



Maritime stakeholders oppose proposed Howard Terminal ballpark

The proposed Oakland Athletics baseball park to be located at the Port of Oakland is drawing criticism and opposition from maritime stakeholders. Among the stakeholders' concerns are:

- Losing Howard Terminal limits future port expansion by taking the acreage out of service for commercial maritime operations, causing carriers and shippers to take their business to Los Angeles and Long Beach.
- The proposed ballpark would have a negative impact on navigating a vessel to its berth when ball games are played at night because the stadium lights will be at the same level as the ship's pilot house and will obscure navigational aids in the Oakland Estuary.
- Ballpark development may limit the ability to expand the turning basin to handle larger vessels. Widening the turning basin may be critical to handling mega container ships of 18,000 TEU at Oakland International Container Terminal (OICT). OICT is the port's biggest container terminal, and so the berthing of the bigger ships is crucial. Currently, the biggest ships that can be serviced at the port have a 14,000 TEU capacity and are about 1,200 feet long.
- Small boats and kayakers in the Oakland Estuary ship channel adjoining the proposed stadium could

disrupt the docking of ships during baseball games.

- Because there is a residential component to the proposed development (4,000 condominiums), residential owners could file lawsuits to stop or reduce port operations, container operations, truck and barge arrivals, tugboat operations, vessel refueling, lights at night, noise, traffic and related emissions.
- Since the proposed ballpark has no onsite parking, parking will need to come from as far as 20 minutes away and traffic will likely impact Union Pacific and Amtrak rail operations, as well as trucks entering and leaving the port.

At a regular Headquarters meeting on February 5, the membership of the San Francisco-based Marine Firemen's Union (MFWU) carried a motion to oppose the Howard Terminal development. The Sailors' Union of the Pacific (SUP) took similar action at its Headquarters meeting. On February 7, representatives from maritime labor unions (MFWU, MM&P, MEBA, SUP, IBU, and ILWU Locals 6, 10, 34, 54 and 91) met in San Francisco with representatives from the Pacific Merchant Shipping Association and Pacific Maritime Association to develop a strategy to oppose the Howard Terminal project.



Representatives from maritime labor unions and employers met to develop a strategy to oppose the Howard Terminal project. Top row left to right: MFWU President Anthony Poplawski, ILWU Legislative Representative Lee Sandahl, ILWU Local 34 Vice President Ricky Cox, ILWU Local 6 Secretary-Treasurer Chris Castaing, ILWU Local 34 President Keith Shanklin, MM&P Coast Agent Jeremy Hope, ILWU Local 10 Business Agent Frank Gaskin, MEBA Executive VP Adam Vokac, and Dan Kaney of the Pacific Maritime Association. Bottom row left to right: Epi Rivera from ILWU Local 54, Billy Kepoo from ILWU Local 91, ILWU Local 54 President Eric Reyes, ILWU Local 10 President Melvin MacKay, IBU President Marina Secchitano, MM&P United Inland Representative Sly Hunter, MEBA Oakland Patrolman Max Alper, IBU Regional Director Robert Estrada, SUP President Gunnar Lundeberg, and Pacific Merchant Shipping Association President John McLaurin.

Cape Hudson delivers for Cobra Gold

On January 21-25, Military Sealift Command (MSC) chartered ship *MV Cape Hudson* arrived at Sattahip, Thailand, to offload equipment in support of exercise Cobra Gold 2019. The *Cape Hudson* began the voyage from its home port in San Francisco and took on cargo in Tacoma, Hawaii, Guam and Japan.

Thailand was the first point of discharge at the ports of Thung Prong and Chuk Samet. The ship offloaded approximately 435 end items and containers in about four days. *Cape Hudson* departed Thailand January 25 and headed to its next port to offload more equipment for other missions.

The Matson Navigation Company-operated *Cape Hudson* is a 750-foot long roll-on, roll-off cargo vessel with four decks of cargo space. The ship can accommodate 186,000 square feet of cargo, which equates to about 4.3 acres of space that can equal roughly 38,000 tons of cargo.

The voyage charter is part of a mobility operation for U.S. Army Pacific called Pacific Pathways 19-1, where the ship hops around the Pacific region supporting follow-on missions. Pacific Pathways is an innovation that links a series of U.S. Pacific Command-directed Security Cooperation exercises with allied and partner militaries to a single MSC charter vessel on a single voyage plan that delivers equipment to support the various

exercises. The Pacific Pathways concept commits a designated task force and its force package equipment to the entire duration of a pathway.

As a commercial ship that is part of the Ready Reserve Force fleet of vessels, the *Cape Hudson* has also supported many other military charters including Operation Iraqi Freedom deployments in 2003 and 2004.

To support the smooth discharge of equipment, MSC's Pearl Harbor, Hawaii-based Expeditionary Port Unit (EPU) 115 deployed a seven-member team to assist with port operations. An EPU is a highly mobile unit that can deploy rapidly anywhere in the world to support overseas contingency operations, setup port operations and establish presence where there is no MSC or U.S. Navy support es-



A Thai port official watches the arrival of the Matson Navigation Company-operated *MV Cape Hudson* at the port of Thung Prong.

Photo by Lt.Cmdr. John MacTaggart, Military Sealift Command Far East.

tablished in order to receive cargo ships: government owned, government contracted or chartered ships.

MFWU members aboard the *Cape Hudson* during the mission were Electrician Ivan Leslie, JM-5325; Oiler Jonard Revocal, JM-5290; Oiler Mike Johnson, JM-5244; Oiler Kerry Coleman, JM-5021; and Wiper Michael Drummond, non-seniority.

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DHS seeks comments on TWIC program

The Department of Homeland Security is seeking comments to assess how effective the Transportation Worker Identification Credential (TWIC) is at enhancing security and reducing security risks for regulated maritime facilities and vessels. Through the transportation security card program, DHS issues TWIC cards. Legislation that was passed August 2, 2018, restricts the U.S. Coast Guard from implementing any rule requiring the use of biometric readers for TWIC until

after submission to Congress of the results of this effectiveness assessment.

The Homeland Security Operational Analysis Center (HSOAC), a federally funded research and development center operated by the RAND Corporation, will collect information from those involved in maritime security on behalf of the DHS S&T Research and Development Partnerships Federally Funded Research and Development Center Program Management Office.

HSOAC will visit regulated maritime facilities and terminals and conduct interviews using a semi-structured interview method to collect information. HSOAC will analyze this information and use it to produce a public report with its research findings.

Comments will be accepted until April 8, 2019. Comments, identified by docket number DHS-2018-0052, may be submitted at: Federal eRulemaking Portal: <http://www.regulations.gov>.

