



THE MARINE FIREMAN

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



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No. 9

USNS Dahl takes part in Freedom Banner 21 exercise

Last month, the Military Sealift Command (MSC) vessel *USNS Dahl* took part in Freedom Banner 21, an annual maritime prepositioning force exercise on the islands of Guam and Tinian. During the exercise, the *Dahl* supported units from U.S. Marine Forces, Pacific Command and I Marine Expeditionary Force, in coordination with the 1st Marine Logistics Group, 1st Marine Division, and 3rd Marine Aircraft Wing who also took part in Freedom Banner.

Throughout Freedom Banner, 1st Marine Logistics Group exercised its ability to rapidly deploy forces and execute logistical capabilities utilizing maritime prepositioning ships, like *Dahl*, and simultaneously commanded and controlled the establishment of an Expeditionary Advanced Naval Base on Guam. Marines from 3rd Light Armored Reconnaissance, 1st Marine Division, as well as 3rd Marine Aircraft Wing, established separate

bases on the island of Tinian. To facilitate those efforts, just as it would during a contingency operation, *Dahl* delivered equipment and personnel, which were loaded onto the ship, delivered, offloaded, staged, distributed and then loaded back onto the ship at the end of the exercise.

For the Marines involved, Freedom Banner enhanced readiness, helping them prepare for possible contingencies. Marine Corps logisticians, working closely with MSC, provided the Marine Corps with the ability to generate, train, deploy, execute, and sustain naval expeditionary forces to compete and deter on the 21st century battlefield.

MSC Far East ensures approximately 50 ships in the Indo-Pacific region, are manned, trained and equipped to deliver essential supplies, fuel, cargo, and equipment to warfighters, both at sea and on shore. Task force commanders employ these ships to ensure mis-



U.S. Marines with 1st Landing Support Battalion, 1st Marine Logistics Group and U.S. Navy Sailors from the *USNS Dahl* offload equipment as part of Exercise Freedom Banner at Naval Base Guam in August. Freedom Banner is a unique opportunity for 1st Marine Logistics Group to conduct a strategic mobility exercise in a maritime environment and for I Marine Expeditionary Force to refine Advanced Naval Base and Expeditionary Advanced Base concepts. Photo by USMC Lance Cpl. Bradley Ahrens

sion accomplishment.

COMLOG WESTPAC/CTF 73 is the U.S. 7th Fleet's provider of combat-ready logistics, operating government-owned and contracted ships that keep units throughout 7th Fleet armed, fueled and fed. As the U.S. Navy's largest forward-deployed fleet, 7th Fleet employs 50-70 ships and submarines across the Western Pacific and Indian oceans. 7th Fleet routinely operates and interacts with 35 maritime nations while conducting missions to preserve and protect a free and open Indo-Pacific Region.

MSC is the leading provider of ocean transportation for the Navy and the rest of the Department of Defense

— operating approximately 125 ships daily around the globe. The crew of the *USNS Dahl* consists of contract mariners (MFOW in the unlicensed engine billets) who help stage containerized and palletized cargo and rolling stock, including military vehicles, as needed throughout the Indo-Pacific Region.

It is important for MSC civil service and contract mariners to participate in exercises like Freedom Banner. During exercises like Freedom Banner, mariners receive valuable training and insightful experience. Mariners will retain lessons learned, start building their corporate knowledge and then share it when the more seasoned mariners decide to retire.

MARAD designates new marine highway projects

The U.S. Maritime Administration (MARAD) has announced the designation of six new Marine Highway Projects and a new Marine Highway Route under the America's Marine Highway Program (AMHP). The AMHP encourages the use of America's navigable waterways for the movement of freight and people as an alternative to land-based transportation. A designation makes projects on Marine Highway Routes eligible for grants from available AMHP funds. Since its inception, the AMHP has designated 46 Marine Highway Projects.

Back in May, the Department announced the availability of nearly \$11 million in grant funding through the AMHP, which will be awarded to advance marine highway projects previously designated by the Secretary. The project designations include projects on the West Coast, Missouri, New Jersey and Wisconsin, as well as Guam and the Northern Mariana Islands. The new route and project designations include:

Guam and CNMI Route Designation — This route designation will allow the expansion of existing containerized freight service between Guam and the Commonwealth of the Northern Mariana Islands' main islands of Rota, Tinian, and Saipan. Nearly all commodities and household and commercial goods need-

ed by local residents—including food, clothing, fuel, vehicles, construction materials, and medical supplies—are transported through the islands' seaports.

M-5 Coastal Connector — This project designation will support a service transporting goods on barges between Bellingham, Washington; Southern Oregon; and San Diego, California. This project would provide regional cargo interests with additional modal options, reducing truck traffic along Interstate 5.

Guam Marine Transportation Enhancement Initiative — This designation will expand and promote inbound and outbound cargo within the islands. Service providers transporting freight utilize U.S. ports in Hawaii and the West Coast before making their way through Guam and the CNMI. The Port of Guam operates as the only commercial seaport on the island and serves the regional population of more than

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Maritime Administration on the success of Turbo Activation 21-1

September 5, 2021

Sealift Partners:

On behalf of the Acting Maritime Administrator, Lucinda Lessley, I would like to express our Agency's thanks for the successful wrap-up of the recent Ready Reserve Force Turbo Activation 21-1. The success of this is due to the contribution of our Ship Managers and all of the mariners needed to make activating these "old workhorses" even possible. MARAD is now in the 75th year of maintaining the Nation's reserve of sealift ships and the median age of these vessels is 46 years old. Indeed, the age of the vessels today is older than when the Ready Reserve force fleet was developed in 1976 with the first ships from WWII. The challenges of activating and operating these vessels is more difficult each year and we do not take for granted the significant efforts your personnel muster to get this done.

This year, we struggled with the continuation of the COVID-19 pandemic environment that clearly took a turn for the worse with the Delta variant, and despite the availability of a vaccine we still faced uncertainties with positive cases. At the same time we activated during Tropical Storm Ida, and for those select few who sailed out into what became Hurricane Ida, we are glad that you were able to demonstrate storm avoidance successfully and prove reliability even in extremes of weather. Should this have been an activation for war or other national emergency, MARAD is certain that other ships would find a way to meet the nation's needs.

Our outlook closely follows Navy, and as Navy has faced hurdles with maintenance, readiness, and shipyards, so has MARAD. We will face changes in ship operators in FY2022 and FY2023, with MARAD taking on the responsibility for the LMSRs and an expanded role as the Type Commander for all reserve sealift vessels. This will be a continuance of our role since 1946, not a new tasking, noting our predecessors maintained over 2000 vessels. Consistent with National Security Directive 28, MARAD is committed to maintain only the minimum numbers of ships, as we rely on the available U.S. flag commercial ships and mariners that form our backbone sustainment strengths.

