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California ports get more than $1 billion to shift to zero-emission ops

California ports are about to become cleaner and more climate friendly thanks to new funding from the Biden-Harris Administration. On October 29, the U.S. Environmental Protection Agency announced seven California ports are receiving more than $1 billion to build zero-emission (ZE) infrastructure and implement plans to clean up air quality. California ports received a third of the total funding announced nationwide. The Port of Los Angeles is receiving the nation's largest clean ports grant of $411 million, which will help the port shift to zero-emission operations.

California's ports handle about 40 percent of the nation's containerized imports and 30% percent of America's exports. This funding is key to Governor Newsom's build more, faster infrastructure agenda. California ports receiving funding from the federal Clean Ports Program include:

• Port of Los Angeles — $411.69 million: This project aims to accelerate the port's transition toward ZE on-terminal operations by significantly reducing air pollution in and around the port, deploying ZE cargo handling equipment, and enhancing electric vehicle charging infrastructure.

• Port of Oakland — $322.17 million: This project will support the vision of reducing emissions and fully decarbonizing port activities by transitioning to ZE alternatives for drayage trucks and cargo handling equipment.

• Port of Stockton — $110.47 million: This project will transform the port into the first small port with ZE terminal operations and increase the ZE workforce in Northern California.

• Port of San Diego — $58.6 million: This project will support the port's longstanding commitment to the electrification of San Diego's maritime cargo handling facilities and freight transportation by implementing the final electrification elements to transform San Diego's maritime cargo terminals and the goods movement network on San Diego Bay.

• Port of San Francisco — $55.39 million: This investment will transition ferry operations along the San Francisco waterfront to zero-emissions, removing 455,000 metric tons of carbon dioxide greenhouse gases and enhancing air quality at the Port of San Francisco and throughout the Bay Area airshed.

• Port of Hueneme — $42.29 million: The Port of Hueneme Reducing Emissions, Supporting Health (PHRESH) project consists of two components: PHRESH START (Sustainable, Thoughtful And Resilient Transformation), which includes planning activities, and PHRESH AIR (Accelerating Implementation and Results), which involves the deployment of roughly 35 pieces of ZE terminal equipment and a drayage truck incentive program.

• Port of Redwood City — $1.97 million: This project, in partnership with a private entity, includes climate and air quality planning for hydrogen-based fueling and infrastructure.

Import cargo could surge ahead of potential port strike and Trump tariffs

Import volumes at the nation's major container ports could be higher than previously expected for the remainder of this year as retailers face another potential East Coast/Gulf Coast port strike and tariff increases planned by President-elect Donald Trump, according to the Global Port Tracker report released by the National Retail Federation and Hackett Associates.

The International Longshoremen's Association briefly went on strike at East and Gulf Coast ports in October after its contract with the U.S. Maritime Alliance expired. But longshoremen went back to work after the parties agreed to a wage increase and a contract extension until January 15. The parties are set to resume formal negotiations. An NRF study found that tariff increases proposed by Trump could drive up consumer prices by as much as $78 billion a year.

Hackett Associates Founder Ben Hackett said the potential for a January strike "can be seen in the continuing increases in U.S. imports from Asia, which have not fallen away as expected." And worries over higher tariffs are a global concern, he said.

U.S. ports covered by Global Port Tracker handled 2.29 million twenty-foot equivalent units (TEU) in September, although the Ports of New York/New Jersey and Miami have yet to report final data. That was down 1.3 percent from August but up 12.8 percent year-over-year.

Ports have not yet reported October's numbers, but Global Port Tracker projected the month at 2.13 million TEU, up 3.7 percent year-over-year. November is forecast at 2.15 million TEU, up 13.6 percent year-over-year, and December at 1.99 million TEU, up 6.1 percent. That would bring 2024 to 25.3 million TEU, up 13.6 percent from 2023.

The numbers have not yet been revised to reflect the November election results but do take the potential port strike into consideration. October was previously forecast at 2.12 million TEU, November at 1.91 million TEU and December at 1.88 million TEU, and the total for 2024 was previously forecast at 24.9 million TEU.

January 2025 is forecast at 2.01 million TEU, up 2.5 percent year-over-year; February at 1.77 million TEU, down 9.3 percent because of fluctuations in the timing of Lunar New Year shutdowns at Asian factories, and March at 2.01 million TEU, up 4.4 percent.

The engine department crew (MFOW and MEBA) aboard the *MV President Grant* are (left to right) DJU Elisio Ramiscal, Wiper Abraham Guerrero, 2nd AE Arvie Viray, 1st AE Dan Bliefernich, REJ Perry Taitano, 3rd AE Will Laurent, and ERJ John Ortiz. The *MV President Grant* is a container ship operated by APL Marine Services in the Eagle Express 1 (EX1) service. The EX1 service is APL's flagship service with 15-day and 16-day transits from Busan and Shanghai to Los Angeles, and 15-day transit from Los Angeles to Yokohama

Halls to close — Holiday Schedule

The MFOW hiring halls will be closed in observance of the following contract holidays:

Thanksgiving Day — Thursday, November 28

Christmas Eve* — Tuesday, December 24

Christmas Day — Wednesday, December 25

New Year's Eve* — Tuesday, December 31

New Year's Day — Wednesday, January 1, 2025

January 2 is Jack Hall Day, an ILWU Local 42 holiday in Hawaii and shall be observed in accordance with local custom and practice.

*Christmas Eve and New Year's Eve are ILWU holidays on the West Coast and therefore recognized MFOW holidays aboard APLMS and Matson vessels in Pacific Coast ports. For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

Members are reminded that no shipping cards will be stamped at the regular business meetings immediately preceding and following the holidays.

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Port of Oakland receives about 100 Howard terminal RFQ inquiries

The Port of Oakland received about 100 development related inquiries regarding its Request for Qualifications (RFQ) that seeks a developer for its 50-acre Howard Property.

Howard Property is a former marine terminal that has not been used for cargo vessel operations since 2013. Available waterfront property in an urban area is valuable acreage for potential development.

The port is looking for development concepts that integrate with surrounding uses. Howard Property is next to industrial operations to the west and Jack London Square — the East Bay's premier waterfront entertainment destination — to the east. On October 3, 2024, port staff held a pre-submission meeting and site visit that was very well attended with 75 guests.

