



Watson delivers Army prepositioned Stock

On November 29, 2022, the *USNS Watson* — crewed in the unlicensed engine department by MFOW members - arrived at Joint Base Pearl Harbor — Hickam to begin the dynamic employment of Army Prepositioned Stock-3 (Afloat) Fixed Forward operations in support of Operation Pathways 23. Along with other materiel on board, the *Watson* transported approximately 500 pieces of Army equipment, to be used throughout the Pacific, in support of Operation Pathways 23.

Army Prepositioned Stock (APS) operations allow the 8th Theater Sustainment Command (TSC) to execute sustainment as a warfighting function in direct support of the Joint Force. Between November 29 and December 6, approximately 500 pieces of equipment were downloaded, transported, and staged in preparation for home station inspections conducted by the Department of Agricultural Fishery and Forest.

To enable the dynamic employment operation, the 8th TSC served as the Command and Control (C2) node, working alongside joint partners and strategic enablers from the Naval Support Fleet Command, U.S. Army Transportation Command, 25th Infantry Division, and the Military Sealift Command (MSC) to

download, transport and stage the equipment at Fort Shafter Flats, Hawaii until inspections begin in early 2023.

As the C2 node lead, the 8th Military Police Brigade, provided oversight of the movement of equipment from the vessel to the staging yard, where the equipment will be held until it is relocated and utilized for Operation Pathways 23.

APS, both land-based and afloat, enables materiel power projection worldwide, and enables organizations to access forward positioned resources during contingency operations, which can be mobilized to support theater sustainment, distribution, and opening. By storing equipment throughout the region, the Army's APS reduces deployment timelines, improves sustainment capacity and capabilities, and rapidly delivers combat power to support contingency operations worldwide.

APS further enables the Theater Army's ability to rapidly deliver combat power over-the-shore, ensuring readiness and relevance in competition throughout the theater. The Theater Army and Joint Force uses unique intratheater sealift capabilities to move personnel, equipment and supplies to the desired location via the littorals, inland waterways and rivers.



Coast Guard proposes new TWIC delay

Last month, the U.S. Coast Guard announced in the Federal Register that it proposes to further delay the effective date for certain facilities affected by the final rule entitled "Transportation Worker Identification Credential (TWIC)—Reader Requirements," published in the Federal Register on August 23, 2016.

The current effective date for the final rule is May 8, 2023. The Coast Guard proposes delaying the effective date for facilities that handle certain dangerous cargoes in bulk, but do not transfer those cargoes to or from a vessel; facilities that handle certain dangerous cargoes in bulk, and do transfer those cargoes to or from a vessel; and facilities that receive vessels carrying certain dangerous cargoes in bulk, but do not,

during that vessel-to-facility interface, transfer those bulk cargoes to or from those vessels.

Specifically, the Coast Guard proposes to delay the effective date for these facilities for three years from the original delay expiration date of May 8, 2023, to May 8, 2026, but is inviting comments as well on possibly extending the delay through as late as May 8, 2029.

The delay will give the Coast Guard time to further analyze the potential effectiveness of the reader requirement in general as well as at these facilities, the agency said. The Coast Guard said it would consider comments and material received on or before January 5, 2023, to help shape the outcome of the rulemaking.



HEADQUARTERS BULLETIN 2023-01 (Revision 1)

DATE: January 4, 2023
TO: All Ports
FROM: Anthony Poplawski, President/Secretary-Treasurer
SUBJECT: Basic LNG Marine Fuel Training

Matson Navigation Company has embarked on a power conversion project to operate with LNG fuel in three of its ships: the *Aloha*-class *Daniel K. Inouye* and *Kaimana Hila*, and the CV2600-class *Manukai*.

According to U.S. Coast Guard Policy Letter 01-21, all seafarers responsible for designated security duties associated with the care, use, or in emergency response to the fuel on board ships subject to the IGF Code shall hold a certificate in basic training for service on ships subject to the IGF Code.

The standard is met with an in-person, instructor-led, two-day Basic LNG Marine Fuel training course that is International Maritime Organization (IMO) STCW/IGF Code-compliant and is a Coast Guard Approved Basic IGF Code Operations Course. IGF Code is an abbreviation for the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels.

The STCW endorsement for Basic LNG Marine Fuel training will be required for dispatched unlicensed crew on those ships once converted to LNG, it is not required for all the other non-LNG ships.

Matson will contract with United States Maritime Resource Center (USMRC) to conduct initial Basic LNG Marine Fuel training at West Coast locations to assist in developing a pool of rotary union members to serve on the LNG ships when they leave the shipyard.

The first conversion project — the *Daniel K. Inouye* — is expected to be completed in summer of 2023; the post-shipyard crew will be required to hold the appropriate STCW LNG endorsement.

The initial training dates and locations will be held as follows:

- February 13-14, 2023 — At the OCC Conference Center, 500 12th Street, Suite 105, Oakland, California.
- February 16-17, 2023 — At the Renaissance Long Beach Hotel, 111 East Ocean Boulevard, Long Beach, California.

Additional Los Angeles and Honolulu courses are under consideration for April 2023.

The union is tasked with scheduling six candidates for each of the above February classes.

The requirements to attend the classes are:

- Possess all required mariner documents to ship in the individual ratings (ERJ, REJ, DJU or Wiper) aboard Matson motor vessels.
- Eligibility to ship on a Matson vessel (not in do-not-hire status).

Once Headquarters receives the applications for training, the Union will select candidates based on the following:

- Location of training and location of applicant.
- Laid-off crew who have registered to return to the *Daniel K. Inouye*.
- Seniority (book number and seniority classification).

The Union will provide the head count of trainees to the company by February 3, 2023.

The short-term goal is to ensure we have qualified crew to man the *Daniel K. Inouye* post-conversion.

The long-term goal is to have the training available through the MFOW Training Plan for all qualified members (at Training Resources Maritime Institute or with another provider).

Members wishing to crew up the post-conversion *Daniel K. Inouye* in the summer 2023 should fill out a training application and write in "Basic LNG Marine Fuel Training" at either Oakland or Long Beach in February, or Honolulu or Long Beach in April.

Submit the training application via email to kasia@mfoww.org or via regular mail to MFOW Headquarters, 240 2nd Street, San Francisco, CA 94105, as soon as possible.

Halls to close

Martin Luther King, Jr.'s Birthday — All MFOW hiring halls will be closed on Monday, January 16, 2023, in observance of Martin Luther King, Jr.'s Birthday, which is a contract holiday.

Lincoln's Birthday and Presidents' Day — The MFOW hiring halls will also be closed on Monday, February 13, in observance of Lincoln's Birthday (February 12) and on Monday, February 20, 2023, in observance of Presidents' Day. Both days are contract holidays under the APL and Matson Master Offshore Agreements.

