



Matson announces 2023 second quarter results

On August 1, Matson, Inc. reported net income of \$80.8 million for the quarter ended June 30, 2023. Net income for the quarter ended June 30, 2022, was \$380.7 million. Consolidated revenue for the second quarter 2023 was \$773.4 million compared with \$1,261.1 million for the second quarter 2022.

Volume — Container volume in the Hawaii service in the second quarter 2023 was 7.1 percent lower year-over-year. The decrease was primarily due to lower retail-related volume. During the quarter, the company saw retail customers continue to manage inventories to weaker consumer demand levels despite continued economic growth in Hawaii supported by a low unemployment rate and relatively strong visitor arrivals. In the second half of 2023, Matson expects continued improvement in the Hawaii economy supported by continued growth in visitor arrivals and a low unemployment rate.

In China, container volume in the second quarter 2023 decreased 24.6 percent year-over-year. The decrease was primarily due to:

- CCX volume in the second quarter 2022 (CCX service was discontinued in the third quarter 2022).
- Lower capacity in the CLX service due to the dry-docking of *Daniel K. Inouye*.
- One less CLX+ sailing.

Matson continued to realize a significant rate premium over the Shanghai Containerized Freight Index (SCFI) in the second quarter 2023 but achieved average freight rates that were lower than in the year ago period. Currently in the trans-Pacific marketplace, the company is seeing modest reductions in deployed capacity and retail inventories

are in a relatively better position than earlier in the year, but retailers continue to carefully manage inventory levels in the face of lower consumer demand. The company further expects the trade lane to experience a muted peak season, but expects its China service to be near full during the traditional peak season. Absent an economic hard landing in the U.S., the company continues to expect trade dynamics to gradually improve for the remainder of the year as the trans-Pacific marketplace transitions to a more normalized level of consumer demand and retail inventory stocking levels. Regardless of the economic environment, the company expects to continue to earn a significant rate premium to the SCFI reflecting its fast and reliable ocean services and unmatched destination services.

In Guam, container volume in the second quarter 2023 decreased 7.5 percent year-over-year primarily due to lower general demand. In the second half of 2023, the company expects continued improvement in the Guam economy with a low unemployment rate and a modest increase in tourism from low levels.

In Alaska, container volume for the second quarter 2023 decreased 7.2 percent year-over-year due to:

- Lower export seafood volume from the Alaska-Asia Express service (AAX)
- Lower northbound volume due to one less sailing
- Lower southbound volume primarily due to lower household goods and domestic seafood volume.

In the second half of 2023, the company expects the Alaska economy to continue to benefit from low unemployment and increased energy-related ex-



Cargo operations underway aboard Matson's *MV Maunawili* at the Port of Guam.

ploration and production activity as a result of elevated oil prices.

Quarterly revenue — Ocean transportation revenue decreased \$432.3 million, or 41.2 percent, during the three months ended June 30, 2023, compared with the three months ended June 30, 2022. The decrease was primarily due to lower average freight rates and volume in China. Ocean transportation operating income decreased \$387.6 million during the three months ended June 30, 2023, compared with the three months ended June 30, 2022. The decrease was primarily due to lower freight rates and volume in China and a lower contribution from SSAT, partially offset by lower operating costs and expenses (including fuel-related expenses) primarily related to the discontinuation of the CCX service and lower fuel costs and the timing

of fuel-related surcharge collections.

Six-month revenue — Ocean transportation revenue decreased \$825.2 million, or 41.4 percent, during the six months ended June 30, 2023, compared with the six months ended June 30, 2022. The decrease was primarily due to lower average freight rates and volume in China.

Ocean transportation operating income decreased \$776.0 million during the six months ended June 30, 2023, compared with the six months ended June 30, 2022. The decrease was primarily due to lower freight rates and volume in China and a lower contribution from SSAT, partially offset by lower operating costs and expenses (including fuel-related expenses) primarily related to the discontinuation of the CCX service and lower fuel costs and the timing of fuel-related surcharge collections.

GAO investigates Coast Guard's merchant mariner credentialing process

The Government Accountability Office (GAO) has published a report regarding the U.S. Coast Guard's merchant mariner credentialing process. Merchant mariners are civilian sailors that the Coast Guard certifies to work on U.S. commercial or private cargo ships. To serve on certain merchant vessels, mariners must possess a merchant mariner credential. The credential indicates the holder does not present a threat to national security and has met the qualifications necessary for the mariner's position.

The Coast Guard merchant mariner credentialing process involves multiple levels of review to ensure the mariner meets the professional qualifications for the position. A mariner may request a credential for the first time (original), renewal, duplicate, raise of grade (i.e., change in position), or new endorsement (i.e., proof of qualification for a position). For applications received from January 2018 through June 2022, the Coast Guard processed about 75 percent of credential applications in 60 days or fewer.

GAO found that the Coast Guard's processing times varied due to the complexity or completeness of the application, the number of applications received, and the availability of the Coast Guard's human capital and informa-

tion technology resources. For example, it generally took more time to process original credentials than other types. Also, the Coast Guard required additional information from 57 percent of applications it received, which added to the overall processing time.

Over the past several years, the Coast Guard has taken steps to improve the credentialing process by, for example, streamlining part of its review process. GAO found that the Coast Guard is also taking steps to modernize its information technology to help improve its overall timeliness in processing credentials and responding to mariners.

The Coast Guard's key performance measures for the credentialing process which include the monthly volume of applications in progress, the monthly ratio of applications finished divided by number received, and a subset of the processing time help partially support one of its marine safety strategic goals of improving service to mariners, the maritime community, and the public. However, GAO said the Coast Guard does not measure the performance of its overall processing time, which reflects the time from application submission to the time the Coast Guard issues the credential. Instead, the Coast Guard measures the time spent actively processing applications and does not

count the time the National Maritime Center may need to wait for information from applicants, including time allowed for applicants to complete testing requirements.

GAO is recommending that the

Coast Guard establish a performance measure for assessing the overall processing time, and use it to regularly assess and report on the Coast Guard's credentialing efforts. The Department of Homeland Security agreed.

USMMA hosts first advisory council public meeting

The U.S. Merchant Marine Academy (USMMA) Advisory Council (Council) conducted its first public meeting on Monday, August 7 at the USMMA located in Great Neck, NY. The 13 inaugural members, five of whom are USMMA graduates, including one member from the Class of 2022, are leading experts drawn from academia, the maritime industry and maritime labor, the senior ranks of the U.S. military, and federal entities — including the Coast Guard, Military Sealift Command, Naval War College, the Department of Health and Human Services, and the Naval Facilities Engineering Systems Command. This group also includes expertise in administering institutions of higher learning; sexual assault and sexual harassment prevention and response; infrastructure and facilities management; and diversity, equity, and

inclusion.

The Council will provide independent advice and recommendations on improving the Academy, including the areas of curriculum development and training programs; diversity, equity, and inclusion; sexual assault prevention and response; infrastructure maintenance and redevelopment; midshipmen health and welfare; governance and administrative policies; and other matters. As part of this work, the Council will develop strategies and recommendations to address the issues identified in the 2021 National Academy of Public Administration's Comprehensive Assessment of the U.S. Merchant Marine Academy report.