A Request for Qualifications seeking entities interested in developing Howard Property is posted on the Port of Oakland website. The latest RFQ comes after port officials considered various ideas for the former marine terminal. In 2019, the port entered into an exclusive negotiation term sheet with the Oakland A's, for a mixed-use ballpark development, which expired in May 2023. Currently, Howard Property is used for short-term property rental agreements to accommodate container parking, depot operations, and other ancillary maritime services.

Canada West Coast ports lock out workers

Dock employers in British Columbia shut out workers on November 4 after a union strike notice, bringing trade to a halt across Canada's busiest and third-busiest ports. An update from the BC Marine Employers Association said it made "the difficult decision to lockout forepersons" and other union members as of 4:30 p.m. Pacific time, until further notice.

A large array of freight activity was shut down or will be affected, including containers, automobiles, forestry, steel and fertilizer, according to a spokesperson for the Vancouver Fraser Port Authority, who added the organization was working closely with industry to keep goods moving where possible. The lockout disrupts an estimated C$800 million per day (USD $576 million), according to the Greater Vancouver Board of Trade.

The lockout comes after the International Longshore and Warehouse Union Ship & Dock Foremen Local 514, which represents about 730 workers at ports including Vancouver and Prince Rupert, gave a 72-hour advance notice on October 31 of a November 4 walkout. The union said the strike would be "limited job action only, with an overtime ban," but the employer association said strikes can escalate without notice so the lockout was needed to "facilitate a safe and orderly wind-down of operations."

Canada's number two port, Montreal, has seen intermittent stoppages in recent weeks because of an issue with a separate dockworker union.

Last year, a 13-day strike by more than 7,000 longshore workers caused large-scale disruption at Canada's west coast ports, and the North American transportation and logistics sectors have continued to be hit by labor disputes this year. The 2023 British Columbia port strike reduced Canada's gross domestic product by a figure between C$730 million and $980 million, and affected shipments worth C$10 billion, according to the Canadian government.

Mexican port plans $600 million expansion to tap U.S. 'nearshoring' boom

The Port of Lázaro Cárdenas on Mexico's Pacific coast will invest $617 million to expand its capacity over the next six years to meet American companies' growing demand for "nearshoring". Nearshoring is the practice of moving production facilities to neighboring countries with lower labor costs, and then exporting the goods to the domestic market.

The practice has bipartisan support in the U.S., largely because the factories are relocating from China to Mexico. It led to a 29 percent increase in foreign direct investment in Mexico's manufacturing sector last year.

A marketing manager for the country's National Port System Administration, said Lázaro Cárdenas would develop four major projects, all beginning between May and November next year and completing between 2027 and 2030.

Lázaro Cárdenas is one of Mexico's biggest ports. About a third of its traffic is taken up by containers, a third by mining products and un-containerized cargos, and a third by cars. The largest of the planned projects is La Isla de la Palma, set to have an intermodal terminal, industrial park and logistics area on 600 hectares of former government land. Other projects involve building a dock and adding roads to improve communications with nearby cities Salamanca, Guadalajara and León.

Mexico's new president Claudia Sheinbaum recently prioritized a link with the economic hub of Uruapan. Alongside the public investment, seven projects are planned by private companies such as APM Terminals, Hutchinson Ports, and Hyundai. APM, which owns the container terminal, completed the first phase of a $900 million expansion program in 2017. This made the port the first in Latin America to use the latest semi-autonomous technology for handling containers. When work on the final phase is completed in 2030, the ports will be able to handle 4.1 million containers a year.

Matson testing AI-based thermal cameras to avoid whale strikes

Hawaii-based shipping company Matson Navigation is attaching thermal imaging cameras to its ships in a bid to prevent whale strikes. The ship operator has installed cameras on three of its vessels as part of a project in conjunction with the Woods Hole Oceanographic Institution, whose researchers have developed a marine mammal detection system.

Each year more than 80 endangered or threatened whales are struck and killed off the west coast of the U.S., according to the institution, while North Atlantic right whales are threatened on the east coast, with numbers now perilously low.

Matson has committed $1 million to the research and development of the cameras, which can detect the heat of whales' bodies and give range and bearing from the ship. The system uses artificial intelligence (AI) to determine whether the thermal image is of a whale or its water spout. The AI is designed to filter out false alarms and give ships' crews only true potential whale alerts within 15 seconds. The aim is to provide navigating officers with enough real-time information to alter course or speed to avoid a strike.

One of the vessels, the 2,890 TEU Manulani (built 2005), which runs between the U.S. West Coast and Honolulu, has been using the system for three months and detected 1,169 whales and dolphins, with a range of up to 6.5 kilometers. Used alone or in conjunction with other proven protections like passive acoustic monitoring, the technology can significantly reduce the risk of vessel strikes and be a positive force in the protection of marine animals.

Marine Firemen's Union Directory

www.mfoww.org

HEADQUARTERS
240 2nd Street
San Francisco, CA 94105
Tel: (415) 362-4592/4593/4594
Fax: (415) 348-8864
Dispatcher-Tel: (415) 362-7593
Dispatcher-Fax: (415) 348-8896
General Email: headquarters@mfoww.org

Anthony Poplawski
President/Secretary-Treasurer
Email: mfow_president@yahoo.com

Robert Baca
Vice President
Email: robchili510@yahoo.com

Patrick Gillette
San Francisco Business Agent
Email: pg.mfoww@gmail.com

Manita Li, *Controller*
Email: mli@mfoww.org

Kasia Grzelak, *Secretary/Training*
Email: kasia@mfoww.org

MFOW TRUST FUNDS
240 2nd Street
San Francisco, CA 94105
Tel: (415) 986-1028 / 986-5720
Fax: (415) 546-7340
General Email: welfare@mfoww.org

Herlinda Vizcarra
Medical/Dental Coverage: Active Members
Email: hvizcarra@mfoww.org

Amanda Salinas
Optical/Medical Claims: Dependents and Pensioners
Email: asalinas@mfoww.org

Shirley Martos
Death Benefits/ Accounts Payable
Email: smartos@mfoww.org

Stacy Bobu
Money Purchase & Pension Benefits
Tel: (415) 362-1653
Fax: (415) 348-8864
General Email: pension@mfoww.org
Email: sbobu@mfoww.org

WILMINGTON BRANCH
533-B Marine Avenue
Wilmington, CA 90744
Tel: (310) 830-0470
Fax: (310) 835-9367
H. "Sonny" Gage, *Port Agent*
Email: hgage@mfoww.org

HONOLULU BRANCH
707 Alakea Street, Suite 102
Honolulu, HI 96813
Tel: (808) 538-6077
Mario Higa, *Port Agent*
Email: mhiga@mfoww.org

PORT SERVICED — SEATTLE
4005 - 20th Avenue West, Suite 115
Seattle, WA 98199
Tel: (206) 467-7944
Fax: (206) 467-8119
Brendan Bohannon, *Representative*
Email: seattle@sailors.org

Matson announces third quarter 2024 results

On October 30, Matson, Inc. reported net income of $199.1 million, for the quarter ended September 30, 2024. Net income for the quarter was $119.9 million. Consolidated revenue for the third quarter 2024 was $962.0 million compared with $827.5 million for the third quarter 2023.