The Marine Fireman

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MATSON NAVIGATION COMPANY and PATRIOT CONTRACT SERVICES WAGE RATES

Ready Reserve Force Vessels — Effective January 27, 2023

(GTS Admiral Callaghan, MV Cape Henry, MV Cape Horn, MV Cape Hudson,
MV Cape Orlando, MV Cape Taylor, MV Cape Texas, MV Cape Trinity,
MV Cape Victory and MV Cape Vincent)

FOS Rating	Monthly Wage	Daily Wage	Monthly Suppl.	Daily Suppl.	Hourly Overtime	Hourly Penalty	Daily MPPP
QMED-Electrician	\$6,351.20	\$211.71	\$3,175.60	\$105.85	\$46.04	\$26.10	\$19.38
QMED-Oiler	\$4,270.84	\$142.36	\$2,135.42	\$71.18	\$39.29	\$19.99	\$19.38
Wiper	\$3,780.77	\$126.03	\$1,890.39	\$63.01	\$23.49	\$15.84	\$19.38

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays. Unlicensed personnel shall earn fifteen (15) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

ROS Rating	Weekly Wage	Daily Wage	Hourly Overtime	Daily Supplemental	Daily MPPP
QMED-Electrician	\$1,825.62	\$260.80	\$45.58	\$17.39	\$19.38
GUDE, GVA	\$1,121.15	\$160.16	\$23.25	\$10.68	\$19.38

Weekly wages shall be divided by seven when determining daily wages for unlicensed crew who work less than a full week, provided however, that no unlicensed crewmember shall be paid less than the weekly wage listed above when employed Monday through Friday and the vessel remains in Reduced Operating Status throughout the subsequent weekend.

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays.

All ratings shall earn two (2.0) days of vacation leave for each thirty (30) days employed in ROS.

U.S. trade deficit shrinks as imports fall

The U.S. trade deficit contracted by the most in nearly 14 years in November 2022 as slowing domestic demand amid higher borrowing costs depressed imports, according to an article by Reuters. The trade deficit decreased 21 percent to \$61.5 billion, the lowest level since September 2020, the Commerce Department said. The percentage decline in the trade gap was the largest since February 2009.

Imports tumbled 6.4 percent to \$313.4 billion, with goods dropping 7.5 percent to \$254.9 billion. Consumer goods imports were the lowest since

December 2020.

The Federal Reserve last year hiked its policy rate by 425 basis points from near zero to a 4.25-4.50 percent range, the highest since late 2007. Last month, it projected at least an additional 75 basis points of increases in borrowing costs by the end of 2023. The higher rates have boosted the dollar, which gained 5.4 percent against the currencies of the United States' main trade partners last year.

Dollar strength is making U.S. manufactured goods less competitive on global markets. Monetary policy

tightening by global central banks is also eroding demand.

Exports fell two percent to \$251.9 billion, with goods shipments dropping three percent to \$170.8 billion. But exports of automotive vehicles, parts and engines were the highest since August 2019.

A smaller trade deficit contributed 2.86 percentage points to the economy's 3.2 percent annualized growth pace in the third quarter. Growth estimates for the fourth quarter are as high as a 3.9 percent rate.

CMA CGM and the Port of Shanghai accelerate decarbonization plan

Last month, the CMA CGM Group and Shanghai International Port (Group) Co., Ltd. (SIPG) signed a long-term strategic collaboration to develop the mass scale use of cold ironing technology for containerships at the Port of Shanghai. All fully-fitted CMA CGM containerships calling at the port of Shanghai will systematically use the onshore power connection. By allowing ships to shut down auxiliary engines and use an onshore power supply while at berth, cold ironing eliminates sulfur oxide, particulate matter, and nitrogen oxide emissions, significantly improving air quality while also reducing noise pollution.

In late November 2022, the CMA CGM Group and SIPG successfully completed the technical trial of the cold ironing facilities of Yangshan Terminal in the port of Shanghai, which involved the CMA CGM Group's containership *APL Fullerton* and several other vessels.

The Group's most recently built vessels are equipped with the technology required to use cold ironing, and CMA CGM is conducting an extensive retrofitting program so other containerships can also use an onshore power supply. By the end of 2022, 13 CMA CGM vessels calling at the port of Shanghai will connect to the onshore power supply,

and by mid-2023, the number will increase to reach 50.

Beyond significantly improving air quality and reducing CO2 emissions and noise pollution, the cooperation follows the successful pioneering of LNG simultaneous operation bunkering achieved in March 2022 in Shanghai, and represents yet another major milestone as part of CMA CGM and SIPG's strategic partnership to accelerate the shipping and logistics industry's decarbonization.

The CMA CGM Group is committed to achieving Net Zero Carbon by 2050 and intends to accelerate the energy transition in shipping and logistics, led by an enhanced energy mix. By the end of 2026, the CMA CGM Group will have a fleet of 77 LNG-powered vessels of various sizes.

Marine Firemen's Union Directory

www.mfoww.org

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Active MFOW members

Retain your Welfare Fund eligibility.

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

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

Candidates for 2023-2025 Term of Office

President/Secretary-Treasurer

Anthony G. Poplawski



Vice President

Deyne Umphress



San Francisco Business Agent

Robert "Bobby" Baca



Wilmington Port Agent

Harold Hayoshi "Sonny" Gage



Honolulu Port Agent

Mario Higa



Stuart W. Melendy



Colby Sims



Board of Trustees

Robert "Bobby" Baca

Harold Hayoshi "Sonny" Gage

Mario Higa

Stuart W. Melendy

Candidate Statement — Stuart W. Melendy

As elected Port Agent of Honolulu and Board of Trustee, I will advocate and encourage fellow union officials to pursue and attain the option for our members to participate in 401k and IRA programs.

Candidate Statement — Colby Sims

I would be humbled and honored with the opportunity to serve my Union Brothers and Sisters as Honolulu Port Agent. If elected, I promise to put in my greatest effort and exceed the expectations of a Port Agent in order to ensure the best possible outcome in every situation that presents itself. I promise to uphold the best interest of each Union Member that counts on me for continued guidance and support.

PROPOSED AMENDMENT TO MFOW CONSTITUTION AND BY-LAWS

The membership at regular meetings at Headquarters and Branches has voted to place the following proposed amendment to the MFOW Constitution on this ballot:

PROPOSITION A

Amend **ARTICLE V, SECTION VIII**. Written Acceptances, to read:

Any nominee desiring to run must send in a written acceptance. All such acceptances shall be emailed to an email address as specified by the Union and must be received at the email address by 10 a.m. on the 10th day of October. Any acceptances not submitted in this manner or by the time specified shall be null and void. All acceptances shall be directed to the Credentials Committee.

Reason: The archaic method of sending acceptances via postal service to a neutral address oftentimes results in late deliveries; unnecessary mailing costs for nominees (certified, registered, return receipt requested, priority mail, etc.); and unnecessary PO Box rental cost for the Union. The proposed amendment will also allow for rapid acknowledgement and verification to nominees that their acceptance has been received.

