.6 percent, and re-

mained substantially above that of the private sector. Within the public sector, the union membership rate was highest in local government (39.4 percent), which employs many workers in heavily unionized occupations, such as police officers, firefighters, and teachers.

Private-sector industries with high unionization rates included utilities (23.4 percent), transportation and warehousing (16.1 percent), and telecommunications (14.1 percent). Low unionization rates occurred in finance (1.1 percent), insurance (1.4 percent), professional and technical services (1.4 percent), and food services and drinking places (1.4 percent).

Among occupational groups, the highest unionization rates in 2019 were in protective service occupations (33.8 percent) and in education, training, and library occupations (33.1 percent). Unionization rates were lowest in farming, fishing, and forestry occupations (2.1 percent); sales and related occupations (2.8 percent); and food preparation and serving related occupations (3.5 percent).

Selected Characteristics of Union Members — In 2019, the union membership rate for men declined by 0.3 percentage point to 10.8 percent, and the rate for women was down by 0.2 point to 9.7 percent. The gap between their rates has narrowed considerably since 1983 (the earliest year for which comparable data are available), when rates for men and women were 24.7 percent and 14.6 percent, respectively.

Among major race and ethnicity groups, Black workers continued to have a higher union membership rate in 2019 (11.2 percent) than workers who were White (10.3 percent), Asian (8.8 percent), or Hispanic (8.9 percent). However, the union membership rate for Black workers declined by 1.3 percentage points over the year, while the rates for other race and ethnicity groups changed little.

By age, union membership rates continued to be highest among workers ages 45 to 64. In 2019, 12.6 percent of workers ages 45 to 54 and 12.7 percent of those ages 55 to 64 were union members. Over the year, the union membership rate for workers ages 45 to 54 was little changed, while the rate for those ages 55 to 64 declined by 0.6 percentage point.

In 2019, the union membership rate

for full-time workers (11.2 percent) was about twice the rate for part-time workers (5.5 percent).

Union Representation — In 2019, 16.4 million wage and salary workers were represented by a union, little changed from 2018. The percentage of workers represented by a union was 11.6 percent, a slight decrease from 11.7 percent in 2018. Workers represented by a union include both union members (14.6 million) and workers who report no union affiliation but whose jobs are covered by a union contract (1.8 million).

Earnings — Among full-time wage and salary workers, union members had median usual weekly earnings of \$1,095 in 2019, while those who were not union members had median weekly earnings of \$892. In addition to coverage by a collective bargaining agreement, these earnings differences reflect a variety of influences, including variations in the distributions of union members and non-union employees by occupation, industry, age, firm size, or geographic region.

Union Membership by State — In 2019, 28 states and the District of Co-

lumbia had union membership rates below that of the U.S. average, 10.3 percent, while 21 states had rates above it and one state had the same rate. All states in both the East South Central and West South Central divisions had union membership rates below the national average, while all states in both the Middle Atlantic and Pacific divisions had rates above it.

Eight states had union membership rates below 5.0 percent in 2019. South Carolina and North Carolina had the lowest rates (2.2 percent and 2.3 percent, respectively). The next lowest rates were in Texas and Virginia (4.0 percent each). Two states had union membership rates over 20.0 percent in 2019: Hawaii (23.5 percent) and New York (21.0 percent).

Over half of the 14.6 million union members in the U.S. lived in just seven states (California, 2.5 million; New York, 1.7 million; Illinois, 0.8 million; Pennsylvania, 0.7 million; and New Jersey, Ohio, and Washington, 0.6 million each), though these states accounted for only about one-third of wage and salary employment nationally.

AFL-CIO sues Trump administration over union elections rule

The world's largest labor group is suing to try to block a Trump administration rule likely to make it harder for unions to organize. On March 6, the AFL-CIO asked a federal district court in Washington, D.C. to shoot down a new National Labor Relations Board regulation that would revise the union election process. The rule, slated to take effect April 16, is expected to slow down union elections at private workplaces by giving employers more power to oppose the contests on legal grounds before workers go to the ballot box and after the votes are casted.

"Should it take effect, the 2019 election rule will make it more difficult for AFL-CIO unions to obtain elections, will delay those elections, will prejudice

unions' ability to campaign in those elections, will delay the counting of ballots after those elections, and will delay the certification of unions as the representative of employees," the AFL-CIO said in the complaint.

The slowdown, in turn, will "delay employers' legal duty to bargain when a majority of employees chooses a representative to engage in bargaining in those elections," the organization said.

