



USNS Dahl and MV Cape Henry assist as Philippines and U.S. hold largest ever Balikatan Exercise

Beginning on April 11, more than 17,600 members of the Armed Forces of the Philippines (AFP) and the U.S. military participated in Balikatan 2023, an annual bilateral exercise between the two allies and the largest iteration of Balikatan to date. This year marks the 38th iteration of the exercise, incorporating training activities throughout the Philippines. The exercise is planned through April 28.

Approximately 5,400 AFP personnel and 12,200 U.S. military personnel are training shoulder-to-shoulder, developing interoperability and improved capability in the areas of maritime security, amphibious operations, live-fire training, urban and aviation operations, cyber defense, counterterrorism, and humanitarian assistance and disaster relief preparedness. The increase in participating personnel from Balikatan 2022's 9,000 participants shows that the scope of the exercise grows consistently year after year.

This year's iteration includes a bilateral command post exercise that will strengthen the Allies' ability to plan, co-

ordinate, and provide command and control of forces together against a range of scenarios and simulated challenges. The training event will also enable the AFP and the U.S. military to refine tactics, techniques, and procedures related to maritime security, and deconflict fires and maneuver in a shared and contested battlespace. Field training exercise events are taking place across the Philippines to test the Allies' capabilities in combined arms live-fire, information and intelligence sharing, communications between maneuver units, logistics operations, amphibious operations, and many other skill sets.

The AFP and U.S. military are also conducting multiple Humanitarian Civic Assistance (HCA) projects to improve infrastructure, enhance medical response, and strengthen ties between local communities and Philippine and American military forces. These activities include the construction or renovation of three community health centers and multipurpose halls and hands-on training in advanced emergency rescue and lifesaving techniques.



U.S. Marines and Filipino contractors offload equipment from USNS Dahl in preparation for exercise Balikatan 23 at Port of Subic Bay, Philippines on March 26, 2023. Photo by Marine Corps Lance Cpl. Joseph E. deMarcus

Balikatan is a Tagalog term that means "shoulder-to-shoulder" or "sharing the load together," which characterizes the spirit of the exercise and the alliance between the Philippines and the United States. The Philippines is a key U.S. ally. It is the largest recipient of U.S. military assistance, equipment, and training in the region. Together, the United States and the Philippines are committed to promoting regional peace and stability.

The United States announced plans to expand new military sites in the Philippines under the Enhanced Defense Cooperation Agreement between the two nations, which went into effect on February 1. The four new sites are Naval Base Camilo Osias in Santa Ana, Cagayan; Camp Melchor Dela Cruz in Gamu, Isabela; Balabac Island in Palawan; and Lal-lo Airport in Cagayan.

The locations already in the agreement are Cesar Basa Air Base in Pampanga, Fort Magsaysay Military Reservation, Lumbia Air Base, Antonio Bautista Air Base and Mactan Benito

Ebuen Air Base.

The sites will also provide excellent places for joint and combined training and will improve regional readiness. The Defense Department will work with the Philippine Department of National Defense and armed forces to rapidly pursue modernization projects at these locations.

According to a statement from the State Department, "U.S.-Philippine relations are based on strong historical and cultural linkages and a shared commitment to democracy and human rights. The 1951 U.S.-Philippines Mutual Defense Treaty provides a strong foundation for our robust post-World War II security partnership. Strong people-to-people ties, and economic cooperation provide additional avenues to engage on a range of bilateral, regional and global issues."

The USNS Dahl and MV Cape Henry, both crewed with MFOW members in the engine department, delivered warfighter material to the Philippines in preparation for the exercise.



A Joint Light Tactical Vehicle (JLTV) rolls off the MV Cape Henry at the Port of Subic Bay, Philippines in preparation for the Balitakan 23 exercise.

Matson orders third LNG conversion for existing containerships

Matson Navigation Company exercised an existing contract option with MAN PrimeServ to proceed with the conversion of another of the line's containerships to dual-fuel LNG operations. The project which is scheduled for 2024 for the *Kaimana Hila* follows the ongoing project to convert her sistership *Daniel K. Inouye* and a planned more extensive dual-fuel re-engine project for the *Manukai*. Matson has budgeted \$130 million in capital expenditures for the conversions in addition to the \$490 million budgeted for three LNG-powered newbuilds ordered last year from Philly Shipyard.

MAN reports that the project for both the *Daniel K. Inouye* and later the *Kaimana Hila* will convert the main engine from a MAN B&W S90ME-C10.5 unit to a dual-fuel ME-GI unit capable of running on LNG. The ves-

sels are 854 feet long with a capacity of 3,220 TEU. The project will make Matson among the first containership operator to undertake the conversion of a large vessel from conventional diesel power to LNG.

The *Daniel K. Inouye* arrived in Nantong, China in mid-January to begin the conversion which is scheduled to last approximately five months returning the ship to service in the middle of this year. The sisterships, which were built in 2018 and 2019, were introduced according to Matson before commercial supplies of LNG were available so they elected to outfit the ships with LNG-capable dual-fuel engines in anticipation of their eventual conversion. The scheduled projects include installing the LNG fuel tanks, piping, and the additional required equipment conversion to enable dual-fuel operations.

The conversion process for the *Kaimana Hila* is currently expected to start in the second quarter of 2024. It is also projected to last five months with Matson estimating the cost for each of the projects at approximately \$35 million. The conversion is expected to reduce each vessel's CO2 emissions by 24 percent.

Following the completion of the conversion of the *Daniel K. Inouye*, Matson has scheduled a year-long dry-docking for another of its vessels, the *Manukai*, for a re-engine program. Built in 2003, the 711-foot vessel with a capacity of 2,378 TEU was outfitted with a MAN B&W 8K80MC-C

main engine manufactured by Hyundai Heavy Industries. Matson is investing an estimated \$60 million in her conversion.

Matson ordered in November 2022 three additional *Aloha*-class containerships, sisterships to the *Daniel K. Inouye* and *Kaimana Hila*, to be built by Philly Shipyard that will be LNG-ready when they are delivered in 2026 and 2027. In addition, the two *Kanaloa*-class Con-Ro vessels, the *Lurline* delivered in 2019 and the *Matsonia* in 2020, were also outfitted with LNG-capable dual-fuel engines in anticipation of their eventual conversion.

Halls to close

Memorial Day — All MFOW hiring halls will be closed on Monday, May 29, 2023, in observance of Memorial Day, which is a contract holiday.

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Conventional reefer vessels will be forced out by new pollution rules

Conventional reefer ships that played a critical role in shipping perishables during the pandemic could be forced into retirement by new International Maritime Organization pollution regulations. A Dutch consultancy says the carbon intensity indicator and energy efficiency of existing ships rules will force the aging conventional fleet to slow to speeds that won't meet market requirements for perishable goods. Both new regulations came into force this month, but with relatively modest emission limitation requirements in the first year, they will become more rigorous in subsequent years.

According to a reefer market report, conventional reefer bulk vessels are "old and fuel-hungry" and adds: "Their competitive advantage of being able to provide faster transit times, with their direct sailings rather than containership operators with their liner services and hub and spoke format, will be lost. Al-

ready, demolition is at a relatively high level and it is likely to rise even further."

