



MFOW Election Notice to Nominees

A member intending to accept a nomination must submit, with his written acceptance, an "Official Form of Statement of Candidate," pursuant to ARTICLE V, SECTION I.F. of the Constitution.

These forms may be obtained at Headquarters or Branches or downloaded from the MFOW website.

Such candidate, unless an incumbent, must submit discharges (and/or stand-by or shoregang paystubs) showing he has worked 90 days in covered employment in the 12 months preceding his nominations.

ALL OF THIS MATERIAL MUST BE MAILED TO THE NEUTRAL ADDRESS IN TIME TO REACH SUCH ADDRESS BY 10:00 A.M., OCTOBER 11, 2022.

The neutral address for nomination acceptances is:

**MFOW CREDENTIALS COMMITTEE
C/O UNILECT ELECTION SERVICES
PO BOX 171
PACIFIC PALISADES CA 90272**

Each candidate for office is requested to furnish a new, passport type photograph to Headquarters in ample time for reproduction in the November and subsequent issues of *The Marine Fireman* during the election period.

Questions on the nomination procedure may be directed to mfow_president@yahoo.com.

Report says Jones Act provided reliable Puerto Rico service during COVID

An Ernst & Young report found that U.S. Jones Act ocean carriers provided Puerto Rico more reliable and more cost consistent services during the COVID supply chain disruptions than was provided by global ocean carriers to their customers. The report was published at the same time as John McCown, the co-founder and former chairman & CEO of U.S. flag container carrier, Trailer Bridge, Inc., has argued that the decreasing size of the Jones Act fleet should be a top national security concern especially in light of the growing challenges the United States faces with China in the Pacific.

"We need to reverse the decline in the size of our merchant marine. For national security reasons, we must be assured that in all circumstances we have sufficient U.S. flag ships for sealift and adequately trained mariners to operate them. More ships mean more jobs, and more jobs means we'll have the trained mariners if and when we need them."

McCown also said that he was very concerned about misinformation about the impact of the Jones Act being circulated by the Cato Institute, a biased "think tank" based in Washington, D.C. The Cato Institute was established by donors that included the arch-conservative billionaire Charles Koch who has consistently attacked the role of the federal government. McCown says that Cato has issued reports that falsely allege ultra-high costs associated with Jones Act shipping. These attacks undermine the need for supporting a strong U.S. maritime industry and a strong U.S. shipbuilding sector. At a time when the United States faces a growing national security threat from China and Russia, Cato's anti-Jones Act message does not support the national interest.

The Transportation Institute-released

study by Ernst & Young evaluated the Jones Act and its implications on freight rates, container availability, port congestion, and carrier performance in the Caribbean region relative to global averages. Highlights of the report were:

- Shippers were about twice as likely to associate better carrier performance during the COVID-19 pandemic with Jones Act carriers than non-Jones Act ones.
- Freight price increases in the Caribbean were more stable during the pandemic than the global average.
- Dwell times for domestic lanes were lower than international lanes during the pandemic.
- Availability of chassis and containers were also more reliable on domestic trade lanes.

The report found that the Jones Act shipping industry contributes to Puerto Rico's economy by supporting 2,027 total jobs, \$96 million of labor income, \$130 million in value added (GDP) contributions and \$221 million of annual gross economic output. The study evaluated the timeframe between January 2019 and December 2021 and captured the heightened volatility of freight movement during the peak of the COVID-19 pandemic.

Ernst and Young based the Jones Act study from "primary data collection through a survey of 49 companies that ship to and from the continental United States and the Caribbean."

Halls to close

Columbus Day — The MFOW hiring halls will be closed on Monday, October 10, 2022, in observance of Columbus Day, which is a contract holiday.



Strike Resolution

WHEREAS, the Seafarers' International Union of North America, Pacific District, comprised of the Sailors' Union of the Pacific (SUP), the Marine Firemen's Union (MFOW), and the Seafarers' International Union of North America, Atlantic, Gulf, Lakes and Inland Waters (SIU-AGLIW), hereinafter referred to as the "Pacific District," have possessed a current and longstanding collective bargaining agreement with American President Lines, and its related entities APL Ltd., APL Marine Services, and American Maritime Limited, owned by French container shipping giant CMA-CGM, and;

WHEREAS, for two years APL's essential worker mariners endured unique and extreme hardship, remaining resolute despite the dangerous and uncertain conditions of coronavirus outbreaks and exposure risk, and;

WHEREAS, APL's essential worker unlicensed mariners were uniquely steadfast in their duties and commitment to the trade despite the persistent difficulties of continuous COVID protocols such as testing and multiple clearances, frequent quarantines, vaccinations, masking, isolation, foreign and domestic restrictions to ship, and countless other problems, and;

WHEREAS, the last APL contract was negotiated in the early months of the pandemic without recognition of these hardships, and;

WHEREAS, over the compelling case and vehement objections of the Pacific District, APL insisted on extremely minor wage increases due to the uncertainty of the pandemic economic environment, and;

WHEREAS, despite this uncertainty international shipping companies including APL and its parent CMA-CGM have reported enormous and unprecedented profits during the same pandemic, in multiples of more than 10 times the historical averages, and high freight rates remain high, and are projected to remain high, and;

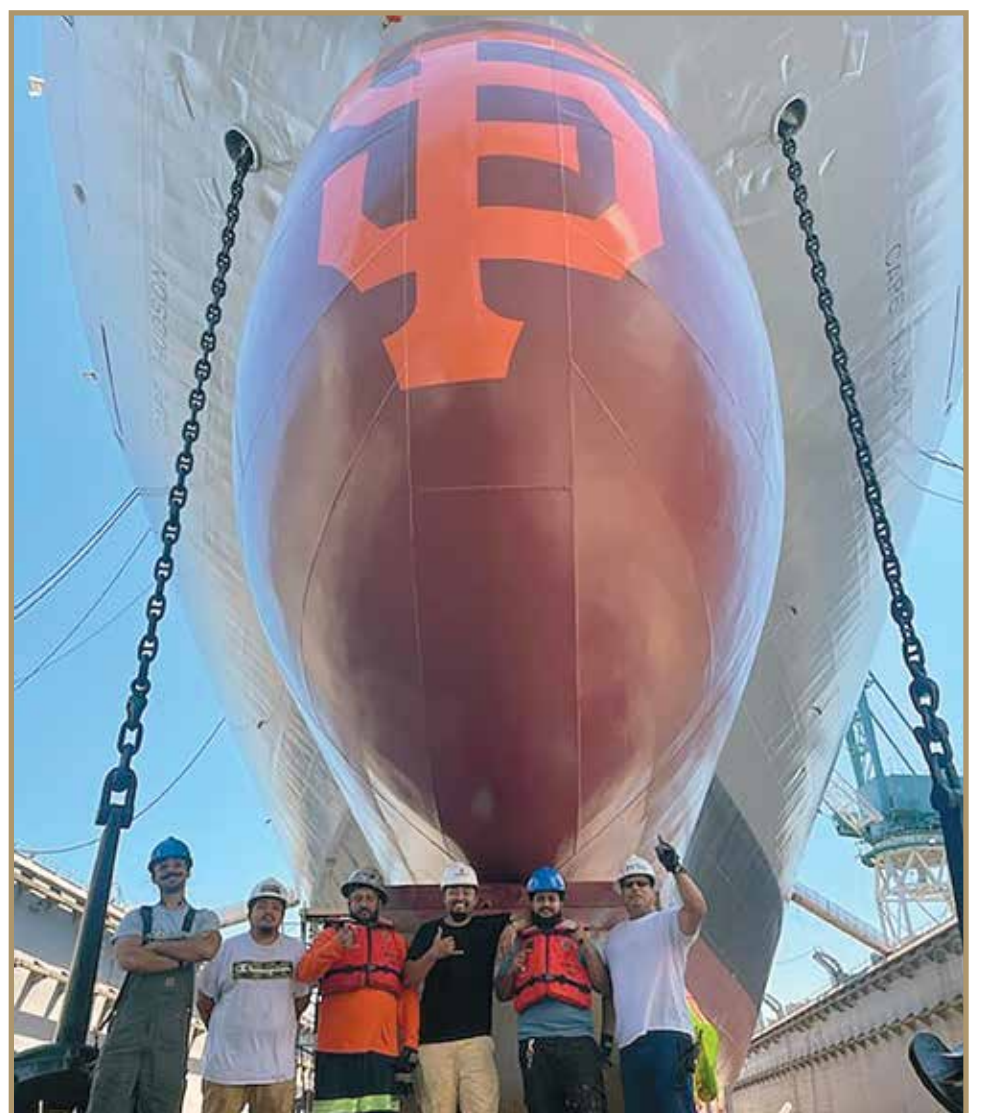
WHEREAS, APL is a long-time key participant in the U.S. Maritime Security Program which via tax subsidy of more than \$5 million per ship ensures a U.S.-flag container presence in the international trades, a presence that supports the national defense on an operational level and in the long run on a workforce investment level, especially as it maintains a critical labor base of expertise due in part to a partial wage offset relative to outrageously cheap foreign competition, and;