Hawaii — Container volume in the Hawaii service in the third quarter 2024 was 2.2 percent lower year-over-year. The decrease was primarily due to lower general demand. Hawaii's economy continues to grow slowly with stalled growth in statewide tourist arrivals due to declines in Maui tourism following last year's wildfires and the sluggish pace of recovery in Japanese tourist arrivals which have been impacted by weakness in the yen to the U.S. dollar exchange rate. The company expects volume for the full year 2024 to be modestly lower than the level achieved in 2023, primarily due to low-to-no growth in tourism, continued challenges in population growth and lower discretionary income as a result of higher inflation and interest rates.

China — In China, the significantly higher freight rates were achieved in the third quarter 2024 compared to the year ago period. Container volume in the third quarter 2024 also increased 2.6 percent year-over-year due to two additional sailings. The elevated freight rates were primarily due to a traditional peak season with strong freight demand leading to significantly higher year-over-year freight rates for both the CLX and MAX services. A resilient U.S. economy and a stable consumer demand environment coupled with tighter supply chain conditions supported these elevated freight rates. In the near term, the company expects its China service freight rates in the fourth quarter to remain elevated and to be significantly higher than the levels achieved in the year ago period as long as the underlying economic, supply chain, and geopolitical conditions persist. Regardless, Matson remains focused on continuing to deliver a differentiated value proposition as compared to air freight with CLX and MAX services as the two fastest and most reliable expedited ocean services in the Transpacific.

Guam — In Guam, container volume in the third quarter 2024 decreased 9.4 percent year-over-year. The decrease was primarily due to lower demand from retail and food and beverage segments. In the near term, the company expects the Guam economy to remain stable with a low unemployment rate, but slow growth in tourism. For the full year 2024, the Company expects volume to be lower than the level achieved last year.

Alaska — In Alaska, container volume for the third quarter 2024 increased 1.4 percent year-over-year primarily due to higher retail-related demand. In the near term, the company expects continued economic growth in Alaska supported by a low unemployment rate, jobs growth and lower levels of inflation. For the full year 2024, the company expects volume to approximate the level achieved last year.

SSAT — The contribution in the third quarter 2024 from the company's SSAT joint venture investment was $6.9 million, or $5.6 million higher than the third quarter 2023. The increase was primarily due to higher lift volume. For 2024, the company expects the contribution from SSAT to be higher than the levels achieved in 2023 due to an expected increase in lift volume.

As a result of the outlook trends noted above, the company expects fourth quarter 2024 operating income for ocean transportation to be meaningfully higher than the $66.4 million achieved in the fourth quarter 2023.

Logistics — In the third quarter 2024, operating income for the logistics segment was $15.4 million, or $1.5 million higher compared to the level achieved in the third quarter 2023. The increase was primarily due to higher contributions from supply chain management and transportation brokerage. The company expects operating income in the fourth quarter of 2024 to be modestly higher than the level achieved last year.

Consolidated Operating Income — Matson expects fourth quarter 2024 consolidated operating income to be meaningfully higher than the $75.3 million achieved in the fourth quarter 2023.

Depreciation and Amortization — For full year 2024, the company expects depreciation and amortization expense to be approximately $180 million, inclusive of dry-docking amortization of approximately $27 million.

Interest Income — The company expects interest income for the full year 2024 to be approximately $47 million. This includes the receipt on April 19, 2024 of $10.2 million in interest income earned on the federal tax refund related to the company's 2021 federal tax return.

Interest Expense — The company expects interest expense for the full year 2024 to be approximately $8 million.

Other Income (Expense) — The company expects full year 2024 other income (expense) to be approximately $7 million in income, which is attributable to the amortization of certain components of net periodic benefit costs or gains related to the company's pension and post-retirement plans.

Income Taxes — In the third quarter 2024, the effective tax rate was 21.2 percent. For the fourth quarter 2024, the company expects its effective tax rate to be approximately 22.0 percent.

Capital and Vessel Dry-Docking Expenditures — In the third quarter 2024, the company made capital expenditure payments excluding vessel construction expenditures of $58.0 million, capitalized vessel construction expenditures of $1.6 million, and dry-docking payments of $2.9 million. For the full year 2024, the company expects to make other capital expenditure payments, including maintenance capital expenditures, of approximately $110 to $120 million, new vessel construction expenditures (including capitalized interest and owner's items) of approximately $77 million, expenditures for LNG installations and reengining on existing vessels of approximately $85 to $90 million, and dry-docking payments of approximately $35 million.

Reports claim Houthis make Red Sea vessel attacks a $2 billion business

Houthi rebels are extorting as much as $2 billion a year from shipping lines in exchange for not attacking their vessels in the Red Sea and Gulf of Aden, according to a new study. The unreleased study based on research by a panel of Yemen experts for the United Nations Security Council found that the Houthis were pulling in $180 million per month in the "tolling" protection racket, one published report said, though the panel could not independently verify that number.

Since November 2023, the Houthis have attacked commercial shipping in the Red Sea — a critical route for ships sailing between Asia, the Mediterranean and the east coast of North America — with drones, missiles and watercraft, killing four people and sinking two vessels. The Red Sea provides access to the Suez Canal to the north and the Gulf of Aden to the south.

The Houthis claim to only block shipping from Israel-connected countries, but the study found attacks on vessels from Houthi-backing countries, including Iran, according to another news article.

Most major shipping companies have diverted containerships and tanker vessels away from the region and on to longer voyages via the Cape of Good Hope around the Horn of Africa. That route adds 10-14 days to the duration of a voyage, adding delays and costs for shippers. But a steady flow of local and region-based vessels continues to ply the Red Sea daily. Among major carriers, only CMA CGM of France continues to operate scheduled rotations through the Red Sea.

