



## Maritime Action Plan issued

The Trump Administration issued its "America's Maritime Action Plan" on February 13, 2026. The MAP, as it is generally referred to, was called for by the President's April 9, 2025, Executive Order titled "Restoring America's Mari-

time Dominance."

The MAP is a wide-ranging and ambitious plan covering all aspects of the U.S. merchant marine, including the operating fleet of U.S.-flag vessels, U.S. shipyards, the maritime industrial base

in general, maritime workers, and federal and state maritime educational institutions. The MAP has a heavy emphasis on supporting and growing the U.S. shipyard industrial base. Many of the proposals in the MAP – such as maritime prosperity zones to spur shipyard investment – were previewed in the April 2025 executive order.

The MAP indicates that the many proposals outlined will be the subject of an upcoming legislative proposal, potentially submitted to the U.S. Congress in conjunction with the President's annual budget submission. The MAP refers to this proposal as a comprehensive blueprint. The MAP notes that the SHIPS Act has already been introduced in Congress without indicating whether the MAP-spurred legislation will overlap with that proposal (although many items in the MAP are also in the SHIPS Act).

Most noteworthy for U.S.-flag vessel owners and potential investors in U.S.-flag vessels are the following MAP proposals:

- Create a Maritime Security Trust Fund to provide dedicated, mandatory funding for the various investments in the U.S. merchant marine

called for in the MAP;

- Establish a universal fee to be paid by foreign-built vessels on all imported cargoes, potentially one cent per kilogram to generate roughly \$66 billion over ten years;
- Create a Strategic Commercial Fleet of privately owned U.S.-flag, U.S.-built vessels;
- Consider a bridge strategy where foreign-built vessels are granted U.S.-built privileges in exchange for investments committing to transition to all U.S.-built vessels;
- Institute commercial cargo preference on high-volume exporting countries as U.S.-built vessels are available;
- Increase the government cargo preference from 50 percent as U.S.-built vessels are available;
- Modify the three-year wait rule which provides that foreign-built vessels must wait three years before being eligible for certain government-reserved cargoes to permit foreign vessels immediate access; and
- Leverage economic diplomacy to secure commitments from other countries on shipping and shipbuilding.



**FOR IMMEDIATE RELEASE**  
March 3, 2026

**Maritime Unions Issue Joint Statement Following Attack on U.S.-Flag Vessel Amid Rising Gulf Tension**

*Washington, D.C.* – The American Maritime Officers (AMO), the American Radio Association (ARA), the Marine Engineers' Beneficial Association (MEBA), the Marine Fireman's Union (MFO), the International Organization of Masters, Mates and Pilots (MM&P), the Seafarers International Union (SIU), and the Sailors Union of the Pacific (SUP), released the following statement in response to escalating disruptions to U.S.-flag vessel operations in the Persian Gulf:

*"For more than 250 years, the United States Merchant Marine has successfully delivered the cargoes essential to our nation's economy, security, and global trade. Today, American mariners continue that proud tradition while operating in increasingly dangerous regions around the world."*

*"Our unions are working closely with vessel management, U.S. military leaders, and the federal government to safeguard American mariners operating in the Persian Gulf and throughout the Middle East. We remain committed to continued coordination with all stakeholders until the safety and security of U.S.-flag vessels and their civilian crews can be fully assured."*

*"American mariners deserve the strongest possible protection as they carry out missions vital to our nation's economic and strategic interests. We will continue to advocate for robust measures that ensure the safety of American crews and vessels during this period of heightened risk."*

###

## Maritime Labor Convention (MLC) at 20: Industry calls for stronger enforcement and essential worker status for seafarers

Global maritime leaders in February marked the 20th anniversary of the Maritime Labor Convention (MLC) with a renewed commitment to strengthening seafarer protections — and a call for governments worldwide to formally designate seafarers as essential workers. Adopted on February 23, 2006, under the auspices of the International Labor Organization, the MLC represented a rare tripartite consensus among governments, shipowners, and seafarers. The agreement consolidated nearly 70 maritime labor instruments into a single, enforceable global framework governing working and living conditions at sea.

The anniversary was jointly recognized by the International Labor Organization, the International Chamber of Shipping, and the International Transport Workers' Federation. In a coordinated statement, the groups emphasized that the Convention remains both ambitious in scope and practical in application across a highly internationalized industry.

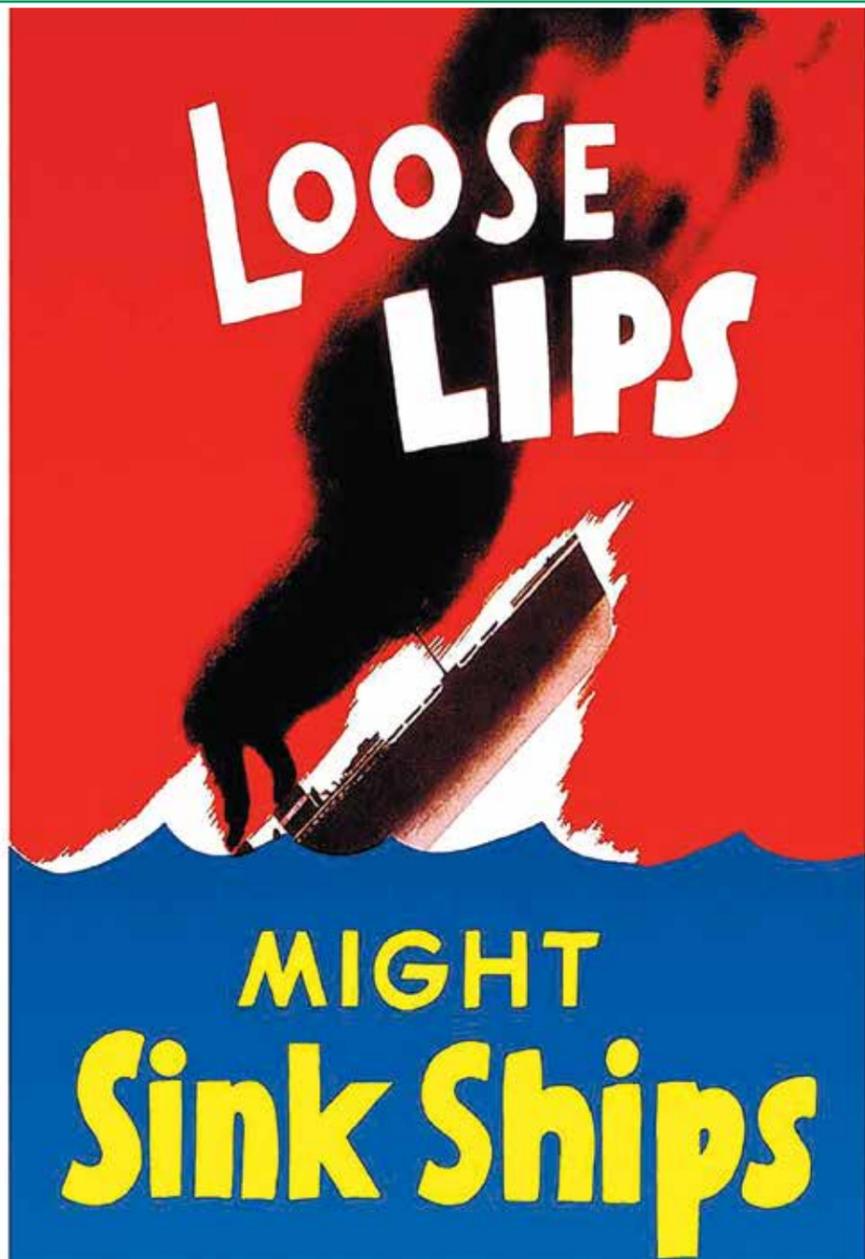
**A Global Baseline for Decent Work at Sea** — Often described as the "seafarers' bill of rights," the MLC established minimum standards covering wages, hours of rest, onboard accommodation, medical care, repatriation rights, and welfare protections. It also strengthened enforcement mechanisms by integrating compliance into flag state inspections and port state control regimes.