Reefer container capacity was constrained during the pandemic, creating a lack of the certainty required for goods whose market value can be all but lost after long delays. Reefer rates in containers did not rise as much as the dry box market and, with the complexities involved in handling reefer goods, many carriers preferred to carry dry cargo. And for conventional reefer operators this was an opportunity.

Most containership operators are involved in reefer trades through having reefer plugs on their ships, but only 10 cover the major north-south trades – down from 15 a decade ago – and of those, only five lines cover almost all routes. There are 144 loops connecting southern hemisphere producers to northern consumers, down from 146 in 2021. However, average capacity has fallen to 5,400 TEU from 5,600 TEU –

but more concerning is that the average number of reefer plugs has declined to 700 from 860 in 2021. And with some 3.5 million TEU in reefer capacity, mainly in 40-foot high-cubes, the reefer box fleet does not keep pace with the number of available plugs on ships.

The reefer industry faces challenges in 2023. It expects a high level of merger and acquisition activity in the cold chain logistics sector, while the remaining logistics companies will invest in smart technology in an effort to gain a competitive advantage. However, the implementation of smart technology will be advanced with a dearth of labor as employee shortages persist into the year.

Finally, volatility in the reefer goods market will challenge planning, but with the shipping sector now largely free from congestion the flow of cargo should be more predictable through the seaborne supply chain.

Great Lakes navigation priorities in White House FY2024 budget

Last month, the White House released an outline of its fiscal year 2024 budget proposal. The budget includes the following amounts proposed for key programs of importance to Great Lakes ports. The list includes several surprises as noted below:

Great Lakes Icebreaker — The White House has proposed \$55 million in the Coast Guard's budget for first-year acquisition funds for a new heavy Great Lakes icebreaker. This amount exceeds the \$40 million being sought by industry advocates and is a tremendous victory. Significant credit goes to Lake Carriers' Association for leading a multifaceted coalition of Great Lakes maritime stakeholders in support of this important project. Many thanks to the Great Lakes Congressional delegation who have championed the project and pushed against Coast Guard opposition.

Great Lakes Authority — In a surprise development, the budget includes \$5 million for the Great Lakes Authority, a new regional economic development agency created by Congress only three months ago. Congresswoman Marcy Kaptur (D-Ohio) has championed the agency's creation and led a bipartisan Congressional coalition to secure its authorization. If approved by Congress, first-year funds provided in the President's budget will help fast-

track the establishment of the authority's board and staff.

Port Infrastructure Grants — The White House has asked Congress to approve \$300 million for the Maritime Administration's Port Infrastructure Development Program (PIDP). The program was funded at \$212 million last year. It is important to remember that in addition to this baseline funding, the Infrastructure Investment and Jobs Act (IIJA) provides \$450 million each year for PIDP between FY2022-26. These IIJA funds have already been approved and are not dependent on annual appropriations.

Marine Highway Program — The Biden Administration has proposed \$11 million for the Maritime Administration's America's Marine Highway Program. This is a \$1 million increase from last year's funding level of \$10 million.

Great Lakes St. Lawrence Seaway Development Corporation — The President's budget proposes \$40.29 million for the agency in FY2024, including \$16.3 million for Seaway's ongoing infrastructure improvement program. Last year, Congress provided \$38.5 million for the agency.

Army Corps of Engineers Operation and Maintenance — The Biden Administration has proposed a total of \$1.683 billion from the Harbor Main-

tenance Trust Fund (HMTF) for the USACE' deep draft coastal navigation O&M program. Of this total, \$275 million will be spent in the Great Lakes. These funds are used for harbor and channel dredging, repair of breakwaters and jetties, and lock maintenance.

Soo Lock — Perhaps the biggest shock was the omission of construction funds in the budget for the new Soo Lock project - which is currently under construction in northern Michigan. The budget includes a new \$235 million funding category called "project cost increase reserve," which appears to be a bucket of money for the USACE to later assign to specific projects that have gone up in cost. Hypothetically, a project like the Soo Lock could be assigned a portion of these funds. In fact, the budget document cites the Soo Lock as an example of the kind of project that might qualify.

What's Next? — Congress will consider the funding levels proposed by the Biden Administration for these and other federal programs. Final decisions will be enacted in law in the various FY2024 appropriation bills. Hypothetically, those bills should be completed before the beginning of the fiscal year on October 1. However, Congress typically misses this deadline and usually enacts the appropriation bills just prior to Christmas.

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Port of Los Angeles signs agreements with Tokyo and Yokohama to establish green shipping corridor

In March, the Port of Los Angeles entered into separate Memorandum of Understandings (MOUs) with the Port of Tokyo and the Port of Yokohama – to more formally collaborate on sustainability and environmental issues. The agreements were signed by Port of Los Angeles officials during the 2023 California Japan Clean Energy Trade Mission, led by California Lt. Gov. Eleni Kounalakis and Dee Dee Myers, Director of California Governor's Office of Business and Economic Development.

"The MOUs signed this week between the Port of Los Angeles, the Port of Tokyo, and the Port of Yokohama epitomize the strong relationship be-

tween California and Japan and our shared commitment to tackling climate change," said Lieutenant Governor Eleni Kounalakis. "California and Japan's port partnership is a world-leading collaboration and a critical step towards achieving zero greenhouse gas emissions."

The MOUs call for cooperation and sharing of best practices on environmental and sustainability initiatives, including the digitation of the supply chain to optimize efficiency and reduce port operational impacts.

The ports of Tokyo and Yokohama also agreed to establish a Green Shipping Corridor (GSC) partnership with the Port of Los Angeles in the coming year,

an initiative aimed at reducing emissions along their respective trade routes and promoting low- and zero-carbon ships and fuels. The Port of Los Angeles has already established GSC partnerships with the ports of Shanghai and Singapore.

In addition to strengthening trade routes, maritime operational supply chain efficiencies and environmental sustainability, other specific areas of cooperation identified under the two agreements include the testing and deployment of zero-emission vehicles, cargo handling equipment and vessels; exploring energy use and alternative energy sources; and cooperating on initiatives related to pollution-reduction technolo-

gies for terminals, ocean-going vessels and drayage trucks.

The Port of Los Angeles and Port of Yokohama have a long history of cooperation, dating back to a trade agreement signed in 1969 to strengthen trade routes between the two ports. The Port of Los Angeles and Port of Tokyo formalized a Sister Port relationship in 1987.

The week-long 2023 California Japan Clean Energy Trade Mission began March 11, and targeted businesses in the clean energy sector to explore solutions related to climate change, renewable energy, zero-emission technologies, among other sustainable products and services.

USACE seeks public input for Honolulu Harbor study

The U.S. Army Corps of Engineers (USACE), Honolulu District — in partnership with the State of Hawaii Department of Transportation (HDOT) — is seeking public input on the preparation of the Honolulu Harbor Modification Feasibility Study to address potential impacts with improving the Honolulu Harbor Federal navigation channel. The goal of the study is to investigate alternatives to improve ship

navigation efficiency, reduce transportation costs, maintain safety in Honolulu Harbor, and improve the resilience of harbor operations to meet the demand for goods in Hawaii and U.S. territories in the Pacific.