The Council is established pursuant to 46 USC 51323, and operates in accordance with the provisions of the Federal Advisory Committee Act.

The Marine Fireman

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Patriot Contract Services Wage Rates

Effective August 3, 2023

RFP N32205-19-R-3504 Shallow Draft Tanker (MT SLNC Pax)

Full Operating Status

Rating	Base Wage	Base Wage	Suppl.	Suppl.	Suppl.	Overtime	MPPP
	Monthly	Daily	Base Monthly	Wage Monthly	Wage Daily		
QMED-Electrician	\$6,025.09	\$200.84	\$6,025.09	\$2,811.71	\$93.72	\$29.30	\$30.00
QMED-Pumpman	\$5,494.52	\$183.15	\$5,494.52	\$2,564.11	\$85.47	\$26.95	\$30.00
QMED-Oiler	\$5,033.17	\$167.77	\$5,033.17	\$2,348.81	\$78.29	\$24.72	\$30.00

Unlicensed personnel shall earn fourteen (14) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

Reduced Operating Status

Rating	Base Wage	Base Wage	Suppl.	Overtime	MPPP
	Weekly	Daily	Wage Daily		
QMED-Electrician	\$1,854.74	\$264.96	\$13.25	\$29.30	\$30.00
QMED-Pumpman	\$1,704.72	\$243.53	\$12.18	\$26.95	\$30.00
QMED-Oiler	\$1,561.57	\$223.08	\$11.15	\$24.72	\$30.00

Unlicensed personnel shall earn one and one half (1.5) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company

The Hourly Overtime Rates above shall be paid for all work performed in excess of eight (8) hours on any day Monday through Friday and for all work performed on Saturdays, Sundays and holidays, in FOS and ROS.

Projects celebrated to improve transportation, goods movement at the Port of Oakland

The Alameda County Transportation Commission (Alameda CTC), Port of Oakland, and City of Oakland in July announced important milestones for two major transportation improvement projects at the Port of Oakland. The two projects celebrated include:

- A Ribbon Cutting for the Freight Intelligent Transportation Systems (FITS) Project – Installation of state-of-the-art technology to more efficiently manage truck arrivals and goods movement, improve safety and incident response, and reduce vehicle wait times and emissions.
- The Groundbreaking for the 7th Street Grade Separation East Segment (7SGSE) Project – Improvements to a primary gateway to the Port of Oakland, including roadway reconfiguration and reconstruction;

upgrading the current bike and pedestrian pathway to meet today's ADA and design standards and connect with the waterfront; and a project green element with of live plants on the pathway wall at the community's request.

Leaders heralding the two milestones included: Alameda CTC Chair and Emeryville Mayor John J. Bauters; Oakland Mayor Sheng Thao; Metropolitan Transportation Commission Commissioner, Alameda CTC Commissioner and Alameda County Supervisor Nate Miley; Port of Oakland Board of Commissioners President Barbara Leslie; California Transportation Commission Chair and President/CEO of the Fresno County Economic Development Corporation Lee Ann Eager; and California Department of Transportation District 4 Direc-

tor, Dina El-Tawansy representing the California State Transportation Agency.

The FITS project is deploying 15 advanced and innovative demonstration technologies to improve the efficiency, safety, operations, circulation and reliability of truck and rail access throughout the Port of Oakland and reduce the impact of cargo trucks on the West Oakland community. FITS technology innovations include the availability of real-time traveler information for truck drivers and other goods movement providers on their mobile devices, giving drivers predictability and the ability to better plan their Port visits.

The 7SGSE project improvements include reconstructing the more than 90-year-old underpass that serves as the primary gateway for forty percent of trucks entering the port and that Union Pacific Railroad trains rely on to pass over 7th Street. These improvements will relieve truck and vehicle congestion, increase safety and provide flexibility for seaport cargo operations. The project also includes a shared bicycle/pedestrian pathway for public access to the Middle Harbor Shoreline Park and will increase efficiency, foster sustainability and support the entire Northern California economy. Alameda CTC will manage construction of the project with engineering support from the Port of Oakland.

The FITS project technology is anticipated to be fully live this fall. The 7SGSE project is now in the construction phase, with work anticipated to begin before this fall. Funding partners for the FITS and 7SGSE projects include: Alameda CTC, the California Transportation Commission, the California State Transportation Agency, the Metropolitan Transportation Commission, the Port of Oakland, the Federal Highway Administration, and the Department of Homeland Security.

ABS study explores potential of commercial nuclear propulsion

The transformational impact of nuclear propulsion on the design, operation, and emissions of a 14,000 TEU container vessel and a 157,000 DWT Suezmax tanker have been modeled by ABS and Herbert Engineering Corp. (HEC) in a groundbreaking study. ABS commissioned HEC to carry out the study to explore the potential of advanced modern reactor technology for commercial marine propulsion. The study is designed to help the industry better understand the feasibility and safety implications of nuclear propulsion and to support future development projects.

The study, which involved input from leading nuclear reactor developers, modeled the impact of two lead-cooled, 30 megawatt fast reactors on the container carrier, finding it would likely increase cargo capacity and operation-

al speed while eliminating the need for refueling during its entire 25-year lifespan. On the Suezmax vessel, the study found the addition of four five-megawatt heat-pipe microreactors, while decreasing cargo capacity, would raise operational speeds and only require refueling once during its 25-year life. Both concept vessels would emit zero CO2.

ABS is playing a pioneering role in supporting the development of nuclear propulsion for commercial vessels. The U.S. Department of Energy (DOE) has awarded ABS a contract to research barriers to the adoption of advanced nuclear propulsion on commercial vessels. The DOE has also contracted ABS to support research into thermal-electric integration of a nuclear propulsion system on a commercial vessel being carried out by the University of Texas.

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Unalaska readies to deploy traps for invasive European green

Unalaska is preparing to start monitoring for European green crabs, after the invasive species was first found in Alaska in July 2022. The crabs could cause a big problem. They destroy habitat and outcompete native species. Biologists with the Alaska Department of Fish and Game (ADF&G) say the monitoring program is crucial in the nation's largest fishing port. They are preparing to deploy traps later this summer.

In much of the state, scientists have had their eyes on the species for years. In communities around Kachemak Bay and Prince William Sound, they

have been setting traps for about two decades.

A program coordinator with the Department of Fish and Game in Juneau says European green crabs — which are native to coastal Europe and North Africa, and were introduced to the Atlantic coast through ballast water in the early 1800s — are concerning, because although they are small, they are incredibly aggressive. They reduce eelgrass (important nursery habitat for juvenile fish) and populations of clams, oysters, mollusks and other invertebrates that live on or in the sea-

floor. They can also prey on juvenile native crabs, like Dungeness — something that could impact Aleutian Island fisheries down the line, if their habitats overlap.

Biologists are concerned the species could be introduced into Dutch Harbor through ballast water discharge, or by currents carrying larvae out the Aleutian Chain. They hope to identify coastal areas with high-value commercial, recreational and subsistence harvests and use intensive trapping as a way to monitor and control green crab populations as they start to spread across the

state. Setting traps also helps them understand what species use these areas and are at risk of green crab predation. Although it's not likely they will be able to get rid of green crabs if they establish themselves in the Aleutians, early detection is crucial to keep the population of green crab low enough that the negative impact they have on the native species and the native habitat is not greater than the native species can handle.