As we go into a Labor Day weekend, we are confident that our partnership of Labor, Ship Managers, and Government will continue to provide that strategic depth that enabled our Nation to prevail in conflicts and provide response capabilities to the Department of Defense whenever and wherever called upon. MARAD recognizes the sacrifice that your members and organizations, and staff make for each of our activations. We recognize the separation, hardship, and rapidly-changing schedule of events for every activation, and note our success in spite of older ships, pandemics, holiday activations, and late-year activities. Our success is shared with and enabled by your members and staff and we remain grateful for their continued service, and unwavering organizational support.

Finally, I ask you to remember in your thoughts several of our shipmates that are still recovering from COVID and wish them a full and speedy recovery. Sail on!

Kevin M. Tokarski
Acting Executive Director
Associate Administrator for Strategic Sealift
Maritime Administration | USDOT

Halls to close

Columbus Day — The MFOW hiring halls will be closed on Monday, October 11, 2021, in observance of Columbus Day, which is a contract holiday.

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APL MARINE SERVICES WAGE RATES

Effective October 1, 2021

Maritime Security Program Vessels

Rating	Base Wage	Base Wage	Supplemental	Supplemental	Supplemental
	Monthly	Daily	Benefit Base Monthly	Benefit Monthly	Benefit Daily
Electrician/Reefer/Junior	\$5,849.84	\$194.99	\$6,331.75	\$3,588.20	\$119.61
Reefer/Electrician/Junior	\$5,568.31	\$185.61	\$6,155.96	\$3,488.58	\$116.29
Day Junior/Utility	\$5,054.65	\$168.49	\$5,481.32	\$3,106.26	\$103.54
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$3,417.10	\$113.90	\$3,945.51	\$2,235.92	\$74.53

Rating	ST Rate	OT Rate	MPPP
	Hourly	Hourly	Daily
Electrician/Reefer/Junior	\$34.51	\$51.77	\$27.00
Reefer/Electrician/Junior	\$32.89	\$49.34	\$27.00
Day Junior/Utility	\$29.92	\$44.88	\$27.00
Wiper	\$20.44	\$30.66	\$27.00

Dirty Work Rate:	\$21.42	\$35.34
Cargo Rate:	\$24.84	\$40.78

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	\$49.77	\$74.66	\$30.00				
Leaderman	\$45.06	\$67.59	\$49.50	\$74.25	\$50.50	\$75.75	\$30.00
Mechanic	\$41.95	\$62.93	\$46.15	\$69.23	\$47.15	\$70.73	\$30.00

Standby and Special Project Shipyard Personnel

Rating	ST	ST	Dirty Work	Dirty Work	OT	MPPP
	0800-1700	1700-0800	0800-1700	1700-0800	0001-2400	Daily
Standby Wiper	\$35.26	\$39.93	\$45.40	\$50.44	\$61.45	\$30.00

Rating	ST	OT	MPPP
	Hourly	Hourly	Daily
Standby Junior Engineer	\$37.03	\$55.55	\$30.00
Standby Electrician/Reefer	\$38.80	\$58.20	\$30.00

Biden praises labor unions, workers as backbone of U.S. economy

On September 8, President Joe Biden honored labor unions and workers as the backbone of the U.S. economy and a core target of his domestic agenda working its way through Capitol Hill. Speaking from the White House two days after the Labor Day holiday, the pro-union president called workers "essential" both to keeping the country afloat during the pandemic and to his own career, plus he outlined ways his administration was working to prioritize them in the future. The president also outlined how workers were accounted for in his vision for the country, including measures to fight climate change and create more jobs in that sector.

"This is your house," he told attendees, including essential workers, union leaders, Labor Secretary Marty Walsh

and AFL-CIO President Liz Shuler. "I wouldn't be here without you. If the last year has taught us anything, it's what's essential," he later added. "What's essential is you. Not a joke - you and your union members."

The president was introduced by a pharmacy technician from Arizona, Jocelyn Cruces, who said she got certified to administer the COVID-19 vaccine this year after she herself was hospitalized with the virus and lost her mother to the disease. "I've seen firsthand how dangerous this pandemic has been for workers like me who couldn't stay at home and losing my beloved mother to this virus," said Cruces, a member of the United Food and Commercial Workers union.

Labor Secretary Marty Walsh, a longtime labor leader, praised the presi-

dent for his prioritization of unions, especially during the pandemic. "We owe working people more than a debt of gratitude," Walsh said. "We owe them our commitment to fight — for good jobs, for better wages and safe working conditions every single day."

Biden called on Congress to pass the PRO Act, a bill that would expand labor protections related to the right to organize and collectively bargain. He also advocated for his own domestic agenda, including the infrastructure deal passed by the Senate last month and the larger budget reconciliation bill Democrats are working to move forward. The budget proposal includes measures to fight climate change, an effort that the president said would create even more union jobs.

Savannah sees surge in congestion spillover

The number of container ships waiting off the Georgia container port of Savannah increased to 23 on September 7, 11 more than the median number over the last five months, according to data analyzed by Bloomberg News. Savannah's congestion rate is currently highest in the U.S. at 82 percent, ahead of Seattle at 65 percent and Los Angeles at 54 percent. The container surge is expected to last through 2022, according to the Georgia Ports Authority chief.

In March, the Georgia Ports Authority Board voted to expand container capacity by 20 percent, a \$205 million project. At the time of analysis, just five containers were berthed in the port, compared to the 23 ships waiting.

As one of the largest container ports in the U.S., Savannah is generally the second or third stop on the U.S. East Coast for container ships arriving from Asia and Europe, with many stopping at the Port of New York/New Jersey first.

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Proposed ballpark at Port of Oakland hits snag

The Oakland Athletics' effort to build a baseball stadium and billion-dollar real estate development at the Port of Oakland has encountered another roadblock. The latest snag in the process occurred on August 29, when the Alameda County Board of Supervisors decided it would not vote on the stadium proposal in September, causing what the team said is a potentially insurmountable financial gap in getting the project done in Oakland.

In May, the Oakland City Council asked the county to opt into a tax district to help with infrastructure costs for the project. In June, the county supervisors said the earliest they could get those items on their calendar was September, and the city said without the county's help, it's not likely the stadium project can move forward.

The A's have said they had hoped to have a final vote from the city council on the terms of the project by the end of the baseball season in early October, and the city said it planned to have the final documents ready by the end of the year. The tax district is a critical component of the ongoing negotiations among the team and various government agencies. By agreeing to become part of the tax district, the county would have given up a portion of its property taxes on the stadium site to help fund the infrastructure costs.

In a series of letters to the city, the county said it has questions about the terms and the ongoing negotiations.

"The current status is too speculative and uncertain for the county to move forward now and commit limited staff

and financial resources on a costly independent analysis," wrote one Alameda County official.

The team and city officials continue negotiations. However, the team's leadership has made several visits to Las Vegas, Portland, and other cities recently, and government officials and business leaders in those communities have said they would welcome a Major League Baseball team, including financial assistance on a new stadium.

Major League Baseball has given the team permission to explore moving once its lease at RingCentral Coliseum expires in 2024. The stadium, home to the A's since 1968, generally is considered to be the worst facility in baseball, for players and fans.