Over the past two decades, the Convention has evolved through amendments addressing financial security requirements, seafarer abandonment, criminalization concerns, harassment onboard ships, and lessons learned during the COVID-19 crew change crisis. The pandemic underscored both the

essential role of seafarers in sustaining global trade and the vulnerabilities they face during emergencies. Industry bodies argue that inconsistent treatment of maritime workers during border closures reinforced the need for governments to formally recognize seafarers as key workers in times of crisis.

**Ongoing Risks and Enforcement Gaps** — Despite progress, significant challenges persist. Industry stakeholders continue to report cases of unpaid wages, fatigue, abandonment, restricted shore leave, and unlawful attacks on vessels. Geopolitical tensions and evolving trade routes have added new layers of operational risk for crews. The MLC's design as a "living instrument" allows it to adapt to changing realities. Its Special Tripartite Committee retains authority to adopt further amendments, ensuring the framework can respond to emerging issues tied to climate transition, regulatory change, and shifting geopolitical dynamics.

**Leveling the Competitive Field** — Beyond worker welfare, the MLC has reshaped competitive dynamics in shipping. By establishing enforceable global labor standards, the Convention has reduced incentives for substandard employment practices, helping create a more level playing field among operators. Two decades after its adoption, maritime labor and shipowner representatives delivered a unified message: the Convention has proven its value, but its effectiveness depends on consistent global enforcement and political will. As shipping navigates geopolitical uncertainty and decarbonization pressures, industry leaders say protecting the workforce that underpins global trade remains fundamental to maritime resilience.



# The Marine Fireman

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## Ammonia-fueled marine engine passes key validation test for green shipping

Swiss marine power company WinGD has announced that its ammonia-fueled X-DF-A engine has passed a key milestone. In a "world-first", the company stated, the two-stroke marine engine completed Type Approval Testing (TAT) and Factory Acceptance Testing (FAT). Ammonia contains no carbon molecules. This means that, if it is produced using renewable electricity, it can reduce greenhouse gas emissions by as much as 90 percent when compared with traditional fuels.

Both testing programs — TAT and FA— were completed last month, according to WinGD. The tests of the X-DF-A 1.0 engine were performed at the HD Hyundai Heavy Industries' Engine

& Machinery facility in South Korea. They were carried out on a 52-bore engine, which is set to be installed on a 46,000 cubic meter LPG/ammonia carrier operated by Belgian shipping company EXMAR. According to a WinGD press statement, these vessels will be the first ammonia-fueled gas carriers to enter commercial service. All tests were witnessed by the classification society Lloyd's Register, with representatives from all major classification societies, and supervised by EXMAR.

According to WinGD's statement, the X-DF-A engine has demonstrated excellent performance during its multi-year testing process. Thanks in part to these results, the company noted, it has

30 orders on the books for the engine. The customers operate "across multiple vessel segments, including gas and bulk carriers, tankers, and container vessels."

Decarbonizing the shipping industry is key when it comes to addressing the climate crisis. The industry accounts for almost three percent of global greenhouse emissions. Scientists have highlighted ammonia as an important potential solution, as burning it emits no carbon dioxide. It is also much more energy-dense than hydrogen and requires less storage space. Recent reports estimate that ammonia could make up almost 50 percent of shipping fuel by 2050.

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## Matson to introduce enhanced intermodal cargo security program

In response to the rise of theft from intermodal cargo industrywide, Matson, Inc. announced that it has partnered with BNSF Railway and War-Lok to introduce a new, enhanced cargo security program that will add two layers of protection to the majority of its international intermodal cargo at no cost to its customers, beginning in the second quarter of 2026. Matson will deploy War-Lok security devices on ev-

ery international container moving from Los Angeles to all BNSF network destinations including Chicago, Memphis, and Dallas, delivering the first new layer of cargo protection. The program also features a unique agreement with BNSF Railway to position Matson containers in the lower well of international intermodal rail cars, enhancing security from Los Angeles to Chicago. The same protection will apply to cargo

moving through the Chicago gateway to select Eastern U.S. destinations up to the BNSF interchange point.

“Matson has a long history of industry leadership and pioneering customer focused innovation, and this is the latest example,” said a company spokesperson. “We’re raising the bar with what we believe to be the most comprehensive carrier-led intermodal security program in the market—setting a new

standard for cargo protection. For key destinations encompassing the majority of our inland intermodal markets, Matson customers will receive these enhanced security measures at no additional charge. While no security system can eliminate all risk, these added measures significantly reduce exposure to theft and reinforce Matson’s commitment to protecting customer cargo throughout the inland journey.”

## Congressional coalition forms to defend federal workers’ rights

In a significant development for the federal workforce, lawmakers in both chambers of Congress have launched a new bicameral effort — the Federal Workforce Caucus — aimed at protecting federal employees and restoring key workplace rights that have come under pressure in recent years. The coalition brings together senators, representatives, and labor leaders who say the goal is simple: rebuild stability, dignity, and fairness for the public servants who keep the government running.

Formed in early February 2026, the caucus is led by U.S. Senator Chris Van Hollen of Maryland alongside Senator Tim Kaine of Virginia, Representatives Steny Hoyer of Maryland, and James Walkinshaw and Suhas Subramanyam of Virginia. More than two dozen lawmakers have joined the effort, signaling growing momentum in Congress to more forcefully advocate for federal employees and the civil service system.

**A Response to a Year of Upheaval** — The creation of the caucus comes after sweeping changes to the federal workforce, including policy shifts affecting civil service protections, hiring practices, and collective bargaining. Lawmakers say those changes have damaged morale, disrupted agencies, and made federal careers less secure.

The coalition is designed to provide a coordinated platform in Congress to push back against attacks on civil service protections and advocate for legislation that restores workers’ rights. In the near term, members plan to focus on collective bargaining protections, merit-based hiring, and preventing political interference in federal agencies.

Senator Van Hollen underscored the stakes when announcing the effort, noting that federal employees deliver essential services across the country and should be able to do their jobs without fear of political retaliation. He said the caucus is intended to “stand united” in support of federal workers and protect the integrity of a merit-based civil service.

**A Partnership with Labor** — Federal unions and worker advocates were closely involved in the coalition’s launch and are expected to play an active role in shaping its priorities. Leaders from national labor organizations say the caucus represents an important turning point after years of uncertainty for federal employees. Doreen Greenwald, national president of the National Treasury Employees Union, welcomed the formation of the group, pointing to what she described as “mass firings without cause” and attacks on union rights over the past year. She said the caucus would help strengthen the civil service and ensure employees are treated with dignity and respect.

Other union partners echoed that sentiment, arguing that a stable federal workforce is essential not only for employees themselves but also for the public who depend on government services. Labor leaders emphasized that restoring collective bargaining rights and job protections will be central to their work with the coalition.