ADF&G plans to launch the monitoring program in the Port of Dutch Harbor this summer. Five traps are on their way to the island.

International food aid programs

July 25, 2023

The Honorable Kevin McCarthy
Speaker of the House of Representatives
H-232, The Capitol
Washington, D.C. 20515

Committee on Rules
U.S. House of Representatives
H-312, The Capitol
Washington, D.C. 20515

Subcommittee on State, Foreign Operations, & Related Programs
Committee on Appropriations
U.S. House of Representatives
HT-2, The Capitol
Washington, D.C. 20515

Subcommittee on Agriculture, Rural Development, Food & Drug Administration
Committee on Appropriations
U.S. House of Representatives
2362-A Rayburn House Office Building
Washington, D.C. 20515

Each year our nation's international food aid programs, including P.L. 480 Title II

Thank you,

1,000 Days, an initiative of FHI Solutions
ACDI/VOCA

Action Against Hunger
ADM

ADRA International
AFL-CIO Maritime Trades Department

Alaska Seafood Marketing Institute
Alliance for Peacebuilding

Alliance to End Hunger

American Maritime Congress

American Maritime Officers

American Maritime Officers Service

American Pulse Association

American Soybean Association

APL

Apostleship of the Sea of the United States of America

Association of Genuine Alaska Pollock Producers

Basic Education Coalition

Better World Campaign

BKA Logistics LLC

Blumont

Bread for the World

Buddhist Tzu Chi Foundation

Bunge

Cantera Partners

CARE USA

Cargill

Catholic Relief Services

Church World Service

Colorado Association of Wheat Growers

Concern Worldwide US

Corus International

Didion Milling Inc

dsm firmenich North America

Edesia

Euro-America Shipping & Trade

Fettig & Donalty, Inc.

FHI 360

Food for the Hungry

Global Communities

Global Food & Nutrition Inc.

Grain Millers Inc

GrainPro Incorporated

Helen Keller Intl

HelpAge USA

HIAS

Humanity & Inclusion

Idaho Grain Producers Association

Idaho Wheat Commission

ILWU

ILWU LOCAL 98

Improving Economies for Stronger Communities

(IESC)

Inlandboatmen's Union

InterAction

International Medical Corps

International Organization of Masters, Mates & Pilots

Islamic Relief USA

Kansas Association of Wheat Growers

Kansas Grain Sorghum Producers Association

Kansas Wheat Commission

Kendall Packaging

Land O'Lakes/ Venture 37

Liberty Maritime Corporation

LifeLine Foods

LifeLink Logistics

Mana Nutrition

Marine Engineers' Beneficial Association

Marine Firemen's Union

Maritime Institute for Research and Industrial

Development

Mennonite Central Committee U.S

Mercy Corps

Michigan Bean Commission

Minnesota Association of Wheat Growers

Muller Shipping Corporation

National Association of Wheat Growers

National Cooperative Business Association

CLUSA International (NCBA CLUSA)

National Corn Growers Association

National Council of Farmer Cooperatives

National Shipping of America, LLC.

National Sorghum Producers

Navy League of the United States

Nebraska Wheat Growers Association

North American Millers' Association

Northeast Chartering Group

Norwegian Refugee Council (NRC) USA

Oklahoma Wheat Commission

Oklahoma Wheat Growers Association

ONE Campaign

Oregon Wheat Growers League

Oxfam America

Patriot Maritime

Physicians for Peace

Port of Lake Charles

Potomac Maritime, LLC

Potomac Shipping International, LLC

QSL America

Reliance Bulk Carriers LLC

REPCO

Sailors' Union of the Pacific

Save the Children

School-to-School International

Schuyler Line Navigation Company

SD Wheat Growers Association

Seafarers International Union

SEALIFT INC

SEMO Milling LLC

Southern Gulf Packaging & Logistics

SPOON

Stella Maris - Diocese of Beaumont

Texas Wheat Producers Association

Tiger Soy LLC

Together for Girls

Transportation Institute

Transportation Trades Department, AFL-CIO

Trickle Up

TVS, Inc.

U.S. Dry Bean Council

U.S. Peanut Federation

U.S. Wheat Associates

UNICEF USA

UNISHIPPING

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US Pea & Lentil Trade Association

USA Dry Pea & Lentil Council

USA Maritime

USA Rice

Washington Association of Wheat Growers

WaterAid

Winrock International

World Food Program USA

World Vision

MFOW PRESIDENT'S REPORT



Patriot Contract Services

Haina Patriot — On July 11, Patriot Contract Services (PCS) and the SIU Pacific District (SUP, MFOW and SIU-AGLIW) agreed to an earnings allowance, effective July 8, 2023, equal to 10 percent of the current base wage rate for unlicensed personnel working aboard the *Haina Patriot*. Overtime rates shall also be increased by 10 percent effective July 8.

It is understood that no benefit base or contribution amount will be affected by the earnings allowance and fringe benefit bases and contribution amounts shall remain as currently paid. The earnings allowance shall not be considered part of the total labor cost (TLC) with respect to any current or future contractual TLC increase. The TLC increase provision for October 1, 2023, will be rescinded; the next TLC increase will be on the October 1, 2024, anniversary date.

The 10 percent earnings allowance puts more money in the mariner's pocket and should make dispatch to the *Haina Patriot* more attractive. I recommend membership approval of the 10 percent earnings allowance.

Allied Pacific — On July 18, PCS sent the Union a draft memorandum of understanding (MOU) covering the *Celsius Riga*, a Marshall Islands-flag tanker to be reflagged to U.S.-flag and renamed *Allied Pacific*. The plan is for PCS to operate and maintain the *Allied Pacific*, as a subcontractor, to a prime contractor that has been awarded a Military Sealift Command contract to operate the vessel in the Pacific.

On July 21, PCS notified the Pacific District unions that they wished to apply the *Haina Patriot* wage and benefit package, including the previously mentioned 10 percent earnings allowance on base pay and overtime, to the *Allied Pacific*. The negotiation process is ongoing. It is anticipated that the ship will crew up under U.S.-flag in September.

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 PCS 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.

MARAD has rejected two rounds of bids stating the submissions were not compatible with the wage determination of the Service Contract Act, as published by the U.S. Department of Labor. The response date for the next round of bids is August 18, 2023.

Will keep the membership informed.

SLNC Pax — Effective August 3, 2023, there shall be a four percent increase in TLC for all unlicensed engine ratings working aboard the PCS-operated shallow draft tanker *SLNC Pax*. Recommend that all wage and wage-related increases are applied to wages and wage-related items and fringe benefits are allocated appropriately.

Four Types of Strikes Protected Under the National Labor Relations Act

An employee's right to strike is an important aspect of the right to organize but is not without limitations. Certain strikes qualify as protected activity under the National Labor Relations Act (NLRA), but not all strikes are protected. The main types of strikes covered by the NLRA are:

- 2(a) Unfair labor practice strikes, which protest employers' illegal activities.
- 2(b) Economic strikes, which may occur when there are disputes over wages or benefits.
- 2(c) Recognition strikes, which are intended to force employers to recognize unions.
- 2(d) Jurisdictional strikes, which are concerted refusals to work to affirm members' right to particular job assignments and to protest the assignment of work to another union or to unorganized employees.