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PATRIOT CONTRACT SERVICES

(Adm. Callaghan, Cape Orlando, Cape Taylor, Cape Texas,
Cape Trinity, Cape Victory and Cape Vincent)
and

MATSON NAVIGATION COMPANY

(Cape Henry, Cape Horn and Cape Hudson)

Wage Rates — Ready Reserve Force Vessels — Effective January 27, 2019

FOS

Rating	Monthly Wage	Daily Wage	Monthly Suppl.	Daily Suppl.	Hourly Overtime	Hourly Penalty	Daily MPPP
QMED Electrician	\$5,589.22	\$186.31	\$2,794.61	\$93.15	\$40.52	\$22.98	\$15.38
QMED Day Worker	\$5,043.36	\$168.11	\$2,521.68	\$84.06	\$40.52	\$22.98	\$15.38
QMED Pumpman	\$5,178.22	\$172.61	\$2,589.11	\$86.30	\$40.52	\$22.98	\$15.38
Oiler	\$3,758.45	\$125.28	\$1,879.23	\$62.64	\$34.58	\$17.59	\$15.38
Fireman/Watertender	\$3,758.45	\$125.28	\$1,879.23	\$62.64	\$34.58	\$17.59	\$15.38
Wiper	\$3,327.17	\$110.91	\$1,663.59	\$55.45	\$20.67	\$13.94	\$15.38
GUDE, GVA	\$3,327.17	\$110.91	\$1,663.59	\$55.45	\$20.67	\$13.94	\$15.38

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays. Unlicensed personnel shall earn fifteen (15) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

ROS

Rating	Weekly Wage	Daily Wage	Hourly Overtime	Daily Suppl.	Hourly Overtime	Hourly Penalty	Daily MPPP
QMED Electrician	\$1,606.59	\$229.51	\$40.12	\$15.30	\$40.52	\$22.98	\$15.30
QMED Pumpman	\$1,606.59	\$229.51	\$40.12	\$15.30	\$40.52	\$22.98	\$15.30
GUDE, GVA	\$986.64	\$140.95	\$20.47	\$9.40	\$20.67	\$13.94	\$15.30

Weekly wages shall be divided by seven when determining daily wages for unlicensed crew who work less than a full week, provided however, that no unlicensed crewmember shall be paid less than the weekly wage listed above when employed Monday through Friday and the vessel remains in Reduced Operating Status throughout the subsequent weekend. The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays. All ratings shall earn two (2.0) days of vacation leave for each thirty (30) days employed in ROS.

NWSA releases marine cargo economic impact report

The Northwest Seaport Alliance (NWSA) released an economic impact report detailing the benefits of marine cargo to the state of Washington. The combined ports of Seattle and Tacoma make up the fourth-largest container gateway in North America, and directly support 20,100 jobs and \$1.9 billion in labor income. The marine cargo industry produced an average annual wage of \$95,000 and directly supported \$5.9 billion in business output.

The NWSA represents one of the largest marine cargo gateways in the U.S. In 2017, more than 3.7 million twenty-

foot equivalent units (TEU) carrying 26.1 million metric tons of containerized cargo were handled at the NWSA across facilities at the Ports of Seattle and Tacoma. The majority of this cargo was international, though 700,000 TEU were shipped to and from Alaska, Hawaii, and other domestic locations.

Factoring in upstream business-to-business transactions and worker earned income household consumption expenditures the NWSA activities supported 58,400 jobs across the state economy—the equivalent of a job multiplier of 2.9. In other words, for every di-

rect job, marine cargo activities through the NWSA support an additional 1.9 jobs throughout the Washington state economy.

The NWSA containerized cargo facilities include six properties in the South Harbor and five in the North Harbor. In 2017, the NWSA handled more than 26.1 million metric tons of containerized cargo, directly supporting an estimated 14,890 jobs, \$1.5 billion in labor income (including wages and monetized benefits) and \$4.5 billion in business output. Factoring in indirect and induced economic impacts, containerized cargo operations supported a total of 45,500 jobs, \$3.2 billion in labor income and \$9.7 billion in business output in 2017.

Other highlights of the report include:

- Auto import activities directly supported 1,330 jobs in 2017, as well as more than \$108.4 million in labor income and nearly \$309 million in business output.
- Breakbulk and other marine cargo handling directly supported 3,880 jobs in 2017, nearly \$292 million in labor income and more than \$1 billion in business output.
- The direct and secondary economic activities related to marine cargo at the NWSA generated nearly \$136 million in sales and use taxes, business and occupation taxes, and other taxes for Washington state.

Los Angeles and Long Beach post record annual volumes

The twin ports of Los Angeles and Long Beach both posted their highest container volumes ever in 2018, with growth driven by importers' concerns over a looming trade war.

The Port of Los Angeles handled 9.5 million TEU in 2018, setting a new record for the third year in a row. The increase can be attributed in part to international politics: about half the port's trade is with China, and due to the Trump administration's threat to increase tariffs on Chinese goods, many importers accelerated their activity in order to stockpile China-sourced products.

The distribution of peak cargo vol-

umes correlated with the timeline of the trade dispute. In December, the port processed more than 900,000 TEU, the busiest December in the port's 111-year history and a 16 percent jump year-over-year. It was the sixth consecutive month of volumes exceeding 800,000 TEU.

This pattern has played out at multiple container ports across the U.S., according to the National Retail Federation (NRF). NRF estimates that America's largest ports handled a total of 21.6 million TEU last year, an increase of five percent over 2017, due to importers' desire to stock up. However, that rush could mean less business for ports in 2019.

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U.S. ports want \$4 billion to enhance security

In the latest report in its “The State of Freight” infrastructure series, U.S. member ports of the American Association of Port Authorities (AAPA) identified nearly \$4 billion in crucial port and supply chain security needs over the next 10 years. The AAPA says that money is needed to ensure America’s port facilities are properly equipped to address new and evolving security challenges. The report recommends refocusing the Federal Emergency Management Agency’s Port Security Grant Program to better meet the security infrastructure needs of publicly-owned commercial seaports and related maritime operations. This includes funding an estimated \$2.62 billion in maintenance and upgrades to port security equipment and systems, and another \$1.27 billion for

investments to tackle cybersecurity, active shooter, drone mitigation, resiliency and other evolving security threats.

Currently, the U.S. government invests \$100 million annually in the Port Security Grant Program. Since the grant program was initially authorized after 9/11, America’s population has increased about 15 percent, with a pronounced population shift to metropolitan areas, and in many cases near port authority freight and passenger facilities. By the end of 2017, container volumes through these facilities had increased 71 percent and total foreign trade tonnage had increased 37 percent, while cruise passenger traffic nearly doubled.

In the survey used to prepare the report, 85 percent of AAPA U.S. member

ports say they anticipate direct cyber or physical threats to their ports to increase over the next 10 years. Conversely, 10 years ago, cybersecurity, active shooter, drones, increasing energy exports or other soft targets were not highly anticipated threats. The 2017 APM Maersk cyber-attack illustrated how an incident can start outside the U.S. and have a cascading impact on ports and terminal operations across the globe.

78 percent of ports anticipate using future port security grant funding

on cyber security, and 90 percent report that future funding would be used for upgrading technology, such as cameras and other surveillance tools. In addition, soft targets such as active shooters “keep port security staff up at night,” said multiple port security directors. 86 percent of ports would use future security funding to enhance physical security, and 65 percent would use it for training to better prepare port and local first responders to respond effectively to soft target threats such as an active shooter.

