



*The officials,
Headquarters*

and Welfare Office staff

wish

Season's Greetings

and

Happy Holidays

to all MFW members,

families and friends



China has 7 of world's top 10 ports by cargo, container throughput

China's port construction has developed so greatly in recent years that seven of the world's top 10 ports in terms of both cargo and container throughput are in China, according to the latest data from the Ministry of the Transport. Data showed China has 2,530 berths in coastal ports that can dock ships with a displacement of at least 10,000 metric tons and the investment on ports in China was expected to hit about \$55.78 billion during the period 2016-2020.

China has five port clusters in the Bohai Sea Region, Yangtze River Delta, South-East Coastal Areas, Pearl River Delta and South-West Coastal Areas, respectively. China is reported to own the technology of building intelligent ports as a batch of unmanned ports have been built in the country during the period, including Xiamen Ocean Gate Container Terminal and the fourth phase of Shanghai Yangshan Deep Water Port.

Port-related Chinese companies, especially those manufacturing machinery and equipment used in ports, were said to contribute to the growth of the global port and shipping industry. For example, Shanghai Zhenhua Heavy Industries Co., a state-owned heavy-duty equipment manufacturer, provided port equipment to the top 10 ports in the world, according to a latest ranking of global port container throughput.

The fourth phase of Shanghai Yangshan Deep Water Port involves the world's largest unmanned container terminal with an expectation of a yearly throughput of 4.18 million 20-foot equivalent units (TEU). As a major part of Shanghai Port, Yangshan Port boasts a big container throughput, which accounts for at least 40 percent of the total. And the opening of the fourth phase will help the annual container throughput in Shanghai Port surpass 40 million TEU, which is equivalent to the sum of all U.S. ports' annual container throughput.

East China's Qingdao Qianwan Container Terminal is the first fully automated container terminal in Asia, as it highly integrates internet of things, intelligent control, big data and cloud computing to make robots complete tasks which were done by staff workers before. Xiamen Ocean Gate Container Terminal, a part of Xiamen Port in east China's Fujian Province, witnessed first 5G unmanned container trucks in September 2020.

Among them, the automated container terminal in Qingdao was praised by foreign internet users who watched the fully-automated operation in a video posted by a tech blogger on YouTube. A user said "watching this is like science fiction."

IMO urges priority for seafarers to get Coronavirus vaccine

Following the passage by the General Assembly of the United Nations of a unanimous resolution urging that member governments enact policies to allow sailors and seafarers to be repatriated from lockdowns aboard their vessels, and for regular crew changes to be resumed, the secretary general of the International Maritime Organization (IMO) has urged that seafarers be given first priority when the vaccines for COVID-19 become available. The General Assembly is the U.N.'s highest body. While its resolutions are non-binding, it is notable that all 193 members signed on to the resolution. IMO General Secretary Kitack Lim said the "key worker" designation urged by the U.N. should ensure that seafarers and maritime workers receive priority vaccinations.

The U.N. resolution acknowledges that shipping has continued to transport more than 80 percent of world trade, including vital medical supplies, food and other basic goods that are critical for the

COVID-19 response and recovery, and that about two million seafarers working on more than 98,000 commercial ships transported more than 11 billion tons of seaborne trade in 2019.

Since the outbreak of COVID-19, some of these seafarers have been stranded on their vessels, effectively locked in unwilling quarantine and unable to rotate crews. The resolution notes that "challenging labor conditions of seafarers and fishers have been further exacerbated by the impact of the COVID-19 pandemic and related response measures, including personal safety and health, conditions of work and the ability of seafarers and fishers to join and leave vessels, the inability of vessel operators and owners to change crews, in addition to other social and economic hardships arising from COVID-19." It says the "the situation of seafarers stranded at sea because of the pandemic requires an urgent and concrete response from all actors involved, including the private sector."

U.S. port congestion in critical shape

While global port congestion is not new to the industry, Drewry Maritime Advisors reports that the current state of gridlock is becoming critical. "Tight capacity management and increased blank sailings by carriers," is part of the problem," says Drewry. "The pandemic-led lockdowns have further disrupted global trade. "Across the supply chain, container shipping alliances were the fastest to respond — curtailing services on certain routes or cancelling (blanking) port calls," Drewry adds. "This has disturbed the containers demand and availability equilibrium at ports."

In a separate research paper, Resilience360 notes that the situation is especially acute at the Ports of Los Angeles and Long Beach. Following the easing of lockdown restrictions in the U.S. in June, the ports have been operating at maximum capacity to process imports, with yard utilization averaging 80-85 percent, observed a Supply Chain Risk Intelligence Analyst at Resilience360. In addition to higher volumes, labor and chassis shortages have contributed to the ongoing congestion which is expected to last into at least December 2020.

Imports from Asia to the Los An-

geles-Long Beach port complex reportedly increased by 22 percent in August and September, compared to 2019 levels. However, the increase in import volumes has not been matched by higher operating capacity in terms of equipment and space; the ports have also faced some labor shortages amid the COVID-19 pandemic. In addition, delayed vessel arrivals, as well as a chassis shortage in Southern California, which is expected to continue into 2021, have added to the logistical bottleneck.

The congestion at the ports has also disrupted trucking operations as turn times for trucks — the time to drop off and pick up a container within the terminal premises — have increased by 33 percent from June to September. The number of trucks needing over two hours to complete the turn has also steadily increased, impacting the overall productivity at the ports.

Finally, as containers remain in the yard for longer, shippers have faced detention and demurrage surcharges by ocean carriers and marine terminals as well as higher spot rates and surcharges for intermodal shipments by rail carriers.

Halls to close — holiday schedule

All MFW hiring halls will be closed in observance of the following contract holidays:

Christmas Day — Friday, December 25

New Year's Day — Friday, January 1, 2021

The MFW hiring halls in San Francisco, Wilmington and Seattle will also be closed in observance of the following ILWU holidays on the West Coast, which are therefore recognized MFW holidays aboard APLMS and Matson vessels in Pacific Coast ports:

Christmas Eve — Thursday, December 24

New Year's Eve — Thursday, December 31

For members working under the MFW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice. The Honolulu hall will close at noon on Christmas Eve and New Year's Eve.

Members are reminded that no shipping cards will be stamped at the regular business meetings immediately preceding and following the holidays.

Jack Hall Day — Jack Hall Day (January 2) is an ILWU Local 142 holiday in Hawaii and will be observed by the Honolulu hall on **Monday, January 4, 2021.**

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Port of Long Beach to prioritize dual transactions

The Port of Long Beach is collaborating with its marine terminal operators to bolster the number of two-way truck deliveries amid the strongest cargo surge in the port's 109-year history.

The four companies that operate the port's six container terminals — International Transportation Service, Long Beach Container Terminal, SSA Marine and Total Terminals International — have committed to increasing the number of truck moves that pair an export container delivery with an import container pickup appointment during the same visit.