WHEREAS, real wages have declined due to skyrocketing inflation and the Agreement is set to expire on September 30, 2022, now;

THEREFORE, BE IT RESOLVED that APL has an obligation to fairly compensate the employees behind the profits, especially its American unlicensed mariners, and;

BE IT FURTHER RESOLVED that the Pacific District is steadfast in its demand for much higher wages which without satisfaction will result in continued attrition and damage to the trained labor pool and a withdrawal of labor in other ways, and;

BE IT FINALLY RESOLVED that the memberships of the SUP, MFOW and SIU-AGLIW, individually and united as the Pacific District, shall hereby empower the Negotiating Committees to use all legal and available means to achieve a fair settlement including to advise a strike, if necessary, and to place the authority for initiating such action in the hands of the presidents of each union.



MV Cape Hudson Electrician Mario Bolanos, #3893, (right) and deck department crew members pictured in Portland drydock.

The Marine Fireman

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Maritime Security Program Fleet (MSP) — August 1, 2022

MSP Contract No.	Vessel Name	Agreement Holder	Ship Type
MA/MSP-48	ENDURANCE	Fidelio Limited Partnership	RO/RO
MA/MSP-49	PRESIDENT CLEVELAND	APL Marine Services, Ltd.	Containership
MA/MSP-50	PRESIDENT KENNEDY	APL Marine Services, Ltd.	Containership
MA/MSP-51	PRESIDENT FD ROOSEVELT	APL Marine Services, Ltd.	Containership
MA/MSP-52	PRESIDENT TRUMAN	APL Marine Services, Ltd.	Containership
MA/MSP-53	APL GULF EXPRESS	APL Marine Services, Ltd.	Geared Containership
MA/MSP-54	CMA CGM HERODOTE	APL Maritime, Ltd.	Geared Containership
MA/MSP-55	PRESIDENT EISENHOWER	APL Marine Services, Ltd.	Containership
MA/MSP-56	PRESIDENT WILSON	APL Marine Services, Ltd.	Containership
MA/MSP-57	CMA CGM DAKAR	APL Marine Services, Ltd.	Geared Containership
MA/MSP-58	GREEN COVE	Waterman Transport, Inc.	RO/RO
MA/MSP-59	GREEN BAY	Waterman Transport, Inc.	RO/RO
MA/MSP-60	GREEN LAKE	Waterman Transport, Inc.	RO/RO
MA/MSP-61	GREEN RIDGE	Waterman Transport, Inc.	RO/RO
MA/MSP-62	ALLIANCE NORFOLK	Farrell Lines Incorporated	RO/RO
MA/MSP-63	ALLIANCE ST. LOUIS	Farrell Lines Incorporated	RO/RO
MA/MSP-64	MAERSK OHIO	Farrell Lines Incorporated	Containership
MA/MSP-65	MAERSK MONTANA	Farrell Lines Incorporated	Containership
MA/MSP-66	MAERSK IOWA	Farrell Lines Incorporated	Containership
MA/MSP-67	OCEAN FREEDOM	Fidelio Limited Partnership	Heavy Lift
MA/MSP-68	ARC DEFENDER	Fidelio Limited Partnership	RO/RO
MA/MSP-69	ARC COMMITMENT	Fidelio Limited Partnership	RO/RO
MA/MSP-70	ARC INTEGRITY	Fidelio Limited Partnership	RO/RO
MA/MSP-71	ARC RESOLVE	Fidelio Limited Partnership	RO/RO
MA/MSP-72	PATRIOT	Fidelio Limited Partnership	RO/RO
MA/MSP-73	LIBERTY PRIDE	Liberty Global Logistics LLC	RO/RO
MA/MSP-74	COLORADO EXPRESS	Hapag-Lloyd USA, LLC	Containership
MA/MSP-75	POTOMAC EXPRESS	Hapag-Lloyd USA, LLC	Containership
MA/MSP-76	HUDSON EXPRESS	Hapag-Lloyd USA, LLC	Containership
MA/MSP-77	DELAWARE EXPRESS	Hapag-Lloyd USA, LLC	Containership
MA/MSP-78	MISSOURI EXPRESS	Hapag-Lloyd USA, LLC	Containership
MA/MSP-79	MAERSK SENTOSA	Maersk Line, Limited	Containership
MA/MSP-80	MAERSK CHICAGO	Maersk Line, Limited	Containership
MA/MSP-81	MAERSK PITTSBURGH	Maersk Line, Limited	Containership
MA/MSP-82	MAERSK SARATOGA	Maersk Line, Limited	Geared Containership
MA/MSP-83	MAERSK DURBAN	Maersk Line, Limited	Geared Containership
MA/MSP-84	MAERSK HARTFORD	Maersk Line, Limited	Containership
MA/MSP-85	MAERSK DETROIT	Maersk Line, Limited	Containership
MA/MSP-86	MAERSK YORKTOWN	Maersk Line, Limited	Geared Containership
MA/MSP-87	MAERSK COLUMBUS	Maersk Line, Limited	Containership
MA/MSP-88	MAERSK SELETAR	Maersk Line, Limited	Containership
MA/MSP-89	ALLIANCE FAIRFAX	Maersk Line, Limited	RO/RO
MA/MSP-90	MAERSK KENSINGTON	Maersk Line, Limited	Containership
MA/MSP-91	MAERSK DENVER	Maersk Line, Limited	Containership
MA/MSP-92	MAERSK KINLOSS	Maersk Line, Limited	Containership
MA/MSP-93	SAFMARINE NGAMI	Maersk Line, Limited	Containership
MA/MSP-94	MAERSK KANSAS	Maersk Line, Limited	Containership
MA/MSP-95	MAERSK TENNESSEE	Maersk Line, Limited	Containership
MA/MSP-96	LIBERTY PROMISE	Liberty Global Logistics LLC	RO/RO
MA/MSP-97	MAERSK ATLANTA	Maersk Line, Limited	Containership
MA/MSP-98	ARC INDEPENDENCE	American International Shipping, LLC	RO/RO
MA/MSP-99	OVERSEAS SANTORINI	Santorini Tanker LLC	Tanker
MA/MSP-101	OVERSEAS MYKONOS	Mykonos Tanker LLC	Tanker
MA/MSP-102	OCEAN GRAND	Patriot Shipping LLC	Heavy Lift
MA/MSP-103	OCEAN GLORY	Patriot Shipping LLC	Heavy Lift
MA/MSP-104	OCEAN GLADIATOR	Waterman Steamship Corporation	Heavy Lift
MA/MSP-105	OCEAN GIANT	Waterman Steamship Corporation	Heavy Lift
MA/MSP-108	SLNC YORK	Argent Marine Operations, Inc.	Heavy Lift
MA/MSP-109	LIBERTY	Fidelio Limited Partnership	RO/RO
MA/MSP-110	LIBERTY PASSION	Liberty Global Logistics LLC	RO/RO

Marine Firemen's Union Directory

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Pensioner David Madrid (P-2816) with granddaughter Malia and grandson Aiden aboard the SS Lane Victory in San Pedro.

