



Maritime Trades Department Executive Board Meeting April 25, 2024 | AFL-CIO Headquarters | Washington, D.C.



The 2024 Executive Board Meeting of the Maritime Trades Department (MTD), AFL-CIO was held in the Solidarity Room at AFL-CIO Headquarters in Washington D.C. on April 25. MTD President David Heidel called the meeting to order and gave opening remarks. AFL-CIO Secretary-Treasurer Fred Redmond (Steelworkers) welcomed the attendees from the U.S. and Canada. Several guest speakers took the microphone to deliver remarks on a variety of maritime-related subjects:

- Singapore Maritime Officers Union Assistant General Secretary Gwee Guo Duan
- Singapore Organization of Seamen Executive Secretary Chen Chuanyi
- Great Lakes St. Lawrence Seaway Development Corporation Administrator Adam Tindall-Schlicht
- Wessel Group President Michael Wessel
- U.S. Transportation Command Commander Gen. Jacqueline Van Ovost
- AFL-CIO Director of Advocacy Jody Calemine
- MEBA Secretary-Treasurer Roland "Rex" Rexha
- Campbell University Professor Dr. Sal Mercogliano

The Executive Board passed 10 resolutions:

- **Michael Sacco: Remembering an All-Time Great** — Recognition for his lifetime of outstanding service.
- **In Memoriam: Friends of the MTD** — The MTD solemnly acknowledged the passing of labor leaders and rank-and-file members among affiliates.
- **Support the Port of Baltimore** — The MTD is committed to aiding in the recovery process after the *MV Dali*/Francis Scott Key Bridge incident.
- **Let American Farmers Feed the World** — The MTD urges support for the Food for Peace Program and the American Farmers Feed the World Act.
- **Protect U.S. Shipbuilding** — The MTD will continue to fight for American shipbuilding and must adapt to changing circumstances and explore innovative solutions such as the U.S. Trade Representative petition to combat China's anti-competitive practices.
- **Offshore Wind and the Jones Act** — The MTD has been a major booster of the offshore wind industry, however, the well-being of the American workforce, and the Jones Act, must not be bargaining chips to advance these projects.
- **Operation Prosperity Guardian** — The MTD supports Operation Prosperity Guardian with the goal of ensuring freedom of navigation for all countries in the Southern Red Sea and the Gulf of Aden.
- **Vote Labor 2024** — The MTD urges all affiliates and members to stay educated and vote strategically for pro-union candidates.



President David Heidel opens up the 2024 Maritime Trades Department, AFL-CIO Executive Board meeting.

- **Solidarity With Our Affiliates** — The MTD extends congratulations to those who have won fantastic new contracts, but we must also remain vigilant against those companies that stand in the way of their workers' well-being.
- **Winning the Next Generation of Maritime Workers** — If we approach the issue of recruitment strategically, it is only a matter of time before the next generation of maritime workers is telling their peers how glad they are to have made this life-changing decision.

And in a special announcement made by MTD Executive Secretary-Treasurer Mark Clements, it was revealed that the International Federation of Professional and Technical Engineers (IFPTE) had signed on as the Maritime Trades Department's most recent affiliate.

The Maritime Trades Department (MTD) is a constitutionally mandated department of the AFL-CIO. Since its inception, it has given workers employed in the maritime industry and its allied trades a voice in shaping national policy.

Formed shortly before the General Strike of 1946, the MTD has provided "money, marbles and chalk" to some of organized labor's most important legislative and organizing efforts. The Department vigorously supported Cesar Chavez in his inspirational drive to gain union recognition for farm workers in the 1970s; it gave timely backing to AFSCME's early efforts at securing state legislation to allow public employees the right to join unions. The MTD also played a leading role in the Wall Street Strike of 1948, one of the early organizing efforts of a precursor union of today's OPEIU.

Over the past six decades, the Department has helped promote the enactment of such historic pieces of legislation as the Cargo Preference Act of 1954, the Merchant Marine Act of 1970 and the Maritime Security Act of 1995, all of which have helped ensure the continuation of a strong U.S. maritime industry. Moreover, it has joined

other maritime organizations in educating the public about the necessity of preserving the Jones Act, the nation's preeminent cabotage law. At a time when North American jobs are being shipped overseas in ever increasing numbers, the U.S. shipbuilding and the deep-sea industries have remained viable and the domestic Jones Act fleet has prospered. As a result, the nation's armed services have been able to draw upon a pool of skilled civilian mariners, shipyard workers, dockworkers and others to enhance critical national strategic interests.

The MTD's network of 21 port maritime councils has given maritime workers a formidable grass roots presence in port and coastal cities all across the nation. Representing a wide array of workers, the councils have given the Department's 23 affiliates a mechanism to pool their resources on a wide range of issues and projects.

Individual port maritime councils are involved in an array of projects, from promoting the AFL-CIO's agenda to backing affiliates in their organizing efforts and contract negotiations. They have made themselves trusted members of the community by being involved with charities like the Leukemia Society and Victims of 9/11. Port maritime councils have offered unflinching support to the International Transport Workers' Federation (ITF) flag-of-convenience campaign to improve conditions in the international maritime industry and are working with advocacy groups to publicize pressing local issues such as port modernization, prevailing wage rates and workers compensation.

Most importantly, the port maritime councils have played an indispensable role in educating the American public that a vibrant maritime industry is in the best interests of the United States. They have drummed up support for such vital programs as the Title XI shipbuilding loan guarantee program, the Jones Act and cargo preference, all of which are instrumental to the survival of a strong U.S.-flag merchant marine and a viable domestic shipbuilding base.

USNS Charlton back on station

Last month, the U.S. Army Field Support Battalion-Charleston, U.S. Navy Military Sealift Command, U.S. Army 841st Transportation Battalion, SDDC and contractors loaded almost 1,500 pieces of equipment onto the *USNS Charlton* at Joint Base Charleston, South Carolina. Through the Army Prepositioned Stock program, the ship is strategically positioned at sea to rapidly deploy a brigade combat team, reinforcing the nation's readiness to respond to any contingency.

The *USNS Charlton* is operated by Patriot Contract Services with an MFOU unlicensed engine crew including Electrician Ken Fenley, #3780; Electrician Casey MacLaughlin, #3968; Oiler G. Rayford, Jr., non-seniority; Oiler Daniel Daligcon, JM-5359; Oiler Lorenzo Allen, JM-5423; and Wiper Alfred Blount, non-seniority.



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Bringing strength to the shores

The Military Surface Deployment and Distribution Command (SDDC) recently offloaded equipment from *MV Cape Horn* at New Container Terminal in Subic Bay, Philippines in support of Exercise Balikatan. The *MV Cape Horn* is a U.S. Maritime Administration Ready Reserve Force vessel under charter to the U.S. Navy Military Sealift Command, and is operated by Matson Navigation Company. Subic Bay was one of many destinations for the vessel as it transported equipment for several exercises being conducted in the Indo-Pacific region with U.S. ally and partner militaries.

MFOW crew on the Cape Horn includes Electrician Phillips Sanchez, #3862; Oiler Elston Laury, Jr., JM-5361; Oiler Harry Torres, JM-5436; Oiler Paul Guillen, non-seniority; and Wiper Marconi Relojo, JM-5368.