DO YOU FAVOR THIS PROPOSITION?

YES

NO

To all Officials and Elected Employees of the Marine Firemen's Union Notice Regarding Election

Pursuant to the provisions of Article III, Section VIII, sub-paragraph D of the Constitution, which provides: "The Board of Trustees shall issue such regulations for the conduct of elections as may be required to comply with any Federal law not otherwise provided for in any lawful provision of this Constitution and By-Laws." The Board of Trustees hereby issues the following regulations to be applicable to all officials of this Union.

No official of this Union shall on Union time, campaign, distribute literature, or hold meetings of supporters. Further, whether on Union or not on Union time, no official of this Union shall use Union facilities to further his own candidacy. This shall be interpreted to preclude the use of the official offices of the Union not accessible to any and all candidates to campaign or hold meetings of supporters. The use of the Union telephone for the purpose of furthering the candidacy of any official is similarly prohibited. The above regulations shall not be interpreted to preclude a candidate, whether an official or not, from campaigning on his own time, either on vacations, non-work days, after working hours or on unpaid official leave of absence. Nor shall the above regulations be interpreted to preclude an incumbent official while not on Union time from meeting with his supporters in public portions of Union build-

ings where the same opportunities are available to any candidate, whether an official or not. Further, the above regulations shall not be interpreted to preclude any official candidate from answering any inquiry initiated by any member as to his position on the election substantially as follows:

"I am not permitted by the Landrum-Griffin law to engage in political activities on Union time or with Union facilities. I may wish to talk to you or you may contact any of my supporters for my position on any matter, but if you wish to contact me you should contact me during non-working hours."

Any member who has knowledge of a violation of the above rules and regulations should promptly communicate the same to Headquarters so that corrective action may be taken. The above rules and regulations should be posted in each Branch so that they may be read by all members. No candidate shall be permitted to use the Union for campaign purposes. This shall not preclude factual notices on matters of interest to the membership not relating to the election or the candidacy of any person. These regulations are effective immediately.

MFOW BOARD OF TRUSTEES

MFOW PRESIDENT'S REPORT

TRUST FUNDS

The trustees of the various MFOW plans met on December 14 via teleconference. The trustees of the various SIU Pacific District plans met on December 15 via teleconference. These were routine meetings with one reportable item:

MFOW Welfare Fund — Each calendar year, the benefit allowance for the pensioners' excess medical benefit is adjusted by the percentage increase in medical costs as determined by the Bureau of Labor Statistics. For the 12-month period ending October 31, 2022, the CPI for Medical Care Services in the United States increased 5.4 percent. The trustees approved an increase in the annual pensioners' benefit allowance from \$31,300 to \$33,000 for the 2023 calendar year.

BASIC LNG MARINE FUEL TRAINING

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UNION DUES TAX DEDUCTION

Signed into law by former U.S. President Trump, the *2017 Tax Cuts and Jobs Act* eliminated the longstanding tax benefit for unreimbursed workplace expenses, including union dues. Organized labor is urging Congress to reinstate the federal income tax deduction for union dues.

The unions noted that the *Tax Fairness for Workers Act* (H.R. 2549/S. 1157) "would deliver direct cash tax benefits to millions of middle-class Americans, help increase union membership, and strengthen labor union's capacity to negotiate for increased wages, better benefits and safer healthier workplaces."

The new bill has some bipartisan support but still faces an uphill climb.

CLOSING JONES ACT LOOPHOLES

Congressman John Garamendi (D-California) has introduced legislation that would close loopholes used by federal agencies to circumvent the Jones Act. Rep. Garamendi says his bill, H.R. 9548 — the *Close Agency Loopholes to the Jones Act* — would end nearly 50 years of loopholes that disadvantage American workers - known as letter rulings. The legislation would repeal all the anti-Jones Act decisions made by

U.S. Customs and Border Protection since 1972.

Among many other provisions, the legislation would:

- Close the vessel equipment, lifting operations, and installation vessel loopholes, thereby preventing vessels with cranes and similar equipment from moving building materials into place to construct offshore energy development in the United States' Exclusive Economic Zone at sea, while skirting the Jones Act.
- Close the paid out, not unladen loophole, thereby preventing vessels transporting and installing undersea cable between the mainland United States and fixed points like offshore platforms on the Outer Continental Shelf from skirting the Jones Act.
- Close the decommissioning loophole, thereby preventing vessels decommissioning offshore platforms on the Outer Continental Shelf from skirting the Jones Act.
- Allow Jones Act operators to appeal decisions - known as letter rulings - by U.S. Customs and Border Protection that undermine the Jones Act.
- Subject Customs and Border Protection's enforcement of the Jones Act to the Congressional Review Act, which applies to nearly all other major national policy and regulatory decisions at federal agencies.

LABOR AND MARITIME PROVISIONS IN NEW LAW

On December 29, President Joe Biden signed a \$1.7 trillion federal spending bill that includes a number of administration priorities and officially avoids a government shutdown, ending what he called a "year of historic progress." Biden signed the bill while vacationing on St. Croix in the US Virgin Islands. The 4,000-page spending bill represents the final opportunity for Biden and Democrats to put their imprint on government spending before Republicans assume the majority in the House.

The bill fully funds the Maritime Security Program (MSP) and Tanker Security Program (TSP) for Fiscal Year 2023 and provides much needed funds for the National Oceanic and Atmospheric Administration (NOAA) fleet and recapitalization plan.

It also included \$25 million of new funding for the National Labor Relations Board (NLRB) after ten years of flat-level funding. The agency's past lack of funding has led to major staffing shortages and delays and has helped hobbled Board enforcement. The NLRB has shed 30 percent of its workforce in the last 12 years. Even though the funding bump was less than what was sought by labor unions and the Administration, AFL-CIO President Liz Shuler hailed the additional agency money.

DEFENSE AUTHORIZATION BILL

Another piece of legislation, that establishes important maritime industry provisions, was finalized by lawmakers and signed into law in December. The *National Defense Authorization Act* (NDAA) authorized \$857.9 billion in defense spending for Fiscal Year 2023.

There are maritime-related provisions in the NDAA, which incorporates the Coast Guard and Maritime Administration (MARAD) authorization bills, including the inauguration of new reforms to prevent sexual assault and sexual harassment in the maritime industry.

The bill also reforms the Jones Act waiver process in response to two unlawful waivers that were recently granted for diesel and LNG shipments to Puerto Rico. Specifically, the new law gives MARAD the sole authority to make a non-availability determination, mandates that all waiver requests be made public, establishes a 48-hour holding period after publication, prohibits any ship with goods on waterways from obtaining the waiver, and requires a presidential determination that the waiver is needed for national defense.

