



MARAD releases fiscal year 2023 budget proposal

Following the Biden-Harris Administration's Presidential Budget submission to Congress on March 28, 2022, the Department of Transportation's Maritime Administration (MARAD) recently released its Fiscal Year 2023 (FY 2023) budget proposal. MARAD requests \$906.7 million to fund essential investments in the American maritime transportation system, our national sealift capability, port infrastructure, and the U.S. Merchant Marine Academy (USMMA).

The President's Budget request, which when added to the advance appropria-

tions contained in the Bipartisan Infrastructure Law, would provide MARAD almost \$1.4 billion in funding, representing the Department of Transportation's historic investments that will lay a stronger foundation for shared growth and prosperity for generations to come.

"President Biden's budget request for the Maritime Administration would continue to strengthen resiliency in the maritime transportation system that is essential to support our economic growth, our supply chain, and our national security," said Acting Administrator Lucinda Less-

ley. "MARAD's budget request would fund essential sealift capacity, advance our effort to replace aging sealift vessels, and expand our efforts to address climate change. It would also continue critical investments to address long-standing challenges at the USMMA."

The budget requests \$318 million for the Maritime Security Program (MSP) to maintain a viable commercial fleet of 60 vessels that can support a U.S. presence in foreign commerce and meet the Nation's needs for sustained military sealift capacity. MSP provides the United States the ability to move critical military equipment and supplies by sea during times of conflict, national emergencies, or other contingency situations. This funding also provides assured access to a multi-modal global network of critical capabilities and resources.

The budget requests \$230 million for the Port Infrastructure Development Program to fund grants to improve port infrastructure and facilities and to stimulate economic growth in and around ports, while also improving safety, addressing climate change and equity, and strengthening our supply chain. In addition to the request, the Bipartisan Infrastructure Law provides \$450 million in advance appropriations for this program in FY 2023. Together, this funding would provide an approximately \$680 million investment.

The budget also requests \$99.7 million to continue priority investments to strengthen the USMMA, which educates the next generation of diverse seagoing officers and maritime leaders of exemplary character, including over 80 percent of all U.S. Navy Strategic Sealift Officers that can be deployed rapidly to transport and sustain U.S. forces worldwide.

This funding would provide \$87.8 million for academic operating expenses to support an estimated 1,010 midshipmen, an increase of \$2.8 million from the FY 2022 enacted level. The additional increase in funding would support continued efforts and implementation of measures to help prevent sexual assault and sexual harassment on campus and at sea, and to provide support for survivors. The request also seeks \$11.9 million—an increase of \$6.4 million from the previous

year — to fund facility maintenance and repair needs at the USMMA.

The budget also requests \$92.3 million for MARAD's operational needs, including agency infrastructure and staff. This request would include \$10.8 million for the America's Marine Highway grants program, which makes grants to support expanded use of near-coastal and inland waterways, as well as \$10 million for the Maritime Environmental and Technical Assistance program (an increase of \$4 million for the FY 2022 enacted level), which supports technology advancement and energy efficiency in the maritime industry.

The budget requests \$77.7 million for State Maritime Academies (SMA) Operations. This request includes funding for vessel management, logistics, and maintenance oversight to prepare the schools to receive and operate the National Security Multi-Mission Vessels (NSMV). The budget request would address unanticipated steel cost increases for the NSMVs, support pier improvements necessary for heavy weather mooring of the first NSMV, support school ship maintenance and repairs costs, and provide direct support to the SMAs.

The budget also addresses the urgent and critical national security requirements for U.S.-flag product tankers to support deployed Armed Forces in contingency operations by requesting \$60 million for the Tanker Security Program. This program was just recently funded for the first time by Congress in the FY 2022 Consolidated Appropriations Act, and will provide assured access to militarily useful, commercially viable product tankers engaged in international trade.

Additional funding requested includes \$20 million for Assistance to Small Shipyards grant program, \$6 million for the Ship Disposal Program, and \$3 million for the Maritime Guaranteed Loan TITLE XI Program.

The DOT's FY 2023 budget proposal now goes to Congress for consideration. Under the typical schedule, the budget must be approved and signed into law by the President by October 1, 2022, when the new fiscal year begins.



Last month, the San Francisco Bay Area and Vicinity Port Maritime Council honored Secretary-Treasurer Nick Celona for years of hard work and dedication to the Council. The plaque presented to Celona reads:

For his efforts to protect and defend the US Merchant Marine; And the working San Francisco Waterfront; This Meritorious Service Award is presented to Nick Celona; Vice President of Government Services Seafarers International Union; Secretary-Treasurer San Francisco Port Council, Maritime Trades Department AFL-CIO.

Pictured from left to right are San Francisco Port Maritime Council President Dave Connolly, Celona, SF Port Maritime Council Vice President Anthony Poplawski and SIU West Coast Vice President Nick Marrone.

Two newly-acquired ships to bring down age of RRF

The U.S. Maritime Administration (MARAD) will purchase two used car carriers that will help bring down the 46-year-old average age of the Ready Reserve Force (RRF) fleet. The two roll-on/roll-off sister ships, the 26-year-old *MV Honor* and *MV Freedom*, will join the fleet as *Cape Arundel* and *Cape Cortes*, and will add more than 432,000 square feet of total sealift capacity and 316,000 square feet of military cargo capacity. Both vessels carried military cargoes for many years and participated in the Maritime Security Program (MSP). The ships formerly sailed for American Roll-On Roll-Off Carrier (ARC) but were removed from the MSP when they came up against the program's 25-year-old age restriction.

Crowley served as the vessel acquisition manager for MARAD and will maintain and operate the two vessels once the ships receive modification and outfitting before they are deployed into the RRF, planned for this fall. The vessels will replace two of the older RRF vessels recently removed from the fleet. The program currently features 41 ves-

sels, down from 46 in 2020. Five RRF steamships were removed from the RRF in recent years following a DOD determination that they were no longer militarily useful to the program.

A Transportation Department spokesperson said, "This is a fairly common occurrence. For example, in 1993 we had 102 ships in the RRF, today there are 41. As to the vessel disposition, they will all eventually be relocated to one of MARAD's reserve fleet sites and later recycled."

The last five retired vessels include crane ships *SS Flickertail State* and *SS Grand Canyon*, heavy-lift vessels *SS Cape May* and *SS Cape Mohican* and *SS Petersburg*, a tanker.

The Defense and Transportation Departments expect to continue efforts to bring down the average age of the RRF. "Most sealift ships in the government fleet are reaching the age where maintenance and repair costs are escalating and service-life extensions will not yield proportional increases in readiness," said a U.S. Transportation Command official.

Port of Oakland import volume still trending up

Port of Oakland import business continues to grow though export recovery has yet to take off. The port said that import cargo volume increased 6.3 in February 2022 compared to February 2021. Exports declined 10.3 percent over the same period.

The figures indicate continued strong U.S. consumer demand for goods manufactured overseas. The port is waiting to see results from recent measures implemented to stimulate exports.

According to recent data, Oakland handled the equivalent of 169,000 20-foot equivalent (TEU) import containers in January and February. At that pace, the port would break its all-time record of one million import loads set in 2021.

Imports have accounted for 58 percent of Oakland's loaded cargo volume

so far in 2022. That is the highest import ratio at the port in decades. Export cargo has been hampered by a container shortage and space constraints on crowded ships. Oakland has responded with three steps intended to boost exports:

- Restoring vessel services suspended during the 2021 supply chain meltdown;
- Attracting new vessel services; and
- Teaming with the federal government to create a depot where containers are readily available for exports.