The port and its container cargo terminal operators are working direct-

ly with truck drivers and customers to improve the appointment system and maximize the number of these dual transactions, aimed at balancing inbound and outbound cargo flow, and thus improve efficiency within the supply chain.

With a goal of ensuring that at least 50 percent of the port's deliveries are dual transactions, all Long Beach terminal operators are implementing system enhancements and encouraging trucking companies and drivers to drop off an empty cargo container while picking up an imported container. Long Beach marine terminal operators have already made significant

strides to achieve dual transactions, with some terminals already achieving more than 70 percent.

Increasing the share of dual trips will maximize opportunities for drivers and make the entire supply chain more efficient. Long considered a necessary step to achieve operational efficiencies, this move by marine terminal operators puts the Port of Long Beach ahead of other gateways. While some exceptions will apply, prioritizing dual transactions will ultimately increase truck operation efficiencies while also helping the port handle record cargo volumes triggered by the COVID-19 pandemic.

HEALTHY WAYS TO COPE WITH STRESS ON BOARD A SHIP

Pandemics can be stressful

You may experience increased stress during this pandemic. Fear and anxiety about this disease and other strong emotions can be overwhelming. Learn more about healthy ways to cope with stress.

Take these actions to cope with stress in a healthy way...



Be Informed

Know what to do if you are sick and are concerned about COVID-19. Contact the ship's medical provider and take steps to protect others on board.



Know where and how to get treatment and other support services and resources, including counseling or therapy (in person or through telehealth services).



Make Healthy Choices

Take care of your emotional health.

This will help you think clearly and react to the urgent needs to protect yourself, your fellow crew, and your family.

Take breaks from watching, reading, or listening to news stories, including those on social media. Hearing about the pandemic repeatedly can be upsetting.



Take care of your body.

- Take deep breaths, meditate, or relax to music.
- Try to eat healthy, well balanced meals.
- Exercise regularly, including stretches.
- Get plenty of sleep.
- Avoid excessive alcohol use and drugs.



Make time to unwind.

Try to do some other activities you enjoy.

Connect with Others

Connect with others.

Talk with people you trust about your concerns and how you are feeling.



Connect with your communities or faith-based organizations.

While social distancing measures are in place, consider connecting online, through social media, or by phone or mail.



Learn more about healthy ways to cope with stress at:

<https://www.cdc.gov/coronavirus/2019-ncov/daily-life-coping/managing-stress-anxiety.html>.



cdc.gov/coronavirus

Annual defense bill includes relief for American seaports

According to the American Association of Port Authorities (AAPA), the newly-negotiated language for the FY2021 National Defense Authorization Act (NDAA) — the “must-pass” annual defense funding bill — includes the creation of a new Maritime Transportation System Emergency Relief Program (MTERP) to provide funding for ports after natural disasters and emergencies, including the COVID-19 pandemic. The section authorizes the creation of the program, and separate appropriations language will be required to fund it.

“By putting forward this legislation, it’s clear that Congress understands the nation’s need for strong and resilient ports and supply chains,” said AAPA president and CEO Christopher J. Connor. “We hope that Congress passes this proposal soon, and that President Trump signs it into law.”

In a further Congressional nod to the value of America’s maritime ports, the NDAA also includes language to raise the authorized funding level for the Port Infrastructure Development Program (PIDP) to \$750 million annually, up from \$500 million. PIDP grants help improve port and freight infrastructure.

“AAPA thanks House Transportation

and Infrastructure Committee Chairman Peter DeFazio (D-Oregon), Congressman Sean Patrick Maloney (D-New York), Senator Jeff Merkley (D-Oregon) and Senator Dan Sullivan (R-Alaska) for their stalwart support,” said Mr. Connor. He added, “Our next steps are to strongly advocate that Congress pass this bill and then appropriate funds to this new emergency relief program in the next COVID-19 relief package.”

The NDAA bill also includes other AAPA priorities, including a provision requiring the Secretary of Homeland Security to conduct a review of screening processes for international cargo at Great Lakes and inland ports. The review is to include details such as Customs and Border Protection (CBP) staffing levels, space provided to CBP by ports, and an analysis of current port/CBP cost-sharing agreements.

Another AAPA priority appears in the NDAA’s Coast Guard section. The text authorizes the Secretary of Homeland Security to require the installation of specific navigation equipment, communications equipment and electronic relative-motion analyzers to enable vessel traffic tracking.

Matson commits \$5 million to support community foodbanks through 2023

In November, Matson announced that it has committed \$5 million in cash and in-kind shipping services to the foodbank networks supporting families in need in Hawaii, Alaska and Guam. Already a longtime financial supporter in those communities, Matson will provide the foodbanks with ocean shipping of food supplies at no cost for the remainder of 2020 and all of 2021, 2022 and 2023.

The new commitment follows Matson’s support earlier this year for Hawaii Foodbank and Maui Food Bank, as well as other Hawaii community food security programs, including Hawaii Meals on Wheels, Show Aloha Challenge, St. Francis Kupuna Meals, Feed My Sheep, KUPU, Hawaii Hotel Industry Foundation food drive and The Salvation Army.

“With the pandemic affecting incomes for so many, families in all of our communities are under extraordinary strain and foodbanks are struggling to keep up with the need. This is something we can do to help foodbanks put more of their funding toward sourcing food for distribution,” said Matt Cox, chairman and CEO of Matson. “We are committed to helping meet community

needs in the way we know best — by getting much needed basic sustenance supplies delivered as quickly and efficiently as possible.”

Ron Mizutani, CEO of Hawaii Foodbank, said, “The global pandemic has changed the face of hunger in Hawaii and thousands of people are needing food assistance for the first time in their lives. This support from Matson will help us immensely in our recovery and response at a time when our community needs it most.”

Before the pandemic, Hawaii Foodbank normally purchased and imported approximately 14 container loads of food supplies annually to accommodate local needs. This year, it will import 107 container loads and estimates it could need 150 container loads in 2021 to meet local community needs.

Cox added, “While we are all hopeful that vaccines and new treatments will begin to make a difference in 2021, it’s clear that the pandemic’s effects on many local families could be long-lasting. We are committing to support our foodbanks for the next three years in order to help them maximize their capacity to help families recover.”

Port of LA, cops and shipping company team up on Thanksgiving donation

The Port of Los Angeles, Los Angeles Port Police and the CMA CGM Group, parent company of APL, last month joined together to distribute 2,000 turkeys donated by CMA CGM Group to Los Angeles families. CMA CGM Group also donated 300 prepared meals to three Harbor Area homeless shelters on Thanksgiving Day. Los Angeles Port Police and Logistics Victory Los Angeles volunteers coordinated the distribution of 18-pound frozen turkeys donated by the CMA CGM Group to designated families in San Pedro and Wilmington.