Left, Pensioner Madrid and grandson Aiden displaying some Union Pride at the Wilmington hall.

August 23, 2022

The Honorable Maria Cantwell, Chair
Committee on Commerce, Science and Transportation
United States Senate
Washington, DC 20510

The Honorable Roger Wicker, Ranking
Committee on Commerce, Science and Transportation
United States Senate
Washington, DC 20510

Dear Chair Cantwell and Ranking Member Wicker:

We are writing on behalf of the undersigned seafaring labor organizations as a follow-up to our letter of July 14, 2022, regarding the ongoing legislative effort to ensure American mariners will benefit from the development and operation of the emerging domestic offshore wind industry. As you know, our organizations collectively represent the vast majority of United States Coast Guard (USCG) licensed and unlicensed American maritime personnel who work aboard commercial vessels of all types and who are among the most highly trained and qualified mariners in the worldwide maritime industry.

As we noted previously, concerns have been raised about Section 518 of the House-passed Coast Guard bill which would require, among other things, that foreign vessels utilize either U.S. mariners or citizens of the vessel's flag state while operating in the Outer Continental Shelf (OCS), particularly in the deployment and installation of offshore wind turbines. We strongly support the overall objective of this provision which is to ensure that American mariners participate in the operation of these vessels. In fact, for Congress to reject such legislation it would be choosing foreign maritime workers over America's maritime workforce and encouraging the operation of foreign flag of convenience and other foreign flag, foreign crewed vessels on our Outer Continental Shelf. Instead, Congress should support those policies and proposals, including the U.S. manning proposal for wind energy projects, that will promote American rather than foreign jobs and that will help alleviate the current maritime manpower shortage resulting in large measure from the direct and indirect effects of the COVID 19 pandemic on our industry.

Nevertheless, and recognizing the concerns raised by companies engaged in the development of wind energy projects, we would suggest that your committee consider changes to the House-passed legislation that maintain our government's commitment to "Hire American" while providing the wind energy industry more flexibility in meeting this goal.

First, we would suggest that the legislation include provisions directed toward workforce development and training so that Americans can obtain the skill set and experience needed to work aboard specialized vessels in the wind energy industry. Our unions already possess the existing infrastructure to provide prestigious vocational training for mariners through the Calhoun MEBA Engineering School in Easton, Maryland; the Maritime Institute of Technology and Graduate Studies in Linthicum Heights, Maryland, and Seattle, Washington; the STAR Center in Dania, Florida; and the Paul Hall Center for Maritime Education and Training in Piney Point, Maryland. We reaffirm our commitment to work with the offshore wind developers to meet the mariner crewing demands necessary to operate the construction and installation vessels that do not yet exist in the domestic fleet.

Secondly, we believe the specific timeline governing the employment of American mariners on vessels engaged in wind energy projects should be extended in order to more realistically give our organizations and the industry sufficient time to recruit and train the requisite number of mariners. Our unions recognize the challenge the nation's ongoing mariner shortage presents in addressing workforce gaps, therefore we support providing adequate flexibility so that every effort possible is made to hire American mariners without impeding the development of existing wind energy projects. To that end, we believe the current requirement be extended to a period of not less than three years with a longer deadline established for those projects that are at further stages of their development.

Thirdly, we understand that certain vessels important to the development and operation of wind energy projects do not presently exist in the U.S.-flag fleet. To address this situation, we suggest that the legislation include a waiver process similar to what already exists for vessels seeking the opportunity to operate in the domestic trades. Such a process should be transparent, be limited in time and scope, and be under the direction of the Maritime Administration.

Finally, we would urge Congress to require the Department of Labor to undertake a wage determination that would set a prevailing wage applicable to all workers employed on vessels engaged in wind energy projects on the Outer Continental Shelf. All workers aboard vessels operating in the Outer Continental Shelf as part of a wind energy project should receive fair compensation, comparable to what American mariners receive.

In short, we reaffirm our strong commitment to the goals and objectives of the Administration's wind energy program, and we stand ready to work with your Committee and with all affected parties to ensure that the jobs created aboard vessels serving this industry are filled by American licensed and unlicensed merchant mariners.

Regards.

Kelly B. Anderson, President, American Radio Association

David Connolly, President, Sailors Union of the Pacific

Paul Doell, President, American Maritime Officers

Donald J. Marcus, President,

International Organization of Masters, Mates & Pilots

Anthony Poplawski, President/Secretary-Treasurer, Marine Firemen's Union

Michael Sacco, President, Seafarers International Union

Adam Vokac, President, Marine Engineers' Beneficial Association



Attention all members!

When writing a check to the Union, please write the check to **Marine Firemen's Union**. Due to bank responsibility and liability regarding check fraud, we are having a problem cashing checks made out to MFOW, MFU, MFOWW, etc. Please write the check to:

Marine Firemen's Union

Port of Los Angeles receives \$20 million DOT grant

The U.S. Federal Government announced a \$20 million grant to the Port of Los Angeles in its ongoing effort to enhance infrastructure to strengthen the supply chain. The project seeks to free a key bottleneck for trucks in the San Pedro port complex and improve access to the interstate highway system.

The project will entail the construction of a four-lane, rail-roadway grade separation, which will allow truck access to an 80-acre marine support facility on Terminal Island. Last year in an effort to make more space in the port complex to handle the surge in volumes which resulted in a need for more trucks, the marine support facility was repurposed to store chassis and empty containers.

While it was set up as a central location serving all the terminals in both the ports of Los Angeles and Long Beach and addressed space concerns, the area lacks a bridge for the trucks to cross the rail line that loops around the facility. A bottleneck

was created at the ports, with only one way in and out of the area, plus Buttigieg cited that the trucks can only proceed at less than five miles per hour because of a low clearance in the tunnel used to access the facility.

When completed, the new rail-roadway will connect trucks directly to the highway system in two directions, resulting in a reduction of 2,500 truck-hour delays daily; a decrease of more than 3,000 metric tons of emissions per year; and a reduction of 1,200 truck miles traveled per day. Construction is expected to begin in the next 15 to 18 months.

The \$20 million award comes from the U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity discretionary grant program. Congress increased funding to the program in 2021 focusing on planning and capital investments that support roads, bridges, transit, rail, ports and intermodal transportation.

GAO recommends cargo preference oversight actions

The U.S. government sends many kinds of cargo overseas, from military supplies to food for nations in need. By law, a certain percentage of that cargo must be sent on ships registered in the U.S. The Maritime Administration (MARAD) monitors the percentage of cargo that agencies send on oceangoing ships. MARAD receives data from shippers, including cargo volumes carried by U.S. and foreign ships. But MARAD has not publicly reported these data since 2013. As a result, Congress and industry have limited information on the shipping activities of federal agencies.

