



THE MARINE FIREMAN

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



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MFW election results

Newly-elected officers will begin a three-year term as a result of the recently completed referendum election, which was certified by Union's Coastwise Balloting Committee on February 6, 2023. The Balloting Committee consisted of rank-and-file members Patrick Gillette, #3880; Eliseo Ramiscal, #3932; and Mikhail Lacaba, JM-5351.

Incumbent President/Secretary-Treasurer Anthony Poplawski, Vice President Deyne Umphress, San Francisco Business Agent Bobby Baca, and Wilmington Port Agent Sonny Gage were all unopposed and will continue in those positions. Incumbent Honolulu Port Agent Mario Higa fought off a chal-

lenge from Stuart Melendy, #3671; and Colby Sims, JM-5254. San Francisco Port Agent Robert Baca joined incumbents Mario Higa and Sonny Gage on the MFW Board of Trustees.

The proposed amendment to the MFW Constitution, regarding election nominations and acceptances, easily passed.

The full report of the Balloting Committee is posted at Headquarters and Branches. The Balloting Committee report will be read at the March Headquarters and Branch meetings. The new term of office will begin on Thursday, March 9.

California workers fired up despite dip in union representation

Union representation dropped slightly in California last year, but the Golden State still has one of the highest rates of represented workers in the country, according to federal data. The share of California workers represented by unions slightly declined from 17.8 percent in 2021 to 17.6 percent in 2022, according to data from the Bureau of Labor Statistics.

California's percentage of workers with union representation — 17.6 percent — ranks as the nation's fifth highest, trailing behind states like New York and Washington. Union support hit near-record levels last year, with high-profile organizing at Amazon and Starbucks grabbing headlines. Yet union membership nationwide hit an all-time low last year. Despite an increase of 273,000 new unionized workers in 2022, union membership as a share of the workforce is at an all-time low, according to January data from the Bureau of Labor Statistics.

California has been home to a handful of labor struggles over the past few months. In September, hospitality workers at San Francisco International Airport went on a three-day strike that resulted in higher wages. In November, the University of California academic workers staged the largest strike of 2022 in

an effort to obtain labor contracts with fair pay and better benefits. That same month, workers at the Alamo Drafthouse New Mission movie theater announced their intent to unionize. Last month, workers at Bay Area coffee chain Peet's Coffee voted to unionize with the Service Employees International Union.

Meanwhile, the California Labor Federation launched Unionize California last year in an effort to increase union membership throughout the state. Workers in California, especially those in the hospitality industry, "are fired up and ready to organize unions at an unprecedented level," said a spokesperson with hospitality union UNITE HERE Local 2.

Pandemic-related layoffs, loss of healthcare and now inflation are energizing workers to form unions. Union election petitions were up 53 percent between October 2021 and September 2022, but unfair labor practice charges also increased 19 percent, according to the National Labor Relations Board. It remains to be seen whether last year's dip was an anomaly and if increased support for unions elsewhere will result in a larger representation of union members in California.



MFW Balloting Committee members Patrick Gillette, #3880; Eliseo Ramiscal, #3932; and Mikhail Lacaba, JM-5351, perform the ballot count with election service personnel.

Port of Oakland's solar energy use grows

The Port of Oakland's stake in a newly expanded solar array at Antelope Valley Solar Ranch has just come online. This solar project is now delivering renewable energy to the Port of Oakland. The port owns and operates its own utility which then sells electricity to tenants including those at Oakland International Airport and the Oakland Seaport. The port agreed to purchase approximately 11,000-megawatt hours of electricity annually from the solar farm in Lancaster, California.

"This is a project that has been six years in the making," said a port executive. "Using renewable power sources to meet our energy needs is another important step towards zero-emissions and a greener port."

Thirty percent of the Port's power comes from solar. In March 2017, the

port approved an \$8.9 million deal to buy power from one of the largest solar farms in California. The port's commitment is equivalent to using about 50 acres of the 1300-acre solar array. Investing in energy from the sun on a large scale significantly decreases the cost of this renewable power.

The port anticipates that the purchase of renewable energy over the next 20 years will save money. Solar power is cheaper than energy from fossil fuels that the port would need if not for this investment.

The energy generated annually represents around seven percent of the port utility's overall power needs and helps ensure the port can surpass the California renewable portfolio standards requirements under Senate Bill 100.



The MV Cape Henry loading U.S. Army equipment at the Port of Tacoma, Washington for Pacific Pathways.

Port of Long Beach proposes to build huge offshore wind turbine assembly hub

The Port of Long Beach, California, the second-busiest container seaport in the United States, has proposed to develop the largest facility in the nation specifically designed to accommodate the assembly of offshore wind turbines. The proposed Pier Wind facility would span up to 400 acres of newly built land, located southwest of the Long Beach International Gateway Bridge within the Harbor District. The proposed terminal includes heavy-lift wharves supporting large cranes to receive and handle large offshore wind components and construct the world's largest floating offshore wind turbine systems.

When completed, the fully assembled floating wind turbines would be towed by sea from the Port of Long Beach to the offshore wind farms located more than 20 miles from the coast in federal waters in Central and Northern California, where the wind is consistently strong.

According to the port, Pier Wind holds the key to meeting California's goal of producing 25 gigawatts of offshore wind power by 2045 and helping the state deliver renewable energy sources for zero-emissions technologies coming online at the Port of Long Beach and elsewhere.

A conceptual design and assessment are scheduled for completion in 2023. The port is seeking funding from state and federal sources to support Pier Wind.

RWE Offshore Wind Holdings, Equinor Wind US, Invenegy California Offshore, California North Floating (Copenhagen Infrastructure Partners), and Central California Offshore Wind (Ocean Winds) won the rights to develop floating wind projects across five lease areas in Humboldt Bay and Morro Bay, off the northern and central coasts of California, respectively. The five areas have an installation capacity of around 4.5 gigawatts.

Halls to close

Lincoln's Birthday and Presidents' Day — The MFW hiring halls will 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.

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Intermodal truckers secure win against ocean carriers

Intermodal truck drivers and their companies operating in four U.S. geographical regions may soon have more choices among providers of the chassis they use to haul ocean containers to and from ports and container yards. Erin Wirth, Federal Maritime Commission (FMC) chief administrative law judge, issued an initial decision on February 6. Wirth ruled, among other things, that exclusive agreements between ocean carriers and chassis providers violate the U.S. Shipping Act when a motor carrier is not able to use the chassis provider of its own choosing in Chicago; Los Angeles/Long Beach, California; Memphis, Tennessee; and Savan-

nah, Georgia.

The American Trucking Associations' Intermodal Motor Carriers Conference (IMCC), which filed the lawsuit at the FMC in August 2020 against a national chassis pool operator and 11 ocean carriers, said the decision is a win for chassis choice.

"This victory has been a long time coming," said IMCC Executive Director Jonathan Eisen. "The decision is the first step in putting a stop to the practice of foreign-owned shipping lines forcing American drivers and motor carriers to use specific equipment providers to move goods — which will help reduce supply chain delays and cut costs for carriers and consumers."

Officials at the Ocean Carrier Equipment Management Association Inc. (OCEMA) and Consolidated Chassis Management LLC (CCM), which were named in the suit and oversee and manage the chassis pools at issue, did not immediately respond to a request for comment. OCEMA developed CCM to adopt regional equipment pools to give truckers more chassis choices. But truckers have complained that "freedom of chassis choice" has been eroding since 2009 when ocean carriers began selling off their chassis to third-party owners.