With regards to cargo preference, the NDAA requires MARAD to issue a final rule to enforce cargo preference regulations to make sure civilian agencies are complying with the 50 percent minimum requirement on government-impelled cargo that must be transported via a U.S.-flagged vessel.

It also includes the Military to Mariners Act, to improve the application and credentialing process for veterans transitioning to join the maritime industry. It requires federal officials to outline current regulations and simplify documentation requirements for veterans. It also authorizes a study to improve merchant mariner processing and credentialing.

It included a 4.6 percent pay increase for Coast Guard members and funding for ships, aircraft, health care and other benefits to support Coast Guard members and their families. It authorized \$167.2 million to continue acquisition of a third Polar Security Cutter, along with \$1 million to establish the Arctic Security Cutter program office to support the future of maritime commerce, climate research and environmental protection in the Arctic. In addition, it authorized \$150 million for a new U.S.-built commercially available icebreaker that will be operated by the Coast Guard and support NOAA research missions. Importantly, it also authorizes NOAA to increase shore leave for civilian mariners to four days per pay period.

The new law also grants the Coast Guard temporary authority to allow for autonomous vessels to be used for space recovery operations in certain limited circumstances.

Among many other items, it authorized new investment in the maritime workforce, strengthens maritime infrastructure and expands research and development into new technologies to advance fleet sustainability and innovation. It also launches a study of cybersecurity threats posed by foreign manufactured cranes at U.S. ports. That report is required within a year.

CHINA TO REOPEN SHORE LEAVE

Amidst a growing surge of COVID-19 cases, China is preparing to reopen its ports of entry to foreign travelers - including seafarers - without any quarantine period or testing on arrival. The new policy is scheduled to take effect on January 8.

A Chinese Foreign Ministry spokesperson said that China will adjust the cargo-only policy at ports of entry and gradually resume entry and exit of passengers by land and water and provide greater convenience for Chinese and foreign crew change in China, and that those with no issues to report in their health declaration who have been given regular customs inspection and quarantine clearance can enter China without being subject to quarantine.

For more than a year, China's ports have operated on a closed-loop model, walled off from the rest of the country by COVID-19 restrictions. That is quickly changing, along with the rest of the nation's approach. After a wave of public protests in No-

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MORE PRESIDENT'S REPORT

Continued from page 4

vember, Beijing quietly loosened its strict quarantine and public health policies, and all indications suggest that the disease is now rapidly sweeping the country.

The government officially maintains that the case rate is low, and its published COVID fatality rate is in the single digits per day for a nation of 1.4 billion; however, social media and independent reporting suggest that hospitals and morgues are having difficulty keeping up with the pace.

The impact on seaports remains to be seen, but early indications suggest that infection rates are having an effect on all stages of the supply chain. Some manufacturers are slowing production or returning to the use of closed-loop, quarantined staffing policies.

READY RESERVE FORCE

Back in 2021, the SIU Pacific District Unions (MFOV, SUP and SIU-AGLIW) provided total labor cost increases for unlicensed personnel to all contracted ship management companies for Option Period 2 (Years 7 and 8) of the National Defense Reserve Fleet/Ready Reserve Force (NDRF/RRF) agreements. The total labor cost increase for Year 8 (effective January 27, 2023) shall be four and one-half (4.5) percent.

The increase applies to the Patriot Contract Services -operated vessels *GTS Admiral Callaghan*, *MV Cape Orlando*, *MV Cape Taylor*, *MV Cape Texas*, *MV Cape Trinity*, *MV Cape Victory* and *MV Cape Vincent*, and the Matson-operated vessels *MV Cape Henry*, *MV Cape Horn* and *MV Cape Hudson*.

Recommend that the increases to wage and wage-related items are applied to wages and wage-related items, and that the fringe benefit increases are allocated as needed.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for December 2022:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Maunalei* — arrived in Oakland after departing Portland shipyard, delegate ERJ Kevin York, #3551, said the ship will be going on the Far East run, no beefs. *MV Matsonia* — delegate REJ Wendelyn Sugui, #3863, no beefs. *MV Lurline* — delegate ERJ Bruce Chow, #3812, no beefs.

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — delegate REJ David Ebanks, #3824, no beefs. *MV Manoa* — delegate ERJ Baldev Singh, #3782, no beefs. *Cape Henry* activation three Oilers and one Wiper dispatched.

APL Marine Services

On the EX1 run: *MV President Wilson* — ERJ Stephen Villa, #3811, no

beefs, shipped an ERJ and additional REJ. *MV President Truman* — delegate ERJ Ramonchito Cruz, #3904, no beefs, shipped a DJU for time up. *MV President Eisenhower* — no beefs.

On the GSX run: *MV CMA CGM Dakar* — shipped a DJU for time up.

Patriot Contract Services

USNS Watkins — shipped an Oiler for time up. *USNS Charlton* — shipped a Wiper for time up. *USNS Sisler* — shipped a Wiper for time up. *Haina Patriot* — shipped an Oiler for time up.

Cape Orlando — shipped an Electrician, no beefs.

There were 38 registrants dispatched in the month of December: 14 in Class "A"; six in Class "B"; 11 in Class "C"; and seven Non-Seniority.

There are 37 members registered: 16 in Class "A"; nine in Class "B"; and 12 in Class "C".

Whale protection areas in Santa Barbara Channel expanded

This summer, new vessel traffic lanes and no-go whale protection areas will take effect near California's Channel Islands National Marine Sanctuary. The International Maritime Organization (IMO) has adopted new U.S. proposals to improve protections for endangered blue whales, fin whales and humpback whales off the coast of California. The modifications were first proposed by an advisory council for the marine sanctuary back in 2015, and NOAA and the U.S. Coast Guard submitted the changes to the IMO last year. The hope is to reduce the risk of whale strikes on the approaches to Los Angeles/Long Beach, one of the busiest waterways for merchant shipping in the world.

First, the traffic separation scheme for the Channel Islands will be extended for another 13 nautical miles seaward. This will help keep merchant ships in deep water, further offshore and away from areas most frequented by whales. In addition, a traffic exclusion area for important whale feeding habitat around the Channel Islands will be expanded by 2,000 square nautical miles. The designated area will now cover nearly 4,500

square nautical miles in total, surrounding the islands and extending an additional 30 nm westward.

Ship strikes are among the most significant threats to endangered whales in the Channel Islands, along with fishing gear entanglement. An average of four fatal ship strikes are reported per year on the U.S. West Coast, and modeling suggest that as many as 80 more may go unobserved, since most large whales sink after death. Blue whales appear to be particularly vulnerable to ship strikes, according to researchers with conservation science organization Point Blue, possibly because the species does not seem to avoid high traffic areas.

The traffic separation scheme and exclusion zone were set up to address the ship strike hazard and reduce the number of whale fatalities. In addition, NOAA asks merchant ships to slow down to 10 knots or less on all of the primary approaches to Los Angeles/Long Beach from May through December. Historically, about half of all large vessels comply with the request, according to NOAA-led research published last year.

