



# THE MARINE FIREMAN

Official Organ of the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association



Volume 76

SAN FRANCISCO, CALIFORNIA, OCTOBER 15, 2020



No. 10

## MFOW ratifies APL Marine Services contract

The membership of the Marine Firemen's Union (MFOW) has completed its ratification process. The membership voted to accept the 2020-2022 Offshore Agreement between the SIU-PD (MFOW, SUP and SIU-AGLIW) and APL Marine Services (APLMS), and the 2020-2022 Maintenance Agreement between the MFOW and APLMS. Membership approvals took place at regular membership meetings on October 7 in San Francisco and on October 14 in Honolulu, and at a special meeting on October 14 at Pier 300 in the Port of Los Angeles. Due to the pandemic, officials

did not travel to the port serviced in Seattle to conduct a special meeting.

Officials in San Francisco, Honolulu and Los Angeles fielded questions from the membership on issues such as term-of-agreement, wage and wage-related items, fringe benefits, general rules, work rules and shipping rules. After robust discussion, the votes came in for approval of the agreements reached on September 28. The membership also approved extension through October 31 of the restriction-to-ship settlement agreement with APLMS. For more details, see the President's Report on page four.

## 400,000 seafarers, stranded since the start of the pandemic, just want to go home

According to estimates by the International Maritime Organization (IMO), a specialized agency of the United Nations, 400,000 seafarers and port workers around the globe are currently stranded. They are facing physical and mental exhaustion, and repatriation to their home countries has become a matter of urgency. A similar number of people are waiting on land to board ships and relieve those currently at sea. Some mariners have spent up to 17 months at sea. This is illegal under the Maritime Labor Convention of the International Labor Organization (ILO), which sets the maximum continuous period a seafarer should serve aboard a ship at 11 months.

The situation has led to a humanitarian and safety crisis. While restrictions in many countries have been eased to some extent following the international maritime summit held in London this past summer, the problem is still far from being resolved – and time is running out.

For months, international organizations and even shipping companies have been lobbying governments to designate seafarers as key workers regardless of their nationality. This would exempt them from visa requirements and allow them to travel to and from ships. The IMO has also proposed a series of safe disembarkation protocols for use by ports, airports, health, customs and immigration authorities, and governments. So far, only 15 countries worldwide have

opened their ports and followed the protocols. Now, some are tightening restrictions again in response to the anticipated second wave of the virus.

For its part, Hong Kong has limited crew changes to ships that import and export cargo from its territory, and has reinstated airport restrictions. This makes things difficult, as crew changes are complex processes and the majority of the world's 1.6 million seafarers come from the Philippines, Indonesia, China, Russia, Ukraine and India.

Under normal circumstances, being a seafarer involves tasks that require constant concentration and long days that range from 10 to 12 hours, seven days a week, with little in the way of social life. Add to this the exhaustion, fatigue and anxiety of not knowing when they will return home and the result is an exponential increase in the risk of maritime accidents. According to the IMO, the increasing fatigue of seafarers also threatens the security of shipping and the uninterrupted flow of supply chains, which transport everything from raw materials to medical supplies. Commercial fishing is facing a similar problem, which puts food security at risk.

The crisis has many dimensions and the number of stranded seafarers reflects an equal number of people who are currently unable to make a living. The fatigue is also evident in those who are stuck at home, without employment, and in many cases without aid, waiting to relieve their fellow seafarers.



## Completion of new bridge celebrated in Long Beach

A sparkling parade of green trucks, a dramatic vintage aircraft flyover and fireboat sprays christened the October 2 ceremonial opening of the new bridge at the Port of Long Beach, reaffirming the region's importance to international shipping and heralding in an iconic structure that dramatically shifts the Southern California skyline. Long Beach Mayor Robert Garcia dedicated California's first cable-stayed bridge for traffic, a 515-foot-tall, two-tower span that provides an important starting point for national cargo movement and a much-improved transportation link for commuters in coastal communities of Los Angeles and Orange counties.

The six-lane, nearly two-mile-long bridge opened to traffic on October 5, marking the end of a nearly 10-year, \$1.47 billion effort to replace the 52-year-old Gerald Desmond Bridge, which was too narrow and too low to accommodate today's roadway cargo traffic demands and the larger cargo ships that began arriving at the Port of Long Beach years ago. While the Port of Long Beach is big ship ready, the lower Desmond Bridge was nearing of its expected lifespan, and needed to be replaced to provide a long-term, reliable connection to Terminal Island. More than 15 percent of the nation's imported container cargo travels over

this bridge route.

The bridge serves one of the largest port complexes in the world. More than 2.5 million jobs throughout the U.S. are related to the Port of Long Beach. Every year, the port handles cargo valued at more than \$170 billion.

The new bridge, which will be named later through state legislation, will eventually include a bicycle and walking path that brings visitors to a 205-foot-high view of the Southern California coastline. Announcements on the expected opening of the Mark Bixby Memorial Bicycle Pedestrian Path, named in honor of the late bicycle advocate, will be made at a later time.

With the highest deck of any cable-stayed bridge in the United States, the new bridge is designed to last 100 years with minimal maintenance and considered one of the most seismically advanced structures in the country. The bridge includes German-design joints at each end of the main span that move up to six feet in three directions during a very strong earthquake. These joints, large dampers, and other features are designed to provide flexibility and elastic points of isolation that enable bridge segments to move independently without causing significant damage to the bridge's primary superstructure.

The new bridge features 18 million pounds of structural steel, 75 million pounds of rebar and 1.7 million feet of cable – all American-made steel. If laid end-to-end, the cables would stretch about 322 miles – longer than the distance from Long Beach to Las Vegas.



The stack and gear of the *CV Kamokuiki* (in the background) pictured from Crane Cove Park, a new seven-acre park along the Bay in San Francisco's Dogpatch neighborhood. The new open space pays homage to the city's rich maritime history.

### Halls to close

Next month, the MFOW hiring halls will be closed on the following holidays:

- Veterans' Day —**
- Wednesday, November 11**
- Thanksgiving Day —**
- Thursday, November 26**

Both Veterans' Day and Thanksgiving Day are contract holidays.