IMCC has alleged OCEMA compels these third-party providers to undercharge ocean carriers for container haulage and make up the difference by overcharging truckers. An IMCC official asserted in 2020 that such "sweetheart contracts" between ocean carriers and chassis leasing companies had amounted to \$1.8 billion in overcharges to intermodal truckers.

An official at the time with Direct ChassisLink Inc., one of the country's largest container chassis equipment providers, had disputed IMCC's claims, contending that a third to half of all container movements in the U.S. move on chassis owned or leased by trucking companies. He also described the current chassis arrangements as "market choice in action."

Wirth's 62-page decision notes that despite the initial finding in favor of IMCC, IMCC has not established that a "default chassis agreement" violates the Shipping Act or that having a default chassis provider is necessarily unreasonable when the arrangement does not prevent motor carriers from unilaterally using the chassis provider of their choice.

She pointed out that as OCEMA and the other respondents asserted in the proceedings, "chassis must be available and utilized to move containers off the port. The assignment of a default provider where a motor carrier does not have another preference may serve the interests of the shipping public by ensuring that a system is in place to efficiently assign chassis to containers and incentivizing the efficient flow of cargo."

Parties in the case can file an appeal of the denial of all or part of the motions included in the decision, Wirth stated, with appeal briefs due in 22 days.

Montreal Protocol emerges as a powerful climate treaty

A new report from the United Nations (U.N.), which includes key scientific contributions from the national Oceanographic and Atmospheric Administration (NOAA) and international partners, confirms that the recovery of Earth's protective ozone layer is on track, and that the Montreal Protocol, the international treaty that guides the phase-out of ozone-destroying chemicals, has had the additional benefit of slowing global warming.

The 2022 *Scientific Assessment of Ozone Depletion* presents the updated status of the ozone layer, which is projected to recover by the mid-21st century to values observed in 1980, before the appearance of the ozone hole. The report also describes current challenges and future policy choices that could influence the ozone layer recovery timeline.

The maximum extent of the 2022 ozone hole over Antarctica was slightly smaller than the 2021 maximum, and well below the average seen in 2006 when the hole size peaked. A new U.N. assessment estimates the ozone hole will close by 2060.

Ozone is a small and highly reactive molecule composed of three oxygen atoms. In the stratosphere roughly 7 to 25 miles above Earth's surface, ozone molecules absorb some of the harmful ultraviolet radiation from the sun, protecting biological life on Earth. Ozone depletion is caused by human-produced, long-lasting compounds containing chlorine and bromine, which persist in the stratosphere and act as catalysts for destroying ozone molecules.

After recognizing that the unregulated release of these ozone-depleting substances could eventually destroy the ozone layer, the international community adopted the Montreal Protocol in 1987 to phase out chemicals like chlorofluorocarbons (CFCs), which were commonly used in refrigerators, fire extinguishers, foams and many other products. The report found that by 2020, the amount of total chlorine entering the stratosphere from ozone-depleting substances declined 11.5 percent

from its peak in 1993. The total amount of bromine entering the stratosphere declined 14.5 percent from its peak in 1999.

In addition to depleting ozone, CFCs are significant greenhouse gases, trapping extra heat in Earth's atmosphere. By banning new production and use of CFCs, the Montreal Protocol eliminated a significant contributor to climate change, avoiding a potential additional global temperature increase of 0.5 to 1 degree Fahrenheit by 2100.

One family of CFC replacements known as hydrofluorocarbons, or HFCs, were found to be safe for the ozone layer but also act as potent greenhouse gases. In response, parties to the Montreal Protocol, including the U.S., signed the Kigali Amendment, which set controls on HFCs. Scientists estimate that this will avoid another 0.5 to 1 degree Fahrenheit of additional warming by 2100.

The report also identifies potential challenges that could interfere with ozone recovery. Proposals to slow rising global temperatures by injecting reflective particles into the stratosphere to reduce how much sunlight reaches Earth's surface could potentially slow ozone layer recovery, along with potentially changing precipitation patterns and other unintended consequences. Likewise, anticipated increases in space travel and supersonic commercial flights emitting exhaust pollutants directly into the stratosphere could also impede recovery.

NOAA's Earth Radiation Budget research program was created in 2020 to study the stratosphere in an effort to better understand these and other potential threats. Approximately 230 scientists from 30 countries contributed to the 2022 ozone assessment, which is led by the World Meteorological Organization, United Nations Environment Program, NOAA, NASA and the European Commission. NOAA's Chemical Sciences Laboratory led its production. Scientists from NOAA's Global Monitoring Laboratory and Chemical Sciences Laboratory contributed key observational data, modeling and analyses.

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U.S.-China trade hits record even as political split widens

Trade in goods between the U.S. and China climbed to a record in 2022, a reminder that consumers and companies in the world's two biggest economies remain deeply connected while their governments diverge on a range of economic and political issues. Total merchandise trade between the two countries rose to \$690.6 billion last year, exceeding the record set in 2018, Commerce Department data showed. The data are not adjusted for inflation.

The annual goods-trade deficit with China widened eight percent to \$382.9 billion, the biggest on record after the \$419.4 billion shortfall in 2018. The deepening trade ties between the countries risk being challenged by the widening split between Washington and Beijing, which have clashed on issue including human rights, trade and competition for technology and markets. The data also come at a particularly low point between the two amid the shooting down of an alleged Chinese spy balloon over U.S. territory.

Washington is pressing ahead with plans to curb China's access to sensitive semiconductor technology and is trying to get countries it considers allies to do the same. It is also working to lessen U.S. reliance on China for merchandise, encouraging Western companies to invest in what Treasury Secretary Janet Yellen has termed "trusted trading partners" such as India in a process known as friendshoring.

The value of merchandise exports to China climbed to an all-time high of \$153.8 billion, while imports increased to \$536.8 billion, just under the record set in 2018. The Biden administration has kept in place a set of tariffs imposed under President Donald Trump and confronted Beijing over what it sees as human-rights abuses, unfair trade practices and threats to U.S. national security. But hundreds of U.S. businesses big and small have made a fresh push for the removal of the levies — which were instituted in waves starting in 2018 — say-

ing they have raised their input costs at a time of accelerating inflation.

As the White House reviews the tariffs, there's little indication that the White House is inclined to significantly roll back the tariffs on the imports that span industrial inputs — such as microchips and chemicals — to consumer merchandise, keeping them in place as leverage against China and amid concerns that repealing them would be politically risky.

The chip industry continues to be a major flash point for trade tensions. Though China is the biggest maker of phones and computers, U.S. companies still control most of the underlying chip technology, and it tightened restrictions on exports of semiconductors last year. Beijing in December filed a dispute with the World Trade Organization trying to overturn U.S.-imposed export controls, which aim to limit the Asian nation's ability to develop a domestic semiconductor industry and equip its military.

Officials on both sides are looking at ways better manage the differences between the two powers, with Yellen and Vice Premier Liu He holding in-person meetings in Zurich in January. That followed face-to-face discussions held by Presidents Joe Biden and Xi Jinping held in Bali, Indonesia, in November. But the efforts to thaw relations took a knock after the Pentagon detected a suspected Chinese surveillance balloon lingering at high altitude over sensitive nuclear sites in Montana, which led to the postponement of a visit by Secretary of State Antony Blinken.