Conventional reefer vessels lose market share

Total seaborne transport of fresh produce grew by five percent to 116 million tons in 2017, and containerized reefer traffic grew by eight percent. In contrast, conventional reefer vessels which have a traditional cargo operation with top opening hatches have lost ground. Down from 55 percent in 2000, the share of conventional carriers in the transport of refrigerated perishables has now dropped to just over 18 percent, according to a Dynamar report.

Despite a relatively small fleet of 574 ships with a 183.9 million cubic feet capacity, the conventional reefer fleet is rather fragmented. The 15 largest carriers operate 56 percent of the fleet in terms of capacity. The largest of these is Baltic Shipping/Cool Carrier with 11.0 percent. As they operate relatively large units, by number of vessels they are responsible for only 40 percent of the fleet.

Most fruit traders, however, are increasingly dependent on dedicated full reefer container ships, and only part of their required transport needs is performed by conventional reefers. Most container ship operators are, to a degree, involved in the transport of reefer boxes, but only a few have a network of services, the suitable capacity and the equipment to be considered a major reefer operator. Ever fewer carriers qualify as major reefer operators, and whereas a few years ago Dynamar compiled the top 15, it is now difficult to put together a top 10. These top 10 deploy 767 ships in total, with an aggregate 4.33 million TEU and 557,750 million reefer plugs, which are deployed in relevant trades.

As a result of the IMO 2020 sulfur cap, Dynamar expects many old and fuel-hungry conventional reefer ships will be scrapped. For a time at least, both conventional reefer operators and container ship operators will receive a boost from the reduction in trade capacity, helping offset the new higher fuel costs. New developments in the reefer shipping segment in 2018 reveal a further swing towards investment in, and a pref-

erence for the reefer container segment.

At the end of 2018, the world maritime container reefer box fleet totaled 2.9 million TEU, comprised of predominantly 40-foot high-cubes. Production in 2018 was projected to reach 130,000 TEU, which is an approximate growth of 12 percent compared to the year before. For 2019, production is predicted to rise, but not by much.

12 major container carriers in 2017 operated 2.08 million TEU of owned and leased boxes, or around 79 percent of the total reefer container fleet. At the end of the same year, lessors owned 49 percent of these.

Most ships in service (or listed as idle) at the time of publication were built between 1988 and 1994, with another peak in 1998. Although the order book is modest, it is an increase after years of virtually no newbuilding activity; in 2014 two ships were delivered, and in 2015 one. In the first half of 2018, four vessels were completed, while another nine were scheduled for delivery before the year end. Combined, these units offer capacity for 4.6 million cubic feet. Many of the vessels are small, only three over 300,000 cubic feet with container capacity of 1,760 TEU (940 reefer points).

Apart from ships coming to the end of their technical lifetime, often vessels are demolished in batches when the market dips. In 2017, some 25 ships were sent to the breakers with an average age of 23 years. Of these, some small units were 36 years old. In the first half of 2018, 19 ships were reported demolished, with combined cargo space for 7.5 million cubic feet. The average age of these was 33 years. Also, 12 400,000 cubic feet capacity vessels were included in this particular batch. For the full year, it was expected that some 30 ships would find their way to the breakers with an aggregated capacity of 11 million cubic feet. Dynamar expects the conventional reefer fleet to fall to around 310 ships by 2030.

U.N. Security Council focuses on maritime crime

Transnational maritime crime is becoming more sophisticated as criminal groups exploit the open spaces of the high seas, warned the executive director of the United Nations Office on Drugs and Crime (UNODC), in a recent United Nations Security Council hearing. The discussion was the first in the council’s seven decades of history to focus on this global security challenge.

Two-thirds of the world’s surface is ocean. Nearly all of that is beyond any state’s territorial waters and largely not subject to a single state criminal jurisdiction. In recent years the freedom of navigation is being exploited by criminal groups. Transnational maritime crime is increasingly sophisticated, and it is expanding, both in terms of size and types of criminal activities.

Preventing and responding to maritime crime can often be difficult since it often involves vessels, cargoes, crews and financing from different regions. These crimes include:

- piracy and armed robbery at sea in the Gulf of Guinea;
- kidnap for ransom in the Sulu and Celebes Seas;
- smuggling of migrants and terrorist material as well as attacks on shipping in the Gulf of Aden;
- cocaine trafficking in the Atlantic and Eastern Pacific;

Defense department looks to privatize the entire household goods process

In the wake of increasing problems with service members’ household goods shipments, U.S. Transportation Command (TRANSCOM) officials are moving toward privatizing the entire process within two years. While this is a longer-term possible solution to fix problems with the physical process of moving, officials are also putting some initiatives into place for this year’s summer peak season. And the Army is looking at the bigger issue of the frequency of permanent change of station (PCS) moves, which affect a variety of quality of life issues such as spouse employment and children’s education.

There has been increasing pressure on defense officials to improve household goods moves for military families, and to hold moving companies accountable, especially after last year, when a number of families complained about late deliveries and damaged household belongings. Officials at TRANSCOM have been considering a number of ideas and suggestions to improve the process, and are now in the initial stages of gathering input and moving toward total privatization. TRANSCOM is the executive agency for military household

- heroin trafficking in the Indian Ocean;
- illegal fishing in the Atlantic, Indian and Pacific oceans;
- and migrant smuggling in the Mediterranean.

The UNODC emphasized the importance of all countries ratifying and implementing international commitments, including the UN Convention against Transnational Organized Crime and its protocols, and providing technical assistance; welcomed the Security Council’s continued engagement to help strengthen cooperative action against transnational maritime crime.

The Convention against Transnational Organized Crime entered into force in 2004, and it has 147 signatory countries. Three subsequent protocols on human trafficking, migrant smuggling and gun-running are also in force, but have fewer signatories.

UNODC’s Global Maritime Crime Program conducts a wide range of anti-piracy and anti-crime assistance initiatives, from institution-building work with courts, prosecutors and prison systems to training programs for national coast guards. It has its origins in the UN-backed anti-piracy initiative in the Horn of Africa, and following the broad success of that effort, it has expanded its work worldwide.

goods moves.

TRANSCOM is considering one move manager that would be responsible for coordinating the industry. In turn, TRANSCOM would manage the contract, similar to the current process for managing the shipment of service members’ privately owned vehicles. Officials hope to have that move manager in place and make the transition to a privatized system by the beginning of the peak summer season in 2021.

The service branches are increasing the quality assurance inspections of companies to hold them accountable. The Army will conduct quality assurance inspections for 50 percent of the moves, at the point of packing, and the point of delivery, up from the previous 25 percent of moves inspected. Across the Department of Defense (DOD), movers will also put more household goods in crates for moves within the continental U.S. In May, TRANSCOM will stand up a 24/7 hotline for anyone across DOD who is having issues with their household goods move. Part of the frustration for service members and families last year was difficulty in getting problems solved.