As both the U.S. Army Service Component Command to U.S. Transportation Command and a Major Subordinate Command to U.S. Army Materiel Command, SDDC connects and synchronizes surface warfighting requirements through distribution network nodes to the point of need, responsively projecting power and delivering desired effects in support of combatant commands and the Total Joint Force. The command partners with the commercial transportation industry as the coordinating link between DOD surface transportation requirements and the capability industry provides.



MV Cape Horn arrives in Subic Bay.



Dockside line handlers and *Cape Horn* crew coordinate to tie up the ship.



SDDC soldiers in Subic Bay offload rolling stock from the *Cape Horn*.

EU warns of continued piracy danger

The maritime security effort to protect against piracy along the Horn of Africa issued an update warning calling for ships to maintain a heightened state of vigilance in light of the recent escalation in piracy threats. Data from the EU NAVFOR Atalanta shows two suspicious approaches coming a day apart in the past week in the Gulf of Sudan region and the western Indian Ocean.

The warning highlights an area within 700 nautical miles of the Somali coast, and specifically the 500 nautical miles east of Socotra, as the highest level of danger. They estimate that two pirate action groups or more, remain active in the area.

The Danish-registered product tanker *Torm Australia* reported a suspicious approach on April 20 while underway from India to South Africa. The master of the tanker saw three skiffs in the vicinity of a green trawler approaching while they were 530 nautical miles east of Socotra. Similarly, eleven days earlier, the Singapore-registered product tanker *Hafnia Caterina* reported two skiffs also with a green fishing dhow approached while they were 480 nautical miles east of Socotra and south of the position of the *Torm* vessel.

The day after the *Torm* tanker reported the suspicious approach, the Panama-flagged *MSC Diego* reported an approach while it was 50 miles southeast of Socotra on April 21. The containership was heading toward the Persian Gulf with scheduled stops in Abu Dhabi and Saudi Arabia. In that incident, three skiffs made a suspicious approach.

Data shows there were also two suspicious approaches in late March. The *Yamilah III*, a crude oil tanker registered in Liberia reported it as an attempted attack. A total of three vessels were assaulted and three more approached in the past 30 days.

The warning states that the payment of ransom could create a new wave of dhow hijackings that could be used to attack merchant ships. The Bangladeshi-owned bulker *Abdullah* was released on April 12 after ransom was paid. The vessel with its 23 crew reached the Al Hamriya Port in Dubai on April 21.

EU NAVFOR Atalanta also notes that the conclusion of the monsoon period could further facilitate piracy activity in the region. Currently, they have no ongoing cases after the release of the *Abdullah* and the rescue of the *Ruen* by the Indian Navy. However, Atalanta continues to assess the threat as moderate, saying that an attack is a realistic possibility off the Somalia coast.

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Global Top 20 Container Ports in 2023

Rank	Port	Country	Throughput (TEU)	Year-on-Year Growth Rate (%)
1	Shanghai	CN	49,158,000	+ 3.9 %
2	Singapore	SG	39,013,000	+ 4.6 %
3	Ningbo - Zhoushan	CN	35,300,000	+ 5.8 %
4	Shenzhen	CN	29,880,000	- 0.5 %
5	Qingdao	CN	30,000,000	+ 11.9 %
6	Guangzhou	CN	25,410,000	+ 3.3 %
7	Busan	KR	22,750,000	+ 3.1 %
8	Tianjin	CN	22,170,000	+ 5.5 %
9	Jebel Ali	AE	14,472,000	+ 3.6 %
10	Hong Kong	CN	14,341,000	- 14.0 %
11	Port Kelang	MY	14,061,022	+ 6.3 %
12	Rotterdam	EU	13,447,000	- 7.0 %
13	Xiamen	CN	12,550,000	+ 1.0 %
14	Antwerp-Bruges	EU	12,528,000	- 7.2 %
15	Tanjung Pelepas	MY	10,480,537	- 0.3 %
16	Kaoshiung	TW	8,834,000	- 6.9 %
17	Laem Chabang	TH	8,680,000	- 0.7 %
18	Los Angeles	US	8,629,681	- 12.9 %
19	Tanger Med	MA	8,617,410	+13.4 %
20	Beibu Gulf	CN	8,020,000	+ 14.2 %

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Top 20 container ports in 2023

American and European ports have recorded a sharp decline in container activity in 2023. Their Asian counterparts, on the other hand, are maintaining a good momentum. In 2023, the world's top 20 ports generated cumulative traffic of 387.5 million TEU, up by 1.24 percent on the previous year. Growth was clearly driven by Asia, with 15 ports in the Top 20 in 2023 including a newcomer, Beibu Gulf. The year was also marked by the entry into the ranking of Africa's leading port, Tanger Med. The strong growth of Beibu Gulf and Tanger Med illustrates the trend towards the regionalization of supply chains: the former is strongly positioned for China-ASEAN trade, and the latter is particularly well placed as a gateway to Europe, as North Africa is one of the nearshoring locations for the European market.

Chinese ports remain the uncontested leaders of the world Top 20, retaining four of the top five places and seven of the top 10. Beibu Gulf, which has experienced very strong growth over the past two years, joins the Top 20 in 19th place. The nine Chinese ports in the Top 20 represent 54.8 percent of the combined traffic of the ranking ports. The figures of two Chinese ports are down: Shenzhen, with a slight decline of 0.5 percent, but more significantly, Hong Kong,

where container traffic contracted by 14 percent after having already fallen by 6.9 percent in 2022. Hong Kong thus drops a place and now closes the Top 10. In 2023, it was overtaken by Jebel Ali, which rises from the eleventh to ninth position. Singapore and Busan complete the non-Chinese trio in the top 10, maintaining their respective positions of second and seventh.

Europe, on the other hand, no longer has a port in the Top 10. Rotterdam, which had managed to hold on to 10th place for several years, has dropped to 12th place due to the superior performances of Jebel Ali and Port Kelang. Antwerp-Bruges, the second-ranked European port in the Top 20, has also dropped two places.

Finally, United States ports had a particularly difficult year, with most of them recording double-digit declines. Los Angeles is the only remaining U.S. port in the Top 20. Tanger Med and Beibu Gulf, which recorded strong growth, have entered the ranking pushing out Long Beach and New York. New York, whose activity had been boosted in 2022 by a transfer of traffic linked to the congestion in the ports on the western seaboard, saw a sharp decline in 2023, following a return to a more normal situation.

Port of Oakland air quality initiatives supported by \$4 million federal grant

The Port of Oakland was awarded a \$4 million grant for its zero-emissions initiatives at the Oakland Seaport. The U.S. Department of Transportation's Federal Highway Administration (FHWA) made the announcement in late April.

The federal funding will advance the introduction of zero-emissions equipment at the Oakland Seaport and help improve overall air quality at the Oakland Seaport and in neighboring communities. The port and its tenant, Eagle Rock Aggregates, will receive \$4 million for five Class 8 heavy duty electric trucks, an electric street sweeper, an electric pick-up truck, and electric vehicle chargers.

The FHWA funding was made possible with support from the Biden Ad-

ministration, Senators Laphonza Butler, Alex Padilla, and Congresswoman Barbara Lee, along with the Bay Area congressional delegation.