Last year, USACE Honolulu District and HDOT signed a feasibility cost sharing agreement to initiate a new start study for Honolulu Harbor. The study is estimated to cost a mini-

mum of \$3 million, cost shared 50/50 between HDOT and USACE, and take a minimum of three years to complete.

The study will be used as a basis for ensuring compliance with the *National Environmental Policy Act* (NEPA) and evaluating alternative plans, including the "No Action" plan. The proposed alternatives identified include widening and deepening Honolulu Harbor channels and basins and

consideration of nonstructural measures. The modification of the Sand Island Bridge, also known as the Slatery Bridge, and opening of the Kalihi channel are also being considered. The Integrated Feasibility Report and NEPA document will address dredged material management requirements for construction and long-term operations and maintenance.

March 20, 2023

The Honorable Andy Harris
Chair
Subcommittee on Agriculture
House Committee on Appropriations
Washington, DC 20515

The Honorable Sanford Bishop
Ranking Member
Subcommittee on Agriculture
House Committee on Appropriations
Washington, DC 20515

The Honorable Martin Heinrich
Chair
Subcommittee on Agriculture
Senate Committee on Appropriations
Washington, DC 20515

The Honorable John Hoeven
Ranking Member
Subcommittee on Agriculture
Senate Committee on Appropriations
Washington, DC 20510

Dear Chair Harris, Chair Heinrich, Ranking Member Bishop, and Ranking Member Hoeven:

Each year our nation's international food aid programs, including P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole International Food for Education within the Agriculture, Rural Development, Food and Drug Administration, and Related Agencies appropriations bill, help reach millions of vulnerable people around the world. These programs have enjoyed significant bipartisan support for more than 65 years. We, the undersigned organizations, respectfully request Congress continue to fully support these programs and that the fiscal year 2024 agriculture appropriations funding for these critical accounts be increased to at least **\$2.3 billion**.

Global food assistance is required as drought, continuing conflict, inflationary costs, and other crises persist around the world. Chronic and acute hunger have continued to rise and the U.N. World Food Programme warns that the number of people facing crisis levels of food insecurity has risen to 349 million (up from 287 million in 2021) as a result of COVID-19, ongoing conflict (including the war in Ukraine) and climate-related extreme events. USAID noted this fall that the number of those facing acute food insecurity has soared from 135 million to 345 million since 2019. With hunger on the rise, now is the time for America to continue its global leadership role by showing full support for U.S. international food security programs.

Food assistance programs not only benefit the recipients, but also U.S. economic and national security interests. Food aid, in all its forms, is made available through these programs usually bearing the U.S. flag and/or marked "from the American people." By furthering stability in fragile countries and sparking hope in countless people who are struggling to survive, U.S. strategic interests are protected and expanded. Ultimately, these kinds of foreign assistance programs help create a firm foundation for vulnerable communities to grow and prosper, which is why many former food aid recipient countries are now among the most important U.S. trading partners.

The use of American grown commodities as food aid has been a cornerstone of U.S. foreign assistance programs for decades and U.S. food aid has continually evolved and adapted to meet changing needs. Using a combination of U.S. commodities, cash, vouchers, and locally purchased food, the U.S. has worked to expedite hunger relief, increase resilience, and save countless lives. Through a joint public-private partnership, American farmers, fishing families, mariners, port workers, private voluntary organizations (PVOs), and the U.S. government have developed the strongest frontline response to urgent global food insecurity. Food aid is a tangible source of hope to those in need, and American stakeholders take great pride in their support for the world's most vulnerable people through these programs.

While our organizations at times have policy differences, we stand united in our belief that U.S. food aid programs are among the world's most critical foreign assistance

programs, save countless lives, bolster our nation's global security, and help millions in need around the world. We ask that you continue the lifesaving and life improving work of food aid by increasing the agriculture appropriations funding in fiscal year 2024 to at least \$2.3 billion to carry out the necessary and vital work accomplished in the P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole programs.

Thank you,

ADRA International
AFL-CIO Maritime Trades Department
Alaska Seafood Marketing Institute
Alliance to End Hunger
American Association of Port Authorities
American Farm Bureau Federation
American Maritime Officers
American Maritime Officers Service
American President Lines, LLC
American Pulse Association
American Soybean Association
Bread for the World
Breedlove Foods, Inc.
Bunge
Cantera Partners
CARE USA
Catholic Relief Services
Didion Milling Inc
DSM North America
Edesia
Euro-America Shipping & Trade, Inc.
Fettig & Donalty, Inc.
Food for the Hungry
Genuine Alaska Pollock Producers
Gina Rivera
Global Food & Nutrition Inc.
Grain Millers
GrainPro Incorporated
Heartland Goodwill Enterprises
Helen Keller Intl
Humanity & Inclusion
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Inlandboatmen's Union
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Producers Association
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LifeLine Foods
Maersk Line, Limited

Mana Nutrition
Marine Engineers' Beneficial
Association
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and Industrial Development
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Port of Kalama
Port of Lake Charles
Port of New Orleans
Port of Vancouver USA
Potomac Maritime, LLC
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QSL America
REPCO
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Save the Children
Schuyler Line Navigation Company
Seafarers International Union
Sealift Inc.
SEMO Milling llc
The Port of Virginia
Transportation Institute
TVS, Inc.
U.S. Pea and Lentil Trade Association
US Ocean LLC
USA Dry Pea & Lentil Council
USA Rice
Venture37
Washington Public Ports Association
Wisconsin & Southern Railroad
Wisconsin Corn Growers Association
World Food Program USA
World Vision

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

LNG Training

On March 9, the Union was notified by Matson that the company was planning to sponsor three Basic IGF Code Operations (STCW V/3-1) courses in April, as follows:

Oakland: April 17-18
Long Beach: April 20-21
Honolulu: April 24-25

I have notified agents in San Francisco, Wilmington and Honolulu to gather training requests from members and prepare to select, by seniority, up to five candidates for the training in each port.

Trust Funds

The trustees of the various MFOW trust funds met by teleconference on March 15. The trustees of the various SIU Pacific District plans met by teleconference on March 16. These were routine meetings; all funds appear to be in good shape.

Medical Coverage

On March 22, Health Net sent a letter to participants enrolled in the Health Net California PPO plans. The letter stated that on October 1, 2023, Health Net Life Insurance Company will no longer offer group PPO insurance plans and that PPO insurance coverage would terminate.

On March 29, I reached out to our MFOW Welfare Fund consultant who contacted Health Net. A Health Net representative explained that the provider will be transitioning away from the California Department of Insurance (CDI) as the regulator of its PPO plans to the Department of Managed Health Care (DMHC) as groups renew on or after January 1, 2023.

Health Net's HMO products are already filed with the DMHC so this step brings them in alignment with the market while providing other administrative advantages by working with just the one regulator entity for all commercial products. With this change the PPO product will be discontinued under the CDI and replaced with a PPO product with similar benefits under the DMHC at the group's renewal date in 2023.