Shanghai continues as world's busiest container port

Shanghai retained its position as the world's busiest container port for the thirteenth consecutive year in 2022 despite emerging challenges from other ports including in China and Singapore's new Tuas facility which began operations in 2022. Preliminary figures from Chinese officials show that Shanghai's overall container volume remained stable for the year which represents a significant recovery from the spring of 2022 when volumes were constrained by lockdowns in the city and restrictions on the movement of trucks and cargo.

Preliminary numbers show that Shanghai handled a total of 47.3 million TEU in 2022. This compares with a total in 2021 of 47.0 million TEU or an increase of less than one percent. By comparison, 2021 volume increased just over eight percent versus 2020.

Shanghai started 2022 strongly with a record 4.35 million TEU as exporters and carriers rushed to move containers before the start of the Chinese New Year holiday. Volume remained overall strong in the first quarter despite the holiday but in April the port was impacted by the start of an extended lockdown in Shanghai and the surrounding region as part of the country's zero COVID policy.

Port officials reported that they were maintaining operations during the lock-

downs by isolating workers within the port. However, factories were closed and truckers faced limitations on their movements. During April the port's volumes fell to the lowest level of the year at just over three million TEU and just over 10 million TEU for the quarter.

They are highlighting the strong recovery during the third quarter of 2022. Volumes again exceeded 4.3 million TEU in July for another record month followed by over 4.1 million in August. During the quarter the port rebounded to over 12 million TEU. Volumes continued above 4.1 million TEU per month in October and November but fell to an estimated 3.8 million in December.

China historically has many of the top 10 ports in the world based on container volume. The facilities at Ningbo-Zhoushan continued to show strong growth in 2022. At the end of 11 months, port officials reported the twin facilities had reached over 31 million TEU with growth of nearly eight percent for 2022. Qingdao also reported strong growth of nearly eight percent to over 23 million TEU in the first 11 months of the year.

In the first 11 months of 2022, Chinese ports overall handled more than 210 million TEU. That represented an overall increase of over four percent for container volume.

Long Beach loses number two box port ranking

After holding the ranking as the second-busiest container port in the United States for decades, the Port of Long Beach has been overtaken by the Port Authority of New York and New Jersey after a shift in market share toward the East and Gulf coasts over the past two years.

Long Beach set all-time cargo records six out of the first nine months this year. The other three months were nearly record-setting. In September, however, cargo volumes in Long Beach and neighboring Los Angeles began to slip.

By the end of October, the East Coast port overtook Long Beach in container volumes year-to-date. The gap widened further after November figures for the ports were released.

Through November, New York-New Jersey has handled 8,880,653 20-foot-equivalent units, or TEU, while Long

Beach has moved 8,589,554. The Port of Los Angeles, meanwhile, is hanging on to the number one spot, having moved nearly 9.2 million TEU through November.

While shifting market share is not uncommon, especially as East and Gulf coast ports also make investments to improve operations, the shift in cargo away from the twin ports became more dramatic amid unprecedented congestion brought on by the pandemic. Despite the loss in market share, through November the port had moved 8.6 million containers and that this year will be the port's second busiest in its 111-year history, just behind last year when dockworkers handled nearly 9.4 million TEU. Since 2012, cargo volumes have increased 50 percent.

China topped South Korea in global shipbuilding market in 2022

The South Korean Ministry of Trade, Industry and Energy announced on January 5 that global new shipbuilding orders totaled 42.04 million compensated gross tonnage (CGT) last year, including 37 percent that went to South Korean shipbuilders. Last year's new orders fell 22 percent from the previous year's 53.62 million CGT.

The South Korean companies' performance fell 11.6 percent but market share rose four percentage points last year, when Chinese shipbuilders won 48.9 percent of the new orders to top the market for two years in a row.

Regarding expensive ships such as large LNG carriers, container ships and oil tankers, new orders totaled 20.79 mil-

lion CGT and 58 percent went to South Korean shipbuilders. As for large LNG carriers in particular, the figures were 14.52 million CGT and 70 percent, respectively. In the case of ships using green fuels, the respective figures were 26.06 million CGT and 50 percent last year.

Korea Shipbuilding & Offshore Engineering, the parent company of Hyundai Heavy Industries, Hyundai Mipo Dockyard and Hyundai Samho Heavy Industries, signed 197 contracts adding up to \$23.99 billion. Samsung Heavy Industries' track record was 49 ships and \$9.4 billion and that of Daewoo Shipbuilding & Marine Engineering was 46 ships and \$10.4 billion.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2023

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfow.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential.

(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) Applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.

(2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

Training Resources Ltd. Maritime Institute (TRLMI)

Courses are conducted at Training Resources Maritime Institute in San Diego, California, contingent on enrollment levels. Tuition, lodging and transportation are pre-arranged by the MFU Training Plan.

Military Sealift Command (MSC) Government Vessels Course

This four-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.

February 13-16 March 13-16 April 17-20

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.

February 2-3 March 2-3 April 6-7

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/RF-PEW and Able Seafarer-Engine endorsements.

February 20-24 March 6-10 April 17-21

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.**

February 27-March 24 April 24-May 19, June 10-August 18

STCW Rating Forming Part of an Engineering Watch

A member who successfully completes the 40-hour Rating Forming Part of an Engineering Watch (RFPEW) course will satisfy the requirements needed for the STCW endorsement as RFPEW. **Prerequisites: See QMED Fireman/Watertender and Oiler course. It is recommended that eligible candidates schedule the QMED Fireman/Watertender and Oiler and RFPEW courses back-to-back for a five-week combined training session.**

February 6-10 March 27-31 May 22-26

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.**

February 27 – April 7 May 1-June 9 July 10-August 18

STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. **Prerequisites: Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days or more of MFOW-contracted sea time while qualified as RFPEW.**

February 20-24 April 10-14 June 12-16

STCW BASIC TRAINING

All Basic Training Certificates Hold A One-Year Validation When Used For Mariner Document Renewal.

STCW Basic Training Revalidation

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: February 3, February 17, March 10, March 24

TRLMI, Honolulu, HI: February 10, June 9

Cal Maritime Academy, Vallejo, CA: February 13-14, March 20-21, May 15-16

Compass Courses, Edmonds, WA: January 24-25, February 21-22, March 21-22

MITAGS-PMI, Seattle, WA: February 13-14, March 13-14, April 10-11

STCW Basic Training Refresher (three days)

The BT Refresher course is designed for personnel who have previously completed a 40-hour Basic Training course and have NOT completed one year of approved Sea Service within the last five years.