The zero-emissions vehicles and charging equipment are planned to be in operation by 2025, with a total estimated project cost of \$5.1 million. It will help minimize vehicle idling, emissions, and environmental impacts on West Oakland residents.

In 2019, the Port of Oakland formalized its commitment to becoming a zero-emissions seaport by adopting the Seaport Air Quality 2020 and Beyond Plan. The plan provides the framework and strategy for the Port's transition to zero-emissions equipment for operations at its marine terminals and off-dock facilities.

Top 10 US Container Ports in 2023

Port	2023 (TEU)	2022 (TEU)	Year-on-Year Growth Rate (%)
Los Angeles	8,629,681	9,911,159	- 12.9 %
Long Beach	8,018,668	9,133,657	- 12.2 %
New York / New Jersey	7,810,005	9,493,664	- 17.7 %
Savannah	4,927,654	5,892,131	- 16.4 %
Houston	3,824,600	3,974,901	- 3.8 %
Port of Norfolk	3,287,546	3,703,230	- 11.2 %
Seattle & Tacoma	2,974,416	3,384,018	- 12.1 %
Charleston	2,482,080	2,792,313	- 11.1 %
Oakland	2,065,709	2,337,607	- 11.6 %
Jacksonville (*)	1,313,487	1,298,132	+ 1.2 %

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First container ship arrives since Baltimore's Francis Scott Key Bridge collapse

The first container ship has arrived at the Port of Baltimore a month after the cargo ship Dali lost power and rammed a support column of the Francis Scott Key Bridge, leading to the collapse of the structure into the Patapsco River and killing six construction workers. The Port of Baltimore said that it had "another milestone" on April 28 after the first container ship arrived at Seagirt Terminal since the collapse. MSC Passion II came through the 35-foot-deep temporary channel. Nearly 1,000 containers were handled by about 80 International Longshoremen's Association Local 333 workers.

Temporary alternate channels were established when the bridge collapsed

on March 26. Three temporary channels are currently open, while the fourth closed on April 29. The U.S. Coast Guard closed the fourth channel, which is 35 feet deep, after it had been open since April 25. The channel is not expected to reopen until May 10. The three channels that remain open are 20-, 14- and 11-foot deep, according to the port.

The U.S. Army Corps of Engineers anticipates that the Port of Baltimore's permanent 700-foot-wide, 50-foot-deep channel will reopen by the end of May. The bodies of four of the six dead construction workers have been recovered by authorities, while the other two have not been found.

USTR moves forward with shipbuilding petition

The United States Trade Representative in April announced that after review of a petition filed with the Office of the U.S. Trade Representative (USTR) by five national labor unions, USTR is initiating an investigation of acts, policies, and practices of the People's Republic of China (PRC) targeting the maritime, logistics, and shipbuilding sectors for dominance.

"The petition presents serious and concerning allegations of the PRC's longstanding efforts to dominate the maritime, logistics, and shipbuilding sectors, cataloguing the PRC's use of unfair, non-market policies and practices to achieve those goals. The allegations reflect what we have already seen across other sectors, where the PRC utilizes a wide range of non-market policies and practices to undermine fair competition and dominate the market, both in China and globally," said Ambassador Katherine Tai. "I pledge to undertake a full and thorough investigation into the unions' concerns."

As explained in a formal notice, USTR is seeking public comments and will hold a public hearing in connection with this investigation.

Section 301 of the Trade Act of 1974, as amended, (Trade Act) is designed to address unfair foreign practices affecting U.S. commerce. Section 301 may be used to respond to unjustifiable, unreasonable, or discriminatory foreign government practices that burden or restrict U.S. commerce. The Section 301 provisions of the Trade Act provide a domestic procedure through which interested persons may petition the U.S. Trade Representative to investigate a

foreign government act, policy, or practice and take appropriate action.

On March 12, 2024, five national labor unions filed a petition requesting an investigation into the acts, policies, and practices of the PRC targeting the maritime, logistics, and shipbuilding sectors for dominance. The five AFL-CIO petitioner unions are:

- United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union (USW)
- International Association of Machinists and Aerospace Workers (IAM)
- International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers (IBB)
- International Brotherhood of Electrical Workers (IBEW)
- Maritime Trades Department (MTD)

The petition was filed pursuant to Section 302(a)(1) of the Trade Act (19 U.S.C. § 412(a)(1)), requesting action pursuant to Section 301(b) (19 U.S.C. § 2411(b)). A Section 301(b) investigation examines whether the acts, policies, or practices are unreasonable or discriminatory and burden or restrict U.S. commerce. After consideration of the petition and on the advice of the Section 301 Committee, the United States Trade Representative has initiated an investigation. The U.S. Trade Representative must seek consultations with the foreign government whose acts, policies, or practices are under investigation. USTR has requested consultations with the People's Republic of China in connection with the investigation.

MFOW PRESIDENT'S REPORT



Meetings

Congressional Sail-In — On April 10, participated in the Maritime Congressional Sail-In on Capitol Hill in Washington, D.C. The annual event involves a cross-section of maritime industry representatives, including unions, companies and other organizations who broadcast the importance of U.S.-flag shipping and solicit support for crucial maritime statutes and programs.

This year's event included 29 groups totaling 122 participants. The 29 groups held 127 meetings with members of Congress, the Senate, and staff.

The Maritime Congressional Sail-In helps solidify support with lawmakers and reminds Congress about the importance of our industry in terms of economic and national security. Lawmakers were informed about the dire need for increased peacetime cargo to help sustain the internationally trading U.S.-flag fleet. They were reminded that their support of the Jones Act, cargo preference laws, Maritime Security Program (MSP) and Tanker Security Program (TSP), is crucial.

Members were asked to support funding for MSP and were told that the program's value extends beyond the vessels, since under MSP, the government also has access to the shipping companies' logistics network for the shipment of sensitive cargoes. It has been estimated that it would cost the nation over \$60 billion to replicate the global shipping capabilities made available through its commercial partners in the maritime industry.

Members of Congress were also urged to support cargo generating programs that help keep the U.S. Merchant Marine afloat — including the vital mariner pool — such as Food for Peace, academy training ships, Coast Guard icebreakers, and U.S. Merchant Marine Academy modernization.

At the after-party, Congressman Rob Wittman (R-Virginia) was honored with the inaugural USA Maritime Leadership Award for his strong and consistent support for U.S.-flag shipping over the years.

In Group 21, I was joined by Transportation Institute Vice President Sarah Scherer (team leader), California Maritime Academy President Michael Dumont, Bleu Hilburn from Crowley Maritime, and The Dutra Group Vice President Will Wallgren. We met with Congressman Rick Larsen (D-Washington); and top aides of Congressman Mike Ezell (R-Mississippi), Congressman Salud Carbajal (D-California), and Congressman Adam Smith (D-Washington).

Supply Chain Industry Session — On April 11, participated in a Supply Chain Industry Listening Session, where discussion took place on the progress the Port of Baltimore has made cleaning up after the Francis Scott Key Bridge collapse and ongoing problems in the Red Sea.