The trucking and transportation industry has weighed in because the proposed ballpark would sit inside the Port of Oakland footprint at Howard Terminal, which now is used for container parking, storage and longshore training. Trucking interests are opposed to the location because they say it will significantly interfere with port operations and harm trucking and freight.

If the A's were to leave Oakland, they would be the third major professional sports team to depart the city. The Oakland Raiders moved to Las Vegas at the beginning of the 2020 season after years of attempting to get a new stadium and move out of the Coliseum. The Golden State Warriors departed in 2019 and moved to Chase Center in downtown San Francisco.

Global container ship orders hits record

The total volume of new orders for container ships carrying freight has reached a record level ever in history this year. This comes as shipping companies are aggressively placing orders for new container ships as the fee for oceangoing freight hit an all-time high due to a soaring volume of international freight.

According to Clarkson Research, the total global volume of new orders for container ships amounted to 15,071,478 million CGT (Compensated Gross Tonnage) for the first eight months of the year. The volume is the largest ever since the agency started tallying the market in 1996. The volume is about 12 times the

total volume of new orders placed during the same period of last year, and exceeds the volume recorded in 2007 (13,217,003 CGT), the year when the shipbuilding industry enjoyed a boom.

The shipbuilding industry predicts the total annual volume of new shipbuilding orders will also set a new historical record this year as shipping companies are increasing new container ship orders. Exporters and importers are having difficulties finding freight ships as major ports in countries around the world are struggling to deal with surging freight volumes in the wake of economic recovery.

Coast Guard training with Nigerian Navy on maritime law enforcement capabilities

The U.S. Coast Guard recently announced it started a training exercise with the Nigerian Navy on maritime law enforcement, part of a series of co-operations between the two countries in the fight against piracy. This was disclosed in a statement by the U.S. Consulate in Nigeria, revealing that 24 officers of the Nigerian Navy are participating in a four-week intensive U.S. Coast Guard Boarding Officer training program which kicked off on August 30.

The statement added that six trainers from the U.S. Coast Guard Training Center in Yorktown, Virginia arrived Lagos to lead the capacity building exercise which seeks to strengthen maritime law enforcement capabilities in Nigerian waters, particularly in the Gulf of Guinea.

Sponsored by the U.S. Africa Command, the training will explore a variety of internationally recognized techniques and procedures for maritime law enforcement at sea in a safe and profes-

sional manner. The training offered by the Coast Guard will highlight more challenging scenarios and tactics in the use of force, evidence processing, arrest procedures, and perseverance. In addition, participants will explore best practices in countering illicit maritime activities such as illegal, unreported, and unregulated fishing; the trafficking of weapons, narcotics, and people; as well as the ongoing threat of piracy and oil infrastructure insecurity.

The U.S. Coast Guard training is part of a close and continuous military partnership between the United States and Nigeria spanning decades to strengthen defense ties and promote regional security. Officers of the Nigerian Navy Special Boat Service and a team of U.S. Army Special Forces completed a five-week Joint Combined Exchange Training also known as J-CET last month. Both countries are currently working on multiple military engagements, as well as strategic maritime security forums.

Electrify America, NFI plan electric truck charging project

Electrify America and NFI Industries announced plans for a charging infrastructure project to support heavy-duty electric trucks, with 34 ultra-fast DC chargers slated for completion by December 2023. As the largest open DC fast-charging network in the U.S., Electrify America was selected to deploy charging solutions including site configuration and energy management services.

NFI will deploy 60 battery-electric drayage trucks, becoming the first 100 percent zero-emission fleet operator and truck shop in California. In addition, the Joint Electric Truck Scaling Initiative, or JETSI, project will help fund 50 of the trucks, with 10 additional Volvo VNR Electrics funded by Volvo Trucks North America and SWITCH-ON.

The charging infrastructure to support this fleet will be installed at NFI's Ontario, California, facility and feature 150kW and 350 kW ultra-fast chargers. The chargers will serve NFI's growing fleet of battery-electric freight trucks used for drayage at the Ports of Los Angeles and Long Beach, picking up containers from the ports and transporting them back to the Ontario facility. To bolster resiliency, leverage renewable

electricity, and reduce ongoing costs, multiple megawatts of distributed energy resources will be co-located with the charging infrastructure, including both solar photovoltaic and energy storage.

In addition to NFI and Electrify America's investments, the electric truck charging infrastructure project is partially funded by a joint project between the California Air Resources Board, California Energy Commission, and the South Coast Air Quality Management District via the JETSI project to advance electric fleet adoption.

This announcement comes on the heels of Electrify America's second "Green City" investment to advance charging electrification for public transit and heavy-duty electric vehicles in the Ports of Los Angeles and Long Beach, among other areas of the Wilmington neighborhood in the city of Los Angeles. Electrify America and NFI's new initiative will continue efforts to address the negative impact of emissions in this predominantly disadvantaged and low-income community. 64 percent of Long Beach and the Wilmington neighborhood of Los Angeles is classified as low-income and disadvantaged by the California Air Resources Board.

Strategic sealift must prepare for contested oceans

The nation's sealift components are used to operating in peaceful seas and permissive environments but must prepare now for times when control of the seas is not assured, a panel of maritime leaders said. Speaking last month at the Navy League's Sea-Air-Space expo at National Harbor, Maryland, were Douglas Harrington, deputy associate administrator for Federal Sealift at the Maritime Administration (MARAD); Christopher Thayer, director, Maritime Operations, Military Sealift Command; and Adam Peterson, of the government business development team at APL. The panel was moderated by Erica Plath, director, Strategic Mobility/Combat Logistics, Division, Office of the Chief of Naval Operations, U.S. Navy.

Thayer pointed out that sealift "capability today is far more than it was in 1990" when large numbers of sealift ships were activated for Operation Desert Storm. Regarding the Navy's preparation for distributed maritime operations in contested environments, he said that sealift was at an inflection point. He added that, during distributed operations, the nation's maritime logistics forces may not always have escorts and must "be prepared to operate and evade the enemy." Thayer also stressed the need for counter-UAS systems, anti-jam capabilities for GPS, the need for cybersecurity and the ability to operate under emissions control. Communications is "a huge vulnerability," he said, noting that mobile communications capabilities are being deployed on some ships with tactical advisers.

Harrington also stressed the need for improved, more resilient communications capabilities for MARAD's Ready Reserve Force (RRF). He noted the cur-

rent reliance on satellite communications and the effect on morale that emissions control would have on the crews.

To adapt to providing logistics in a contested environment, Thayer said that MSC was working on concepts such as re-loading missiles in vertical launch cells while ships are underway, underway replenishment using unmanned aerial vehicles and refueling the combat logistics ships from commercial ships using modular CONSOL (consolidated cargo replenishment) adapter kits.

Harrington discussed the need for recapitalization of the RRF and new, comprehensive strategy for equipping strategic sealift with new technology and regulations. He noted the increasing size and weight of defense cargoes. He advocated building increased resilience as well as cybersecurity. He also said the government must "recall and re-focus on naval operations in a contested environment."