As part of the change, it was required by the CDI that the provider send letters to every participant indicating that the PPO plan will be discontinued at the upcoming renewal. Although this is correct, it is also misleading as Health Net will continue to have PPO plan options available for clients in 2023, but with DMHC as the regulator.

APL Eagle

On March 29, the Union was notified by APL Director of Labor Relations Michael Labonte that the *MV APL Eagle* will be replacing the *MV APL Gulf Express* in the Jebel Ali-Middle East Express (JMX) Service. The planned turnover is to take place sometime in May.

In order to facilitate a smooth turnover, and to avoid the logistical problems associated with crewing up replacement tonnage halfway around the world, the company has requested to cross deck the *APL Gulf Express* crew to the *APL Eagle* as both vessels are expected to be in the same port at the same time. The cross decked crew would then finish their maximum period of employment time aboard the *APL Eagle*.

The plan is supported by past practice and Section 9 (b) of the MFOW-APLMS Shipping Rules which states:

(b) In foreign ports, if crew replacements are necessary, seamen in the port with Seniority Classification under these Joint Shipping Rules shall be given first preference to fill the vacancy.

I recommend approval of the plan to cross deck the *APL Gulf Express* crew to the *APL Eagle*.

Ready Reserve Force

As previously reported, the 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 (RFP) No. 693JF722R000009 had been published by the Maritime Administration (MARAD) 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.

On March 31, 2023, MARAD amended the RFP to move the submission date back to May 3, 2023. So we are still working on an initial bid.

Port of Savannah adding 55 hybrid yard cranes

The Georgia Ports Authority (GPA) has agreed to spend \$170 million on 55 hybrid-engine rubber-tired gantry cranes to outfit the Port of Savannah's Ocean Terminal, as it is redeveloped into an all-container facility. The hybrid machines will exclusively operate off electric battery power, with diesel generators running only to recharge batteries. This will reduce fuel consumption by an estimated 47 percent compared to all-diesel machines. Per year, that is a reduction of 8,800 gallons of diesel per crane, or nearly 500,000 gallons annually across the Ocean Terminal fleet. This will result in a fuel purchase savings of more than

\$1.6 million per year at current rates.

The new cranes reduce emissions by half compared to conventional diesel cranes. At an annual average of 4,000 operating hours per rubber-tired gantry crane (RTG), the hybrid engines will avoid yearly emissions of 127 tons per crane, or nearly 7,000 tons across the 55-RTG fleet.

The gantry cranes will use special "whisper" movement alarms that sound like static, rather than the typical three-tone alarms. The whisper alarms do not penetrate long distance, but do provide safety for nearby personnel, effectively making the machines quieter and reducing noise emissions. The combina-

tion of hybrid power and quieter alarms will help control the sound of operations for neighboring communities. The new cranes can work stacks that are six containers high and seven wide – one container wider than GPA's current largest RTGs. Wider stacks mean fewer rows and a denser, more efficient use of space. The RTGs currently serving Ocean Terminal will be repurposed in other areas of operation.

The cranes are one part of the renovation of the 200-acre Ocean Terminal. GPA is also establishing two big ship berths at the facility, and improving the paving surface to hold container stacks. These projects will bring to six

the number of neo-Panamax vessels the Port of Savannah can handle simultaneously. To work the larger ships, GPA will add eight new all electric ship-to-shore cranes at Ocean Terminal by 2026. The taller ship-to-shore cranes will replace three older cranes that are not suited to handling neo-Panamax vessels. When complete, the terminal's annual capacity will reach two million twenty-foot equivalent container units.

A key partner for GPA is the Georgia Department of Transportation (GDOT). GDOT will play an important role in the terminal's completion and traffic control around Ocean Terminal.

DOL defends its authority to regulate overtime

The Biden administration is defending a Trump-era overtime rule in federal court in an attempt to quash a lawsuit that threatens to undermine its plans to issue another regulation to expand overtime protections to more workers. Although Democrats say that the Trump-era update doesn't go far enough to protect workers, in recent filings in the US District Court for the Western District of Texas, attorneys representing the Biden Department of Labor have re-

quested a quick decision to uphold the rule.

Government attorneys argue that the Trump DOL was well within its authority to update the overtime test, as recognized by prior court rulings, and that Congress explicitly granted the agency the authority to "define and delimit" exemptions to overtime pay requirements.

Under the Fair Labor Standards Act (FLSA), workers are exempt from overtime pay if they meet a three-part test:

they are salaried, make more than a certain amount per year, and work in a "bona fide executive, administrative, or professional capacity." The Trump administration raised the salary threshold piece of that test—below which workers qualify for time-and-a-half overtime pay when they work over 40 hours in a week—to \$35,568. The DOL also plans to make updates to the overtime exemption test this summer.

Robert Mayfield, a fast-food chain operator based in Austin, Texas, sued the DOL in August 2022 over the Trump rule, which has been in effect since 2020. In his request for summary judgment, he argued that Congress never delegated such broad authority to the DOL.

Mayfield's attorneys say the FLSA "simply exempts" any employee who meets the job duties part of the test from overtime pay, regardless of how much they are paid. And if the language of the act "empowers the Secretary to dictate salary level requirements," they ar-

gued in the filing, "it violates the non-delegation doctrine because the statute provides no direction as to whether (or how) the Secretary should develop salary level rules."

In its latest filing in the case, the DOL noted that the agency has interpreted the overtime exemption to include a three-part test for over 80 years, including under Trump. The DOL also contends in response to Mayfield's non-delegation claim that the FLSA provides an "intelligible principle limiting the Department's discretion in effectuating the statute."

Now that the case has been fully briefed, District Judge Robert Pitman will have to decide on both the DOL and Mayfield's requests for summary judgment, or to move the case forward to trial. The Biden DOL plans to propose a regulation to further adjust the rules dictating when workers are owed overtime pay in May, according to the latest regulatory agenda.

Suez Canal recorded highest-ever monthly revenue In March 2023

On April 5, *Al Mal* reported that the Suez Canal saw its highest-ever monthly revenues of \$832.2 million in March, a 38.5 percent increase from \$601.7 million in the same month of 2022.

Moreover, 2,191 ships with a net tonnage of 129 million tons went through the canal in both directions in March, compared to 1,816 vessels carrying 107

million tons the previous year. The canal's revenues jumped 40.6 percent to \$2.382 billion in the first quarter 2023 compared to the first quarter 2022 figure of \$1.694 billion. Osama Rabie, Chairman of the Suez Canal Authority, had earlier declared an income target of \$9 billion this year.

VICE PRESIDENT'S REPORT

Here we are in April and the Marine Firemen's Union is looking strong. Jobs calls have the customary number of applicant hopefuls looking to break in as well as daily calls inquiring from out of state. If you're a lower seniority member, I would not hesitate to take a job on the board as competition may get stiff in the following months.

I just attended my first in person N-MERPAC meeting in New Orleans, Louisiana. I must say that it was a very interesting experience and a very important channel for the industry veterans and experts to have their say in USCG matters. I realize the importance of this committee to the maritime industry and will do my best to represent the unlicensed engine department in discussions. Please keep in mind that this is separate from union business and is a voluntary position.