According to data received by MARAD, and provided to GAO, total government-wide cargo volumes decreased 27 percent from fiscal years 2012 through 2020, and U.S.-flag volumes decreased 36 percent. Although MARAD no longer reports the data because a statutory reporting requirement was eliminated by a 2008 law, the elimination of this requirement does not preclude MARAD from reporting data. Without public reporting by MARAD, Congress and others lack visibility into federal agencies' cargo shipments, including the amounts shipped on U.S.-flag vessels. Public reporting would also provide an important accountability incentive for federal agencies to monitor their shipping activities to demonstrate that they are meeting cargo preference requirements.

MARAD has taken steps to identify potential instances of noncompliance with cargo preference requirements and collaborated with federal agencies and contractors to encourage compliance. However, MARAD, has not taken enforcement actions. For example, MARAD has notified federal agencies and contractors about potential contract violations, and has encouraged shipping additional cargo on U.S.-flag vessels.

MARAD has not taken any enforce-

ment actions, in part, because it has not developed regulations necessary to take such action, primarily due to challenges in reaching consensus with other agencies on how to implement cargo preference requirements. Without taking steps to evaluate options for developing regulations that achieve sought-after consensus with agencies, MARAD will continue to lack the tools necessary to oversee and enforce agencies' compliance with cargo preference requirements.

Cargo preference requirements are intended to support the U.S.-flag shipping industry.

The requirements are designed to ensure the industry, among other things, has sufficient vessels and trained mariners to supplement the cargo-carrying capacity of military ships during times of war or national emergency.

The William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 included a provision for GAO to review federal agencies' actions to monitor compliance with cargo preference requirements and to review MARAD's enforcement activities. This report examines the extent to which MARAD has monitored and reported on agencies' compliance with cargo preference requirements; and MARAD's efforts to enforce cargo preference requirements, among other objectives.

For the report, GAO reviewed relevant federal laws, regulations, and policies; collected and reviewed cargo preference data available to MARAD for fiscal years 2012 through 2020; and conducted interviews with MARAD officials, among others. GAO is making two recommendations to MARAD:

(1) to publicly report, on an annual basis, the cargo preference data it receives, and

(2) to take steps to develop regulations to oversee and enforce cargo preference requirements.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

COVID UPDATES

Therapeutics — At the August MFOW Headquarters meeting, members inquired about the availability of COVID therapeutics aboard contracted vessels. This was part of a larger discussion on COVID vaccines and vaccination requirements. Section 13 (d) of the general Rules of the master commercial contracts states, “The Employer agrees, when stocking medicine chests, to include the latest medicines required by law for ship’s medicine chests...”

I asked the companies if they were stocking COVID therapeutics aboard vessels, and if so, which ones.

- APL Marine Services reported that they stock medical chests in compliance with Current Best Medical Practice, U.S. Code Title 46 Section 11102, USPHS 03-2024, WHO “Medical Guide for Ship’s 3rd Addition” and WHO-MFAG Standards. After consultation, the company was advised by medical staff at George Washington University that they did not recommend any additional medications aboard vessels.

- Matson currently stocks the COVID therapeutic Paxlovid aboard every vessel in the fleet. This therapeutic does not negate or impact the COVID vaccine fit-for-duty requirement. Matson will, however, accept the CDC and FDA-approved Novavax COVID vaccine, which is a non-mRNA vaccine.

- Patriot Contract Services responded that they do not stock COVID therapeutics aboard their vessels, citing liability concerns.

Matson — Last month, SUP President Dave Connolly investigated the status of COVID testing policies at Matson, in general, and specifically about members who continue to test positive on a Polymerase Chain Reaction (PCR) test long after an initial positive test or infection. These asymptomatic positive tests are understandably frustrating when a member needs to get back to work. Here is the summary status:

1. In the China service ships the testing rules are unchanged: all crew must test negative at a China-approved provider within 72 hours of joining and be onboard the vessel 14 days before entry into a Chinese port. This continues to necessitate the Southern California joining of Honolulu dispatches. The consequences for failure to clear are heavy: China service ships will be refused entry or worse – required to anchor and get tested every day by Chinese officials until cleared. Problems there may cause indefinite detention.

2. Ships on the domestic run appear to have more flexibility, but all must be ready to shift and deploy to the China service run and rules, as has sometimes been the case. Recent outbreaks in Matson ships caused delay and short-handed sailings and made management less tolerant of relaxed testing. Under almost all scenarios, positive testers are not cleared to join.

3. Management did agree to give special review to continuously positive but asymptomatic testers on a case-by-case basis in domestic ships only if there is:

- a) at least 10 days from last symptom or from last positive test and an antigen test is negative but the PCR is positive, and;

- b) all documents and circumstances are reviewed by a third party COVID medical advisor, who then grants clearance.

To achieve even a minor improvement such as this in the COVID working environment is no small thing. From a practical point of view, however, given the short timeline for such dispatches, an exception for a continuous positive PCR test as configured above will be a rare circumstance. The use of a different clinic called Doctors of Waikiki in Honolulu for short timeline testing may also be possible for more frequent use. Will advise on further progress.

On September 5, the Union received the following notice form Matson Naviga-



The Patriot Contract Services-owned and operated *MT Haina Patriot*, crewed by the MFOW in the unlicensed engine department, pictured arriving in Guam.

Active MFOW members

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

tion Company:

In response to the continuing spread of the COVID-19 virus and recent volume of COVID-19 cases aboard Matson’s U.S.-flag China service vessels directly impacting port calls in China, shore leave is temporarily suspended for ships operating on the China to Long Beach Express route (CLX). Crewmembers on CLX ships are required to remain aboard the ship while in port in Long Beach, Honolulu, and Guam. Shore leave in Chinese and Japanese ports is not permitted as per local government rules. The only persons allowed aboard CLX ships are those necessary to keep the ship safe and operational. The duration of this temporary shore leave restriction is unknown at this time. Matson management will closely monitor the infection rate status and will lift the restriction when safety warrants.

The restriction applies to the five CLX vessels (currently *Daniel K. Inouye*, *Kaimana Hila*, *Manulani*, *Maunawili* and *Manukai*). The company will be authorizing payment of contractual restriction-to-ship claims in Long Beach, Honolulu and Guam during port time hours while off duty.

APLMS — On September 1, it was announced by the Busan Quarantine Station, via the International Shipping Agencies Association of Korea, that the policy on the obligation of 14-day PCR certificates for foreign entrants would be suspended on September 3. This means that the 72-hour PCR test requirement for joiners sailing from the U.S. West Coast is suspended unless any other country requirements are in place.

The company is now accepting an Antigen Rapid Test (ART) for all joiners as per the current COVID-19 management plan (within 48 hours of joining a vessel). Joiners can obtain their own ART test if they obtain an official report from a provider (pharmacy, clinic or doctor) with their name, date of birth, and date of test and result. If a member needs assistance, APLMS Labor Relations will arrange an ART test for them.

Airlines still require PCR tests for international flights, so it would apply in cases where a member is travelling overseas to a vessel.