According to the port, Oakland marine terminals are busier than ever. The port said terminals are unloading an average of 2,809 containers on each ship at berth. That is slightly ahead of last year's record pace of 2,497 containers per ship.

The Marine Fireman

Published Monthly By

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

ORGANIZED 1883

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

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

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

American maritime serves the nation in the face of baseless criticism

Published March 29, 2022 by *Ku'uhaku Park*

There is an old yet familiar saying in politics that you should "never let a good crisis go to waste." As such, it has been no surprise to see the anti-Jones Act activists come out of the woodworks — yet again — as energy prices have increased around the globe in the wake of the war in Eastern Europe.

The anti-Jones Act ideologues and oil trader opportunists, ever predictably, are now calling for waivers to undermine America's cornerstone maritime law. They claim that the Jones Act is responsible for the increased price at the pump across America. Not only are they wrong on the facts but doing away with the Jones Act could have severe unintended consequences for our nation's national security, homeland security, and economic security.

Gas prices have skyrocketed in recent months in part due to uncertain-

ty in global energy markets as Russia's war in Ukraine continues. The fact of the matter is that, according to the U.S. Energy Information Administration, the price consumers face at the pump is directly correlated to the cost of crude oil — a global commodity. The fundamental relationship between crude oil price and gasoline price is consistent and fluctuates upwards and downwards in tandem.

Similarly, when the price of wheat changes, so does the price of bread. They're intertwined. More specifically, just over the past two months, the price of crude oil has risen by nearly 57 percent. Considering that the cost of crude oil accounts for roughly 56 percent of the gasoline sticker price that consumers face, it's clear what is actually responsible for the increased cost of gasoline. By contrast, the incremental increase in transportation costs during this same time period due to rising

fuel prices has been minuscule. In general, the cost of transportation is a small fraction of the delivered cost of gasoline.

So, who stands to benefit from Jones Act waivers? The main group of people looking to line their pockets with a Jones Act waiver for gasoline would be oil traders. In the wake of Hurricane Sandy in 2012, a reporter for Reuters coined the phrase "disaster arbitrage" to describe situations where oil traders use broad Jones Act waivers to pocket millions of dollars. Under a broad Jones Act waiver, oil is transported on foreign vessels that pay no U.S. taxes, employ foreign mariners at substandard wages, and avoid other U.S. laws even when American vessels are standing by and available to transport the goods. "The traders pocket the difference," Reuters said, never passing along any savings to consumers. Despite the Jones Act exemptions, gas prices remained high only to the benefit of a select group of profiteering fuel brokers.

Beyond the fact that waiving the Jones Act would have a negligible impact on the cost of gasoline during this global energy crisis, it could potentially have devastating consequences for our nation's security, especially at a time of uncertainty around the world. If nothing else, Russia's invasion of Ukraine underscores the importance of ensuring our nation's ability to protect our economic and homeland security at home and to support our national security interests around the world. The Jones Act ensures that we have a domestic shipbuilding base as well as a pool of mariners to draw upon during cases of national emergency.

Additionally, Jones Act waivers outsource U.S. jobs and undermine America's long-term economic security. Now is certainly not the time to issue waivers that replace American companies and mariners with foreign vessel operators and mariners. The domestic maritime industry has kept our nation supplied during the pandemic and the resulting supply chain crisis with consistent, reliable service. What an insult it would be to take jobs away from these Americans now, at a time of rising inflation and global uncertainty.

While it has become reflexive for some to point to the Jones Act in every crisis, waiving this law simply would not have an impact on lowering the price of gas. However, it would put money in the pockets of oil traders and foreign interests at the expense of American national security and American workers.

Ku'uhaku Park serves as President of the American Maritime Partnership, which is the broadest and deepest coalition ever assembled to represent the domestic maritime industry. He is also senior vice president of government and community relations at Matson.

Developer eyes large warehouse in Port of Richmond

A developer has filed plans to redevelop an 80,000-square-foot warehouse in the Port of Richmond (California) into a top-notch industrial facility more than twice its size. CA Industrial, based in Chicago, has submitted a design review application with the City of Richmond to replace the underused warehouse at 1411 Harbour Way South at the port's Terminal 3 with a 202,400-square-foot industrial building, the *San Francisco Business Times* reported.

CA Industrial, the industrial arm of investor and developer CA Ventures, also plans to improve the frontage of Harbour Way South and a public lookout area at the harbor. The property faces Harbor Channel, just north of the Richmond Ferry Terminal, on a peninsula housing Rosie the Riveter National Historical Park.

The city, which owns the property, in late 2020 entered a 26-year lease agreement for part of Terminal 3 with T3 Partners, composed of Orton Devel-

opment, Bobby Winston and Tom Lockard. The Richmond deal with T3 Partners provides for between \$4.1 million and \$10.1 million for the restoration of Terminal 3, built in the 1970s but now degraded.

The Port of Richmond, built 40 years ago after the decommissioning of the Kaiser Shipyards, is now the main entry point for vehicles from Asia, and the number one port in San Francisco Bay for vehicles and bulk liquids such as petroleum. It is also the third largest volume port in the state. In 2019, Port of Richmond trade totaled \$9.51 billion, including \$2.01 billion in exports and \$7.51 billion in imports.

The warehouse project will require certain approvals from Richmond's Planning Commission. CA Industrial did give a completion date for the project. About 1.3-acres of the Harbour Way South site is being used by Sause Bros., a marine transport company. The rest is vacant land. CA Industrial intends to build the new warehouse, which could serve marine transport and other industrial uses, without a pre-signed tenant.

Richmond has asked the developer to give priority to tenants that will make use of the waterfront and dockage access. If no such tenant is found, the property can be leased for warehousing or distribution use.

New industrial facilities are in high demand in the East Bay, where demand for industrial square footage far outstrips supply. Vacant land eligible for industrial development is becoming increasingly harder to find, observers say, leading some developers to eye underutilized properties like 1411 Harbour Way South for redevelopment.

Marine Firemen's Union Directory

www.mfoww.org

HEADQUARTERS

240 2nd Street
San Francisco, CA 94105
Tel: (415) 362-4592/4593/4594
Fax: (415) 348-8864
Dispatcher-Tel: (415) 362-7593
Dispatcher-Fax: (415) 348-8896
General Email: headquarters@mfoww.org

Anthony Poplawski

President/Secretary-Treasurer
Email: mfow_president@yahoo.com

Deyne Umphress

Vice President
Email: mfowvp@mfoww.org

Robert Baca

Business Agent
Email: robchili510@yahoo.com

Manita Li, Controller

Email: MLi@mfoww.org

Sandra Serrano, Secretary/Training

Email: SSerrano@mfoww.org

MFOW TRUST FUNDS

240 2nd Street
San Francisco, CA 94105
Tel: (415) 986-1028 / 986-5720
Fax: (415) 546-7340
Optical/Death Benefits/Accounts Payable
General Email: welfare@mfoww.org

Esther Hernandez

Medical/Dental Coverage:
Active Members
Email: EHernandez@mfoww.org

Amanda Salinas

Medical Claims:
Dependents and Pensioners
Email: ASalinas@mfoww.org

Stacy Bobu

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

WILMINGTON BRANCH

533-B Marine Avenue
Wilmington, CA 90744
Tel: (310) 830-0470
Fax: (310) 835-9367
H. "Sonny" Gage, Port Agent
Email: HGage@mfoww.org