I'm very happy with our membership fulfilling their duties and keeping the job board clean whilst I knock on wood. Please keep up the good work and

this historical labor union's prestigious image intact. I have a little work to do with a few new policies issued by certain companies, but all is well so far.

Rest in peace to brother Jeff Robertson. I remember being a teenage applicant sitting in Wilmington Hall, brother Robertson suggested that I join the Navy. He wasn't wrong as I was ill prepared to be a wiper and was not very impressive when I finally got my first job on the Lihue breakout. Ken Paddock can attest to this. Either way, the sea made a man out of me. My interactions with brother Robertson were limited as a rank-and-file member but I remember him being a character. Spoke with him a few times as VP to pensioner. He will be missed and I'm always sad to hear someone within my arc of a story pass away.

In closing, please take care of yourselves. Wealth is nothing without health. Do the Spock, throw up the "V", live long and prosper. VP out.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for March 2023:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Lurline* — delegate REJ Dale Cunningham, #3597, no beefs, shipped a Wiper for time up. *MV Matsonia* — delegate REJ Europa Demont, #3865, no beefs.

On the Pacific Northwest triangle run: *MV Manoa* — delegate ERJ Jeffrey Baumgarten, #3745, no beefs. *MV R.J. Pfeiffer* — delegate REJ Dave Ebanks, #3824, no beefs. *MV Kamokuiki* — activation shipped an Electrician/Reefer/Oiler. *MV Mahimahi* — activation shipped a REJ and four standby Wipers for cleaning and assist as directed.

APL Maritime Services

On the EX1 run: *MV President F.D.*

Roosevelt — delegate REJ Edgardo Guzman, #3905, and an additional REJ were shipped for time up, no beefs. *MV President Wilson* — delegate ERJ Eric Danna, JM-5304, shipped an additional REJ to assist with reefer cargo/equipment, no beefs. *MV President Eisenhower* — shipped an additional REJ. *MV President Cleveland* — shipped an ERJ, who was flown out to meet the vessel in Busan Korea.

Patriot Contract Services

Cape Victory — shipped a one-year Electrician. *USNS Pomeroy* — shipped an Oiler for time up. *USNS Dahl* — shipped an Oiler and a wiper for time up.

Fraternally, Bobby Baca

Clements takes over as MTD Executive Secretary-Treasurer

March 31 saw the end of an era, with outgoing Maritime Trades Department, AFL-CIO (MTD) Executive Secretary-Treasurer Daniel Duncan stepping down after 12 years in the position. He was succeeded on the following day by MTD Administrator Mark Clements, whose appointment was confirmed by the 2023 MTD Executive Board at its February meeting.

Duncan first came to the MTD in 2000 as an assistant to then-MTD President Michael Sacco and Executive Secretary-Treasurer Frank Pecquex. He joined the Department from the Seafarers International Union, where he served in a variety of roles since 1987. With 23 years of experience in the MTD and half a century of Union involvement, Duncan's contributions to Maritime Labor are incalculable.

Duncan will stay on with the MTD in an advisory capacity to assist with the leadership transition. In addition to a new Executive Secretary-Treasurer, the Department also gained a new President in David Heindel earlier this year.

Clements assumes the Executive Secretary-Treasurer position after a year and a half as MTD Administrator. Previously, he worked for nine years as Assistant Director of Communications for the Seafarers; he was responsible for the Union's social media presence and historical materials.

In addition to his time with the Seafarers, Clements is a card-carrying member of the American Federation of Teachers. He stays involved in several local advocacy groups in his home of Silver Spring, Maryland.

State funding for goods movement campus lauded

Last month, California state officials presented a ceremonial check reaffirming a \$110 million pledge to help fund the nation's first training facility specifically devoted to supply chain workers, located within the San Pedro Bay ports complex. The Port of Los Angeles and Port of Long Beach Goods Movement Training Campus will provide a single and centralized location aimed at attracting, recruiting, and retaining workers in the goods movement sector. The \$110 million allocation will be spread across three fiscal years, starting with the 2022-23 state budget with additional amounts in 2023-24 and 2024-25.

"We are humbled that our efforts are being recognized and rewarded by this historic investment in our collective future success," said Ramon Ponce de Leon, president of the International Longshore and Warehouse Union Local 13. "The members of the ILWU wish to sincerely thank our partners at the ports of Los Angeles and Long Beach, as well

as the governor and state legislators of California, for their ongoing support."

Centrally located in the San Pedro Bay ports complex, the training center will provide new job opportunities for residents of nearby communities while strengthening skills for the existing logistics workforce. Dockworkers, truck drivers, warehouse employees and other essential logistics workers will have an opportunity to learn how to operate the cutting edge equipment that will help the San Pedro Bay ports enhance air quality, combat climate change and transition to zero-emissions operations by 2035.

The 20-acre campus, expected to open by 2029, is a partnership between the Port of Los Angeles, the Port of Long Beach, the California Workforce Development Board, the ILWU and the Pacific Maritime Association. The ports will equally split the balance of the project cost while working with partners to secure additional funding for training equipment and curriculum.

Port of Coos Bay aims to become a major shipping hub

The Port of Coos Bay, Oregon is the only shipping facility between San Francisco and Portland. Efforts are underway to expand its capacity and create what would be called the Pacific Coast Intermodal Port.

The Coos Bay-North Bend area has roughly 32,000 residents and hundreds of acres zoned for industrial development. Through a public-private partnership between the port and North-Point Development, advocates of the port expansion aim to develop a \$1.8 billion intermodal facility, capable of moving freight using multiple modes of transportation.

One asset the port controls is the Coos Bay rail line, which it is hoping to upgrade if it can obtain \$700 million from the U.S. Transportation Department's Mega Grant program. While the Port of Coos Bay was not chosen as a Mega Grant recipient last year, advocates of a port expansion already have lined up \$35 million from the state of Oregon, a BUILD grant, and a Port Infrastructure and Development program. Moving product by rail is more eco-friendly than by semi-truck and results

in 75 percent less greenhouse gas emissions. An improved rail system could be used for international imports and agricultural exports.

Upgraded rail and port facilities could help Coos Bay and North Bend rebound from several recent setbacks. In 2019, the Coos Bay Georgia Pacific Mill shut down, and last year the Shutter Creek Correctional Institution in North Bend closed. The combined loss of those 220 jobs has created more urgency for the plans to upgrade the port, and has sparked attention from some politicians.

Proponents of a port expansion say that if the rail line, navigation channel, and container terminal all come together, the Pacific Coast Intermodal Port will generate 3,500 construction jobs over a five-year period, and will lead to 12 trains a day running between the Coos Bay area and Eugene.

There are undercurrents of dissent, however. The Biden administration and some environmentalists are eyeing the southern Oregon Coast for wind turbine developments. That has caused concern for fishermen and other environmentalists.

South Korea to allow construction of hydrogen-powered ship

South Korea's Ministry of Oceans and Fisheries announced that it has established tentative standards for ship hydrogen fuel cell equipment to enable actual hydrogen shipbuilding in Korea. Although the development of fuel cell equipment for hydrogen ships, such as the development of small experimental hydrogen ships through the Ulsan Free Economic Zone project, is actively pursued in Korea, there have been difficulties in commercializing ships equipped with fuel cells because there were no regulations related to existing shipbuilding equipment standards. Therefore, the ministry has established the standards based on the regulations that

serve as the basis for developing standards for new technology applications and interim guidelines from the International Maritime Organization.