A unionized employee's right to reinstatement after a strike is over varies based on the type of strike and the underlying reason for the strike. Employers are allowed to hire replacement workers during unfair labor practice strikes and economic strikes.

Economic strikers who are striking as a result of the employer's failure to reach an agreement over wages or other working conditions may be permanently replaced but cannot be terminated. Strikers who are striking as a result of an unfair labor practice cannot be permanently replaced or terminated.

At the end of a strike, unfair labor practice strikers are entitled to be reinstated to their former positions (even if that means the employer has to terminate replacement workers) as long as they have not participated in any misconduct. Economic strikers who offer to return to work after the employer has hired permanent replacement workers are not entitled to reinstatement. However, if they cannot find equivalent employment elsewhere, they are entitled to be recalled as job openings become available.

Union members lose protection when they engage in strikes considered unlawful under the NLRA (e.g., sit-down strikes, strikes that endanger employer's property, strikes during cooling-off periods or strikes to force acceptance of featherbedding practices). The right to strike also may be limited by any agreements employees may have with the employer to submit disputes to arbitration for a specified period of time before striking.

In addition to strikes protected by the NLRA, many states also have enacted legislation regarding strikes, so it is imperative to refer to state laws as well as federal law.

MFOW Welfare Fund

On July 21, the MFOW Welfare Plan trustees received notice of Anthem Blue Cross renewals effective September 1, 2023, as follows:

- **Active Dependents Dental Plan** — Five percent decrease in premium; guaranteed for a two-year term through August 31, 2025.

- **Joint Administrative Services Agreement (JAA)** — 2.4 percent increase in premium plus implementation of enhanced fraud and abuse program. Anthem provides access to its national PPO, utilization review, case management and 24/7 NurseLine programs under the comprehensive medical program provided to active dependents and non-Medicare pensioners, spouses, and surviving spouses.

- **Stop Loss Renewal** — Five percent increase in premium. Continuation of premium refund provision allowing for up to 15 percent credit of premium based on claim experience. There should be an approximate \$65,000 refund payable to the Fund by March 2024 based on paid claims through June 2023. A similar amount was refunded to the Fund earlier this year for the September 2022½2 policy term.

The MFOW Welfare Fund trustees approved the renewals.

APL Marine Services

For a couple of months, APL Marine Services (APLMS) crewing personnel have rejected reconstructed drug screens as qualifying clearance evidence on new dispatches. The Pacific District unions have objected, citing regulation and law, the collective bargaining agreement and the pragmatic application of long-standing and audited past practice.

In 46 CFR 16.230, an exemption to taking a new drug test is authorized if a mariner can show 60 days of employment under a random drug testing program within the last 185 days. APLMS has objected to the general notion of the reconstructed drug screen, and demanded individual letters from previous employers, creating another barrier to employment aboard APLMS vessels.

SUP President Dave Connolly took the lead on attempts to fix the situation with proposed amendments to the drug screen card itself that would standardize the MRO signature and card issuance process, and reference the qualifying exemption in new language on the card. However, APLMS has insisted on possession of a new drug screen card (not reconstructed) for mariners dispatched to APLMS Maritime Security Program vessels. Until something changes, be prepared to submit a new drug screen card for dispatch to an APLMS vessel.

Tanker Security Program

On July 25, MARAD announced that nine ships have been enrolled in the Tanker Security Program (TSP). TSP establishes a fleet of active, commercially viable, militarily useful, privately-owned product tank vessels of the United States that will meet national defense and other security requirements and maintain a United States presence in international commercial shipping. The TSP will strengthen the U.S. supply chain and improve the movement of liquid fuel products while creating good-paying jobs. The TSP will also support U.S.-owned, U.S.-flagged, and U.S.-crewed commercial product tankers operating in international commercial shipping. The program will ensure the Department of Defense has assured access to critically needed product tankers capable of loading, transporting, and storing on-station bulk petroleum refined products to support national economic security.

The companies selected for enrollment are Overseas Shipholding Group, Inc.; Crowley-Stena Marine Solutions, LLC; and Seabulk Tankers, Inc. Each company was awarded three vessels. All of the companies have signed operating agreements. Of the enrolled vessels, four are under U.S.-flag and are now operating in the program, and five are working with the assistance of the U.S. Coast Guard to expedite reflagging to U.S. registry to begin operating under TSP agreements.

Each tank vessel enrolled will receive a maximum \$6 million per year payment, prorated on a monthly basis for qualified service as participants in the program. The vessels will operate in U.S. foreign commerce and be available for use by the United States during times of war or national emergency.

The program is authorized for up to 10 tankers and MARAD seeks to fill the remaining operating agreement with a qualified vessel. To qualify for the program, proposed vessels have to qualify as medium-range product tankers between 30,000-60,000 deadweight tons with fuel carrying capacity of 230,000 barrels or more, be less than 10 years of age, and be available to commit to an emergency preparedness agreement for the duration of the program's authorization.

Port of Tacoma accelerates net zero emission target by a decade

In July, the Port of Tacoma Commission voted unanimously to phase out greenhouse gas emissions under the port's direct control by 2040, accelerating the target from 2050. The commission addressed what are called Scope 1 and Scope 2 greenhouse gases, which represent direct emissions from port-owned and operated buildings and vehicles, and electricity purchased for port facilities. This contrasts with Scope 3 emissions, which are from sources not directly controlled by the port, such as cargo ships, drayage trucks, and facilities leased to private companies.

Strategies for port-controlled assets include buying electric vehicles, replacing natural gas in buildings with electricity, and purchasing renewable fuels to displace fossil fuels. The port could also purchase offset credits for remaining emissions that cannot be eliminated by other measures. Implementing the

net zero policy will require a number of multi-million-dollar projects, like the Administration Building Electric Vehicle Charging Station project that the commission authorized this February.

The Port of Tacoma's effort is part of the regional Northwest Ports Clean Air Strategy for phasing out seaport-related emissions. The port is a managing member of the Northwest Seaport Alliance (NWSA), which manages container operations in both Tacoma and Seattle. The NWSA is responsible for many of the Scope 1 and 2 emissions that occur in the Tacoma Harbor and the NWSA's Environmental Working Group is considering a similar acceleration of Scope 1 and Scope 2 targets. The Port of Tacoma is also working with the NWSA to reduce Scope 3 emissions through actions like the Husky Terminal Shore Power project and the South Intermodal Yard Electric Yard Tractor Project.

VICE PRESIDENT'S REPORT

Spent some time away from the hall this month. I made it a point to read a bit of the centennial booklet to remind myself why I've chosen this path. If reading isn't your favorite pastime, you need look no further than just inside the cover. It reads, "This booklet is dedicated to the members of the Marine Firemen's Union who kept this Union alive from 1883 to 1983, and particularly to those members who died in shipwrecks through the years and the hundreds of members who were killed in World War II."