The Los Angeles Police Department also distributed turkeys to families throughout South Los Angeles. The

donation of 300 meals went to homeless shelters in the Los Angeles Harbor Area on Thanksgiving Day, including the veteran-operated Wilmington A Bridge Home, Salvation Army’s Sunrize Shelter in San Pedro and San Pedro A Bridge Home operated by Harbor Interfaith. The meals were hand-delivered by Los Angeles Port Police.

The food donation by CMA CGM to the Los Angeles-area is part of a larger charitable food distribution initiative by the France-based company, which will feed more than 35,000 Americans across the nation over the Thanksgiving holiday.

Kings Point grad sworn in as Arizona senator

Democrat Mark Kelly was sworn in to the Senate on December 2, marking the first time in more than 67 years that Arizona will have two Democratic senators. U.S. Senator Mark Kelly, 56, the husband of former congresswoman Gabrielle Giffords (D-Arizona), defeated Republican Senator Martha McSally in a special election last month. The seat was once held by longtime Senator John McCain (R-Arizona), who died in 2018. McSally was later appointed to the seat but came up short this year in her race against Kelly, who will be up for a full six-year term in 2022.

Vice President Pence administered the oath to the former astronaut in the Senate chamber, while Arizona’s senior senator, Kyrsten Sinema, also a Democrat, accompanied Kelly and held the Bible. All three wore masks. Republicans and Democrats stood and applauded.

Kelly’s statewide victory in Arizona helped President-elect Joe Biden claim the state, becoming the first Democratic presidential nominee to do so since Bill Clinton in 1996. The shift to Democrats is a result of a decade of work by Mex-

ican American activists, sweeping demographic change and the consolidation of independent voters.

A naval aviator, Kelly flew combat missions during the Gulf War before being selected as a NASA Space Shuttle pilot in 1996. He flew his first space mission in 2001 as pilot of STS-108, piloted STS-121 in 2006, and commanded STS-124 in 2008 and STS-134 in 2011, the final mission of Space Shuttle Endeavour. His identical twin Scott Kelly is also a retired astronaut; they are the only siblings to have both traveled in space. They are the sons of Richard and Patricia (née McAvoy) Kelly, two retired police officers.

He was born on February 21, 1964, in Orange, New Jersey, and raised in West Orange, New Jersey. Kelly graduated from Mountain High School in 1982. He received a Bachelor of Science in marine engineering and nautical science from the United States Merchant Marine Academy, graduating with highest honors in 1986. In 1994, he received a Master of Science in aeronautical engineering from the U.S. Naval Postgraduate School.

Massive demand seen for reefer containers to ship COVID-19 vaccine

While air mode of transport will be the most preferred for global COVID-19 vaccine distribution, there is going to be huge demand for marine reefer containers to transport the vaccine. It is estimated that over 60,000 reefer containers would be required for distribution of the vaccine over a period of two to three years.

At present, reefer containers are used to transport pharma products and perishables. There is no clear picture on whether a significant number of the existing reefer containers will be diverted to distribute the vaccine or new containers will enter the market to meet the likely surge in demand. The initial indicated production locations of the vaccine will be India, China, France, U.K., Switzerland, Russia, Japan and Brazil and the US.

Global shipping line Maersk said that the early-stage vaccines may require transportation at -80 degrees Celsius. These volumes are usually at trial quantities and early stages. They are transported by air freight due to the speed-to-market requirement. Once the vaccine is developed and reaches a stable stage for distribution some of the upstream distribution requirements might

be at -20 degrees Celsius. However, most downstream distribution is done at 2 to 8 degrees Celsius. Ocean reefer containers can maintain temperatures from -35 to +25 degrees Celsius, and there is a good track record in the ocean industry of transporting pharma products at 2 to 8 degrees Celsius.

Following the vaccine’s standard packaging and distribution, one can estimate the total volume that the COVID-19 vaccine will take for distribution. Assuming all vaccines will get distributed in reefer containers, the initial estimate will be that there will be a need for just above 60,000 reefer containers in total, over a period of two to three years. This number may increase significantly if reefer containers are used for pop up cold storages as there is a foreseen lack of warehousing capacity for the COVID-19 vaccine, especially in less developed geographies.

Requirement of ocean reefer containers will depend on various factors, such as the temperature at which the vaccines will be stored or shipped. The containers that are used for storing pharma products are manufactured separately and are generally not the same that are used for shipping.

Ship loses nearly 2,000 boxes in Pacific storm

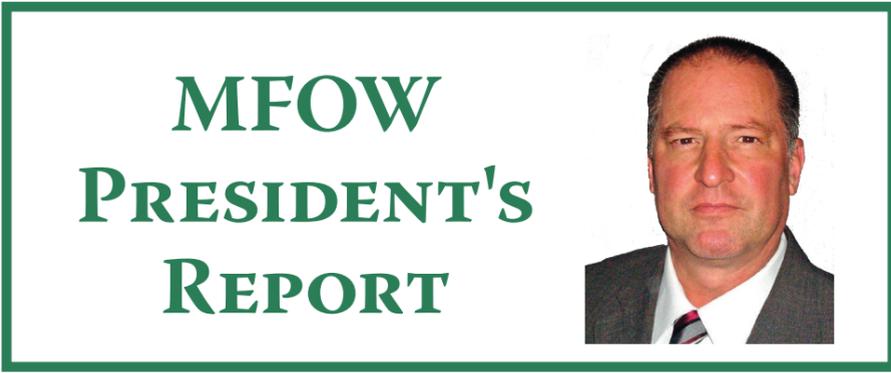
Nearly 2,000 containers aboard a ship managed by NYK of Japan were lost or damaged when it hit by stormy weather in the Pacific Ocean, the company said, adding that the vessel was heading Japan for assessment. Such a large amount of container losses is rare in the international shipping industry, averaging less than 1,400 a year in the last 12 years.

ONE Apus, owned by Chidori Ship Holdings, was travelling from Yantian, China to Long Beach, California, when it hit a violent storm about 1,600 nautical miles northwest of Hawaii, a statement issued on behalf of the companies said. A swell caused the ship to roll and

dislodged containers.

“It is estimated that the number of lost or damaged units could exceed 1,900, of which some 40 are believed to be dangerous goods containers,” the statement said.

A spokesman said he had not heard of such a large number of containers being lost in previous incidents involving large container ships. A 2020 report on container losses by the World Shipping Council found that in the past 12 years, an average of 1,382 containers were lost at sea each year. The shipping industry transported 226 million containers loaded with cargo in 2019, according to the shipping body.



By Anthony Poplawski

It has been another lively and eventful, and this time around — strange year — but the MFOW continues to motor forward due to the hard work and dedication of officials and staff, along with the support of the rank-and-file. The key component to this organization's success is the jobs under contract that pay good wages and generate sufficient man day contributions to the pension, health and welfare, and training funds. As we wind down to the end of calendar year 2020, the MFOW Headquarters officials and staff are busy with the extra administrative duties that are inherent to this part of the season.