As hydrogen ships become available for construction and operation, it is expected that the development of key technologies such as domestic hydrogen fuel cell equipment, hydrogen storage containers and hydrogen safety equipment will become more active than ever before. It is also expected that this will be a great help for domestic companies to enter the global market based on their accumulated know-how and technological capabilities.

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Marine-Firemens-Union-121622254577986/



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.

May 15-18 June 12-16 July 24-27

Military Sealift Command (MSC) Readiness Refresher

This two-day course renews the following government vessel segments: Helo Firefighting; Environmental Protection; Damage Control; and Chemical, Biological and Radiological Defense. The full versions of these segments must have been completed within 5 years of taking the Readiness Refresher course.

May 4-5 June 1-2 July 13-14

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.

May 15-19 June 12-16 August 4

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.

Contact Training Coordinator

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.

Contact Training Coordinator

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.

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.

June 12-16 August 21-25 October 23-27

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: May 19, June 2, June 23, June 30

Marine Institute, Honolulu, HI: June 9, July 7, August 25, October 13, December 8

Cal Maritime Academy, Vallejo, CA: May 15-16, June 12-13, August 14-15

Compass Courses, Edmonds, WA: May 16-17, June 20-21

MITAGS-PMI, Seattle, WA: May 20-21, June 12-13, July 5-6

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: May 24-26, June 14-16, August 23-25

Cal Maritime Academy, Vallejo, CA: July 17-19

Compass Courses, Edmonds, WA: May 16-18, June 20-22

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

Marine Firemen's Union Training Plan Tuition Reimbursement Policy

The Marine Firemen's Union Training Plan reimburses tuition costs (not lodging, subsistence or transportation) for certain types of training taken by a participant on his own.

However, preapproval of the training must be given by the Marine Firemen's Union Training Plan prior to taking the course.

Any request for reimbursement without preapproval from the Marine Firemen's Union Training Plan will be denied.

Port of Houston grows amid West Coast decline

The Port of Houston reached a total of 313,452 TEU during February, reflecting a 15 percent increase compared to the same month last year. Year-to-date volumes are up six percent to 633,442 TEU.

Though Port Houston experienced growth throughout the first two months of 2023, recently its terminals are beginning to see some softening in import demand consistent with the national trend. High inventory levels and a general decrease in consumer demand are the main factors in this decline, and a general downward trend will likely continue over the next several months which was anticipated and included in the 2023 forecast budget.

Export volumes increased by 42 percent in February, driven by the strength of plastic resins and other petrochemical commodities produced and delivered globally through Port Houston. At break-bulk facilities, general cargo declined 25 percent year-to-date, and steel imports declined by eight percent year-to-date. Total tonnage through Port Houston is up seven percent year-to-date.

This increase in container throughput for February comes after the port's January container volumes dropped by 3,437 TEU from the same month in 2022. Port Houston recorded its best year yet in 2022 with annual container volume up by 14 per cent.

St. Lawrence-Seaway opens

The 2023 navigation season on the St. Lawrence-Seaway opened on March 22. Both sections of the Seaway, the Montreal-Lake Ontario section, and the Welland Canal, opened at the same time this season.

Due to water and ice conditions this spring, ships in the Montreal-Lake Ontario section will have a maximum draft of eight meters. Once the South Shore Canal is free of ice, and water levels are high enough to support it, the allowable draft will increase by eight centimeters.

This year, there are four voluntary speed reduction zones through sensitive areas. Zone 1 runs from Cameron's Point to St. Regis Island on Lake St. Francis; Zone 2 is from Broder Island to Mariatown in Lake St. Lawrence; Zone

3 is through the Brockville Narrows section of the St. Lawrence River from Skelton Island to Fernbank; and Zone 4 is the American Narrows — from Alexandria Bay to Fineview.

Participants in the speed reduction program will reduce their vessel speed to lessen the wake to minimize shoreline property impact. An eight-knot speed restriction is in place past Galop Island for upbound ships that draft more than 7.8 meters is also in place.

Yearly tonnage shipped through the Seaway decreased by five per cent but overall vessel traffic increased by 2.4 per cent between 2021 and 2022.

This is the 65th season for the international shipping waterway.

California salmon season canceled; Newsom requests federal disaster declaration

Both the commercial and recreational salmon fleets in California will likely remain stuck in port this year following the Pacific Fishery Management Council's decision to cancel the 2023 fishing season. Three years of drought, low river levels and hot, dry conditions have had punishing effects on the Klamath and Sacramento rivers' fall-run Chinook salmon populations, according to state wildlife officials. In response to drastic fish population declines, the Pacific Fishery Management Council – which regulates fisheries in California, Oregon and Washington – canceled the salmon season from the Oregon border to Mexico. The decision to close the season must still be approved by the National Marine Fisheries Service, which is

expected to do so in May.

Also, on April 8, Gov. Gavin Newsom announced the state is asking U.S. Secretary of Commerce Gina Raimondo to issue a Federal Fishery Disaster Declaration in order to provide assistance to fishing boat operators, coastal communities and others that rely on the salmon season for income.

An industry group, the Golden State Salmon Association, said the state's commercial and recreational salmon fisheries account for \$1.4 billion in economic activity and include fishermen and women, fish processors, marinas, equipment manufacturers, Native American tribes and people in the hotel and food industries, among others. The decision to close the season, which

has only happened once before, doesn't sit well with the association's executive director, Scott Artis. His organization, along with other environmental groups, blames California's land-use and water-management policies that he says favor agriculture over salmon.

In a news release, the association said "dam operation decisions favoring agriculture over salmon survival have resulted in very poor natural salmon reproduction in recent years because lethal hot water left after dam releases for agriculture have killed incubating salmon eggs."

That claim was echoed by the environmental advocacy organization San Francisco *Baykeeper*, which said the Newsom administration has waived re-

quirements for dam operators to provide enough cold water for salmon egg incubation.

Newsom has disputed the idea that the state's water policies have led to the current predicament and at a March 24 news conference -- during which he signed an order eliminating some drought restrictions -- he noted that the conditions that led to the season closure happened three years ago.

Because salmon swim from their freshwater hatcheries to the ocean after they're born and then return three years later to spawn, recent water management decisions are not to blame for the plummeting salmon populations, said a California Department of Fish and Wildlife spokesman.

Commerce Department announces plan to designate marine sanctuary in Pacific

Following President Biden's call to action at the White House Conservation in Action Summit and a Presidential Memorandum, the Commerce Department directed the National Oceanic and Atmospheric Administration (NOAA) to initiate a process to consider designating all U.S. waters around the Pacific Remote Islands as a national marine sanctuary. A sanctuary designation would provide additional layers of protection for the region's important marine ecosystems, maritime heritage resources, and support the cultural heritage and values of Native Hawaiian and Pacific Islander communities.