Peterson pointed out the dramatic decline of the U.S.-flag merchant marine since 1960, now less than 0.5 percent of the 43,000 ships (displacing 1,000 or more gross weight tons) in international trade. He stressed that the government needs to develop more incentives to keep commercial vessels available in peacetime and war. He praised the "significant period of recapitalization," which includes the construction of first of five National Security Multi-Mission Vessels, which will replace older ships and train mariners with modern technology now found on many merchant ships.

Asked about the Navy's plans to operate autonomous unmanned ships in its fleet, Thayer noted that it is "hard to refuel an autonomous ship at sea."

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

COVID VACCINATIONS

On August 9, I participated in a teleconference hosted by the U.S. Transportation Command (USTRANSCOM) to discuss President Biden's July 29 announcement regarding federal worker COVID vaccine requirements and the impact on the maritime industry. Participants included USTRANSCOM Deputy Commander VADM Dee L. Mewbourne (USN), representatives from maritime labor, and the U.S. Maritime Administration.

USTRANSCOM is the unified, functional combatant command that provides support to the ten other U.S. combatant commands, the military services, defense agencies and other government organizations. The command mission is to conduct globally-integrated mobility operations, lead the broader Joint Deployment and Distribution Enterprise, and provide enabling capabilities in order to project and sustain the Joint Force in support of national objectives. As a capable U.S. merchant marine is integral to the execution of that mission, the question of mariner readiness and vaccination rates has emerged front and center.

President Biden announced that four million federal workers, including the military, will be required to vaccinate, or take weekly tests among other restrictions, and millions of state and county employees would come next. Major private employers have followed with their own stringent vaccination requirements. The Equal Employment Opportunity Commission (EEOC) recently updated guidance reiterating that federal law does not prevent a private employer from requiring its employees to be vaccinated. The AFL-CIO has come out in support of vaccine mandates.

On August 2, 2021, an arbitrator ruled in favor of the American Maritime Association's position that requires all mariners be vaccinated in ships aboard its member company vessels contracted with the Seafarers' International Union. The arbitrator cited various recent decisions, including a recent Department of Justice opinion that nothing in federal law prevents private-sector employers from requiring vaccines. The arbitrator said he based his decision on the unique nature of the maritime industry, including the fact that crews live together on the vessels, the cost of quarantines, the responsibility to maximize safety in light of the danger of the Delta variant, plus other recent legal rulings and opinions that support vaccination mandates. This final and binding decision will have a lasting effect on all maritime employment.

The SIU Pacific District Unions have had some vaccine mandate discussions with contracted employers. As shipping companies tighten procedures and protocols to guard against COVID outbreaks, the Unions are working with them to protect our members.

Matson — Matson Navigation Company recently announced that it is requiring its mariners to be inoculated and that COVID-19 vaccinations will be considered part of a member's fitness for duty as of October 1, 2021. The SIU Pacific District entered into a Letter of Understanding with Matson that codifies the implementation while also setting up protections of members' rights. Effective October 1, 2021, COVID-19 vaccination will be considered part of a member's fitness for duty. Only fully vaccinated members may be dispatched to a Matson vessel as crew, standby personnel or shore mechanic. Vaccination will also be required for union officials boarding Matson vessels for union business.

An individual is considered fully vaccinated two weeks after the second dose of the Pfizer or Moderna vaccine, or two weeks after the first dose of the Johnson and Johnson vaccine. In order to verify vaccination status, the union dispatcher must provide a copy of the member's CDC COVID-19 vaccination card to Matson's crewing department at the time of dispatch. Matson will review and verify vaccination status before the member will be accepted.

Members who are aboard a Matson vessel on October 1, 2021 will be allowed to complete their rotary or relief assignments regardless of vaccination status. Members currently on a Matson vessel will be allowed time off in port during their work day to go to a COVID-19 vaccination appointment.

Requests for medical exemptions will be referred to Mercy Hospital and all contracted clinics via the SIU-PD Medical Center for a determination of whether the individual is medically unable to receive a COVID-19 vaccination based on evidence provided or on file. Matson reserves the right to obtain a second opinion to any medical exemption requests. Requests for religious exemptions will be handled between the union and Matson on a case-by-case basis. Matson reserves the right to require COVID-19 testing and/or face coverings for individuals who have a valid exemption.

The agreement also secures \$500 incentives, through October 15, 2021, for prospective Matson crew and shore mechanics to get vaccinated — including compensation for those who have already received the vaccine. Standbys are not eligible for this incentive program.

There is a small vocal minority in the Union, and in the maritime industry, who oppose vaccinations. But the long-term reality is that a shipping company that does not require vaccinations will be at a severe competitive disadvantage (idle ships due to quarantine or sequestration, decontamination costs, crew replacement costs, etc.) versus shipping companies that have fully-vaccinated crews. And the health and safety of all members outweighs the protests of a few. I recommend membership approval of the Letter of Understanding with Matson acknowledging vaccination requirements.

APLMS — On August 27, the Pacific District Unions teleconferenced with APL Marine Services to discuss updated company directive guidance for protection of the health of ships' crews worldwide and the emergency response to related situations. APL also indicated that they wished to implement mandatory vaccine requirements for all crew, standbys and shore personnel. Those discussions are forthcoming.

PCS — The Union has not had formal discussions with Patriot Contract Services concerning vaccination mandates. However, there has been some scuttlebutt concerning upcoming mandates for contracted mariners aboard government vessels.

The bottom line is that vaccine mandates are on the way. Shipping out will not get easier for the unvaccinated. I urge all hands to get vaccinated as soon as possible.

TURBO ACTIVATION

The MFOW was summoned to crew up four Maritime Administration Ready Reserve Force (RRF) vessels last month following a turbo activation ordered by USTRANSCOM to test the readiness of the fleet. MFOW dispatchers successfully fulfilled the Union's obligations by rounding up the ratings to crew the ships. The exercise was expected to last at least 20 days. Crewmembers taking part in the activation followed COVID-19 protocols, and then departed for sea trials before returning to the dock for deactivation. The MFOW-crewed vessels taking part in the activation include the *MV Cape Taylor*, *MV Cape Trinity*, *MV Cape Vincent* and the *GTS ADM. W. M. Callaghan* (all operated by Patriot Contract Services). Bravo Zulu to the officials and crew who made this exercise a success.

MARINER PASSPORT RENEWAL POLICY

On August 26, the Union received notice from the U.S. Maritime Administration (MARAD) that the U.S. State Department has issued new guidance for mariners to renew their U.S. passports. The new provisions allow mariners to mail in their applications and typically have them processed within a week. The notice has been posted in all hiring halls and is printed below.

Letter of Understanding – COVID-19 Vaccination

This Letter of Understanding ("LOU") is entered into by Matson Navigation Company, Inc. ("Matson") and SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, Pacific District, comprising the SAILORS' UNION OF THE PACIFIC (SUP) representing the unlicensed deck department, the MARINE FIREMEN'S UNION (MFOW) representing the unlicensed engine department, and the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC, GULF, LAKES AND INLAND WATERS (SIU-AGLIW) representing the stewards' department (hereinafter referred to as the "Unions"). It memorializes the parties understanding and agreement to require COVID-19 vaccination for members employed on Matson's ocean going vessels.