The AFL-CIO says the board violated federal law by enacting the rule without going through the public notice and comment process. The NLRB has said it has the authority to make procedural changes through a more streamlined process that doesn't allow the public to first weigh in.

Port of Los Angeles signs cooperative agreement with Nagoya Port Authority

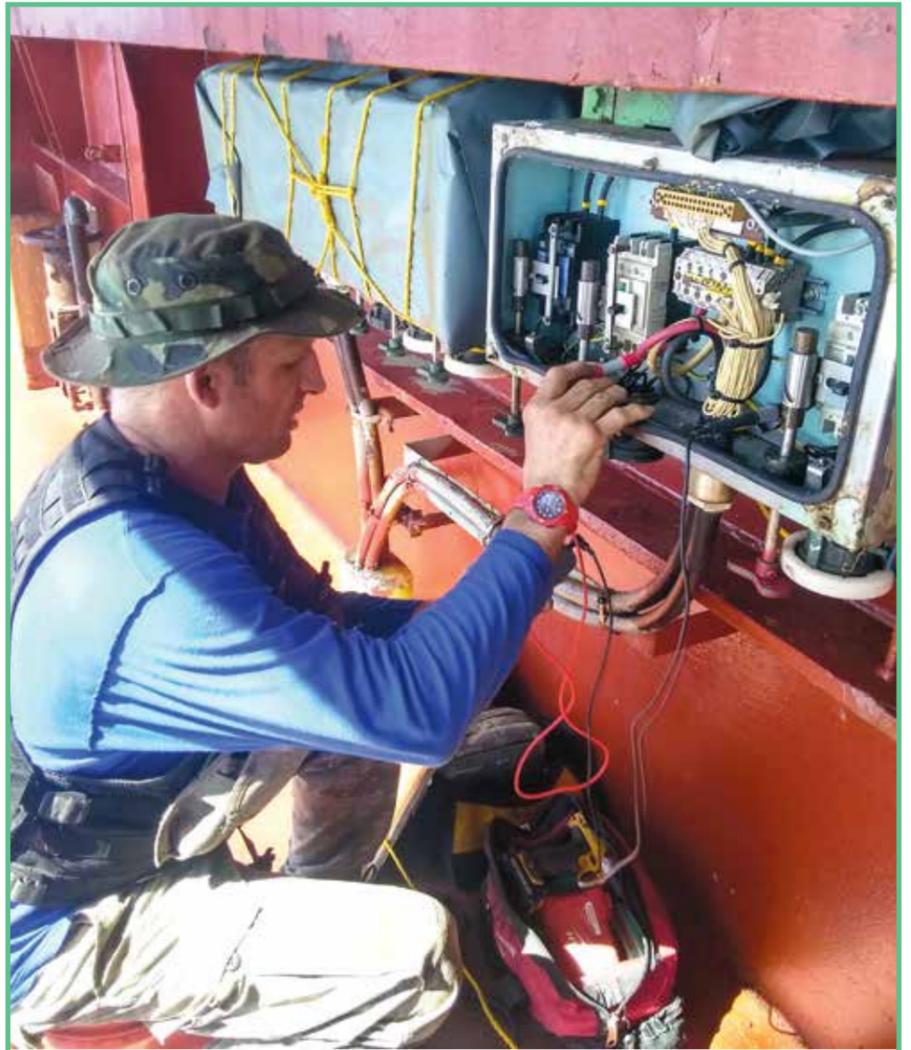
Building on more than 60 years of collaboration, the Port of Los Angeles and Port Authority of Nagoya, Japan have signed a Memorandum of Understanding (MOU) to further cooperate and exchange information on projects focused on operational efficiency and environmental sustainability. Expanding on the two ports' strong relationship, the newly signed MOU outlines more formal cooperation and exchange of information on port community systems and end-to-end supply chain information sharing platforms; development and deployment of zero-emission vehicles and equipment; and other activities connecting science, industry and startups that could contribute to both ports' efficiency and environmental priorities.

Operational efficiency projects of interest under the MOU include the development of port community systems like the Port Optimizer, the digital data platform used at the Port of Los Angeles to improve systems efficiency and supply chain information sharing. Also of interest will be the Port of Nagoya's cen-

tralized terminal operation system and centralized queuing gate process, both of which have helped make the port one of the most productive and efficient in Japan.

Environmental sustainability projects highlighted in the MOU include Nagoya's innovative incentive system for LNG-fueled and LNG-bunkering vessels, and the Port of Los Angeles' current demonstration project with Toyota Motor North America that is testing hydrogen fuel-cell electric heavy-duty drayage trucks and container handling equipment.