The Pacific Remote Islands Coalition nominated an area totaling about

770,000 square miles for sanctuary designation. That area includes the existing as well as the submerged lands and waters surrounding the existing Monument to the limit of the U.S. Exclusive Economic Zone. The Pacific Remote Islands encompass seven islands, atolls, and a reef unit: Baker, Howland, Jarvis, Johnston, Wake, Palmyra, and Kingman. Vulnerable to climate change impacts, the atolls, shoals, seamounts, banks and reefs in this unique and fragile area are home to some of the most diverse and remarkable tropical marine life on the planet and provides haven for a host of species from corals and fish to marine mammals and seabirds.

Sanctuary designation would allow

NOAA to augment the existing protections for the Pacific Remote Islands Marine National Monument with additional regulatory and non-regulatory tools, and to conserve additional areas beyond the Monument's existing boundary. The sanctuary designation would not include any terrestrial areas or diminish the protections of the existing monument designations.

NOAA will issue a Notice of Intent to begin the public scoping process to initiate designation of a national marine sanctuary in the Pacific Remote Islands. Following the President's direc-

tion, the Commerce Department and the Department of the Interior will also conduct a public process to work with regional Indigenous cultural leaders to appropriately rename the existing Pacific Remote Islands National Monument, and potentially the Islands themselves, to honor the area's heritage, ancestral pathways, and stopping points for Pacific Island voyagers, and to provide posthumous recognition for young Native Hawaiian men sent to secure U.S. territorial claim to the islands in the run up to World War II.

Union filings show membership gains in 2022

Several large U.S. unions saw double-digit growth in 2022 at the same time employers were weathering a tight labor market and a wave of worker dissatisfaction, according to a Bloomberg Law analysis of new federal filings from the previous calendar year. Annual union disclosures to the U.S. Department of Labor offer the most detailed look yet at how labor groups have flourished—and struggled—in the post-pandemic economy. More than 50 groups that filed membership and financial disclosures in the past month reported a collective net membership increase of three percent, slightly higher than what the Bureau of Labor Statistics reported in January, though the results vary by industry.

The International Brotherhood of Teamsters reported gaining 206,000 members, an increase of 20 percent from the previous year. The International Longshore and Warehouse Union added 3,200 members, an 11 percent increase, in the middle of contentious contract talks with port operators. And Workers United—the group responsible for organizing Starbucks Corp. workers—clocked 7,400 new members in 2022, a 10 percent gain, the DOL documents show.

Gains and losses may be overstated in the aggregate numbers. Some unions belong to federations that also must submit federal disclosures, meaning their members would be

counted in both filings. But the data paint an optimistic picture for unions, with 26 of the 52 groups surveyed reporting membership gains.

The United Auto Workers added 11,000 members, a three percent increase over the previous year, in part by winning a historic first vote in a U.S. auto battery plant in Lordstown, Ohio. Both the UAW and the Teamsters are heading into major contract negotiations later this year with the Detroit automakers and UPS, respectively.

Unite Here added nearly 40,000 hospitality workers, a gain of more than 18 percent, after losing nearly all of its members at the height of the pandemic. And one new union, the eponymous Adult Performance Artists Guild, reported 1,366 members in its first-ever filing.

Other labor organizations weren't so lucky. The Brotherhood of Locomotive Engineers and Trainmen lost 3,300, or 5.6 percent, of its members. The International Longshoremen's Association, which represents workers at East Coast ports, lost three percent of its membership even as its counterpart on the West Coast, the International Longshore and Warehouse Union, grew by 11 percent.

Union density nationwide fell to a historic low of 10.1 percent last year as nonunion jobs grew at a four percent clip, double the rate of union jobs.

Do Buy: 2023 Union-Built Vehicle Guide

UAW CARS

- Cadillac CT4
- Cadillac CT4-V
- Cadillac CT4-V Blackwing
- Cadillac CT5
- Cadillac CT5-V
- Cadillac CT5-V Blackwing
- Chevrolet Bolt (Electric)
- Chevrolet Bolt EUV (Electric)
- Chevrolet Camaro
- Chevrolet Corvette
- Chevrolet Malibu
- Ford Mustang Convertible
- Ford Mustang Coupe
- Ford Mustang Shelby
- Lincoln Corsair (Hybrid)

UAW SUVs/CUVs

- Buick Enclave
- Cadillac Escalade
- Cadillac Escalade (Hybrid)
- Cadillac Escalade ESV
- Cadillac Lyric (Electric)
- Cadillac XT4
- Cadillac XT5
- Cadillac XT6
- Chevrolet Suburban
- Chevrolet Tahoe
- Chevrolet Tahoe (Police)
- Chevrolet Tahoe (Special Service)
- Chevrolet Traverse
- Dodge Durango
- Ford Bronco
- Ford Escape
- Ford Escape (Hybrid)
- Ford Expedition

UAW TRUCKS

- Ford F-150 (Electric)
- Chevrolet Colorado
- Chevrolet Medium-Duty Silverado Navistar (Regular and Crew Cab)
- Chevrolet Silverado Heavy Duty
- Chevrolet Silverado Light Duty (Crew** and Double Cab only)
- Ford F-150 (Hybrid)
- Ford F-650/750
- Ford Ranger
- Ford Super Duty 250/350/450/550
- GMC Canyon
- GMC Hummer Pick-up (Electric)
- GMC Sierra Heavy Duty
- GMC Sierra Light Duty (Crew** and Double Cab only)
- Jeep Gladiator

UAW VANS

- Ram 1500
- Ram 1500 Classic

UNIFOR CARS

- Chevrolet Express
- Chevrolet Express (Cut-Away)
- Ford E Series (Cut-Away)
- Ford Transit
- Ford Transit (Electric)
- GMC Savana
- GMC Savana (Cut-Away)

UNIFOR SUVs/CUVs

- Chrysler 300
- Dodge Challenger
- Dodge Charger

UNIFOR TRUCKS

- Chevrolet Silverado Heavy Duty
- Chevrolet Silverado Light Duty (Crew** and Double Cab only)

UNIFOR SUVs/CUVs

- Ford Edge
- Lincoln Nautilus

UNIFOR VANS

- Chrysler Pacifica
- Chrysler Pacifica (Hybrid)
- Chrysler Voyager
- GM ZEV0 Electric Van for BrightDrop

These vehicles are made in the United States or Canada by members of the UAW and Canada's Unifor union, formerly the Canadian Auto Workers (CAW). Because of the integration of vehicle production in both countries, all of the vehicles listed as made in Canada include significant UAW made content and support the jobs of UAW members. However, vehicles marked with a single asterisk (*) are also produced in Mexico. Heavy duty Chevrolet Silverados and GMC Sierras are built in Flint, Michigan, and Heavy Duty Silverados are built in Canada. Light duty Chevrolet Silverado and GMC Sierra Regular Cabs are produced in Mexico only. Vehicles marked with a double asterisk (**) are the crew cab versions of the Chevrolet Silverado light duty and GMC Sierra light duty trucks. Those are assembled by UAW members in Fort Wayne, Indiana, and also in Mexico. Canada produces the light Duty Silverado Crew Cab but not the GMC version. When purchasing a vehicle marked with a single or double asterisk, it's important to check the Vehicle Identification Number (VIN). A VIN beginning with "1" or "4" or "5" identifies a U.S. made vehicle; a "2" identifies a Canadian made vehicle; a "3" identifies a vehicle made in Mexico. Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.