China maintained its third place among the top U.S. trading partners for goods in 2022, accounting for 13 percent of total trade. Canada kept the top spot with a 14.9 percent share valued at \$793.8 billion, while Mexico was second at 14.7 percent, or \$779.3 billion. The only change in the top-10 rankings relative to 2021 was Vietnam, which rose two spots to 8th position, with total trade of \$138.9 billion.

NY/NJ Port Authority records record year for cargo activity

The Port Authority for New York and New Jersey recently announced 2022 saw the highest cargo activity on record, with a 27 percent growth over its pre-pandemic activity. In its reports for December 2022 and the full 2022 year, the port authority announced the port moved a record 9.5 million TEU (twenty-foot equivalent units) in 2022, making it the busiest container port during the peak months of the holiday shipping season in the country. In December alone, the port handled 613,011 TEU, a 3.6 increase over December 2019. Monthly cargo volume fell 15.2 percent when comparing December to November 2022, when the seaport handled 723,069 TEU.

The port authority also reported that passenger levels at its airports were almost back to pre-pandemic levels. The port authority said it handled 11.4 million passengers in December, up 2 per-

cent over the previous month. Annual passenger volume totaled 128.1 million passengers, about 91 percent of 2019 levels, which had at the time been a record-high year for travel with 140.5 million passengers.

The port authority said its four bridges and two tunnels handled a total of 10.2 million eastbound vehicles during December 2022, just shy of 2019's 10.3 million vehicles. For the year, the bridges and tunnels handled a total of 120.7 million eastbound vehicles. Of those, truck traffic increased by 6.7 percent compared to 2019 totals, the port authority said.

The Port Authority Trans-Hudson Corporation, or PATH, recorded 3.7 million total riders in December 2022, 57 percent of pre-pandemic numbers, and 42.6 million riders for the year, or 52 percent of pre-pandemic ridership levels.

Port of L.A. releases draft RFP on cruise terminal development

The Port of Los Angeles is inviting comments on a draft Request for Proposals (RFP) for the future development of a new Outer Harbor Cruise Terminal and redevelopment of the existing World Cruise Center on the LA Waterfront. The port is already experiencing a post-COVID cruise industry rebound, with 229 cruise ship calls in 2022, the most since 2008. Such calls are expected to rise to an estimated 250 by 2026 and include larger ships carrying more passengers.

The RFP scope includes development, redevelopment and management of all cruise operations at the port. The planned project will entail development

of a new Outer Harbor Cruise Terminal at Berths 45-51, a site that offers panoramic views of the coastline and Catalina Island. It consists of 13 acres of backland, two existing wharves and 14 acres of associated off-site parking. A new Environmental Impact Report may be required as part of the Outer Harbor Terminal development process.

The existing Los Angeles World Cruise Center, also called the Inner Harbor Cruise Terminal, will be redeveloped under the RFP scope as well. Located at Berths 87-93, it consists of 22 acres, two existing cruise berths, two existing terminal buildings and a baggage handling structure.

Global maritime piracy at lowest level in decades

A total of 115 incidents of maritime piracy and armed robbery against ships were reported in 2022 globally, down from 132 incidents in 2021 and also the lowest recorded level since 1994. The latest report of the International Maritime Bureau (IMB) revealed that pirates boarded 107 vessels in 2022, while there were five attempted attacks, one vessel fired upon, and two vessels hijacked. The "continued and much needed" reduction is attributed to an overall decrease in piratical activity in the highly risky waters of the Gulf of Guinea, down from 35 incidents in 2021 to 19 in 2022, said the report.

The report, however, called for sustained efforts to ensure the continued safety of seafarers in the Gulf of Guinea region, which remains dangerous as

evidenced by two incidents in the last quarter of 2022. It also warned of rising risk in Southeast Asian waters, as half of the incidents in 2022 occurred in the region, particularly in the Singapore Straits, where incidents continue to rise.

Meanwhile, incidents reported in the Indonesian archipelago remain at relatively low levels thanks to the continued efforts of the Indonesian Marine Police. Despite a noticeable decrease in the number of reported incidents in Central and South American waters, ports in Brazil, Guyana, Peru, Venezuela, Mexico, and Haiti continue to be affected by the crime of armed robbery. The reduction is partially attributed to the decrease in reported incidents in Callao anchorage in Peru which saw a 33 percent decrease compared to 2021.

Port of Hueneme outlines expansion plans

The Port of Hueneme, California has recently announced its 10-year strategic plan aimed at modernizing the facility and addressing industry demands. The plan was presented at a community workshop in January and is open for public input until its adoption in April, shared local newspaper Ventura County Reporter.

One of the most significant proposals for the U.S. West Coast port is the development of 250 acres of agricultural land for cargo processing, such as vehicles and shipping containers. Another proposal calls for the construction of a parking structure with a capacity for up to 7,000 vehicles on port property, as well as the redevelopment of a vacant lot owned by the city of Port Hueneme located near the main port entrance.

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The strategic plan also outlines other initiatives to enhance the port, such as electrifying the facility to reduce air pollution, and collaborating with the city of Port Hueneme to redevelop a city-owned lot that would house a dispatch center for union members working at the port.

In December 2022, the Port of Hueneme received \$10.4 million in funding from the Ventura County Transportation Commission (VCTC) to help build shoreside power hardware components for its North Terminal. The VCTC unanimously voted to approve funding for Congestion Mitigation & Air Quality projects to reduce congestion and vehicle emissions.

NMC now accepting electronically signed documents

In keeping with its goal to continuously improve services to mariners, the National Maritime Center (NMC) now accepts electronic signatures (e-sign) on all CG-719 series forms and all supporting documentation therein for merchant mariner credentials (MMCs), medical certificates, and course approvals. Mariner applicants may e-sign applications and supporting documentation using software-generated electronic signatures (e.g., Microsoft Word, Adobe Acrobat, etc.) on the CG-719 series of forms and other supporting documentation to include, but not limited to, sea service, assessments, mariner training documentation, and qualified asses-

sor and designated examiner requests. However, any submission missing signatures will be returned to the mariner or course provider.

Requirements to e-submit an MMC application to a regional examination center, or to MEDAIP@uscg.mil for medical certificate applications, have not changed. E-mailing applications and e-signing documents is the preferred method for submission. While the Coast Guard can accommodate e-mails with attachments up to 35MB in size, mariners need to verify any size restrictions that e-mail providers may have prior to sending. Missing information will cause applications to be delayed or rejected.

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

CHINA SHORE LEAVE

On January 8, it was widely reported that Chinese Immigration and Customs authorities would reinstate availability of shore leave for mariners who possess a valid Chinese visa. On January 9, the Union was notified by Matson labor relations, that the company would continue to enforce a COVID policy that crew are prohibited from shore leave in China. Mariners who did not have a valid Chinese visa would continue to be restricted-to-ship under Chinese visa requirements and restriction-to-ship claims would not be payable. Mariners who did possess a valid Chinese visa would be eligible for restriction-to-ship payment on claims submitted for all hours off duty while in port in Ningbo and Shanghai.

On January 13, the SIU Pacific District unions sent a request-for-information to the company. Specifically, the Unions requested that the company provide the reasons, documentation, and expected period of application that compelled management to continue restriction without port state sanction and in contravention to the collective bargaining agreement and the Maritime Labor Convention. And, if such rationale was unavailable, the unions demanded the immediate restoration of shore leave for SIU-PD crews in all ports. The offshore licensed unions submitted similar requests.