I'd love to see our union make it another 100 years but it can only be carried by the membership. I realize that times are much different than what's described in this booklet. It is not an excuse to be any less dedicated than the fine individuals that carried the torch thus far. Give them something to be proud of

rather than a reason to roll over in their respective graves.

For the privileged, entitled, those who refuse to step up when needed, I would encourage reading a bit further than the inside cover. I'm hoping that will motivate you enough to be a good union member rather than refuse a good paying job that we need covered.

Glossing over the routine and mundane, that's all I have. Read the centennial booklet; that is your homework. If you don't have access to a hardcopy, I will email you a pdf copy. Get to know our rich history and how we got to the present day. Honor the sacrifices made by those who came before us by doing what is necessary to maintain this great organization.

Faternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for July 2023:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Mahimahi* — delegate ERJ Mark Hinds, JM-5312, no beefs shipped a one trip REJ relief. *MV Mokihana* — delegate REJ Scanlon Henneberry, #3717, no beefs.

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — delegate ERJ Reynato Llona, #3901, the ship arrived at MHT Oakland Saturday July 22 for cargo ops and scheduled lay up, later that day crew members were informed there was a change in plans and the ship was going to Tacoma on a coastwise run for one trip. *MV Manulani* — ERJ Steve Mohlin, #3831, no beefs. *MV Mau-nawili* — delegate REJ Thomas Dunn,

#3803 reshipped, no beefs. *Cape Henry* shipped an Oiler for time up.

APL Maritime Services

On the EX1 run: *MV President Wilson* — delegate ERJ Aaron Jones, #3944, no beefs. Shipped an ERJ for time up. *MV President Kennedy* — delegate REJ Bozhidar Krastev, #3936 no beefs, shipped an REJ and DJU for time up. *MV President Cleveland* — delegate Thomas Davis, JM-5156 reshipped, also shipped additional REJ, no beefs.

Patriot Contract Services

USNS Charlton shipped an Oiler for time up. *Cape Orlando* Electrician Ronny Ting, #3916 no beefs.

Faternally
Bobby Baca

Military may put armed troops on commercial ships in Strait of Hormuz

The U.S. military is considering putting armed personnel on commercial ships traveling through the Strait of Hormuz, in order to stop Iran from seizing and harassing civilian vessels. Since 2019, Iran has seized a series of ships in the strait, the narrow mouth of the Persian Gulf, as part of its efforts to pressure the West over negotiations regarding its collapsed nuclear deal with world powers. Putting U.S. troops on commercial

ships could further deter Iran from seizing vessels — or escalate tensions further.

The contemplated move also would represent an extraordinary commitment in the Mideast by U.S. forces as the Pentagon tries to focus on Russia and China. The U.S. did not place troops on ships during the Tanker War, which culminated with the U.S. Navy and Iran fighting a one-day naval battle in 1988 that was the Navy's largest since World War II.

While officials offered few details of the plan, it comes as thousands of Marines and sailors on both the amphibious assault ship *USS Bataan* and the *USS Carter Hall*, a landing ship, are on their way to the Persian Gulf. Those Marines and sailors could provide the backbone for any armed guard mission in the strait, through which 20 percent of the world's crude oil passes.

Five U.S. officials, who spoke on condition of anonymity to discuss the proposal, acknowledged its broad details. The officials stressed no final decision had been made and that discussions continue between U.S. military officials and America's Gulf Arab allies in the region.

Officials said the Marines and Navy sailors would provide the security only at the request of the ships involved. One official described the process as complex, saying any deployment likely also would require approval of the country under which the ship is flagged and the country under which the owner is registered. So far, that has yet to happen and it might not for some time, the official said.

At the Pentagon, Brig. Gen. Pat Ryder was asked about the plans and would only say that he has no announcements to make on the matter. More broadly, however, he noted that additional ships, aircraft and Marines have been deployed to the Gulf region, making it easier to respond more quickly to any Iranian provocations. That effort by U.S. and partners, he said, is aimed at ensuring "the Strait of Hormuz remains open, there's freedom of navigation, and that we're deterring any type of malign activity."

And White House National Security Council spokesman John Kirby, speaking to reporters, underscored the importance of the strait and U.S. concerns about Iranian harassment of vessels there. "The Strait of Hormuz is a vital seaway that has a huge impact on seaborne trade around the world," Kirby said. "It's a critical chokepoint in the maritime world. And we have seen threats by Iran to affect that chokepoint."

The *Bataan* and *Carter Hall* left Norfolk, Virginia, on July 10 on a mission the Pentagon described as being "in response to recent attempts by Iran to threaten the free flow of commerce in the Strait of Hormuz and its surrounding waters." The ships made a port visit at Souda Bay, Greece, drawing closer to the Mideast.

Already, the U.S. has sent A-10 Thunderbolt II warplanes, F-16 and F-35 fighters, as well as the destroyer *USS Thomas Hudner*, and other warships to the region

over Iran's actions at sea.

The renewed hostilities come as Iran now enriches uranium closer than ever to weapons-grade levels after the collapse of its 2015 nuclear deal. International inspectors also believe it has enough enriched uranium for several nuclear bombs if it chose to build them. Iran maintains its program is for peaceful purposes, and U.S. intelligence agencies assess Tehran is not pursuing an atomic bomb.

The U.S. also has pursued ships across the world believed to be carrying sanctioned Iranian oil. Oil industry worries over another seizure by Iran likely has left a ship allegedly carrying Iranian oil stranded off Texas as no company has yet to unload it.

Notes on maintenance and cure

A couple of recent cases from the Eastern District of Louisiana provide useful guidance on the limits of maintenance and cure obligations. Given that failure to pay maintenance and cure can give rise to a claim for punitive damages if the denial was arbitrary and capricious, employers of seaman generally aim to give prompt consideration of such claims and err on the side of caution.

But cure obligations are not absolute and if there is a good basis to do so, Jones Act employers can refuse to pay. That said, just because treatment is not covered under cure obligation because it is palliative, that does not mean that the plaintiff cannot recover the cost of treatment if he established liability under the Jones Act.

Maintenance and Cure are general maritime law obligations imposed on a vessel owner to provide for a seaman who becomes ill or injured during his service on the vessel. The obligation is similar to but not the same as worker's compensation and is a creature of common law rather than statute. The maintenance obligation is based on an employment obligation, and the seaman does not need to show negligence or fault on the part of the employer.

The duty to furnish cure encompasses the obligation to pay for medical expenses up to the point at which the seaman reaches maximum medical improvement. The seaman is entitled to seek treatment from any physician but the employer is not obligated to pay for treatment that is unrelated, unnecessary, or unreasonably expensive. But just because medical treatment is palliative and therefore beyond the scope of the cure obligation, it does not mean that the plaintiff is necessarily without a remedy.

In *Vaughn v. American Commercial Barge Lines, LLC*, the plaintiff deckhand claimed he was injured when he was violently thrown around the galley following collision that his employer had stipulated was the result of its captain's negligence. He required orthopedic care, most of

which was paid for by the employer.

By the time of trial, the only issue was whether he could recover for the costs of certain steroid objections with the defendant arguing that these were palliative. The Court agreed that these were indeed palliative and, therefore, outside the cure obligation. However, the Court held that these were damages caused by the employer's negligence (which recall had been stipulated) and, therefore, recoverable under the Jones Act.