# The Marine Fireman

Published Monthly By

The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association

ORGANIZED 1883

Affiliated with the Seafarers International Union of North America, AFL-CIO

Yearly subscription rate: \$20 first class, \$25 overseas air

Postmaster: Send address changes to The Marine Fireman, 240 2nd Street, San Francisco, CA 94105

## APL MARINE SERVICES WAGE RATES

Effective October 1, 2020

### Maritime Security Program Vessels

Rating	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Electrician/Reefer/Junior	\$5,777.62	\$192.59	\$6,253.58	\$3,543.90	\$118.13
Reefer/Electrician/Junior	\$5,499.57	\$183.32	\$6,079.96	\$3,445.51	\$114.85
Day Junior/Utility	\$4,992.25	\$166.41	\$5,413.65	\$3,067.92	\$102.26
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$3,374.91	\$112.50	\$3,896.80	\$2,208.32	\$73.61

	ST Rate Hourly	OT Rate Hourly	MPPP Daily
Electrician/Reefer/Junior	\$34.08	\$51.12	\$27.00
Reefer/Electrician/Junior	\$32.48	\$48.72	\$27.00
Day Junior/Utility	\$29.55	\$44.33	\$27.00
Wiper	\$20.19	\$30.29	\$27.00

Dirty Work Rate:	\$21.16	\$34.90
Cargo Rate:	\$24.53	\$40.28

Watchmen assigned as Day Men, Section 13c: Additional Daily: \$10.00

### Maintenance — Fenix Marine Services Terminal

Rating	First Shift		Second Shift		Third Shift		MPPP Daily
	ST	OT	ST	OT	ST	OT	
Foreman	\$49.16	\$73.74					\$30.00
Leaderman	\$44.50	\$66.75	\$48.87	\$73.31	\$49.87	\$74.81	\$30.00
Mechanic	\$41.43	\$62.15	\$45.57	\$68.36	\$46.57	\$69.86	\$30.00

### Standby and Special Project Shipyard Personnel

Rating	ST		Dirty Work		OT	MPPP Daily
	0800-1700	1700-0800	0800-1700	1700-0800		
Standby Wiper	\$34.82	\$38.84	\$44.84	\$49.82	\$60.69	\$30.00

Rating	ST		MPPP Daily
	Hourly	OT Hourly	
Standby Junior Engineer	\$36.57	\$54.86	\$30.00
Standby Electrician/Reefer	\$38.32	\$57.48	\$30.00

## Mexico to use military to control port corruption

In its latest efforts to break the stronghold on illegal cartels, Mexico's president is preparing to place the military in control of the country's port operations. Many people believe that the cartels have integrated themselves into the maritime industry, controlling the movement of goods in and out of the ports and the customs services.

Legislation is currently working its way through Mexico's parliament and is expected to receive approval from the lawmakers. According to reports in *Deutsche Welle*, that would place the ports in the hands of the military. The German media outlet quotes a political scientist and security expert at the Centro de Investigaciones sobre America de Norte think tank as saying it is well known that the ports and customs are rife with corruption. The cartels have expanded their operations from drug trafficking, murders, and kidnapping, into legitimate businesses ranging from minerals to real estate.

Under Mexico's President Andres Manuel Lopez Obrador, plan responsibility for the port operations would be transferred from the civilian Transportation Ministry to the military. Army personnel who are less corrupt than the bureaucrats would oversee all aspects of the port operations. The president cites

the army's success in fighting corruption and the cartels.

In July, Lopez Obrador spoke publicly about the problems of corruption in the ports. After he detailed his plans, Mexico's transportation secretary resigned citing a dispute with the president over the management of the ports. Weeks later, the government threatened to revoke the 100-year lease for the port of Veracruz operated by a private port company. The president also frequently criticized public-private concession agreements signed by his predecessors in government, citing them as creating another opportunity for corruption.

Late in 2013, the previous government in Mexico took a similar step with the armed forces taking charge of security in the Pacific port of Lazaro Cardenas, Mexico's major cargo hub. Units of the army, navy, and federal police moved in to oversee access to and around Lazaro Cardenas. At the time the government said that effort was part of a series of measures aimed at restoring stability to Michoacan state that had been overrun by violence and corruption tied to the drug cartels. It would be 14 months before ore shipments resumed through the port.

Experts say it is critical for the government to again gain control of the op-

erations at the major ports including Lazaro Cardenas and Veracruz. In July, Lopez Obrador promised to crack down on corruption and illegal activities in the port by cleaning up and remodeling port administration and customs operations in the ports.

Government opposition leaders in Mexico have said they fear the military does not have the expertise and experience to properly run the ports. They have expressed concerns that they could slow operations at the port and undermine operations and the economy. They also questioned the scope of port operations and volume of containers and goods flowing through the terminals if the military would be able to intercept enough of the illegal flow to truly stem the activities in the ports.

The military has taken an increasing role in a broader range of law enforcement and anti-corruption efforts in Mexico. The government announced directives in the spring that gave the military additional roles and responsibilities in law enforcement. It remains to be seen if the military can be any more successful in stopping the flow of drugs, guns, and cash, as well as increasing the payment of customs duties and reducing corruption in the ports.

### Marine Firemen's Union Directory

[www.mfoww.org](http://www.mfoww.org)

#### HEADQUARTERS

240 Second Street  
San Francisco, CA 94105  
Tel: (415) 362-4592/4593/4594  
Fax: (415) 348-8864  
Dispatcher-Tel: (415) 362-7593  
Dispatcher-Fax: (415) 348-8896

General Email: [headquarters@mfoww.org](mailto:headquarters@mfoww.org)

#### Anthony Poplawski

President/Secretary-Treasurer  
Email: [mfoww\\_president@yahoo.com](mailto:mfoww_president@yahoo.com)

#### Deyne Umphress

Vice President  
Email: [mfowwvp@mfoww.org](mailto:mfowwvp@mfoww.org)

#### Robert Baca

Business Agent  
Email: [robchili510@yahoo.com](mailto:robchili510@yahoo.com)

#### Manita Li, Controller

Email: [MLi@mfoww.org](mailto:MLi@mfoww.org)

#### Sandra Serrano, Secretary/Training

Email: [sserrano@mfoww.org](mailto:sserrano@mfoww.org)

#### MFOW TRUST FUNDS

240 Second Street  
San Francisco, CA 94105  
Tel: (415) 986-1028 / 986-5720  
Fax: (415) 546-7340

Optical/Death Benefits/Accounts Payable

General Email: [welfare@mfoww.org](mailto:welfare@mfoww.org)

#### Esther Hernandez

Medical/Dental Coverage:  
Active Members  
Email: [EHernandez@mfoww.org](mailto:EHernandez@mfoww.org)

#### Amanda Salinas

Medical Claims:  
Dependents and Pensioners  
Email: [ASalinas@mfoww.org](mailto:ASalinas@mfoww.org)

#### Stacy Bobu

Money Purchase & Pension Benefits  
Tel: (415) 362-1653  
Fax: (415) 348-8864  
General Email: [pension@mfoww.org](mailto:pension@mfoww.org)  
Email: [SBobu@mfoww.org](mailto:SBobu@mfoww.org)

#### WILMINGTON BRANCH

533-B Marine Avenue  
Wilmington, CA 90744  
Tel: (310) 830-0470  
Fax: (310) 835-9367

#### H. "Sonny" Gage, Port Agent

Email: [HGage@mfoww.org](mailto:HGage@mfoww.org)

#### HONOLULU BRANCH

707 Alakea Street  
Honolulu, HI 96813  
Tel: (808) 538-6077  
Fax: (808) 531-3058

#### Mario Higa, Port Agent

Email: [MHiga@mfoww.org](mailto:MHiga@mfoww.org)

#### PORT SERVICED — SEATTLE

4005 - 20th Avenue West, Suite 115  
Seattle, WA 98199  
Tel: (206) 467-7944  
Fax: (206) 467-8119

#### Brendan Bohannon, Representative

Email: [seattle@sailors.org](mailto:seattle@sailors.org)



Marine Safety Information Bulletin  
 Commandant  
 U.S. Coast Guard  
 Commercial Regulations & Standards Directorate  
 2703 Martin Luther King Jr Ave SE, STOP 7501  
 Washington, DC 20593-7501  
 E-Mail: [OutbreakQuestions@uscg.mil](mailto:OutbreakQuestions@uscg.mil)  
 MSIB Number: 08-20, Change 4  
 Date: September 30, 2020

## COVID-19 – Mariner Credentials

### Extension of Merchant Mariner Credential Endorsements, Medical Certificates and Course Approvals

This update to MSIB 08-20 provides guidance concerning mariner credentials, medical certificates and course approvals, and the action being taken by the Coast Guard due to the novel coronavirus and the disease it causes (COVID-19). We are doing this in keeping with national guidance to meet the challenge of this disease and in response to a number of questions and concerns raised by the maritime industry and mariners. The provisions in this MSIB are consistent with the Executive Order on Regulatory Relief to Support Economic Recovery issued on May 19, 2020.