On January 18, the Pacific District conferenced with the company. Matson stated that shore leave road blocks in China are still an issue and are difficult to understand. The 14-day entry rule to China is no longer in effect but there is a required crew rapid COVID test 48 hours before arrival for clearance. Matson also stated the following:

- Effective immediately, shore leave restrictions are lifted in Long Beach and Honolulu, but not in Guam, Japan, or China.
- A rapid test will be done two days out from Ningbo and sent to China for clearance. But it is not clear on what happens if there is a positive test.
- Guam, Japan, and China restriction would continue for at least three weeks and then be reevaluated.
- Restriction-to-ship to be paid to mariners in Guam, Japan, and China who hold required passports and/or visas.
- Crew dispatch in the Port of Honolulu to be reinstated; but not Guam.

On January 31, 2023, the Union was notified by Matson that shore leave was no longer restricted on Matson ships in all ports.

APL JMX SERVICE

On January 23, the Union was notified by APL Marine Services that the company will replace the *APL Gulf Express* with the *CNC Mercury* in the Jebel Ali-Middle East Express (JMX) service. The JMX service includes port calls at Jebel Ali, United Arab Emirates; Umm Said, Qatar; Bahrain; and Shuwaikh and Shuaiba, Kuwait.

The *CNC Mercury* was built in 2016 and is currently operated under Maltese flag by CNC Shipping (Singapore), a CMA CGM subsidiary. The 18,870 gross ton vessel has a length of 170 meters, breadth of 28 meters, depth of 28 meters, and operates at a service speed of 18.5 knots. Cargo capacity is 1,750 twenty-foot-equivalent units with 350 reefer points.

The *CNC Mercury* plan is to enter a shipyard in March, and then be reflagged and renamed prior to JMX service in April. The company has not yet determined what they will do with the *APL Gulf Express*.

EMBARC

On January 23, at the invitation of U.S. Maritime Administrator Rear Admiral Ann C. Phillips (USN, Ret.), I participated by teleconference in the quarterly Every Mariner Builds a Respectful Culture (EMBARC) meeting. The meeting was held at the U.S. Merchant Marine Academy (USMMA) and included representatives from U.S.-flag shipowners and operators, maritime labor unions, the state maritime academies, and other maritime stakeholder organizations.

The EMBARC standards enumerate sexual assault and sexual harassment prevention and response policy guidelines that commercial shipowners and operators must adopt prior to carrying USMMA cadets for their sea-year training. The forum allowed for comments regarding implementation of EMBARC and the ongoing ef-



The *CNC Mercury* will be reflagged and placed into APL's Jebel Ali-Middle East Express Service.

fort to support culture change in the maritime industry. It also highlighted key provisions enacted as part of the Fiscal Year 2023 National Defense Authorization Act related to combating sexual assault and harassment in the maritime industry.

READY RESERVE FORCE

The current Ready Reserve Force (RRF) contracts are scheduled to expire on July 26, 2024. On January 23, the Union was notified by Patriot Contract Services that the successor RRF Ship Management Services request-for-proposal had been published by the Maritime Administration on December 21, 2022. The period of performance for the new contract, beginning in 2024, will be a base period of five years with one five-year option for a total contract period of 10 years. I have begun preparations to work with all interested contracted companies in formulating a successful bid package.

MFOW ELECTION

Referendum balloting for the 2023-2025 term of office began on Saturday, December 3, 2022, and will conclude on Thursday, February 2, 2023. It will be in order, under "New Business" to elect three Headquarters Balloting Committee members. The Balloting Committee will turn-to on Monday, February 6.

All official ballots must be returned to the restricted access San Francisco USPS PO Box no later than 1000 on February 6. Final tabulation of all eligible official ballots will take place after 1000. The Balloting Committee Report will be presented at the March Headquarters and Branch meetings. On Thursday, March 9, the new term of office will begin.

Two cruise ships simultaneously use shore power at San Diego port

Last month, the Port of San Diego made history by becoming one of the first ports in California to have two cruise ships simultaneously use shore power. *Disney Wonder* and the *Insignia* were the first two cruise vessels to take advantage of this new capability. The achievement is a significant step towards reducing the port's harmful pollutants and greenhouse gas emissions.

The Port of San Diego first installed a shore power outlet at the cruise terminals in 2010, making it one of the first ports in California to have this capability. However, with the recent addition of a second shore power outlet, the port has now taken a significant leap forward in its efforts to reduce emissions.

The two shore power outlets will result in at least a 90 percent overall reduction of harmful pollutants such as Nitrous oxide and Diesel Particulate Matter while ships are docked. The expansion was made possible through a \$4.6 million investment by the Port of San Diego.

In addition to the shore power expansion, the Port of San Diego is also working on installing an emissions capture and control system. This system, known as the Marine Exhaust Treatment System (METS), will be able to connect to ships that are not shore power capable and reduce their emissions while at berth. The METS system places a bonnet over the vessel's stack to capture and treat exhaust while the ship is at berth.

San Diego is the third-busiest cruise ship port after Long Beach and San Francisco. The move towards a second shore power outlet and the METS system is a significant step towards reducing emissions at the port and setting an example for other ports to follow.

The southernmost port on the U.S. West Coast, San Diego, is strategically positioned to begin a cruise to Mexico, Hawaii, or the U.S. Pacific Coast. Currently, several cruise lines use San Diego as a homeport sailing to a wide variety of destinations.

Reefer container rates drop to pre-pandemic levels

Shipping rates for refrigerated containers have returned to around pre-pandemic levels, according to William Duggan, North America advisor at New Jersey-based Eskesen Advisory, a boutique consulting firm that serves the refrigerated transportation sector. While dry cargo rates have fallen sharply over the past year, it is a mistake to think that reefer rates have done the same since they never spiked to the same degree as the dry market during the COVID-19 container shipping crisis, Duggan told delegates at the recent National Fisheries Institute (NFI) Global Seafood Market Conference in Palm Springs last month.

"Rates overall on refrigerated business are at about pre-pandemic levels but that's more of a tweak on the east and west bound," Duggan said.

"North and south rates are pretty much over 2022. That's because demand for space and equipment is still there and the supply demand ratios are in favor of holding the rate levels."

The east-west refrigerated container market shipping seafood to Asian markets, including China for reprocessing, is completely different to that on

north-south routes. The United States, for example, gets most of its refrigerated imports in via north-south routes, posing implications for those shipping in shrimp from Ecuador and frozen Chilean salmon and frozen Brazilian tilapia.

Container rates more than quadrupled following the onset of the global COVID-19 pandemic, rising particularly steeply in 2021, but have since cooled significantly. Following the onset of the pandemic in early 2020, the seafood and many other industries suffered from soaring shipping rates and reduced shipping options, battling for space aboard vessels.

The crisis began in early 2020 when containers became stranded where they were not needed due to congestion at ports sparked by COVID checks combined with spikes in demand for commodities and consumer goods, shipped particularly from China. But while these rates may be falling, the main issue is on land, with the U.S. food industry facing a 10 percent shortfall in cold storage capacity at a time when refrigerated warehouse space is already tight and companies are struggling to shake off the after effects of the pandemic.

VICE PRESIDENT'S REPORT

It was refreshing to run the Wilmington branch for an extended period. I'm now back at my standing desk here in San Francisco. The parking lot is looking fuller and job calls are beginning to resemble normalcy. The job board is about as bare as it's been in a long time so thank you to the members doing their share. A few more ROS/RAV Oiler billets to fill and I'll be happy. Congratulations to the incumbents.