TANKER CONTINUITY CLAUSE

On August 4, the Union was notified by Patriot Contract Services that the *MT Haina Patriot* was taken off-hire and would be laid up on August 7 at Busan, South Korea, and the crew would be dismissed accordingly. The company proposed a “continuity clause” for returning crew that would be effective retroactively from August 8 through the date of the new charter which is expected to commence on September 23. On August 29, the parties executed the following agreement, subject to membership approval:

Letter of Understanding Continuity Clause

A. Other Employees

During their normal dispatch time, when the vessel is laid up and the crew repatriated, the unlicensed seaman will be assigned to special standby duty for the time they are off the vessel until their next employment by Patriot Contract Services LLC on *HAINA PATRIOT* when the vessel is re-activated. Special standby duty consists of the unlicensed remaining within reach of a telephone or e-mail so that an employee on special standby duty may be notified to report for work within reasonable time not to exceed to (2) business days and be employed again on *HAINA PATRIOT*. The special standby duty does not require any interruption of employee’s normal life except to the extent of making arrangements so that the employee can be reached by telephone or e-mail and be available to report to *HAINA PATRIOT*. For the special standby duty, the seaman will be paid \$100 per day only if they return to the *HAINA PATRIOT* for continuation their assignment.

I recommend approval of the LOU.

APLMS SAFETY

In response to feedback about safety policies, from the various Unions aboard APL Marine Services vessels, on August 7, the Union received a memo from Executive Vice President Gregory Doyle. Some of the salient points are:

- Shipboard safety requires everyone’s effort. Many crew members are not following the safety matrix for PPE.
- The onboard smoking policy was identified as inconsistent and not in compliance with government regulations and union agreements. As a result, a new policy was issued removing all smoking from the accommodation spaces and identifying approved smoking locations. These changes will protect non-smokers from second hand smoke but allow those who choose to smoke to do so.
- Eye injuries are the most damaging and most preventable injuries in the industry. Safety glasses are now required to be worn any time outside of the accommodation spaces. Scandia will now provide high-quality safety glasses in both clear and darkened versions. Crew members who wear prescription glasses are encouraged to obtain safety versions or wear side shields.
- As some crew members prefer to wear slip-on shoes, laced-up shoes are no longer required. However, all work shoes must meet ANSI standard.
- The requirement to wear hard hats in the engine room has been removed, except when lifting loads or when the Chief Engineer identifies any hazard requiring their use. Hard hats are still required when on deck or outside of machinery spaces or accommodation spaces.
- The company has switched to Scandia as its safety clothing provider. Scandia will provide a pant and shirt option that meets the same standard of safety as coveralls.

ONLINE TWIC RENEWAL

The Transportation Security Administration (TSA) enhanced the renewal process for the Transportation Worker Identification Credential (TWIC) to help support critical transportation workers. Starting August 11, 2022, TSA enabled the ability for current TWIC holders to renew their credentials online, which eliminates the need to go to an enrollment center and makes the five-year renewal process more convenient.

TWIC is required by the Maritime Transportation Security Act for mariners and workers who need access to secure areas of the nation’s maritime facilities and vessels. Jointly administered by TSA and the U.S. Coast Guard, TSA conducts a background check to determine a person’s eligibility and issues the credential. The Coast Guard regulates the use of TWIC in the maritime environment. U.S. citizens, lawful permanent residents, naturalized citizens, asylum seekers, refugees, and nonimmigrants in lawful status may apply for the TWIC.

Continued on page 5

VICE PRESIDENT'S REPORT

There were 41 registrants dispatched in the month of August: 11 in Class "A"; 8 in Class "B"; 18 in Class "C"; and 4 Non-Seniority.

There are 32 members registered: 13 in Class "A"; 10 in Class "B"; and 9 in Class "C".

It's been another tough month dealing with the unforeseen. Thank you to all the union officials that keep the show moving with limited resources. Many are putting in extra hours in the office and on the phones to keep the union moving the right directions. I've spent a lot of time trying to shuffle members around and line up jobs to meet changing priorities for crewing vessels. There's obviously plenty of work to be had.

I haven't mentioned documents and credentials in a while so now may be the appropriate time. Make sure that you have all your documents and credentials in order and up to date. If a union official

directs you to renew something, go to a class, etc., do it. Don't wait, don't procrastinate; just do it. I'm very proactive here at HQ when it comes this topic. If I had a nickel for every "I told you so" I've said during my tenure, I might be able to afford a place here in the Bay Area. Follow directions and please do not deviate.

Lastly but most importantly, keep in mind that every single person dispatched from one of our hiring halls represents the Marine Firemen's Union, one of the oldest labor unions in the nation. Your attitude, work performance, and behavior will affect the overall image of the union. Some of the Shenanigans I've observed over the last month were appalling to say the least. Shape up or don't ship out. For those of you whom the aforementioned does not apply, keep up the good work. And thank you for keeping our reputation intact.

Fraternally, **Deyne Umphress**

BUSINESS AGENT'S REPORT

Here is the vessel rundown for August 2022:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Matsonia* — REJ Europa Demont #3865 no beefs. *MV Mokihana* — delegate ERJ Ahmed Munassar #3943 shipped an REJ, DJU and wiper for time up, no beefs. *MV Lurline* — no beefs.

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — no beefs. *MV Mahimahi* — delegate DJU Kenneth Paddock #3847 no beefs. *MV Manoa* — delegate ERJ Richard Domanski good feeder — no beefs.

The Matson long range schedule shows the following ships going into layup towards the end of September and October, *MV Maunalei*, *MV Mokihana*, *MV Mahimahi* and the *MV Kamokuiki* recently went into layup.

APL MARINE SERVICES

On the EX1 run: *MV President Cleveland* — delegate REJ Edgardo Guzman #3905 — no beefs, shipped an additional REJ to assist with reefer cargo. *MV President F.D. Roosevelt* — delegate ERJ Julian Pilapil #3960 — no beefs, the wiper with endorsements was re-rated to REJ and new wiper shipped.

Shuttle vessel on the JMX run: *MV APL GulfExpress* — Delegate ERJ Aaron Jones #3944, a new REJ and DJU shipped. Temperatures have been climbing into triple digits all over, stay hydrated and work safe.

PATRIOT CONTRACT SERVICES

USNS Watkins an Electrician shipped for time up. *USNS Dahl* shipped an Oiler for time up. *USNS Sisler* shipped an Oiler for time up.

Fraternally, **Bobby Baca**

International actions pay off for Pacific bluefin tuna

Following international action to end overfishing of Pacific bluefin tuna, a new stock assessment shows that the species is now increasing and includes many younger fish that will help accelerate its rebound. The new assessment was presented at a recent plenary meeting of the International Scientific Committee for Tuna and Tuna-Like Species in the North Pacific Ocean (ISC).

The assessment confirmed that the stock surpassed the first rebuilding target in 2019. It is projected to likely increase beyond the second rebuilding target established by the Inter-American Tropical Tuna Commission and Western and Central Pacific Fisheries Commission later this year. This is well ahead of

the internationally agreed schedule.

Monitoring must continue to ensure the stock meets the second rebuilding target. Pacific bluefin tuna support U.S. commercial and recreational fisheries off the West Coast. However, the U.S. catch represents a small share of the combined international catch.

Many fish such as bluefin are assessed based on their unfished spawning stock biomass — the theoretical number of fish if there was no fishing. Catches reduced the bluefin biomass through the late 1990s and 2000s to only a few percent of its potential unfished biomass. Recent stock assessments predicted that reducing fishery catch on younger fish would lead to a rebound in biomass within just a few years.

Beginning in 2011, the Western and Central Pacific Fisheries Commission began management measures that reduced the catch of smaller bluefin and limited the catch of larger bluefin. This allowed more fish to grow to maturity. These measures reflected the U.S. interest in rebuilding the stock while also recognizing that some communities rely on bluefin and need continued fishing opportunities.