The panel found that the Houthis carried out more than 130 attacks on merchant ships from November 2023 through the end of July 2024. The panel claimed that the group's shift to actions at sea increased their influence in the region. Such a scale of attacks, using weapon systems on civilian vessels, had never occurred since the Second World War.

The U.N. study found that the protection revenue is helping to finance and expand the Houthis' operations in the region. This extended to cooperation with al-Qaida, Hezbollah and other terrorist groups, as well as pirates in Somalia and links to Iran's military. At the same time, the Houthis have built up a far-ranging network for money-laundering, recruitment, smuggling and moving arms.

Expanded emissions regulations to be enforced in California ports starting in 2025

To reduce emissions from oceangoing vessels while in port, the 2020 California Air Resources Board (CARB) at-berth regulation will require tankers and ro-ro vessels to use a CARB-approved emission control strategy (CAECS) while at berth in California ports starting from January 1, 2025, according to classification society DNV. The original 2007 at-berth regulation applied to container ships, passenger ships and refrigerated-cargo ships at certain California ports. Compliance with the 2007 regulation started in 2014.

The 2020 at-berth regulation requires all oceangoing vessel operators and terminal operators to report each visit made to any California marine terminal. However, only container, refrigerated cargo, and cruise vessels have emissions control requirements. Starting from January 1, 2025, compliance with emissions control requirements shall apply to the following:

- Tanker vessels visiting terminals in the Port of Los Angeles and Port of Long Beach.
- Ro-ro vessels visiting any California terminal.
- Bulk and general cargo vessels do not have emissions control requirements, but they do have visit reporting requirements that began January 1, 2023.

Regulated emissions are nitrogen oxide, particulate matter 2.5, and reactive organic gases. The primary regulated parties are the vessel operators, terminal operators, California ports and CAECS operators. Vessels and other regulated parties have the following options for compliance:

- Connection to onshore power while at berth.
- Use of a CARB-approved exhaust capture and control system. There are currently two companies (STAX Engineering and Clean Air Engineering Maritime) with plans to have an approved barge-based exhaust capture solution for tankers available by January 1, 2025.
- Payment into a remediation fund. The payment into the fund cannot be triggered solely from lack of available alternative CAECS (a vessel needs to show eligibility and get approval).
- Alternative fuels, with the need to provide testing data that emission rates meet the 2020 at-berth regulation performance standard.
- An innovative concept solution that achieves equivalent emissions reduction from other sources around the port.

CARB has an enforcement penalty policy and will investigate any potential violation. If a company is deemed to be in non-compliance, a notice of violation may be issued. A financial penalty could be the result after each violation. The penalty for non-compliance can be imposed on all regulated parties, including the vessel operators.

Tankers calling at Port of Long Beach and Port of Los Angeles terminals in 2025 and ro-ro vessels at any California terminal will need to prepare for compliance. There are currently no indications that enforcement of the regulation will be delayed.

MFOW President's Report

APL Marine Services

Ratification – As previously reported, on September 26, 2024, the SIU Pacific District Unions (MFOW, SUP and SIU-AGLIW) came to tentative agreement with APL Marine Services (APLMS) on a five-year contract covering nine Maritime Security Program vessels. On October 10, the MFOW (engine department) completed the process to ratify the contract. The MFOW also ratified a five-year agreement covering Shore Mechanics working at Pier 300 in the Port of Los Angeles. On October 21, the SUP (deck department) completed their ratification process. On October 30, the SIU-AGLIW (steward department) completed their ratification process.

Preparation work for the new APLMS collective bargaining agreement books covering Maritime Security Program General Rules, Shipping Rules, Work Rules, and Maintenance Agreement has been completed. The books should be available for distribution to the membership before the end of the calendar year, subject to printer selection and production lead time.

Vessels — On October 16, the Union was notified by APLMS that the *MV President Wilson* was flagged foreign on October 14, and that the company was no longer the vessel operator. On October 22, APLMS notified the Union that the *MV President Bush* had completed installation of the low earth satellite Starlink system the previous week, and that installation had also commenced on the *MV President Reagan*. This should improve internet connectivity for crewmembers aboard the vessels. The *MV President Monroe* is expected to enter the U.S.-flag fleet on or about November 14 in the Port of Los Angeles.

Patriot Contract Services

Catching up on previously unreported news:

On August 3, 2024, there was a four percent (4.0%) total labor cost increase for unlicensed personnel working aboard the *MT SLNC Pax*. On August 26, 2024, there was an additional seven percent (7.0%) total labor cost increase for unlicensed personnel working aboard the *MT SLNC Pax*. However, on October 22, 2024, the Union was informed by Patriot Contract Services (PCS) that, effective October 20, the company was no longer the ship operator of the *MT SLNC Pax* and that MFOW crew would be repatriated or reassigned to another vessel.

On September 5, 2024, there was a three percent (3.0%) total labor cost increase for unlicensed personnel working aboard the *MT Allied Pacific*. On September 29, 2024, there was a two percent (2.0%) total labor cost increase for unlicensed personnel working aboard the *USNS Seay* and *USNS Pililaau*.

SIU Pacific District Supplemental Benefits Fund

At the March 21, 2024, SIU Pacific District Supplemental Benefits Fund board meeting, the trustees of the fund responded to an APLMS proposal requiring the fund's administrative office to assume the responsibility of producing separate W-2 forms on supplemental wages for tax reporting purposes. In coordination with Plan Administrator Michelle Chang, and after thorough investigation, the trustees determined W-2 reporting to be both feasible and desirable on commencement of the plan year 2025 payroll date. Although it requires additional work by the fund, the union and employer trustees agreed that the net benefit for members of a single W-2 form reporting all supplemental wages from all employers, as well as reduced employer workload, was worth it.

The fund will begin this service using its own tax identification number on commencement of the plan year 2025 payroll date and will ensure that proper procedures are followed, and deductions are withheld in accordance with IRS and California State Franchise Tax Board regulations (in regard to the California employers). On the same date, the fund will terminate sending tax withholding remittances to APLMS, Matson and PCS.

Maritime Institute

On November 4, the Maritime Institute announced that it will be acquiring Edmonds, Washington-based Compass Courses and will start training programs at the Edmonds Campus in December 2024. The acquisition is scheduled to close by December 1, 2024.

For over 23 years, Compass Courses has been providing training to mariners in the Pacific Northwest region, providing a vital service to the commercial fishing, cargo and passenger transportation industries that drive the Pacific Northwest regional economy. The acquisition will allow for increased training opportunities for MFOW members in the Pacific Northwest without having to travel to San Diego.