In *Tisdale v. Marquette Transportation Co., LLC*, the plaintiff deckhand claimed he injured himself picking up a line. It was undisputed that he was a Jones Act seaman injured in furtherance of the mission of the vessel and therefore entitled to maintenance and cure. There was significant dispute, however, about the extent of the injury and the necessary treatment, with conflicting medical evidence.

The court found that certain treatment was palliative and therefore beyond the scope of the maintenance and cure obligation and that additional surgery recommended by the plaintiff's treating physician was not related to the accident at issue and therefore not covered. Having made these determinations, the court concluded that the decision to deny payment for them could not have been arbitrary and capricious and dismissed the claims for punitive damages.

The Court stated: "After reasonable investigation, the employer denied the cure request based on the medical evidence and expert medical opinion" and therefore "the refusal to pay for this cure demand cannot be said to have been arbitrary and capricious or callous and recalcitrant."

Note that unlike in *Vaughn*, liability was disputed and this ruling followed a bench trial on maintenance and cure issues only. Therefore, whether or not the plaintiff in *Tisdale* could recover under the Jones Act for his palliative treatment remained unresolved but not the treatment the court found unrelated.

HOWZ SHIPPING?

AUGUST 2023
San Francisco

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer	1
Oiler	2
Standby Electrician/Reefer	14
Standby Wiper.....	14
TOTAL	38

Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer.....	3
Oiler	1
Wiper.....	2
Shore Mechanic.....	5
Standby Electrician/Reefer	21
Standby Wiper.....	27
TOTAL	65

Seattle

Electrician/Reefer/Jr. Engineer.....	1
Oiler	1
Wiper.....	1
Standby Electrician/Reefer	6
Standby Wiper.....	4
TOTAL	13

Honolulu

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer.....	4
Oiler	1
Wiper.....	5
Shore Mechanic.....	3
Standby Electrician/Reefer	21
Standby Wiper.....	34
TOTAL	73

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.

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.

Maritime Institute

Courses are conducted at 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.

September 18-21 October 16-19 November 13-17

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.

September 7-8 October 5-6 November 2-3

High Voltage Safety

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

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

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

August 28-September 1 September 11-15 November 13-17

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.

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.

Contact Training Coordinator

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.

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.

Maritime Institute, San Diego, CA: August 18, September 1, September 15, October 6, October 27

Maritime Institute, Honolulu, HI: October 13, December 8

Cal Maritime Academy, Vallejo, CA: September 25-26, November 13-14, December 7-8

Compass Courses, Edmonds, WA: August 22-23, September 19-20, October 17-18

MITAGS-PMI, Seattle, WA: September 5-6, October 2-3, November 6-7

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.

Maritime Institute, San Diego, CA: August 23-25, September 6-8, October 18-20, November 20-22

Cal Maritime Academy, Vallejo, CA: October 23-25

Compass Courses, Edmonds, WA: August 22-24, September 19-21, October 17-19

MITAGS-PMI, Seattle, WA: 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.

POLA breaks ground on phase two of LA Waterfront Promenade

On July 18, the Port of Los Angeles broke ground on the start of the second and final phase of the San Pedro Promenade along the Main Channel portion of the future West Harbor commercial development on the LA Waterfront. Groundbreaking for the \$31.4 million Phase II project follows the completion of the Promenade's \$53.7 million Phase I in October 2021, for a combined Port investment of more than \$85 million.

Phase II of Promenade construction will add to the initial portion of the 30-foot-wide promenade completed in 2021, and connect it to the southerly end of the new West Harbor development, which is currently under construction. Running parallel to the port's main channel from Berths 74-

83, the two-phase construction project when completed in spring of 2025 will result in nearly one mile of waterfront open space and LA Waterfront access.

Phase II elements also include demolition, grading, installation of new piles, pier and deck structures, as well as utilities. The project will also incorporate many of the signature elements rolled out during the first phase portion such as lamp posts, new trees, drought-tolerant plants as well as a concrete and granite paver walkway.

Other port-funded projects in support of the new development include the \$15.6 million Harbor Blvd. Roadway Improvement and \$36 million Town Square at Harbor Blvd. and 6th Street, completed in 2018 and 2021,

respectively.

The West Harbor project broke ground in December 2022. The public-private commercial development will feature 42 acres of outdoor space for restaurants, retail, fresh markets, office space, waterside activities and a proposed open-air amphitheater for live entertainment. The developers, The Ratkovich Company and Jerico Development, are expected to invest ap-

proximately \$165 million in the initial phase of the West Harbor redevelopment. West Harbor's Phase I is scheduled to open in 2025.

Created in 2015, the Port's Public Access Investment Plan (PAIP) allocates 10 percent of the port's annual operating income to fund LA Waterfront public access projects, as well as ongoing LA Waterfront operations, maintenance and programming.

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Record state grant will go to Long Beach rail, clean air projects

Multiple zero-emissions projects at the Port of Long Beach will proceed at a faster clip thanks to nearly \$225 million in grant funding awarded to the port by the state of California in July. The state is also investing more than \$158 million to advance the port's rail support facility at Pier B, which will shift more cargo from trucks to on-dock rail.

The total, more than \$383 million, is the largest grant ever awarded to the port by the state of California. The funding will support the creation of more than 22,000 jobs and advance projects expected to eliminate more than 12 percent of all carbon dioxide emissions and more than five percent of nitrogen oxide emissions associated with port-related operations annually by 2028.

The port's share alone represents about 25 percent of more than \$1.5 billion California is investing in its ports statewide to build a more efficient, sustainable and resilient supply chain. The port is the single largest recipient of the one-time-only Port and Freight Infrastructure Program (PFIP) grants administered by the California State Transportation Agency (CalSTA).

The historic level of state funding positions the projects to compete for significant federal infrastructure dollars from the Biden-Harris Administration. The grant money also strengthens the port's ability to secure favorable financing through federal credit programs.

The port's share of PFIP grant money will defray about 18 percent of more than \$2.1 billion the port is spending on future projects. All aim to accelerate port modernization, improve goods movement efficiency and reduce harmful environmental effects of the port's operations on neighboring communities and those along the I-710/Alameda Corridor. The following Port of Long Beach projects are receiving PFIP funding:

- Zero-Emission Locomotive Incentive Program – The port and its rail partners are demonstrating zero-emissions locomotives in long-haul and local switching operations. The project is estimated to fund up to 12 locomotives. The state is contributing \$50 million.
- Long Beach Container Terminal Equipment Replacement and Charging Infrastructure Installation – total project cost \$44.9 million. This project involves replacing diesel equipment with 44 pieces of zero-emissions yard tractors, top handlers, reach stackers, forklifts, and intermediate bulk container carts at LBCT, as well as 62 charging units. The state is contributing \$35.9 million.
- SSA Fuel Cell Top Handlers Demonstration – total project cost \$36 million. SSA Terminals will develop and demonstrate nine hydrogen fuel-cell top handlers and fueling infrastructure capable of serving up to 11

fuel-cell top handlers at its Pier C terminal. The state is contributing \$28.8 million.