HONOLULU BRANCH

707 Alakea Street
Honolulu, HI 96813
Tel: (808) 538-6077
Fax: (808) 531-3058
Mario Higa, Port Agent
Email: MHiga@mfoww.org

PORT SERVICED — SEATTLE

4005 - 20th Avenue West, Suite 115
Seattle, WA 98199
Tel: (206) 467-7944
Fax: (206) 467-8119
Brendan Bohannon, Representative
Email: seattle@sailors.org

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Freight rates declining in 2022 in the face of uncertainties

After a year in which freight rates continued to set new highs, spot rates are on the decline in 2022 with experts pointing to a series of factors likely contributing to an ongoing decline. The steady drop that began in January is continuing with many experts questioning if rates have peaked due to lower demand even before the industry's massive new building efforts begin to provide the expected dramatic increases in capacity late in 2023 and beyond. According to one study, trans-Pacific container spot rates between China and the U.S.'s East and West coast ports are down by half between January and March 2022.

The Drewry World Container Index bears out the trend demonstrating that the same factors are at play on a global basis. Freight rates on trans-Pacific routes recently declined for the fifth consecutive week, with prices to the U.S. down anywhere between six and eight

percent, with a smaller one to two percent decline to Europe. Further, in the past month, container shipping costs overall have fallen by about 12 percent.

While freight rates have dropped due to reduced volumes and inflation is more prevalent in the U.S., recent COVID-19 lockdowns in major Chinese manufacturing hubs are also contributing to the decline. China has been moving through a series of rolling lockdowns around different parts of the country, impacting northern ports late in 2021 followed by closures around Ningbo early in 2022. However, the most significant and concerning lockdown is ongoing and being extended in Shanghai, home to the world's busiest container port.

Officials from the Shanghai International Port Group and the Chinese government insist that the port continues to operate normally denying reports of growing backlogs. The state media Chi-

na Daily quoted a port official refuting reports of 300 or more ships waiting offshore saying it was currently around 50 vessels. He stated that the port had handled 396 vessels last week near its maximum of 400. Some shipping companies such as Maersk are also reporting that they have so far not canceled any sailings while there are however indications of increasing blanked sailing and rerouted ships. Lloyd's Intelligence however calculated that as of April 4, 140 containerships were waiting outside the ports of Shanghai and nearby Ningbo.

While the terminals in Shanghai are officially open, trucking capacity is dramatically limited with drivers required to provide negative COVID tests to move around the city and enter the port area. Further many factories remain closed reducing the flow of goods to the port and in turn reducing demand for the ships.

The decline in demand is also show-

ing up at other points in the supply chain. The Marine Exchange of Southern California for example reported that the number of containerships waiting for berth space at the twin southern California ports reached a new low at the beginning of the month. The number of containerships fell to just 33 vessels on April 4, down by more than two-thirds from the peak in January.

Other factors are also contributing to the declines in demand which are in turn driving freight rates lower. Consumer spending appears to be returning to more typical pre-COVID levels as people have resumed more normal daily routines while strong inflation and higher gasoline prices also caused consumers to cut back on discretionary spending. Similarly, high fuel prices drove up trucking and other costs prompting retailers and others to further slow their orders to control costs.

San Pedro Bay ports launch fund to transition to zero emissions



San Pedro Bay Ports Clean Truck Program: Overview of New Clean Truck Fund Rate & Fact Sheet and Frequently Asked Questions

- In 2017, the Port of Long Beach and Port of Los Angeles adopted a Clean Air Action Plan Update, which outlines strategies to reduce pollution from port-related sources.
- One of the strategies outlined in the 2017 CAAP Update is to reduce pollution from on-road drayage trucks through updates to each port's Clean Truck Program.
- The first phase of the updated Clean Truck Program required any new registrations in the Port Drayage Truck Registry (PDTR) after Oct. 1, 2018, to be model year 2014 or newer trucks.
- The second phase of the Clean Truck Program is the development and implementation of a Clean Truck Fund (CTF) rate. A resolution setting a CTF rate amount of \$10 per twenty-foot equivalent unit (TEU) was adopted by the ports' Boards of Harbor Commissioners in March 2020. The tariffs implementing the CTF rate collection were approved by the Boards in November 2021, with the collection scheduled to begin on April 1, 2022.
- The purpose of the CTF Rate is to generate funds to accelerate the deployment of clean trucks, in support of achieving the goal of a zero-emission drayage truck fleet by 2035.
- Starting April 1, 2022, \$10 per TEU (\$20 for containers longer than 20 feet) will be charged on loaded import and export containers hauled by trucks, with exemptions provided for containers hauled by low-

nitrogen-oxide or ZE trucks. Containers hauled by ZE trucks will be permanently exempt from the rate. Low-NOx trucks will have limited exemptions out to certain dates depending on the port the truck visits, varying by port as below:

- At POLA, low-NOx trucks registered in the PDTR and placed into service by Dec. 31, 2022, will receive an exemption through Dec. 31, 2027.
- At POLB, low-NOx trucks purchased prior to Nov. 8, 2021, that remain with the original owner will be exempt through Dec. 31, 2034. Low-NOx trucks that are purchased and registered in the PDTR by Dec. 31, 2022, or that are purchased by July 31, 2022, and registered in the PDTR within 30 days of delivery, will receive an exemption at POLB through Dec. 31, 2031.
- Any future changes to the Clean Truck Program, CTF rate, or truck incentive program will be determined by the respective ports' Boards.

The Port of Los Angeles and Port of Long Beach this month debuted a new Clean Truck Fund, a major initiative designed to help incentivize the development and deployment of zero-emission (ZE) trucks and infrastructure at the ports. Approximately \$90 million is expected to be collected the first year, moving the San Pedro Bay port complex toward a goal of being serviced by a 100 percent zero-emission drayage truck fleet by 2035.

Phasing out older, more polluting trucks has been key to clean air gains the San Pedro Bay ports have made since the original Clean Truck programs were launched in 2008 as part of the Clean Air Action Plan. Diesel emissions from trucks have been cut by as much as 97 percent compared to 2005 levels. Trucks remain the ports' largest source of greenhouse gas emissions and the second highest source of nitrogen oxides, a contributor to regional smog formation.

Under the Clean Truck Fund (CTF) program, the two ports began collecting a rate of \$10 per loaded twenty-foot equivalent unit on drayage trucks entering or leaving container terminals. Exemptions to the CTF rate will be provided for containers hauled by zero-emission trucks; containers hauled by low-nitrogen oxide-emitting trucks will receive limited-time exemptions from the CTF rate.

The Los Angeles Harbor Commission has approved priority targets and pathways that will be used to disseminate the newly collected funds, including:

Truck Voucher Incentive Program

— To incentivize the purchase of ZE trucks that service the San Pedro Bay port complex, the Port of Los Angeles will provide first-come, first-served, point-of-sale ZE truck purchase vouchers for at least \$150,000 to licensed motor carriers in the Port Drayage Truck Registry. Each truck funded will be obligated to provide drayage service to the San Pedro Bay Port complex for a period of three years.