EMBARC — On April 15, participated via teleconference in the U.S. Maritime Administration-sponsored Every Mariner Builds a Respectful Culture (EMBARC) quarterly meeting held at the U.S. Department of Transportation Headquarters in Washington, D.C. The meeting was attended by most U.S.-flag shipowners and operators, maritime labor unions, the federal and state maritime academies, and other stakeholder organizations. MARAD is committed to ongoing evaluation and continuous improvement of the original EMBARC standards published on December 15, 2021. During the meeting, participants sought to better understand the benefits and challenges related to implementation of the standards and provided comments related to long-term changes to EMBARC and to the culture of the industry.

SF Port Maritime Council — On April 17, I attended the monthly meeting of the

San Francisco Bay Area and Vicinity Port Maritime Council, Maritime Trades Department, AFL-CIO. The guest speaker was Richard Pekelney, who talked about the history and legacy of the *USS Pampanito*, a World War II submarine that serves as a museum and memorial attraction on San Francisco's Pier 45.

Energy Star — On April 23, participated in the Environmental Protection Agency (EPA) Energy Star Portfolio Manager Upgrade Overview and Feedback Session. EPA is embarking on the largest upgrade to the Portfolio Manager tool in a decade, including refreshing the user interface, enhancing current functionality, and adding new features.

The City and County of San Francisco requires operators of commercial buildings with 10,000 square feet or more of conditioned space to use the Portfolio Manager tool to determine comparative energy use in relation to similar buildings, view monthly energy consumption, and comply with local regulations requiring disclosure of energy use.

MTD Executive Board — On April 25, I attended the Maritime Trades Department, AFL-CIO Executive Board meeting held at AFL-CIO Headquarters in Washington, D.C. a summary of the meeting will be printed in the May issue of *The Marine Fireman*.

Howard Terminal

On April 16, the Superior Court of the State of California in and for the County of Alameda resolved a lawsuit brought on by the East Oakland Stadium Alliance (EOSA) against the Bay Conservation and Development Commission (BCDC) challenging their vote to remove Port Priority Use (PPU) designation from Oakland's Howard Terminal in favor of the EOSA via stipulation.

The lawsuit was filed to overturn the BCDC's decision to remove PPU designation for Howard Terminal and to preserve that designation. With the court-approved request for dismissal of the BCDC case, the case is now over and it was resolved in EOSA's favor. Under the stipulated agreement, and an agreement by EOSA to dismiss the case, BCDC has agreed not to pursue the administrative steps necessary to make its decision effective before January 1, 2025. And because the PPU designation will automatically be restored by law as of January 1, 2025, the case will become moot.

The dismissal is also "without prejudice," meaning the suit can be refiled if events happen before January 1, 2025, that prevent, or try to prevent, the automatic reinstatement, contrary to the conditions in the order. After that, if the Port of Oakland or another developer of the site for non-maritime purposes were to appear, they would have to start the process over from scratch at BCDC to try to get the designation removed once again, which would not be easy to do.

Co-plaintiffs with EOSA included the California Trucking Association, Harbor Trucking Association, ILWU, and Schnitzer Steel (now Radius Recycling).

APLMS Update

On April 17, the Union received a re-flag schedule update from APL Marine Services (APLMS). The *MV President J.Q. Adams* will re-flag to U.S.-flag on or about May 26, 2024, in the Port of Los Angeles. APLMS will submit job requests early in May for the crew to join the vessel approximately May 20-21 for orientation, drills, and the COI process. This will require an entire new rotary crew minus the assigned permanent ship management team (SMT). The SMT will fly to the ship for orientation the first week of May.

The *MV President Truman* will be the first vessel to flag foreign, followed by the *MV President F.D. Roosevelt*. There is no set timeline. The company believes that they will operate both the newly re-flagged vessels and the outgoing vessels for a period of time for commercial purposes. The *MV President Grant* is due to re-flag in Los Angeles in early June. The schedule is developing.

Basic IGF Code Operations Training

The Maritime Institute has added two additional Basic IGF Code Operations classes for MFOW and SUP mariners who wish to compete for jobs on LNG-propelled vessels (*Kaimana Hila*, *Daniel K. Inouye* and *Manukai*). The June 24-25 class in San Diego will enroll a maximum of 16 students. The July 30-31 class in Honolulu will enroll a maximum of 15 students.

Port of Guam pursues funding for three gantry cranes, averting Chinese options

The Port Authority of Guam Board of Directors unanimously approved procuring up to three new cranes during its monthly board meeting held on April 25. The board approved Resolution No. 2024-01: RELATIVE TO AUTHORIZING THE PORT AUTHORITY OF GUAM GENERAL MANAGER TO TEMPORARILY PAUSE H-WHARF CONSTRUCTION, PROCURE ADDITIONAL GANTRY CRANES, AND ESTABLISH COMPREHENSIVE STRATEGIC MEASURES FOR PORT OPERATIONAL ENHANCEMENT AND FINANCIAL REALLOCATION.

The current cranes are more than 40 years old and based on consultant reports, will reach the end of their expected service life and will need to be replaced by 2029. Efforts to replace the cranes have included an aggressive approach by Governor Lou Leon Guerrero and Lt. Governor Josh Tenorio in national forums and in face-to-face meetings with federal partners in past years.

Securing the cranes is imperative for national security. With the Biden Administration's heightened concerns, it is crucial to secure funding aligned with U.S. security policies to prevent reliance on China-manufactured equipment.

The acquisition of new STS gantry cranes would be the first new cranes the port would procure in its 48 years of autonomy as past and current cranes have been second-hand equipment owned by other American ports. The port has been proactive-

ly communicating with the Department of Defense, Department of Transportation, FEMA, INDOPACOM, key House and Senate members, and the Joint Region Marianas to assist in purchasing the cranes as a matter of commerce, economic growth and national security with growing geopolitical tensions and avoid Chinese options.

The port previously submitted a grant application to the U.S. Department of Transportation/MARAD through its Port Infrastructure Development Program (PIDP) for two STS gantry cranes and although the application was well written, it was not awarded due to its nonconformance to the Buy American Act Requirements. Subsequently, in August of 2023 the port once again submitted a grant application to the USDOT/MARAD's PIDP and was likewise unsuccessful due to the non-approval of the port's Build America, Buy America (BABA) waiver request. Due to the aging cranes and the critical need to procure, the Board authorized the pause of construction activities at H-Wharf and the redirecting of those resources and additional funds toward the purchase of up to three new STS gantry cranes.

The Board also tasked the General Manager with leading a comprehensive procurement strategy that emphasizes engagement with global suppliers, leverages technological innovation for cost-effective operations, and aligns with the highest standards of operational readiness and national security priorities. The Board gave authorization to reallocate budgetary resources, negotiate with suppliers, and adjust project timelines accordingly, all in accordance with the Guam Procurement Law.

The port's current gantry cranes are more than 40 years old. They were manufactured in 1983 and 1984 and belonged to the Port of Los Angeles. The Port of Guam acquired the used cranes from the Port of Los Angeles and they were refurbished and brought to Guam in 2009. Based on consultant reports, they will reach the end of their expected service life and will need to be replaced by 2029. Meanwhile, the port recently completed the demolition and removal of Gantry 2 and the agency is currently in the process of removing demolished Gantry 3.