I'm looking forward to a normal full term. I'll try to wear a little more optimism on my sleeve this time around. Still looking for a few individuals to hang around and learn the job.

That's all I have for this month. Stay safe, work safe, Valentine's Day is overrated.

Fraternally,
Deyne Umphress

Rail unions adopt resolution calling for universal paid sick leave

As the nation commemorated the 30th anniversary of the Family and Medical Leave Act (FMLA), all U.S. rail labor unions unanimously adopted a Resolution calling for paid sick leave.

"The lack of paid sick leave for rail workers came into the national spotlight during this last round of national contract bargaining that concluded in December," said Greg Regan, President of the Transportation Trades Department (TTD) of the AFL-CIO. "A worker should not be fired for going to the doctor. Yet it is 2023 and railroaders are fighting for sick leave in the richest country on Earth."

The United States is one of just six countries without a national leave policy. In November, the House of Representatives narrowly passed a measure to guarantee seven days of paid sick leave to all rail workers, by a vote of 221-207. The measure failed to garner the 60-vote threshold required to pass the Senate, failing by a vote of 52-43.

"Thirty years after the passage of the Family Medical Leave Act, the lack of

paid sick leave for all railroad workers is unacceptable," said Leo McCann, Chair of the Rail Labor Division of TTD. "All of rail labor is united and resolved to fight for paid sick leave for all rail workers through collective bargaining or voluntary agreement with the railroads."

Recently, three major U.S. railroads announced record-breaking profits: Union Pacific made a record profit of \$7 billion in 2022; CSX and Norfolk Southern also announced record profits of \$4.17 billion and \$4.8 billion respectively in 2022. The fourth major U.S. railroad, BNSF, will report its earnings later this month. Rail corporations are raking in record profits and can afford to provide every worker with paid sick leave.

"Absent a national paid sick leave policy, the burden of securing this humane policy falls onto the shoulders of workers and the unions that represent them," said TTD President Regan. "Rail labor is committed to pursuing and securing paid leave for workers this year to create a safer, healthier national rail system for all."

China shipbuilding global orders down sharply in January

China received more than half of the world's new shipbuilding workload in January, far outpacing second-ranked South Korea, while total global orders decreased by more than half, year on year. According to the monthly report by Clarkson Research, a British shipbuilding and shipping market analysis company, China received 40 orders amounting to 1.12 million compensated gross tonnage (CGT), which is an industry indicator of the amount of work required to build any given ship.

In comparison, Korea received 12 orders amounting to 640,000 CGT, or 33 percent of the global total. China's share accounted for 57 percent of the world's CGT total. The entire shipbuilding industry saw a sharp drop in new orders last month as a result of the slowing global economy and high interest rates. Overall shipbuilding orders for January stood at 72, for a total of 1.96 million CGT that was down 63 percent from a year prior, and down 22 percent from December.

The downturn in demand continued a trend that started last year. The global shipbuilding industry saw a 22 percent decrease in overall orders in 2022, after a sharp increase in 2021 that resulted from delayed demand caused by the pandemic.

2022's orders for container ships dipped by 42 percent, those for tankers fell by 52 percent, and demand for bulk carriers dropped 57 percent. The overall decrease in orders last year meant fewer for shipbuilders in both China and Korea, who saw respective drops of 20.5 and 8.9 percent.

Still, orders for liquefied natural gas (LNG) carriers bucked the general trend by reaching their highest total ever as demand for LNG increased during the Ukrainian war as the West sanctioned Russia. Global LNG carrier orders amounted to 14.52 million CGT in 2022, up 131 percent from 2021, according to the Korean trade ministry.

The Clarkson report also said that, by the end of January, the global shipbuilding order backlog stood at 109.13 million CGT, down by 770,000 CGT from the end of December. Of the January backlog total, China's share accounted for around 45 percent at 49.19 million CGT, and Korea accounted for 34 percent at 37.58 million CGT. Shipbuilding prices also continued to increase in January.

China has ranked first in the global shipbuilding industry for the past two years. Korea had been in the top spot from 2018-20, owing to its pre-eminent position in building LNG carriers.

Korea still holds the dominant position in the LNG carrier market. According to the country's Ministry of Trade, Industry and Energy, Korean shipbuilders received 70 percent of the total 14.52 million CGT worth of LNG carrier orders in 2022.

The country's 12 shipbuilding orders in January, received by Korea Shipbuilding & Offshore Engineering, a subsidiary of the Hyundai Group, are all methanol-powered ships that require advanced shipbuilding technologies.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for January 2023:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Matsonia* — delegate REJ Wendelyn Sugui, #3863, no beefs. *MV Lurline* — delegate REJ Scanlan Henneberry, #3717, no beefs.

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — delegate REJ David Ebanks, #3824, no beefs. *MV Manoa* — delegate REJ Anthony Grace Jr., #3979, shipped an ERJ for time up, no beefs.

APL Marine Services

On the EX1 run: *MV President Wil-*

son — ERJ Stephen Villa, #3811, shipped an additional REJ, no beefs. *MV President Eisenhower* — delegate ERJ Neil Warren, #3974, shipped an REJ and additional REJ, no beefs.

Patriot Contract Services

SLNC Pax — shipped an Oiler. *USNS Soderman* — shipped an Oiler. *USNS Red Cloud* — shipped a Wiper.

There were 30 registrants dispatched in the month of January: 21 in Class "A"; four in Class "B"; five in Class "C"; and two Non-Seniority.

There are 36 members registered: 16 in Class "A"; eight in Class "B"; and 12 in Class "C".

Fraternally, Bobby Baca

Scrapyards ready for another containership recycling boom

According to *Alphaliner*, the global container fleet is on a scrapping cliff edge. Last year, demolition sales fell to their lowest levels since 2005, but the industry is soon likely to see a repeat of the post-2008 financial crash scrapping boom. With a deluge of 2.4 million twenty-foot-equivalent units (TEU) of new tonnage onto an already-worsening market, *Alphaliner* expects a "skyrocketing" of scrapping this year to hit 350,000 TEU — comparable with the 377,631 TEU seen a year after the financial crisis.

In 2022, demolition prices remained at some of their highest levels seen in the past decade. The attractive figures were, however, not good enough for containership owners that almost entirely ignored the recycling scene. However, it is expected that Europe-based owners

and operators will see less return from recycling vessels, with scrap steel prices peaking around \$700 per light-displacement ton throughout the Indian subcontinent during the second quarter of 2022, compared with around \$450 in Turkey.

Only six vessels, for a combined 10,904 TEU, were scrapped last year, following the already low level of 16,500 TEU in 2021. Apart from the ro-ro vessel *Matsonia*, built in 1973, the scrapping market was quiet until September, when two sub-1,300 TEU containerships, 1990-built *Mathu Bhum* and sistership *Xetha Bhum*, were sold for recycling in Bangladesh. In the three years before the pandemic — in a market that was neither boom nor bust — scrapped container vessel capacity hovered between 100,000 and 300,000 TEU.

First segment of Houston ship channel dredging completed

The Port of Houston Authority has announced that dredging of the first segment, Segment 1A, from Bolivar Roads to Redfish, has been completed on schedule and within budget.

This segment of 11.5 miles in the bay is expected to improve safety, reduce congestion, and increase vessel transit times by approximately one hour by reducing daylight restrictions.

