



It's Crunch Time for Rebuilding American Shipbuilding

By Michael Roberts

Global trade rules, not just US regulations, have contributed to the decline of US shipbuilding.

One year ago, President Donald Trump opened his second term with an avalanche of executive orders in his first three months in office. Many made immediate, decisive changes to policies governing key segments of the economy—energy, mineral production, and banking. Plans to make ambitious changes in the commercial shipping and shipbuilding industry have taken longer to develop. But the need for action is no less urgent.

Today, 95 percent of the world's shipbuilding is concentrated in East Asia, either in China or within first-strike missile range of China. America has no control over the maritime supply chains that collapsed following the pandemic, while China has the power to shut them down intentionally. America's ability to deploy troops overseas is limited because its shipping fleet is too small to sustain them.

An April executive order titled "Restoring America's Maritime Dominance" identified these risks, outlined broad goals, and promised a "Maritime Action Plan" (MAP) by early November. No such plan has been released yet. Nor has Congress made meaningful progress toward advancing comprehensive legislation with bipartisan support — the SHIPS For America Act.

Until Washington acts, our maritime deficit will only continue to grow. Many Americans have become aware of that deficit. Few understand what to do about it. Some would do nothing, doubling down on the de-industrialization gamble that created this problem. Others would wager heavily on favored technologies or shovel massive subsidies into the industry in hopes of catching China. A few misguided pundits blame US laws—or the companies and labor unions themselves—for the industry's weaknesses.

If America is to close its maritime deficit, political leaders must accept the

fact that doing so will either cost taxpayer money or require a fundamental change in global trading rules — or both.

America's maritime sector is in a very deep hole because, for generations, global trade has operated under rules that allow any ship from any country to serve American import-export markets. Shipping companies scour the globe for the cheapest costs to build and operate ships. Shipping and shipbuilding businesses with American labor, regulatory, and tax costs cannot match the prices of those companies.

The US government did little to preserve the American maritime industry, which faced significant disadvantages. China holds all the cards in that environment. Its costs for labor, steel, and other key inputs are a small fraction of those in the United States and other advanced economies. Beijing supercharged those advantages with massive government support, creating a historically dominant commercial maritime industry. It did so because of the strategic value of building a strong commercial maritime industry in support of China's global ambitions.

The long-term solution is to change the rules. International aviation—the industry most comparable to global shipping—provides a template. Under the 1944 Chicago Convention on International Civil Aviation, ratified by 133 countries, nations retain sovereign control over their airspace and may grant or deny operating authority to foreign airlines. As a result, stateless "flags of convenience" (FOC) aircraft are virtually nonexistent. Three of the top five global airlines are American.

Contrast that framework with the OECD "Understanding on Common Shipping Principles," a non-binding "gentlemen's agreement" signed in 1993 by 32 countries (including the United States but not China). While the Chicago Convention rejects FOC aircraft, the OECD agreement promotes FOC ships by prohibiting nations from discriminating against them. China dominates

the maritime industry.

America surely has the sovereign right to change the rules governing shipping companies' ability to serve US import-export trades. I noted as much three years ago at the end of a report analyzing the risks that China's maritime dominance poses to American military and economic security. That report included detailed recommendations for growing America's maritime industry. The SHIPS Act adopts those recommendations as the backbone of industry revival.

I also acknowledged that those recommendations were made "against the backdrop of an unchanged...regulatory system." While the case for fundamental regulatory change is compelling, it is also a politically explosive idea that would require comprehensive analysis,

negotiations, and buy-in.

That political assessment may no longer hold in the context of an aggressive administration willing to reject international rules and institutions that harm America. In addition to decimating America's maritime industry, longstanding shipping rules also enable hundreds of shadow fleet ships to evade sanctions. Replacing it could eliminate those ships, strengthen supply chain resilience, and expand the scope of responsibility for protecting freedom of navigation.

But debating those rules will take time, and the outcome is uncertain. What is clear is that Congress and the administration should act now to pass and implement the key elements of the SHIPS Act — particularly the Strategic

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MARAD warns ships after Iranian attempt to board U.S. tanker in Strait of Hormuz

The U.S. Maritime Administration (MARAD) has issued a new advisory for commercial vessels transiting the Strait of Hormuz and Gulf of Oman following recent Iranian attempts to board and seize a U.S.-flagged tanker in the critical waterway. The advisory, designated 2026-001, warns that "commercial vessels transiting the Strait of Hormuz and Gulf of Oman have long been at risk of being hailed, queried, boarded, detained, or seized by Iranian forces," noting that Iranian forces attempted to force commercial vessels into Iranian territorial waters as recently as February 3, 2026.

That incident involved the *Stena Imperative*, a U.S.-flagged product tanker enrolled in the Tanker Security Program. According to U.S. Central Command, two Islamic Revolutionary Guard Corps fast boats and an Iranian Mohajer drone approached the tanker at high speed, ordered it to stop engines, and threatened to board and seize the vessel. The tanker increased speed and continued its transit under escort from the *USS McFaul*, after which the situation de-escalated.

The *Stena Imperative* is not a routine commercial tanker. The vessel is part of a fleet of 10 U.S.-flagged product tankers designated to support Department of Defense fuel requirements during contingencies. In August 2025, the ship's crew earned certification from Military Sealift Command enabling the tanker to conduct complex underway ship-to-ship refueling operations for U.S. naval forces.

The confrontation occurred just hours after a U.S. Navy F-35C fighter jet shot down an Iranian Shahed drone that had approached the *USS Abraham Lincoln* aircraft carrier group in the Arabian Sea "with unclear intent," according to U.S. officials.

The new MARAD guidance instructs U.S.-flagged vessel masters to decline permission to board if Iranian forces make such requests, "if the safety of the ship and crew would not be compromised," noting that vessels should affirm

they are "proceeding in accordance with international law, as reflected in the Law of the Sea Convention." However, if Iranian forces do board a vessel, crews should not forcibly resist the boarding party.

The advisory recommends that U.S.-flagged commercial vessels remain as far as possible from Iran's territorial sea without compromising navigational safety, and when transiting eastbound in the Strait of Hormuz, vessels should transit close to Oman's territorial sea. Vessels are also advised to keep their Automatic Identification System transponders on unless specifically advised otherwise by U.S. Naval Forces Central Command. Some vessel seizures by Iranian forces were claimed to be a result of vessels not transmitting on AIS.

The incident comes as the United States and Iran have restarted indirect nuclear talks in Oman, even as Washington has imposed new sanctions on Iran's shadow fleet. President Donald Trump has warned publicly that "bad things would probably happen" if talks fail, while Tehran has demanded limits on the U.S. military presence near its waters.

The Strait of Hormuz remains one of the world's most critical maritime chokepoints, carrying roughly one-fifth of global oil supply. The new advisory will remain in effect until August 8, 2026.