The December class schedule will be available soon.

AI-powered smart shipyard with 5G infrastructure launched

ST Engineering has opened its new smart shipyard at 55 Gul Road in Singapore. The Gul Yard, inaugurated on September 19, 2024, will replace the present Tuas Yard, as its lease expires at the end of this year. The opening ceremony was presided over by Desmond Tan, Senior Minister of State at the Prime Minister's Office and Deputy Secretary General of the Singapore National Trades Union Congress.

The Gul yard, acquired in February 2023 for $95 million, will strengthen ST Engineering's position in the competitive ship repair market, enabling the company to take on more complex projects with increased efficiency. The new facility is twice the size of the Tuas Yard and will meet Singapore's navy requirements. The yard allows ST Engineering to explore emerging sectors, such as offshore renewables, and provide full services to domestic and international customers.

The company plans to merge the Gul Yard with its Benoi Yard, bringing a seamless operating network that will improve resource management and project coordination. The combined infrastructure is expected to speed up project completion times and streamline maritime operations.

One of the Gul Yard's unique features is its 5G-enabled digital infrastructure, which positions it as a next-generation "smart yard." The yard uses AI-powered technology, many of which were developed in-house, to speed up operations. The major developments include an integrated yard management system that manages everything from resource allocation to project progress tracking. The system also uses predictive maintenance to prevent equipment failures and real-time condition monitoring to better supervise ships and equipment.

Tan Leong Peng, President of ST Engineering's Marine Division, stated that the company has invested around $60 million in establishing new infrastructure and capabilities at the Gul Yard. He also announced plans to make other digital modifications at the Benoi Yard to leverage both facilities' technological capabilities and capitalize on local and international opportunities.

ST Engineering has prioritized workplace safety at the new yard. Real-time hazard detection systems, video analytics, and security robots are among the technologies being implemented to improve safety measures. Drones are used to inspect dangerous areas, while IoT-enabled smart watches and helmets provide status updates on work progress and worker safety. By 2025, worker dormitories will be introduced to improve well-being.

The Gul Yard also supports global initiatives that reduce carbon emissions and promote environmentally friendly practices. Electric-powered automated guided vehicles and recycling processes are already being used to reduce waste and the need for fossil fuels. The yard also plans to use renewable energy sources, such as ammonia, biofuel, hydrogen, and solar power, to lower carbon emissions by 2034.

Unlocking ocean power: $3.6 million for community-centric wave energy converters

Wave energy could power millions of homes, but to make a splash in the industry, the tech must balance engineering, socio-economic and environmental trade-offs. Coastal communities are partnering with a multidisciplinary research team to determine the best way to harvest wave energy at Beaver Island, Michigan, and Nags Head, North Carolina.

The project is led by the University of Michigan, supported with $3.6 million from the National Science Foundation. It brings together researchers from five different institutions to help provide renewable energy that addresses the needs and concerns of coastal and island communities and identifies paths to make wave energy technology competitive with solar and wind power.

Waves are a vast source of untapped renewable energy. They could completely cover Alaska and Hawaii's electricity needs and generate enough power along mainland U.S. coasts to keep the lights on in 130 million homes, or meet 35 percent of the country's electricity demand, without any direct greenhouse gas emissions, according to the National Renewable Energy Laboratory.

Despite its promise, wave energy still cannot compete with wind and solar energy in today's market because engineers haven't settled on the best way to harvest it or assess the technology. Companies and laboratories have tested a wide host of concepts: bobbing buoys, submersed devices, hinged rafts, paddles and more. Each comes with its own pros and cons. A device optimized for generating energy could be more prone to damage from storms or have more environmental risks than other devices, and there are no guidelines to determine which trade-offs are acceptable or economical.

The team will develop that assessment framework by getting community input from the start. For Beaver Island, wave energy might be a pathway to increased energy security and independence from expensive diesel for the island's back-up generators. At Nags Head, wave power could provide emergency electricity after catastrophic events—like hurricanes—or power devices that remove salt from seawater during emergency scenarios when freshwater may have been compromised. But the researchers need the communities' feedback to decide the best approach at each location.

Without that community-centric design, renewable energy projects are likely to face terminal pushback. In a recent example, an offshore wind energy project off the coast of Cleveland, Ohio, recently ended due to challenges from residents and environmental groups who feared damage to wildlife and treasured views.

Vice President's Report

There were 23 registrants dispatched in the month of October: 17 in Class A, four in Class C and five Non-Seniority.

There are 35 members registered: 17 in Class A, seven in Class B, and 11 in Class C.

Here is the vessel rundown for October 2024:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Manoa* — delegate REJ David Ebanks, #3824, no beefs. *MV Mokihana* — delegate REJ Scanlon Henneberry, #3717, shipped a Wiper for time up, no beefs.

On the Pacific Northwest triangle run: *MV Mahimahi* — delegate DJU Fredrick Cagler, #3906, shipped an ERJ and Wiper for time up. *MV R.J. Pfeiffer* — delegate REJ Edward Tokarz, #3770, no beefs. *MV Manulani* — delegate REJ Theo Price-Moku, #3975, no beefs. New Matson Shoreside Mechanic Donald Robinson, #4001, no beefs.

APL Maritime Services

On the EX1 run: *MV President Kennedy* — delegate REJ Dewayne Ertl, JM-5277, no beefs. *MV President Cleveland* — delegate REJ Edgardo Guzman, #3905, no beefs. *MV President Bush* no beefs. *MV President Reagan* — delegate ERJ Randy Flores, #3962, no beefs. *MV President J.Q. Adams* — delegate REJ Eeric White, #3925, no beefs.

Patriot Contract Services

Cape Horn activation, crew member's flown to Portland, OR. and return to San Francisco, CA. *Cape Orlando* Electrician Ronny Ting, #3916, no beefs.

Fraternally, **Bobby Baca**

October 31, 2024

The Honorable Maria Cantwell, Chair
Committee on Commerce, Science and Transportation
United States Senate
Washington, DC 20510

The Honorable Ted Cruz, Ranking
Committee on Commerce, Science and Transportation
United States Senate
Washington, DC 20510

The Honorable Sam Graves, Chair
Committee on Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

The Honorable Rick Larsen, Ranking
Committee on Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

Dear Chair Cantwell, Ranking Member Cruz, Chair Graves, and Ranking Member Larsen:

On behalf of the undersigned maritime and transportation labor organizations, we are writing to express our strong support for legislation calling for the establishment of a National Marketing Campaign for the U.S.-flag Merchant Marine. Specifically, we ask that you support a provision included in the House-passed version of the FY'25 national defense authorizations legislation, which authorizes the Maritime Administration to contract with a third-party public relations firm to develop and execute a marketing plan to encourage young Americans to consider a career in our industry.