The Inter-American Tropical Tuna Commission adopted a similar resolution to limit catches a year later in its management area. Since then, the two Commissions have coordinated across the Pacific, using the best available science to inform management decisions across the entire range of the species. In 2013, based on the 2012 ISC stock assessment, NOAA Fisheries determined that Pacific bluefin tuna were overfished and subject to overfishing.

In 2016, increasing concern about declining biomass levels led to a petition to list the species as endangered. NOAA Fisheries determined that while the population was near historical lows, the roughly 1.6 million fish was sufficient to avoid risk of extinction and protect against the effects of small populations.

NOAA Fisheries formed a team to consider the status of the species in light of the petition. The team determined that international agreements and management changes should reduce the impact of commercial and recreational fisheries, particularly the impact on younger fish. That would reduce landings and help rebuild the population, the team found.

MORE PRESIDENT'S REPORT

Continued from page 4

Nearly 60 percent of TWIC holders renew their card every five years. Renewing online eliminates the need to go to an enrollment center, supports U.S. critical infrastructure and supply chain workers, and saves travel time and expenses associated with being away from work. Most eligible applicants receive their TWIC card in less than 10 days. Those applicants with more complex cases may require 60 days or longer for processing. Applicants may check their TWIC status online at any time.

Most applicants, including U.S. citizens, nationals, and lawful permanent residents, will be able to renew online without the need to visit an enrollment center. Please visit TSA's enrollment provider website for information on TWIC enrollments and renewals. If applicants encounter difficulty renewing online, they may contact customer service at (855) 347-8371. For more information, visit the TSA TWIC website at: <https://www.tsa.gov/for-industry/twic>

SIUNA EXECUTIVE BOARD MEETING

On August 11, 2022, I participated in an SIUNA Executive Board meeting via Zoom. The purpose of the meeting was to discuss the upcoming SIUNA Convention scheduled for September 14-15 at Piney Point, Maryland.

Due to ongoing and escalating COVID cases happening in the District of Columbia-Maryland area, as well as problems involving air travel such as delays and cancellations, the executive board members voted to hold a virtual convention on September 14. In addition, a full pre-convention executive board meeting was held to approve the convention agenda and schedule of events, approve previous minutes, determine committee assignments and hear reports.

GOVERNMENT VESSELS

MV Cape Hudson — On August 5, the Union was informed by Matson Navigation Company that the Ready Reserve Force *MV Cape Hudson* was close to finishing her drydock availability at Vigor Portland with a full operating status (FOS) activation and sea trial schedule. The vessel crew was quickly dispatched, and the ship departed Portland on August 25 and arrived at the Pier 50 layup berth in San Francisco on August 27.

Surge LMSR — The Union continues to work with contracted operators to secure work for our members. On August 23, Military Sealift Command (MSC) published solicitation N32205-22-R-4119, for the operation and maintenance of two *Bob Hope*-class large, medium-speed, roll-on/roll-off (LMSR) vessels. The ships are the *USNS Piliilau* and *USNS Seay*.

The government anticipates repositioning one of the vessels in the Indian Ocean and one in the Western Pacific. The normal operating tempo for each vessel is expected to be 92 percent in port and eight percent underway. These percentages do not include transits to and from CONUS to conduct maintenance or participation in military exercises.

I have been working with Patriot Contract Services to assist in formulating a successful bid based on the Wage Determination under the U.S. Department of Labor's Service Contract Act.

APL NEGOTIATIONS

The current collective bargaining agreement with APL Marine Services expires on September 30. We anticipate a compressed schedule of bargaining toward the end of the month. Under "New Business" it will be in order to elect up to three bargaining committee members.

MFOW ELECTION

Nominations to elect officers of the Marine Firemen's Union for the 2023-2025 term of office opened on September 1, 2022. Nominations may be made in person at the regular September meetings at Headquarters and branches or handed in to the officials at Headquarters and branches. They may also be made by mail any time during the month, provided that mailed nominations are received at MFOW Headquarters by September 30, 2022. The following official positions will appear on the referendum ballot this year:

1. President/Secretary-Treasurer
2. Vice President
3. San Francisco Business Agent
4. Wilmington Port Agent
5. Honolulu Port Agent
6. Trustee (3 positions)

HOWZ SHIPPING?

August 2022

San Francisco

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer	6
Junior Engineer.....	1
Wiper.....	1
Standby Electrician/Reefer	11
Standby Wiper.....	21
TOTAL	41

Wilmington

Electrician.....	3
Reefer/Electrician/Jr. Engineer	1
Junior Engineer.....	3
Oiler.....	2
Shore Mechanic.....	20
Wiper.....	3
Standby Electrician/Reefer	23
Standby Wiper.....	40
TOTAL	95

Seattle

Electrician.....	3
Reefer/Electrician/Jr. Engineer	3
Junior Engineer.....	2
Oiler.....	3
Wiper.....	1
Standby Electrician/Reefer	9
Standby Wiper.....	4
TOTAL	25

Honolulu

Electrician/Reefer/Jr. Engineer.....	7
Reefer/Electrician/Jr. Engineer	2
Junior Engineer.....	2
Wiper.....	2
Shore Mechanic.....	1
Standby Electrician/Reefer	34
Standby Wiper.....	46
TOTAL.....	94

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).

October 17-21 November 7-11 December 12-16

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 6-7 November 3-4 December 1-2

High Voltage Safety

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

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

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

November 7 – Nov 11 November 28-December 2
December 19-23

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.

Returning in 2023

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 10-14 November 28-December 2

QMED Electrician/Refrigerating Engineer

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

Returning in 2023

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 24-28

QMED Junior Engineer

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

QMED Pumpman/Machinist

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

Returning in 2023

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 7, October 28, November 4, November 11, December 2

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: September 20-21; October 18-19, November 15-16, December 13-14

MITAGS-PMI, Seattle, WA: September 23-24; September 26-27; October 13-14; October 17-18

TRLMI, Honolulu, HI (one day): 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: October 19-21; November 21-23

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: September 20-22; October 18-20, November 15-17

MITAGS-PMI, Seattle, WA: pending



KICK OFF THE NFL SEASON UNION-MADE SNACKS AND DRINKS

It's time for one of favorite union sports: NFL football! Will the Rams win it all again? Can the Bengals find a way to secure the trophy this year? Or perhaps super-human Tom Brady will add yet another ring? Regardless of what happens, one thing is for sure: snacks and drinks go great with some football. With that in mind, we've created a shopping list so that you can support good union jobs while you watch your favorite team. Browse the list below and cheer your team while enjoying union-made products.

Labor 411

Union-Made Beer

Anchor Brewing Company (ILWU)
Bass (IAM)
Beck's (IAM)
Blue Moon (IUE, IBT)
Budweiser (IAM, IUE, IBT)
Coors (IBT)
Dundee (IBT)
Goose Island (IBT)
Hamm's (UAW, IAM, IBT)
Henry Weinhard's (IUE, IBT)
Keystone (IAM, IUE)
Kirin (IAM)
LandShark Lager (IAM, IUE, IBT)
Leinenkugel (UAW, IUE, IBT)

Mad River (IAM, IBT)
Mendocino (IBT)
Michelob (IAM, IUE, IBT)
Miller (UAW, IAM, IUE, IBT)
Natural Ice (IAM, IUE, IBT)
O'Doul's (IAM, IUE, IBT)
Pabst (UAW)
Rolling Rock (IAM, IBT)
Schlitz (UAW)
Shock Top (IAM, IUE, IBT)

Union-Made Snacks

Act II Popcorn (UFCW)
Cheez-It (BCTGM)
Cheetos (BCTGM)

Cheez Mixes (IBT)
Doritos (BCTGM, IBT)
Gold Medal Pretzels (BCTGM, IBT)
Slim Jim (UFCW, IBT)
Sun Chips (BCTGM, IBT)
Wheat Thins (BCTGM, IBT)

Union-Made Soft Drinks

Barq's Root Beer (IBT)
Coke (IBT)
Dr. Pepper (UFCW, UAW)
Pepsi (IBT, UAW)
Sprite (IBT, UAW)

Find more union-made products at www.Labor411.org



September 1, 2022

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: Oppose Federal Funding for A Stadium Project and Related Infrastructure that will Disrupt the Port of Oakland and Harm Regional and National Supply Chains

Dear Secretary Buttigieg:

Thank you for your dedication to addressing the ongoing supply chain crisis across the nation. We applaud the federal dollars being invested in port infrastructure in California and on the US West Coast through federal legislation such as the Infrastructure Investment and Jobs Act.