The Coast Guard has also been consulting with the International Maritime Organization (IMO) and other administrations to ensure alignment with respect to the extension of endorsements issued in accordance with the Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW). We are taking a pragmatic approach consistent with the IMO Secretary General's circular Letter No.4204/Add.5 dated March 17, 2020.

Please be aware the following measures may cause a backlog in the processing of credentials and course approvals, especially near the end of the extension dates. Mariners and training providers are strongly encouraged to fulfill the requirements and submit applications as early as possible in order to avoid a lapse in their credential or training approval. Mariners are also advised that under our current statutory authority, the expiration dates of merchant mariner credentials may be extended for no more than one year. Similarly, training providers need to make every effort to submit their application early to avoid expiration of their current approval.

To mitigate the impact to the seafarers and the industry caused by the novel coronavirus disease COVID-19, the Coast Guard is taking the following actions:

#### Merchant Mariner Credentials

- **National Endorsements:** Under 46 USC Section 7507, Merchant Mariner Credentials may only be extended for up to one year from their date of expiration. Merchant Mariner Credentials (MMC) (National Endorsements only) that expire between March 1, 2020 and December 31, 2020 are extended until the EARLIER of
  - o June 30, 2021; OR
  - o One (1) year after the initial expiration date of the credential (i.e., one year after the expiration date printed on the credential).

Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice.

- **STCW Endorsements:** To remain consistent with the extension of national endorsements above, MMCs with STCW endorsements that expire between March 1, 2020 and December 31, 2020 are extended until the EARLIER of
  - o June 30, 2021; or
  - o One (1) year after the initial expiration date of the credential (i.e., one year after the expiration date printed on the credential).

Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice.

- o Until July 1, 2021, for mariners who have met the requirements for initial competency in survival craft and rescue boats other than fast rescue boats (PSC), PSC-limited, fast rescue boats (FRB), basic training (BT), and advanced firefighting (AFF) and who are renewing MMCs that expire between March 1, 2020 to June 30, 2021, the Coast Guard will accept shipboard experience in fire, emergency, and/or abandon ship drills for demonstrating continued competence in PSC, PSC-Ltd, FRB, BT, and/or AFF provided they have obtained at least 360 days of relevant service within the past five years. Relevant seagoing service will be determined as described in NVICs 4-14, 05-14, 08-14 and 09-14.
- o Mariners who do not have at least one year of relevant service in the past five years can only renew their STCW endorsements by demonstrating continued competence for PSC, PSC-Ltd, FRB, BT, and/or AFF as specified in 46 CFR 12.613(b)(4) or 46 CFR 12.615(b)(4) and NVIC 04-14 (for PSC and PSC-Ltd); 46 CFR 12.617(b)(4) and NVIC 05-15 (for FRB); 46 CFR 11.302(e), 12.602(e), and NVIC 08-14 (for BT); and/or 46 CFR 11.303(e) and NVIC 09-14 (for AFF). These mariners will need to complete original or "refresher" training for PSC, PSC-Ltd, FRB, BT, and/or AFF, as appropriate. Shorter and less comprehensive "revalidation" courses are not acceptable.

**Medical Certification.** The NMC is processing applications for medical certificates within normal time frames and therefore the guidance on extending medical certificates has not changed.

- **National Medical Certificates:** Medical certificates with a national expiration date between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on expired medical certificates that meet the extension criteria must carry the expired credential with a copy of this notice. This measure relaxes the requirement to carry an unexpired medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.
- **STCW Medical Certificates:** Medical Certificates with an STCW expiration date between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on an expired medical certificate that meet the extension criteria must carry the expired certificate with a copy of this notice. This measure ONLY relaxes the requirement to carry an unexpired STCW medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.
- **Pilot Annual Physical examinations.** 46 USC 7101(e)(3) requires that pilots undergo an annual physical examination each year while holding a credential. The Coast Guard does not intend to enforce this requirement given the current pandemic and its impacts on health care providers. This measure ONLY relaxes the requirement for an annual physical and not the actual medical standards. This posture applies until December 31, 2020 irrespective of when the medical certificate expires. It is important that pilots with disqualifying medical conditions do not sail.

#### Additional administrative measures.

- **Regional Exam Centers and Monitoring Units.** With the exception of Monitoring Unit Guam, all RECs and MUs are open for limited examinations services only. Seating capacity is reduced to comply with CDC guidelines. See the National Maritime Center website for scheduling information. The Coast Guard is considering additional options to augment examination capacity.
- **Approval to Test Letters (ATT) and Course Completion Certificates.** In recognition of the time RECs and MUs were closed to the public, ATTs and mariner training course completion certificates that expire in between March 1, 2020 and December 31, 2020 are extended until October 1, 2021.
- **Additional Information (AI), Qualified Assessor (QA), Designated Examiner (DE).** Please see the National Maritime Center website at <https://www.uscg.mil/nmc/> regarding guidance on the validity of AI, QA, and DE letters.
- **Course and Program Approvals.**
  - o Course and program approvals that expire between January 1, 2020 and December 31, 2020 are extended for six months from their current expiration date. This MSIB serves as formal notification of the extension. The NMC will not issue new course approval letters or certificates. NMC will update internal records to ensure the acceptance of course completion certificates issued during the extension and that the website reflects appropriate information.
  - o The NMC will continue to work with training providers on a case-by-case basis to approve alternate training delivery methods, including distance or blended learning. Approved requests and new requests for alternate training delivery methods will become part of the existing course approval and will be valid until the expiration date of the course; and where applicable, will be subject to the extension provided in the previous paragraph. At the time of renewal of the course, the Coast Guard will closely review the training delivery methods including those previously approved as a temporary measure. All testing, practical assessments, and labs associated with these courses must be completed no later than 6 months from the completion of the knowledge-based portion of the training.
  - o The NMC will consider, on a case-by-case basis, the use of alternative testing methods for some courses for some end of course examinations provided the training provider can show that the alternative method includes confirmation of the identity of the person taking the test, and maintains the integrity of the examination. The Coast Guard will consider the tools and business processes submitted for approval along with the course content in determining whether to approve the request. Requests should be submitted to [NMCCourses@uscg.mil](mailto:NMCCourses@uscg.mil) and include a list of courses, a complete description of the alternative requested, the tools involved, and the business process to be employed.
  - o The NMC will also consider and approve, on a case-by-case basis, alternative assessment methods for some courses provided it allows the instructor or a qualified assessor to properly witness the assessment. Requests should be submitted to [NMCCourses@uscg.mil](mailto:NMCCourses@uscg.mil) and include a list of courses, a complete description of the alternative requested, the tools involved and the business process to be employed.
  - o This MSIB serves as the extension for previously approved courses using alternate delivery methods.