A spokesman for the port said, "The completion of segment 1A is a great step forward to sustain the busiest waterway in the nation...It moves Port Houston one step closer to handling unrestricted two-way traffic of larger vessels for the benefit of all stakeholders."

The deepening and widening of the channel are expected to generate more jobs in the region and improve the overall efficiency of the waterway. Project 11

is a \$1 billion commitment to the economy and the safety of nearly 20,000 vessels that transit the Houston Ship Channel every year.

The construction of Long Bird Island is still ongoing and is expected to be finished later in the year. The new 4-5-acre island habitat will have diverse land elevations, shore protection, oyster wave trips, and a lagoon. Meanwhile, dredging work is progressing in the Redfish to Bayport segment of the Channel (Segment 1B) with a target completion date set for 2024.

The Port Houston recorded its best year yet in 2022 with annual container volume up by 14 per cent. The port recorded just shy of 4 million TEU this year, at 3,974,901 TEU. This is nearly double the volume posted six years earlier in 2016, and 492,526 TEU more than in 2021.

Walsh to depart from Biden cabinet for job with hockey players' union

Labor Secretary Marty Walsh is leaving the Biden administration to run the NHL Players Association, according to an article in *Politico*. Walsh's departure comes amid a wider shakeup within the Biden administration as it begins the tail end of its first term in office and prepares for a possible reelection campaign.

A former union official — he previ-

ously headed up the Building and Construction Trades Council in Boston — Walsh will be returning to his roots in organized labor after giving some consideration to making another run at elected office in his home state of Massachusetts. News of Walsh's departure was first reported by *The Daily Faceoff*.

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.

March 13-16 April 17-20 May 15-18

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.

March 2-3 April 6-7 May 4-5

High Voltage Safety

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

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

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

March 6-10 April 17-21 May 15-19

QMED Fireman/Watertender and Oiler

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Watertender/Oiler course will satisfy the requirements needed for the national endorsements as QMED Fireman/Watertender and QMED Oiler, provided all other requirements, including sea service, are also met. **Prerequisites:** 180 days or more of MFOW-contracted sea time as Wiper; PLUS, Coast Guard approval letter for endorsement upgrading, which certifies minimum of 180 days' sea time as Wiper.

July 10-August 4 September 11-October 6
October 23-November 17

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.

August 7-11

October 9-13

November 27-December 1

QMED Electrician/Refrigerating Engineer

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

May 1-June 9

July 10-August 18

September 11-October 20

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.

April 10-14

June 12-16

August 21-25

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.

Marine Institute, San Diego, CA: March 10, March 24, March 31, April 14, May 5

Marine Institute, Honolulu, HI: June 9, July 7, August 25, October 13,

December 8

Cal Maritime Academy, Vallejo, CA: March 20-21, May 15-16, June 12-13

Compass Courses, Edmonds, WA: March 3-4, March 21-22, April 18-19, May 16-17

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.

Marine Institute, San Diego, CA: March 15-17, April 19-21, May 24-26,

June 14-16

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

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Philly Shipyard cuts steel for fourth national training ship

TOTE Services LLC, Philly Shipyard Inc., and Texas A&M University at Galveston cut steel in January for the fourth national security multi-mission vessel (NSMV) destined for the Texas A&M Maritime Academy in Galveston, Texas. The Philadelphia-based shipyard will build up to five new ships, with 21'4" drafts. The fourth NSMV is expected to be delivered in 2025 to Texas A&M Maritime Academy. In 2019, the U.S. Maritime Administration (MARAD) awarded TOTE Services a contract for the NSMV program.

The NSMV IV's steel cutting is another major construction milestone

for the MARAD NSMV program, designed to provide a purpose-built, state-of-the-art training platform for state maritime academies in New York, Massachusetts, Maine, Texas, and California, respectively. In addition to providing world-class training for future U.S. mariners, the five NSMVs will be available to support humanitarian assistance and disaster relief missions in times of need.

In this role as a National Defense Reserve Fleet (NDRF) vessel, the NSMV will incorporate medical capabilities, a command and control platform, and berthing for up to 1,000 first respond-

ers and recovery workers. The vessel's roll-on/roll-off ramp and crane to facilitate container storage capabilities will enable it to provide critical support equipment and supplies to those in need. Maneuverability will be enhanced by flap rudders, a stern thruster and bow thruster with take home power. Each ship will have a range of 11,000 miles at 18 knots.

The NSMV will help to sustain world-class, U.S. maritime training operations at the state maritime academies by equipping young U.S. mariners with the most modern and adaptable training platform. The NSMV will

feature numerous instructional spaces and a full training bridge and have space for up to 600 cadets to train in a first-rate maritime academic environment at sea.

Wabtec Corp., is providing the main propulsion engines, Cummins USA is supplying the emergency generator sets, and Bronswerk is providing the air conditioning systems.

Construction of the first two vessels is well underway, with contracted delivery of NSMV I to SUNY Maritime College in 2023, NSMV II to Massachusetts Maritime Academy in 2024, and NSMV III to Maine Maritime Academy in 2024.

Feds inject nearly \$300 million into Alaska Marine Highway System

As the Alaska Marine Highway System turns 60 years old, the federal government announced \$285 million for improvements. The money is intended to modernize and replace vessels, upgrade docks and invest in long-term resilience.

“This is great news for our infrastructure, but also for our state’s economic future going forward,” said Senator Lisa Murkowski (R-Alaska) in a media event with Transportation Secretary Pete Buttigieg.

The ferry system serves 3,500-plus miles of Alaska’s coastline and more than 30 communities, many of which are unreachable by road. It has struggled for years with mechanical breakdowns, service interruptions and occasionally stranded passengers.

The \$285 million comes from the 2021 Infrastructure Investment and Jobs Act, which both of Alaska’s U.S. senators voted for and Murkowski helped negotiate. About \$72 million will go toward modernizing four vessels, including some of the largest and oldest in the fleet. For example, on the 60-year-old ferry *Matanuska*, passenger and crew quarters will be refurbished, safety improvements will be made, and old steel, plumbing and electrical materials will be replaced. Another \$68 million will help replace the *Tustumena*, which

serves Kodiak, the Kenai Peninsula and the Aleutians. Constant upkeep of the vessel would be more costly than investing in a new ship, according to the project proposal.

Among other investments, the funding will also be used to upgrade dock infrastructure in Juneau and Cordova and entirely replace docks in Pelican, Tatitlek and Chenega. The investment will also help construct an electric ferry and lower the ferry system’s emissions.

The federal dollars require an approximately \$105 million match from the state of Alaska. The Alaska Legislature has already appropriated some of those funds — and will need to appropriate more — but it’s currently unclear how much. Gov. Mike Dunleavy is set to release an amended budget proposal in February that should provide more clarity.

Southeast Conference Executive Director Robert Venables said he expects the state to pay the matching funds, and that missing out on the windfall from the federal government “would be like looking a gift horse in the mouth.”

Venables said age presents a major challenge to the system. “We’ve got vessels that are 60 years old that we’re still trying to patch up and use and others that are kind of mismatched,” Venables said.

Vancouver advances new terminal project

The Roberts Bank Terminal 2 Project at the Port of Vancouver has received the go-ahead from Canada’s Federal Minister of Environment and Climate Change. In a letter to the Vancouver Fraser Port Authority (VFPA), Minister Steven Guilbeault has deemed the project to have sufficient information to support government decision-making. This determination comes after the VFPA provided additional information in response to a government request regarding potential effects of the project on fish and fish habitat, salinity, and Indigenous people.