Infrastructure Funding Program

— Modeled after existing federal, state and local grant programs and to be managed by a third-party administrator, this program provides funds to help drayage licensed motor carriers to install or obtain ZE charging and/or fueling infrastructure. Funding could also be used to support public charging and fueling infrastructure for zero emission drayage trucks.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MATSON

Dry Ship Policy — On March 14, Matson Navigation notified the Unions that the company would implement a policy to prohibit alcohol on all ships. Later that night, the company circulated a letter to all vessels that included ISM/SMS alcohol prohibition policy I-02-110:

I-02-110 14 Mar 2022 Alcohol Prohibition

1.0 Purpose — To lay out Matson's policy prohibiting alcohol aboard a Matson Vessel. For the purposes of this section, and section I-02-111, a "Matson Vessel" is any ship owned, operated, or managed by Matson.

2.0 Scope — This policy applies to all persons aboard Matson Vessels, including all crew, standbys, and port relief workers employed aboard Matson Vessels.

3.0 Responsibility

3.1 The Master shall ensure that all persons aboard Matson Vessels are advised of, and adhere to, this policy.

3.2 All persons aboard Matson Vessels are responsible for being familiar, and complying, with this policy.

4.0 Policy Statement

4.1 Company Obligation — Matson is also obligated to comply with applicable United States laws and regulations. Matson is obligated to provide a reasonably safe workplace for its employees, safe vessel for all onboard, and capably manned ocean transportation for cargo shippers. It is unacceptable to place people, the environment, or property at risk by allowing alcohol aboard Matson's Vessels.

4.2 General Guidance — Alcohol is not permitted aboard Matson Vessels. Alcohol cannot be brought, possessed, or consumed by anyone, at any time, aboard Matson Vessels.

This policy does not apply to vessel cargo, or any alcohol products in Matson's possession, for industrial, medical, or maintenance purposes.

5.0 Procedure References

• I-02-111 *Alcohol Intoxication and Reasonable Cause Testing*. This provides additional information related to Matson's policy on intoxication and alcohol testing for reasonable cause.

• C-03-340 *Post Incident, Accident, or Injury Alcohol Testing*. This provides additional information related to Matson's policy on alcohol testing, including testing after a Serious Marine Incident.

* * * * *

Implementation of the dry ship policy has led to several ongoing discussions within maritime labor on the practicality of objecting to the policy change that alters employment terms and living conditions aboard Matson ships; and the possibility of winning if we were to pursue a formal grievance on the matter. Consideration

FTZ activated at Port of Vancouver, Washington

In collaboration with U.S. Customs and Border Protection (CBP) and the Foreign Trade Zone Board, the Port of Vancouver, Washington has activated Foreign Trade Zone (FTZ) #296. One of the port's wind energy customers will be the first to utilize the newly activated FTZ.

FTZs are important economic development tools that the port can utilize to help local companies and surrounding communities grow. FTZs offer a temporary duty-free zone to customers who are importing or manufacturing products from globally sourced materials. A duty is a tax levied by governments on the value of imported products. Often individual materials will have a higher duty rate than a finished product. The advantage of an FTZ is that it allows manufacturers to pay duty on the finished product rather than on the individual components, providing significant savings. FTZs have many public benefits:

- Help facilitate and expedite international trade.
- Provide special customs procedures as a public service to help firms conduct international trade related operations in

competition with foreign plants.

- Encourage and facilitate exports.
- Help attract offshore activity and encourage retention of domestic activity.
- Assist state/local economic development efforts.
- Help create employment opportunities.

The Port of Vancouver first began the detailed and lengthy process to become a Grantee of a Foreign Trade Zone in 2010. FTZ #296 was established in 2016 for the port and covers all of Clark County. Facilities outside port property, but within Clark County, can be activated as subzones for a specific company to use to take advantage of FTZ benefits. For example, if a bicycle manufacturer imports parts but assembles the bicycles in a factory within Clark County, their facility could be activated as a subzone so that the duty paid would be assessed on the finished bicycle and not on the individual components. All FTZs in Clark County are managed through the Port of Vancouver. Though the port is always looking for partners who can benefit from this FTZ, it has remained inactive since its establishment until now.

has been given to the following:

- Dry ship policies are the U.S.-flag and global industry standard.
- There have been a handful of recent alcohol-related incidents aboard Matson ships.
- There has been one recent highly-publicized and highly-politicized alcohol-related incident aboard a U.S.-flag ship.

COVID-19 Update #55 — On April 3, Matson released COVID Update #55 regarding facemasks and quarantine:

Face masks — On March 11, 2022, the U.S. Coast Guard issued MSIB 02-21 CH-4 which removes the requirement for mariners on non-passenger-carrying commercial vessels to wear face masks while at sea or in instances where the only persons aboard the ship are the crew. Accordingly, face masks are no longer required for crew while at sea when the only people aboard are the ship's crew. However, face mask wear is still required when non-crew persons are aboard the ship, such as in port when long-shore, vendors, and regulatory personnel are aboard, or at sea when a pilot is aboard. Medical-grade (surgical) or N95 face masks are the only authorized face masks. Cloth masks, bandanas, or other poor-quality masks are prohibited.

Quarantine — The update also provides clarification to Update #54 regarding the five-day shipboard quarantine period for new crew. The five-day quarantine period does not apply to existing crew returning from shore leave. All new crewmembers shall quarantine in their room outside of work hours, take meals in their rooms, social distance, and wash hands frequently for five days upon reporting/returning to the ship.

Crewmembers that take shore leave must safeguard themselves from COVID-19 exposure to the greatest extent possible. Crewmembers that have been ashore and suspect exposure to COVID-19 shall inform the master prior to returning to the ship.

TABLETOP BREAKOUT EXERCISE 2022

On March 23, the Union was notified that Maritime Administration (MARAD) Command Post Exercise (CPX) 2022, will commence on April 13. The purpose of the exercise is to:

- Test MARAD ship manager and MSC operating company capability to fully crew all strategic sealift ships during a simulated full-scale, simultaneous activation scenario of the MARAD Ready Reserve Force (RRF) and MSC surge fleet.
- Validate the assignment, by billet and qualification, of mariners assigned.
- Test the capacity of the ABS to notionally deploy adequate numbers of surveyors to RRF and MSC ships.
- Determine the number of USCG Marine Inspectors to notionally deploy to RRF and MSC ships.
- Determine whether the Navy has adequate numbers of strategic sealift officers for mobilization to active duty to crew unfilled RRF billets on RRF ships per the 22JAN2003 Memorandum of Agreement between the Department of the Navy and MARAD.
- Determine whether the Navy has adequate numbers of tactical advisors in accordance with COMSCINST 3120.21.

Vice President Deyne Umphress will be the MFOW coordinator for this exercise.

The objectives required from the Union are to:

- Identify a mariner for each full operating status billet on every contracted MARAD RRF and MSC surge fleet ship participating in the exercise.
- Verify that identified mariners are qualified, by documentation, and confirm availability.

The exercise scenario is a non-specific military sealift requirement to activate all MARAD RRF and MSC surge fleet ships in support of an immediate military crisis. No actual international situation or activation order is related to this exercise. All MARAD RRF and MSC surge fleet ships will be assumed to be at their lay berths in reduced operating status and able to activate for a Department of Defense mission. No ships will be activated or transition from ROS to FOS. This is a tabletop exercise only.