**Restoring Rights and Rebuilding Stability** — Supporters of the caucus see it as a key vehicle for advancing legislation that protects federal workers’ rights, improves retention and recruitment, and re-establishes workplace stability. Members say they intend to pursue oversight, legislative fixes, and policy reforms that strengthen the workforce and protect employees from political pressure. Lawmakers involved in the effort have framed the coalition as both a defensive and forward-looking initiative. In addition to pushing to restore protections, they plan to focus on modernizing the federal workplace, ensuring fair pay and working conditions, and rebuilding morale across agencies.

For federal workers and their unions, the creation of the Federal Workforce Caucus marks a shift toward a more coordinated push in Congress to defend public service jobs. With lawmakers, labor leaders, and advocates working together, supporters believe the coalition could become a central force in restoring workers’ rights and reinforcing the value of a strong, professional civil service.

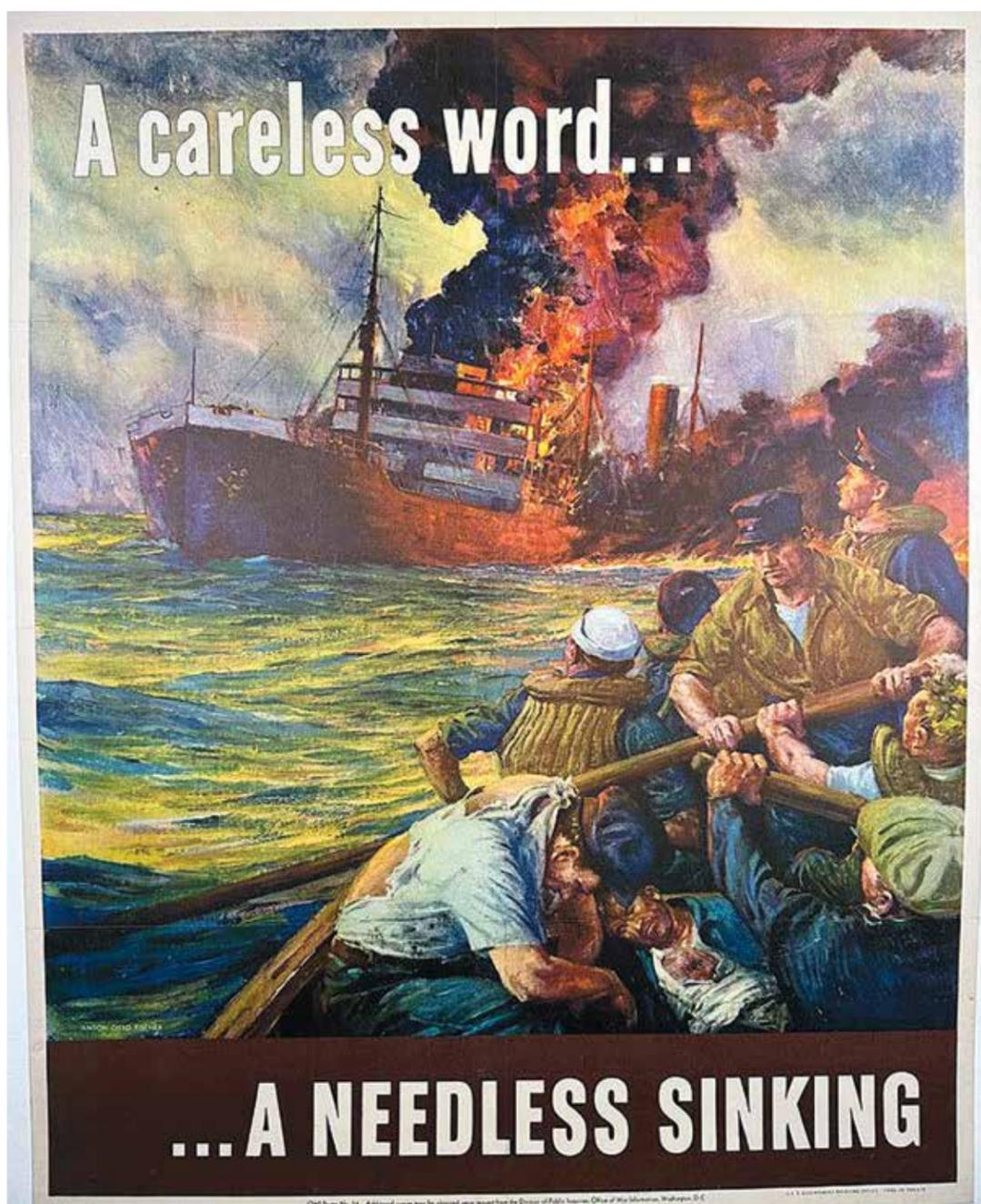
## AFL-CIO slams SOTU address

*Statement from AFL-CIO President Liz Shuler on President Trump’s State of the Union address:*

President Trump’s speech tonight was a fever dream, completely divorced from the economic reality working people feel every day amid rising costs and vanishing jobs. We know Trump’s billionaire-first agenda is all about fattening the bottom line of the extremely wealthy while the rest of us scrape for crumbs. Every time we check out at the grocery store, open a utility bill or look at our paychecks, working people see this economy for what it is: a struggle that suffocates us day after day. From Day One, this administration has made working people’s lives more expensive and less free: attacking immigrant workers and our communities, giving Big Tech CEOs free rein, ripping away federal workers’ collective bargaining rights while weakening the laws that protect our paychecks.

Meanwhile, the cost of living for working people continues to rise. President Trump boasted about a “golden age” for workers, but he spent the past year rigging the rules for billionaire CEOs and Big Tech companies while kicking millions of Americans off their health care. Rather than raising wages and lowering costs, the president has attacked unions and workers, ripped away workers’ collective bargaining rights and stalled job-creating projects. And every day, the Trump administration is pushing to pit working people against each other: deporting immigrants and ripping people from their families, trying to strip people of their status and work permits, and making it more difficult for working people to vote.

The labor movement isn’t falling for it. Even as the state of our union is under attack, workers are banding together to fight back. These relentless attacks on our freedoms and our livelihoods have made working people hungrier than ever to join a union, who organized to put the number of unionized workers to its highest level in 16 years. In 2026 we will organize, we will fight and we will vote for a country that works for us, not the billionaire bosses.



## MFOW PRESIDENT'S REPORT



### Persian Gulf

On February 28, the United States and Israel launched a coordinated joint attack on various sites in Iran, sparking a major conflict. Codenamed *Operation Roaring Lion* by Israel and *Operation Epic Fury* by the U.S., it targeted key Iranian officials, military commanders and facilities. The attack included the assassination of the second supreme leader of Iran, Ali Khamenei.

One MFOW-crewed vessel was alongside the pier in Dubai during Iranian counter missile attacks. The vessel operator has informed the Union that the ship was instructed to immediately proceed to shelter and that the crew is safe and restricted to ship. The ship's automatic identification system, or AIS, which transmits the ship's position, has been turned off. Getting fresh provisions to the ship is a challenge.

On March 2, a U.S.-flag tanker was struck by two projectiles while in a Bahrain shipyard. The attack caused a fire on board and killed one dockworker and injured two others. The fire was extinguished and the American crew evacuated the ship.

On March 3, seven deep-sea maritime labor unions issued a joint statement following the attack on a U.S.-flag vessel amid rising gulf tension (printed on front page of this issue).

### Watson-class Vessels

On February 13, the Union was notified by Military Sealift Command that they anticipate exercising Option Period 4 with Patriot Contract Services (PCS), under the contract for the operation and maintenance of the following *Watson-class* LMSR vessels: *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler* and *USNS Watkins*. The anticipated period of performance is April 1, 2026, through March 31, 2027.