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND, Attention: Herlinda Vizcarra

240 2nd Street, San Francisco, CA 94105

(415) 986-1028/ (415) 986-5720 Email: hvizcarra@mfoww.org

VICE PRESIDENT'S REPORT

Deyne Umphress will return next month,

Kongsberg to supply hybrid electrical systems for Matson's new ships

Matson Navigation Company's new liquefied natural gas (LNG)-powered containerhips will feature a comprehensive range of integrated technologies from Kongsberg Maritime to optimize energy use and reduce emissions. The Norwegian company announced that it will supply hybrid electrical systems, controlled and operated by its Energy Management System, for a series of three 3,600 TEU vessels that are being built by Philly Shipyard for the U.S.-based shipowner. The Kongsberg Maritime scope of supply includes a Shaft Generator System, and a Battery Energy Saving System combined with a complete power management system. The hybrid electrical systems will provide electrical power to the vessel's main switchboard through the Kongsberg converters.

The new *Aloha*-class ships are being built to operate Matson's China-Long Beach Express service and are designed to operate at speeds in excess of 23 knots. At 260 meters long, the new-builds are the largest Jones Act containerhips ever built.

"Our existing *Aloha*-class ships are among the fastest, most efficient vessels in the Matson fleet," said Capt. Jack Sullivan, Matson's senior vice president, Vessel Operations & Engineering. "We expect these new Jones Act-compliant vessels to help Matson achieve its 2030

greenhouse gas emissions reduction goal while also providing additional capacity and speed benefitting our Hawaii service as well as our China-Long Beach Express service. The integrated systems from Kongsberg Maritime will enable us to make the most efficient use of energy on board, including power generated from the main shaft and the battery system, which provide additional emission-free energy in peak load conditions."

Kongsberg Maritime will also supply rotary vane steering gear and control systems, together with a full package of monitoring, automation and control systems for the LNG fuel gas supply control and safety systems, tank gauging and instrumentation. All systems on this package, including the vessels' propulsion control and power management, will all be linked to the K-Chief Integrated Automation System from Kongsberg.

A Kongsberg Maritime representative said, "Through their investment in three new LNG-powered containerhips, Matson Navigation Company is making a clear commitment to decarbonize its operations. Kongsberg Maritime is delighted to be supporting their environmental goals through the supply of a wide range of green ship technologies, including our hybrid electrical system, which together will optimize energy usage and reduce emissions."

DOT awards \$5.25 million to reduce emissions, improve efficiency at Sand Island

The U.S. Department of Transportation Federal Highways Administration has awarded \$5.25 million to the Hawaii Department of Transportation (HDOT) to reduce emissions and improve operational efficiency at Sand Island Terminal at Honolulu Harbor. Working in partnership with Matson Navigation Company, the project will replace gating technology and create a separate queuing area for truck exceptions that currently congest the flow of trucks on Sand Island Parkway.

The project will reduce delays by 24 minutes per truck. With an average of 100,000 truck trips to the terminal an-

nually, CO2 emissions are expected to be reduced by 142 metric tons annually during the first 10 years.

The total cost for the Sand Island Terminal Gating Project is \$10.5 million and Matson will provide the portion of the project not funded by the grant. The federal funds are available through the Reduction of Truck Emissions and Port Facilities Grant Program as part of the Bipartisan Infrastructure Law passed in 2022. Similar gating technology is planned at the new 84-acre Kapalapa Container Terminal that is currently under construction and expected to be completed in 2025.

Port of South Louisiana grew by 10 million short tons of cargo in 2023

New data shows the Port of South Louisiana experience a surge of nearly 10 million short tons of cargo, marking a second consecutive year of net increases in tonnage. The announcement comes as the port, which is the second-largest tonnage port in the Western Hemisphere, also set a revenue record in its most recent fiscal year of \$18.1 million — a 3.9 percent increase over the previous fiscal year. Sugar and molasses accounted for the greatest cargo tonnage increase, at 463 percent, followed by chemicals and fertilizers at 75 percent and animal feed at 40 percent.

Tonnage of crude oil, concrete and stone products and wheat also rose. Overall, the port moved 248,130,992 short tons in 2023, up from 239,257,758 the previous year.

Founded in 1960, the Port of South Louisiana is a 54-mile port district on the Mississippi River between New Orleans and Baton Rouge, encompassing the parishes of St. Charles, St. John the Baptist, and St. James. The Port of South Louisiana is the largest port in Louisiana and No. 2 in the Western Hemisphere. It ranks as the No. 1 U.S. grain exporter and No. 2 U.S. energy transfer port.

BUSINESS AGENT'S REPORT

There were 39 members registered: 20 in Class A, eight in Class B, and 11 in Class C.

Here is the vessel rundown for April 2024:

Matson Navigation Company

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — delegate REJ Reynato Llonca #3901, shipped a Wiper, no beefs. *MV Manulani* - delegate ERJ Kris Chinen #3861, no beefs.

On the Pacific Southwest triangle run: *MV Mahimahi* — delegate REJ Edward Tokarz #3770, shipped an ERJ, REJ, DJU and Wiper for time up, no beefs. *MV Mokihana* — delegate REJ Scanlon Henneberry, #3717, shipped a Wiper, no beefs. *Cape Henry* shipped an Electrician.

APL Maritime Services

On the EX1 run: *MV President Eisenhower* — delegate REJ Rafael Trigo, # 3978, shipped an additional REJ, no beefs. *MV President Truman* — delegate ERJ Jeffrey Howser, JM-5488, shipped a DJU and Wiper, no beefs. *MV President Wilson* - delegate DJU Aris De La Cruz, #3777, shipped an additional REJ, no beefs.

Patriot Contract Services

USNS Dahl shipped an Electrician for time up. *Allied Pacific* shipped an Oiler for time up. *Admiral Callaghan* Turbo Activation shipped three Oilers and a Wiper.

Fraternally,
Bobby Baca

EU warns of continued piracy danger

The maritime security effort to protect against piracy along the Horn of Africa issued an update warning calling for ships to maintain a heightened state of vigilance in light of the recent escalation in piracy threats. Data from the EU NAVFOR Atalanta shows two suspicious approaches coming a day apart in the past week in the Gulf of Sudan region and the western Indian Ocean.

The warning highlights an area within 700 nautical miles of the Somali coast, and specifically the 500 nautical miles east of Socotra, as the highest level of danger. They estimate that two pirate action groups or more, remain active in the area.

The Danish-registered product tanker *Torm Australia* reported a suspicious approach on April 20 while underway from India to South Africa. The master of the tanker saw three skiffs in the vicinity of a green trawler approaching while they were 530 nautical miles east of Socotra. Similarly, eleven days earlier, the Singapore-registered product tanker *Hafnia Caterina* reported two skiffs also with a green fishing dhow approached while they were 480 nautical miles east of Socotra and south of the position of the *Torm* vessel.

The day after the *Torm* tanker reported the suspicious approach, the

Panama-flagged *MSC Diego* reported an approach while it was 50 miles southeast of Socotra on April 21. The containerhip was heading toward the Persian Gulf with scheduled stops in Abu Dhabi and Saudi Arabia. In that incident, three skiffs made a suspicious approach.