TRLMI, San Diego, CA: January 18-20, February 22-24, March 15-17

Cal Maritime Academy, Vallejo, CA: April 10-12, July 17-19

Compass Courses, Edmonds, WA: January 24-26, February 21-23, March 21-23

MITAGS-PMI, Seattle, WA: May 20-22, December 9-11

Korean firm looks to usher in the era of unmanned ships

Korea Shipbuilding & Offshore Engineering (KSOE), the intermediate holding company of HD Hyundai, is joining hands with the American Bureau of Shipping (ABS) to take another step forward to developing unmanned ships that can navigate and perform safety diagnosis without human assistance. KSOE signed a memorandum of understanding (MOU) with ABS on the development and demonstration of automated machinery and integrated safety control system in autonomous ships

on January 6 in Las Vegas during CES 2023. The MOU signing ceremony was attended by several KSOE and ABS executives.

"We plan to cooperate with ABS on the AI-based LNG fuel propulsion system demonstration project that won the CES 2023 Innovation Award," said a KSOE spokesman. "Through the MOU, we hope to further extend our lead in unmanned technology, that enables autonomous navigation and self-diagnosis of equipment and safety."

The two parties plan to demonstrate KSOE's machinery automation system and onboard integrated safety control system on actual ships for the first time globally by 2024. These AI-based solutions are designed to allow ships to self-diagnose the condition of machinery and equipment within the ship such as engines and generators, and automatically recognize and respond to unexpected situations such as fire. KSOE obtained approval in principle for the two systems from ABS in September 2022.

The two will work to try to bring a successful demonstration of the two systems which will mark the realization of the world's first unmanned large merchant vessel ship capable of operating for long periods without the assistance of a navigator, engineer or even a deckhand.

In June 2022, HD Hyundai's subsidiary Avikus, installed the autonomous navigation system on a large merchant ship and succeeded in crossing the ocean for the first time in the world.

Suez Canal traffic back to normal after ship breakdown

Shipping traffic in the Suez Canal was proceeding normally on January 8 after tugs towed a cargo vessel that broke down during its passage through the waterway, the Canal Authority said. The breakdown was expected to cause only minor delays, with convoys of ships resuming regular transit.

The *MV Glory*, which was sail-

ing to China, suffered a technical fault when it was 38 kilometers into its passage southward through the canal, before being towed by four tugs to a repair area, the Suez Canal Authority said in a statement.

The Suez Canal is one of the world's busiest waterways and the shortest shipping route between Europe and Asia. In

2021, a huge container ship, the *Ever Given*, became stuck in high winds across a southern section of the canal, blocking traffic for six days before it could be dislodged.

The *MV Glory* is a Marshall Islands-flagged bulk carrier. It departed Ukraine's Chornomorsk port on December 25 bound for China with 65,970

metric tons of corn, according to the Istanbul-based Joint Coordination Centre (JCC) overseeing Ukraine grain exports. The JCC, which includes representatives from the United Nations, Turkey, Ukraine and Russia, said the ship had been cleared to carry on its journey from Istanbul after an inspection on January 3.

Global reefer trade continues to grow

British-based *Drewry*, a consultancy to the global maritime and shipping industry, says it expects trade in the seaborne, temperature-controlled cargo sector “to accelerate over the coming years, to expand at an average annual rate of three percent to 2026.” That is an optimistic forecast, given the slowdown in international trade this year and talk of a pending recession, and it is driven by strong consumer demand for perishables of all kinds.

The growth in refrigerated cargo at Florida’s Port Everglades is a good example. Port Everglades handles the most perishables of any Florida seaport – more than 30 percent. Nationally, it ranks sixth for reefer exports and seventh for imports. The U.S. Department of Agriculture recently underscored a strong rebound in perishable cargoes when it noted a 16 percent increase in fruit imports year-over-year. Port Everglades generated about seven percent more TEU (twenty-foot equivalent units) in fiscal year 2022 compared to the previous year. The port handled over 140,000 reefer containers — approximately 100,000 TEU in imports and 40,000 in exports. Top trading partners with the port include Guatemala, Honduras, Costa Rica, Panama, Dominican Republic, Netherlands Antilles, Bahamas and the Cayman Islands.

One of the more exciting developments for the port is the opportunity to increase speed to market through agreements with shippers such as CMA CGM and its upcoming Americas XL service, which offers a new trade lane that allows it to bring goods directly from the West Coast of South America to the East Coast of the U.S. This service provides direct connectivity and improves efficiencies for CMA CGM while showcasing the port’s ability to help its partners increase revenue and maintain cold-chain logistics.

Looking to the future, Port Everglades, which has strong ties to Latin America and the Caribbean, is also focused on developing mutually beneficial relationships with shippers in the Mediterranean, Europe and Asia.

One of the biggest challenges for seaports across the U.S. and the globe is infrastructure.

To fund future expansion, Port Everglades is making \$3 billion of capital improvements over 20 years. Its focus on infrastructure investments received a significant boost in October when the U.S. Department of Transportation, under the Port Infrastructure Development Program (PIDP), awarded the port nearly \$20 million to modernize several cargo docks and ensure efficient operations — the port’s first large federal infrastructure grant in recent history.

On the West Coast, the Port of San Diego gets the bulk of its reefer business from the bananas, pineapples and other perishables imported mainly from South America by Dole Fresh Fruit Company. In fiscal year 2022, 1,038,302 metric tons of this cargo were handled at the port’s Tenth Avenue Marine Terminal.

In 2021, it played host to two small, refrigerated opportunity vessels in addition to the Dole business. The opportunity cargo included packaged fruit cups, juice concentrate and chilled fruit from Central America, Thailand and the Philippines. As for new infrastructure, two years ago the port completed the first phase of a project to modernize the Tenth Avenue Terminal. As part of that project, two outdated warehouses were torn down to allow for extra lay-down area at the terminal. Removing the warehouses also helped improve the route trucks take from the Dole area of the terminal to the company’s dock.

The Port of Wilmington, Delaware, is one of the U.S.’s primary gateways for fresh fruits, and it’s having a banner year in 2022. Volume has increased by over 35 percent in 2022. Reefer cargo accounts for the majority of all cargo handled at the Port of Wilmington. The port saw big increases in Moroccan clementines, Chilean grapes, and juices from several countries including China and Turkey. In August, it received its first-ever shipment of summer fruit on a new fortnightly service from the West Coast of South America. Citrus fruits from Chile and blueberries from Peru were shipped to Wilmington. Preparing for the 2022-2023 winter fruit season, upgrades have been made to warehouses and cargo-handling equipment to maximize efficiency.