MPF BID

On November 9, the Union was notified by Patriot Contract Services that they intended to bid on Military Sealift Command solicitation N32205-21-R-4117 for the operation and maintenance of six Maritime Prepositioning Force vessels — *USNS Bobo*, *USNS Button*, *USNS Lopez*, *USNS Lummus*, *USNS Stockham* and *USNS Williams*. The solicitation was published November 2, with a bid due date of December 2. The bid due date was then adjusted to December 22.

It is anticipated that three of the vessels will be prepositioned in the Indian Ocean and the other three will be prepositioned in the Western Pacific, all in support of the U.S. Marine Corps. The normal operating tempo for each vessel in full operating status is estimated to be 92 percent in port and eight percent underway.

I have been working with the company to formulate a successful bid.

PANDEMIC AND RTS MATTERS

On November 13, due to increasing COVID-19 infections across California, the California Department of Public Health (CDPH) issued a travel advisory recommending that people arriving in California from other states or countries self-quarantine for 14 days. The recommendation does not apply to ship crewmembers who are enroute or departing from oceangoing trade vessels, as there is an exception for essential travel.

On November 19, CDPH issued a limited stay-at-home order for tier one (purple) counties, which included Alameda and Los Angeles counties. On November 30, San Francisco County was added to the list. The order restricts members of households to their homes from 2200 to 0500 except for the limited purpose of activities associated with the operation, maintenance, or usage of critical infrastructure.

As of November 30, California had 1,212,968 confirmed coronavirus cases and 19,141 virus-related deaths. California Governor Gavin Newsom stated that another stay-at-home order could be soon implemented due to a record level of hospitalizations and rapidly filling intensive-care units.

MFOW hiring halls in San Francisco and Wilmington, as well as Honolulu and Seattle, will continue to operate on a limited basis for essential functions only. Now is not the time for hanging out at the hall and swapping sea stories. Members getting off a ship are encouraged to stay away from the hall for 14 days since the last foreign port. If the ship had a positive COVID case onboard, members should stay away from the hall and self-quarantine for 14 days after getting off the ship.

Matson — As previously reported, on June 18, the SIU Pacific District Unions (MFOW, SIU-AGLIW and SUP) requested a Joint Labor Relations Committee with Matson Navigation Company to adjust a restriction-to-ship grievance. From April 5, 2020 through May 21, 2020, Matson restricted mariners from going ashore in California and Washington ports due to state and local shelter-in-place orders.

The SIU Pacific District position is that mariners should have been allowed to go ashore in California and Washington ports as long as they abided by the same restrictive guidelines as applied to the general public in each specific port. The Matson position is that the restriction-to-ship claims were not payable under Section 18 (c) of the General Rules: the ports of Seattle, Tacoma, Oakland, Los Angeles and Long Beach were not "safe ports" due to the COVID-19 outbreak and the outbreak was considered an "emergency."

The SIU Pacific District submitted an omnibus restriction-to-ship claim for the period April 5, 2020 to May 21, 2020. Matson rejected the claim. The Joint Labor Relations Committee remains deadlocked on the matter.

PCS — On November 23, on behalf of Pacific District unlicensed personnel in the Patriot Contract Services-operated *Watson*-class vessels and the *SLNC Pax*, who were prevented from taking shore leave, SUP President/Secretary-Treasurer Dave Connolly lodged an omnibus grievance and requested a universal restriction-to-ship adjustment. The grievance was made under the general terms of the relevant Memorandum of Understandings and the applicable sections, including the provisions of Sections 3 and 11. The claim and proposal is meant to cover the entire period beginning with the *gangway up* order from Military Sealift Command (MSC) on or about March 20, 2020, and to remain in effect as long as all conditions are met.

Reserving all rights to amend, and without waiving applicability of any other actual or potential settlement, the Pacific District proposed settlement with the same terms and conditions of the agreement between MSC and the labor force aboard CIVMAR vessels. Specifically, the amount of \$100 per day to be paid to all unlicensed embarked crew for each day that liberty was restricted in port, at anchorage, or secured mooring when liberty transportation was available and safe for transport.

APL Marine Services — On November 30, the SIU Pacific District Unions agreed to an extension of the APL Marine Services restriction-to-ship settlement through December 31. The daily restriction-to-ship stipend is \$150 per day in port. I recommend membership approval of the extension.

BIDEN TRANSITION TEAM

On November 17, I participated in a video conference with representatives from maritime labor to provide analysis of maritime labor and industry needs to the upcoming Biden administration. Former MM&P member and official Mike Rodriguez has been placed on the Biden transition team and is well-suited to provide information on what the maritime industry needs. Rodriguez served as deputy maritime administrator during the Obama Administration and was superintendent of the Texas Maritime Academy.

We look forward to working with the new administration to get the results that maritime labor needs.

APL GUAM

On November 24, the Union was notified by APL management that the vessel charter for the *APL Guam* expires in the second quarter of 2021. Waterfront scuttlebutt has different scenarios playing out, such as the charter gets renewed or another ship gets reflagged into U.S. registry to take its place. The company stated that both scenarios are under active consideration. The company added that they plan to keep two U.S.-flag ships operating in the Guam-Saipan Express (GSX) Service.

OFFICIALS' PAY INCREASE

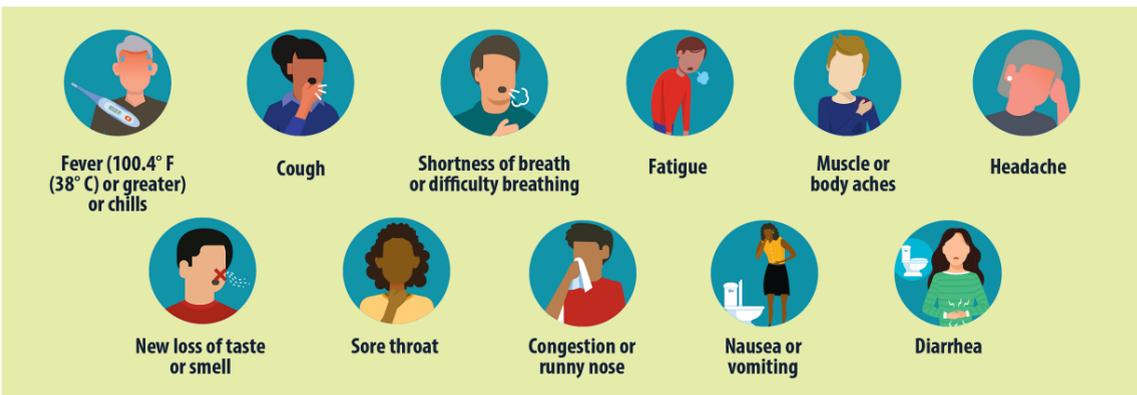
For several years, the MFOW Board of Trustees has recommended, subject to membership approval, a salary increase for officials and Headquarters custodian based on the average pay increase per billet under the commercial fleet and shore maintenance contracts. The average pay increase for commercial fleet and shore maintenance billets in 2020 equaled 3.125 percent. I recommend a 3.125 percent salary increase for the officials and Headquarters custodian effective on the payroll period that begins on Thursday, January 7, 2021.