Data shows there were also two suspicious approaches in late March. The *Yamilah III*, a crude oil tanker registered in Liberia reported it as an attempted attack. A total of three vessels were assaulted and three more approached in the past 30 days.

The warning states that the payment of ransom could create a new wave of dhow hijackings that could be used to attack merchant ships. The Bangladeshi-owned bulker *Abdulla* was released on April 12 after ransom was paid. The vessel with its 23 crew reached the Al Hamriya Port in Dubai on April 21.

EU NAVFOR Atalanta also notes that the conclusion of the monsoon period could further facilitate piracy activity in the region. Currently, they have no ongoing cases after the release of the *Abdullah* and the rescue of the *Ruen* by the Indian Navy. However, Atalanta continues to assess the threat as moderate, saying that an attack is a realistic possibility off the Somalia coast.

Union deal will send welders to U.S. Navy shipyards

The U.S. naval industrial base is operating short-handed, and a shortage of skilled workers is slowing down construction on critical projects like America's next-generation nuclear deterrent, the *Columbia*-class submarine. The nation's four public shipyards, which handle submarine repairs, are chronically backlogged. A Cleveland-based company, Bartlett Maritime, may have a solution: a rotational hiring system to tap union welders from the construction trades.

Bartlett has reached a deal with the International Brotherhood of Boilermakers (IBB) - a national union for welders and metalworkers - that allows the firm to recruit from among the Boilermakers' construction industry members, anywhere in the country. The deal covers most of the negotiations needed to hire Boilermakers members from any locality and redeploy them to another. Since the construction industry is sea-

sonal, these union members have downtime every year, and they can use those months to take up a temporary job in a shipyard. Bartlett has a \$3 million contract with the Navy's BlueForge Alliance to set up the program and provide the retraining needed to prepare construction welders for the needs of submarine construction and repair.

Bartlett Maritime hopes to start with a rotational workforce for other yards, but it also has long-term plans to build a new facility for submarine component repair in northeastern Ohio, where it can tap into the Great Lakes' industrial workforce. By keeping a rotational pool of refurbished submarine parts ready to go, the component repair plant would speed up depot maintenance at the public shipyards dramatically - up to 14 percent. The firm's ultimate goal would be to set up a fifth shipyard for submarine repair, built from the ground up to modern specifications.

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Marine-Firemens-Union-121622254577986/



MARINE FIREMEN'S UNION TRAINING PROGRAM — 2024

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

(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.

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.

August 12-15 September 16-19 October 14-17

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.

May 30-31 July 11-12 August 1-2

Basic IGF Code **New**

Any applicant who has successfully completed your Basic IGF Code Operations (MARINS-805) course will satisfy: The training and standards of competence required by STCW Code Section A-V/3 and Table A-V/3-1, as amended 2010, for original or renewal of STCW endorsement for Basic IGF Code Operations. A course certificate may be used for one application which results in the issuance of an endorsement and may not be used for any application transactions thereafter.

June 17-18 June 24-25, July 15-16

QMED Fireman/ Oiler/Watertender

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.**

October 21-November 15

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 18-22

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 16-October 25

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 10-14 August 19-23

QMED Pumpman/Machinist

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

September 30-November 1

High Voltage Safety

This five-day course is comprised of classroom lectures, simulator-based training, and assessments on our state-of-the-art TRANSAS TechSim 5000 High-Voltage (HV) Circuit Breaker Simulator. Students will be exposed to the principles behind shock hazards, and arc flash/arc blast phenomena. Practical exercises will help students understand how shock and arc flash boundaries are calculated, and most important, Incident Energy calculations to determine selection of required arc flash PPE. The assessment will incorporate all aspects of training including the proper use of PPE, live line tools, multimeters, other test equipment, and an implementation of a sample checklist for a Job Safety Analysis plan dealing with HV. **Prerequisites: QMED Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.**

May 20-24

June 10-14

July 8-12

New in 2024

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: June 3-21, September 9-27

STCW Rating Forming Part of an Engineering Watch: June 24-28, August 12-16, September 30-October 4

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: May 31, June 21, June 28, July 19, August 2

Maritime Institute, Honolulu, HI: June 7, August 2, October 11, December 6

Maritime Institute, Everett, WA: May 28, June 17, July 12, October 4, November 8, December 20

Cal Maritime Academy, Vallejo, CA: Pending

Compass Courses, Edmonds, WA: June 18-19, July 23-24, August 20-21

MITAGS-PMI, Seattle, WA: June 1-2, June 24-25, July 22-23

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: May 22-24, June 12-14, August 21-23, September 11-13

Maritime Institute, Everett, WA: May 29-31, July 1-3, September 18-20, November 25-27

Cal Maritime Academy, Vallejo, CA: Pending

Compass Courses, Edmonds, WA: June 18-20, July 23-25

MITAGS-PMI, Seattle, WA: June 1-3, December 7-9

Intermodal makes gains

Total intermodal volume for first-quarter 2024 was up eight percent from the prior-year period, according to an Intermodal Association of North America (IANA) report. It was the second consecutive quarter of year-over-year growth.

"International volume growth was the driver for continuing intermodal industry gains in the first quarter," IANA President and CEO Joni Casey said during the report's release on April 30. "Consumer spending provided a basis for definitive import increases."

The *Intermodal Quarterly* report noted that "despite high interest rates, moderating but lingering inflation, and fears of a pullback in consumer spending and industrial activity, the U.S. economy continued to show surprising resilience in the first quarter." It pointed out that industrial activity picked up, and the March ISM Manufacturing Index clawed back into expansion territory for the first time since September 2022. Likewise, consumer spending continued to work down bloated retail inventories, driving imports in the face of trade disruptions in the Red Sea and at the Panama Canal.

For the three-months ending March 31, 2024, international containers added 18 percent and domestic containers improved 3.4 percent over the same period in 2023, while trailers fell 24.8 percent, according to the IANA report.

Autonomous shipping aims to overcome safety, trust concerns

Major shipping firms have completed successful tests of autonomous vessels. Building trust among freight owners and regulators remains the biggest hurdle for the tech reaching primetime.

A cargo tanker off the coast of Norway completed a 13-hour journey last year — but it wasn't a regular ship. The voyage was a test of an autonomous ship under AUTOSHIP, an EU-funded program to develop new technologies for navigating large vessels. The consortium brought together entities from academia and industry, including Kongsberg Maritime, the Norwegian giant that has been conducting deep research and development on autonomous shipping.

The trip marked a pivotal advancement in developing autonomous technology for shipping, which still faces many hurdles before it is ready for primetime. Autonomous shipping as well as remote operating centers are possible, but there are external factors at play that will influence the acceptance of the tech, from gaining customer trust to securing regulatory clearance. Con-

vincing national and global maritime regulators to get on board is the biggest obstacle for autonomous or remote shipping.

Tests like those carried out by Kongsberg in Norway aim to sway decision makers in the company's direction. The business is nevertheless not the only player experimenting in this space. South Korea's Samsung Heavy Industry (SHI) is also making key advancements in the technology and retrofitted one of its Samsung T-8 vessels with automated tech in 2020. Much of this is made possible by radar and sensor technology.

Industry collaboration will be key to getting more such projects up and running. Last year, SHI announced it had signed an agreement with Denmark's DNV to develop autonomous functions. Much like self-driving cars, ships can operate under different degrees of autonomy.