- SSA Heavy Forklifts Demonstration – total project cost \$10.3 million. SSA Pacific will deploy and demonstrate 10 zero-emission electric forklifts at SSA's Pier F breakbulk terminal and install the associated charging infrastructure to replace diesel forklifts. The state is contributing \$8.2 million.

- Crowley Battery Plug-In Hybrid Tugboat – total project cost \$31.9 million. Crowley Marine will develop a battery plug-in hybrid propulsion tugboat capable of ship assist and harbor work. The state is contributing \$10 million.

- Tesoro T121 Shore Power Enhancement System – total project cost \$14.3 million. Tesoro Logistics will enhance the capabilities of an existing shore power system to serve more tanker vessels by adding a cable management crane and 480-volt cable management system to Berth T121. The state is contributing \$7 million.

- Tesoro LBT and T2 Shore Power Demonstrations – total project cost \$56.1 million. Tesoro will design, build, and demonstrate shore power at the Tesoro LBT and T2 terminals to eliminate nearly all emissions from tanker vessels while at berth and assess the feasibility of shore power for tankers at the largest scale to date. The state is contributing \$27.5 million.

- Zero-Emission Terminal Transformation Program – The port is developing infrastructure master plans for all container terminals and its major bulk terminal to support 100 percent deployment of zero-emission equipment. The program also allows terminals with completed master plans to apply for funding to implement the plans. The state is contributing \$28.7 million.

- Harbor Craft Business Continuity and Emission Reduction Program – The project supports the design of a competitive grant for repowering or replacing harbor craft through-

out the Long Beach and Los Angeles port complex. Tugboats are a priority to prevent a potential shortage that could cripple vessel operations. The state is contributing \$28.7 million.

- The Port's Pier B On-Dock Rail Support Facility is receiving \$158.4 million from the state toward the cost of the \$1.57 billion program to reconfigure and expand the existing yard to streamline rail service throughout the harbor complex. The funding will support three of the 10 construction packages that constitute the Pier B program. Construction is slated to begin in 2025 and be completed in 2032.

The massive clean air gains associated with these projects are based on the current emissions levels reported in the port's 2021 Air Emissions Inventory and the projects' collective zero-emissions estimated benefits. Carbon dioxide is the main component of greenhouse gases, whose emissions the port is aggressively seeking to reduce 40 percent by 2030 and 80 percent by 2050. Transitioning cargo handling equipment and the drayage truck fleet to zero-emissions by 2030 and 2035 respectively through the San Pedro Bay ports complex is crucial to achieving these gains.

Likewise, improvements to the rail network significantly advance the port's clean air goals. One double-stacked train eliminates an estimated 750 truck trips, reducing both emissions and congestion. A modern, expanded Pier B rail facility positions the port to achieve its long-standing goal of moving 35 percent of cargo by on-dock rail. Currently, about 20 percent of all cargo moving in and out of the port is handled by on-dock rail.

Additional PFIP funding will go to improving freight infrastructure that supports the movement of cargo through the San Pedro Bay ports, the nation's busiest container port complex. The Port of Los Angeles was awarded more than \$223 million to help pay for facility, roadway and rail improvements, and the South Coast Air Quality Management District was awarded more than \$76 million toward building a network of charging and hydrogen fueling stations near the ports and throughout the region.

MMA to welcome new training ship

Massachusetts Maritime Academy will soon be welcoming a new training ship, set to be docked at its Buzzards Bay campus. The *Patriot State II* will replace the *USTS Kennedy* at the academy's Taylor Point pier.

To accommodate the new ship, which is taller and wider than the *Kennedy*, improvements will be made to the academy dock. The area near the dock must also undergo dredging to provide safe navigation for tugs maneuvering the training ship during docking and undocking.

The *Patriot State II* is a national security multi-mission vessel, or NSMV, designed to train academy cadets for future careers as well as provide humanitarian aid in the event of catastrophic emergencies, as the *Kennedy* did in the aftermath of Hurricane Harvey in 2017. The ship was launched at Philly Shipyard last month.

The *Patriot State II* is one of five NSMVs being built and will be owned by the federal Maritime Administration (MARAD), a division within the U.S. Department of Transportation. The agency will be able to dispatch the ships to areas in need of emergency services and provide first responders with a place to rest and recover. The *Patriot State II* will be much more capable in comparison to the *Kennedy*, which is now docked at the Texas A&M Maritime Academy in Galveston, Texas.

There will be classes for cadets held aboard the *Patriot State II*. The ship will also be used for the academy's annual sea term, a two-month excursion during which cadets gain firsthand knowledge and experience with marine engineering, marine transportation and facilities engineering. Sea term typically takes place from January through February. Any classes held on board prior to leav-

ing for sea term will shift to on-campus while the ship is at sea.

Upgrades academy's current pier will include increasing and strengthening the number of bollards the ship will be tied up to, in the event that the ship gets pulled away from the pier via strong winds. The increase in bollards will be accomplished, in part, by moving the college's aquaculture lab from its current location near the pier to Bresnahan Hall. The building that housed the lab will be removed to make room for several new bollards.

The *Patriot State II* is one of five NSMVs that are being built at Philly Shipyard in Philadelphia, with one ship being docked at five of the country's six maritime academies. In addition to Massachusetts, maritime academies are also located in Maine, Michigan, New York, Texas and California. Michigan's Great Lakes Maritime Academy in Traverse City is not scheduled to get a ship. The first of the five ships has already been built and is now docked at the State University of New York Maritime College. The *Patriot State II* will be the second NSMV constructed, followed by ships going, in order, to Maine, Texas and California.


The NSMV project is budgeted at \$1.5 billion; the cost of building the *Patriot State II* is in the range of \$300 million. Construction is expected to get underway soon, with the ship arriving in Buzzards Bay in January 2024.

The ship will have berthing for 600 cadets and 160 non-cadets. For humanitarian missions, NSMVs are designed to accommodate up to 1,000 people a day for two weeks. Medical facilities are larger than required for a training ship and can be expanded to adjacent spaces on board. All five NSMVs will be built identical to each other.

44TH ANNUAL

LOS ANGELES/LONG BEACH  HARBOR LABOR COALITION

Labor Day Parade & PICNIC RALLY



UNION LABOR, BUILT THE AMERICAN DREAM

March Starts At: Broad & E. St. In Wilmington
La March Comienza En: Broad Y E. St En Wilmington

Assembly Begins At 8 AM | March Departs At 10 AM
Formacion Empezaza 8 AM | La Marcha Sale 10 AM

Rally at Banning Park at 12 PM | Speakers, Music, Shuttle Buses, Hot Dogs, Soft Drinks, & More!
Renunion en Banning Park 12 PM | Voceros, Musica, Autobuses de Transporte, Hot Dogs, Sodas, y Mucho Mas!



MONDAY/LUNES - SEPTEMBER 4, 2023

Mail to: Labor Day Committee: 7844 Rosecrans Ave. Paramount, CA 90723
Phone: 562.461.7275 or Visit Us At www.lalblaborcoalition.com or 

Shipping perishable food items

Perishable food is defined as those that spoil, decay, or become unfit for consumption because they have a limited shelf life after harvest or production. These include meat, poultry, fish, dairy products, produce, and cooked meals. They require special storage conditions and must be transported in clean, temperature-controlled containers. This is essential to maintain the quality of these items when they are moved from their place of production to the market and the end customer.