Across the Pacific, the Port of Nansha, part of the Guangzhou Group and the fastest growing port in southern China with over 24 million TEU in 2021, is well on its way to becoming a major international cold chain logistics hub. The Guangzhou Nansha International Cold Chain Co., Ltd. has completed construction of three cold storage facilities at a cost of \$260 million, comprising 3.3 million square feet and providing warehouse space for 230,000 tons. The second, three-building phase will be similar in size and cost as the first three units and is expected to be ready in 2024. When complete, total storage capacity for the six buildings will be 460,000 metric tons. Relying on the advantages of port and rail transportation, the company says its focus will be on meat, fish, fruits and vegetables while building a comprehensive cold chain logistics base with hub-type cold storage at the port, providing customers with one-stop services including inspection and

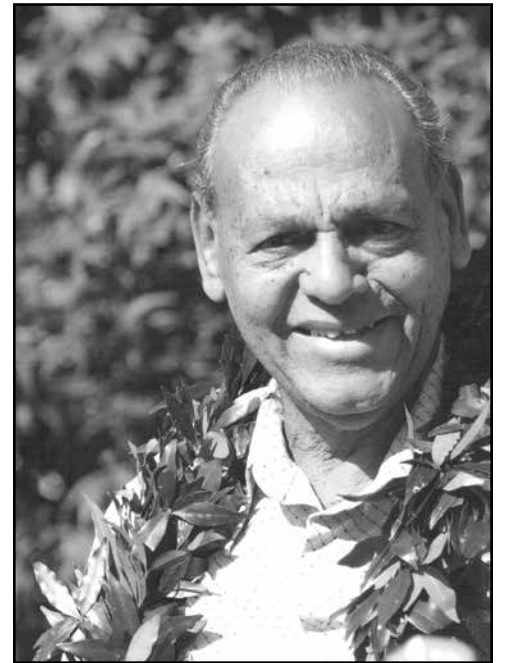
storage, bonding, centralized sterilization, processing and distribution, and other supporting value-added businesses. In 2021, cold chain imports at Nansha Port totaled \$2.88 billion, nearly twice that of 2019. In the first half of this year, they were valued at \$2.49 billion, nearly equally last year’s total.

In Europe, the Port of Valencia, Spain — the busiest on the Mediterranean — is seen as an important reefer cargo connection for agricultural products to international destinations like China, the U.S., Brazil, Canada and Saudi Arabia. Its optimal strategic location, very close to both importers and exporters, makes it a key port for this type of traffic in the Mediterranean.

As a strategic enclave for reefer traffic, the port continues to make progress in providing the necessary resources to facilitate the movement of perishable goods with 92 regular services to five continents for perishable products, which allows access to many more markets. It currently has 3,250 electrical connections for refrigerated containers as well as refrigerated warehouses for perishable goods including the CSP Iberian Terminal with 1,500 reefer connections, the MSC Terminal with 1,000 and APM (Maersk) with 750.

Between January and September of this year, Valencia handled 171,892 re-

frigerated containers. Of these, 37 percent were dedicated to exports, mainly other foodstuffs such as meat products, fruit, vegetables, dry grains, and chemical products. Imported TEU represented 13 percent and were focused on fruits, vegetables, pulses and frozen fish. The remaining 50 percent were transit containers, more than half of which contained food and agricultural products.



Raymond Sedano, Jr., P-2464
April 2, 1931 – October 23, 2022

Finished With Engines 2022

A total of 10 pensioner deaths were reported in 2022.

Name	Date of Death	Location
Auzin, Edward P-1703	December 27, 2021	New York, New York
Amado H. Brazil, P-2522	January 20	Fremont, California
Anthony M. Petrovich, P-2633	January 21	
Patrick A. Sippo, P-2569	January 30	
Charles Palk, P-2690	March 28	
Manolo Colon, P-2309	April 5	
James Stanley Kenny Jr., P-2571	April 14	California
Kenneth Justice, P-2827	July 27	Huntington Beach, CA
Raymond Sedano Jr., P-2464	October 23	Mililani, Hawaii
De Los Reyes, Armando P-2541	October 27	

POLITICAL ACTION FUND DONATIONS 2022

Erick Anglo, JM-5214.....	\$25.00	Donald Jung, P-2086.....	\$10.00
Sony Arandia, JM-5250.....	\$65.00	Anthony Kimbrell, JM-5386.....	\$5.00
Robert Baca, #3776.....	\$200.00	Jack Knutson.....	\$20.00
Greg Blasquez.....	\$20.00	Francisco Lazzara, #3725.....	\$20.00
Colton Boeger, JM-5406.....	\$150.00	Anthony Lefebre, #3750.....	\$150.00
Roger Brucks, P-2758.....	\$50.00	Richard Manley, P-2783.....	\$20.00
Robert Bugarin, P-2756.....	\$100.00	Yehya Mohamed, JM-5234.....	\$50.00
Vicente Cacacho, #3828.....	\$55.00	Judith Moore in memory of	
Ivy “Cajun” Callais, #3592.....	\$100.00	Jerry Kimball, P-2543.....	\$3,000.00
Lawrence Carranza, #3889.....	\$5.00	Jaevic Moraga, JM-5355.....	\$200.00
Benito Cay-an, #3973.....	\$45.00	Shadow Moyer, #3822.....	\$50.00
Dale Cunningham, #3597.....	\$100.00	Dariusz Mroczek, #3967.....	\$60.00
Luke Cuthrell, JM-5417.....	\$20.00	Don Ngo, #3826.....	\$50.00
Thomas Daniels, P-2788.....	\$50.00	Anthony Poplawski, #3596.....	\$200.00
Europa De Mont, #3865.....	\$50.00	Theo Price-Moku, #3975.....	\$150.00
Anthony Dela Rosa, P-2753.....	\$50.00	Joe Rubio, P-2757.....	\$100.00
Henry Disley, P-2617.....	\$100.00	Mohsin Saeed, JM-5431.....	\$100.00
Richard Domanski, #3793.....	\$50.00	Michael Schwab.....	\$20.00
Gregory Dziubinski, P-2675.....	\$50.00	Jacob Sperling, P-2640.....	\$20.00
Mario Higa, #3738.....	\$300.00	Walter Washington, P-2813.....	\$100.00
David Hollar, JM-5408.....	\$100.00	William Watters, JM-4936.....	\$100.00

HONOR ROLL 2022

Jefferson Basuel, #3829.....	\$100.00	Anthony Lefebre, #3750.....	\$50.00
Vicente Cacacho, #3828.....	\$110.00	Don Ngo, #3826.....	\$50.00
Michael Carr, P-2718.....	\$300.00	Lakhbir Pooni, JM-5448.....	\$20.00
Rudy Cesar, JM-5399.....	\$5.00	Theo Price-Moku, #3975.....	\$50.00
Bonny Coloma, P-2763.....	\$400.00	Alexander Reyner, JM-5336.....	\$100.00
Dale Cunningham, #3597.....	\$100.00	Robert Senecharles, JM-5430.....	\$10.00
Anthony Dela Rosa, P-2753.....	\$50.00	Edward Tokarz, #3770.....	\$300.00
Richard Domanski, #3793.....	\$50.00	Thomas White, #3972.....	\$1,240.00
Randy Flores, #3962.....	\$100.00	Cuyler Yogi, JM-5319.....	\$100.00
Edgardo Guzman, #3905.....	\$50.00		