Effective October 1, 2021, COVID-19 vaccination will be considered part of a member's fitness for duty. Only fully vaccinated members may be dispatched to a Matson vessel as crew or standby. Only fully vaccinated members may be dispatched to a Matson shoregang position. Vaccination will also be required for port agents / union officials boarding Matson vessels for union business. An individual is considered fully vaccinated (1) two weeks after the second dose of the Pfizer or Moderna vaccine, or (2) two weeks after the first dose of the Johnson and Johnson vaccine.

In order to verify vaccination status, the union dispatcher must provide a copy of the member's CDC COVID-19 vaccination card to Matson's crewing department at the time of dispatch. Matson will review and verify vaccination status before the member will be accepted.

Members who are aboard a Matson vessel on October 1, 2021 will be allowed to complete their rotary or relief assignments regardless of vaccination status. Members currently on a Matson vessel will be allowed time off in port during their work day to go to a COVID-19 vaccination appointment.

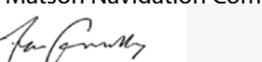
Requests for medical exemptions will be referred to Mercy and all contracted clinics via the SIU-PD Medical Center for a determination of whether the individual is medically unable to receive a COVID-19 vaccination based on evidence provided or on file. Matson reserves the right to obtain a second opinion to any medical exemption requests. Requests for religious exemptions will be handled between the union and Matson on a case-by-case basis. Matson reserves the right to require COVID-19 testing and/or face coverings for individuals who have a valid exemption.

Matson will continue its \$500 vaccination incentive program for any rotary, or relief crewmembers who work aboard a Matson ship through October 15, 2021 and submit their CDC COVID-19 vaccination card. Standbys are not eligible for this incentive program.

Any disputes regarding this LOU shall be resolved in accordance with the grievance and arbitration procedures set forth in the Master Agreement between Matson and SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, Pacific District.

The following signatures confirm acknowledgement of the policy and agreement with this LOU subject to the provisions of any applicable law.

Signed: 
Date: 8/20/21
By: Danny Defanti
Title: Director, Offshore Labor Relations & Marine Operations
For: Matson Navigation Company, Inc.

Signed: 
Date: 8/20/21
By: Dave Connolly
For: SAILORS' UNION OF THE PACIFIC

Signed: 
Date: 8/20/21
By: Anthony Poplawski
For: MARINE FIREMEN'S UNION

Signed: 
Date: 8/20/21
By: Nicholas Marrone
For: SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC, GULF, LAKES AND INLAND WATERS

VICE PRESIDENT'S REPORT

Well...you heard the breaking news. Pfizer is FDA approved. Members will need to be fully vaccinated for Matson dispatches. I haven't heard official word from APL or PCS yet, but we expect fully vaccinated members to be a requirement for them as well. We all knew that this is where we would arrive at; it was just a matter of time. That being said, please consider getting your vaccinations if you haven't already. Our main goal is to be able to get our membership good jobs and remain competitive to keep those jobs in the MFOW.

Aside from that, the biggest hurdle of the month was the turbo activations that pushed all labor unions to their limit. Crewing came down to the wire as usual, but I'm happy to report that the MFOW was successful in filling all unlicensed engine billets aboard the activated vessels. I have to give credit to the union officials involved with the dispatching, as well as company crewing, for making it all happen. I'd also like to personally thank the individuals whom I called in other ports and were ready to go at a moment's notice. That is exactly what our organization needs to stay strong and maintain our good reputation.

I was officially notified that I was

not selected to serve on the N-MERPAC committee in the capacity of QMED and the slot will be left vacant for the time being. It was unfortunate to hear as it was something I was looking forward to for awhile. The good news is that I may still be in the running due to the fact that my submission wasn't officially received until the 3rd solicitation for the committee. The Department of Homeland Security may just need more time to review my application. Way above my pay grade, but we'll see what happens I suppose. I think it would be nice to have someone with my background put his two cents in on behalf of all merchant mariners that work in the capacity of unlicensed engine ratings.

These reports usually include topics that are out of ordinary, but my tenure thus far has been anything but that. If and when life gets back to normal, I'll probably miss the chaos. For the latest and greatest, just ask me at this point. Everything has been changing day-to-day, week-to-week, month-to-month. Feels like running a marathon toward a perpetually moving finish line. That's all I got for now. Stay safe and take care of yourselves.

Fraternally,
Deyne Umphress

Milestone reached at Long Beach Container Terminal

The Port of Long Beach recently ushered in the next era of environmentally sustainable operations with the completion of the Long Beach Container Terminal (LBCT) at Middle Harbor, one of the most technologically advanced cargo facilities in the world. Equipped with nearly all electric and zero-emissions equipment, LBCT at Middle Harbor is designed to strengthen competitiveness, improve cargo flow and dramatically enhance air quality amid an era of significant growth at the nation's second-busiest seaport.

Construction of the \$1.493 billion project started in May 2011. The first part of the terminal opened five years later with the completion of Phase 1, allowing the terminal to begin operations across an initial 151 acres. Phase 2 wrapped up in October 2017, expanding the facility to 191 acres.

The third and final phase concluded in July, growing the terminal to 300 acres with a completed container yard, an administration building and an on-dock rail yard designed to handle 1.1 million TEU annually to minimize truck traffic on local roads and freeways. Additional-

ly, 14 of the most modern ship-to-shore gantry cranes line a new, 4,200-foot-long concrete wharf capable of welcoming three massive ships at once. Another three acres will be added in 2025 with the opening of the North Gate Expansion, completing the terminal with 303 acres.

All of the ships calling at the terminal plug into shore power connections while at berth, allowing them to shut down diesel engines and connect to the landside electrical grid. All major structures are built with features to save power and water, meeting strict gold-level Leadership in Energy and Environmental Design standards.

With an annual capacity of 3.3 million TEU, LBCT by itself would rank as America's sixth-busiest seaport, capable of moving twice the cargo with less than half of the air pollution of the two terminals it replaces. Increased trade moving through the terminal is generating 14,000 permanent new jobs in Southern California. Additionally, unionized labor at LBCT operates the all-electric ship-to-shore cranes, staffs the control center for operations and maintains the technology.

Wait for federal approval delays Long Beach rail project

A major rail expansion project at the Port of Long Beach has fallen at least a year behind schedule, an official says, as the port waits for the U.S. Maritime Administration to approve an environmental report. The *Long Beach Post* reports the \$870 million Pier B On-Dock Support Project is awaiting the Maritime Administration's final approval of an Environmental Impact Statement first released by the port in 2016. The agency's approval is needed because the project is set to receive \$16 million from the U.S. Department of Transportation,

and will seek additional federal funds to help pay for construction.