HONOLULU NOTES

March was better than February as we got back on track with standby jobs: 28 Standby Electrician/Reefers and 33 Standby Wipers. With Matson calling back the crew of the DK1 we did better than average on steady jobs too, with four ERJs, three REJs, three Junior Engineers, one Wiper, and one Shore Mechanic being called. The Honolulu registration list has 16 A-, eight B-, and eight C-seniority members.

In March I attended the Honolulu Sailor's Home Board meeting and participated in the Maui Maritime Career

Expo. After returning from the Expo, I caught a cold and couldn't attend the monthly Hawaii Ports Maritime Council and Hawaii State Executive Board meetings. You would think after COVID a cold would be easy peasy, but no, it was nine days of little sleep and a lot of coughing; plus, three more days until all of it was out of my throat. Watch out for this cold, you don't want it and everyone is saying it takes two weeks to get over it.

Aloha,
Mario Higa,
Port Agent

Absurd 200-foot 'railway' demolished after court closes Jones Act loophole

The Bayside Canadian Railway, a 200-foot pseudo-railroad in Canada, has seemingly been dismantled after a court closed the legal loophole it was built to exploit. The rails have apparently been torn up and paved over, wiping away evidence that the so-called railway ever existed.

Built around 2012, the Bayside Canadian Railway was operated by a subsidiary of American Seafoods to circumvent the Merchant Marine Act of 1920, known as the Jones Act. The law requires shipping between American ports to be handled by American-built, American-flagged vessels, with an exemption for goods moved by rail in Canada. The Bayside Canadian Railway used this loophole to push semi-trucks containing foreign-shipped seafood 100 feet down a short railway and back, ostensibly fulfilling the Jones Act's rail shipping clause.

The U.S. Department of Justice disagreed when it became aware of the railway's operations following a tip in August 2021. After a months-long court battle, U.S. District Court Judge for Alaska Sharon L. Gleason issued a mixed ruling in May 2022, according to Seafood Source. Gleason reportedly waived \$350 million in fines issued by U.S. Customs and Border Protection but declared the Bayside Canadian Railway noncompliant with the Jones Act. The

verdict required American Seafoods and its subsidiaries to find a new way to ship seafood into the United States, bringing the Bayside Canadian Railway's usefulness to an end.

The rails allegedly have been torn up as of 2023. Exclusive satellite photos show the flatbed rail cars that rode on the 200 feet of track have been removed and may be stored adjacent to the building to its northwest.

HOWZ SHIPPING?

March 2023

San Francisco

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	4
Oiler.....	1
Wiper.....	2
Standby Electrician/Reefer.....	19
Standby Wiper.....	11
TOTAL.....	39

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer.....	3
Oiler.....	3
Shore Mechanic.....	6
Standby Electrician/Reefer.....	16
Standby Wiper.....	25
TOTAL.....	61

Honolulu

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer.....	3
Wiper.....	1
Shore Mechanic.....	1
Standby Electrician/Reefer.....	28
Standby Wiper.....	33
TOTAL.....	73

Regular membership meeting dates 2023

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

FINISHED WITH ENGINES

Jeffrey Robertson, P2778/#3646.
Born June 26, 1960, Boise, Idaho. Joined MFOW August 4, 1990. Pensioned December 1, 2016. Died March 10, 2023, Oregon.

Stanley Kielwasser, P-797/#2023.
Born April 25, 1930, California. Joined MFOW January 21, 1948. Pensioned December 1, 1968. Died March 1, 2023.

SEATTLE NOTES

During the month of March, Seattle shipped two Electricians, one ERJ, and four Standby Electrician/Reefers. Seattle currently has 10 A-, three B-, and seven C-seniority members registered for shipping.

As reported in last month's report, Seattle shipping has come to a standstill. This is the slowest month since I have been in the office with Matson ordering only four standbys.

Seattle MFOW should have a few

more LNG endorsed members to cover possible unscheduled Matson route changes. If LNG endorsed members are not available at job call you will lose the job to another port.

For fly jobs we are still having sign-on physical availability issues at Kaiser and Concentra, so be prepared to drive or have cab fare ready for a trip to Everett or Bellevue.

Respectfully,
Brendon Bohannon, Representative

WILMINGTON NOTES

Wilmington dispatched 61 jobs in March: six Matson, four APL, and four PCS shipboard billets; four Shore Mechanics and one relief Shore Mechanic. The rest were standbys. There are currently 25 A-, 12 B-, and 12 C-seniority members registered for shipping.

All three contracted companies have been rotating ships into drydock and a few ships have been broken out to cover the cargo commitments. Check the ship schedules as the ship you want might be on a different run than a few months ago.

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

The gang at Pier 300 are still on a 24/7 schedule with three shifts. Mike Robles is the Foreman; and Robert Rivas, Mike Campbell and Frank Marinovich are the Leadermen.

May 22 is National Maritime Day. The MFOW will be attending Memorial Services at 1100 at 6th and Harbor Blvd. in San Pedro. All are welcome to participate in our blessing of wreaths in honor of fallen mariners.

I was recently notified that Jeff Robertson, #3646, passed away. I sailed with Jeff on a few ships while he was a Watch Junior and spent a few hours at the APL shoregang as well. I send my regards to his family and friends. I will miss him.

The *SS Lane Victory* is still seeking mariners who would like to volunteer on deck and in the engine room. Located at the end of Miner St. in San Pedro with turn-to on Wednesdays and Saturdays at 0900. As always, the assistance is appreciated. Don't forget to bring your flashlight.

That's about it. Take care and work safely.

Aloha,
Sonny Gage, Port Agent

Free harbor tours return to Port of Long Beach

The Port of Long Beach will once again host free harbor tours beginning in May, offering the public a chance to visit the sights and sounds of the nation's largest seaport complex. The 90-minute narrated tours will teach riders about how the Port of Long Beach impacts local residents, regional and national economies, get close to some of the biggest ships in the world, learn about the port's zero-emissions operations and take pictures of machinery and local marine life.

Registration online begins April 17 from 8 a.m. to 8 p.m. for the opportunity to receive a free harbor tour in May. The port uses an online lottery sign-up system for reservations.

Reservations will open on the third Monday of the month for tours the following month. The online reservation system provides a 12-hour window to register for an available tour the next month. A random drawing will select participants, who may reserve up to four seats each. Tours are scheduled four times a month, twice at 10 a.m. Saturday mornings and twice at 6:30 p.m. on Wednesday.

POLITICAL ACTION FUND

Voluntary donations for March 2023:

Gregory Dziubinski, P-2675.....	\$50.00
Jacob Sperling, P-2640.....	\$20.00
Alan Graves.....	\$20.00
Anthony Kimbrell, JM-5386.....	\$10.00
Henry Disley, P-2617.....	\$100.00

HONOR ROLL

Voluntary donation to General Treasury — March 2023:
Eric White, #3925.....\$100.00

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

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Yearly Subscriptions: First Class \$20.00 Air (AO) Mail \$25.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

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