The International Maritime Organization outlines four levels of autonomy, with the minimal level one still requiring seafarers on board, while level

four implies full autonomy and enables the ship to operate without human intervention. There are still many kinks to straighten out before a ship reaches level four.

The U.K. Hydrographic Office, a government agency responsible for providing hydrographic data for mariners for navigation, is currently developing standards for how machines will be able to read its graphs. One of the biggest challenges for a machine is context. As a ship enters busier waters — usually as it nears land — it will encounter more vessels and infrastructure such as offshore wind farms. Traditionally a ship's captain knows how to navigate these obstacles and who receives priority on a route to avoid collisions. Will a machine be able to do that?

Questions linger over how an autonomous or remotely controlled ship will deal with collisions or other hazardous incidents at sea. There needs to be some element of human intervention that enables the technology to learn without the peril of learning via mistake.

Piracy is another consideration. Piracy around the Horn of Africa has reportedly been rising again in recent months. On one hand, tasking an autonomous ship to undertake a dangerous route would mean no threat to human life in the event of an attack. On the other hand, freight owners may not have confidence in their precious cargo being carried through risky waters without human oversight.

The development of autonomous shipping has been fronted by the industry's large players, like Kongsberg Maritime and Samsung Heavy Industry. That is likely to continue. Tech startups may have a hard time competing with these larger players, which is why there are not as many playing in the shipping field as there are in autonomous driving. There is also a desire to improve port infrastructure through digitization and automation, which is an area where younger companies working on tech like sensors and AI can prove their worth.

New study identifies opportunities along green and digital shipping corridor

One year after the signing of the memorandum of understanding to establish a Green and Digital Shipping Corridor, the Maritime and Port Authority of Singapore (MPA), Port of Los Angeles (POLA) and Port of Long Beach (POLB) have completed a comprehensive baselining study. It forecasts more green jobs, health improvements for local communities and economic benefits for participating countries, emphasizing the future demand for zero- and near-zero emission fuels and the benefits from decarbonizing the shipping routes between the nations.

The study, commissioned by C40 Cities and the ports, and conducted by the American Bureau of Shipping, analyzed maritime trade flows between Singapore, Los Angeles and Long Beach,

and provided a baseline of activities and energy demand requirements for vessels operating on the corridor through to 2050. The conclusion of the study follows the successful unveiling of the corridor's Partnership Strategy at the 28th United Nations Climate Change Conference in December 2023, which outlined the corridor's goals, partnership structure and governance mechanism. The study estimates the quantity of near-zero and zero-emission fuels required for this traffic by modelling the adoption of zero and near-zero carbon alternative fuels by vessels operating on the corridor through to 2050, considering various parameters such as fuel production costs and fuel availability, and in view of the targets in the 2023 International Maritime Organization's Strat-

egy on Reduction of Greenhouse Gas Emissions from Ships.

On a practical level, the study highlights the potential socioeconomic impact of transitioning to zero- and near-zero emission fuels and leveraging on digital solutions. Based on the study's estimates, the corridor at full implementation could create over 700 new job opportunities in zero and near-zero emission fuel production and improve local air quality. These estimates support findings by C40 and other organizations that activities undertaken through green shipping corridors can accelerate wider decarbonization across the maritime industry and unlock health benefits for local communities and green economy opportunities for participating countries.

As leading global ports, Singapore, Los Angeles and Long Beach are vital nodes on the trans-Pacific shipping lane and are key stakeholders in the maritime sector's green and digital transition. Alongside 20 leading ports and port cities, MPA, POLA, and POLB are members of C40's Green Ports Forum, a prominent global platform for collaborative climate action that actively champions ambitious green shipping corridors, acknowledging their central role in the ports and shipping sectors' green transition.

The corridor partners underscore their dedication to a data-driven decision-making approach through the study, utilizing its insights to guide their actions in pursuing the partnership's decarbonization objectives and aligning with the related goals of the shipping sector. Key findings of the study include:

- Vessels operating on the corridor represent seven percent of the world's container trade, which is about one percent of Singapore's, 14.5 percent of Port of Long Beach's, and 20 percent of Port of Los Angeles' traffic.
- The projected annual energy demand of vessels on the corridor is estimated to be approximately 60,000 terajoules, equivalent to approxi-

mately two months of Singapore's national electricity generation.

- Shipping demand on the corridor is estimated to be around 850,000 tons of methanol and 160,000 tons of ammonia annually by 2030, displacing the equivalent greenhouse gas emissions from almost 320,000 cars annually.
- The transition to zero- and near-zero emission fuels could potentially create approximately 700 jobs in the production and supply chain of such fuels by 2030.

The partnership convened the first in-person stakeholder meeting of the corridor together with industry value-chain representatives, as a prelude to onboarding stakeholders to the corridor. The meeting was held during Singapore Maritime Week 2024 on April 18. The meeting and subsequent working groups will focus on developing green and digital solutions to address the following focus areas within the corridor:

1. Enable the supply and adoption of zero and near-zero emissions fuels (e.g. green ammonia, green methanol) at scale, including safety, emergency response, mitigation and standards-setting.

2. Develop and scale-up the adoption of energy efficiency solutions, including through digital tools (e.g. route optimization, remote monitoring) and technologies that reduce fuel consumption (e.g. wind-assisted propulsion).

3. Develop and encourage the adoption of digital technologies to support the monitoring, reporting and verification of greenhouse gas emissions along the corridor.

All three ports will participate in the Accelerating Digitalization and Decarbonization Conference organized by MPA as part of Singapore Maritime Week 2024 and in a moderated discussion convened by C40 on the sidelines of the event entitled Navigating Collaboration: Governance of Green Shipping Corridor Partnerships, where C40 will unveil its new report and share insights into best practices for effective governance of the green corridor.

The most dangerous jobs in America

Farming, forestry, fishing and hunting top the list of America's deadliest jobs, a recent analysis shows. Those professions have the highest rate of employee fatalities, at 18.6 deaths per 100,000 workers, the AFL-CIO found in the study, which is based on labor data from 2022 (the latest year available). Other highly dangerous jobs consisted of working in mines, quarries and oil extraction (16.6 deaths per 100,000 workers); transportation and warehousing (14.1); and construction (9.6). Overall, nearly 5,500 workers died on the job in the U.S. in 2022, up from 5,190 the previous year, according to the union's analysis.

Fatalities are on the rise, in part, because some employees are afraid of potential retaliation if they highlight dangerous conditions at their job, resulting in many workers operating in an unsafe environment, AFL-CIO President Liz Shuler said in a statement. Employee overdosing on drugs while at work, deadly violence against co-workers and

suicides have also contributed to the jump in workplace deaths, according to the U.S. Occupational Safety and Health Administration.

For many workers, agriculture has long been a hazardous job. Farmers and farmhands are exposed to lung-harming dust, while animal droppings also contain mold or bacteria, according to federal health data. Falls from ladders, farm machinery and grain bins pose another risk. Meanwhile, miners often work in confined underground spaces where toxic or explosive gasses, such as hydrogen sulfide or methane, can be released, and also face the risk of collapses.