U.S.-flagged vessels operating in the region are advised to coordinate voyage planning with NAVCENT Naval Cooperation and Guidance for Shipping, which maintains a 24/7 watch with current information on maritime security threats in the region.

Halls to close

Lincoln's Birthday and Presidents' Day — The MFOW hiring halls will be closed on Thursday, February 12, in observance of Lincoln's Birthday and Monday, February 16, 2026, in observance of Presidents' Day. Both days are contract holidays under the APL and Matson Master Offshore Agreements.



MFOW members who attended IECEX CoPC training in January are Stephen Villa, #3811; Aaron Jones, #3944; Eeric White, #3925; Keith Bitran, #3921; Thomas Dunn, #3803; and Marion Cruzat, #3825. Also pictured is Training Instructor Captain James Stillwell.

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Why unions are surging in popularity despite rigged system

For the first time in generations, unions are enjoying a powerful resurgence — across workplaces, industries, and demographics. From service workers to high-tech professionals, more Americans are turning to unions to win the stability and respect they've been denied for far too long. But the rising popularity comes with a critical truth: union membership isn't growing nearly as fast as public support, and it's not because workers don't want unions. It's because the rules of the game are rigged against them.

Workers want unions. The law makes it hard to form one — Poll after poll shows overwhelming support for unions, especially among young people and workers in emerging industries. Yet union membership remains far lower than it would be if workers could freely choose representation. Why? Because the United States—unlike most industrialized nations—has labor laws that actively stifle organizing.

Current federal laws allow employers to delay elections, intimidate workers, hold mandatory anti-union meetings, fire organizers with little consequence, and drag out bargaining for years. Even when workers win their union election, they often struggle to obtain a first contract because employers face minimal penalties for stalling or refusing to bargain.

The result is a system where the legal right to form a union exists on paper — but in practice, workers face a gauntlet designed to wear them down.

A broken economy has workers demanding a voice — Workers today are navigating soaring costs, stagnant wages, and record corporate profits. Housing, groceries, health care, and childcare are all more expensive

than ever—yet paychecks have barely budged. People see executives earning hundreds of times more than front-line workers, even as those workers struggle just to keep up.

Unions offer the surest path to balance. Collective bargaining delivers higher pay, better benefits, safer workplaces, and real career stability. But as long as labor laws tilt toward employers, too many workers are blocked from accessing these protections.

A new generation is ready to organize but meeting old barriers — Young workers are driving today's labor wave, bringing energy and innovation to new organizing campaigns. They're unionizing coffee shops, universities, logistics hubs, nonprofits, media outlets, and tech companies.

But even the most energized campaigns run into the same structural roadblocks: union-busting consultants, illegal retaliation, and endless legal delays. These tactics aren't accidental — they've become a business model for corporations taking advantage of weak laws and underfunded enforcement.

What's remarkable is that despite formidable obstacles, young workers are pushing ahead anyway. Their determination underscores just how strong the demand for unions really is.

High-profile wins have shifted public perception — Workers are paying attention to a string of major labor victories—autoworkers securing historic raises and COLA protections, nurses and educators winning staffing guarantees, entertainment workers fighting for AI protections, and federal employees battling attempts to restrict collective bargaining rights.

These wins show that when workers overcome the legal hurdles to union-

izing, they make transformative gains. Every victory exposes the disconnect between the popularity of unions and the difficulty of forming one under today's rules.

Political gridlock leaves workers to fight for themselves — Decades of congressional inaction have allowed labor laws to decay while corporations gain more power. Efforts to modernize labor rights—like the PRO Act—have stalled, leaving workers to navigate a system created for a very different economy.

As lawmakers fail to keep up, unions fill the gap. Through collective bargaining, workers can win safety standards, wage fairness, job security, and benefits that politicians have repeatedly failed to deliver.

Despite the obstacles, momentum is growing — The growing popularity of unions is not a trend—it's a demand for fundamental fairness. Workers know that unions rebuild the middle class, reduce inequality, lift wages, and give people real control over their working lives. And they know that membership numbers remain low not because unions are unwanted, but because powerful interests have spent decades weakening the laws that protect workers' rights.

That gap between support and membership tells the real story: America doesn't suffer from a lack of worker interest in unions—it suffers from a lack of worker freedom to form them.

And still, workers are organizing. They are refusing to accept a broken status quo. They are pushing back against corporate power and weak laws alike. As more Americans recognize the stakes—and see what unions deliver — this momentum will continue to grow.

Labor leaders call on state governments to protect workers from AI

The labor movement recently called on state governments in California and around the country to protect workers' jobs, rights and freedoms from being taken away by artificial intelligence. National AFL-CIO President Liz Shuler joined California Federation of Labor Unions President Lorena Gonzalez, Iowa Federation of Labor President Charlie Wishman, Nevada State AFL-CIO Executive Secretary-Treasurer Susie Martinez, Georgia State AFL-CIO President Yvonne Brooks, and North Carolina State AFL-CIO President Braxton Winston II for a press conference at the California State Capitol to highlight the existential risks that AI poses to workers and to call on elected officials to take action. The labor leaders highlighted how the explosion of AI across the economy is enriching tech billionaires while jeopardizing workers' livelihoods by potentially

eliminating or worsening jobs, threatening worker safety and privacy, and infringing on civil and labor rights.

The California Labor Federation has been fighting for common-sense AI guardrails to protect workers, including a bill preventing AI "robot-bosses" from firing workers without oversight. Gov. Gavin Newsom vetoed last year's bill even after it passed both chambers of the state legislature with strong support. Shuler and the other leaders emphasized that AI is a top issue for voters across the political spectrum, and that any candidate seeking the support of working people must stand with workers on sensible AI guardrails.

"The decisions that we are making right now on AI are going to shape the next 50 years. We're demanding our politicians do what 80 percent of Americans want you to do: pass common-

sense guardrails. Protect working people. Bring us to the table now, not after the fact," said Liz Shuler, president of the AFL-CIO. "The labor movement and working people across this country are watching, and we demand real leadership."

The press conference followed the California Labor Federation's AI Summit, part of the AFL-CIO's nationwide effort to fight for an AI future that respects workers. The state federation recently launched its most ambitious AI agenda to date to hold elected officials accountable for delivering the AI safety measures their constituents strongly support. And last fall, the national AFL-CIO released the *Workers First Initiative on AI*, a first-of-its-kind campaign outlining a road map for a worker-centered AI future across industries and advancing strong AI safety laws in the states.

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: mfowvp@mfoww.org

Patrick Gillette

San Francisco Business Agent
Email: sfba@mfoww.org

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

Port of Long Beach CEO exchanges ideas, sets priorities at World Economic Forum

The Port of Long Beach was represented last month at the 2026 World Economic Forum Annual Meeting in Davos, Switzerland, where CEO Dr. Noel Hacegaba was invited to join global leaders from government, business and industry to discuss the future of trade, supply chains and economic resilience.