2022 MFOW CONVENTION

As reported last month, the collective bargaining agreement with APL Marine Services expires on September 30, 2022. Article II, Section XIII of the MFOW Constitution, states that it is "the policy of the Union to hold, in the year in which the principal collective bargaining agreement or agreements are to be renegotiated and prior to such negotiations...a Convention comprised of the President/Secretary-Treasurer, Vice President, Branch Port Agents, three elected delegates from Headquarters and one elected delegate from each other Branch."

The purpose of the Convention is to consider ways and means of bettering the collective bargaining agreements of the Union, make reports pertaining to the good and welfare of the Union and take up matters referred to it by the membership for consideration. Only the President/Secretary-Treasurer, Vice President, Port Agents and elected Delegates shall be entitled to vote. All members in good standing are permitted to attend the Convention and be entitled to a voice, but no vote. Any member wishing to present recommendations to the Convention may also do so via email or regular mail.

As we are still in pandemic mode and the air travel situation is unreliable, the Convention will be held via Zoom conference, beginning at 1030 on Tuesday, April 19. Convention log-on details will be made available to members upon request at a date closer to the start of the conference.

The annual meeting of the Board of Trustees will be held via Zoom conference beginning at 1030 on Wednesday, April 20.

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Retain your Welfare Fund eligibility.

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

MFOW Welfare Fund,

240 2nd Street, San Francisco, CA 94105

VICE PRESIDENT'S REPORT

March marks the two-year mark for my time in office, as well as the seemingly endless pandemic nonsense. It's been a trying time for everyone; but here we are, somewhat close to our fading memories of normalcy.

I appreciate the members who have stepped up since I've been in office. I sincerely wish there were more of you, as it doesn't seem that everyone is pulling their weight. I've made efforts to tap into various resources and bring new blood into our old, historical Union but it doesn't seem to be enough.

We need our current membership to take one for the team, at least in the short term. Short turnarounds, back-to-back jobs, taking jobs you normally wouldn't - all the things a good union member would do. If you like what you have, fight like hell to protect it and preserve it for generations to come.

The recent dry ship policy implemented by Matson caught me off guard. I don't really touch the stuff. However, it's nice to unwind with your fellow crew members after a long day covered in oil, sweat and potentially harmful chemical compounds, right? I get that the industry is trending towards a no-alcohol policy, but they're erasing the few shades of

fun a sailor has left.

Ask any old-timer how much fun going to sea used to be. *Prison with a paycheck* was a term used jokingly, yet it is slowing becoming a reality. I'm pretty sure the work-from-home crowd has wine or cocktails sitting in their tumbler so long as they can hold it together during a Zoom meeting. But hey, you shipping companies know best! Keep the industry attractive!

On April 5, I was informed that PCS would be eliminating the eight additional non-COI Electrician billets on the *Watson*-class vessels for the foreseeable future. This is due to the difficulty in filling contractual COI billets. All additional Electrician job orders have been cancelled. Those already aboard the vessel will serve the minimum contractual requirement (120 days), then will be sent home. I've been telling the membership this would happen. Feel free to use the phrase "I told you so" liberally.

That's it for my ramblings. Work safe, stay safe. I think the pandemic related suggestions have fallen by the wayside at this point. Still, don't cough on others and don't touch your face.

Fraternally,
Deyne Umphress

Transportation unions outline 2022 legislative agenda

On April 4, leaders from 30 transportation labor organizations gathered in Washington, D.C. to outline a robust legislative and regulatory agenda for the year. The unions are affiliates of the Transportation Trades Department (TTD) of the AFL-CIO, the nation's largest transportation labor coalition.

At the bi-annual legislative summit, transportation labor leaders formally called on Congress and the Biden Administration to continue enacting policies to improve the domestic supply chain, increase safety, and uplift working people. Specifically, the coalition's legislative agenda calls for:

- Congress and the Biden Administration to implement a domestic maritime strategy for a more resilient supply chain.
- The Department of Transportation (DOT), Department of Labor (DOL), and Federal Railroad Administration (FRA) to address abusive railroad attendance policies harming workers and the supply chain.
- The Federal Aviation Administration (FAA) to change course on permitting remote aircraft dispatching.
- Congress to pass the Safe Aircraft Maintenance Standards Act to impose safety standards at facilities in foreign countries where U.S. planes undergo maintenance, and the FAA to promulgate long overdue regulatory requirements.
- Congress to swiftly enact legislation to make self-defense training mandatory for all flight crew members, and expand basic security training programs to all-cargo operations.
- The DOT to pursue ambitious regulatory action and a comprehensive regulatory review.

Transportation labor leaders discussed these and other priorities, including equity and good jobs initiatives, with AFL-CIO President Liz Shuler, White House Infrastructure Coordi-

nator Mitch Landrieu, Senator Sherrod Brown (D-Ohio), and Rep. Don Bacon (R-Nebraska).

"Throughout the course of the COVID-19 pandemic, our heroic transportation and transit workers have kept our economy moving," said President Shuler. "The legislative priorities laid out during yesterday's conference represent the most fundamental needs that must be addressed in order to ensure the health and safety of our members and improve our supply chain. During the course of this conference, we outlined our priorities, and we will continue to advocate for these critical reforms at the federal level."

"The President has made the commitment to be one of the most pro-union administrations in the history of our nation. To that end, we plan to keep a close eye on supporting and creating prevailing wages, apprenticeships, high labor standards, and good union jobs," said Mr. Landrieu. "We're going to put millions of people to work while increasing gender and racial diversity in these jobs so that no one gets left behind. That's how we can win economic competition in the 21st century."

The coalition also honored Senator Brown with the inaugural Larry Willis Leadership Award, in recognition of his demonstrated commitment to improving the safety, working conditions, and livelihoods of transportation workers.

"America's transportation workers power this country. And we know our businesses and our transportation networks do best when the workers who make them successful have a voice through the labor movement," said Senator Brown. "The Bipartisan Infrastructure Law will mean more good union jobs and more opportunity for workers across the country. And as we work to speed up supply chains and make more in America, the talent and ingenuity of American workers will be one of our greatest assets."

BUSINESS AGENT'S REPORT

Here is the vessel rundown for March 2022:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Mahimahi* — delegate ERJ Russell Felicilda, #3798, no beefs. *MV Mokihana* — delegate REJ Frank Selvidge, #3746, no beefs. *MV Matsonia* — delegate ERJ Albert Pastor, #3926, no beefs. *MV Lurline* — delegate REJ Bruce Chow, #3812, no beefs, shipped an ERJ for voluntary quit.

On the Pacific Northwest triangle run: *MV RJ Pfeiffer* — delegate REJ David Ebanks, #3824, no beefs. *MV Manoa* — delegate DJU Jefferson Basuel, #3829,

no beefs.

Shoreside mechanic Enrique Maiden, #3808, no beefs.

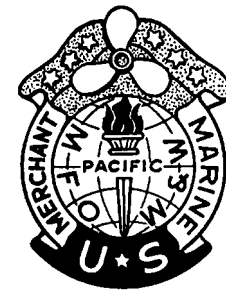
APL MARINE SERVICES

On the EX1 run: *MV President Roosevelt* — no beefs. *MV President Eisenhower* — no beefs, shipped an REJ for voluntary quit. *MV President Kennedy* — delegate REJ Ezra Dhillon, #3751, no beefs, shipped an REJ for time up.

PATRIOT CONTRACT SERVICES

USNS Dahl — two Oilers dispatched, one flown out and one awaiting flyout. *USNS Watkins* — one Oiler flown out.