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

ESD BID

Last year, the Union worked with Patriot Contract Services (PCS) to formulate a competitive bid to operate and maintain two Expeditionary Transfer Dock (ESD) vessels. On January 28, the Union was informed that the company had lost the bid. The contract to operate and maintain the two vessels (*USNS John Glenn* and *USNS Montford Point*) was awarded to the incumbent operator.

Ocean Ships Inc., of Houston, Texas, was awarded the \$20,800,875 firm-fixed-price contract. The contract includes a 12-month base period, four 12-month option periods and a six-month option under a Federal Acquisition Regulation, which, if exercised, would bring the cumulative value of the contract to \$118,985,659. Work will be performed at sea worldwide and is expected to be completed, if all options are exercised, by November 2024.

The Navy's Military Sealift Command, headquartered in Norfolk, Virginia, is the contracting activity.

MEDICARE REIMBURSEMENT

Under the MFOW Welfare Plan, MFOW pensioners eligible for an SIU-PD pension benefit are reimbursed the monthly Medicare Part B premium. This reimbursement is included in the monthly pension check.

The MFOW Welfare Plan was informed that the Medicare Part B premium increase effective January 1, 2018, was overlooked and not added to the pension checks. The monthly premium reimbursement increase from \$109 to \$130 adjustment retroactive to January 1, 2018, and the additional increase to \$135.50 retroactive to Janu-

ary 1, 2019, were added to the February 1, 2019 pension checks.

MERCHANT MARINE VETERANS

On January 15, Congressman John Garamendi (D-California) introduced House Resolution 550 Merchant Mariners of World War II Congressional Gold Medal Act. The bill aims to award a Congressional Gold Medal to merchant mariners who served in World War II. The Gold Medal is one of the highest honors awarded in the United States.

An estimated 8,300 mariners lost their lives, and another 12,000 were wounded, delivering goods to the military in both operating theaters of World War II.

The bill was co-sponsored by Representatives Don Young (R-Alaska) and Susan Brooks (R-Indiana), who joined Garamendi in the introduction of the bill. It is currently awaiting action by the House Financial Services Committee.

Additionally, a similar bill — S. 133 Merchant Mariners of World War II Congressional Gold Medal Act of 2019 — was introduced in the Senate by Senator Lisa Murkowski (R-Alaska) on January 15. This bill was read twice and referred to the Senate Committee on Banking, Housing, and Urban Affairs.

GOVERNMENT SHUTDOWN

The partial government shutdown — from December 22, 2018, to January 25, 2019 — resulted in a partial lapse in appropriations and shutdown of U.S. Coast Guard National Maritime Center (NMC) operations. The NMC reopened January 28, 2019, and implemented the following measures to mitigate the impact on mariners and to address increased levels of application inventory:

- Merchant Mariner Credentials and Medical Certifications (National Endorsements only) set to expire in December 2018, January 2019, or February 2019 remain valid until May 31, 2019.
- Additional Information (AI) letters, Qualified Assessor (QA) letters, Designated Examiner (DE) letters, Proctor Approval letters, Approval to Test (ATT) letters, and mariner training completion certificates set to expire in December 2018, January 2019, or February 2019 remain valid until April 30, 2019.
- Mariners seeking to operate on STCW endorsements that expired on or after December 1, 2018, may request continued service STCW dispensations via e-mail at STCWDispensations@uscg.mil.

All RECs were fully operational and open to the public by January 30, 2019. The scheduling system for REC examinations, application drop off, and other credentialing business was active beginning January 31, 2019.

Repealing the Jones Act is a path to disaster

By Salvatore R. Mercogliano, Ph.D.

A recent opinion piece by Malia Hill, the Policy Director of the Grassroot Institute of Hawaii, accused those of supporting the Jones Act as believing in alien abductions and the reduction of the U.S. Jones Act fleet akin to "shrinking like a man in a freezer full of porcupines." While there is no denying her literary flair, I must take issue with some of her statements.

First, she assaults the concept that

the Merchant Marine Act of 1920 (known as the Jones Act) is for national security. One only needs to look at the history to determine this to be factual. In 1914, with the outbreak of World War I, the United States possessed only eight percent of the world merchant fleet. As British, German, and other European merchant fleets were diverted to support the war effort, American goods sat on the docks and domestic manufacturing and markets clamored for imports.

Puerto Rico seeks Jones Act waiver for LNG

According to the MEBA Telex Times, the Governor of Puerto Rico has petitioned the Department of Homeland Security for a 10-year Jones Act waiver to allow the shipment of American Liquefied Natural Gas (LNG) to the island aboard foreign-flagged LNG carriers. After 2017's Hurricane Maria that devastated the island, Puerto Rico is making a push to convert most of its power generators from diesel fuel to natural gas.

Governor Ricardo Rossello Nevares said that there are no Jones Act eligible LNG carriers among 478 such vessels worldwide. The desired waiver is conditional upon the continued non-availability of Jones Act LNG carriers and would expire if one becomes available. The Governor noted that without a waiver, the island would be unable to purchase American natural gas and instead would rely on foreign sources.

Puerto Rico has long been an opponent of the Jones Act, erroneously citing it as a major cause of their island's economic woes. In recent years they made hay with a biased Puerto Rico-commissioned study heralding alternate "facts" condemning the Jones Act. Puerto Rico commonly dismisses the non-partisan

U.S. Government Accountability Office (GAO) study that discredited much of the Puerto Rico report as well as subsequent reports debunking many other anti-Jones Act claims.

Congressional leaders in the House Committee on Transportation and Infrastructure penned a letter to DHS Secretary Kirstjen Nielsen opposing the Governor's waiver request and urging its dismissal. The letter was dispatched by Committee Chairman Rep. Peter DeFazio (D-Oregon) and Ranking Member Rep. Sam Graves (R-Missouri), as well as the Chairman of the Subcommittee on Coast Guard and Maritime Transportation Sean Patrick Maloney (D-New York) and that Subcommittee's Ranking Member Rep. Bob Gibbs (R-Ohio).

The Members defended the Jones Act, which has been a fundamental pillar of U.S. maritime policy for nearly a century. "Administrative waivers of the Jones Act are constrained purposefully to rare cases where such a waiver is 'necessary in the interest of national defense.'...It is our belief that no valid national defense rationale exists to support this waiver request of the Jones Act for Puerto Rico, especially for a 10-year period," they wrote.

The saving grace for the United States was the diversion of its domestic coast fleet into the trade routes. In June 1917, two months after entering the conflict the 1st Infantry Division embarked on 14 American merchant ships, all but one was drawn from the coastal fleet.

The impetus to ensure that the United States maintained a merchant fleet that carries a portion of its goods, and its use as an auxiliary in time of war prompted the passage of the Merchant Marine Act in 1920. Supplemented by a further act in 1936, the nation proved better prepared to enter World War II. When the 1st Marine Division landed at Guadalcanal in August 1942, they did so from troopships and freighters drawn from the commercial fleet. During operations in Afghanistan and Iraq, from 2002 to 2011, American merchant ships transported over 51 million measurement tons of cargo and all the crews were drawn from the labor pool provided by the ships in the American merchant marine.