"This is my first time attending the World Economic Forum's Annual Meeting, and I see it as a valuable opportunity to engage directly with leaders who are shaping global policy and markets," said Hacegaba, who also serves as president of the California Association of Port Authorities. "Ports sit at the intersection of trade, geopolitics, climate and technology, making Davos a unique forum to discuss how supply chains can remain resilient, sustainable and secure in a rapidly changing world."

He noted that central to the annual meeting's impact is the neutral and trusted forum. "The value of the World Economic Forum is less about geography and more about who is in the room and the willingness to engage across borders," he said. "That kind of candid dialogue remains essential at a time of heightened global uncertainty."

"Engaging with leaders from around the world makes us better partners as the Port of Long Beach works to become the Port of the Future," said Long Beach Harbor Commission President Frank Colonna. "Noel's presence at the World Economic Forum ensures the nation's largest gateway for trans-Pacific trade has a voice in global conversations directly affecting jobs and the goods movement industry."

During the forum, Hacegaba met with the world's leading transportation and supply chain companies, addressing the impacts of evolving trade policy including the effects of tariffs on cargo flows.

Port of Los Angeles awards record \$1.85 million in community grants

The Los Angeles Board of Harbor Commissioners has approved an unprecedented \$1.85 million in grants to support 47 non-profit organizations undertaking initiatives benefiting the communities of the Los Angeles Harbor area through the Port of Los Angeles Community Investment Grant Program. Since 2014, the port's grant program has allocated more than \$14.5 million to 422 worthy community groups.

Grants were awarded in two categories: large (over \$100,000) and general (under \$100,000). Large category grant recipients this year were EXP to support maritime-related outreach, workshops and career education to students; Los Angeles Maritime Institute for its TopSail Youth Program; and Wilmington-based Avalon Arts & Cultural Alliance to support maritime-themed Art & STEAM workshops, storytelling, cultural performances and other demonstrations. Other grantees include:

- Abode Communities
- AltaSea at the Port of Los Angeles
- AltaSea Conservancy dba Kelp Ark
- Angels Gate Cultural Center
- Boys & Girls Club of the LA Harbor — ILWU/PMA Luncheon
- Boys & Girls Club of the LA Harbor (Lease Agreement 9999) — Port Ocean and Land Awareness Program
- Boys & Girls Club of the LA Harbor (2nd year of CIG) — Port Ocean and Land Awareness program
- Braid Theory Impact
- Bridge Cities Alliance
- Cabrillo Beach Boosters
- Cabrillo Beach Youth Sailing Foundation — Youth Sailing Program
- Cabrillo Beach Youth Sailing Foundation — 2025 ILCA Youth Sailing World Championship sponsorship
- EXPOSE
- Friends of Banning Park
- Friends of the Cabrillo Marine Aquarium
- Friends of the Los Angeles Maritime Museum
- Friends of the Rotary Club of Wilmington
- Gang Alternatives Program
- Grand Vision Foundation
- International Bird Rescue
- International Seafarers Center
- LA Conservation Corps
- Los Angeles Fire Department Historical Society
- Los Angeles Parks Foundation
- Los Angeles Sailing Foundation
- Los Angeles Sportswalk of Fame
- Marine Mammal Care Center
- Pacific Battleship Center
- Port of Los Angeles High School
- Providence Little Company of Mary Foundation
- San Pedro & Peninsula YMCA
- San Pedro Bay Historical Society, Inc.
- San Pedro Chamber of Commerce Nonprofit Assoc.
- San Pedro City Ballet
- SBCC Clean Wilmington
- Shakespeare by the Sea
- Sharefest Community Development, Inc.
- Southern California Marine Institute
- Think Earth Environmental Foundation
- Tianguiz Cultural
- Toberman Neighborhood Center
- Watchitgrow Inc.
- Wilmington Historical Society
- Wilmington YMCA

The three large grant recipients were awarded two-year agreements, with one-year agreements for the other 44 grants. The grant selection committee is comprised of three City of Los Angeles Harbor Department employees, two community representatives and one Council District 15 representative

"Trade policy changes tend to introduce uncertainty," he said. "For the Port of Long Beach, that can result in shifts in cargo timing, sourcing strategies and routing decisions, often creating short-term volatility even when long-term demand remains strong."

Hacegaba was the only representative of a U.S. seaport at the summit. Among various meetings with political and global business and port leaders, Hacegaba participated in roundtable discussions with Cabinet-level officials from the United States, including Secretary of Commerce Howard Lutnick, and ministers from Africa, Asia, Europe and Latin America. He also met with CEOs from the world's largest shipping, logistics and transportation companies and attended sessions featuring business leaders, including Microsoft CEO Satya Nadella. He also attended President Donald Trump's address and Gov. Gavin Newsom's session on California.

Port of Oakland closes 2025 with stable cargo volumes

The Port of Oakland handled 179,580 twenty-foot containers (TEU) in December 2025, a slight 1.7 percent decrease from year-over-year totals, as the port closed out the calendar year with stable overall cargo volumes despite uneven global trade conditions.

Full containerized cargo totaled 140,050 TEU, down three percent compared to December 2024. Loaded imports declined 12.8 percent, while loaded exports increased 10.9 percent, with imports softening as export activity strengthened during the month. Empty container volumes reached 39,530 TEU, an increase of 3.4 percent year over year, reflecting continued equipment repositioning at the end of the year. On a month-to-month basis, December volumes rose slightly compared to November, consistent with normal year-end shipping patterns.

December 2025 at a Glance

- Total TEU - 179,580
- Full TEU - 140,050
- Loaded Imports - minus 12.8 percent year-over-year
- Loaded Exports - plus 10.9 percent year-over-year
- Empty TEU - plus 3.4 percent year-over-year

Full-Year 2025 Cargo Results

For the full calendar year 2025, the Port of Oakland handled 2,253,976 TEU, finishing the year essentially flat compared to 2024—a notable outcome amid ongoing economic and policy uncertainty. Total import TEU declined 0.9 percent, while export TEU increased slightly by 0.1 percent, resulting in a balanced 50/50 import-export split for the year. Full containers accounted for approximately 77 percent of total volume, consistent with recent years.

Full-Year 2025 Highlights

- Total TEU - 2,253,976
- Import TEU - 1,117,968
- Export TEU - 1,136,009
- Import/Export Mix - 50 percent to 50 percent

Matson announces preliminary fourth quarter 2025 results

On January 14, Matson announced preliminary fourth quarter financial results, provided a 2026 outlook for consolidated operating income.

The company stated they had a solid finish to the year with consolidated fourth quarter results that exceeded expectations.

During the quarter, China service saw higher than expected freight rates and volume driven by strong e-commerce and e-goods demand.

The China service benefited from strong freight demand in key customer segments as well as a more stable trading environment in the trans-Pacific trade lane as a result of the U.S.-China trade and economic deal announced on October 30, 2025, which reduced uncertainty regarding tariffs, port entry fees, global trade and other geopolitical factors.