The Los Angeles and Nagoya Sister City Affiliation began as a part of President Eisenhower's Citizens' International Exchange Program in 1959. The primary goal of the sister city program is to foster mutual understanding between the people of Los Angeles and Nagoya through cultural, educational and people-to-people exchange activities. Over the decades, the two ports relationship has been celebrated by numerous visits, exchange programs and meetings.



REJ Dewayne "Nick" Ertl, JM-5277, pictured electrical troubleshooting aboard the *MV APL Saipan*.

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 75 jobs in the month of February. Two APL, eight Matson, and three PCS shipboard billets were dispatched and seven Shore Mechanics were shipped to Fenix Marine Services. One applicant made a ship and 12 applicants worked standby jobs. We currently have 27 A-, 21 B- and 15 C-seniority members on the registration list.

Most ships were on schedule this past month and some were delayed due to schedules being altered because of Coronavirus (COVID-19) quarantines instituted in South Korea and China. Ships are not currently taking food stores in South Korea and China. All contracted companies have been taking procedures to alleviate problems concerning COVID-19.

Procedures for members who are being sent for CG-719k, annual or sign-on physicals entail a short questionnaire. A member who does not pass the questionnaire to the satisfaction of the clinic will be directed to self-quarantine for 14 days. These requirements can change on a daily basis due to the nature of this virus outbreak.

No beefs were reported this past month. Insufficient food quantities and quality were addressed on two ships and they have improved to the point that the crews were satisfied. Much thanks to the Stewards' Department on the ships

that keep us well fed. The MFOW crews appreciate this very much.

At Fenix Marine Services on Pier 300, the gang is still working 24/7 under acting Foreman Mike Robles, #3855; and Leadermen Frank Marinovich, #3663, and George Sims, #3669. Yard operations have been intermittent and the gang is stretched pretty thin due to a reduction in manning.

The Los Angeles/Long Beach Labor Coalition meeting usually held at our hall might be held at a different hall due to concerns regarding COVID-19. The MFOW 2020-2022 election has been held and I wish to thank all the members for exercising their right to vote for their respective Union officials and trustees. I would also like to thank former Vice President Cajun Callais for his service to the Union, and congratulate President Poplawski, Business Agent Baca, and Honolulu Port Agent Higa on their reelection. Brother Callais will remain in service as Trustee for the 2020-2022 term of office.

National primary elections are also currently in progress. Exercise your right to vote.

Work on the *SS Lane Victory* is back in action, and interested members and applicants may report to Chief Engineer Jim Gillen on Wednesdays and Saturdays at 0900. As always volunteers are very much appreciated. That's it from here for now, take care and work safely.

Aloha,
Harold "Sonny" Gage,
Port Agent

Benefits paid during February

| | |
|---------------------------------|------------|
| Death Benefits | |
| None | |
| Burial Benefits | |
| Fisher, Wayne A., P-2542 | \$1,000.00 |
| Selvig, Rolf S., P-2370 | \$1,000.00 |
| Excess Medical | \$5,072.47 |
| Glasses and Examinations | None |

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MFOW WELFARE FUND
Attention: Esther Hernandez
240 Second Street
San Francisco, CA 94105
(415) 986-1028/
(415) 986-5720

Email:
EHernandez@mfoww.org

HONOLULU NOTES

In February, Honolulu experienced a very slow month with just two Wipers being dispatched and one returning Junior Engineer. For standby jobs, there were 19 Standby Electrician/Reefers and 15 Standby Wipers. 37 total jobs are way below the average dispatches for the month.

With the *Mokihana*, *Matsonia*, *Pfeiffer* and *Kamokuiki* in layup or waiting for shipyard availability, Honolulu is down to only 22 active jobs. Our registration list shows the results of the layoffs with 40 members listed: 17 A-, 13 B- and 10 C-seniority members. The winds will change, they always do.

The Hawaiian airlines flight attendants are picketing. They are into their third year of negotiations. Negotiations are now being facilitated by the National Mediation Board. We will be walking in solidarity with them.

Aloha,
Mario Higa, Port Agent

HONOR ROLL

Voluntary donations to

General Treasury — February 2020:

| | |
|-------------------------------|----------|
| Travis Kehoe, #3922..... | \$50.00 |
| Michael Carr, P-2718..... | \$300.00 |
| Emilio Siguenza, JM-5212..... | \$100.00 |
| Edgardo Guzman, #3905..... | \$50.00 |
| Eric White, #3925..... | \$100.00 |
| Bonny Coloma, P-2763..... | \$50.00 |

HOWZ SHIPPING?