Second, Ms. Hill comments on the drop of the Jones Act fleet since the 1980s. A look at registry of the 94,169 commercial ships over 100 tons in the world shows that all the great maritime powers of the past have all been diminished. The United Kingdom is now 18th. Other nations have all fallen in similar ways to the United States at 22nd, according to the United Nations' Review of Maritime Transport 2018. The reason for this has to do with many factors, the growth in the amount of world trade, the establishment of open registries in such countries as Panama, Marshall Islands, and Liberia, and laws that allow incorporation outside national boundaries and creation of international conferences and shipping alliances. Add to it, the ending of differentials in the 1980s by the U.S. government, these all contributed to the decline of national fleets.

Finally, one must ask them self, if we end the Jones Act, along with the Mari-

time Security Program, and Cargo Preference, what happens to the American merchant marine? Well, it will probably be reflagged, retired, or go away. But, can the United States survive without a merchant marine?

Look what happened when Hanjin Marine, one of the top ten container lines in the world, collapsed. American markets clamored for their cargoes as they sat aboard ship. What would happen if the three mega-alliances decided not to trade with the United States or if a war came and American goods pile up on the docks and imports cease?

The United States is not like other nations as it stands as the world's leading economy, with alliances and military forces stationed and deployed worldwide. Can a superpower count on a Swiss-based company, with a Panama-flagged ship, with Ukrainian-officers, and Filipino-crew delivering its military equipment to troops waiting for it at an overseas port? I am not sure, but the Canadians learned a lesson when 10 percent of its Army's equipment was detained on board *GTS Katie*, flying the flag of St. Vincent and the Grenadines in 2000. The Canadian military had to seize the ship and sail it into Montreal as the ship was in a financial dispute.

I do believe that there is a historical and relevant case to be made in maintaining the Jones Act and ensuring that the United States possesses a domestic merchant fleet. The flag of the American merchant marine states "In Peace and War," and throughout its history, the merchant marine has answered the call with little fanfare or regard. Can the Jones Act be improved? Of course it can, just like every law; but demonizing your opposition and failing to consider the reasoning behind such a quintessential piece of maritime legislation is short sighted and disingenuous.

Mercogliano is Associate Professor of History at Campbell University.

VICE PRESIDENT'S REPORT

February is off and running with a chilly start. *Note to members:* The TWIC processing center and the U.S. Coast Guard are both under the Department of Homeland Security. When applying to renew your TWIC, you must list your occupation as a merchant mariner, since the Coast Guard uses your TWIC information to reissue your Merchant Mariner Document. Any conflicting information will delay the processing of your documents.

Congratulations to the following members for their advancement in seniority: James Williams, JM-5206; Michael Johnson, JM-5244; and John Niemynski, JM-5055.

VESSEL RUNDOWN

Matson: All vessels are calling for Standby Wipers and Standby Electrician/Reefers.

The *Maui* has been laid up since December 2017; in October 2018 she was moved to Pier 3, RRF fleet, Alameda. The *Kauai* has been laid up since November 30, 2018, at Pier 3, RRF fleet, Alameda. The *Lihue* was laid up at Berth 60, Middle Harbor Terminal, Oakland on October 30, 2018. On Friday afternoon, January 25, we had a false start for an emergency activation of this "old girl." Cobbled up a crew and started the paperwork. At 1600, cooler heads prevailed and cancelled the activation.

The *Matsonia* made LAX on her last trip to load out 200 RVs, those of which

would have been loaded on the *Lihue*. She is now back on the OAK-HON yo-yo run, three days behind schedule.

The *Daniel K. Inouye* is on the Pacific Southwest triangle run. On Voyage 003, shipped a rotary Wiper for a voluntary quit and a one-trip ERJ. On V004, shipped a Watch Jr. Engineer for a voluntary quit. The *Mahimahi* and *Manoa* are on the Pacific Northwest triangle run and have started calling for additional Standby Electrician/Reefers.

We dispatched one Oiler/OS (open job) to the tug-barge *Kamokuiki*.

APLMS: All vessels are calling for two or three Standby Wipers for one or two days, depending on the base schedule. The *President Roosevelt* called for three Standby Wipers. The *President Wilson* and *President Eisenhower* were in and out smooth.

On January 4 at 1500, the *President Cleveland* called for a pierhead jump of two additional Day Jr. Engineers (special project) to fly to Pusan to assist with generator repairs; both members rode the vessel back to Oakland. Thank you to those brothers for stepping up on a Friday.

APL shuttle ships are running smoothly. *APL Gulf Express* — shipped an REJ for a 120-day time up. *APL Guam* — shipped a rotary Wiper for a 180-day time up. *APL Saipan* — still operating without a Wiper.

Fraternally,
"Cajun" Callais



Congressman John Garamendi's 9th Annual Crab Feed was held on January 25 in Vacaville. From left to right are Carla Weasel Bear, Representative John Garamendi (D-California), MFOW San Francisco Business Agent Robert Baca, MEBA member Jeff Chap and MFOW member Chiep "Akky" Taing. Maritime participants included ILWU Local 10, MEBA, MFOW, MM&P, SIU-AGLIW and Patriot Contract Services.

\$244 million tug and barge merger

Two large North American tug and barge fleets will be merged in an acquisition that will form one of the biggest transporters of oil products along U.S. inland waterways. Kirby Corporation has signed a definitive agreement to acquire the marine transportation fleet of Cenac Marine Services for around \$244 million in cash. This purchase agreement comes as the inland transportation sector is encountering rising demand and barge utilization levels and when Kirby is retiring older units. The acquisition will be financed through additional loans and will reduce Kirby's need for fleet renewal expenditure.

Cenac's fleet includes 34 inland towboats and two offshore tugboats, plus 63 inland tank barges, each with capacity of around 30,000 barrels. In total, this fleet can transport approximately 1.9 million barrels of oil on the lower Mississippi River, its tributaries, and Gulf Intracoastal Waterway.

These tank barges are designed to transport petrochemicals, refined products, and black oil, including crude oil, residual fuels, feedstocks and lubricants for major oil companies and refineries in the US.

Cenac's fleet of modern inland towboats and offshore tugboats has an av-

erage age of six years, while the barges have an average age of four years. Around 80 percent of the 63 barges transport clean products and 20 percent are heated black oil vessels.

Kirby expects to complete the Cenac acquisition, subject to certain closing adjustments and regulatory approvals under the Hart-Scott-Rodino Act, in the first quarter 2019. The deal comes as spot market rates for inland transportation tugs and barges is rising due to favorable

Kirby announced revenues of \$721.5 million in the fourth quarter 2018, compared with \$708 million in the same period in 2017. It reported revenues for the whole of 2018 at \$2.97 billion compared with \$2.21 billion in 2017 due to more favorable inland transportation and coastal trade.