Looking ahead, for full year 2026 the firm expects consolidated operating income to approach the level achieved in full year 2025 based on expectations of continued solid U.S. consumer demand and a stable trading environment in the

trans-Pacific trade lane.

For fourth quarter 2025, consolidated operating income is expected to be \$135 to \$145 million.

Fourth quarter 2025 net income and diluted EPS is expected to be \$131.3 to \$146.3 million and \$4.22 to \$4.70, respectively.

For the three months ended December 31, 2025 compared to the three months ended December 31, 2024 and on a FEU basis:

Hawaii container volume increased 0.6 percent primarily due to higher general demand;

Alaska container volume decreased 3.3 percent primarily due to one less northbound sailing compared to the year ago period, partially offset by higher AAX volume;

China container volume was 7.2 percent lower;

Guam container volume was 4.4 percent higher primarily due to higher general demand; and

Other containers volume increased 11.6 percent.

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND

240 2nd Street, San Francisco, CA 94105

(415) 986-1028/ (415) 986-5720

MFOW PRESIDENT'S REPORT



MFOW Welfare Fund

In accordance with the requirements of the Employee Retirement Income Security Act of 1974 (ERISA), as amended, a summary of material modifications (SMM) to the MFOW Welfare Fund was issued in January. This notice advises that due to changes in Anthem Blue Cross's specialty drug program offered under the Comprehensive Self-Funded Medical Expense Plan Benefit, effective January 1, 2026, participants enrolled in the plan are eligible to receive up to a 90-day supply of specialty drugs through Anthem Blue Cross (previously, specialty drugs were limited to a 30-day supply). Participants will continue to have the option of filling a 30-day supply. There are no other changes to the specialty drug program, and the cost-sharing percentages will remain the same.

SIU-PD Supplemental Benefit Wage Fund

On January 14, the Union was notified that mailing of SIU Pacific District Supplemental Benefit Wage 2025 Forms W-2 to plan participants began the week of January 19, 2026. Plan participants who received Supplemental Benefit Wage payments in the calendar year 2025, but do not receive a Form W-2 by January 31, 2026 should contact the SIU Pacific District Supplemental Benefit Plan Office at 415-764-4991 to request that a duplicate form be sent to their current physical address or email address.

Western Pacific Tanker Bid

On January 20, the Union was informed by Patriot Contract Services (PCS) that they intended to bid on a new charter for one *Western Pacific* medium range tanker. The solicitation calls for a Coast Guard-approved, U.S.-flag or foreign-flag vessel to be reflagged prior to delivery; a double-hull tanker with an Inert Gas System and Segregated Ballast Tanks that is capable of carrying a minimum of 240,000 barrels of clean petroleum products (JP5, JP8, JAA, JA1, or F76) within the vessel's natural segregation in designated cargo tanks with double valve isolation.

On January 23, the Union signed a tripartite agreement with the SUP and SIU covering unlicensed wages and benefits, based on the Department of Labor Service Contract Act Wage Determination, to be submitted to all prospective employers. Numbers were submitted to PCS on January 26 ahead of the January 30 bid deadline.

Transbay Howard Streetscape Improvement Project

San Francisco Public Works has hired a contractor to perform a variety of infrastructure improvements along Howard Street between 4th Street and the Embarcadero. The Howard Transbay Streetscape Improvement Project will begin soon and take roughly three years to complete. This project involves many different infrastructure improvements, including the construction of a new, protected two-way bicycle lane, reconstructed curb ramps and sidewalks, streetscape elements like trees, benches and bicycle racks, new and improved traffic signals, new roadway and pedestrian lighting, and improvements to transit infrastructure.

Members driving to Headquarters are advised to leave earlier than usual to be on time for the job calls.

Alexander & Baldwin, Inc.

The Union has been notified by Alexander & Baldwin, Inc. that a special meeting will be held in March for the purpose of acting on the following matters:

- Proposal 1 - To consider and vote on a proposal to approve the Agreement and Plan of Merger, by and among Alexander & Baldwin, Inc., Tropic Purchaser LLC and Tropic Merger Sub LLC.
- Proposal 2 - To consider and vote on a proposal to approve the compensation

BUSINESS AGENT'S REPORT

Hello Brothers,

First, I want to remind everyone of the new W-2 from SIU-PD. The SIU-PD is providing the W-2 for all supplemental wages received in the year 2025. The W-2 will be sent to the address used on the supplemental form. If you need this changed then send me an email with the address you want it sent to, I will then email it to SIU-PD.

In the month of January, The *CMA CGM Phoenix* completed its first-round trip with MFOW on board. The ship remains manned by MFOW currently while arbitration is still ongoing with APL and MMP. The *CMA CGM Phoenix* is schedule to start a Northern European run with port calls in Britain, Germany, Netherlands, and France. If this run continues, three more ship may be added as American flag creating twelve more jobs for MFOW. This also means that we will need to have more electricians and reefers to fill these billets.

cians and reefers to fill these billets.

To meet this need for electricians and reefers, not only do we need to obtain the proper certification, but we as union must also make a concerted effort to increase our knowledge and skills. To make this effort, it will take a choice by you to learn the knowledge and skill. While on the ship you are able to study technical manuals even if you're only the DJU or wiper. The tech manual provides information on how the equipment should work. This is how I approach all repairs and maintenance myself, understanding how it should work allows me to preform maintenance and identify the problem and then research how to fix that problem.

Let's build a stronger Union through our knowledge and skills.

**Fraternally,
Patrick Gillette, SFBA**

that may be paid or become payable to named executive officers that is based on or otherwise relates to the merger.

- Proposal 3 - To consider and vote on a proposal to approve any adjournment of the special meeting for the purpose of soliciting additional proxies if there are not sufficient votes at the special meeting to approve the merger agreement proposal.

The Alexander & Baldwin, Inc. board of directors recommends that shareholders vote "FOR" on all three proposals. If the merger is completed, the Union will receive \$20.85 per share of common stock, which will total approximately \$85,276. I recommend that the Union votes "FOR" all three proposals.

2026 MFOW Convention

The collective bargaining agreement with Matson Navigation Company expires on June 30, 2026. Article II, Section XIII of the MFOW Constitution, states that it is "the policy of the Union to hold, in the year in which the principal collective bargaining agreement or agreements are to be renegotiated and prior to such negotiations...a Convention comprised of the President/Secretary-Treasurer, Vice President, Branch Port Agents, three elected delegates from Headquarters and one elected delegate from each other Branch."

The purpose of the Convention is to consider ways and means of bettering the collective bargaining agreements of the Union, make reports pertaining to the good and welfare of the Union and take up matters referred to it by the membership for consideration. Only the President/Secretary-Treasurer, Vice President, Port Agents and elected Delegates shall be entitled to vote. All members in good standing are permitted to attend the Convention and be entitled to a voice, but no vote. Any member wishing to present recommendations to the Convention may also do so via email or regular mail.