We are writing you today as Port of Oakland supply chain stakeholders – uniquely spanning labor and management, customers, tenants, workers, and industry - to discuss why Federal funds, including the USDOT's Mega program, are not merited for the Howard Terminal project and its related infrastructure in the City of Oakland. We oppose all such applications for federal grant money that will primarily benefit and fund a private real estate and stadium development at Howard Terminal and its related infrastructure that will harm regional and national supply chains, hinder the efficient movement of goods and growth in and out of the West Coast's premier gateway for agricultural export commodities, create safety and environmental risks, and potentially degrade national security and sealift readiness.

All of the signatories to this letter support port infrastructure updates which improve freight movement, increase capacity, and generate long-term growth at the Port of Oakland and other

California ports. However, the City of Oakland, Port of Oakland, and Oakland A's are now seeking state and federal tax dollars through grant applications that are intended to directly facilitate a project which will weaken and discourage growth and efficiency in the supply chain.

The proposed Oakland A's stadium, and its related infrastructure development, on Port waterfront land would displace freight activities at Howard Terminal, which is currently used as a freight staging area and as a USDA-partnership site developed with White House Port Envoy Porcari. As a result of this USDA-partnership, marine terminal congestion has been relieved with thousands of containers now being handled at this crucial ancillary facility. This is consistent with the operations at Howard Terminal pre-COVID also, as the Terminal was hosting over 325,000 truck gate transactions per year, allowing chassis and container staging to occur at the Port rather than at private staging yards located in residential West Oakland neighborhoods.

As represented by the parties to this letter, ALL major labor, maritime, trucking, rail, trade logistics and agricultural stakeholders who facilitate the movement of goods through the Port of Oakland, are opposed to the A's stadium project at Howard Terminal and want to see public grant funds spent only on projects that actually facilitate improved transportation and mobility — and that means not dedicating any more funding to the City or the Port which is intended to use or develop infrastructure for non-freight uses at Howard Terminal.

As our nation's seaports work through the challenges of the current global supply chain crisis and build towards long-term success and viability, we must stress the critical importance of investing more in the additional infrastructure that is integral to handling increased cargo, serving more customers, injecting more flexibility and resiliency into the supply chain, and providing more economic benefits to our national economy. It is the U.S. Department of Transportation's responsibility to ensure that these desperately needed port and infrastructure dollars are used exclusively to support port operations and goods movement system improvements — and as principal stakeholders in the supply chain, we support this mission.

Federal dollars are urgently needed to ensure such infrastructure projects can begin, or proceed, expeditiously. The funding distributed to ports and goods movement through the Infrastructure Investment and Jobs Act and the included Mega Program — including \$66 billion for passenger and freight rail, \$17 billion for ports and waterways, and more — is a once-in-a-generation investment by the federal government. These funds can facilitate more efficient port operations, strengthen and sustain our supply chains, and allow for long overdue improvements at ports like the Port Oakland, but only if they are used appropriately.

But for the reasons outlined here, if more grants are provided to the City and Port of Oakland to support the Howard Terminal project and its related infrastructure, these federal dollars will be used to do the exact opposite of our shared goals to improve the supply chain. In fact, the proposed project raises many specific concerns that cut against the purposes and "project outcome criteria" of the USDOT's Mega and other grant programs, which are intended to benefit only projects "with signifi-

cant national or regional impact." *Please see the attached summary.*

Currently, the Oakland seaport loads and discharges more than 99% of the containerized goods moving through Northern California and is the preferred export gateway for many of California's largest agricultural exporters and producers of refrigerated proteins. In January 2022, the Port of Oakland and the U.S. Department of Agriculture (USDA) announced a partnership to ease congested ports and supply chain issues through a 25-acre pop-up site at Howard Terminal — utilizing nearly half the property — dedicated to filling empty shipping containers with commodities like soybeans, dairy, nuts, fruit, and more. This initiative demonstrates the Port of Oakland's success and viability, while proving the critical value of Howard Terminal to the efficient movement of goods throughout the region.

As key maritime, transportation, and logistics stakeholders who are essential to cargo movement on the West Coast and deeply impacted by these investments, we want to ensure the highest and best uses of these and other federal grant funds targeted towards ports and other supply chain infrastructure improvements. It is imperative that these funds are indeed used for projects that facilitate enhanced freight and goods movement, and not used to fund private developments that do not support port operations. We believe that such a diversion would constitute a misuse of public funds and undermines the function and Congressional intent of these grants.

We urge you to make certain that grant funding issued to ports and other infrastructure needs is appropriately utilized to finance public projects and ongoing priority infrastructure and facility needs. These grants should not be used as subsidies for private or non-industrial real estate developments that would not only eliminate access to current desperately-needed and used freight infrastructure but actively frustrate supply chain needs, growth and efficiency in the long-term.

We all benefit when federal grant funding is utilized to finance the nation's ongoing freight needs and core industrial transportation functions. Given the critical importance of spending these funds in as timely a manner as possible in support of our supply chain, we respectfully request that these funds not be directed to projects that would only serve to hinder this goal.

Sincerely,

Agriculture Transportation Coalition
American Waterways Operators
Customs Brokers & Forwarders Association of Northern California
California Trucking Association
Dreisbach Enterprises
GSC Logistics
Harbor Trucking Association
Inland Boatman's Union — Marine Division, ILWU
International Association of Machinists — District 190
International Longshore and Warehouse Union (ILWU) — Northern Calif. District Council
ILWU — Local 10
ILWU — Local 6
International Organization of Masters, Mates and Pilots Lineage
Marine Engineers Beneficial Association
Marine Firemen's Union
Nisei Farmers League
Pacific Coast Council of Customs Brokers and Freight Forwarders Association
Pacific Drayage Services
Pacific Merchant Shipping Association
San Francisco Bar Pilots
Sailors Union of the Pacific
Schnitzer Steel
SSA Terminals
Western States Trucking Association

U.S. stops box manufacturing unit sale to China

The U.S. Justice Department has stopped the sale of Maersk's reefer manufacturing unit over fears it would give the Chinese too great a control of a strategic business. Last September, a deal was struck to sell Maersk Container Industry (MCI) to China International Marine Containers for \$987.3 million. However, after consideration American authorities have stopped the sale.

The U.S. Justice Department said the deal would have combined two of the world's four suppliers of refrigerated shipping containers and further concentrated the global cold supply chain. The Justice Department said it would also have consolidated control of over

90 percent of insulated container box and refrigerated shipping container production worldwide in Chinese state-owned or state-controlled entities.