As you know, this approach has helped recruit individuals for military service. Like the military, the U.S.-flag maritime industry faces workforce challenges due to the COVID-19 pandemic and other economic and lifestyle factors. However, thanks in part to aggressive advertising, the services are all expected to hit their recruitment goals — but the merchant marine, which the Military Sealift Command and U.S. Transportation Command depend upon for logistics movements for the Department of Defense — has been unsuccessful in regaining their lost workforce.

Despite its mission as a promotional agency, the Maritime Administration has not been funded or staffed to carry out the type of outreach necessary to reach today's young people. Similarly, notwithstanding our organizations' efforts to promote the maritime industry and to recruit individuals for employment aboard U.S.-flag vessels, it is clear we need a significant, concentrated effort to better educate young people about the many opportunities available in the maritime industry and the various paths available for them to become a mariner, including enrollment at the United States Merchant Marine Academy or at one of the six state maritime academies, participation in a Department of Labor-approved apprenticeship course available to anyone who can pass an 8th-grade equivalency exam, or through one of the labor-management training institutions our organizations operate in conjunction with U.S.-flag carriers.

We believe that a maritime career offers a rewarding life that allows hardworking Americans to not only climb the ladder of success and provide for their families but to also serve our country as part of America's fourth arm of defense.

Again, we ask that you support the provision authorizing this critically important program.

Respectfully,

Willie Barrere, President, American Maritime Officers
Mark Clements, Executive Secretary-Treasurer, AFL-CIO Maritime Trades Department
David Connolly, President, Sailors' Union of the Pacific
David Heindel, President, Seafarers International Union
Don Marcus, President, International Organization of Masters, Mates & Pilots
Anthony Poplawski, President, Marine Firemen's Union
Greg Regan, President, Transportation Trades Department, AFL-CIO
Adam Vokac, President, Marine Engineers' Beneficial Association

Steel and agriculture lead 2024 Great Lakes tonnage

As summer ended for the 2024 marine shipping season on the Great Lakes and St. Lawrence Seaway, a theme within the statistical reporting emerged this year: steel and agricultural commodities are leading the way. As noted in a release issued by the St. Lawrence Seaway Management Corporation and the Great Lakes St. Lawrence Seaway Development Corporation, there has been:

- 5.2 million metric tons of Canadian and U.S. grain traffic, which is up by 277,000 metric tons or 5.6 percent year-over-year;
- 849 thousand metric tons of Potash traffic, representing an increase of 145,000 metric tons or 21 percent year-over-year; and
- 1.3 million metric tons of iron and steel traffic, which is up by 347,000 metric tons or 35 percent over last year.

Ports within Chamber of Marine Commerce (CMC) membership are key conduits for moving these and many other vital commodities, and they have met that responsibility with ongoing development and innovation. A good example is the Port of Duluth-Superior, which is the Great Lakes' largest port by tonnage. Located at the westernmost tip of Lake Superior, the Port of Duluth-Superior is North America's farthest-inland freshwater seaport, and is home to 20 privately owned bulk cargo docks, an award-winning general cargo terminal, a marine fueling depot, a shipyard with dry docks, multiple tug and barge services, and an intermodal cargo terminal.

In keeping with the Seaway's 2024 grain gains, Duluth-Superior wheat exports have more than tripled compared to the 2023 pace through August 31. Breakbulk cargo moves have also been a highlight this season, with high, wide and heavy tonnage tracking toward its best finish since 2020. Fortifying the multimodal logistics hub that supports those breakbulk and project cargo moves, the Duluth Seaway Port Authority has invested over $50 million in the improvement and expansion of Clure Public Marine Terminal assets since 2015. Part of that effort includes a dock reconstruction project underway this summer that will increase vessel berthing capacity and cargo laydown space.

Suez Canal Economic Zone aims for rapid expansion

According to reports, Chairman Waleid Gamal El-Dein stated that the Egypt's Suez Canal Economic Zone (SCEZ) plans to invest $3 billion on infrastructure over the next few years. Reports state that Chairman Waleid Gamal El-Dein said that the infrastructure investment by SCEZ will attract new investors.

In a statement to Reuters, the Chairman claims to have been able to attract more than $6.3 billion of investments in various sectors and logistics and ports and is expecting the number of projects to grow sharply. Moreover, El-Dein said a new desalination plant will be constructed in Sokhna on the Red Sea to support the green hydrogen industry. The first phase will have a capacity of 250,000 cubic meters per day according to the reports. Furthermore, reportedly the Chairman said that regional political instability has emphasized the advantage of diversification and hedging, adding that the zone has attracted more than 160 projects over the last two years.

However, Egyptian Foreign Minister Badr Abdelatty, in a meeting with IMO Secretary General Arsenio Dominguez, highlighted the impact of Houthi attacks in the area. The foreign minister had noted that these incidents have hurt Egypt's economy and have led Suez Canal to lose an estimated $6 billion revenue.

Panama Canal posts $3.45 billion profit despite drought-driven shipping reductions

The Panama Canal achieved a 9.5 percent profit increase in the fiscal year ending September 2024, generating $3.45 billion despite severe drought conditions that limited ship traffic through the critical waterway.

Adverse weather forced the canal authority to reduce the daily number of vessel transits and impose draft restrictions between late 2023 and early 2024. These restrictions caused significant delays and forced some ships to divert to alternative routes, although they were lifted later in the year.

A strategic five percent cut in operating costs helped offset the financial impact of the drought, enabling the canal to maintain profitability. Revenue also rose slightly by $18 million to reach $4.99 billion, according to a Canal spokesperson.

While the canal has yet to fill all 36 daily passage slots currently offered, officials plan to introduce incentives aimed at attracting more vessels, especially bulk carriers, to return. Despite reduced traffic and environmental challenges, the Panama Canal's ability to remain profitable highlights its strategic financial management and growing focus on sustainable operations.

Like us on facebook

https://www.facebook.com/Marine-Firemens-Union-121622254577986/

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2024-2025

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.

December 16-19 January 20-23, 2025

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.

December 5-6, 2025: January 9-10 January 30-31, 2025

Basic IGF Code

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.