Each food type has its own handling requirements because of its varying shelf life. The easiest way to transport perishable items is by air. However, air cargo transport is expensive compared to road, rail, or sea transport, so it may not be economically viable to transport a large volume of cargo by air.

When transporting by sea, a cost-effective solution, there are two options—a reefer cargo ship and a refrigerated container. Reefer ships are specialized cargo vessels designed specifically for transporting perishable goods such as fruits, vegetables, and seafood. These ships are equipped with refrigeration systems that maintain a controlled temperature inside the ship's cargo holds, ensuring the preservation of the perishable goods during transportation.

However, transporting perishable cargo by temperature-controlled intermodal cargo containers by sea is the most preferred method when cargo volumes and cost must be considered.

Reefer containers are insulated shipping containers equipped with portable temperature-control equipment, temperature monitoring, and data logging devices. The temperature within such containers may be set at the desired level to maintain the quality of the cargo. It may be set at low to very low temperatures, as in the case of transporting frozen meat, or it could be at an ambient

temperature range. This would depend on the type of cargo being transported and as prescribed by the producer or manufacturer of the item.

Condensation is a major cause of deterioration and spoilage of perishable goods and their packaging. Hence, all efforts must be taken to ensure that condensation does not form during the loading and unloading of the cargo. This is when it is most susceptible to condensation, as there is a difference in the temperatures between the warehouse and the cargo container.

Timing is critical while shipping perishable items. Waiting time at ports, waiting for customs clearance, transport, etc., have to be factored in while calculating the overall lead time.

Better routes should be chosen for the movement of perishable goods. Perishable goods with limited shelf life should be dropped off and picked up exactly as planned.

The products being shipped must be clean and packages intact. Damaged or leaking packages can lead to contamination and spoilage. A thorough cleaning ensures the container has no odors that might catch on to other cargo, such as food items. The grooves of the door frame must be clean and even to ensure that the door closes and seals the container perfectly.

Shipping of perishable goods has always been a challenge in logistics. Coordinating the movement of such cargo between the supplier's warehouse, transporter, customs and health authorities, and the customer is not easy. Any miscalculations can result in considerable losses to the stakeholders.

The Marine Firemen's Union dispatches highly-qualified, Coast Guard-endorsed Refrigerating Engineers to contracted vessels to plug and unplug, monitor and repair refrigerated shipping containers.

Remains of ancient merchant ship discovered in Mediterranean

The remains of an ancient sunken ship have been discovered in Mediterranean waters off the Egyptian coastal city of El Alamein by an archaeological mission, the country's Tourism and Antiquities Ministry has said. The find, which also included a number of clay jugs (amphoras), dates back to the third century BC. The ship is believed to have been used to ferry wines between Greece and Egypt, according to a statement by Mostafa Waziri, the Secretary General of Egypt's Supreme Council of Antiquities.

Pieces of broken wood from the ship and hundreds of pottery fragments were the first items discovered at the site during a recent sweep of the coastline, according to Ayman Ashmawy, the head of the council's Egyptian antiquities section. Ashmawy said the majority of the jars were found on an island that had subsided below sea level, which led archaeologists to conclude that the ship most probably sank after colliding with the island.

Following preliminary examinations of the artifacts, the vessel was determined to be a merchant ship. The government was notified of the existence of the wreck by Hussein Malik, an engineer and owner of a private marine survey company that recently conducted a survey of El Alamein's coast.

Egypt's north coast had some of the region's busiest ports, which regularly received ships bringing goods from

southern Europe that were then transported to other markets further south.

Goods such as wine, olives and grains were among the most prolifically traded items during the third century BC, according to the ministry's statement.

Housing more than 30 commercial ports, villages and towns, Egypt's northern coast was one of the world's most popular trading routes in the 3rd century BC due to the prominence of the city of Alexandria. Founded in 331 BC by Alexander the Great, the city went on to become one of the largest centers of Hellenistic civilization, remnants of which can still be found today at museums and heritage sites throughout the city.

HOWZ SHIPPING?

AUGUST 2023

Please turn to page 5.

Halls to close

Labor Day —The MFOW hiring halls will be closed Monday, September 4, 2023, in observance of Labor Day, which is a contract holiday.

POLITICAL ACTION FUND

Voluntary donations for July 2023:

Judith Moore..... \$1,000.00
(in Memory of Jerry Kimball, P-2543)

HONOLULU NOTES

Wow, July has come and gone. It was a very full month of personal and business events. Honolulu dispatched 73 jobs in the month; 18 of them being steady jobs, more than double our average. We were a little low on Standby Electrician/Reefer jobs with just 21 jobs and did our average with Standby Wipers at 34 jobs. The Honolulu registration list has 13 A-, two B-, and eight C- seniority members. That's 23 members on the beach and 40 Honolulu members at sea.

In the first week of July with the AFL-CIO Hawaii State Federation, we had a town hall event with U. S. Representative Jill Tokuda. She's a very experienced labor-loving politician that might just stay up in Washington for a while, which is a good thing for Hawaii. Then

later in the month I attended the AFL-CIO Executive Board meeting. Currently in Hawaii we have two unions on strike, one is the Hawaii Nurses Association (receiving close to minimum Hawaii wages) and the other is SAG-AFTRA who held a Solidarity Rally at the Hawaii State Capitol. I also attended a Zoom class on workplace mediation held by the Ku'ikahi Mediation Center. This month went by fast, maybe it has something to do with me taking a week off for vacation. Anyways, while I was gone brother Russell Felicilda, #3798, did an excellent job here in the office. Thank you very much Russell.

Aloha,
Mario Higa
Port Agent

SEATTLE NOTES

Seattle shipped the following in July: one REJ, one Oiler, one Wiper, six Standby Electrician/Reefers and four Standby Wipers. Seattle currently has five A-, four B-, and two C-seniority members registered for shipping.

Standby work was incredibly busy during the month and Seattle struggled to fill the Standby Wiper jobs, with most going to SUP members. Most standby jobs called were for multiple days through the seven-day week. Excellent job filling them.

Returning SLNC Pax crew report a

Regular membership meeting dates 2023

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

substantial improvement in the quality of life compared to years prior and a decent run. The overtime is plentiful, and the money is fair. The only beef I'm hearing now is not a reflection on the company, but rather on our own membership for not taking the jobs to maintain a timely relief routine.

Members with Pumpman should be stepping up to help the membership that is out there doing their bit, and those without should apply at your registration branch for the appropriate training to achieve certification.

If all junior members occasionally took a four-month hitch on the shuttle tankers it would stabilize that contract. Junior members should be looking toward the preservation of contracts your union fought for, and future employment under the union banner.

Respectfully,
Brendon Bohannon
Representative

FINISHED WITH ENGINES



Kinzer Beavers, P2677/#3532.

Born October 23, 1946, War, West Virginia. Joined MFOW September 19, 1976. Pensioned May 1, 2007. Died June 30, 2023, Tahoma, Washington

HONOR ROLL

Voluntary donation to General Treasury — July 2023:

Edward Tokarz, #3770.....\$100.00
Eric White, #3925.....\$100.00

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

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