* * * * *

On behalf of the MFOW officials and staff, I wish to take this opportunity to extend Season's Greetings to all members of the Union and their families.

**REPORT COVID-19 SYMPTOMS
PROTECT YOUR FELLOW CREW!**

People with COVID-19 (coronavirus disease 2019) have reported a wide range of symptoms. Illness ranges from mild to severe. Symptoms may appear **2-14 days after exposure** to the virus. Crew with these symptoms may have COVID-19:



This list does not include all possible symptoms. CDC will continue to update this list as we learn more about COVID-19: <https://www.cdc.gov/coronavirus/2019-ncov/symptoms-testing/symptoms.html>. (You may also go to www.cdc.gov and search for "Symptoms of Coronavirus.")

REPORTING COVID-19 SYMPTOMS TO YOUR SHIP'S DESIGNATED MEDICAL PERSONNEL HELPS...

YOU

Identifying symptoms can help you get the care you need. You can also keep from spreading COVID-19 to others. Stay in your cabin until your ship's medical staff clears you for duty.

YOUR FELLOW CREW

Your fellow crew can monitor their health and take precautions to prevent further spread of COVID-19 on board.

YOUR SHIP

Your ship can implement more measures to prevent the further spread of COVID-19 and protect the health of people on board.



cdc.gov/coronavirus

CS319914-A

VICE PRESIDENT'S REPORT

I hope everyone had a nice Thanksgiving and was able to temporarily forget about all the nonsense on the news. I'm starting to sound like a broken record by saying that it's been another weird month. What's weird, and a little frightening, is that it feels normal now. I've been in office here in SF for nine months now, and I honestly can't remember the city looking anything other than post-apocalyptic. The homeless outnumber the working citizens, masked and walking as if every other person on the street is handing out flyers they don't want. A cough, sneeze, or sniffle gets you treated like a pariah. The only normal thing is the Marine Firemen's Union maintaining through the calamity that is year 2020. Every job comes with a free nasal swab, come on down!

I'd would like to thank brother Ronny Ting for stepping up and filling in while Robert Baca and I were out of the office. Brother Ting did a great job while gaining valuable experience and insight on what it takes to run our organization. This is exactly why I'm an advocate of rank-and-file members taking a turn behind the desk. I promise that you will leave with a different perspective and possibly a few grey hairs. If a union official's job looks easy to you, it means we

know it and do it well.

The *Mokihana* came out of layup and has been running with a manned engine room. This has been a huge burden on our dayworker QMED billets, especially with the challenge of calling for additional COVID-tested crew members on short notice. Thank you to our members onboard for stepping up and putting up with this collection of anomalies.

PCS has had its share of issues with COVID cases. I'm happy to report that, to my knowledge, no one is gravely ill. APL had a brief scare from a false positive result from a departing crew member, but nothing to report beyond that. No pandemic-related showstoppers across our contracted companies, which is always good news.

Between the election, the pandemic, and whatever we individually deal with in our personal lives, I would venture to say we've all had enough for the year. Let's focus on having a great Christmas, end the year strong, and let it bleed over into the new year. Flip off 2020 and leave it in the rearview, where it belongs. Have a warm and safe holiday season. And stay away from that Red Ryder BB gun; you'll shoot your eye out, kid.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for November 2020:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Lurline* — no beefs. *MV Mahimahi* — delegate REJ Baldev Singh, #3782...no beefs. Headquarters shipped a Wiper for one trip, and the Matson schedule shows the vessel is laying up soon.

On the Pacific Northwest triangle run: *MV RJ Pfeiffer* — delegate ERJ Europa Demont, #3865...no beefs; shipped a 2nd REJ to assist with reefer cargo for one trip. Welcome aboard to the newest MFOW member, Evgenii Kim, JM-5377.

MV Maunawili — delegate ERJ Edward Tokarz, #3770...no beefs. *MV Mokihana* was called into service for a few trips, along with a crew. Four Standby Wipers were there to assist with engine room cleaning prior to sailing.

MV Kamokuiki was also called into service and may be headed to the Far East. Headquarters dispatched four Standby Wipers, one rotary Oiler and one rotary Electrician/Reefer. Gregg Cavan, #3891, is the delegate...no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President Truman* — delegate ERJ Ramonchito Cruz, #3904...no beefs. *MV President Eisenhower* — delegate REJ Eeric White, #3925...no beefs. *MV President Wilson* — Headquarters shipped an REJ...no beefs.

PATRIOT CONTRACT SERVICES

USNS Watkins — one Oiler awaiting flyout. *USNS Soderman* — two Oilers (one of them currently on the vessel) awaiting flyout.

Safe travels and Happy Holidays.

Fraternally,
Bobby Baca

Terminal operator to spend \$166 million on Baltimore dock

The operator of the Port of Baltimore's container terminal plans to spend more than \$166 million on upgrades as shipping rebounds from the coronavirus pandemic and the long-awaited Howard Street Tunnel project promises to potentially double the port's container volume. Ports America Chesapeake, the New Jersey-based firm that operates the state-owned Seagirt Marine Terminal under a long-term lease, is investing more than \$110 million in upgrades to the Southeast Baltimore terminal and plans to add another \$56 million in yard equipment to increase cargo capacity.

Four new massive container cranes and the construction of a second 50-foot berth will allow longshoremen to load and unload two large container ships at once, officials said. Ports America Chesapeake also will seek to address the truck congestion that has plagued the port as volumes have grown in recent years by reconfiguring truck gates and adding a new empty container repair depot.

A spokesman said the company is investing in anticipation of future growth at the terminal, especially once CSX trains can carry containers stacked two-high through the heightened freight tunnel under downtown Baltimore. After receiving a \$125 million federal grant for the Howard Street Tunnel expansion, Maryland officials announced last year that they had successfully negotiated a deal with the railroad to fully fund and move forward with the \$466 million project.

Scott Cowan, president of International Longshoremen's Association Lo-

cal 333, the Port of Baltimore's largest dockworkers' union, said cargo volumes have rebounded more than he expected since the beginning of the pandemic. Ports America Chesapeake is "doing what they have to do" to prepare for even more containers to cross the piers, he said. "They're investing money and trying to make it better," Cowan said. "That's all the ILA can ask for."

Truckers eagerly anticipate any investments, such as the planned 54 new rubber-tire gantry cranes, a new terminal layout and reconfigured main and Vail Street gates, that could help shorten the often long wait times at Seagirt, said Louis Campion, president of the Maryland Motor Truck Association.