Not surprisingly, states with large numbers of agricultural and extraction industry workers had the highest fatality rate, with Wyoming topping the list at 12.7 deaths for every 100,000 workers, according to the AFL-CIO. Rounding out the list was North Dakota (9.8 deaths); Mississippi (6.9); New Mexico and West Virginia (6.8); and Louisiana (6.4).

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 67 jobs in April: 10 PCS, six APL, and four Matson billets along with eight Shore Mechanic jobs. Five applicants were dispatched to shipboard billets. The Wilmington registration list numbers 28 A-, six B-, and 17 C- seniority members.

Jobs are still wide open and we are actively seeking qualified ratings to fill these positions. Keep your docs up to date and be ready to ship anytime.

May 22 is National Maritime Day, and we will have our annual observance at 6th and Harbor Blvd. fronting the American Merchant Marine Memorial followed by luncheon onboard the SS Lane Victory at Berth 52, 2400 Miner St. in San Pedro. All are invited to attend and pay their respects to seamen who were lost in the line of service.

LA Fleet Week will be held May 22-27 in the Port of Los Angeles. Active

ship tours, live entertainment, exhibits, displays, food trucks, live competition, and fly overs will be open to the public and free of charge. Details are on the website <https://lafleetweek.com>.

Foreman Mike Robles, #3855; and Leadmen Robert Rivas, #3874; Mike Campbell, #3850; and Otto Garcia, #3784 are still taking care of business down at dock. Gang count is currently 25 men.

The SS Lane Victory needs volunteers in the engine deck departments. Report to Chief Engineer Jim Gillen and 3rd Assistant Steve Silcock aboard on Wednesday and Saturday at 0900 if you have a chance to assist. Volunteers are always appreciated and don't forget your flashlight.

I hope that all reading this had a pleasant holiday season either at home or at sea and work safely.

Aloha,
Sonny Gage, Port Agent

HONOLULU NOTES

In April, the Honolulu Hall dispatched 58 total jobs; including 21 Standby Electrician/Reefer and 27 Standby Wiper jobs. The number of standby jobs is slowly shrinking.

The Honolulu registration list has 17 A-, six B-, and 12 C-seniority members seniority members on it.

I attend my two usual monthly meetings. One with the Honolulu Sailor's Home and the other with the Honolulu Maritime Port Council. Also, in April, brother Pat Weisbarth (SUP agent) and I walked with the flight attendants from the Association of Flight Attendant Union (AFA-CWA). They are in contract talks with United Airlines.

Before you take that next job, if you

have any small sign or symptom that something is not right go see a doctor or dentist first. Even if you don't have a sign or symptom go for your Kaiser annual physical or your bi-annual dental cleaning. You do not want to be on a ship when that small sign or symptom turns big.

I'm currently visiting a member in the hospital who was on board a ship with chest pain. Initially it was thought to be acid reflux. Luckily, he's doing fine after having double bypass surgery. Even myself back in 2012, a very small chest pain turned into a high 90 percent blocked artery of the heart.

Aloha,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of April Seattle shipped two Electricians, one Oiler, eight Standby Reefers, and two Standby Wipers. Seattle currently has four A-, five B-, and five C-seniority members registered for shipping.

Flying to join a ship, then only to quit the day you arrive is the same as leaving without relief. It casts a poor reflection of your membership that will be remembered in future discussions with our contracted companies.

As long as ships have sailed the oceans, sailors have accepted that our work can be challenging and dangerous. The vessels possible destination is limited only by is there water and the depth of the port. The destination may change mid-voyage due to changes in the international market or theater of conflict. The nature of the cargo in the holds is not our concern unless it adds to our payoff. If you cannot accept those terms, please save the Union's reputation, and do not accept the work.

Fraternally,
Brendon Bohannon,
Representative

POLITICAL ACTION FUND

Voluntary donations for April 2024:
Rodney Masada, P-2826..... \$280.00

HOWZ SHIPPING?

April 2024
San Francisco

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer	3
Oiler	4
Wiper	4
Standby Electrician/Reefer	11
Standby Wiper	3
TOTAL	32

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer	5
Oiler	6
Wiper.....	3
Shore Mechanic.....	8
Standby Electrician/Reefer	21
Standby Wiper.....	18
TOTAL	67

Seattle

Electrician.....	2
Oiler	1
Standby Electrician/Reefer	8
Standby Wiper	2
TOTAL	13

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer	3
Oiler	1
Wiper.....	2
Shore Mechanic.....	1
Standby Electrician/Reefer	21
Standby Wiper.....	27
TOTAL	58

Regular membership meeting dates 2024

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

FINISHED WITH ENGINES



Edward S. Beavers, #3171/P2308. Born March 10, 1942, West Virginia. Joined MFOW August 8, 1961. Died March 22, 2024, Corvallis, Oregon.

MSC christens newest ESB

Military Sealift Command christened its newest ship, the expeditionary sea base (ESB) *USNS Robert E. Simanek* (ESB-7), on May 4 in San Diego. The 785-foot ship honors PFC Robert E. Simanek, a U.S. Marine who was awarded the Medal of Honor for his actions during the Korean War at Outpost Irene. During the battle, Simanek threw himself on a grenade, absorbing the explosion with his body and shielding his fellow Marines from serious injury or death. Though he sustained severe injuries to his legs, Simanek survived, and spent a year recovering.

"Today we gather in a time-honored tradition to christen this vessel, which will represent the unmatched strength and fortitude of the United States Navy and the United States Marine Corps," said Rep. Scott Peters (D-California).

Among those on hand for the ceremony were: Vice Adm. Yvette Davids, superintendent, U.S. Naval Academy; Brig. Gen. Robert Weiler, assistant division

commander, 1st Marine Division; Capt. Micah Murphy, commander, Military Sealift Command; Special Warfare Operator Master Chief Britt Slabinski; Capt. Bobby Summers, *Simanek* civil service master; four Medal of Honor recipients; and members of the Simanek family.

For the official christening moment, Simanek's daughter, Ann Simanek Clark, broke a bottle of champagne over the bow with the words, "For the United States of America, I christen you the *USNS Robert E. Simanek*. May God bless this ship, and all who sail on her."

Simanek is the seventh ship in the expeditionary mobile base platform built for MSC, and the third expeditionary staging base model. ESBs are highly flexible platforms that provide logistics movement from sea to shore supporting a broad range of military operations. The ESB variant is designed around four core capabilities: aviation, berthing, equipment staging area, and command and control.

Overfishing in U.S. hit all-time low in 2023

In a report to Congress, the National Oceanic and Atmospheric Administration (NOAA) said that the number of fish stocks on the U.S. overfishing list decreased by three last year, falling to an all-time low of 21. In its annual "Status of the Stocks" report to Congress, the agency also said that 50 fish stocks have now

been fully rebuilt since 2000. In what NOAA described as a major milestone, the iconic Snohomish coho salmon became the latest stock to join the rebuilt list last year. The agency said there are more than 20 different stocks of the coho salmon on the West Coast and in Alaska.

HONOR ROLL

Voluntary donation to
General Treasury — April 2024:
Anthony Lefebre, #3750.....\$100.00

Halls to close

Memorial Day — All MFOW hiring halls will be closed on Monday, May 27, 2024, in observance of Memorial Day, which is a contract holiday.

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