"It is unfortunate that the transaction will not happen despite efforts of all parties involved," said a spokesperson from A.P. Moller — Maersk, adding, "Maersk will continue to be a proud owner of MCI for the foreseeable future, and we will now assess the best structural set-up for MCI to ensure the long-term development of the business."

China's dominance in container manufacturing — both dry and reefers — has been discussed repeatedly by politicians in Washington D.C. in recent years.

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WILMINGTON NOTES

Wilmington dispatched 91 jobs in August: one Matson, five APL and six PCS shipboard billets, and 18 Shore Mechanics. Three applicants made ships and 18 were dispatched to standby jobs. There are 36 A-, 15 B- and 10 C-seniority members registered. Job calls are still at 1030 and 1400 in the parking lot. Wear a mask if you plan on making the hall here.

All halls are still actively recruiting new mariners. Any interested applicants should email any of the port agents and inquire about the proper documents required for employment through our union.

A few Matson ships were turned around prior to arrival in China due to random COVID screening in Naha. One crewman was flown home from Guam and the remaining crew returned to L.A.

The gang at Pier 300 are on a 24/7 schedule with three shifts. Head count

on is currently 31 men.

The LA/LB Labor Day March turned 42 years old with the theme Unions Marching Forward in 2022. We had a decent turnout with approximately 4,000 laborers marching in unison up Avalon Boulevard in the Heart of the Harbor (Wilmington). A children's area with a puppet show, face painting and balloons kept the kids busy; while labor leaders and their members took part in the days affairs.

Additions to this years march were a contingent of Starbucks workers who recently organized, along with a group of adult entertainment workers who were seeking affiliation. I would like to thank all who participated as well the hard working volunteers who made it a safe and successful event.

Take care and work safely.
Sonny Gage, Port Agent



Maritime unions assembled at the 2022 Los Angeles/Long Beach Harbor Labor Coalition Labor Day March.

Judge rejects challenges to A's stadium plan

The Oakland A's plan for a new waterfront ballpark and development project took a step forward on September 8 when a judge rejected opponents' claims that the stadium at Howard Terminal would cause serious environmental and safety hazards. In upholding the city's environmental review of the \$12 billion project, Alameda County Superior Court Judge Brad Seligman also said Oakland had reasonably decided not to build a new baseball park at the current Coliseum site, home to the Athletics since the team moved from Kansas City to Oakland in 1968. The Coliseum also hosted the Oakland Raiders from 1966 to 1981 — when the NFL team left for Los Angeles — and again upon its return to Oakland in 1995 until 2019, when it moved to Las Vegas.

While some neighborhood groups argued that a rebuilt Coliseum site would be quicker, cheaper and better for the surrounding community, Seligman said Oakland officials had concluded that the site, surrounded by industrial users, did not have the same advantages as a port location. He said it was less likely city residents would visit the area when no ballgames were scheduled, compared to the Howard Terminal site near Jack London Square.

The three lawsuits were filed in April by the East Oakland Stadium Alliance, the Capitol Corridors Joint Powers Authority, and industry and labor groups including Union Pacific Railroad, the Pa-

cific Merchant Shipping Association and the International Longshore and Warehouse Union.

The new ballpark would have about 35,000 seats. The waterfront project would also include 3,000 residential units, a hotel and retail stores. Two new bridges, one for vehicles and one for pedestrians, would be built across nearby railroad tracks.

Oakland's December 2021 environmental impact report found the plans contained reasonable measures to limit pollution and safety hazards. But the plaintiffs in the lawsuits, and the advocacy group Communities for a Better Environment, said the measures were inadequate to prevent accidents from increased traffic at the tracks or to limit air and water pollution.

Seligman cited planned safety measures including upgrades to track crossings, improvements to sidewalks and additions of bus lanes. He said the city had reasonably concluded that the project would not increase greenhouse gas emissions or overall air pollution because of impending limits on the use of natural gas and overall emissions.

Regular membership meeting dates 2022

October	5	S.F. Headquarters
	11	Honolulu
	12	Wilmington
November	2	S.F. Headquarters
	8	Honolulu
	9	Wilmington
December	7	S.F. Headquarters
	13	Honolulu
	14	Wilmington

HONOR ROLL

Voluntary donation to General Treasury — August 2022:
Randy Flores, #3962.....\$100.00
Eric White, #3925.....\$100.00
Cuyler Yogi, JM-5319.....\$100.00

HONOLULU NOTES

I dispatched a total of 94 jobs with 11 of them being rotary jobs. A couple of them — Pfeiffer and Manukai — were dispatched more than once with COVID positive getting in the way. There were also 34 Standby Electrician/Reefer jobs and 46 Standby Wiper jobs dispatched in the month. Presently the Honolulu registration list has 21 A-, six B- and eight C-seniority members on it.

August was a busy month for me representing the Marine Firemen's Union with primary election sign waving and more than the usual meetings to attend. This election year I chose to do all my sign waving for Sergio Alcubilla — a democratic candidate for congress. Sergio made a very good run for a first timer. All of us in the maritime industry really hope he'll return in the next election year to take Hawaii's U.S. Senate seat in District 1.

In my first meeting of the month, I was invited to meet with Sarah Scherer, Vice President of the Pacific Coast Operations for the Transportation Institute. She flew in from Seattle to meet the local representatives from the maritime labor community. The Transportation Institute is dedicated to maritime research education and promotion.

The second meeting was my monthly Honolulu Sailor's Home board meet-

ing and later that same day I meet with the newly graduating class of the Maritime Career Exploration course. The Marimed Foundation produces this free program for those who want to have a career as a merchant marine. I, along with the other unlicensed union agents, answered questioned and gave information on joining our unions. It was nice to see around a dozen or more young locals interested in sailing as a merchant seaman.

Finally, at the end of the month I meet with the AFL-CIO Labor Community Services, regarding the upcoming charity golf tournament that's happening on September 16. I'll be volunteering for a good cause. All proceeds go to the AFL-CIO Labor Community Service department which throughout the year gives back to the local community.

Thanks to the Honolulu crew for covering rotary jobs and standby jobs. Also, thanks to the SUP for covering some of our standby jobs. We had several steady jobs that needed to be filled with little notice. It is also much appreciated for those who step in on the open board jobs or the jobs that the first dispatched member was covid positive and to get them covered for at least a trip.

Mahalo Nui Loa,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of August Seattle shipped two ERJs, one Electrician, three REJs, three Oilers, two Day Junior Engineers, one Wiper, nine Standby Electrician/Reefers and four Standby Wipers. Seattle currently has nine A-, five B- and four C-seniority members registered for shipping.

The *Maunalei* crew rejoined in Portland after emergency repairs were made. The repairs didn't take and she is heading back to the blocks mid-September for further work. In the meantime, R.J. Pfeiffer will take up the Alaska work and Mahimahi will shift to the Northwest Triangle run.

Due to increased budget scrutiny, Seattle Maritime Academy (SMA) continues to struggle for survival. Over the years SMA has produced some fine members and is a major help in our manning efforts. If you know people who are just starting out in the trades, or that are looking for a career change, please mention this school as an option.

When looking at your documents, don't forget that 2023 is just over the ho-

rizon. As winter arrives, we may be in for another COVID debacle that could slow down the already backlogged Coast Guard processing. Start your Merchant Mariner Credential renewal early.

Faternally,
Brendon Bohannon, Representative

Benefits paid during August

Death Benefits	None
Burial Benefits	None
Excess Medical	\$1,718.16
Glasses and Examinations	None

POLITICAL ACTION FUND

Voluntary donations for August 2022:
Luke Cuthrell, JM-5417.....\$20.00
Donald Jung, P-2086.....\$10.00

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

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