Dredging operations to deepen the second Seagirt berth to 50 feet will begin soon, and the Maryland Port Administration is working with the Army Corps of Engineers to improve the loop channel, which will improve ship turnaround times, said William P. Doyle, the port administration's executive director. Doyle took over the helm of the state agency that oversees the Port of Baltimore from longtime former executive director James White, who stepped down a year ago after nearly two decades in charge.

While cargo volumes at the port took a hit from the pandemic, they have rebounded since June, state officials say. The explosive expansion of e-commerce during the pandemic and the strength of the Mid-Atlantic market has buoyed container volumes, which increased more than 10 percent in October from the same month last year, officials said.

FMC members call for priority vaccination for the maritime workforce

According to the *Maritime Executive*, two members of the Federal Maritime Commission have appealed via open letter to the U.S. Centers for Disease Control (CDC) and the Maritime Administration (MARAD) to provide mariners and longshoremen with access to rapid COVID-19 testing and priority early vaccination.

"The maritime and port workforces have been and continue to be an underpublicized success story in keeping our Nation afloat during the economic dislocation caused by COVID-19. If the maritime, port, and sealift workforces are infected, then our supply chain essentially will become infected," wrote commissioners Carl W. Bentzel and Daniel B. Maffei. "It is imperative we ensure port operations and continuity of the labor workforce through the provision of protective health supplies, rapid testing supplies, and vaccination availability."

The commissioners pointed to three COVID outbreaks at American seaports within the last month, affecting the ports of Charleston, Philadelphia and Los Angeles/Long Beach. These incidents affected the health of the workforce, and they required quarantine measures and threatened the regular movement of freight.

Port of Savannah sets all time container record in October

October proved to be another busy month for the Port of Savannah with container volumes reaching 464,095 twenty-foot equivalent container units (TEU), up 35,714 TEU or 8.3 percent compared to the same month last year. It marked the best overall month on record in the history of the Georgia Ports Authority (GPA), surpassing the previous record of 441,600 TEU, which was set in August. July through October trade totaled 1.68 million TEU, an increase of 55,378, or 3.4 percent for the fiscal year to date.

Autos, which had been hit hard the last few months, also had a record breaking October with GPA trade in vehicles and machinery units increasing by 24 percent for a total volume of 78,772 units. The previous record was set in

Congestion is already a major issue at America's container ports, with demand for imported cargo driven up by PPE shipments, increased consumer shopping patterns and the arrival of the holiday shopping season.

According to the commissioners, this surge is set to continue through early 2021. Adding COVID-19 workforce disruption would exacerbate the existing capacity challenges facing major American ports. It would also add to the expected logistical difficulties of distributing early shipments of the COVID-19 vaccine, which will require special procedures and priority handling in busy seaports.

"To minimize disruption to the supply chain at this precarious time, maritime and port labor must be a high-priority group for vaccination, once it is available. Finally, we want to acknowledge the challenges and the supreme importance of the industry's efforts to keep us supplied during COVID-19," wrote Bentzel and Maffei. "All the workers who report to work at shipping lines, railroads and trucking companies, longshore laborers and other maritime industry service providers are facing the daily challenges of COVID-19 while still getting the job done. They deserve our applause and thanks."

April 2015. October trade brought GPA fiscal year-to-date numbers to 225,109 roll-on/roll-off units, up 2.6 percent or 5,608 units.

The GPA Mason Mega Rail project, which will expand service to the Southeast and Midwestern U.S. and double the Port of Savannah's rail capacity to 2 million TEU per year, also hit a milestone last month. At 75 percent complete rail cars are now traveling newly installed track linking Garden City Terminal's Chatham and Mason rail yards. The additional track boosts on-terminal storage capacity by 35 percent and allows GPA to build more trains of nearly 10,000 feet in length on terminal for both Class I railroads, CSX and Norfolk Southern.

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 — 2021

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 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).

January 25-29 February 22-26 March 15-19

Military Sealift Command (MSC) Readiness Refresher

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.**

January 7-8 February 11-12 March 4-5

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.

January 11-15 February 8-12 March 15-19

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.**

January 4-29 March 1-26

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.**

February 1-5 March 29-April 2

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.**

January 4-February 12 March 1-April 9

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.**

February 15-19

April 12-16

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.**

January 11-February 19

March 8-April 16

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): January 15; January 29; February 5; February 19; March 12; March 26

Compass Courses, Edmonds, WA: January 19-20; February 23-24; March 23-24

MITAGS-PMI, Seattle, WA: January 14-15; February 17-18; March 11-12

Maritime License Center, Honolulu, HI: February 4-5; April 15-16

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: January 20-22; February 24-26; March 17-19

Compass Courses, Edmonds, WA: January 19-21; February 23-25; March 23-25

MITAGS-PMI, Seattle, WA: January 14-18; September 10-13

Maritime License Center, Honolulu, HI: February 3-5; April 14-16



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

Italian firm building \$150 million shipyard in Mexico

Italian shipbuilding giant Fincantieri recently announced the construction of a ship repair and maintenance yard at Mexico's Port of Progreso. The new shipyard will be part of an ongoing expansion and modernization project at the port, located in Mexico's Yucatán state, near the capital city of Mérida.

"The project envisages two masonry dry docks, the largest in the Americas, able to harbor ships up to 400 meters in length, particularly cruise ships, large cargos and oil and gas vessels," Fincantieri said in a release. "The yard will also have a lifting platform for units up to 150 meters in length, about 1,000 meters of docks, cranes, workshops, special equipment, offices and warehouses."

According to a tweet by Yucatán Gov. Mauricio Vila Dosal, Fincantieri will invest \$150 million in the new shipyard.

Fincantieri anticipates that construction will begin in early 2021, with the Mexican government managing the dredging and construction of in-

frastructure. The shipyard will be developed in phases, which the company plans to complete by 2027. Once completed, the facility could support up to 700 full-time employees and supply a downstream network involving up to 2,500 workers during peak times, the company said.

The geographic position of the Port of Progreso on the Gulf of Mexico was one of the determining factors in making the investment, said Giorgio Rizzo di Grado e di Premuda, administrative director of Fincantieri.

"The new Progreso shipyard will be strategically placed to serve the merchant operators of this area, benefiting from the nearby Yucatán navigation channel, a natural outlet to the Atlantic Ocean," Premuda said in a statement. "The Gulf is also a region with a strong concentration of oil- and gas-related operations, with offshore exploration, production and storage of oil and natural gas."

Rail blockade ends in Mexico after 60 days of protests

A record-breaking rail blockade that cost the Mexican economy more than \$140 million in lost trade has ended after almost two months. The end of the blockade has freed key rail lines connecting to the Mexican seaport of Lázaro Cárdenas on the Pacific coast that had been disrupted since late September.