The 2026 MFOW Convention will be held at Headquarters on Monday, April 27. This will be a condensed convention with all business completed in one day.

At the April Headquarters meeting, three Headquarters Delegates shall be elected. One Delegate shall be elected at the April Wilmington and Honolulu Branch meetings. One Delegate shall be elected at a Special Meeting at the Seattle - Port Serviced. Port Agents and Branch Delegates should make arrangements to fly to San Francisco on Sunday, April 26 and fly out on Tuesday, April 28. The Union will provide lodging in San Francisco to Port Agents and Branch Delegates for two nights (check-in April 26 and check-out April 28).

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

TO: Participants and Dependents enrolled in the Comprehensive Self-Funded Medical Expense Plan Benefit under the MFOW Welfare Fund

FROM: Board of Trustees of the MFOW Welfare Fund

DATE: January 2026

This notice advises you of material modifications to the MFOW Welfare Fund ("Plan" or "Fund") due to changes in Anthem Blue Cross's specialty drug program offered under the Comprehensive Self-Funded Medical Expense Plan Benefit. **This information is VERY IMPORTANT to you and your Dependents.** Please take the time to read it carefully.

Changes to Specialty Drug Program Benefits Through Anthem Blue Cross

Effective January 1, 2026, participants enrolled in the Comprehensive Self-Funded Medical Expense Plan Benefit are eligible to receive up to a 90-day supply of specialty drugs through Anthem Blue Cross (previously, specialty drugs were limited to a 30-day supply). Participants will continue to have the option of filling a 30-day supply. There are no other changes to the specialty drug program, and the cost-sharing percentages will remain the same.

Please call the Plan Office at (415) 986-1028 if you have any questions.

In accordance with the requirements of the Employee Retirement Income Security Act of 1974, as amended (ERISA), this notice serves as a "summary of material modifications" (SMM) to the Plan. Please keep this summary with your copy of the Plan booklet. In the event of any conflict between this document and any other written or oral statement regarding these Plan changes, this document will control.

Grandfathered Group Health Plans

The MFOW Welfare Fund's Board of Trustees has concluded that the Comprehensive Self-Funded Medical Expense Plan Benefit is a "grandfathered health plan" under the Patient Protection and Affordable Care Act (the Affordable Care Act). As permitted by the Affordable Care Act, a grandfathered health plan can preserve certain basic health coverage that was already in effect when that law was enacted. Being a grandfathered health plan means that the Plan may not include certain consumer protections of the Affordable Care Act that apply to other plans, for example, the requirement for the provision of preventive health services without any cost sharing. However, grandfathered health plans must comply with certain other consumer protections in the Affordable Care Act, for example, the elimination of certain lifetime limits on benefits.

Questions regarding which protections apply and which protections do not apply to a grandfathered health plan and what might cause a plan to change from grandfathered health plan status can be directed to the plan administrator at (415) 986-1028. You may also contact the Employee Benefits Security Administration, U.S. Department of Labor at (866) 444-3272 or www.dol.gov/ebsa/healthreform. This website has a table summarizing which protections do and do not apply to grandfathered health plans.

The NLRB is broken

The National Labor Relations Board (NLRB) is a broken agency. Deliberately broken by President Trump to deny working people and their unions recourse in matters of labor law violations. He has removed a properly appointed NLRB official and left vacancies at the agency created to protect workers' rights. Only one person sits on what is supposed to be a five-person board. Hence, no action can be taken.

Trump might appoint two nominees to the NLRB to make a working quorum. If he did, they would undoubtedly serve as his henchmen in further undermining worker protections. Other agencies meant to be independent and politically balanced like the Federal Trade Commission and the Federal Communications Commission have seen similar firings that the Supreme Court has yet to rule on. The Supreme Court would be overturning a 90-year-old precedent if it were to favor Trump's right to fire agency officials.

The Supreme Court could rule next year that the president has the authority to fire appointed federal officials. It support-

Court decision backs Jones Act

In January, the maritime industry applauded a U.S. district court decision dismissing a challenge to the U.S. Merchant Marine Act of 1920, commonly known as the Jones Act, which ensures vessels transporting cargo from point to point in the United States must be American-built, -owned and -crewed.

In a comprehensive 46-page opinion, Chief Judge James E. Boasberg of the U.S. District Court for the District of Columbia resoundingly rejected claims that the Jones Act violates the Due Process Clause and the obscure Port Preference Clause of the Constitution. The ruling, siding with the Trump Administration's defense, reaffirms the statute's vital role in maintaining America's merchant marine for commercial and national security purposes as part of a long-standing history of American cabotage.

Judge Boasberg found that the Jones Act is "neutral legislation that does not create any direct preferences by channeling commerce through the ports of one state at the expense of others." The ruling emphasized that the Jones Act "emerged from a centuries-old tradition of cabotage laws" and "applies uniformly across transportation modes, including aviation," reflecting consistent national policy across modes of transportation rather than discrimination against any particular state or region as the plain-

It's Crunch Time for Rebuilding American Shipbuilding

Continued from page 1

Commercial Fleet Program. This program would jump-start US commercial shipbuilding by providing a consistent demand signal to US shipyards. It will close the sealift gap and help strengthen maritime supply chains.

The program would achieve these key goals with the minimum taxpayer support possible, covering only the incremental cost of "Americanizing" modern ships that earn most of their revenue in international commercial markets. Those ships and their American crews provide the Pentagon with the most cost-effective standby sealift capacity. With an annual competitive bidding process, the program allows further savings if future regulatory changes mandate or incentivize greater use of American ships.

ed Trump's firing of NLRB board member Gwynne Wilcox earlier this year. So, the prospects are not good. The impact of such a decision would be immense, enabling the packing of agencies with political allies or the dismantling of agencies. In either case the agencies would be less effective and unmoored from the missions for which they were established.

New York, California and other states have bolstered their labor agencies in the face of opposition from the Trump administration and its corporate supporters.

The NLRB has always reflected the political philosophies of the presidents who nominated and appointed candidates to serve at the various agencies. The agencies remained independent because incoming presidents did not clear out previously-appointed officials.

Now the autocratic aims and policies of the Trump administration threaten the government infrastructure that protects workers and all Americans. Unfortunately, the Supreme Court's conservative majority has a bias in favor of Trump.

tiffs claimed.

The opinion concludes that the Jones Act also satisfies a rational basis review, noting that maintaining "a strong domestic merchant marine, protecting national security by ensuring that vessels are available for military use, and supporting American maritime employment" are "paradigmatic examples of legitimate governmental interests."

The policy is so consistent with national interests that a 2025 legal review by Seafarers Rights International found that 105 nations – representing over 85 percent of the world's coastlines – are covered by laws similar to the Jones Act.

The lawsuit was brought by the Pacific Legal Foundation, which has been described as a "dark money" group by critics. As part of the PLF's filing, the organization did not disclose what donors, either foreign or domestic, financially supported this case.