Kirby has been in expansive mood with acquisitions and tug-barge additions. In February 2018, Kirby acquired Higman Marine for \$419 million in cash to take control of 75 inland towboats and 159 inland tank barges. In December 2017, Kirby took delivery of an articulated tug barge unit from Fincantieri Bay Shipbuilding — tug *Ronnie Murph* and a 158-meter long barge, *Kirby 155-03*.

BUSINESS AGENT'S REPORT

Congressman John Garamendi held his 9th annual crab feed on January 25. I attended the event, along with guest Carla Weasel Bear and MFOW member Akky Taing, JM-5149. There were many other union personnel and supporters present. The maritime industry was well represented and included ILWU Local 10 President Melvin Mackay; SIU-AGLIW West Coast Vice President Nick Marrone and SIU-AGLIW Port Agent Nick Marrone II; Captain Margaret Reasoner and Captain Dave Nolan of Patriot Contract Services; Jeff Chap, MEBA; and MMP Coast Agent

Jeremy Hope.

Jobs dispatched in January to Patriot Contract Services: *USNS Soderman* — One Oiler awaiting fly-out to Korea. *MT SLNC Pax* — one Oiler was flown to Houston, Texas, and one Wiper was flown to Gibraltar. *USNS Red Cloud* — one Oiler was flown to Korea. *USNS Charlton* — one Oiler awaiting fly-out to Saipan and one Wiper on a plane heading to Saipan. *USNS Dahl* — one Wiper flown to Saipan.

Fraternally,
Bobby Baca

U.S. unions bring solidarity to striking Mexican workers

A delegation of union leaders from the national AFL-CIO, the Texas AFL-CIO, the UAW and the United Steelworkers (USW) traveled to Matamoros, Mexico, last week to support tens of thousands of factory workers who have launched a wave of strikes to demand wage increases and democratic control of their unions.

Since January 25, at least 48 factories that produce auto parts and other goods for export to the United States have signed agreements to increase wages by 20 percent and pay a bonus of 32,000 pesos (about \$1,750). This is a huge victory for the workers, most of whom make around \$2 per hour. In the past week, the strike wave has spread beyond the factories to supermarkets and other employers, with all the workers demanding "20/32." The leaders of the Matamoros unions, which historically have been

close to the employers, were forced to endorse the workers' demands.

The delegation visited the picket line at Advanced Scientifics, a subsidiary of Massachusetts-based Thermo Fisher Scientifics, which produces medical supplies. Some 70 workers have been camped outside the plant 24 hours a day in near-freezing temperatures.

While the wage increase and bonus are a huge victory, the employers and the Confederation of Mexican Workers unions are striking back already. In one week, as many as 2,000 strike leaders have been fired and blacklisted, despite legal prohibitions and non-reprisal agreements signed by the employers. The U.S. delegation met with fired leaders from several factories who are planning a public protest to demand reinstatement.

Falls of Clyde up for auction

On February 7, the Hawaii Department of Transportation (HDOT) Harbors Division notified the public that the historic *Falls of Clyde* vessel is being offered for sale by auction, pursuant to Hawaii Revised Statutes 266-27. The 280-foot steel-mast sailing vessel is currently docked at Pier 7 in Honolulu Harbor.

HDOT supported the Friends of Falls of Clyde by not charging any rent or fees for the use of Pier 7 since April 2009. In 2016, HDOT terminated the Pier 7 permit and began legal proceedings to have the vessel removed. The ship was then impounded.

In December 2018, the vessel began taking on water in the stern. A hole was discovered in the stern ballast tank causing it to flood. The hole was patched.

In January 2019 the vessel began to list heavily to port. A hole was found on the port side, which began flood-

ing the vessel. The hole was patched. Then HDOT observed the vessel was beginning to sink. Further inspection revealed the vessel taking on water. HDOT received an emergency procurement to pump the water from the vessel and make repairs. Multiple holes and cracks in the hull were patched. HDOT determined that the condition of the vessel was at a critical point which jeopardizes the vessel's ability to stay afloat and threatens the safety of Honolulu Harbor.

The auction proceedings, in part, are to protect Honolulu Harbor, which is vital to the shipping and cargo industry delivering items such as food, medicine and supplies to the state. Hawaii imports more than 80 percent of all goods consumed by residents and visitors, and of that, more than 98 percent flows through Honolulu Harbor and the hub and spoke commercial harbor system.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2019

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, including current endorsements and RFPEW certification.

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.

Non-seniority applicants:

(1) Non-seniority 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.

Training Resources Maritime Institute (TRMI)

Courses are conducted at Training Resources 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) TRAINING

This five-day course includes the following segments: Shipboard Damage Control; Environmental Programs; Chemical, Biological and Radiological Defense orientation; Helo Firefighting; Anti-Terrorism (one-year validation); Survival, Evasion, Resistance and Escape (three-year periodicity). These segments are required for employment aboard various MSC contract-operated ships.

March 25-29

April 15-19

May 20-24

HIGH VOLTAGE SAFETY

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

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

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

February 25-March 1

March 11-15

April 22-26

ENDORSEMENT UPGRADING COURSES

QMED Fireman/Oiler/Watertender

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Oiler/Watertender 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.

March 4-29

May 6-31

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/Oiler/Watertender course. It is recommended that eligible candidates schedule the QMED Fireman/Oiler/Watertender and RFPEW courses back-to-back for a five-week combined training session.

April 1-5

June 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.

March 4-April 12

April 15-May 24

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 15-19

May 28-31

June 17-21

QMED Junior Engineer

The MFOW Training Plan does not sponsor the QMED Junior Engineer course. A member who has successfully completed the modules for QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, and QMED Oiler can be issued the national endorsement as QMED Junior Engineer without testing provided he or she has met all other sea service and training requirements.

QMED Pumpman/Machinist

A member who successfully completes the 240-hour QMED Pumpman/Machinist course will satisfy the requirements needed for the national endorsement as QMED Pumpman/Machinist. **Prerequisites:** 360 days or more of MFOW-contracted sea time while holding the endorsements as QMED Electrician/Refrigerating Engineer, QMED Junior Engineer, QMED Fireman/Watertender, QMED Oiler, RFPEW and AS-E.

May 6-June 14

August 12-September 20

STCW Electro-Technical Rating

The required Coast Guard-approved courses leading to the STCW endorsement of Electro-Technical Rating (ETR) are not available. When the courses are available, preference shall be given to those members who have satisfactory MFOW-contracted sea time as Electrician, ERJ, REJ or Reefer/Electrician.

STCW BASIC TRAINING*

***NOTE: ALL BASIC TRAINING CERTIFICATES HOLD A ONE-YEAR VALIDATION WHEN USED FOR MARINER DOCUMENT (MMD) RENEWAL.**

Basic Training Revalidation (two days)

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.