Fraternally,
Bobby Baca



Mariners Needed

The Marine Firemen's Union dispatches entry-level engine department mariners (Wiper) to contracted vessels. The minimum requirements necessary to receive an application are:

- Current U.S. Merchant Mariner's Credential (endorsed as Wiper)
- Current STCW Basic Training endorsement
- Current STCW Vessel Personnel with Designated Security Duties (VPDSD) and Security Awareness (SA) endorsements
- Current STCW Two-Year Medical Certificate
- Current Transportation Worker Identification Credential (TWIC)
- Current Passport
- Printout of DOT-approved drug screen (within six months)
- Full COVID Vaccination

You will not be considered for employment if you do not possess all of the above items. The Marine Firemen's Union does not send or receive applications by mail.

The Union utilizes a seniority-based rotary dispatch system. The selection and eventual membership status of non-seniority applicants is determined by the Union on an as-needed basis. The jobs calls are held at 10:00 a.m. and 2:00 p.m., Monday through Friday, at the following hiring hall locations:

San Francisco Bay Area Hiring Hall

Marine Firemen's Union
240 Second Street
San Francisco, CA 94105
Telephone: 415-362-7593

Los Angeles/Long Beach Hiring Hall

Marine Firemen's Union
533-B North Marine Avenue
Wilmington, CA 90744
Telephone: 310-830-0470

Honolulu Hiring Hall

Marine Firemen's Union
707 Alakea Street
Honolulu, HI 96813
Telephone: 808-538-6077

Puget Sound Hiring Hall

Sailors' Union of the Pacific
4005 - 20th Avenue West, Suite 115
Seattle, WA 98199
Telephone: 206-467-7944

If a sea-going billet becomes available to you, you will be sent to a medical center for a physical examination and given instructions on when and where to report for duty.

We also are actively recruiting the following ratings:

- QMED — Oiler (with STCW RFPEW)
- QMED — Junior Engineer (with STCW RFPEW and AS-E)
- QMED — Pumpman (with STCW RFPEW and AS-E)
- QMED — Electrician/Refrigerating Engineer (with STCW RFPEW and AS-E)

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2022

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).

May 16-20 June 13-17 July 25-29

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.**

May 5-6 June 2-3 July 14-15

High Voltage Safety

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

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

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

April 18-22 June 13-17

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.

July 11-August 5

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.

May 23-27 August 8-12

QMED Electrician/Refrigerating Engineer

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

May 2-June 10 July 11-August 19

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.

June 13-17

August 22-26

QMED Junior Engineer

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

QMED Pumpman/Machinist

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

May 23-July 1

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): May 6; May 20; June 3; June 24; July 1; July 22; August 5; August 19

Cal Maritime Academy, Vallejo, CA: May 9-10; July 18-19; August 8-9

Compass Courses, Edmonds, WA: May 24-25; June 21-22; July 19-20; August 23-24

MITAGS-PMI, Seattle, WA: May 8-9; June 2-3; June 24-25

TRLMI, Honolulu, HI (one day): June 3; August 5; October 14; December 9

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: May 25-27; June 15-17; July 6-8; August 24-26

Cal Maritime Academy, Vallejo, CA: June 13-15

Compass Courses, Edmonds, WA: May 24-26; June 21-23; July 19-21; August 23-25

MITAGS-PMI, Seattle, WA: May 8-10

Bay Area port goes up in flames

Firefighters recently spent over 24 hours battling a huge fire at the Port of Benicia, California. The initial fire started at the base of silos surrounding vegetation. This part of the fire was put out quickly, officials said. However, the fire on the pier's underside progressed into a four-alarm fire.

On April 10, three small pockets of fire were left early morning after the fire erupted the day before. The fire started around 12:20 p.m. on Saturday, April 9, and was put out around 12:24 p.m. on April 10.

Benicia Deputy City Manager Mario Giuliani stated, "The damage is certainly concerning. This is a port of Benicia that facilitates operations for Amports and the Benicia Valero Refinery. So both of those will be impacted to the extent that remains seen."

Multiple fire crews responded to four-alarm structure fire. The Dutra Group arrived with a crane to assist with lifting asphalt on the pier. Officials say this allowed access to the timber fires under the asphalt.

The fire produced heavy smoke



that impacted nearby outdoor areas. Officials advised those with respiratory issues to limit outdoor exposure.

The city is continuing to work with Valero Benicia Refinery and Amports to assist with port operations. A full damage assessment is expected to allow all parties to access conditions and possible impacts to operations.

The city plans to deploy 3,000 feet of barriers to capture loose debris from the incident. Boaters should remain a distance from the area, officials say.

The cause of the fire remains unknown and will be investigated. Officials say no injuries occurred from the fire.

COVID-19 by the numbers

April 11, 2022 from *The New York Times*:

- There have been at least 983,000 deaths in the United States.
- More than 80 million cases in all 50 states, U.S. territories and Washington, D.C., have been reported.
- Globally, there have been more than 498 million cases and more than 6.17 million deaths confirmed.
- More than 11.39 billion vaccine doses have been administered worldwide.



BUILDING A BETTER AMERICA

Under President Biden, America has added millions of jobs—the most ever in one year—and the fastest growing economy in decades. Recent weekly unemployment claims haven't been this low since 1969. In March 2021, Biden signed the American Rescue Plan, which provided critical aid to struggling families, state and local governments, and struggling multiemployer pension plans. He also signed the bipartisan Infrastructure Investment and Jobs Act in November 2021, making historic investments in roads, bridges, transit, rail, climate change mitigation, electric vehicles, clean drinking water, high-speed internet and resilient transmission lines and creating good-paying union jobs.

But America has a long way to go. Millions of working people remain unemployed or stuck in jobs that don't pay a living wage. The costs of caring for our families continues to eat away at our wages. Addressing the climate crisis and the ongoing need to transition to a clean energy economy threatens to disrupt communities that have relied for decades on fossil energy jobs. Decades of outsourcing and offshoring have left gaps in American manufacturing and supply chains that have gutted our economic security and closed off pathways into family-supporting jobs for working people across America.

President Biden's Building a Better America plan contains bold solutions for the problems facing America's working people.

- 1. Labor Law Enforcement.** Our outdated labor laws no longer protect the rights of workers to organize and bargain. For too long employers have been allowed to violate these basic rights with impunity because current law includes no penalties for doing so.

The Building a Better America agenda will include a key provision from the Protecting the Right to Organize (PRO) Act that would hold corporations accountable, by allowing the National Labor Relations Board to penalize employers who retaliate against working people in support of the union or collective bargaining and impose civil monetary penalties for unfair labor practices like firing workers for organizing.

- 2. Investments in Energy and Manufacturing Supply Chain Union Jobs.** The climate crisis and the instability in energy supplies exacerbated by the war in Ukraine have underscored the urgent need for a new, resilient energy and supply chain strategy that creates good jobs, stable and diverse energy supplies, and robust domestic supply chains along with reduced emissions.

The Building a Better America agenda will make historic investments in energy and manufacturing supply chain union jobs. This will include large-scale investments to build and deploy clean and advanced energy projects and technologies hand in hand with bonus credits for prevailing wage and apprentice utilization, union-made electric vehicles and other technology and Buy American; as well as additional funding for rail, transit and the postal vehicle fleet.