November 18-19 December 16-17, January 20-21, 2025

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.***

2025: January 6-31 February 17-March 14

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.***

2025: February 3-4 March 17-21

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.***

2025: January 13-February 21 February 24-Apri

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.***

2025: February 17-21 April 7-11

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.***

2025: May 19-June 20 September 29-Ocotber 31

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.***

November 18-22 December 16-20

New in 2025

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: February 24-March 14, June 2-20, 2025

STCW Rating Forming Part of an Engineering Watch: March 17-21, April 7-11, 2025

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: November 22, December 13, January 24, 2025
Maritime Institute, Honolulu, HI: December 6, January 31, 2025
Maritime Institute, Everett, WA: December 20, April 25, 2025
Cal Maritime Academy, Vallejo, CA: November 25-26
MITAGS-PMI, Seattle, WA: December 7-8

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: November 25-27, January 8-10, 2025
Maritime Institute, Everett, WA: November 25-27, February 12-14, 2025
Cal Maritime Academy, Vallejo, CA: December 16-18
MITAGS-PMI, Seattle, WA: December 7-9

Port Authority of Guam moves forward with crane replacement

The Port Authority of Guam is making big changes soon, as Resolution No. 2024-16 was passed on November 5. It authorizes a multi-step bid process to replace the port's aging gantry cranes. The Guam Department of Defense Master Plan, specifically Part 1B: Government of Guam Gap Analysis and Execution Plan, has highlighted critical infrastructure gaps, noting that the port's current cranes are over 40-years-old. With these cranes nearing the end of their service life, the port's capacity to manage cargo effectively is at stake, especially amid rising geopolitical tension.

The gap analysis emphasizes the importance of upgrading these cranes to meet increased throughput demands and support national security objectives. With Resolution No. 2024-16's passing, the port's general manager received authorization to procure three new cranes. This approach allows the flexibility to acquire one, two, or three cranes initially, meeting rigorous specifications, including cybersecurity measures and storm resilience, to withstand Guam's extreme weather conditions.

Port General Manager Rory J. Respicio highlighted the administration's role in providing advocacy and critical data reflected in the Guam Department of Defense gap analysis, noting that it underscores urgent infrastructure needs at the port as well as other key priorities, such as the modernization of the public hospital and infrastructure shortfalls identified in their strategic initiatives.

Active MFOW members

Retain your Welfare Fund eligibility.

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

MFOW Welfare Fund, 240 2nd Street, San Francisco, CA 94105

SIU Pacific District Pension Plan

730 Harrison Street, Suite 400 — San Francisco, CA 94107 Tel. #415 764-4990 — Fax #415 495-6110

Annual Funding Notice for SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2023 and ending July 31, 2024 (the "2023 Plan Year").

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the 2023 Plan Year and each of the two preceding Plan Years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

Funded Percentage

	2023 Plan Year	2022 Plan Year	2021 Plan Year
Valuation Date	August 1, 2023	August 1, 2022	August 1, 2021
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	$113,787,949	$113,467,106	$111,300,133
Value of Liabilities	$113,343,371	$110,185,471	$105,199,118

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of each plan year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2024 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final auditedinformation on the Plan's assets will be reported on the Plan's 2023 annual report filed with the Department of Labor in May 2025.

	July 31, 2024	July 31, 2023	July 31, 2022
Fair Market Value of Assets	$115,003,389	$108,929,504	$110,008,435

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

The Plan was not in endangered, critical, or critical and declining status in the 2023 Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 1,988. Of this number, 752 were current employees, 788 were retired and receiving benefits, and 448 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. Plan benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 ("ERISA") and the Internal Revenue Code ("Code"). The Plan's funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan's investments, seeking to achieve positive investment results over the long term.

Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the 2023 Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	3.2%
2. U.S. Government securities	0.0%
3. Corporate debt instruments	0.0%
4. Corporate stocks (other than employer securities):	24.1%
5. Real estate (other than employer real property):	5.7%
6. Value of interest in registered investment companies (e.g., mutual funds)	66.7%
7. Other	0.3%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N- 1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2022 Plan Year and earlier plan years are available now. The annual report for the 2023 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2025. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

This Plan is not insolvent and is over 100% funded.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC's multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of thefirst $11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next $33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is $35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of $600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service ($600/10), which equals $60. The guaranteed amount for a $60 monthly accrual rate is equal to the sum of $11 plus $24.75 (.75 x $33), or $35.75. Thus, the participant's guaranteed monthly benefit is $357.50 ($35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of $200, the accrual rate for purposes of determining the guarantee would be $20 (or $200/10). The guaranteed amount for a $20 monthly accrual rate is equal to the sum of $11 plus $6.75 (.75 x $9), or $17.75. Thus, the participant's guaranteed monthly benefit would be $177.50 ($17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at www.pbgc.gov/prac/multiemployer. Please contact your employer or fund administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information," below.

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-7644993. For identification purposes, the official plan number is 001, the plan sponsor is the Board of Trustees of the SIU Pacific District Pension Plan, and the employer identification number or "EIN" is 94-6061923.

November 2024

Wilmington Notes

Here covering for Sonny once again. With the recent APL reflags, along with the usual day-to-day business, it's pretty busy here at the Wilmington Hall. The job board isn't as cluttered as I remember it but any jobs left hanging doesn't bode well for a labor union.

I do see why Mr. Gage can get overwhelmed at this hiring hall from time to time. The volume of work is tremendous and the number of items we have to keep track of on behalf of the membership gets a little ridiculous. I imagine this is what parenting feels like. I have some ideas on streamlining and tweaking old systems. I just hope I have enough time to do it.

There are plenty of entry level applicant hopefuls and we are still desperately seeking mariners with endorsements willing to ship deep sea. Luckily, a few gents with credentials stopped by. The scavenger hunt for all the necessary credentials was a chore but a few new faces mean a few less open board jobs.

When Sonny returns, be sure to thank him for all his tireless work. This job is thankless and isn't as easy as the officials make it look. With that, I'll leave you all with a Sonny-ism: "Something, something, Lane Victory, labor, aloha."

Fraternally,
Deyne Umphress, Relief Agent

Seattle Notes

During the month of September Seattle shipped three Electricians, two Oilers, one Standby Wiper, and 10 Standby Reefers. Seattle currently has seven A-, six B-, and four C-seniority members registered for shipping.