TRMI, San Diego, CA (one day): March 8; April 5; April 26; May 10; May 31; June 14; June 28

MITAGS-PMA, Seattle, WA: March 25-26; April 22-23; May 16-17; June 24-25

Maritime License Center, Honolulu, HI: as needed

Basic Training Refresher (three days)

The BT Refresher course (24 hours) 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.

TRMI, San Diego, CA: March 27-29; April 16-18; May 22-24; June 5-7

Compass Courses, Edmonds, WA: February 26-28; March 26-28; April 30-May 2; May 21-23; June 25-2

MITAGS-PMI, Seattle, WA: as needed

Marine Firemen's Union Training Plan Tuition Reimbursement Policy

The Marine Firemen's Union Training Plan reimburses tuition costs (not lodging, subsistence or transportation) for certain types of training taken by a participant on his own.

However, preapproval of the training must be given by the Marine Firemen's Union Training Plan prior to taking the course.

Any request for reimbursement without preapproval from the Marine Firemen's Union Training Plan will be denied.

HOWZ SHIPPING?

January 2019

San Francisco	Wilmington
Electrician..... 2	Electrician..... 1
Reefer/Electrician/Jr. Engineer..... 1	Electrician/Reefer/Jr. Engineer..... 2
Junior Engineer (Watch)..... 1	Reefer/Electrician/Jr. Engineer..... 2
Junior Engineer (Day)..... 2	Junior Engineer (Day) 1
Oiler..... 6	Oiler 1
Wiper..... 4	Wiper..... 2
Standby Electrician/Reefer 12	Shore Mechanic..... 8
Standby Wiper..... 26	Standby Electrician/Reefer 24
TOTAL 54	Standby Wiper..... 53
Honolulu	TOTAL 94
Electrician/Reefer/Jr. Engineer..... 2	
Junior Engineer (Day) 2	
Wiper..... 4	
Shore Mechanic..... 1	Seattle
Standby Electrician/Reefer 17	Electrician..... 1
Standby Jr. Engineer 1	Oiler 3
Standby Wiper..... 33	Standby Electrician/Reefer 5
TOTAL 60	Standby Wiper..... 4
	TOTAL 13

Active MFOW members

Retain your Welfare Fund eligibility.

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

MFOW Welfare Fund, 240 Second Street, San Francisco, CA 94105



February 14, 2019

Hon. Rob Bonta Hon. Nancy Skinner Hon. Buffy Wicks
 California State Assembly California State Senate California State Assembly
 State Capitol State Capitol State Capitol

OPPOSE - Potential Legislation to Further Relax Environmental Protection Laws for Oakland A's Stadium Project at Howard Terminal

Dear Senator Skinner, Assemblymember Bonta, and Assemblymember Wicks,

Our diverse coalition of business, environmental, labor, maritime and shipping stakeholders strongly urge you to avoid the introduction of any bills which would further erode the state environmental laws that apply to a stadium project at Howard Terminal in the City of Oakland.

Our coalition would OPPOSE any legislation relaxing the environmental laws that apply to the construction of a stadium project at Howard Terminal. These include all of the following:

- Changing BCDC Protections for Bay Developments. We OPPOSE any reduction of the oversight by, jurisdiction of, or planning and permitting requirements of BCDC. BCDC must retain its full discretion over permit requirements for activities within its jurisdiction, as well as the adoption of findings and amendments to the Seaport Plan, to justify public benefits of the projects at Howard Terminal and around the San Francisco Bay. This oversight is critical for protecting limited Bay resources.
- Eliminating Public Trust Protections for State Tidelands. We OPPOSE any reduction or removal of the oversight, control, or application of the public trust to the state tidelands at Howard Terminal. The Legislature should not tie the hands, or in any way limit the authority, of the State Lands Commission (SLC) to conclude when waterfront projects are inconsistent with the Public Trust. Such a move would also be a drastic departure from how the Legislature and relevant regulatory authorities handled similar past
- questions about altering the Public Trust to accommodate new development.
- Undermining Existing Hazardous Materials Restrictions on Howard Terminal. We OPPOSE any legislative efforts to undermine the authority of the Department of Toxic Substances Control (DTSC) to enforce the existing Deed Restrictions on Howard Terminal. Howard Terminal is currently identified as a significantly-polluted hazardous materials site. The DTSC has concluded that the only use for the

property that does not present an unacceptable threat to human safety or the environment is when the site is capped and undisturbed in its current use as a marine terminal, and housing and other development on this site are explicitly prohibited. The legislature should avoid playing politics with the existing DTSC restrictions.

- Further Degrading CEQA Obligations at Howard Terminal. We OPPOSE any further attempts to remove or minimize CEQA obligations from the Oakland A's for their proposed stadium project. The proposed project has already significantly exceeded the physical scope and boundaries of the Howard Terminal location, and the project sponsors have expanded the scope of their EIR beyond what was described to the Legislature in AB 734. Additional exemptions are not justified and would set a dangerous precedent for the state's cornerstone environmental protection law.

The Legislature already passed AB 734 for this location and should not give any additional passes on the environmental obligations and scrutiny applicable to a potential baseball stadium and significant housing and commercial project at this site. These important and long-standing safeguards exist to protect significant State and public priorities, including the protection of public health, conservation of the San Francisco Bay, and preservation of protected wildlife. Any legislation that undermines these safeguards not only poses immediate public risks, it opens a Pandora's Box for the future erosion of critical environmental protections and presents threats to ongoing waterfront investment in the coming years.

It is in the best interests of the State, the Bay, and the public that the existing protections in law, and the authorities vested in the state agencies that police them, be maintained and enforced when or if the Oakland A's stadium project at Howard Terminal progresses through its entitlement processes.

Sincerely,
Agriculture Transportation Coalition
American Waterways Operators
California Trucking Association
Customs Brokers and Forwarders Association of Northern California
Golden Gate Audubon Society
Harbor Trucking Association
Inlandboatmen's Union of the Pacific
International Longshore and Warehouse Union – Local 6
International Longshore and Warehouse Union – Local 10
International Longshore and Warehouse Union – Local 34
International Longshore and Warehouse Union – Local 91
Marine Engineers' Beneficial Association
Marine Firemen's Union
Pacific Merchant Shipping Association
Sailors Union of the Pacific
Save the Bay
Schnitzer Steel Industries, Inc.
Sierra Club - California
Sierra Club - San Francisco Bay Chapter
Transportation Institute

cc: California State Assembly, Members, Bay Area Delegation
 California State Senate, Members, Bay Area Delegation
 Jared Blumenfeld, Secretary, California Environmental Protection Agency
 Wade Crowfoot, Secretary, California Natural Resources Agency
 Lt. Governor Eleni Kounalakis, Chair, State Lands Commission
 Zachary Wasserman, Chair, Bay Conservation and Development Commission
 Meredith Williams, Acting Director, Department of Toxic Substances Control
 Jennifer Lucchesi, Executive Officer, State Lands Commission
 Larry Goldzband, Executive Director, Bay Conservation and Development Commission
 Libby Schaaf, Mayor, City of Oakland
 Cestra Butner, President, Port of Oakland