The Jones Act is vital to the economic and national security of the nation. More than 45,000 American vessels built in American shipyards, crewed by American mariners, and owned by American companies, operate in our waters 24-hours a day, seven days a week. This commerce sustains nearly 650,000 American jobs, \$41.6 billion in labor compensation, and more than \$154.8 billion in annual economic output.

We've reached a decision point on rebuilding America's commercial maritime industry. Chinese president Xi Jinping has directed his military to be ready to take Taiwan by force by the end of next year. Time is not on America's side.

Michael Roberts is a senior fellow and director of the American Maritime Security Initiative at the Hudson Institute. Prior to joining Hudson, Mr. Roberts was a senior executive of a leading American maritime company (Crowley), serving as general counsel, board secretary, and senior vice president of government relations. He was a founding board member of the American Maritime Partnership and its immediate past chairman and president (2020–2022). This article appeared in The National Interest.

VICE PRESIDENT'S REPORT

Deaths: The following death was reported since the last meeting: Asher Busch, P-2785/#3624.

There were 44 registrants dispatched in the month of January: 24 in Class A, three in Class B, 10 in Class C and seven Non-Seniority.

There are 38 members registered: 22 in Class A, eight in Class B, and eight in Class C.

Fraternally,
Robert Baca
Vice President

DOL says new guidance on LHWCA will help cut costs for maritime

The U.S. Department of Labor (DOL) has published new guidance for calculating the amount of securitization required by insurers writing policies under the Longshore and Harbor Workers' Compensation Act (LHWCA). The department says this will lower the cost of doing business for industries that include industries include shipbuilding, resource extraction and defense while continuing to put injured workers first. Among the factors that are considered are the insurer's financial health, experience writing LHWCA policies, and how quickly it pays accepted LHWCA claims for injured workers.

"As we restore America's maritime and energy dominance, the Department of Labor continues to put American workers' safety and health first," said Secretary of Labor Lori Chavez-DeRemer. "These guidelines will protect workers while creating a fairer environment for businesses that do vital work for our country."

Administered by the department's Office of Workers' Compensation Programs, the LHWCA and its extensions require private-sector firms to provide workers' compensation coverage for their employees engaged in covered positions. Insurance companies that are approved by OWCP to write policies under the acts must provide appropriate security to the department for their liabilities. While the LHWCA has always allowed companies to reduce their security burden if they meet certain risk- and performance-based criteria, says the department, action has never been taken to provide this relief.

The department says that "in alignment with President Trump's Executive Order, Restoring America's Maritime Dominance, " the new guidance "will reduce the economic and regulatory burden on shipbuilders by lowering the cost of insurance and helping American-built ships to better compete with foreign competitors.

Port of Virginia expands berth capacity for ultra-large box ships

The Port of Virginia has increased its operational capacity to allow for the simultaneous handling of four ultra-large container vessels. This expansion follows the introduction of four new Suez-class ship-to-shore container cranes at Norfolk International Terminals in late January.

There are now 29 ship-to-shore cranes located on deep water across the port that are capable of managing the largest container ships in the Atlantic Ocean trade, the authority remarked.

A Virginia Port Authority spokesperson added that the port is moving toward having the capacity to manage five such vessels at once. Berth capability is currently at four berths for these large vessels. The requirements of ocean carriers for handling large ships will not exceed the current capabilities of the port.

The port is preparing for future ship sizes by ensuring readiness across its cargo yards, truck gates, rail ramps, and shipping channels. The increase in berth capacity for ultra-large vessels coincides with ongoing dredging projects to deepen Norfolk Harbor and commercial shipping channels to 55 feet.

This dredging work, which will make the location the deepest port on the U.S. East Coast, is scheduled for completion by the end of February 2026. The Virginia Port Authority noted that a fifth berth for ultra-large container vessels is expected to come online in 2027. The channels are wide enough to facilitate two-way ULCV traffic. When the deepened channel opens in February, the Virginia Port Authority indicated that vessels will be able to call without overhead obstructions or channel congestion.

Steps being taken to reduce orca-disorienting underwater clatter in Puget Sound

The Port of Seattle is taking significant steps to address the impact of underwater noise on marine life, which can hinder communication, navigation, and safety for aquatic creatures.

In 2022, the port introduced its first Underwater Noise Mitigation and Management Plan, and since then, it has implemented several measures to reduce underwater noise pollution. One of the key actions taken by the port is the installation of shore power at Pier 66, which reduces the need for ships to idle at the dock, thereby decreasing noise levels. Addition-

ally, the port has modified its construction practices, particularly in activities like pile driving, to further minimize noise disturbances in the water.

The Port of Seattle also emphasizes that individuals can contribute to reducing underwater noise. They recommend maintaining a distance of at least 1,000 feet from Southern Resident killer whales and slowing down boats, as slower speeds generate less noise. These simple measures aim to foster a harmonious coexistence between residents above and below the waterline.

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

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2026

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.

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.

March 9-12 April 13-16 May 11-14

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.

April 2-3 April 30-May 1 May 28-29

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.

March 23-24 April 27-28 May 18-19

IECEX CoPC Certification

Training is based upon the IECEX 05 CoPC Scheme and is broken down into various customized modules. The following modules are covered:

- Ex 001 — Apply basic principles of protection in explosive atmospheres
- Ex 003 — Install explosion — protected equipment and wiring systems
- Ex 007 — Perform visual & close inspection of electrical installations in or associated with explosive atmosphere
- Ex 008 — Perform detailed inspection of electrical installations in or associated with explosive atmosphere

Prerequisites: QMED Electrician/Refrigerating Engineer, AS-E and Basic IGF Code.

March 2-6 May 4-8 July 6-10

QMED Oiler, Boiler Technician/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.

April 13-May 8 July 6-31 September 7-October 2

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.

March 16-20 May 11-15 August 3-7

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.

April 6-10 June 1-5 August 24-28

STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. **Prerequisites:** Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days or more of MFOW-contracted sea time while qualified as RFPEW.

April 6-10, June 1-5 August 24-28

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.

March 23-27 April 13-17, May 18-22

Additional Courses

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: March 30-April 3, July 6-24, October 5-23

STCW Rating Forming Part of an Engineering Watch: March 30-April 3, July 27-31, October 26-30

STCW Able Seafarer-Engine: March 9-13, May 25-29, June 22-26, August 10-14

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: March 6, March 20, March 27, April 17, April 24, May 1, May 15, May 29.