The *MV RJ Pfeiffer* was due to lay up in Seattle on November 1 but was sent to the Southern Triangle for a one trip relief. She is now due to lay up here on the 20th for an extended period. Matson will likely order several standbys for the layup work, and I suspect they may take advantage of the lay period to get some other work done. If you are in town, please make yourself available for potential multiple day standby work.

This month, in a show of solidarity, several of our members walked the picket line alongside the striking IAM at the Boeing Everett plant. IAM stood strong and unified. In doing so they were able to win substantial gains. Congratulations IAM!

Fraternally,
Brendon Bohannon, Representative

Port of Seattle marks major green milestone as cruise season ends

As the 2024 cruise season officially comes to a close in Seattle, city and port officials marked a significant milestone — the full electrification of all three cruise terminals. The Norwegian Cruise Line's *Jewell* departed from Pier 66 on October 28, capping a busy season that saw 276 cruise ship calls and 1.75 million passengers. Port of Seattle officials anticipate nearly two million passengers for the upcoming season in 2025.

Port of Seattle Commissioner Fred Felleman highlighted the wrap of the season and the city's achievement in clean energy. The $44 million shore power project allows docked ships to plug into electricity, significantly cutting emissions. This project was originally planned for completion by 2030, placing Seattle seven years ahead of schedule.

"We are now really a global leader in reducing the emissions from cruise ships while they're at the dock," Felleman said.

Officials estimate that if every ship connected to shore power last year, it would have prevented 11,000 metric tons of greenhouse gases and 300 metric tons of particulate matter from being emitted into the air.

"The average traveler that's coming to see Alaska is a little more environmentally focused than folks who might be going on a booze cruise to the Caribbean," Felleman said.

While not all cruise ships are currently equipped to connect to shore power, the port has set a 2027 deadline requiring compliant ships to dock, making it a standard for vessels entering Seattle.

Honolulu Notes

There were 19 steady jobs, 18 Standby Electrician/Reefer jobs and 32 Standby Wiper jobs called in the month of October. It was an average month for shipping in Honolulu. The Honolulu registration list has 18 A-, two B-, and 13 "C-seniority members on it.

October was a busy month for me with all the sign waving events, most that turned out very well and one that didn't. Happily, the Kapiolani Hospital nurses that got shut out of work secured the first ever contract with wording regarding staffing-to-patient ratio. It's going to be a flexible and agreed upon staffing guideline. Also, 1,800 Local 5 hotel workers that went on a 40-day strike ratified a new contract with Hilton Hotels. Their biggest concerns were wages that keep up with inflation and cost of living, proper staffing and fair workloads, and the reversal of COVID-era cuts in guest services and amenities.

I was also out sign-waving for U. S. Senator Mazie Hirono, U.S. House Representative Jill Tokuda, and Vice President Kamala Harris. So, most of my sign waving ended happily. For the last one, we must pray that Project 25 won't affect MARAD or the Jones Act. See the article in the October 2024 issue of *The Marine Fireman*.

October wasn't all about sign waving. In the beginning of the month with less than 24 hours' notice I stepped in for Marimed Foundation at the Mililani Middle School's career day event. Instead of Marimed, it was the Marine Firemen's table, where I talked to 300 students in four hours about the Marine Firemen's Union and being a Merchant Marine. I also attended the monthly Honolulu Sailor's Home board meeting and the Hawaii Ports Maritime Council meeting.

Aloha,
Mario Higa,Port Agent

Half of states support Tacoma port's petition to Supreme Court

Attorneys general from 25 states have asked the U.S. Supreme Court to take up a case that pits an environmental group against the Port of Tacoma over the scope of the Clean Water Act. Led by Iowa Attorney General Brenna Bird, the states argue a ruling by the 9th U.S. Circuit Court of Appeals that went against the port will spur costly and unproductive lawsuits by environmental groups nationwide. The court ruled Puget Soundkeeper Alliance can sue the port and a terminal operator, SSA Terminals, in federal court for allegedly violating Washington state water-quality regulations.

The port and SSA are petitioning the Supreme Court to hear an appeal, warning the ruling allows an unlimited army of private groups to use federal law and courts to enforce state laws — without the consent of a state. The state coalition joined the American Farm Bureau, U.S. Chamber of Commerce, Washington Public Ports Association and others in filing friend-of-the-court briefs asking the Supreme Court to review the decision. Bird said in a statement the ruling hands over enforcement of water-pollution laws to politically unaccountable private groups.

Puget Soundkeeper alleges the port and SSA allow polluted stormwater to run off a 12-acre wharf and into Puget Sound in violation of a permit issued by the state Department of Ecology. Five cranes on the wharf load and unload cargo. Because there is no industrial activity, such as cleaning or maintaining vehicles, the water draining through holes in the wharf is not regulated by the Clean Water Act.

U.S. District Judge Benjamin Settle in Tacoma dismissed the lawsuit, but a three-judge 9th Circuit panel reinstated it. The Supreme Court has yet to conference on the port's petition.

Regular membership meeting dates 2024

December 4	S. F. Headquarters
10	Honolulu
11	Wilmington

MFOW members pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Eugene McKinney	3719	SIU PD Only Basic L/T	25.515	11/1/2024
Dariusz Mroczek	3967	SIU PD Only Deferred Vested	8.00	11/1/2024

Honor Roll

Voluntary donation to General Treasury — October 2024:

Dale Cunningham, #3597	$100.00
Edgardo Guzman, #3905	$55.00
Marcos Almazan, JM-4933	$100.00
Eeric White, #3925	$100.00
Cynthia Philyaw, #3853	$100.00
Bassel Mohamed, JM-5444	$100.00

Political Action Fund

Voluntary donations for October 2024:

Dale Cunningham, #3597	$100.00
Enrique Maiden, #3808	$20.00
Mario Higa, #3738	$300.00

HOWZ SHIPPING?

October 2024

San Francisco

Electrician/Reefer/Jr. Engineer	1
Wiper	4
Shore Mechanic	1
Standby Electrician/Reefer	13
Standby Wiper	4
TOTAL	**23**

Wilmington

No Report Submitted

Seattle

Electrician	3
Oiler	2
Standby Electrician/Reefer	10
Standby Wiper	1
TOTAL	**16**

Honolulu

Electrician/Reefer/Jr. Engineer	3
Reefer/Electrician/Jr. Engineer	5
Junior Engineer	3
Oiler	2
Wiper	3
Shore Mechanic	3
Standby Electrician/Reefer	18
Standby Wiper	32
TOTAL	**69**

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