The *USNS Charlton* and *USNS Watson*, previously under the same contract, have been transferred to the Ready Reserve Force and renamed the *MV Cornelius H. Charlton* and *MV George Watson*, so they are not affected by this notification.

In accordance with the contract between the SIU Pacific District and PCS, there shall be a two percent (2%) increase in Total Labor Cost on April 1, 2026 (start of Option Period Four), for ratings serving on the *Dahl*, *Pomeroy*, *Red Cloud*, *Sisler* and *Watkins*.

### Food Aid

On March 2, a Fiscal Year 2027 funding letter in support of the Food for Peace, McGovern-Dole, and Food for Progress programs was sent to both the House and Senate appropriation committees. The letter was signed by 116 organizations, including the MFOW.

Through a joint public-private partnership, American farmers, mariners, port workers, private voluntary organizations, and the U.S. government have developed the strongest frontline response to urgent global food insecurity. The letter calls for Congress to fully support the programs and include \$1,619,107,000 for Food for Peace and \$240,000,000 for McGovern-Dole in the fiscal year 2027 agriculture appropriations bill.

### Active Participants Dental Plan

Effective October 1, 2025, the MFOW Welfare Fund Board of Trustees replaced the previous dental care providers (except Kaiser Oregon) with a new employee dental plan insured by Blue Shield of California. This was due to multiple complaints from members concerning availability of participating dentists (especially in California) and excessive out-of-pocket costs. This led to endless requests for direct reimbursement to participants because the previous plan only covered the most basic dental care. Many of the requests were not backed up by an Explanation of Benefits (EOB) from the provider which made it difficult to ascertain whether or not the claims were legitimate, or worse, fraudulent.

The new Blue Shield dental plan is a preferred provider plan (PPO) allowing you to pick any participating dentist or dental office throughout the United States. You can find a participating dental provider through the website [www.blueshieldca.com](http://www.blueshieldca.com).

## BUSINESS AGENT'S REPORT

Brothers,

During the month of February in San Francisco, we shipped six rotary jobs, including two second reefer positions for APL. One of these positions was aboard the *CMA CGM Phoenix*, with a flyout to Bremerhaven, Germany. Patriot also requested a group of standby wipers to assist with work aboard the *Cape Hudson*. All other standby work this month came through Matson reefer positions, with only two standby wipers shipped.

The *CMA CGM Phoenix* is scheduled to return from its first Northern European run. At the same time, we continue to operate the unlicensed engine positions with the expectation that *CMA CGM* will be bringing three additional ships into the APL American-flag fleet. This expansion has the potential to bring much-needed growth and additional

work opportunities into our union.

As these opportunities increase, it will be important that our members are prepared to step into these roles.

I want to remind our junior members that developing the knowledge and skills needed to move forward in this industry requires personal initiative. While senior members have a responsibility to pass along their experience, junior members must also take the initiative to seek out that knowledge and understand the work being performed. Simply watching someone turn a screwdriver does not mean much if you do not understand what is being done or why.

Our strength as a union depends on members continuing to learn, improve, and prepare themselves for the next step.

Fraternally,  
Patrick Gillette, SFBA

You are free to use any dentist; however, you and the Welfare Fund will save money when you elect to receive dental services by a Blue Shield preferred dental provider.

Your dentist must submit approval for treatment programs for major dental services such as crowns, bridges, dentures and implants. Only services determined to be necessary will be covered by the plan and we recommend that you have all proposed treatment programs approved before you begin your dental procedures and use a preferred dental provider to minimize out-of-pocket costs.

Any Welfare Fund reimbursements for out-of-pocket expenses (such as deductible and coinsurance) will only be made for covered dental services that have been authorized by Blue Shield and only after you submit an Explanation of Benefits from the carrier. You will not be reimbursed for expenses incurred for dental services not approved by Blue Shield.

A summary of benefits has been distributed to all participants. The summary will be reprinted in the March issue of *The Marine Fireman*.

### CMA CGM Phoenix

On March 4, the Union was informed that the International Organization of Masters, Mates and Pilots (MM&P) have prevailed in their arbitration case against APL concerning jurisdiction aboard the *CMA CGM Phoenix*. The arbitrator concluded that the MM&P and the bargaining unit employees established that the company violated the collective bargaining agreement when it did not crew the *CMA CGM Phoenix* with licensed deck officers represented by MM&P. The arbitrator remitted the issue of remedy to the parties for 30 days, to agree on an appropriate remedy.

On August 22, 2025, the MFOW and SUP filed a similar grievance against APL for crewing the *CMA CGM Phoenix* with an alternate workforce. We demanded that replacements for *CMA CGM Phoenix* unlicensed engine and deck crews be dispatched through the MFOW and SUP hiring halls and that the company make the respective memberships whole for any loss of work resulting from violation of Section 3(a) and 3(b) of the General Rules. In the event the company refused to provide the requested relief, we demanded that the matter proceed immediately to arbitration as provided in the grievance resolution procedure under section 10(b) of the Agreement.

Our arbitration hearings are scheduled for June 2026. We will be working with legal counsel to determine next steps in light of this significant development.



### MESSAGE FROM MARITIME LABOR

To our crews on U.S.-flag vessels in the CENTCOM AOR

We know many of you are operating in a dangerous, uncertain, and rapidly changing situation right now. All U.S. maritime unions remain united in support of U.S. mariners and are in close contact with your companies, MARAD, and the Department of Defense. Together, we are working to ensure your concerns are heard and to represent the interests of U.S. mariners.

If you need something or have concerns, we will do everything we can to push those forward and get answers.

We know the risks you're facing out there, and we respect the job you're doing. Your professionalism and commitment don't go unnoticed. Please know that you are not alone. People back home are standing with you and supporting you every step of the way.

Fraternally,

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## Long Beach port leading nation in trade

The Port of Long Beach kicked off the new year as the nation's busiest seaport, marking its second-busiest January on record, the port CEO announced during a virtual media briefing.

Dockworkers and terminal operators moved 847,765 twenty-foot equivalent units (TEU) of cargo containers in January, down 11 percent from January 2025, which remains the port's best January and second-busiest month in its 115-year history. Imports were down 13.1 percent to 409,818 TEU and exports rose 0.8 percent to 99,478 TEU. Empty

containers moving through the port declined 11.5 percent to 338,470 TEU.

The decline in cargo volume follows a record-setting year of 9.9 million TEU moved in 2025, when uncertainty prompted shippers to move goods before tariffs and reciprocal tariffs were implemented last spring.

The port anticipates continued uncertainty following the U.S. Supreme Court's ruling last month declaring two-thirds of tariffs imposed last year under the International Emergency Economic Powers Act, or IEEPA, unconstitutional.