The plan also will invest at a globally competitive scale to build the next generation of technology in America and in America's manufacturing communities. This will include tax credits that jump-start advanced energy technology manufacturing in factories nationwide and for coal, energy and manufacturing community job creation. It will invest to retool factories at risk of closure; to establish domestic supply chains in the wind, solar and advanced vehicle technologies; and to upgrade, cut pollution and secure domestic jobs in basic industries like steel, cement, and food and fuel production.

- 3. Lowering Costs for Our Families.** Working families, especially women workers, have shouldered a disproportionate economic burden during the pandemic. Only 20% of workers have access to paid family and medical leave. The uncertainty of COVID-19 variants and unplanned child care and school closures continue to be barriers to work for many women.

Quality child care is unavailable for many working families and very expensive. Currently lower-income families spend 33% of their income to provide care for children under the age of 13 while they work, while higher-income families spend 11% of their income on child care.

The Building a Better America plan will cap the amount of household income spent to provide child care while preserving parental choice among a range of options for the best care for children. The important work of caring for the nation's children is provided by a workforce that is largely women of color and immigrant and historically devalued. The Building a Better America plan will provide the care workforce with fair compensation and benefits and protect their right to organize.

The American Rescue Plan's child tax credit program is recognized as an investment in children and the most successful anti-poverty program in the United States. Extension of the child tax credit ensures continuation of payments that slashed child poverty and hunger rates and helped parents across income levels and racial and ethnic groups.

- 4. Better Health Care.** President Biden's plan provides crucial relief for health care inflation by slashing prices for prescription drugs. Drug corporations have increased prices for major drugs by 277% over the past 15 years, resulting in nearly 60 million people being unable to afford medications each year. The president's plan will allow Medicare to negotiate lower prices for a number of the highest cost drugs and will cap annual price increases at the rate of inflation.

The Building a Better America plan also will provide much-needed help for seniors and people with disabilities by funding a historic expansion of home care services to support community living. In addition, the plan will extend affordable health care to 2 million people caught in the "coverage gap" in states that have blocked coverage for low-income individuals provided by the Affordable Care Act.

- 5. Investments in Education.** The Building a Better America agenda includes a life-changing set of policies that will make a difference for all Americans. It will make good on President Biden's promise to help our country recover, and to help families better their lives with opportunity, regardless of who they are and where they live.

The agenda is the most transformative investment in children in generations and will make historic down payments on the very things people rely on most, including two years of free pre-K, so more than 6 million kids can access learning at a young age. It also will ensure livable wages for early educators; invest in the teacher pipeline; and provide funding for professional development for special education teachers.

The agenda also will expand free school meals to more than 8.7 million children during the school year and extend the Summer Electronic Benefit Transfer program nationwide for 3 million students to close the summer meal gap and provide children with food. The Building a Better America agenda will also increase the maximum Pell Grant by \$550 for more than 5 million students and provide monumental investments in Historically Black Colleges and Universities, Tribal Colleges and Universities, and Minority Serving Institutions, working to make higher education more affordable and accessible.

Shanghai lockdown closes state-owned shipyards

As Shanghai goes into COVID lockdown, most of the shipping industry's attention has focused on disruption in manufacturing, warehousing and drayage operations near the world's busiest container seaport. While these impacts will likely be felt in deep-sea shipping for months to come, the lockdown measures have taken another casualty: some of China's biggest shipyards have been forced to temporarily shut down, and at least three have reportedly declared force majeure.

According to multiple reports, the lockdowns have shuttered Shanghai Waigaoqiao Shipbuilding, Jiangnan Shipyard and Hudong-Zhonghua Shipbuilding since mid-March. All three are owned by China State Shipbuilding Corporation (CSSC), the world's largest shipyard conglomerate. They are among the most sophisticated yards in China: Hudong-Zhonghua is a leading Chinese builder of LNG carriers and Megamax-24 boxships, and Shanghai Waigaoqiao is building China's first domestically-made full size crew ship. Shanghai Waigaoqiao is also China's most prolific yard by deadweight tonnage.

In addition to merchant ships for Western shipping companies, Jiangnan

and Hudong-Zhonghua also build destroyers, carriers and amphibious assault vessels for the PLA Navy - sometimes in the same drydocks at the same time. Many of these newbuilds are deployed to reinforce China's extralegal maritime claims in the South China Sea.

CSSC has been investing heavily in expanding its naval shipbuilding capacity at Jiangnan and Hudong-Zhonghua. The built-up land area for production at Jiangnan has grown by more than 60 percent since 2011, according to U.S. defense think tank CSIS, with almost all of the expansion concentrated in military shipbuilding areas of the yard.

Hudong-Zhonghua is in the process of relocating its entire operation to a new site on Changxing Island, away from central Shanghai's residential districts. The second phase of the new yard began development in 2021, and workers are now building a new dock basin — a large drydock for multiple ships — at the 530-acre site. The project is on a tight timetable for completion in 2023, and CSSC has not yet indicated whether COVID-related delays might push back the opening.

AFL-CIO presses FIFA on labor rights around 2026 World Cup

The largest federation of labor unions in the U.S. is leading a coalition demanding the *Fédération Internationale de Football Association* (FIFA) address concerns around human and labor rights at the 2026 World Cup in the US, Canada and Mexico, and commit to minimum standards on these issues. The 2022 tournament in Qatar, to be held later this year, has already been marred in egregious human rights and labor violations, including the deaths of thousands of migrant workers who were brought into the country to build stadiums and infrastructure for the event; evidence of forced labor, reports of withheld wages; exorbitant recruitment fees charged to workers; and paltry pay.

In December, the AFL-CIO, a federation of 57 labor unions in the U.S., and several other labor and human rights groups wrote a letter to FIFA demanding minimum labor standards for planning and execution of the 2026 World Cup, and that FIFA meet with the groups to address commitments FIFA should make to meet human rights guarantees.

"Without such guarantees, FIFA essentially stands to profit from low wages, unsafe working conditions, racial discrimination in hiring and promotion, gentrification, and other forms of skewed development that make low-income communities dread the arrival of a mega-sporting event," the letter wrote. FIFA wrote back in January, dismissing concerns about the governing body's human rights policies and implementation of them.

"It was really just a superficial response. There were no initial commitments, no serious commitment to engaging us," said Cathy Feingold, director of the international department at the AFL-CIO.

Feingold explained now is the time multi-million dollar deals are made ahead of the 2026 tournament, in terms of major tax breaks and contract bids, and that the coalition is pushing for minimum labor standards to be included in

these deals, such as local hiring and diversity hiring directives; use of unionized labor discrimination protections for workers; healthcare access while workers are working events; and minimum wage standards for the event that generates billions of dollars in revenue and profits.

In their response, the AFL-CIO and other groups set a deadline of March 15 for FIFA to schedule a meeting with the groups to discuss the issues before host cities for 2026 are selected.

FIFA did not respond until shortly after they were asked to comment on this story, on March 31. The AFL-CIO-led coalition characterized the response as offering the bare minimum and avoiding the coalition's demands in regards to ensuring high level FIFA officials with the authority to implement labor and human rights standards attend and the issues to be discussed.

"The real issue here is to ensure that when FIFA comes to town, and we're still waiting to hear what cities in the U.S. will host workers will have a voice in the agreement, workers will be part of the conversation about what happens with those games," Feingold added.