Elements of the \$870 million project include expansion of an existing yard to 38 tracks, expansion of staging tracks to accommodate up to five 10,000-foot trains, and a facility able to handle up to 30 locomotives, as well as realignment of existing streets and tracks. It aims to increase the percentage of port cargo handled by rail to 35 percent. The first part of the project was expected to be built by 2024 with completion by 2032.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for August 2021:

MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV RJ Pfeiffer*-delegate REJ David Ebanks, #3824, no beefs. *MV Manoa*-delegate ERJ Moses Bell, #3771, no beefs.

On the Pacific Southwest triangle/Far East run: *MV Mahimahi*-delegate REJ Baldev Singh, #3782, no beefs. *MV Matsonia*-delegate REJ Wendelyn Sugi, #3863, no beefs. *MV Lurline*-delegate ERJ Bruce Chow, #3812, no beefs. *MV Mokihana*-delegate REJ Edward Tokarz, #3770, mentioned that, a day after leaving Oakland, four carrier container units were not running (possibly bad software) and ended up replacing the controllers, no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President Truman*-delegate DJU Jason Cagler, #3942, mentioned lots of maintenance work; one Wiper shipped, no beefs. *MV President FD Roosevelt*-delegate ERJ Danilo Datuin, #3907, no beefs. *MV President Kennedy*-delegate REJ Bobby Krastev, #3936, no beefs. *MV President Wilson*-delegate DJU Fredrick Cagler, #3906, no beefs.

PATRIOT CONTRACT SERVICES

USNS Charlton-Activation calling for a full crew and flyout to Philadelphia, PA. *Admiral Callaghan*, *Cape Taylor*, *Cape Trinity* and *Cape Victory*-activation for sea trials. *USNS Dahl* — one Oiler awaiting flyout.

Fraternally, Bobby Baca



The MFOW crew aboard the *USNS Pomeroy* is Oiler Mario Legaspi, JM-5366; Electrician Thomas Hobbs, JM-5308; Oiler Christopher Scally, non-seniority; Oiler Yehya Mohamed, JM-5234 and Wiper Leroy Miller, non-seniority. The *Pomeroy* is operated by Patriot Contract Services for the U.S. Navy's Military Sealift Command.



The MFOW crew aboard the *GTS Adm. W. M. Callaghan* is Wiper Piotr Marcisz, non-seniority; Oiler Daniel Daligcon, JM-5359; Oiler John Troutner, JM-5262; Oiler Ronny Ting, JM-5262 and Electrician Mario Bolanos, #3893. The *Callaghan* is operated by Patriot Contract Services for the U.S. Maritime Administration's Ready Reserve Force.

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

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).

September 20-24 October 18-22 November 8-12

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.**

October 7-8 November 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.

October 25-29 November 29-December 3

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 25-November 19

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.

October 11-15 November 29-December 3

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.

October 18-November 24

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.

October 18-22

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.

October 4-November 12

STCW BASIC TRAINING*

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

Basic Training Revalidation (two days)

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

TRLMI, San Diego, CA (one day): October 15; October 29; November 5; November 19

Cal Maritime Academy, Vallejo, CA: October 12-13; November 8-9

Compass Courses, Edmonds, WA: October 19-20; November 16-17

MITAGS-PMI, Seattle, WA: September 21-22; October 25-26; November 17-18

Maritime License Center, Honolulu, HI: September 16-17; November 11-12

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: October 20-22; November 22-24

Cal Maritime Academy, Vallejo, CA: September 21-22

Compass Courses, Edmonds, WA: September 21-23; October 19-21; November 16-18

MITAGS-PMI, Seattle, WA: December 13-15

Maritime License Center, Honolulu, HI: September 15-17; November 10-12; December 8-10

MARAD designates new marine highway projects

Continued from page 1

225,000, including communities on the neighboring islands in the CNMI.

CNMI Freight Improvement Project — The designation of the CNMI project will support the movement of containers between the Port of Guam and Commonwealth Port Authority ports of Saipan, Tinian, and Rota. The CNMI is exploring the expansion of its maritime capacities for the shipping of inter-island cargo and commodities to increase frequency and reduce shipping costs.

Missouri River Container on Barge Project — This designation will expand options for the transportation of goods on inland waterways, including agricultural commodities in containers originating within Central Missouri from ports and terminals along the M-29, M-70, and M-55 routes to ocean ports along the Gulf on the M-10. The service will help producers to reach international mar-

kets more competitively.

Port Raritan Terminal Facility — This designation will support service from the Raritan Port located in New Jersey to various locations in New York City, accommodating roll-on/roll-off barges carrying wheeled containers, ferries capable of carrying trucks, lift-on/lift-off barges that can be used to support offshore wind-energy turbines, and other services.

M-90 Transbay Freight Service Project — This project will be the first in the AMHP intended to divert the transportation of large vessel modules and material-handling equipment from the highways to the waterways among Marinette/Menominee, Sturgeon Bay, and Green Bay. The designation will help ensure the long-term sustainability and growth of the service and the provision of cost-effective shipping service for that region to sustain and create jobs.

Oregon port announces plans for full-size box terminal

The small coastal port of Coos Bay, Oregon has a new project in its near future. According to *The Maritime Executive*, the port is partnering with industrial property developer NorthPoint on a plan to build a full-scale container terminal, potentially bringing in up to one million forty-foot boxes every year.

The announcement comes amidst an unprecedented boom in demand for container shipping, which has created record-setting backlogs at the U.S. West Coast's primary import hubs in Los Angeles, Long Beach, Oakland and Seattle. The extreme supply-chain congestion has shippers looking at new alternatives - routing cargo through smaller ports, chartering their own ships, even sourcing their goods domestically - in order to avoid paying tens of thousands of dol-

lars for each box shipped from China to the United States.

In a few years' time, Coos Bay could provide a new alternative to the container traffic jam in Southern California. The port already operates its own 134-mile rail line to connect to Class I railroad service in Eugene, Oregon, on the other side of Oregon's Coast Range, and it has invested heavily in upgrading the line for freight service (with significant federal financial support).

This key asset could be leveraged for more cargo volume if the port were to expand its waterfront facilities. Last week, the port announced that it had reached an agreement with Missouri-based NorthPoint Development — the largest industrial property developer in the United States — to build a multi-

modal container terminal at the port's North Spit.

NorthPoint and the port estimate that the facility, once fully built out, would move over one million forty-foot containers annually in and out via the Coos Bay Rail Line. An existing rail spur on the North Spit would be extended to the project site, and additional infrastructure improvements along the rail line would be completed to accommodate double stack container cars. The partners are negotiating the terms of the deal and plan to have a contract in place by the end of the year.

The estimated \$1 billion in construction expenditures would be an infusion

for the region's economy, and the project would bring hundreds of new jobs to an area with above-average levels of unemployment.

The announcement also offers a new opportunity for the port after the indefinite pause of the controversial Jordan Cove LNG project. The Jordan Cove proposal would have seen the construction of a gas liquefaction terminal on the north side of the bay, but it encountered regulatory and public-relations difficulties before it could begin construction. Its backer — Canadian midstream firm Pembina — announced a pause in project development in April, and it recently missed several key permitting deadlines.