March 2, 2026

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Chair  
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House Committee on Appropriations  
Washington, DC 20515

The Honorable Sanford Bishop  
Ranking Member  
Subcommittee on Agriculture  
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The Honorable John Hoeven  
Chair  
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The Honorable Jeanne Shaheen  
Ranking Member  
Subcommittee on Agriculture  
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Dear Chair Harris, Chair Hoeven, Ranking Member Bishop, and Ranking Member Shaheen:

Each year our nation's international food aid programs, including Food for Peace Title II, Food for Progress, and McGovern-Dole International Food for Education, help reach millions of vulnerable people around the world, while also putting America First. These Buy American programs have enjoyed significant bipartisan support for over 70 years. With the U.S. Department of Agriculture (USDA) ramping up its Food for Peace activities, we recommend returning to FY24/FY25 funding levels. As such, we, the undersigned organizations, respectfully request Congress continue to fully support these programs and **include \$1,619,107,000 for Food for Peace and \$240,000,000 for McGovern-Dole in the fiscal year 2027 agriculture appropriations bill.**

The use of American grown commodities as food aid has been a cornerstone of Food for Peace, Food for Progress, and McGovern-Dole for decades. Through a joint public-private partnership, American farmers, mariners, port workers, private voluntary organizations (PVOs), and the U.S. government have developed the strongest frontline response to urgent global food insecurity. Food aid is a tangible source of hope to those in need, and American stakeholders take great pride in their support for the world's most vulnerable people through these programs. The Food for Peace program purchases, on average, more than a million tons of American-grown commodities from dozens of states each year, utilizes this country's transportation and shipping industries, and supports the American economy while simultaneously responding to hunger emergencies around the world. Throughout their history, food assistance programs have supported and earned American allies and paved the way for greater commercial and trade opportunities across the world.

Food for Peace, Food for Progress, and McGovern-Dole not only benefit their recipients, but also U.S. economic and national security interests. Food aid is made available through these programs in bags bearing the U.S. flag and/or marked "from the American people." U.S. contributions to global food security support U.S. strength abroad, especially when confronting programs like China's Road and Belt Initiative (and its more than \$1 trillion investment) and those of other global competitors eager to establish spheres of influence. And, ultimately, these kinds of humanitarian assistance programs help create a firm foundation for vulnerable communities to grow and prosper, which is why many former food aid recipient countries are now among the most important U.S. trading partners.

We believe that these U.S. international food aid programs are among the world's most critical humanitarian assistance programs, save countless lives, bolster our nation's global security, and help millions in need around the world. We ask that you continue to allow these Buy American, America First programs to reinforce our nation's standing as a global leader in food security by **funding Food for Peace and McGovern-Dole at their FY24/FY25 levels of \$1,619,107,000 and \$240,000,000, respectively.** America's farmers, millers, mariners, and on the ground implementers are ready to continue carrying out the necessary and vital work accomplished in the Food for Peace, Food for Progress, and McGovern-Dole programs.

Thank you,

ACDI/VOCA  
AFL-CIO Maritime Trades Department  
AFL-CIO Transportation Trades Department  
Alaska Seafood Marketing Institute  
Alliance to End Hunger  
American Maritime Congress  
American Maritime Officers  
American Maritime Officers Service  
American Soybean Association  
APL  
Apostleship of the Sea of the United States of America  
Apostleship of the Sea/Stella Maris - Diocese of Beaumont  
Association of Genuine Alaska Pollock Producers  
BKA Logistics  
Breedlove Foods, Inc.  
California Association of Wheat Growers  
Chicago Port Logistics  
Clarksons EAST LLC  
Colorado Association of Wheat Growers  
Didion Milling, Inc.  
DRY BULK AMERICA LLC  
dsm-firmenich na  
Edesia Nutrition  
Fettig & Donalty, Inc.  
Global Communities  
Global Food & Nutrition  
Grain Craft LLC  
Grain Millers - Agricor  
Heartland Goodwill Enterprises  
HelpAge USA  
National Milk Producers Federation  
National Shipping of America, LLC.  
National Sorghum Producers  
Navy League of the United States  
Nebraska Dry Bean Commission  
Nebraska Dry Pea and Lentil Commission  
Nebraska Wheat Board  
Nebraska Wheat Growers Association  
North American Millers' Association  
North Dakota Farmers Union  
North Dakota Grain Growers Association  
North Dakota Wheat Commission  
Northeast Chartering Group  
Oklahoma Sorghum Growers  
Oklahoma Wheat Commission  
Oklahoma Wheat Growers Association  
Oregon Wheat Growers League  
Pacific Northwest Waterways Association  
Patriot Maritime  
Port Arthur International Seamen's Center, Inc  
Port of Kalama  
Port of Lake Charles  
Port of New Orleans  
Port of Vancouver USA  
Potomac Maritime, LLC  
Reliance Bulk Carriers  
REPCO  
Rocky Mountain Bean Dealers Association  
Sailors' Union of the Pacific  
Save the Children  
School-to-School International  
Schuyler Line Navigation Company  
Seafarers International Union  
Sealift INC.  
SeaTac Packaging  
SEMO Milling LLC  
South Dakota Wheat Growers Association  
Southern Gulf Packaging & Logistics  
Texas Grain Sorghum Association  
Texas Wheat Producers Association  
Transportation Institute  
Transylvania Vocational Services, Inc.  
U.S. Dairy Export Council  
U.S. Wheat Associates  
UNISHIPPING SAS  
US Dry Bean Council

Hopkinsville Milling Company  
Idaho Grain Producers Association  
Idaho Wheat Commission  
ILWU Washington Area District Council  
Improving Economies for Stronger Communities  
Inland Cape Fine Grind LLC  
Inlandboatmen's Union of the Pacific  
International Dairy Foods Association  
International Organization of Masters, Mates & Pilots  
Kansas Association of Wheat Growers  
Kansas Farmers Union  
Kansas Sorghum Producers  
Kendall Packaging Corporation  
Liberty Maritime Corporation  
Lone Star Integrated Distribution  
Malnutrition Advocacy Fund  
Mana Nutrition  
Marine Engineers' Beneficial Association  
Marine Firemen's Union  
Maritime Institute for Research and Industrial Development (MIRAID)  
Mercy Corps  
Midwest Dry Bean Coalition  
Minnesota Association of Wheat Growers  
Muller Shipping Corporation  
National Association of Waterfront Employers  
National Association of Wheat Growers  
National Cooperative Business Association (NCBA CLUSA)  
National Corn Growers Association  
National Council of Farmer Cooperatives  
US Ocean  
USA Pulses  
USA Pulses Trade Association  
USA Rice  
Washington Association of Wheat Growers  
WaterAid America  
Winrock International  
Wisconsin & Southern Railroad  
World Food Program USA  
World Vision  
Wyoming Wheat Growers Association

## VICE PRESIDENT'S REPORT

There were 25 registrants dispatched in the month of February: 18 in Class A, one in Class B, one in Class C and five Non-Seniority.

There are 42 members registered:

22 in Class A, nine in Class B, and 11 in Class C.

Fraternally,  
**Robert Baca**  
Vice President

## China's shipbuilding industry extends global lead for 16th consecutive year

China's shipbuilding sector maintained its global lead in terms of three major indicators for the 16th consecutive year in 2025. The country's shipbuilding output reached 53.69 million deadweight tons (DWT) in 2025, accounting for 56.1 percent of the global total, according to data recently released by the Ministry of Industry and Information Technology. New orders reached 107.82 million DWT, representing 69 percent of the global market, while holding orders stood at 274.42 million DWT, making up 66.8 percent of the global market share. The figures highlight how deeply China's manufacturing sector has woven itself into the fabric of the global economy.

International shipowners have been returning to the Chinese market in significant numbers. In 2025, China's export vessels accounted for 89.6 percent of its shipbuilding output, 89.5 percent of new orders and 93.2 percent of holding orders. In other words, for every 10 ships built in China, nearly nine are destined for the global shipping market.

What makes China so attractive to shipowners worldwide? Speed is part of the answer. In 2025, Hudong-Zhonghua Shipbuilding (Group) Co., Ltd., a subsidiary of China State Shipbuilding Corporation (CSSC), delivered multiple 174,000-cubic-meter liquefied natural gas (LNG) carriers under QatarEnergy's LNG transportation project. After the first delivery in 2024, vessels have been arriving almost every month since, and this efficiency has far exceeded expectations.