The NMC may issue additional guidance on these extensions and other administrative measures consistent with this MSIB. This guidance will be posted at <https://www.uscg.mil/nmc/>. For questions on administrative measures visit the NMC website, or contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil), or by calling 1-888-IASKNMC (427-5662).

R. V. Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends

This release has been issued for public information and notification purposes only.

# Clean air progress continues at Port of Los Angeles

The Port of Los Angeles continues to make significant clean air gains, according to its new 2019 Inventory of Air Emissions report. While cargo volume slipped one percent in calendar year 2019, the port and its partners succeeded in cutting emissions between five and seven percent compared with 2018, according to the study.

The annual inventory measures both year-to-year changes and long-term progress of port strategies to reduce pollution from all sources related to its operations: ships, trucks, locomotives, harbor craft and cargo handling equipment. The port's goals were established in the 2006 Clean Air Action Plan (CAAP) and expanded in its 2010 and 2017 updates. The latest results are based on data collected during calendar year 2019 and reviewed by regional, state and federal air regulatory agencies.

For 2019, the port either maintained or exceeded its best numbers since the 2005 baseline year for reducing ground-level pollutants associated with health risk and respiratory illness. Emissions of nitrogen oxides are down 62 percent, the largest drop in NOx from port-related activity since 2005. Sulfur oxides and diesel particulate matter (DPM) remain down 98 percent and 87 percent, respectively, since 2005.

On a per container basis, the port's 2019 clean air progress was even more noteworthy. The port made headway in almost every category, including greenhouse gases (GHG) associated with climate change. GHG, reported in carbon di-

oxide equivalents, are down 32 percent for every 10,000 TEU (twenty-foot equivalent unit) since 2005. The only exception was sulfur oxides, which remains down 98 percent on a per container basis since 2014.

A key efficiency driver is larger ships delivering more containers, resulting in fewer total ship calls and lower emissions. In 2019, 987 container-ships brought more than 9.3 million TEU to the port, down from 1,479 ships bringing nearly 7.5 million TEU in 2005. The 2019 numbers show a 25 percent increase in TEU, a 33 percent decrease in containership calls, and an 87 percent increase in the average number of TEU per call since the baseline year.

Without factoring in container volumes, the port has cut GHG emissions 15 percent since 2005. CAAP goals call for the San Pedro Bay port complex to use 100 percent zero emission off-road cargo handling equipment by 2030 and zero-emission heavy-duty trucks calling at port terminals by 2035.

Eliminating tailpipe emissions from trucks and cargo handling equipment is essential to achieving the port's larger goal of reducing all port-related GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. To get there, the port is currently leading or participating in 16 regional projects with multiple partners to demonstrate near-zero and zero emissions engines and associated fueling or charging infrastructure.

The projects include testing of 12 zero emissions Class 8 trucks, including two battery-electric and 10 hydrogen fuel cell models; and 49 near-zero and zero emissions pieces of cargo handling equipment, including 22 electric yard tractors, five zero emissions forklifts, two electric top handlers, and 20 renewable natural gas yard tractors. All demonstrations are conducted in real-world operating conditions in and around the port.

The 2019 inventory reflects the progress the port has made in working with terminal operators and innovators to switch out cargo handling equipment for cleaner models. One-third of the 2,038 cranes, yard tractors and other yard equipment in port service already run on electricity or alternative fuels.

Converting the drayage fleet is a taller order, which is why the port has committed to facilitating the testing and development of on-road zero emissions technologies. Meanwhile, the fleet continues to modernize. More than 60 percent of nearly 17,800 trucks calling at Los Angeles container terminals are model year 2010 or newer, and model year 2014 or newer trucks now make up approximately 30 percent of the total. Model year 2014 or newer trucks have the cleanest available diesel engines and pollution control systems. The ongoing turnover builds on the dramatic clean air gains from the port's Clean Truck Program, which eliminated all older, dirty trucks from the drayage fleet effective January 1, 2012.

## First American-built electric passenger vessels in service

On October 6, the Maid of the Mist tour operation at Niagara Falls welcomed its first passengers aboard all-electric tour boats powered by renewable energy. The zero-emission ferries — named the *James V. Glynn* and the *Nikola Tesla* — are the first all-electric vessels of their kind built in the U.S., with power drawn from a high-capacity battery pack.

"The launch of the *James V. Glynn* and *Nikola Tesla*, the first passenger vessels of their kind in the United States, will markedly enhance the visitor experience, providing a smooth, quiet trip to and from the base of Niagara Falls," said Maid of the Mist President Christopher M. Glynn. "With no engine noise, our guests will be amazed by the sounds of nature and the roar of the falls they will hear from the decks of our vessels."

According to propulsion systems supplier ABB, the *James V. Glynn* and *Nikola Tesla* are each powered by a pair of battery packs divided across two catamaran hulls for redundancy. The batteries allow the electric propulsion motors to reach an output of up to about 530 horsepower. Since they operate at Niagara Falls, the historical home of hydroelectric power, they are charged using locally produced renewable electricity. The



full operation is emissions-free, and charging takes only seven minutes during disembarkation and boarding.

Their entry into service drew high-level attention in New York State, where the shift to renewable energy is a top policy priority.

"Niagara Falls is a wonder of the world unique to Western New York and Maid of the Mist has given people from all walks of life an up-close look at its majesty for more than 150 years," said New York State Lieutenant Governor Kathy Hochul. "This new fleet of all-electric vessels will protect the health of our waterways and environment, and is another example of New York State building back better, smarter and greener."

# MFOW PRESIDENT'S REPORT



By Anthony Poplawski

## TRUST FUNDS

The trustees of the various MFOW plans met on September 16 via teleconference. The trustees of the various SIU Pacific District plans met on September 17 via teleconference. The SIU Pacific District plans (pension, supplemental benefits and medical center) were reported to be in good shape. The MFOW plans (money purchase, welfare, training and joint employment committee) were also reported to be in good shape.

The trustees for the MFOW Supplementary Pension Trust discussed the reasonableness of the six percent valuation interest rate assumption in light of recent investment performance. The plan actuary determined that a reduction in the interest rate assumption is warranted. However, a reduction in the assumed rate could result in an endangered status certification for the plan year beginning August 1, 2020. The trustees discussed the possibility of an actuarially reasonable interest rate that would not result in a projected funding deficiency in any future year and that would not require an increase in the current employer contribution rate of \$4.50 per manday. This is a work in progress.

## APLMS NEGOTIATIONS

At approximately 1440 on Monday, September 28, 2020, a tentative agreement was reached between the SIU Pacific District Unions (MFOW, SUP and SIU-AGLIW) and APL Marine Services (APLMS).