IBF concludes negotiations, recognizing seafarers' COVID sacrifice

On the international maritime front, the International Transport Workers' Federation (ITF) and Joint Negotiating Group (JNG) met September 1 through September 3 for important negotiations on seafarer wage increases and other cost elements. Due to the pandemic, the social partnership had agreed to defer the start of the negotiations for the period 2021-2022, initially scheduled for March 2020.

The International Bargaining Forum (IBF) Framework Agreement between the ITF and the JNG sets the terms, conditions and pay for the world's international seafarers working aboard vessels flying the flag of an open register designated as flag of convenience by the ITF. The negotiations were particularly challenging due to the profit variations in the industry, as well as the increased operational costs due to the pandemic. However, both parties acknowledged the need to recognize the sacrifices that seafarers have made during the pandemic, continuing to keep global trade moving whilst unable to return home following the expiration of their contracts, and receiving no wage increase in 2021. The negotiations were successfully concluded with the following agreement:

- A wage and compensation increase of three percent on January 1, 2022.
- A wage and compensation increase of 1.5 percent on January 1, 2023.
- An increase in JNG members' rebate from the ITF Welfare Fund to 20 percent to contribute to the IBF Seafarers Support Fund.

Prior to the negotiations the social partners had a period of exceptionally close cooperation, with both sides being deeply frustrated by the treat-

ment of seafarers during the COVID-19 pandemic by the world's governments. Blocked from accessing crew change to go home at the end of contracts, and even barred from many countries' hospitals; labor and employer groups have been engaged in joint efforts to ensure seafarers' rights are restored.

ITF Seafarers' Section Chair David Heindel was the ITF spokesperson and chaired the talks.

"From the initial risk the pandemic posed to seafarers, to the ongoing challenge of seafarers sometimes being denied emergency medical treatment by port states, to the global scandal that is the crew change crisis: through the last 18 months seafarers have shown exceptional professionalism and commitment. Therefore, we are proud we have managed to deliver increases to seafarers' income. Their daily sacrifices to keep supply chains moving, delivering the goods critical to our recovery to billions of consumers and businesses are recognized," said Heindel.

ITF President and Dockers' Section chair Paddy Crumlin, who participated in the negotiations in his capacity as co-chair of the ITF's Fair Practices Committee, welcomed the deal.

"This is an important outcome not only for seafarers, but all maritime workers, as it shows commitment from reputable employers to the continued global collective bargaining process that is essential for the global supply chain. Multinationals in other sectors should strive to ensure proper framework agreements for their direct and indirect employees in their global supply chain," said Crumlin.

ILA says union will not service automated ships without crews

In its ongoing efforts to resist all forms of automation in the maritime world, the International Longshoremen's Association announced that its members would not service automated vessels operating without crews. Citing issues of safety and security the union has long fought automation and even before that resisted the move to containerization.

The ILA has staged fierce opposition to all forms of automation. In 2018, the union negotiated a new six-year master contract covering its tens of thousands of workers. One of the main elements of the contract talks and the final agreement was restrictive clauses to block ports from implementing automation technology or equipment. The ILA said

that it pledged to keep productivity levels above what automated equipment could produce, and apart from lower production levels due to the pandemic, the ILA says it has kept its promise and kept its members working.

Beyond the ports it works, the ILA has also sought to support other unions and has been aggressive in its calls to block automation. In 2019, they supported the International Longshore and Warehouse Union Canada when the union also sought to limit automation in Canada's western ports. The ILA also highlighted its opposition when one of the terminals at the Port of Los Angeles announced plans earlier this year to expand its automation efforts.



**U.S. Department of State
Passport Services**

UPDATED NOTICE TO MARINERS WITH INTERNATIONAL VOYAGES
Effective August 25, 2021

The COVID-19 pandemic continues to hamper Passport Services. To better serve mariners during this time we are updating our temporary provisions. These provisions are subject to change once operations are on a more normal footing.

[Instructions for Urgent Assistance with Applying for a Passport](#)

Qualifications

- Be a credentialed merchant mariner;
- Be eligible to apply on a DS-82 application for passport renewal. (Check eligibility at <https://travel.state.gov/content/travel/en/passports/have-passport/renew.html>); and
- Have a current passport that is expired or expiring in 7 months or less.

Application and Mailing Instructions

1. Applicants must submit the following:
 - DS-82 application completed, signed, and dated;
 - Passport photograph taken within the past six months;
 - Current passport;
 - Copy of Merchant Mariner Credential (MCC), front and back.
 - A check or money order in the amount of \$187.56 made payable to U.S. Department of State. This amount includes the passport fee, expedite fee, and 1-2 day delivery fee (for information regarding passport fees, please visit travel.state.gov).
 - Letter from supervisor on company letterhead or your U.S. mariner's union.
2. The supervisor letter should include the following details:
 - Applicant's full name;
 - Printed name and title of applicant's supervisor or mariners' union representative;
 - Supervisor's or union representative's signature; and
 - Date the letter was issued.
3. Applications must be sent by traceable overnight delivery service to:

El Paso Passport Agency
303 N. Oregon St., Suite 700
El Paso, TX 79901
Attention: Mariner Program

Service Expectations

Completed passports will be mailed using a 1-2 day delivery service. **Please be sure the application includes a physical mailing address and not a P.O. Box.**

Every effort will be made to process the passport application in about one week of receipt. For instance, applications received on Monday may be completed and sent out by Friday of the same week.

Requesting a Second Passport

Mariners may wish to apply for a second limited validity passport (4 years). Second passports provide greater flexibility, particularly if mariners need to apply for visas when traveling domestically and overseas. For more information, please see: <https://travel.state.gov/content/travel/en/passports/have-passport/second-passport-book.html>.

Below are the two options for applying for a second passport.

Option 1: Requesting a Second Passport when Renewing a Passport

To apply for a second passport, applicants must also include:

- A second DS-82 application (with photograph) completed, signed, and dated;
- Signed statement describing the need for a second passport. (This is required in addition to the company letter authorizing use of these special procedures); and
- Include payment for both applications in a single check totaling \$375.12. (\$187.56 per application).

Option 2: Requesting a Second Passport without Submitting a Current Valid Passport

If mariners need to use their current (10-year) passport while applying for their second passport, they can apply at a passport acceptance facility using a DS-11 form. They can expect to receive the second passport within the expedited timeframe posted at travel.state.gov. To apply at a passport acceptance facility, applicants need:

- Completed (not signed) DS-11 application;
- Passport photograph;
- Photocopy of their 10-year passport data page;
- Signed statement of need for a second passport as outlined on our website;
- Payment of \$187.56 to the U.S. Department of State, which includes \$60 for expedite service and the additional \$17.56 for 1-2-day return delivery; and
- Additional payment of \$35 to the passport acceptance facility to execute the application.

To locate the nearest passport acceptance facility, see <https://iafdb.travel.state.gov>. Please note that many passport acceptance facilities require customers to schedule an appointment ahead of their visit.