In Orlando, one of 17 US cities that submitted bids to host games, Eric Clinton, the president of Unite Here Local 362, a labor union which represents Disney workers and food service workers around the Orlando area, criticized the lack of input or inclusion of local labor unions in the city's bid.

"Not only did the Orlando committee say that they did include us, they insulted us and said that labor unions in Central Florida are not relevant, which is just simply not true. We represent 70,000 people here," Clinton said. He noted at the behest of Orlando mayor Buddy Dyer, the committee finally met with local labor leaders, but after the bid was submitted.

"It's too little too late," Clinton said. "It's an honor to be awarded the game and it would be an economic study stimulus, it causes a lot of money to come into the community."

WILMINGTON NOTES

The Wilmington Branch dispatched 103 jobs this past month. One PCS, four Matson and four APL shipboard billets were dispatched, along with seven rotary and 14 relief Shore Mechanic jobs. Two applicants made a ship, and 18 applicants were dispatched to standby work. The registration list numbers 23 A-, 14 B- and seven C-seniority members. Job calls are still at 1030 and 1400 outside in the parking lot.

The ship backlog problem at the ports of Los Angeles/Long Beach has not been as bad as a few months ago, but apparently, we still have a problem with a few ships waiting in the queue. Ship arrivals and departures are not what some of our guys are used to seeing. Some ports that denied entrance for our crew due to COVID-19 concerns in the past are allowing the entrance/disembarkation for crew on vessels that call there. Ultimately the decision to allow the crew ashore will be up to the company/Master, and if local authorities are allowing shore leave, then it is payable if denied by the Master.

HOWZ SHIPPING?

March 2022

San Francisco

Electrician.....	4
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Oiler	1
Standby Electrician/Reefer	18
Standby Wiper	18
TOTAL	44

Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Reefer/Electrician.....	1
Junior Engineer (Day)	3
Shore Mechanic.....	22
Standby Electrician/Reefer	24
Standby Wiper	48
TOTAL	103

Seattle

Electrician.....	2
Reefer/Electrician/Jr. Engineer.....	1
Oiler	1
Standby Electrician/Reefer	10
Standby Wiper	8
TOTAL	22

Honolulu

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Day)	4
Oiler	1
Shore Mechanic.....	2
Standby Electrician/Reefer	30
Standby Wiper	35
TOTAL	79

HONOR ROLL

Voluntary donation to General Treasury — March 2022:

Rudy Cesar, JM-5399.....\$5.00	Eric White, #3925.....\$100.00
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Dues Paying Pensioners — End of 1st Quarter 2022:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
Anthony DeLa Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando DeLos Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	Wilmington
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	San Francisco
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/09	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
Walter Washington, #3548 (P-2813)	Pensioned 5/1/20	San Francisco

The gang at Pier 300 is still on a 24/7 schedule with three shifts. Foreman Ken Justice, #3678, is still out and Acting Foreman Mike Robles, #3855, is running the gang with a current head count of 29 men.

The AMMMVC will honor the veterans who served on merchant marine vessels on May 22nd at the U.S. Merchant Marine Memorial located at the corner of Harbor Blvd. and 6th Street at 1030 in San Pedro. All are invited and a luncheon will follow at the Plaza Hotel in San Pedro.

The Annual Labor Day march is also on track to be held this year in September, and we will participate as in years past. Meetings will be held at the MMP hall located next door to our hall to prep for the event.

The *SS Lane Victory* still needs volunteers. She is located at the end of Miner Street in San Pedro. She was moved a little but is still at the same dock and easy to find. The turn-to time is still Wednesdays and Saturdays at 0900. As always, the assistance is appreciated. Don't forget to bring your flashlight. That's all I have here. Take care and work safely.

Aloha,

Sonny Gage
Port Agent

Halls to close

Good Friday — The MFOW hiring halls on the West Coast will close at noon on Good Friday, April 15, 2022. The Honolulu Branch will be closed all day, as it is an ILWU Local 142 holiday. It is therefore a holiday for Matson ships in Hawaiian ports and for those working under the Matson-MFOW Maintenance agreement.

Benefits paid during March

Death Benefits

None

Burial Benefits

Jesse Martinez, JM-5237	\$1,000.00
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Excess Medical	\$4,783.82
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Glasses and Examinations	\$1,807.97
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POLITICAL ACTION FUND

Voluntary donations for March 2022:

Roger Brucks, P-2758.....	\$25.00
Sony Arandia, JM-5250.....	\$65.00
Jack Knutson	\$20.00
Yehya Mohamed, JM-5234.....	\$50.00

HONOLULU NOTES

March turned out to be a good month for shipping. With a very low covid count in Honolulu and more members coming down to the hall looking for jobs, we filled a good number of jobs here. We dispatched 13 rotary jobs, which is a high average for us, and 65 standby jobs, which is a high for this year. There were 30 Standby Elect/Reefer jobs and 35 Standby Wiper jobs called.

Honolulu has 13 "A" seniority members, 11 "B" seniority members, and 5 "C" seniority members on the registration list.

In March I attended the usual meetings with the Honolulu Sailors Home, Honolulu Port Council, AFL-CIO Executive Board, and a Maritime Career Day planning meeting.

This Career Day meeting with the Honolulu Port Council was formed by the AFL-CIO State Federation. The State Fed is helping labor unions to at-

tract more members and is starting with the maritime unions. The State Fed has told us that all unions need more members. This will be but one of the events I'll be attending in the coming months.

On April 23 there is an AFL-CIO sponsored event on Maui called Labor of Love, where union members around the state will help Iao intermediate school beautify its campus. There will also be booths filled with union job info/opportunities. On May 21 we will have the AFL-CIO maritime career expo, and then on May 25 I'll be at the Merimed expo and job fair at the University of Hawaii's Windward College Campus.

A big Mahalo to brother Dominic Matthews for doing my vacation relief for a couple of days right at the end of the month.

Aloha,
Mario Higa
Port Agent

SEATTLE NOTES

During the month of March, Seattle shipped two Electricians, one REJ, one Oiler, 10 Standby Reefer/Electricians and eight Standby Wipers. Seattle currently has nine A-, six B- and two C-seniority members registered for shipping.

These days, Seattle permits and applicants are manning the pumps, keeping the standby jobs afloat. We are still double shifting and juggling members to make ends meet though. We need more members at job call to knock these

seagoing jobs off the board, too.

Two members turned up after a long hiatus from shipping. They were shocked to find out that there is a vaccination requirement and are now looking at six more weeks on the beach while getting vaccinated. They should have read the Union paper while off the job for all the latest developments in the industry.

Fraternally,
Brendon Bohannon,
Representative

Regular membership meeting dates 2022

May	4	S.F. Headquarters	September 7	S.F. Headquarters
	10	Honolulu	13	Honolulu
	11	Wilmington	14	Wilmington
June	1	S.F. Headquarters	October 5	S.F. Headquarters
	7	Honolulu	11	Honolulu
	8	Wilmington	12	Wilmington
July	6	S.F. Headquarters	November 2	S.F. Headquarters
	12	Honolulu	8	Honolulu
	13	Wilmington	9	Wilmington
August	3	S.F. Headquarters	December 7	S.F. Headquarters
	9	Honolulu	13	Honolulu
	10	Wilmington	14	Wilmington

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Rodney Masada	3698	SIU PD Basic L/T	26.35	4/1/2022

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

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Voluntary Political Action Fund Donation \$ _____

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