The additional information provided by the VFPA demonstrated that the project could be completed in an environmentally responsible manner and included measures for mitigation and adaptive management as well as increased monitoring.

The project, which is expected to in-

crease Canada’s West Coast container terminal capacity by 30 percent, is seen as a critical piece in meeting the country’s growing trade needs, supporting economic prosperity, and ensuring reliable access to goods for Canadian consumers and businesses.

The VFPA has collaborated and signed agreements with 24 Indigenous groups, with the aim of delivering economic, cultural and environmental opportunities and initiatives specific to each community. This approach is aimed at ensuring the benefits of the project are shared while continuing to consult with all identified Indigenous groups.

The Roberts Bank Terminal 2 Project has now entered the final stage of the federal environmental assessment process, which began in 2013. The VFPA is hopeful that the government of Canada will make a decision on the project in the near future.

Port Everglades to add shore power to eight cruise terminals

Port Everglades recently completed a study to add shore power to its eight cruise terminals. The study was carried out by global infrastructure advisory firm Moffatt & Nichol, working in cooperation with Florida Power & Light (FPL), Carnival Corporation, Disney Cruise Line, and the Royal Caribbean Group.

The analysis assessed the capacity of the existing electrical grid and identified the necessary infrastructure upgrades required to deliver shore power to cruise ships calling the Floridian port. The recommended plan is capable of delivering up to 16 megawatts of electricity simultaneously to each of the eight terminals in accordance with IEC/IEEE 80005 standards.

According to the Port Everglades, full implementation of the shore power

and electrification initiative is projected to eliminate 11,366 metric tons of CO2 while reducing NOx and SO2 emissions by 75 percent and 51 percent, respectively. The electricity will be generated by FPL using a variety of energy sources, including natural gas, nuclear, solar, and wind.

The estimated cost for the project, including the estimated cost of FPL supply and distribution system upgrades, is approximately \$20 million per cruise terminal, for a total cost of \$160 million. The project is expected to be financed through federal and state grant funds, contributions from FPL, the participating cruise lines, and the County.

Implementation will occur in phases. The earliest construction could occur is mid-2024 with all phases completed by the end of 2027.

Expanded Anchorage port design could add more than \$200 million to modernization project

With support from the mayor’s office, the Port of Alaska (Anchorage) is moving forward with an expanded design that could add hundreds of millions of dollars to its already substantial price tag. Under the new concept, the terminals would be identical: same width, same contiguous tracks, laid down for cranes considerably more capable than the outdated ones currently serving a single terminal. It was approved in a 3-2 vote at a December 2022 meeting of the port project’s Design Advisory Board.

Critics — including representatives for some of the port’s primary commercial users — say the decision was made hastily, with insufficient consultation or consideration of those who will have to foot the bill. Supporters — including the port’s director, the administration, and one of the big freight shippers — say the plans amount to a modest upgrade that will ensure maximum operability at the facility for decades to come. And with tranches of federal money rippling outward for infrastructure projects across the country, they say, it’s an opportune moment to build not only bigger, but better.

It is a change from the preliminary design concept approved by the Anchorage Assembly in 2021, which was more modest in its ambitions. That plan called for one terminal built for using cargo cranes to handle freight, and a second narrower, more bare-bones terminal for handling freight that rolls off ocean freighters directly onto the docks.

The revised model, recommended by Mayor Dave Bronson, calls for building cargo docks big enough to support 100-foot gauge cranes — gauge refers to the distance between parallel rails supporting the legs at the base of a crane. A bigger gauge means a bigger crane. The current cranes run on 38-foot gauge rails; equipment abandoned by the shipping industry long ago.

But more deck space means more pilings driven into the earth, which means more labor and materials, which means more money. Compared to estimates for the variable dock model, the uniform design is projected to add \$150 million-\$200 million to the overall project, according to an estimate from the engineering firm handling the current phase of the modernization program.

Some of those who have worked most closely on modernizing the facility in recent years felt blindsided by the sudden proposal for an expanded design concept.

The Port of Alaska is a fraught topic in state and local politics, having guzzled massive amounts of public money in a failed expansion project in the mid-2000s. The Municipality of Anchorage spent years suing the U.S. Department of Transportation’s Maritime Administration for flawed oversight of shoddy construction work by contractors, and in February was awarded \$367.4 million by a federal judge in the suit. MARAD is appealing the ruling.

But the fiasco had reputational costs of its own; in spite of pleas for funds by Anchorage politicians, for years, state lawmakers were reticent to send any more money to a project viewed as mismanaged, even as the decades-old pilings supporting the ports’ docks continue rotting away into Cook Inlet. The municipality even renamed the facility to the Port of Alaska — neé “of Anchorage” — to highlight that it is an essential piece of infrastructure for the entire state, handling roughly half of Alaska’s imported cargo, and an even larger share of bulk supplies like petroleum and cement.

More recently, though, the tide changed. On top of the lawsuit funds awarded to the municipality, state legislators included \$200 million for the port in their capital budget last May. That money can be used to potentially leverage matching funds, extending the value even further. All of which helps with a total bill for the Port of Alaska Modernization Project, that is estimated at somewhere between \$1.8 billion and \$2.2 billion.

But beyond cost, many are raising other objections. One rested on the process by which supporters brought the expanded design up for a vote with inadequate communication to the full design board, and without sufficient cost estimates attached to different proposals for members to factor into their decisions. Another objection was that there would be a political cost. It would be changing course on the conservative approach approved by the Assembly when it opted to move forward with the more modest design concept in 2021.

The Design Advisory Board’s recommendations have not yet been reviewed by the Assembly committee tasked with overseeing the port modernization project. Any change to the essential design concept will have to be approved by the full Assembly before it can move forward.

Port of South Louisiana sees growth in tonnage

The Port of South Louisiana said it saw an annual increase in tonnage of nearly 10 million short tons of cargo in 2022. The port said it moved a total of 239,257,758 short tons last year compared to a total of 229,797,480 in 2021. A short ton is a unit of measurement that equals 2,000 pounds. This is the first year since 2017 that the facility has seen a net increase in tonnage.

The Port of South Louisiana said that 60 percent of the nation’s grain is exported through seven grain elevators in its jurisdiction — and it also ranks highly as an energy transfer port. In September, the port was awarded federal funding to construct a hydrogen fueling barge, which is part of a \$74 million project to develop a new energy cluster in South Louisiana. One month earlier, the port dedicated two new ship-

yard cranes from Konecranes at its Globalplex Intermodal Terminal dock, doubling the port’s discharge rate.

The Port of South Louisiana’s 2021-2022 tonnage report shows increases in these categories:

Product	Increase
Animal Feed	29 percent
Concrete/Stone Products ..	111 percent
Crude Oil	16 percent
Petrochemicals	15 percent
Soybean	14 percent
Wheat	20 percent

HONOR ROLL	
Voluntary donation to General Treasury — January 2023:	
Eric White, #3925	\$100.00
Bonny Coloma, P-2763.....	\$400.00

HONOLULU NOTES

I dispatched a low average of 79 jobs in January. For the rotary jobs there were three Reefer change overs: *Manoa, Kaimana Hila*, and the *Matsonia*. One Pfeiffer Junior Engineer and one *Dahl* Oiler change over, and three Wiper change overs: *Herodote, Matsonia*, and an APW on the *Pfeiffer*. For the standby jobs, there were 35 Standby Electrician/Reefer jobs and 32 Standby Wiper jobs called. The Honolulu registration list has 18 A-, 10 B-, and 10 C-seniority members.