We thank you for your continued understanding and patience during these unprecedented times.

SEATTLE NOTES

During the month of August, Seattle shipped one ERJ, one REJ, one Oiler, two Wipers, nine Standby Reefers, one Standby Junior Engineer and five Standby Wipers. Seattle currently has 11 A-, 11 B- and one C-seniority member registered for shipping.

You can see from my shipping report that standby work is way up in Seattle. We are struggling to fill these job orders and some have gone unfilled. This is unacceptable. If you are registered for work here and physically in this state, you are expected to protect the work we have fought for.

I will reiterate last month's report,

there will be two Matson ships every other week and it is imperative that we take control of the standby work being requested. *MV Maunalei* crew will be arriving at their STCW rest limits and will need their required rest period. This is a Seattle-only ship for the time being and there is no other port to service crucial maintenance, storing and cleaning needs. A dedicated Alaska run is a hard one for ships that require more attention than usual and the vessels needs are the responsibility of those registered here.

Fraternally,

Brendan Bohannon, Representative



On Labor Day, Los Angeles/Long Beach Harbor Coalition labor unions held a drive-through food distribution event in Wilmington to feed over 4,000 families impacted by COVID-19.

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 100 jobs in August. We shipped eight PCS, four Matson and three APL shipboard billets. One rotary Shore Mechanic and 19 reliefs were dispatched to the APL Reefer Shop. 29 applicants worked standby jobs and two were dispatched to a ship this past month. Registration list numbers 26 A-, 14 B- and 10 C-seniority members. Read the President and Vice President reports for important information on upcoming requirements for COVID vaccinations required for future employment with our contracted companies.

Our Labor Day food distribution was appreciated by the many families who made the trek to Banning Park in Wilmington on September 6. Early risers were lucky enough to receive the limited amount of backpacks for school and diapers for families with toddlers. Much thanks to all who planned and participated in this event.

The gang at Fenix Marine Services (Pier 300) are still on a 24/7 schedule with three shifts. Temporary Foreman is Mike Robles, #3855, along with 2nd Shift Leaderman Robert Rivas, #3874,

and 3rd Shift Leaderman Frank Marinovich, #3663. Gang count is presently 25 along with a few reliefs.

That's all from here for now. Take care and work safely.

Aloha,

Sonny Gage, Port Agent

HOWZ SHIPPING?

August 2021

San Francisco

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day)	2
Oiler	7
Wiper	3
Standby Electrician/Reefer	20
Standby Wiper	10
TOTAL	44

Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day)	2
Oiler	4
Wiper	4
Shore Mechanic.....	19
Standby Electrician/Reefer	22
Standby Wiper.....	44
TOTAL	100

Seattle

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Oiler	1
Wiper	2
Standby Electrician/Reefer	9
Standby Jr. Engineer	1
Standby Wiper	5
TOTAL	20

Honolulu

Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day)	1
Oiler	2
Wiper	2
Shore Mechanic.....	1
Standby Electrician/Reefer	36
Standby Wiper	29
TOTAL	72

HONOLULU NOTES

Honolulu dispatched a total of 72 jobs. For the steady jobs, there was the Jr. Engineer on the *Pfeiffer*, one Oiler on the *Dahl*, one Oiler on the *Cape Vincent*; turbo activation, *Soderman* and *Matsonia* Wipers. Also, shipped two relief jobs — one on the Honolulu shoregang and the other was an open board *DKI* Reefer job. For standby jobs, there were 36 Standby Elect/Reefers and 29 Standby Wipers.

Presently the Honolulu registration list has 15 "A" seniority members, 5 "B"

seniority members, and 8 "C" seniority members.

Most of the Honolulu membership is vaccinated, and hopefully the rest will be okay. This COVID probably won't kill you and maybe you won't have long lasting health issues when you get it, but it will stop you from working for awhile. Take care everyone, the world is changing (disease, devastation, droughts, fires, flooding, hurricanes).

Mario Higa, Port Agent

Feds issue more than \$350 million in penalty notices related to Alaska seafood shipping

U.S. Customs and Border Protection has issued more than \$350 million in penalty notices to several companies involved in shipping seafood from Dutch Harbor in Western Alaska to the eastern United States, according to a complaint filed in court from two of those companies. The federal agency is alleging violations of the Jones Act, according to documents filed in the case. The law requires that vessels carrying goods between two U.S. points be American-made and American-flagged.

Kloosterboer International Forwarding and Alaska Reefer Management, providing transportation and logistics services as part of the American Seafoods Group family, filed the 35-page complaint in U.S. District Court in Anchorage. The two plaintiffs are suing to stop the penalties. They contract with ship owners, cold storage operators and trucking and fishing companies to transport frozen seafood. American Seafoods is a frozen-at-sea processor of Alaska Pollock and other fish.

The supply chain works like this: The frozen fish leaves on ships from Dutch Harbor to the Lower 48, traveling through the Panama Canal to Bayside, New Brunswick, a port in eastern Canada near the U.S. border. From there, the fish is loaded onto trucks that are temporarily loaded onto flat rail cars along 100 feet of track before they drive into Maine.

The seafood eventually reaches fast food restaurants and other outlets in several states.

The East Coast supply chain uses foreign-flagged vessels to deliver the seafood. But the companies' claim they comply with the Jones Act because of a provision allowing an exemption, in part because the frozen seafood makes the brief trip from Canada by rail before it reaches Maine. However, penalty notices have apparently been issued because the Canadian rail route is used, even though the agency has supported the route in its published interpretative rulings, the complaint says.

The suing companies say the notices threaten that long-established supply chain and jobs in Alaska and the Lower 48. The penalties for Kloosterboer alone total \$25 million. Numerous other companies in the plaintiffs' supply chain have also received notices totaling more than \$325 million.

The fines are large, more than twice the annual value of frozen Alaskan seafood transported through the Bayside port to U.S. destinations, the statement said. Dutch Harbor, in the Aleutian Islands, is home to the nation's top fishing port in terms of landed volume. Close to 800 million pounds of fish, valued at \$190 million, were landed there in 2019.

The companies are suing the U.S. Department of Homeland Security, the border protection agency, which falls under Homeland Security, and Troy Miller, acting commissioner of border protection.

Benefits paid during August

Death Benefits	
None	
Burial Benefits	
None	
Excess Medical	\$8,555.22
Glasses and Examinations	\$400.00

POLITICAL ACTION FUND

Voluntary donations for August 2021:

Trae Kranz, JM-5354.....	\$20.00
Kevin Haymer, #3958	\$40.00
Mario Higa, #3738	\$200.00

HONOR ROLL

Voluntary donation to General Treasury — August 2021:
 Jefferson Basuel, #3829.....\$55.00
 Eric White, #3925, \$100.00

Regular membership meeting dates 2021

October	6	S.F. Headquarters
	12	Honolulu
	13	Wilmington
November	3	S.F. Headquarters
	9	Honolulu
	10	Wilmington
December	1	S.F. Headquarters
	7	Honolulu
	8	Wilmington

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