Maritime Institute, Honolulu, HI: April 10, June 5, July 31, September 4, October 9

Maritime Institute, Everett, WA: March 30, April 27, May 22, June 5, July 20

Cal Maritime Academy, Vallejo, CA: April 8-9

MITAGS-PMI, Seattle, WA: March 30-March 31, May 18-19, June 16-17, July 20-21, August 3-

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: March 11-13, April 8-10, May 20-22, June 10-12

Maritime Institute, Everett, WA: March 16-18, May 13-15, August 5-7

Cal Maritime Academy, Vallejo, CA: March 9-11

MITAGS-PMI, Seattle, WA: May 18-20, December 7-9

AVALON PEDESTRIAN BRIDGE AND PROMENADE GATEWAY GROUNDBREAKING



THE PORT OF LOS ANGELES

Join us on Thursday, February 26, 2026 | 1 PM

Ceremony to be held at Wilmington Waterfront Promenade West End Parking lot

Career Day Honolulu

MFWO participated in the Damien High School career fair in Honolulu, engaging directly with students to discuss maritime career pathways, union opportunities, and the steps required to enter the industry.



Ferry network could link Northern Marianas and Guam, study finds

A new federally funded study has explored a potential ferry network connecting Saipan, Tinian, Rota, and Guam, paired with improved bus services to boost mobility and regional connections in the Northern Mariana Islands. The feasibility study, prepared by WSP USA for the Commonwealth Office of Transit Authority, was presented to the CNMI Legislature on January 29. The study recommends a purpose-built roll-on/roll-off ferry system, supported by coordinated land transit improvements.

A project manager said the success of any ferry system would depend on a stronger bus network. Near-term bus upgrades suggested in the study include expanded routes, GPS tracking, shelters, better signage, flexible schedules for community events, and modern payment options. Reliable arrival information is key to getting more people on board.

For the ferries, WSP recommended purpose-built vessels 185 to 200 feet

long, able to operate safely in local waters about 95 percent of the year. Each could carry around 150 passengers and up to 18 vehicles, with lounges and food service. The proposed service would include frequent Saipan-Tinian trips, regular Rota-Guam runs, and a less frequent Saipan-Guam route with stops along the way. Existing ports, including Abel Dock in Saipan, Tinian Harbor, Rota West Harbor, and the Port of Guam, are recommended for terminals.

Each ferry is estimated to cost about \$27 million. Three vessels would be needed for regular service and maintenance rotation, with first-year operating costs projected at \$7.6 million and fare revenue around \$5.7 million.

The study also notes potential economic benefits, including job creation, increased trade, better access to health-care and schools, and more tourism. Surveyed visitors said they might extend their stays if ferry travel were available.

Flying union

Over the past decade, America's largest airlines have become steadily more unionized. In 2012, the top airlines ranged from 70 to 85 percent union; today, they're 80 to 87 percent union. Delta — the largest airline by passenger miles traveled — remains the one big exception, with just 20 percent of its employees represented by a union.

Today's domestic passenger airline industry is dominated by four big carriers and five small ones. The biggies are Delta, Southwest, American and United, followed by Alaska, Spirit, JetBlue, Frontier, and SkyWest. In the table below, "percent unionized" refers to the primary airline and wholly-owned subsidiaries.

AIRLINES	MARKET SHARE	PERCENT UNIONIZED	UNIONS
Delta	17.7%	20%	ALPA 16,960 pilots PAFCA 490 dispatchers
Southwest	17.5%	83%	SWAPA 10,746 pilots TWU 19,883 flight attendants, 17,892 ramp, operations, provisioning, freight agents, 496 dispatchers, 252 flight crew training instructors, 15 meteorologists IBT 491 stock clerks; 54 flight simulator techs IAM 8,173 customer service AMFA 2,979 mechanics, 214 aircraft appearance techs, 52 facilities maintenance tech
American	17.4%	87%	APA 14,500 pilots APFA 24,950 flight attendants CWA/IBT 14,650 passenger service TWU/IAM 12,350 mechanics, 19,100 fleet service, 2,000 stock clerks, 150 flight simulator engineers, 190 maintenance control technicians, 100 maintenance training instructors, 390 flight crew training instructors PAFCA 570 dispatchers
United	15.9%	83%	ALPA 15,445 pilots AFA 25,803 flight attendants IAM 15,624 fleet service, 11,674 passenger service, 1,216 store keepers, 167 fleet tech instructors, 77 load planners, 54 Maintenance instructors, 40 security officers IBT 9,752 technicians, 123 technical maintenance planners, 84 technical maintenance controllers PAFCA 500 dispatchers
Alaska	6.1%	80%	ALPA 3,473 pilots AFA 6,813 flight attendants IAM 828 ramp service and stock clerks, 4,754 clerical, office and passenger service AMFA 981 mechanics, inspectors and cleaners TWU 105 dispatchers
Spirit	5.1%	85%	ALPA 3,561 pilots AFA 6,208 flight attendants PAFCA 100 dispatchers IAM 366 ramp service agents TWU 284 passenger service agents AMFA 685 maintenance
JetBlue	4.8%	51%	ALPA 4,447 pilots TWU 5,930 flight attendants; 35 flight instructors

Market share is from the U.S. Department of Transportation's Bureau of Transportation Statistics and is based on revenue passenger miles. Union percentage comes from the most recent 10-K reports filed by each company with the U.S. Securities and Exchange Commission.

LEGEND-AIRLINE UNIONS

- AFA - Association of Flight Attendants, a division of CWA
- ALPA - Air Line Pilots Association
- AMFA - Aircraft Mechanics Fraternal Association (Independent union)
- APA - Allied Pilots Association (Independent union, only at American Airlines)
- APFA - Association of Professional Flight Attendants (Independent union, only at American Airlines)
- CWA - Communications Workers of America
- IAM - International Association of Machinists and Aerospace Workers
- IBT - International Brotherhood of Teamsters
- PAFCA - Professional Airline Flight Control Association (Independent union)
- TWU - Transport Workers Union
- SWAPA - Southwest Airlines Pilots Association (Independent union, only at Southwest Airlines)

Over 1,300 ships transit Suez Canal, generating \$449 million in revenue since start of 2026

The chairman of the Suez Canal Authority (SCA), announced that 1,315 ships carrying a total net tonnage of 56 million tons have transited the Suez Canal since the beginning of 2026, generating revenues of \$449 million. This represents an increase compared to the same period last year, when 1,243 vessels with a total net tonnage of 47 million tons transited the canal, generating revenues of \$368 million.

The SCA chairman made the remarks while participating in the opening session of the 15th Annual International Maritime Transport and Logistics Conference (MARLOG), organized by the Arab Academy for Science, Technology and Maritime Transport, under the auspices of the League of Arab States and in cooperation with the Ministry of Transport.

Statistics for the first half of fiscal year 2025/2026 showed relative improvement, with a 5.8 percent increase in the number of transiting vessels and a 16 percent rise in net tonnage. These gains were reflected in an 18.5 percent increase in revenues compared to the same period of the 2024/2025 fiscal year.

2024 was described as a year of severe challenges, while noting that the fi-

nal quarter of 2025 marked the beginning of a gradual recovery following the success of the Sharm El-Sheikh peace summit, which contributed to a ceasefire in Gaza and restored relative calm to the region.