On September 21, 22, 25 and 28, the SIU Pacific District met with APLMS in the library at SUP Headquarters to negotiate General Rules. On September 24, the MFOW Negotiating Committee met with APLMS in the Conference Room at MFOW Headquarters to negotiate Work Rules, Shipping Rules and Maintenance Agreement items.

Attending for APLMS were Director Labor Relations (Maritime) John Dragone, Labor Relations Consultant Gerry Carbiener, Senior Crewing Specialist — US Flag Fleet Operations Sean Doherty, APL Director Labor Relations & Terminal Services Ricky Childs and CMA Ships Singapore MD Marine Personnel Simon Spacey. During Maintenance Agreement negotiations, Eric Naefke of Fenix Marine Services sat in with the APLMS team.

On the MFOW side, MFOW President Anthony Poplawski was joined by MFOW Vice President Deyne Umphress; Negotiating Committee member Ernesto Salazar, #3842; and observer Marcos Almazan, JM-4933. SUP President Dave Connolly led the SUP Negotiating Committee. SIU West Coast Vice President Nick Marrone represented the SIU-AGLIW.

The following is a brief summary of the settlement:

### Term of Agreement

- Two years (October 1, 2020 to September 30, 2022)

### Wages and Wage-Related Items

- October 1, 2020: Three percent increase (3.0 %)
- October 1, 2021: One and one-quarter percent increase (1.25 %)

### Fringe Benefits

- October 1, 2020: CPI-W (six percent) increase in all Health and Welfare contributions, and \$0.50 increase in offshore Training Plan contributions.
- October 1, 2021: CPI-W (to be determined) increase in all Health and Welfare contributions, and \$0.50 increase in offshore Training Plan contributions.

### General Rules

- Section 11 — Deleted feasibility of satellite TV language; added crew quarters full compliance language for new vessels.
- Section 12 — Changed “vacuator” to “coffee maker”; added mess rooms full compliance language for new vessels.
- Section 17 — Revised transportation language: “coach” to “economy.”
- Appendix B — Updated transportation rates.

### Shipping Rules

- Revised dates in the Recital and in Sections 39 and 59.
- Section 58 — Deleted RFPEW “practical demonstration” language from Wiper maximum period of employment.
- Section 61 — Deleted “The temporary relief shall lose their shipping card” from trip-off language.
- Section 61 — Required man returning from trip-off to claim job back at least 5 days before ship arrival.

### Work Rules

- Section 5 — Added language stating drills shall be conducted as per Coast Guard requirements.
- Section 6 — Added STCW rest period language.
- Section 36 — Deleted language that states not more than one cadet may be assigned to the engine room.
- Section 38 — Deleted port security watch language referencing passenger vessels.
- Section 39 — Added annual CPI-W increase to welfare.

### Maintenance

- Term of agreement, wage and wage-related items and welfare increases same as offshore.
- Changed “Global Gateway South” to “Fenix Marine Services” in Sections 1.1, 1.3, 1.4, 2.2, 2.6, 3.8 and 5.3.
- Revised dates in Sections 1.7, 4.2, 11.1 and 22.
- Section 9 — Added annual CPI-W increase to welfare.

### The SIU-PD rejected the following APLMS General Rules proposals:

- Eliminate all requirements for 16-inch oscillating fans.
- Downgrade provisions for launch service and restriction-to-ship claims.
- Eliminate historical health and welfare contract language.
- Downgrade minimum storing list and menu standards (two entrees versus three entrees).
- Require a dental exam as part of the annual and sign-on physicals.

### The MFOW rejected the following APLMS proposals:

- Downgrade of lifeboat drill scheduling provisions.
- Eliminate traditional rest period rules.
- Eliminate making up of bunks for engine ratings.
- Eliminate Work Rule Section 24 — division into watches.
- Eliminate Work Rule Section 28 — Fireman/Watertenders work rules.
- Eliminate Section 31 — Blowing tubes.
- Eliminate maneuvering duties for the DJU.
- Eliminate maneuvering duties for the ERJ.
- Eliminate opportunity to work 8 hours OT at sea on Sundays and holidays.
- Eliminate requirement to increase unlicensed manning when increasing licensed manning.
- Eliminate vessel security overtime when in a war zone.
- Permanent Electricians and Reefers.
- Fixed overtime at three hours per day.

### APLMS rejected the following SIU-PD proposals:

- Increase Section 3 severance rates.
- Language providing for crew restriction-of-movement provisions to be same as general public during pandemic.

## Conclusion

The SIU-PD succeeded in getting a decent wage increase in the first year, CPI increases in welfare for both years of the agreement, and training increases for both years of the agreement. APLMS succeeded in its desire for a short-term agreement due to pandemic, global economic and political uncertainty. The MFOW spent a lot of time playing defense against and rejecting a barrage of bum work rule proposals from the company.

Overall, this is a decent two-year agreement that should serve the membership well. I recommend ratification of the tentative agreement.

## RTS SETTLEMENT AGREEMENT

Since the start of the current pandemic, the position of the Union has been that mariners should be able to go ashore as long as they follow the same restriction-of-movement and social distancing policies that are in place for the general public in each locality. However, APLMS continues to implement a restriction-to-ship policy on its U.S.-flag fleet due to the pandemic and the risks to the collective union memberships aboard APLMS vessels.

Driven by ship sequestrations and a COVID-related death of a crew member aboard a U.S.-flag merchant vessel, a temporary restriction-to-ship settlement agreement was inked with all affected offshore unions retroactive to August 1 through August 31. The agreement was then extended until September 30. On October 2, all of the affected unions (MFOW, SUP, SIU, MEBA and MM&P) agreed to an extension of the restriction settlement to October 31, with the proviso that the daily restriction-to-ship stipend is raised from \$100 per day to \$150 per day in port. I recommend membership approval of the settlement agreement extension.

## USCG CREDENTIALING

On September 30, the Coast Guard issued Change 4 to the Marine Safety Information Bulletin 08-20 covering mariner credentials during COVID-19. The following significant changes were provided:

- Merchant mariner credentials, both national and STCW, that expire between March 1, 2020, and December 31, 2020, are extended. The credentials are extended to the earlier of June 30, 2021, or one year from the expiration date of the credential. This reflects the fact that the Coast Guard’s statutory authority to extend credentials is limited to one year.
- In light of the recent closures of Regional Examination Centers to the public, approval to test letters and course approval certificates that expire between March 1, 2020, and December 31, 2020, are extended to October 1, 2021.

Notwithstanding the above extensions, the Union encourages members to make their best effort to keep credentials current.

## Panama Canal volumes down in 2020

2020 fiscal year-end results reported by the Panama Canal Authority show volumes were largely flat with declines in both the number of transit and tonnage versus projections. The declines were due to the effects of the U.S.-China trade war, tightening environmental regulations, and the COVID pandemic.

The authority reported that the year, which began on October 1, 2019, had begun strong, exceeding expectations. The impact of the pandemic had begun to show early in 2020. Cruise ship traffic had stopped in the canal by April. The height of the pandemic’s impact on the waterway occurred between May and July. Transits declined by 20 percent, mainly due to reductions in passenger ships, vehicle carriers, and liquefied natural gas (LNG) tankers. The authority reported that vessel transits and cargo movement normalized in August and September.