Officials with Mexico's Ministry of the Interior said they reached an agreement to sit down with teachers from the National Coordinator of Education Workers Union of Michoacán (CNTE) to discuss their demands. Teachers from CNTE had been blocking train tracks in the town of Caltzontzin, Mexico, protesting unpaid wages and demanding higher salaries and guaranteed jobs for recent college graduates. The teachers had blocked railways using debris, automobiles and even their bodies in some cases.

The blockade strained commercial cargo movement from the Port of Lázaro Cárdenas, one of Mexico's key seaports, according to Maersk officials. "Road blockades in Michoacán state result in lack of connectivity to major industrial centers in the west, central and north of Mexico," Alexandra Loboda, managing director for Maersk Middle America. Denmark-based Maersk is the

world's largest shipping container carrier and has operations at the Port of Lázaro Cárdenas.

Kansas City Southern de Mexico (KCSM) is the provider of rail service for the Port of Lázaro Cárdenas through Michoacán. KCSM President Óscar del Cueto said he talked with Mexican authorities about aiding in the unblocking of affected tracks.

"KCSM thanks Mexican Association of Railways and the federal and state authorities for the agreements that made it possible to end the blockades in Michoacán," del Cueto tweeted. "We urge that social discontent not affect third parties or industries in Mexico."

In a statement on its website, KCSM said, "We are pleased to report that as of December 1, the track has been cleared of protesters and service has resumed. While we remain cautiously optimistic that the mainline will remain clear, there is risk that the situation could reoccur."

Mexico's Association of Industrialists of the State of Michoacán estimated that the rail blockade was costing the country \$2.4 million every day it continued. After 60 days, the total losses are at \$141 million.

What are the Seven Seas?

The exact origin of the phrase "Seven Seas" is uncertain, although there are references in ancient literature that date back thousands of years. The origins of the phrase "Seven Seas" can be traced to ancient times.

In various cultures at different times in history, the Seven Seas has referred to bodies of water along trade routes, regional bodies of water, or exotic and far-away bodies of water. In Greek literature (which is where the phrase entered Western literature), the Seven Seas were the Aegean, Adriatic, Mediterranean, Black, Red, and Caspian seas, with the Persian Gulf thrown in as a "sea." In Medieval European literature, the phrase referred to the North Sea, Bal-

tic, Atlantic, Mediterranean, Black, Red, and Arabian Seas.

After Europeans "discovered" North America, the concept of the Seven Seas changed again. Mariners then referred to the Seven Seas as the Arctic, the Atlantic, the Indian, the Pacific, the Mediterranean, the Caribbean, and the Gulf of Mexico. Not many people use this phrase today, but you could say that the modern Seven Seas include the Arctic, North Atlantic, South Atlantic, North Pacific, South Pacific, Indian, and Southern Oceans. However, our oceans are more commonly geographically divided into the Atlantic, Pacific, Indian, Arctic, and Southern (Antarctic) Oceans.

Congress reaches agreement on key maritime legislation

On December 3, the House and Senate Armed Services committees released the conference report agreement for the Mac Thornberry National Defense Authorization Act for Fiscal Year 2021. The Act establishes a new ten-vessel Tanker Security Fleet modeled upon the successful Maritime Security Program. Under the new program, owners of eligible product tankers may apply for a \$6 million per year stipend in exchange for making the vessels available to the U.S. Government in times of war or national emergency. Another provision temporarily increases the stipend for Maritime Security Program participants by \$3 million per vessel to address COVID-related pressures.

The bill also strengthens certain Ship American or "cargo preference" requirements applicable to the movement of military cargoes and calls for a new study regarding federal shipper agencies' compliance with existing civilian and military cargo preference rules. Additionally, the measure strengthens existing requirements that vessels under charter to the United States be repaired or modified in U.S. yards during the length of the charter and provides add-

ed flexibility to purchase used foreign-built vessels to recapitalize the federally-owned sealift reserve fleet.

The Act establishes a new Maritime Transportation System Emergency Relief program to provide financial assistance to the maritime sector during state or federally declared emergencies, including COVID-19. Eligible participants include U.S. entities in maritime transportation, including vessel owners and operators, ship construction, or maritime education and training, with priority for state and tribal applicants. Costs eligible for relief funding include cleaning, sanitization, PPE, fuel, debt service payments, workforce retention, infrastructure repair, and "other marine transportation systems."

Lastly, the bill includes new provisions to further tighten and make transparent requests to waive the Jones Act in cases where such waivers are requested by the Secretary of Defense. Under current law, waivers other than those coming through the Defense Department are subject to numerous transparency and reporting requirements, and other limitations.

UK shipping industry commits to eliminating single-use plastics in 2021

Plastic waste floating in the world's oceans has been ranked as one of the largest ecological problems: as a menace to marine life as well as a danger to shipping. With the problem of ocean plastics expected to grow substantially in the coming years, the UK Chamber of Shipping is launching a new Single-Use Plastic Charter seeking to encourage companies to ban the use of non-essential single-use plastics by the end of 2021.

Research has found that 80 percent of plastic enters the marine environment from land-based sources, especially via rivers, according to the Chamber. They pointed out that through the IMO MARPOL Annex V prohibits the discharge of garbage, including plastic, into the sea. While the shipping industry has, over the last few decades, been proactive in improving its environmental performance, they estimated there are over 150 million tons of plastic in the world's oceans. Every year, one million birds and over 100,000 sea mammals die from ingesting or becoming entangled in plastic waste, yet the UK Government estimates that plastic in the sea is set to increase by threefold by 2025.

Companies that sign the new charter will aim to develop initiatives and replace nonessential single-use plastics as soon as possible, but no later than

December 31, 2021. The Chamber says that those signing the new charter have pledged to go beyond both the IMO's initiatives and the UK Government's commitment to ban single-use plastics, which focuses on the exclusion of plastic straws, coffee/tea stirrers and plastic stemmed cotton swabs.

The Single-Use Plastic Charter also aims to help the industry be part of the circular economy, and where applicable create cultural change to both passengers and seafarers' attitudes towards single-use plastic. The Chamber has, with the help of several member companies, produced a guidance document entitled "Best Practice on Combating Single-Use Plastic in Shipping." The guidance showcases several initiatives to replace the use of non-essential single-use plastic by more environmentally friendly solutions.

A total of 29 companies from across the maritime sector have already signed the charter. This includes shipping companies ranging from DFDS to Irish Ferries, P&O Ferries, Stena Line and from the cruise sector Carnival UK and MSC Cruises. It also includes towing and commercial shippers, ports and harbor commissions and other sectors of the shipping world.

HONOR ROLL

Voluntary donation to
General Treasury —November 2020:
Eric White, #3925\$100.00
Marcos Almazan, JM-4933.....\$100.00
Edward Tokarz, #3770.....\$150.00

Benefits paid during November

None

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

Maritime provisions in defense bill

The annual defense bill contains numerous provisions benefiting the maritime industry. The conference report of the National Defense Authorization Act (NDAA) for Fiscal Year 2021 has already passed the House by a large margin and is imminently set to gain approval from the U.S. Senate.