Efforts to enhance navigational safety through the completion and commissioning of the Southern Sector Development Project increased navigational safety in the canal by 28 percent. These efforts were accompanied by the modernization of the canal's operational systems and the introduction of new navigational services, including crew change services, marine ambulance services, and maritime rescue operations, most notably the rescue of the crew of the vessel FENER at the entrance to Port Said.

The Suez Canal has transformed into an advanced logistics hub supported by comprehensive digital transformation across all operations. The Authority's shipyards and affiliated companies have made significant progress in building marine support units as part of the strategy to localize the maritime industry under the slogan "Made in Egypt," culminating in a contract to export two tugboats to the Italian company NERI.

Like us on facebook

<https://www.facebook.com/>

Marine-Firemens-Union-121622254577986/



SEATTLE NOTES

During the month of December Seattle shipped two Electricians, one Reefer, one Wiper and eight Standby Wipers. Seattle currently has six A-, three B-, and two C-seniority members registered for shipping.

Close call on the MV R.J. Pfeiffer — The Pfeiffer was sailing in moderate seas, when an unlicensed crew member was working between the rows and two loose steel wire rolls from an upper tier flat rack came crashing down. He was fortunate enough to dodge being hit by the brunt but caught his leg in the deck grating while jumping out of the way.

Not that this loose cargo had been previously noticed, but this serves as a sobering reminder of the inherent dangers that are always present in our industry. Keep your eyes and ears open for loose gear or questionably secured cargo. If you spot something, radio the mate and bridge, then secure it immediately or post someone to ward off passersby until you can get the proper lashings. Don't leave hazards for the next guy.

Fraternally,
Brendon Bohannon,
Representative

HONOLULU NOTES

The Honolulu Hall began 2026 with steady activity as vessel schedules normalized following the holiday period and routine relief and rotation needs resumed. January dispatching reflected a return to typical early-year operations, with standby assignments continuing to make up a significant portion of hall activity. Honolulu membership remained responsive throughout the month, answering calls as needed to support uninterrupted vessel operations and maintain fleet readiness.

While overall dispatch volume reflected seasonal moderation, the hall continued to balance offshore billets with daily standby coverage. This steady pace highlights the importance of maintaining an available and flexible workforce, particularly as operators adjust schedules following year-end maintenance periods and crew rotations.

I would like to take this opportunity to remind members about maintenance and cure, an important protection under general maritime law. A seaman may be entitled to maintenance and cure if they become ill or injured while in the service of the vessel, even if the condition was not caused by shipboard work or a traumatic accident. Illnesses that arise or worsen while aboard ship may still be covered, and a workers' compensation denial does not automatically defeat maintenance and cure. Coverage generally continues until the mariner reaches maximum medical improvement. Members with questions or concerns are encouraged to contact the hall for assistance.

January was an active month for labor coordination and maritime workforce outreach.

Hawaii State AFL-CIO Executive Board Meeting — The MFOW participated in the AFL-CIO Executive Board meeting, continuing coordination with affiliated unions across the state. Discussions included labor priorities, organizational updates, and continued planning for workforce development and legislative engagement in 2026.

Honolulu Sailors' Home Society (HSHS) Meeting — I attended the regular HSHS meeting, where the Board continued its oversight of property matters, trust responsibilities, and long-term planning in support of seafarers. The Society remains focused on preserving its mission while adapting to current operational needs.

Damien High School Career Fair — MFOW participated in the Damien

High School career fair, engaging directly with students to discuss maritime career pathways, union opportunities, and the steps required to enter the industry. Events like these are essential in exposing students to skilled trade careers and helping build the next generation of maritime workers.

Hawaii Island Teachers Summit — MFOW, along with the SUP, SIU, IBU, Matson Navigation, and the Marimed Foundation, participated as part of the Trades/Maritime sector at the Hawaii Island Teachers Summit held on Hawaii Island. The summit brought together approximately 500 educators from the Kaū, Keaau, and Pāhoa complex areas for a full day of professional development. Our sector focused on career pathways, workforce needs, and opportunities available to students beyond traditional four-year degrees. In the Trades/Maritime breakout sessions, we engaged directly with educators to discuss maritime careers, union apprenticeship pathways, required credentials, and the long-term stability these careers can provide for students. These conversations continue to serve as an important bridge between education and industry and are critical to expanding awareness of maritime careers statewide. I would also like to thank the Hawaii State AFL-CIO for organizing and coordinating participation from approximately a dozen unions at this event, helping to present a unified labor presence to Hawaii's educators.

I would like to extend a special thank-you to Brother Guy Kepaa, who once again stepped in on my behalf and covered the office on an always busy Friday while I attended the Outer Island teacher's summit. His continued willingness to assist and his professionalism in representing our union are greatly appreciated.

January marked a solid and productive start to 2026 for the Honolulu Hall. While dispatch levels reflected a typical post-holiday pace, member engagement remained strong, and union representation across meetings and outreach events continued without interruption. As we move further into the year, Honolulu remains well positioned to support our membership, strengthen labor partnerships, and expand maritime career awareness throughout Hawaii. Mahalo to all the brothers who answered the call this month and helped keep operatio

Aloha,
Mario Higa, Port Agent

Notice to All Members

Mailing of SIU Pacific District Supplemental Benefit Wage 2025 Forms W-2 to plan participants began the week of January 19, 2026.

Plan participants who received Supplemental Benefit Wage payments in the calendar year 2025, but do not receive a Form W-2 by January 31, 2026, should contact the SIU Pacific District Supplemental Benefit Plan Office at 415-764-4991 to request that a duplicate form be sent to their current physical address or email address.

HOWZ SHIPPING?

January 2026

San Francisco

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer	2
Oiler	5
Pump Technician.....	1
Wiper.....	5
Standby Electrician/Reefer	16
Standby Wiper.....	9
TOTAL	44

Seattle

Electrician.....	2
Reefer/Electrician/Jr. Engineer.....	1
Wiper.....	1
Standby Wiper.....	8
TOTAL	12

Honolulu

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer	1
Oiler	2
Wiper.....	2
Standby Electrician/Reefer	23
Standby Junior Engineer	1
Standby Wiper.....	19
TOTAL	52

Wilmington

No Report Submitted

**FINISHED
WITH
ENGINES**



Asher A. Busch, #3624/P2785.

Born January 28, 1951, Honduras.
Joined MFOW October 18, 1988.
Died January 11, 2026, Metairie, Louisiana.

POLITICAL ACTION FUND

Voluntary donations for January 2026:

Arthur Galbreath, #3841	\$50.00
Walter Washington, P-2813....	\$100.00
Shadow Moyer, #3822	\$50.00
Jovencio Molina, JM-5526.....	\$50.00
Russell Felicilda, #3798	\$50.00

HONOR ROLL

Voluntary donation to

General Treasury — January 2026:

Arthur Galbreath, #3841	\$50.00
Bryon Coby, JM-5263	\$5.00
Eric White, #3925	\$100.00
Mikhail Lacaba, JM-5351	\$100.00

Regular membership meeting dates 2026

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

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

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