HONOR ROLL

Dues Paying Pensioners — End of 4th Quarter 2022:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/2004	San Francisco
Robert Barnett, #3644 (P-2683)	Pensioned 10/1/2007	Seattle
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/2014	San Francisco
Michael Carr, #3550 (P-2718)	Pensioned 5/1/2011	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/2014	Honolulu
Anthony Dela Rosa, #3496 (P-2753)	Pensioned 1/1/2014	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/2005	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/2017	San Francisco
David Madrid, #3591 (P-2816)	Pensioned 12/1/2020	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 7/1/2017	Wilmington
Robert Richter, #3521 (P-2779)	Pensioned 1/1/2017	San Francisco
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/2009	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/2014	San Francisco
Walter Washington, #3548 (P-2813)	Pensioned 5/1/2020	San Francisco

VICE PRESIDENT'S REPORT

Yours truly is here covering the Wilmington branch while the Port Agent is taking a long overdue vacation. I forgot how busy this branch can get with the high volume of jobs and members here. I apologize if I can't get back to you right away as the demands for my time and attention encompass all of our branches.

Shipping is good here. We still have jobs hanging on our government vessels. Competition is pretty stiff for the commercial billets so hopping on a Patriot vessel might be the wiser move rather than waiting for a "what if". A bird in the hand is worth two in the bush as they say.

It's truly come full circle now that I'm covering for one of my officers. As some of you may know, I started cover-

ing the Wilmington Branch periodically before taking office as Vice President. If our officials are willing, I encourage the membership to spend more time getting to know how our organization operates. Ask questions, learn about the duties and responsibilities of a union official. I'm in the process of setting up a stationary workstation with the hopes of making reliefs here easier. Hoping to get everything square by the time the Port Agent returns.

There's usually something about the *Lane Victory* in the Wilmington report. To keep with tradition, I'll mention the *Lane Victory*. "*Lane Victory*."

Stay safe, work safe, and say something clever to get out of trouble.

NRF says pandemic-fueled shipping surge is over

The National Retail Federation (NRF) recently declared that the "pandemic-driven shipping surge is finally over," as monthly import cargo volume at the nation's major container ports has fallen well below last year's high and is expected to remain there through most of this spring. According to a Global Port Tracker report released by the NRF and Hackett Associates, U.S. ports handled 1.78 million 20-foot equivalent units (TEU) in November, the latest month for which final numbers are available.

November's numbers were down 11.3 percent from October and down 15.8 percent from November 2021, according to the report. It was the lowest month since February 2021, which had been the only month in over two years to fall below two million TEU.

Ports have not yet reported December numbers, but Global Port Tracker projected the month at 1.88 million TEU, down 10.1 percent year-over-year. That would bring 2022 — which repeatedly broke monthly records in the first half of the year but saw significant drops in the second half — to an annual total of 25.7 million TEU, down 0.7 percent from the annual record of 25.8 million TEU set in 2021.

Despite the slowdown in cargo, retail sales are on track to meet NRF's forecast of six percent to eight percent growth over 2021 for both the full year and the holiday season when December's sales numbers are released next week.

HOWZ SHIPPING?

December 2022

San Francisco

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Junior Engineer	2
Oiler	4
Pumpman	1
Wiper.....	3
Standby Electrician/Reefer	15
Standby Wiper.....	11
TOTAL	38

Wilmington

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer	6
Oiler	2
Shore Mechanic.....	15
Wiper.....	3
Standby Electrician/Reefer	20
Standby Wiper.....	35
TOTAL	84

Seattle

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer	1
Oiler	1
Standby Reefer/Electrician.....	7
TOTAL	14

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer.....	2
Oiler	0
Pumpman	0
Wiper.....	3
Shore Mechanic.....	1
Standby Electrician/Reefer	34
Standby Junior	0
Standby Wiper.....	44
TOTAL	87



Last month, MFOW and SUP members, families, friends and guests enjoyed the annual holiday luncheon at Headquarters hosted by the MFOW and SUP Welfare Plans.

HONOLULU NOTES

The Honolulu Hall dispatched a total of 87 jobs in the month of December. It was slow for rotary jobs, but the standby jobs increased slightly with 34 Standby Electrician/Reefer and 44 Standby Wiper jobs.

Presently the Honolulu registration list has 20 "A" seniority members, eight "B" seniority members, and eight "C" seniority members.

For the first time in two years, we held our SUP/MFOW Christmas Party. The venue changed to Dave and Bust-

er's, and I've never seen this many members and family members come to this event. With lots of food, drinks, games, and prizes everybody had a good time.

Only had one meeting to attend in December and that was with the Honolulu Port Council. Everyone at the meeting is still looking to fill open board jobs and recruit more members. Luckily next month the Merimed Foundation is holding their second annual career expo where most of us will be attending.

SEATTLE NOTES

During the month of December Seattle shipped two Electricians, two ERJs; one REJ, one DJU, one Oiler, and seven Standby Reefer/Electricians. Seattle has 11 A-, one B-, and five C-seniority members registered for shipping.

Good riddance to 2022! At some times, the shipping board had so much clutter of open board jobs that it resembled the radar scope returns in the Taiwan Strait. Dispatching was frustrating and the dispatched members were subject to even more frustrating obstacles

to meet various compliance issues. Just as the year ended the board cleared and things have returned to a semi-normal pace. This is due to those members that shaved time off their shipping cards and returned to work earlier than they wanted, and to members who took jobs on tubs that they normally wouldn't have been interested in. Well done everyone.

We remain on the razors edge for qualified members though, so keep up on your documents, and keep spreading the word as a recruitment effort for the maritime industry and your Union.

Fraternally,
Brendon Bohannon, Representative

POLITICAL ACTION FUND

Voluntary donations for December 2022:

Anthony Poplawski, #3596.....	\$200.00
Theo Price-Moku, #3975.....	\$50.00
Michael Schwab.....	\$20.00
Mario Higa, #3738	\$200.00
Walter Washington, P-2813.....	\$100.00
Robert Baca, #3776.....	\$200.00
Judith Moore, in memory of Jerry Kimball, P-2543..	\$1,000.00
Roger Brucks, P-2758.....	\$25.00
Robert Bugarin, P-2756.....	\$100.00

HONOR ROLL

Voluntary donation to General Treasury —December 2022:

Vicente Cacacho, #3828.....	\$10.00
Michael Carr, P-2718	\$300.00
Theo Price-Moku, #3975.....	\$50.00
Jefferson Basuel, #3829.....	\$50.00
Edward Tokarz, #3770.....	\$150.00
Eric White, #3925	\$100.00

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

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MARINE FIREMEN'S UNION
240 2nd Street, San Francisco, CA 94105

Regular membership meeting dates 2023

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