For the 12 months, the Panama Canal

saw a total of 13,369 transits, which represented a two percent reduction compared to projections. The canal handled a total of 475 million Panama Canal tons which was an overall drop of four percent compared to projections. Analyzing the data by segments of the shipping industry, containership tonnage (more than 166 million tons) made up more than a third of total tonnage transiting the canal in fiscal year 2020 followed by bulk carriers, which were half the tonnage of containerships. Also, tankers and chemical tankers made up nearly 70 million tons while both LNG and LPG carriers each made up approximately 45 million tons. LPG tonnage, however, was down nearly 15 percent versus projections.

The segments that reported the strongest declines included car carriers which were down more than 20 percent versus projects. Cruise ship tonnage was down 10 percent versus expectations for 2020.

## VICE PRESIDENT'S REPORT

It's been a relatively slow month here at HQ as far as shipping is concerned. Part of it may be attributed to the low number of relief requests coming out of Diego Garcia, which postponed the next wave of reliefs to November. We anticipate a big set of job orders for government vessels, so get your documents in order. There is no shortage of work here at the Marine Firemen's Union.

The slow month of shipping was perfectly timed to offset our contract negotiations with APL for the new term. I swear it was just the other day when I volunteered to be on the APL negotiating committee in 2018, observing company reps and SIU-PD leadership debate, negotiate, and occasionally scream at one another. I never imagined I'd be sitting alongside Tony, Dave Connolly and Nick Marrone at the bargaining table two years later. I also never imagined sitting seats apart with masks on, looking at people through laptop screens, like we're on a Skype date. The mute button has never been more powerful. In all seriousness, we got a deal done

for the APL offshore agreement and our shoreside maintenance agreement with Fenix Marine Services. Thank you to all participants for their time and contributions.

Brother Herman Richter, P-2779, stopped by this week offering his services and some ideas for beautification projects on our union hall. I've been told on many occasions that members used to volunteer and help chip away at the long list of maintenance items. It is a tradition I would like to revive and continue moving forward with. Leaving the general public in wonder and awe when they gaze upon our building is something to be proud of. It is the exact reason members occasionally see me in a pair of coveralls in between job calls. If you're bored or waiting for a ship, come on down.

That's all I have for now. It's not the best time to travel, but I may be seeing a few of you very soon. As always stay safe, work safe, don't touch your face.

Fraternally,  
**Deyne Umphress**

## BUSINESS AGENT'S REPORT

Here is the vessel rundown for September 2020:

### MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV Maunawili* — delegate DJU David Thompson, #3878...no beefs. *MV R.J. Pfeiffer* — delegate REJ David Ebanks, #3824...no beefs.

On the Pacific Southwest triangle run: *MV Lurline* — delegate ERJ Lloyd Kim, #3911...no beefs. *MV Mahimahi* — delegate REJ Frank Selvidge, #3742...no beefs. The *Cape Henry* and *Cape Horn* have completed sea trial activations and are back in port.

### APL MARINE SERVICES

On the EX1 run: *MV President Cleveland* — delegate ERJ Kenneth Fenley, #3740...no beefs. *MV President Kennedy* — delegate ERJ Danilo Datuin, #3907...no beefs. *MV President Truman* — ERJ Ramonchito Cruz, #3904...no beefs.

### PATRIOT CONTRACT SERVICES

The *Admiral Callaghan* is also back in port after a sea trial activation. One Oiler was shipped to the *USNS Soderman* and is awaiting fly-out. One Electrician was shipped to the *Cape Victory*.

Fraternally, **Bobby Baca**

## British Columbia ports may attract more U.S. cargo

A study commissioned by the Pacific Maritime Association warns that high U.S. rail costs and other factors could cause U.S. West Coast (USWC) ports to lose between 15 to 45 percent of intermodal import business to British Columbia (BC) ports by 2030. The report says 15 percent of intact intermodal import volumes could be lost by 2022 and over 45 percent of the USWC's current intact intermodal import traffic is at risk of diversion to BC ports over the balance of this decade.

The report found that the Southern California ports of Los Angeles and Long Beach, which utilize the Burlington Northern Santa Fe and Union Pacific Railroads, face higher costs delivering containers to Midwest destinations. This contrasts with lower rail and terminal handling costs via the ports of Prince Rupert and Vancouver, British Columbia utilizing Canadian National trains. Los Angeles and Long Beach (San Pedro Bay) intermodal container rail shipments are higher in cost than from Prince Rupert and Vancouver rail shipments to the following destinations:

\$640 higher to Chicago \$625 higher to Detroit \$325 higher to Memphis  
Terminal costs at USWC ports were responsible for \$200 to \$260 of the cost differential in ship-to-train charges compared to the British Columbia ports. Average ship-to-train charges by region per forty-foot equivalent unit are:

Port	Handling	Surcharges	Total Cost
San Pedro Bay	\$520	\$140	\$660
Other USWC	\$510	\$90	\$600
BC	\$400	\$1	\$401

The report found that cost advantages of Vancouver and Prince Rupert over San Pedro Bay and Puget Sound are underpinned by the following:

- Lower costs for locomotive fuel, ownership and leasing, and maintenance and repair for Canadian Pacific Railway and Canadian National Railway trains.
- Lower unit costs for marine terminal labor and lower terminal lease rates.
- Avoidance of payment of the Harbor Maintenance Tax and the Alameda Corridor Transportation Authority transit fee.

The report noted high terminal handling costs at USWC ports.

About 40 percent of the total intact intermodal imports at USWC ports are destined for the Midwest to the major hubs of Chicago, Detroit, Kansas City, and St. Louis. That is the route of greatest competition between the USWC and BC ports. Memphis is also in play for the Canadian ports because CN Railway has direct service there from Prince Rupert and Vancouver.

### Active MFWO members

*Retain your Welfare Fund eligibility*

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

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

### MFWO members pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Harlan, John	3609	SIU PD Basic LT	26.205	07/01/2020
Kirby, Marion	3690	SIU PD Basic LT	25.695	09/01/2020

DEPARTMENT OF HOMELAND SECURITY

UNITED STATES COAST GUARD



### Public Service Commendation

IN RECOGNITION of notable services that have assisted greatly in furthering the aims and functions of the Coast Guard

This certificate is awarded to

*Anthony Poplawski*



Executed this 15th day of September 2020

at Washington, D.C.

*Richard V. Timme*

REAR ADMIRAL RICHARD V. TIMME  
Assistant Commandant for Prevention Policy

### Public Service Commendation

to

Anthony G. Poplawski

The Commandant of the United States Coast Guard takes great pleasure in presenting the Coast Guard Public Service Commendation to Mr. Anthony G. Poplawski for service as a member of the Merchant Marine Personnel Advisory Committee (MERPAC) beginning in 2013. During this period, Mr. Poplawski was an active part of a diverse group of highly talented experts who provided outstanding recommendations to the Coast Guard on matters related to personnel in the merchant marine, including training qualifications, certification, documentation, and fitness standards. His active participation as a member of the Committee resulted in a positive working relationship between the Coast Guard and the maritime industry. During his tenure, the Committee provided sound, valuable recommendations on numerous rulemaking initiatives, associated policy projects and safety issues related to merchant vessel personnel activities. Specifically, his expertise on subjects related to qualified ratings particularly qualified member of the engine department contributed to recommendations submitted by the Committee that assisted the Coast Guard in its efforts to ensure maritime safety and improve the quality of the Merchant Mariner Credentialing program. Mr. Poplawski's dedication to MERPAC and his genuine willingness to work with the Coast Guard in promoting safety in the marine industry are heartily commended and are in keeping with the highest traditions of the United States Coast Guard.