However, President Trump has threatened to veto the bipartisan bill that authorizes \$740.5 billion in defense spending. He has objected to language in the bill that renames military bases honoring Confederate leaders, and is unhappy the bill fails to repeal Section 230 of the Communications Decency Act of 1996 that protects social media companies from liability for user posts. Maritime provisions in the bill are not controversial and will likely become law once the drama between Congress and the President plays out. Some of the important maritime provisions in the bill include:

MSP Funding — The bill authorizes an increase of \$180 million in total funding for the Maritime Security Program for FY2021. While Congress must enact subsequent appropriations in order for vessel operators to receive the funding, the additional monies are intended to provide relief to the U.S.-flag fleet of vessels enrolled in the program as the industry responds to the impacts of the COVID-19 pandemic.

Establishment of an Oil Tanker Security Fleet — Under the NDAA conference report, a fleet of 10 commercial U.S.-flag petroleum product tankers would be established, at a total cost of \$60 million at \$6 million per vessel. Modeled after the MSP, the tanker fleet reflects our nation's long-term strategic defense needs and would reduce the U.S. military's re-

liance on foreign-flag commercial vessels while also expanding the qualified mariner pool.

Audit on Cargo Preference Enforcement — The Government Accountability Office shall conduct an audit of each federal agency required to comply with U.S. cargo preference laws. The congressionally-mandated study will provide an analysis of the level of cargoes shipped on U.S.-flag vessels as well as instances in which cargoes are shipped on foreign-flag vessels under non-availability waivers, but not counted as such for purposes of calculating cargo preference compliance.

Restrictions on Jones Act Waivers — This provision ensures that the Secretary of Defense may request waivers to the Jones Act only when there is an immediate adverse effect on military operations. Specifically, no later than 24 hours after making the request, the Secretary of Defense must inform Congress of the circumstances requiring the waiver, including a certification that there are insufficient Jones Act-qualified vessels to meet the needs of national defense without a waiver. Waivers may not be granted for more than 10 days at a time, and may be extended for an additional 10 days upon approval by the Maritime Administrator, but may not exceed a total of 45 days.

Shipping industry joins first effort mapping ocean pollution

A first of its kind effort is uniting technology and the resources of the shipping industry to collect pollution data and build comprehensive maps designed to inform and empower government and NGO environmental efforts. Launched by the not-for-profit organization Eyesea, seafarers, shipowners, managers and maritime professionals are pledging to support the initiative collecting data that Eyesea will process and analyze.

Approximately 60 commercial ships and several superyachts are currently preparing for sea trials of the beta version of the Eyesea app, the nonprofit announced. The reporting tool allows seafarers to collect and submit data on marine pollution by simply taking a photo and categorizing the pollution type. Images are then automatically GPS-tagged, anonymized, and vetted before being incorporated into a comprehensive database of pollution to enable Eyesea to create detailed oceanic maps and charts. The results will be made available free of charge to governments, clean-up groups, researchers, local authorities and a range of other stakeholders.

The development of the Eyesea reporting technology was funded by ChartWorld, a provider of digital navigation technology. Dentons Kensington Swan (New Zealand) also provided a pro bono contribution in the setup of the incorporated not-for-profit society and IP protection.

POLITICAL ACTION FUND

Voluntary donations for November 2020:
 Edward Auzin, P-1703.....\$50.00
 Rogelio Rodriguez, #3870.....\$30.00
 Jason Medeiros, JM-5285.....\$100.00
 Francisco Lazzara, #3725.....\$20.00

HONOLULU NOTES

The Honolulu Hall dispatched a total of 43 jobs for the month of November. The *Maunalei* and *Lurline* called for Electricians. It was time up for the *Kaimana Hila* Junior. Honolulu filled two open board jobs, the *Dahl* Oiler and the *Sisler* Wiper jobs. There was a little slow down on standby jobs, with 23 Standby Elect/Reefers and 15 Standby Wipers called for the month of November.

Presently the Honolulu registration list has 13 "A" seniority members, 8 "B" seniority members, and 5 "C" seniority members.

Last month I represented the MFOW at the AFL-CIO Executive Board meeting, the Honolulu Port Council meet-

ing, and AFL-CIO Labor Community Service Thanksgiving treat assembly. I also attended my first Honolulu Sailors' Home board meeting.

I want to thank all the members here in Honolulu for doing a good job in this difficult year. Honolulu members have stayed COVID-19 free up to this point and have kept up with renewing their documents in this difficult time. They have filled all billets and then some open board jobs, too. I wish all members a Merry Christmas and a COVID-19 free New Year.

Aloha,
Mario Higa
 Port Agent

SEATTLE NOTES

During the month of November, Seattle shipped two Navy Electricians, one ERJ, one ERJ return, four Standby Reefers and three Standby Wipers. Seattle currently has seven A-, five B- and two C-seniority members registered for shipping.

I appreciate everyone's cooperation in keeping the hall access orderly during the pandemic. To reiterate to those returning from overseas flights, please do not come to the hall before you have satisfied the CDC recommended isolation guidelines. Seattle job call is held outside in the parking lot, and no more than two members are allowed in the hall at one time for paperwork. I know it is winter, but we are sailors and can stand five minutes of foul weather to get

a job. Also, because of the occupancy limits set in the Seattle hall, I ask that you do not bring guests with you as it limits member access to do business. Vaccinations are coming and we will be back to business as usual soon.

A reminder to members: as members, there is no need to spend your money and seek private or commercial assistance when submitting Coast Guard applications. Your halls are well informed of requirements and are here to assist in the application process. If you choose to you, may also add a third-party authorization to your application so I can assist directly with the NMC on your behalf.

Fraternally,
Brendan Bohannon, Representative

HOWZ SHIPPING?

November 2020

San Francisco		Wilmington	
Electrician/Reefer/Jr. Engineer.....	1	Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	2	Reefer/Electrician/Jr. Engineer.....	2
Reefer/Electrician.....	3	Junior Engineer (Watch).....	3
Junior Engineer (Day)	1	Junior Engineer (Day)	5
Oiler	2	Oiler	1
Wiper.....	3	Wiper.....	2
Standby Electrician/Reefer	25	Shoreside Mechanic	24
Standby Wiper.....	16	Standby Electrician/Reefer	24
TOTAL	53	Standby Wiper.....	40
		TOTAL	105
Honolulu		Seattle	
Electrician/Reefer/Jr. Engineer.....	2	Electrician.....	2
Junior Engineer (Day)	1	Electrician/Reefer/Jr. Engineer.....	2
Oiler	1	Junior Engineer (Day)	1
Wiper.....	1	Standby Electrician/Reefer	4
Standby Electrician/Reefer	23	Standby Wiper.....	3
Standby Wiper.....	15	TOTAL	12
TOTAL	43		

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