February 2020
San Francisco

| | |
|---------------------------------|-----------|
| Electrician..... | 1 |
| Junior Engineer (Day)..... | 1 |
| Oiler..... | 1 |
| Wiper..... | 2 |
| Standby Electrician/Reefer..... | 13 |
| Standby Wiper..... | 18 |
| TOTAL..... | 36 |

Wilmington

| | |
|--------------------------------------|-----------|
| Electrician/Reefer/Jr. Engineer..... | 2 |
| Reefer/Electrician/Jr. Engineer..... | 4 |
| Junior Engineer (Day)..... | 1 |
| Oiler..... | 2 |
| Wiper..... | 4 |
| Shore Mechanic..... | 7 |
| Standby Electrician/Reefer..... | 18 |
| Standby Wiper..... | 37 |
| TOTAL..... | 75 |

Seattle

| | |
|--------------------------------------|-----------|
| Electrician/Reefer/Jr. Engineer..... | 2 |
| Reefer/Electrician/Jr. Engineer..... | 1 |
| Oiler..... | 1 |
| Standby Electrician/Reefer..... | 7 |
| TOTAL..... | 11 |

Honolulu

| | |
|---------------------------------|-----------|
| Junior Engineer (Day)..... | 1 |
| Wiper..... | 2 |
| Standby Electrician/Reefer..... | 19 |
| Standby Wiper..... | 15 |
| TOTAL..... | 37 |

Regular membership meeting dates 2020

| | | |
|---------|-----|-------------------|
| April | 1 | S.F. Headquarters |
| | 8 | Branches |
| May | 6 | S.F. Headquarters |
| | 13 | Branches |
| June | 3 | S.F. Headquarters |
| | 10 | Branches |
| July | 1 | S.F. Headquarters |
| | 8 | Branches |
| August | 5 | S.F. Headquarters |
| | 12 | Branches |
| Sept. | 2 | S.F. Headquarters |
| | 9 | Branches |
| October | 7 | S.F. Headquarters |
| | 14 | Branches |
| Nov. | 4 | S.F. Headquarters |
| | 12* | Branches |
| Dec. | 2 | S.F. Headquarters |
| | 9 | Branches |

(*Thursday meeting, due to a holiday the day before)

POLITICAL ACTION FUND

Voluntary donations for February 2020:

| | |
|---------------------------------|----------|
| Patrick Gillette, #3880..... | \$100.00 |
| Rodolph Roaque, P-2363..... | \$20.00 |
| Donald Jung, P-2086..... | \$10.00 |
| Travis Kehoe, #3922..... | \$50.00 |
| Emilio Siguenza, JM-5212..... | \$200.00 |
| Eric Sentel Danzy, JM-5364..... | \$125.00 |
| Jacob Sperling, #3332..... | \$10.00 |
| David Thompson, #3878..... | \$25.00 |
| Alan Graves..... | \$50.00 |
| Yehya Mohamed, JM-5234..... | \$100.00 |
| Shadow Moyer, #3822..... | \$50.00 |
| Edward Tokarz, #3770..... | \$100.00 |

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

Yearly Subscriptions: First Class \$20.00 Air (AO) Mail \$25.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

MARINE FIREMEN'S UNION
240 Second Street, San Francisco, CA 94105

SEATTLE NOTES

During the month of February, Seattle shipped two ERJs, one REJ, one Oiler and seven Standby Reefers. Seattle currently has nine A-, 11 B- and four C-seniority members registered for shipping. It's been another slow month in Seattle and few members are making the hiring hall, possibly due to the local coronavirus outbreak.

Fraternally,
Brendan Bohannon, Representative

FINISHED WITH ENGINES



Theodore R. Steffens, #2371/P-1655. Born May 24, 1923, Indio, CA. Joined MFOW September 8, 1952. Pensioned January 1, 1975. Died January 25, 2020, San Francisco, CA.

Carlos S. Cano, #3514/P-2562. Born January 27, 1930, San Salvador, El Salvador. Joined MFOW November 7, 1967. Pensioned May 1, 1994. Died February 20, 2020, Millbrae, CA.

Martin D. Rascon, #3568/P-2689. Born November 12, 1953, San Francisco, CA. Joined MFOW December 20, 1975. Pensioned December 1, 2008. Died February 18, 2020, Raton, NM.

Rodolph Roaque, #3206/P-2363. Born February 7, 1930. Joined MFOW March 17, 1964. Pensioned September 1, 1987. Died March 2, 2020, Pittsburg, CA.