# 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](http://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 Ltd. 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) Government Vessels Course

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

October 26-30

December 14-18

### Military Sealift Command (MSC) Readiness Refresher (renewals only)

This two-day course renews the following government vessel segments: Helo Firefighting; Environmental Protection; Damage Control; and Chemical, Biological and Radiological Defense. The full versions of these segments must have been completed within 5 years of taking the Readiness Refresher course.

December 3-4

### 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.

November 9-13

December 14-18

### Endorsement Upgrading Courses

#### QMED Fireman/Watertender and Oiler

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Watertender/Oiler 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.

October 26-November 20

November 30-December 18

#### 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.

November 30-December 4

#### 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.

(Returning in 2021)

#### 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.

November 9-13

#### 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.

(Returning in 2021)

### 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): November 6; November 24; December 4

California Maritime Academy, Vallejo, CA: not available

Compass Courses, Edmonds, WA: November 17-18; December 15-16

El Camino College, Hawthorne, CA (one day): not available

MITAGS-PMI, Seattle, WA: November 16-17; December 7-8

Maritime License Center, Honolulu, HI: November 5-6

#### 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: November 18-20; December 9-11

California Maritime Academy, Vallejo, CA: not available

Compass Courses, Edmonds, WA: November 17-19; December 15-17

El Camino College, Hawthorne, CA: not available

MITAGS-PMI, Seattle, WA: not available

Maritime License Center, Honolulu, HI: November 4-6



### TRLMI: CORONAVIRUS PROTOCOL

Effective 24 March 2020, TRLMI was designated part of the Critical Infrastructure by the U.S. Navy. We have completed a deep cleaning of the facility. We will continue the steps we had initiated to protect our staff and students, including:

- A. Following the guidelines as set forth by The State of California and County of San Diego Health and Human Services Agency and the Order of the Health Officer. We are in regular communication with County of San Diego Health personnel and are implementing all of their recommendations, while continuing to monitor for future guidance.
- B. Re-emphasizing common-sense practices used against the spread of all viruses, such as not coming to the facility if you are feeling ill, covering coughs and sneezes, washing hands often, and preventing any person-to-person contact.
- C. Older adults and individuals with underlying medical conditions who are at increased risk of serious COVID 19 are encouraged not to attend (this includes all TRLMI team members).
- D. Screening of all persons entering TRLMI for coronavirus symptoms and excluding such people from the facility if symptomatic. All visitors will be required to complete a screening questionnaire.
- E. Following social distancing recommendations, including providing 6 feet of space between students in classrooms. We are limiting classes to 10 or fewer people.
- F. For spaces such as the fire trainer, where social distancing is limited due to physical configuration of the space, TRLMI will provide Personal Protective Equipment (PPE), consisting of face masks and gloves for students and staff.
- G. Following the environmental cleaning guidelines as provided by the CDC (e.g., clean and disinfect high touch surfaces at least daily if not more frequently).

We will continue to provide updates as the situation evolves.

3980 Sherman Street, Suite 100. San Diego, CA 92110  
(619) 263-1638  
[www.TRLMI.com](http://www.TRLMI.com)

**Benefits paid during September**

Death Benefits	None
Burial Benefits	None
Excess Medical	\$5,710.19
Glasses and Examinations	\$800.00

**Pictures from the fleet**

**HOWZ SHIPPING?**

September 2020  
San Francisco

Electrician.....	2
Oiler.....	1
Standby Electrician/Reefer.....	18
Standby Wiper.....	7
<b>TOTAL</b> .....	<b>28</b>

**Wilmington**

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Watch).....	1
Junior Engineer (Day).....	1
Wiper.....	2
Shore Mechanic.....	15
Standby Electrician/Reefer.....	18
Standby Wiper.....	33
<b>TOTAL</b> .....	<b>76</b>

**Seattle**

Oiler.....	1
Standby Electrician/Reefer.....	4
Standby Wiper.....	2
<b>TOTAL</b> .....	<b>7</b>

**Honolulu**

Electrician/Reefer/Jr. Engineer.....	1
Junior Engineer (Day).....	2
Oiler.....	1
Wiper.....	1
Shore Mechanic.....	2
Standby Electrician/Reefer.....	25
Standby Wiper.....	20
<b>TOTAL</b> .....	<b>52</b>



Electrician Rafael Trigo, JM-5298, is pictured working aloft aboard the USNS Watkins at Saipan anchorage.



The MFOW crew aboard the RRF vessel *GTS Adm. W.M. Callaghan* is Oiler Vicente Malabug, JM-5337; Oiler Ernesto Jacalan, JM-5335; Oiler Drew Chorlton, JM-5343; Electrician Andrew Mayorga, JM-5281 and Wiper Rhynell Mouton IV, non-seniority.



The MFOW crew aboard the RRF vessel *MV Cape Horn*, surrounded by fire ash and fog-filled skies in San Francisco, are Electrician Oliver Woodson, JM-5373; Oiler Michael Drummond, JM-5349; Oiler Fred Cagler, #3906; Oiler Beau Gouig, JM-4876 and Wiper Trae Kranz, JM-5354.

**MFOW WELFARE FUND — PRIVACY NOTICE REMINDER**

This notice is to remind you that, as required by the Health Insurance Portability and Accountability Act of 1996 (HIPAA), the MFOW Welfare Fund (the "Plan") will only use or disclose your individual health information, known as protected health information, in accordance with the Plan's Notice of Privacy Practices. You can obtain a copy of the Plan's Notice of Privacy Practices by contacting the MFOW Welfare Fund at (415) 986-1028.

**NEWBORNS AND MOTHERS HEALTH PROTECTION ACT  
Special Rights Upon Childbirth**

Group health plans generally may not, under federal law, restrict benefits for any hospital length of stay in connection with childbirth for the mother or newborn child to less than 48 hours following a vaginal delivery, or less than 96 hours following a cesarean section. However, federal law generally does not prohibit the mother's or her newborn's attending provider, after consulting with the mother, from discharging the mother or newborn earlier than 48 hours (or 96 hours if applicable). In any case, plans may not, under federal law, require that the provider obtain authorization from the Plan for prescribing a length of stay not in excess of 48 hours (or 96 hours).

*Note: Under the terms of the Comprehensive Medical Expense Plan, no benefit will be payable with respect to any hospital admission of a Dependent child on account of pregnancy, childbirth, miscarriage, or abortion except for involuntary complications of pregnancy.*

**WOMEN'S HEALTH AND CANCER RIGHTS ACT  
Special Rights Concerning Mastectomy Coverage**

Under Federal law, group health plans that provide coverage for mastectomies (as yours does) are also required to provide coverage for reconstructive surgery and prostheses following mastectomies. Specifically, the law mandates that a participant or eligible beneficiary who is receiving benefits for a covered mastectomy and who elects breast reconstruction in connection with a mastectomy, will also receive coverage for the following:

- Reconstruction of the breast on which the mastectomy has been performed;
- Surgery and reconstruction of other breast to produce a symmetrical appearance; and
- Prostheses and treatment of physical complications of all stages of mastectomy, including lymphedemas.