Value for money is another factor. Thanks to decades of development, China has a mature, fully integrated shipbuilding industrial chain and a strong competitive edge in the global market. Chinese shipbuilders can ensure large-scale construction, reliable delivery schedules, mature green vessel solutions and access to financing support — all of which help shipowners manage risks across technology, funding and delivery.

China's systemic competitiveness across the entire shipbuilding industrial chain is the most critical underpinning factor. As the only country in the world that possesses all the industrial categories listed in the United Nations industrial classification, China's manufacturing value added accounts for 30 percent of the global total — a position it has held for 14 consecutive years.

China's sustained global leadership in shipbuilding rests not just on order volumes but on coordinated innovation across the full industrial chain and an openness to serving the world. China's second domestically built large cruise

ship, *Adora Flora City*, is now over 91 percent complete at the No. 2 dry dock of Shanghai Waigaoqiao Shipbuilding Co., Ltd., a subsidiary of CSSC — nearly eight months ahead of the schedule set by its predecessor.

Green transformation has become another hallmark of Chinese shipbuilding. In 2025, Chinese shipbuilders delivered multiple world-class green and intelligent vessels, marking significant breakthroughs in the industry's high-end transition and tangible progress in the sector's quality-driven development.

Chinese enterprises are continuing to advance their global strategies, expanding localized services and supply chain networks overseas to win greater recognition from international clients. From ship-grade steel plates and engines to navigation systems and deck machinery, China has built a complete and self-reliant supply chain spanning core components, standard products and integrated solutions.

The shipbuilding industry is a vital pillar of China's strategies to become a manufacturing powerhouse, a transport powerhouse and a strong maritime country. China's shift from the world's largest consumer of ships to its largest supplier signals a deeper transition in Chinese manufacturing, from competing on scale to competing on systemic advantage.

The structural evolution has been equally striking. From a starting point dominated by medium- to low-end ships, including bulk carriers and oil tankers, China has now achieved across-the-board breakthroughs in high-end vessel types, including LNG carriers, large container ships and car carriers. In 16 of the 18 major ship categories, China ranks first globally in new orders received — a shift with far-reaching implications.

Against a backdrop of slowing global economic growth, the success of China's shipbuilding sector on the world stage is a testament to the resilience and competitiveness of Chinese manufacturing, providing a stabilizing force for global industrial and supply chains. In 2025, six Chinese shipbuilders ranked among the world's top 10 across all three major indicators. CSSC became the world's largest listed shipbuilding company, accounting for 18 percent of global orders on its books, with its production schedule extending to 2029. That kind of scale translates into genuine market influence, positioning China's shipbuilding industry to play a leading role in the global shipping sector's green transition.

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[Marine-Firemens-Union-121622254577986/](https://www.facebook.com/Marine-Firemens-Union-121622254577986/)

# 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](http://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.

April 13-16                      May 11-14                      June 8-12

### 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.

May 4-8                      July 6-10                      September 14-18

### 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.

July 6-31                      September 7-October 2                      October 12-November 6

### 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.

May 11-15,                      August 3-7                      October 5-9

### 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 20-May 29,                      July 13-August 21                      September 14-October 23

### STCW Able Seafarer-Engine

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

June 1-5                      August 24-28                      October 19-23

### 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:** 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 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:** 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:** Pending

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

## PWHLPA joins the AFL-CIO

The Professional Women's Hockey League Players Association (PWHLPA) announced it is formally affiliating with the AFL-CIO. The PWHLPA became the 10th professional sports union to join the AFL-CIO Sports Council and the 65th affiliate of the nation's largest labor federation, a milestone in the fight for equity in women's sports and fair treatment of all athlete workers.

The PWHLPA represents 184 professional hockey players across eight teams in the Professional Women's Hockey League (PWHL), 61 of whom just competed in the 2026 Milan Cortina Winter Olympics, including the gold and silver medal-winning U.S. and Canadian teams. The union's affiliation with the AFL-CIO comes as interest in women's hockey is reaching historic growth in the United States, with

athletes driving record ticket sales.

The AFL-CIO Sports Council was formed in 2022 to build power across unions in professional sports, amplify the voices of athletes and shine a light on the challenges they face as workers. It also aligns the interests of athletes in professional sports industries and beyond. The Sports Council unions include: the Major League Baseball Players Association (MLBPA), Major League Soccer Players Association (MLSPA), NFL Players Association (NFLPA), National Hockey League Players' Association (NHLPA), National Lacrosse League Players Association (NLLPA), NWSL Players Association (NWSLPA), Professional Hockey Players' Association (PHPA), Women's National Basketball Players Association (WNBPA), and USL Players Association-CWA (USLPA-CWA).

# Port of Los Angeles breaks ground on \$152 million project

On February 26, with shovels in hand, federal, state and City of Los Angeles officials joined Los Angeles Harbor Commissioners, Port of Los Angeles officials and community leaders to mark the start of construction on the \$152 million Avalon Pedestrian Bridge and Promenade Gateway project in Wilmington. The community-focused project will create unprecedented public access to the Wilmington Waterfront Promenade via a new signature 380-foot-long bridge, which will also connect to a new open space public recreation area, the Avalon Promenade Gateway, also being built as part of the project.

The Avalon Pedestrian Bridge and Promenade Gateway project will transform 12 acres of former industrial land into open space that features a landscaped entry plaza with an iconic 40-foot-tall architectural sundial, a historic walk and overlook, an open terrace seating area, pedestrian pathways, community gathering areas, two parking lots and public restrooms. The project also involves street and utility improvements at Avalon Boulevard and A Street, including grading, paving, striping, lighting, and landscaping.

The project's signature pedestrian bridge, designed by engineering firm TYLin, is planned as a concrete cable-stayed arch structure that will offer a safe crossing point over working rail operations and will connect to the Wilmington Waterfront Promenade, a Port Public Access Investment Plan project completed in early 2024.

The site for the Avalon Pedestrian Bridge and Promenade Gateway is located between Harry Bridges Boulevard to the north and the Pacific Harbor Railroad Lines to the south in Wilmington, extending halfway between Marine Avenue and A Street to the west and Broad Avenue to the east. Construction is expected to be completed by late summer 2028.

In designing the project, the port worked closely with Wilmington residents and project stakeholders to gather input and ideas. Over the past several years, the port organized multiple public workshops, arranged interviews and conducted online surveys to gather information to assess the needs and wants of the local community.

The Avalon Pedestrian Bridge and Promenade Gateway is the third phase of the port's implementation of the Wilmington Waterfront Master Plan adopted in 2007. Grant funding for the project includes \$10.2 million from Metro Measure M/South Bay COG; \$42.1 million from the California State Transportation Agency; and \$5 million from FHWA.

## 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**

### blue of california Summary of Benefits

MFOW Welfare Fund  
Effective October 1, 2025  
DPPO Plan

#### Custom Smile™ Spectrum Premier Plus 50/5000/Ortho/U90

This Summary of Benefits shows the amount you will pay for Covered Services under this Blue Shield of California Plan. It is only a summary and it is included as part of the Evidence of Coverage (EOC)<sup>1</sup>. Please read both documents carefully for details.

#### Dental Provider Network: DPPO Network

This Plan uses a specific network of dental care providers, called the DPPO provider network. Dentists in this network are called Participating Dentists. You pay less for Covered Services when you use a Participating Dentist than when you use a Non-Participating Dentist. You can find Participating Dentists in this network at [blueshieldca.com](https://blueshieldca.com).