I represented the Marine Firemen's Union at the AFL-CIO Executive Board meeting and at the second annual Maritime Career Expo held by the Marimed Foundation. The career expo was well attended but not as packed as last year's. Melissa from the Marimed Foundation is organizing more career expos for the outer-islands and has invited the Maritime unions. She said that she has been getting many requests for a career fair that will come to the outer-islands. I had to miss the monthly Honolulu Sailor's Home board meeting and the Honolulu Maritime Port Council board meet-

ing because it was held on the same day as the career expo.

Have you checked your documents lately? It seems like you get off a ship and you have to start renewing your documents right away. I hear even the TWIC renewals are backed up; one member waited over two months. MMC renewals are still taking longer than usual and don't forget to do a Basic Training Revalidation class too. If you are looking at the LMSR ships, get your annual flu shots now before they run out. It's always hard to find a flu shot off season between April through September. I believe passport renewals aren't taking too long but they are more expensive now with a new look came a new price. One more thing, sign up for the new LNG training class. While it will be a half a year away for the first Matson LNG ship and then maybe a whole year away for the second LNG ship, it looks like there could be a back-up on when you can get to class, so get in line.

Aloha,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of January Seattle shipped three Oilers, eight Standby Reefer/Electricians, and two Standby Wipers. Seattle currently has 13 A-, two B-, and five C-seniority members registered for shipping.

The latest January storms that pummeled the West Coast upset the Matson schedule and the standby opportunities tightened up a bit. Things are back on track now, so please make the job calls to cover this important work.

Coast Guard applications are being

processed at a near pre-COVID pace; but you should still be proactive and apply early.

I will be out of the office for the majority of February. For my relief, SUP member Gil Manipon will be taking his trick at the desk. Brother Manipon is a lifelong staunch Union man that knows his way around dispatching and Union rules. Please bring him business as usual and he will take care of it.

Fraternally,
Brendon Bohannon, Representative

Mobile breaks cargo record

The Alabama Port Authority reported that a record 563,191 TEU were handled in 2022 at the Port of Mobile—the ninth year the port has logged double-digit growth since 2009. Total container volumes were up 11 percent from 2021, and intermodal rail volumes continued a 31-month record of triple-digit growth, ending the year up 142 percent over 2021, according to the Port Authority. Additionally, the container terminal handled a record 312 vessels, an increase of 75 vessels over 2021.

The Port of Mobile is located in the northern Gulf of Mexico and offers access to an international airport and

two interstate highway systems. The intermodal container transfer facility, which is slated to be an on-dock facility by 2025, provides access to five Class I railroads (BNSF, CN, CSX, Kansas City Southern and Norfolk Southern) plus Alabama & Gulf Coast Railway, CG Railway and Alabama Export Railroad.

According to the Port Authority, by 2025 it will expand its capabilities to one million TEU upon completing the Phase IV expansion at its container terminal; develop logistics facilities in Mobile; and open a new inland intermodal facility served by CSX in Montgomery, Alabama.

Regular membership meeting dates 2023					
March	1	S. F. Headquarters	August	2	S. F. Headquarters
	7	Honolulu		8	Honolulu
	8	Wilmington		9	Wilmington
April	5	S. F. Headquarters	September	6	S. F. Headquarters
	11	Honolulu		12	Honolulu
	12	Wilmington		13	Wilmington
May	3	S. F. Headquarters	October	4	S. F. Headquarters
	9	Honolulu		10	Honolulu
	10	Wilmington		11	Wilmington
June	7	S. F. Headquarters	November	1	S. F. Headquarters
	13	Honolulu		7	Honolulu
	14	Wilmington		8	Wilmington
July	5	S. F. Headquarters	December	6	S. F. Headquarters
	11	Honolulu		12	Honolulu
	12	Wilmington		13	Wilmington

Wreck of the Savannah may have been found

The U.S. National Park Service and local historians on New York's Fire Island believe they may found the wreckage from one of the most historic vessels, the first steamship to cross the Atlantic more than 200 years ago. The wreck eluded historians who searched for it 65 years ago, but a storm that reached the Fire Island area in October 2022 may have finally revealed a 13 by 13 foot section of the hull of the famous ship *Savannah*.

National Park Service staff had observed the wreckage partially exposed before the storm, but on October 21, one of the rangers for the Fire Island National Seashore, notified the curatorial staff that the storm had exposed the remains of a ship. It was located about 2.75 miles east of Old Inlet and was retrieved after subsequent stormy weather moved the exposed wreckage further down the beach.


Researchers quickly identified that it was a smaller vessel likely built around 1820. Studying the trenails, the wooden pegs that were driven into the planks of the ship to secure them, they determined the ship was roughly 100 feet in length. Further, the iron spikes found in the section are consistent with construction from that time frame as well

as staining which would be consistent with the "whitening" applied to hulls to protect against shipworms.

Because of the number of wrecks known as well as the wrecks not recorded in the area it may not be possible to positively identify the sections, but the Fire Island Lighthouse Preservation Society, which has custody of the wreck, is excited as it is the largest piece of a shipwreck the society has on display. It is a significant piece of history that would be all the more important if the researchers determine it is the *Savannah*. The society hopes to display the section by this summer just over 200 years after the *Savannah* grounded and broke apart on Fire Island.

The *Savannah* was built in 1818 in New York, originally designed as a sailing ship, but Captain Moses Rogers and the Savannah Steam Ship Company ordered the addition of a steam engine and boiler along with sidewheels to the ship.

FINISHED WITH ENGINES



Alirio A. Hernandez, P-2579/#2085. Born November 14, 1926, Honolulu, Hawaii. Joined MFOW May 23, 1946. Pensioned January 1, 1995. Died October 20, 2022.

Samuel Levecque, #3895. Born January 29, 1976, Maine. Joined MFOW December 1, 2009. Died January 7, 2023.

POLITICAL ACTION FUND

Voluntary donations for January 2023:

Arthur Galbreath, #3841\$90.00
Joe Rubio, P-2757\$100.00
Jeffrey Baumgarten, #3745\$25.00
Shadow Moyer, #3822\$50.00
Trae Kranz, JM-5354\$10.00
David Hooper, P-2818 \$200.00

HOWZ SHIPPING?

January 2023

San Francisco	Wilmington
Electrician/Reefer/Jr. Engineer..... 1	Electrician..... 3
Reefer/Electrician/Jr. Engineer..... 3	Electrician/Reefer/Jr. Engineer..... 1
Oiler..... 1	Reefer/Electrician/Jr. Engineer..... 1
Wiper..... 1	Junior Engineer 1
Standby Electrician/Reefer 20	Oiler 2
Standby Wiper..... 4	Shore Mechanic..... 6
TOTAL30	Wiper..... 1
	Standby Electrician/Reefer 16
Honolulu	Standby Wiper..... 27
Reefer/Electrician/Jr. Engineer..... 5	TOTAL58
Junior Engineer..... 1	
Oiler..... 1	Seattle
Wiper..... 3	Oiler 3
Shore Mechanic..... 2	Standby Reefer/Electrician..... 8
Standby Electrician/Reefer 35	Standby Wiper 2
Standby Wiper..... 32	TOTAL13
TOTAL79	

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