This coverage will be provided in consultation with the patient and the patient's attending physician and is subject to the same annual deductible, coinsurance and/or co-payment provisions otherwise applicable under the Plan. If you have questions concerning your coverage, please call the Welfare Fund Office.



Onboard the *MV President Roosevelt* (a couple of months ago) were REJ Randy Fogle, JM-5133; Chief Engineer Nathan Weymouth, MEBA; DJU Rogelio Martinez, JM-5302; 3AE Kevin D'Amico, MEBA; 2AE Alex Dunn, MEBA; Wiper Paul Bloemhof, JM-5158; ERJ Petar Todorov, JM-5370 and 1AE Trevor Lapham, MEBA.

Like us on facebook



<https://www.facebook.com/>

[Marine-Firemens-Union-121622254577986/](https://www.facebook.com/Marine-Firemens-Union-121622254577986/)

## WILMINGTON NOTES

This past month Wilmington Branch members and applicants were dispatched to 90 jobs.

Four APL, four Matson and two Patriot Contract Services shipboard billets were shipped, along with two rotary and 13 relief Shore Mechanics. Eight applicants worked standby jobs. We have 25 A-, 21 B- and 14 C-seniority members registered here. Job calls are still at 1030 and 1400, and shipboard billets at APL and Matson are still being dispatched five days ahead to facilitate physical testing.

At Fenix Marine Services, Pier 300, Foreman Ken Justice, #3678; and Leadermen Mike Robles, #3855; George Sims, #3669; and Frank Marinovich, #3663, are still running the gang. A man was added to bring the gang count up to 22.

Volunteers to work on the *SS Lane Victory* may report to licensed engineers Steve Silcock, Jim Gillen or Dave Sulzer

on Saturdays and Wednesdays at 0900. Volunteers are very much appreciated. Personal protective equipment is required as well as social distancing. And as always, bring a flashlight with you.

As we go to print, our nation will be voting at the state and federal level. All of you have voted or should have voted by now. This election is important, like all elections are, because an election is the only way that the voice of the people will be heard. This past month America lost a fighter for justice. As the men and women of our country go about their daily lives, it is my sincere hope that the legacy of Supreme Court Justice Ruth Bader Ginsburg will be remembered. May she rest in peace.

Hang in there and work safely.

Aloha,  
**Sonny Gage**  
Port Agent

## HONOR ROLL

### Voluntary donation to General Treasury — September 2020:

Eric White, #3925 .....\$100.00

### Dues Paying Pensioners — End of 3rd Quarter 2020:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	San Francisco
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Michael Carr, #3550 (P-2718)	Pensioned 5/1/11	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
Anthony DeLa Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando DeLos Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	Wilmington
Taliaferro Milton, #3654 (P-2808)	Pensioned 5/1/20	San Francisco
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco

## SUMMARY ANNUAL REPORT FOR MFU Training Plan

This is a summary of the annual report of MFU Training Plan, EIN 94-3058922, Plan 575 for the year ended December 31, 2019. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of the MFU Training Plan has committed itself to pay apprenticeship and training claims incurred under the terms of the plan.

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$384,701 as of December 31, 2019, compared to \$661,651 as of January 1, 2019. During the plan year the plan experienced a decrease in its net assets of \$276,950. During the plan year, the plan had total income of \$514,618, including employer contributions of \$514,561 and earnings from investments of \$57.

Plan expenses were \$791,568. These expenses included \$34,780 in administrative expenses and \$756,788 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of MFU Training Plan at 240 Second Street, San Francisco, CA 94105, telephone (415) 362-4592. The charge to cover copying costs will be

\$1.75 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 240 Second Street, San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

## HONOLULU NOTES

In September, the Honolulu hall dispatched 52 jobs. The *Mahimahi* ERJ changed over and the *Manoa* DJU changed over, too. I dispatched two relief trips and two separate calls for shore-side relief. The *Cape Hudson* is coming into Pearl Harbor, and I dispatched an Oiler. The ship is returning to lay-up berth in Oakland via Seattle. For standby jobs, I dispatched 25 Standby Electrician/Reefers and 20 Standby Wipers. Presently the Honolulu registration list has 15 A-, eight B- and seven C-seniority members.

Because of COVID almost all meetings are now virtual meetings. These virtual meetings are kind of the same and kind of different. I still prefer face-to-face meetings (or mask-to-mask meetings) for the most part, but I am not sure why really. Maybe it is because most come with a free lunch. On the other hand, virtual meetings really save time and, of course, are COVID-free. But now there is more time for more virtual meetings. Ugh!

I was invited to attend about three webinar informational events with the AFL-CIO. I accepted Marimed's invitation to speak to a class about the Marine Firemen's Union. Marimed Foundation offers therapy, education, vocational and community programs to the Hawaii youth, family and communities. The students there go through a marine education program with hands-on experience and will receive all their documents. There were about a dozen students looking cheerful when we began, but that all

changed when I spoke about how slow things are and that I was not taking any more applicants for the time being.

The Honolulu Port Council meetings just returned from a summer break. I had one mask-to-mask meeting with the Honolulu Sailors Home, where they interviewed me for a new board member position. I will know their final choice after their next monthly board meeting.

In early October, the Hawaii State AFL-CIO sponsored a two-day flu vaccine event at Kakaako Park. Insured and uninsured all came to receive their free flu vaccine shots. Four news crews came to do coverage of the event, and more than 600 people received their flu shot. The Marine Firemen's Union and many other labor unions from the Hawaii State AFL-CIO all donated their time, along with the Hawaii Medical College, medical students at JABSOM, and Kaiser Permanente. Next month, the Hawaii State AFL-CIO plans to go to the outer islands as well. Thank you to Cathy Lederer (Hawaii State AFL-CIO labor community services program director) for planning out this whole event.

Election time is here: union members should all come together and vote. We are strongest when we all unite for the good of labor.

In September, I took a week-long vacation. Brother Don Ngo did a very good job at relieving me. Thank you very much, brother Ngo.

Aloha,  
**Mario Higa**, Port Agent

## SEATTLE NOTES

During the month of September, Seattle shipped one Oiler, four Standby Reefers and two Standby Wipers. Seattle currently has 12 A-, seven B- and two C-seniority members registered for shipping.

I would like to remind all hands that we have bargained for and retain exceptional health care. When returning on flights, Kaiser has COVID tests available. It is quick and will help you protect your families and community from possible spread.

If you are renewing with the Coast

Guard and do not have reliable computer capabilities, please bring in your applications and CG-719K physical forms to the hall. I can scan and submit them for you. Remember, all applications must be submitted to the Coast Guard in portable document format (PDF).

Fraternally,

**Brendan Bohannon**, Representative

### Regular membership meeting dates 2020

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 donation for September 2020:**  
Richard Domanski, #3793 .....\$65.00

## 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