**Calendar Year Deductible (CYD)<sup>2</sup>**  
 A Calendar Year Deductible (CYD) is the amount a Member pays each Calendar Year before Blue Shield pays for Covered Services under the Plan. Blue Shield pays for some Covered Services before the Calendar Year Deductible is met, as noted in the Benefits chart below.

Calendar Year Deductible	When using a Participating <sup>3</sup> or Non-Participating <sup>4</sup> Dentist	
	Individual coverage	Family coverage
	\$50 per individual	\$50: Individual \$150: Family

**Calendar Year Benefit Maximum<sup>5</sup>**  
 This Plan pays up to the maximum payment amount as listed for Covered Services and supplies per year.

Calendar Year Benefit Maximum	When using a Participating <sup>3</sup> or Non-Participating <sup>4</sup> Dentist
	\$5,000: Individual

**Calendar Year Benefit Maximum (Orthodontic Services)<sup>5</sup>**  
 This maximum for covered Orthodontic Services is separate and in addition to the Calendar Year Benefit maximum listed above. Orthodontic Benefits are covered for adults and children.

Calendar Year Benefit Maximum	When using a Participating <sup>3</sup> or Non-Participating <sup>4</sup> Dentist
	\$1,000: Individual

**Waiting Period**  
 A waiting period is the length of time you must be covered under the Plan before Blue Shield will pay for Covered Services.

Waiting period	
	No waiting period

**No Lifetime Dollar Limit**  
 Under this Plan there is no dollar limit on the total amount Blue Shield will pay for Covered Services in a Member's lifetime.

#### Benefits<sup>6,7,8</sup>

	Your payment			
	When using a Participating Dentist <sup>3</sup>	CYD <sup>2</sup> applies	When using a Non-Participating Dentist <sup>4</sup>	CYD <sup>2</sup> applies
<b>Diagnostic and preventive services</b>				
Oral exam	\$0		\$0	
Two in a consecutive 12-month period.				
Preventive – cleaning	\$0		\$0	
Two in a consecutive 12-month period.				
Preventive – x-ray	\$0		\$0	
Topical fluoride application	\$0		\$0	
Two in a consecutive 12-month period.				
Periodontal maintenance	\$0		\$0	
Enhanced dental benefits for pregnant women	\$0		\$0	
<b>Basic services</b>				
Sealants per tooth	\$0	✓	\$0	✓
Space maintainers – fixed	\$0	✓	\$0	✓
Restorative procedures	\$0	✓	\$0	✓
Oral Surgery	\$0	✓	\$0	✓
Endodontics	\$0	✓	\$0	✓
Periodontics (other than maintenance)	\$0	✓	\$0	✓
<b>Major services</b>				
Crowns and casts	20%	✓	20%	✓
Prosthodontics	20%	✓	20%	✓
Implants	20%	✓	20%	✓
<b>Orthodontics</b>	50%		50%	
Orthodontic Benefits are covered for adults and children.				

Blue Shield of California is an independent member of the Blue Shield Association.

#### Notes

**2 Calendar Year Deductible (CYD):**  
**Calendar Year Deductible explained.** A Deductible is the amount you pay each Calendar Year before Blue Shield pays for Covered Services under the Plan.

If this Plan has any Calendar Year Deductible(s), Covered Services subject to that Deductible are identified with a check mark (✓) in the Benefits chart above.

**Covered Services not subject to the Calendar Year Deductible.** Some Covered Services are paid by Blue Shield before you meet any Calendar Year Deductible. These Covered Services do not have a check mark (✓) next to them in the "CYD applies" column in the Benefits chart above.

**Family coverage has an individual Deductible within the Family Deductible.** This means that the Deductible will be met for an individual with Family coverage who meets the individual Deductible prior to the Family meeting the Family Deductible within a Calendar Year. Any amount you have paid toward the Deductible for your individual plan will be applied to both the individual Deductible and the Family Deductible for your new plan.

#### 3 Using Participating Dentists:

**Participating Dentists have a contract to provide Dental Care Services to Members.** When you receive Covered Services from a Participating Dentist, you are only responsible for the Copayment or Coinsurance, once any Calendar Year Deductible has been met.

**"Allowable Amount" is defined in the EOC.** In addition:

- Coinsurance is calculated from the Allowable Amount.

#### 4 Using Non-Participating Dentists:

**Non-Participating Dentists do not have a contract to provide Dental Care Services to Members.** When you receive Covered Services from a Non-Participating Dentist, you are responsible for both:

- the Copayment or Coinsurance (once any Calendar Year Deductible has been met), and
- any charges above the Allowable Amount (which can be significant).

**"Allowable Amount" is defined in the EOC.** In addition:

- Coinsurance is calculated from the Allowable Amount.
- Any charges above the Allowable Amount are not covered, do not count towards any Benefit maximums, and are your responsibility for payment to the provider. This out-of-pocket expense can be significant.

**The Non-Participating Dentist reimbursement amount is the usual, customary, and reasonable rate or UCR rate.** The UCR rate is the cost for a typical service within a specified region and it may differ depending on where you receive services. When you receive services from a Non-Participating Dentist, you pay any amount above the UCR rate. The Allowable Amount is based off the 90<sup>th</sup> percentile of UCR.

#### 5 Benefit Maximum(s):

**Your payment after you reach any Benefit maximum.** You will pay 100% of all charges after you reach a Benefit maximum.

**All Covered Services count towards the Calendar Year Benefit maximum except for Orthodontic services.** The Plan pays up to the maximum payment amount as listed for Covered Services and supplies.

**All Orthodontic Covered Services count towards the Calendar Year Orthodontic Benefit maximum.** The Plan pays up to the maximum payment amount as listed for Covered Services and supplies.

Enhanced dental benefits for pregnant women do not apply towards the Calendar Year Benefit Maximum.

#### Notes

#### 6 Separate Member Payments When Multiple Covered Services are Received:

Each time you receive multiple Covered Services, you might have separate payments (Copayment or Coinsurance) for each service. When this happens, you may be responsible for multiple Copayments or Coinsurance.

#### 7 Dental Care Services:

**All dental Benefits are provided through Blue Shield's Dental Plan Administrator (DPA).**

**Orthodontic Covered Services.** The Copayment or Coinsurance for Orthodontic Covered Services applies to one course of treatment per lifetime. The course of treatment must be received in a 24 consecutive month period. This applies only if the Member remains enrolled in the Plan. All procedures performed in connection with Orthodontic treatment are payable as Orthodontic Covered Services.

#### 8 Prior Authorization:

**Prior Authorization or precertification for Covered Services.** Before any course of treatment expected to cost more than \$250 is started, you should obtain prior authorization of Benefits, except in an emergency.

Plans may be modified to ensure compliance with State and Federal requirements.

## Halls to close

**Harry Bridges' Memorial Day in Honolulu** — The Honolulu Hall will be closed on Monday, March 30, 2026, in observance of Harry Bridges' Memorial Day, which is an ILWU Local 142 holiday.

**Cesar Chavez' Birthday** — The San Francisco, Seattle and Wilmington Halls will be closed on Tuesday, March 31, 2026, in observance of Cesar Chavez' Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels in West Coast ports; it is not a holiday at sea.

For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

#### Notes

#### 1 Evidence of Coverage (EOC):

The Evidence of Coverage (EOC) describes the Benefits, limitations, and exclusions that apply to coverage under this Plan. Please review the EOC for more details of coverage outlined in this Summary of Benefits. You can request a copy of the EOC at any time.

**Capitalized terms are defined in the EOC.** Refer to the EOC for an explanation of the terms used in this Summary of Benefits.

# HONOLULU NOTES

The Honolulu Hall remained active throughout February as dispatch operations continued to support routine vessel rotations, relief assignments, and standby coverage across the fleet. As has been the trend in recent months, standby assignments accounted for a significant portion of hall activity while offshore billets for Electricians, Reefers, Oilers, Junior Engineers and Wipers were filled as needed to meet vessel requirements. Honolulu membership once again responded when called upon, helping ensure that vessel operations continued without interruption.

Standby work continues to play an important role in maintaining fleet readiness and allowing operators to address short-notice crew changes or operational adjustments. The Honolulu membership has remained flexible and responsive in filling these assignments, helping maintain the reliability and reputation of our hiring hall.

February also included several important meetings and outreach events that continue to strengthen relationships within Hawaii's maritime community and support workforce development efforts.

• **Honolulu Sailors' Home Society** — I attended the regular meeting of The Honolulu Sailors' Home Society. The Board reviewed ongoing operational matters and discussed continued efforts to maintain the Society's long-standing role in supporting the welfare of seafarers who pass through the Port of Honolulu. The organization remains an important part of Hawaii's maritime history and continues to serve as a reminder of the strong traditions of assistance and fellowship among mariners.

• **Honolulu Port Council** — I also participated in the monthly Honolulu Port Council meeting where representatives from maritime labor, industry part-

ners, and port stakeholders exchanged updates on current activities within Honolulu Harbor. These meetings provide a valuable opportunity to stay informed on developments affecting vessel operations, harbor infrastructure, and the broader maritime community while maintaining open communication between labor and management.

• **Marimed Foundation/Maritime Talk Story Event** — The Marimed Foundation organized a Talk Story gathering that brought together current students along with past participants who have successfully entered the maritime workforce. The informal setting allowed for open discussion about training opportunities, career progression, and the realities of working at sea. Hearing directly from those who have transitioned into maritime careers provided encouragement to newer students and reinforced the value of continued workforce development programs here in Hawaii.

I would also like to congratulate Brother Don Ngo as he steps into the role of Honolulu Port Agent. Don brings 26 years of membership in the Marine Firemen's Union, along with extensive shipboard experience and a strong understanding of our hiring hall operations. Over the years, Don has relieved me in the office on numerous occasions and has always done an excellent job representing the hall and assisting the membership. Because of his experience and familiarity with the work, I am confident he will transition smoothly into his new role as Port Agent. I wish Don the very best and know the Honolulu membership will be in good hands under his leadership.

As this will be my final monthly report after 30 years of membership in the Marine Firemen's Union, I would like to take a moment to express my sincere gratitude. I would like to thank the Marine Firemen's Union for the opportunity to serve and be part of this great organization for three decades. It has truly been an honor to work alongside so many dedicated union brothers and sisters throughout my career.

I would like to extend my appreciation to our current leadership, President Anthony Poplawski and Vice President Bobby Baca, for their leadership and continued efforts in guiding our union into a stronger position for the future. Their dedication to protecting our membership and strengthening the organization is greatly appreciated.

I would also like to thank all my union brothers and sisters who supported me throughout the years. The camaraderie, professionalism, and commitment I have witnessed from our membership has always been something I have been proud to be a part of.

A special thank you goes to the Welfare Department for the work they do every day taking care of our members and their families. The support systems that the union provides—whether through benefits, assistance programs, or advocacy — are an essential part of what makes this organization strong.

Finally, I would like to thank everyone I have had the privilege of working with over the years, both within the union and throughout Hawaii's maritime community. It has been an honor to represent the membership and serve the Honolulu Hall.

Mahalo for allowing me the privilege of serving this membership.

Aloha,  
**Mario Higa**, Port Agent

# SEATTLE NOTES

During the month of February Seattle shipped one REJ, one 2nd REJ, one Junior Engineer and eight Standby Reefer/Electricians. Seattle currently has seven A-, four B-, and four C-seniority members registered for shipping.

If you are found Not Fit for Duty, whether from injury aboard or ashore, or from a prolonged serious illness, it is important that you immediately contact

the Welfare Plan or your Branch of registration. You are part of a Union, and there are benefits through our Welfare Plan that are available to you while you are healing. Please ask about it the next time you are in the hall.

Fraternally,  
**Brendon Bohannon**,  
Representative

## Port of Oakland opens 2026 with modest cargo growth

The Port of Oakland began 2026 with steady cargo performance, handling 195,897 twenty-foot containers (TEU) in January, a 1.4 percent increase compared to January 2025 and a 9.1 percent rise from December 2025 volumes. The results signal a stable start to the year, supported primarily by stronger import activity following the holiday season.

Loaded imports reached 85,457 TEU in January, increasing 4.9 percent year over year and climbing 15.4 percent compared to December. The gains reflect improved inbound cargo flows as supply chains normalized after late-year demand cycles. Total import volume, including empty containers, totaled 100,482 TEU — up 6.8 percent from January 2025 and 13.3 percent higher month over month.

Loaded exports totaled 64,510 TEU, remaining essentially flat year over year with a slight 0.3 percent decline and falling 2.3 percent from December levels. The figures reflect continued variability in overseas markets affecting outbound shipments.

Overall export volume, including

### POLITICAL ACTION FUND

**Voluntary donations for February 2026:**  
David Hooper, P-2818.....\$200.00  
Rodney Masada, P-2826.....\$341.10  
Jeffrey Baumgarten, #3745 .....\$25.00

### HONOR ROLL

**Voluntary donation to General Treasury — February 2026:**  
Jason Roate, #3827 .....\$20.00  
Lee Jorgensen, P-2693 .....\$10.00  
Samuel Garrett, JM-5317.....\$200.00  
Michael Carr, P-2718.....\$601.00  
Eeric White, #3925 .....\$100.00  
Edgardo Guzman, #3905.....\$100.00  
Jeff Howser, JM-5488.....\$10.00

empties, reached 95,415 TEU, down 3.7 percent compared to the same month last year but up 5.0 percent from December, supported in part by ongoing agricultural exports.

The port recorded 88 vessel calls during January, nearly unchanged from the prior year. Average container exchange per vessel was approximately 2,226 TEU, reflecting the continued deployment of larger vessels calling Oakland.

January's performance highlights steady operational conditions and balanced cargo flow as the Port enters the new year with modest but positive momentum.

### HOWZ SHIPPING?

February 2026

**San Francisco**

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	5
Junior Engineer .....	1
Wiper .....	3
Standby Electrician/Reefer .....	10
Standby Wiper .....	5
<b>TOTAL .....</b>	<b>25</b>

**Seattle**

Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer .....	1
Standby Electrician/Reefer .....	8
<b>TOTAL .....</b>	<b>11</b>

**Honolulu**

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer .....	3
Oiler .....	1
Wiper .....	2
Standby Electrician/Reefer .....	23
Standby Junior Engineer .....	2
Standby Wiper .....	28
<b>TOTAL .....</b>	<b>61</b>

**Wilmington**  
No Report Submitted

### Regular membership meeting dates 2026

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

## MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) \_\_\_\_\_ PENSION or BOOK NO. \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Check box:  U.S. & POSSESSIONS  OVERSEAS

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

Voluntary Political Action Fund Donation  \$ \_\_\_\_\_

Please make checks payable to:

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