Regular membership meeting dates 2019		
March	6	S.F. Headquarters
	13	Branches
April	3	S.F. Headquarters
	10	Branches
May	1	S.F. Headquarters
	8	Branches
June	5	S.F. Headquarters
	12	Branches
July	3	S.F. Headquarters
	10	Branches
August	7	S.F. Headquarters
	14	Branches
Sept.	4	S.F. Headquarters
	11	Branches
October	2	S.F. Headquarters
	9	Branches
Nov.	6	S.F. Headquarters
	13	Branches
Dec.	4	S.F. Headquarters
	11	Branches

Benefits paid during January	
Death Benefits	
Richard J. Bolman, P-719	\$1,500.47
Bennie G. Hicks, P-884	\$1,500.52
Burial Benefits	
Richard J. Bolman, P-719	\$1,000.00
Excess Medical	
	\$1,240.48
Glasses and Examinations	
	\$467.47
POLITICAL ACTION FUND	
Voluntary donations for January 2019:	
Sony Arandia, JM-5250.....	\$20.00
Denny Capley, P-1809.....	\$25.00
Cicero Lacaba, JM-5248.....	\$100.00
Francisco Lazzara, #3725	\$25.00
Enrique Maiden, #3808.....	\$50.00
Dominic Matthews, #3836.....	\$20.00
Yehya Mohamed, JM-5234.....	\$100.00
Shadow Moyer, #3822	\$50.00
I "Cajun" Callais, #3592	\$360.00

MFW member pensioned			
Name	Pension Type	Sea Time	Effective
James McClendon, JM-4549	SIU-PD Deferred Vested	8.000	7/1/2018 (retro)

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 Second Street, San Francisco, CA 94105

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 94 jobs in the month of January: three APL, four Matson and two PCS billets and eight shore mechanics. None applicants worked standby jobs. Members registered here number 25 A-, 19 B-, and 30 C-seniority registrants.

Shipping has been pretty steady here. Weather is still a problem, but most of the trans-Pacific ships made schedule; some were not so lucky. There were a few contract clarifications, which were resolved promptly.

The ILWU and labor as a whole suffered a loss recently. Brother David Arian, Former ILWU International President, ILWU Local 13 President, and Los Angeles Harbor Commissioner passed on January 2, 2019. Dave was at all labor events in and around the Los Angeles Area. He was easily approachable, I had met him before I was elected port agent

here, as he was a regular speaker at our annual Maritime Day Memorial Services in San Pedro. Dave will be missed by many. From the MFOW membership here in Wilmington to Dave's family go our heartfelt condolences. May he rest in peace.

The latest report from the *SS Lane Victory* is that the USCG will have a chance to inspect the plant and maybe give a nod to raising some steam close to the end of the month. Members with a FOWT or higher rating can stand a watch when the USCG issues this approval. Report to Chief Engineer Jim Gillen in the engine room to volunteer. Turn-to onboard on Wednesdays and Saturdays at 0900 for maintenance work.

That is about all from here. Work safely.

Aloha,
Sonny Gage
Port Agent

Hong Kong falls to seventh place in container volumes

Drewry has confirmed that Hong Kong slid to seventh place for TEU volume in 2018, marking the first time that the bustling seaport has fallen out of the top five. Bloomberg reached a similar conclusion in January, but the latest numbers solidify the impression of the port's declining market share. Hong Kong now ranks behind Shanghai, Singapore, Ningbo, Shenzhen, Guangzhou and Busan in the top-ten busiest port list. Shenzhen and Guangzhou are both direct competitors, located just to the west in one of China's most concentrated manufacturing regions. Qingdao and Tianjin are just behind Hong Kong in the rankings.

Hong Kong was displaced from the top spot by Singapore's rise in the early 2000s, and then fell to third after Shanghai took first in 2010. The increasing dominance of mainland Chinese ports for direct shipments from China's factories has gradually reduced the

importance of Hong Kong's transshipment business within east Asia, and the competitiveness of nearby ports in the Pearl River Delta has directly siphoned off business. In addition, in 2018, the trade war with the U.S. took a toll on the transpacific trade, undercutting Hong Kong's long-distance volumes.

In response to the market pressure, Hong Kong's private terminal operators have formed a consortium to coordinate the management of their facilities. However, the organization has come under scrutiny by anti-monopoly regulators, as it would control more than 90 percent of the port's container handling business.

Terminal operators in Hong Kong are also more constrained than their regional counterparts in their ability to expand capacity, as the city is densely populated and commercial developers compete for the same waterfront land. By comparison, Singapore is building a new 65 million TEU terminal which will open in phases over the coming decades.

HONOR ROLL

Voluntary donations to
General Treasury — January 2019:

I. "Cajun" Callais, #3592.....\$40.00

**FINISHED
WITH
ENGINES**



John L. Cagle, #3177/P-2572.
Born May 16, 1941, Long Beach, CA. Joined MFOW May 4, 1964. Pensioned November 1, 1994. Died January 10, 2019, Las Vegas, NV.

Craig A. Luoto, #3641/P-2733.
Born October 13, 1956, Redwood City, CA. Joined MFOW July 26, 1990. Pensioned July 1, 2012. Died January 16, 2019, Chico, CA.

Edward G. Barden, #2946/P-2599. Born June 22, 1932, Baltimore, MD. Joined MFOW June 30, 1960. Pensioned September 1, 1996. Died February 1, 2019, Port Angeles, WA.

Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

1. Current contact and beneficiary information
2. Insurance Enrollment Card
3. Medical Coverage selection

Contact:

MFOW Welfare Fund
240 Second St.
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HONOLULU NOTES

In January, the Honolulu branch dispatched a total of 60 jobs. For the steady jobs, there was one AP Wiper on the *Manukai*; one Wiper on the *Mahimahi*; one Junior for the *Saipan*; and two Electrician/Reefer/Juniors, one on the *Mokihana* and one on the *Mahimahi*. I dispatched three relief jobs: one shoreside Maintenance Mechanic, one Wiper on the *Mahimahi*, and a relief Junior on the *Manoa*. There were 17 Standby Electrician/Reefer jobs, one Standby Junior and 33 Standby Wiper jobs dispatched in January.

Because of the federal shutdown, many Hawaii unions, the Hawaii State AFL-CIO, and other agencies got together with AFGE representative Lisa Akau who represents the TSA workers in Hawaii. On Friday, January 17, we rallied together and did a silent march of protest through the Daniel K. Inouye International Airport going from one end to the other, everyone wearing signs to show the media and the general public how this shutdown was affecting federal workers.

Then on the Martin Luther King hol-

iday, many of the Hawaii unions again got together with Hawaii's congressional delegation (Senator Mazie Hirono, Senator Brian Schatz, Representative Ed Case and Representative Tulsi Gabbard) who sponsored a lunch meet-and-greet for all federal workers. The Hawaii delegation spoke and answered questions for three hours, since many federal workers were coming to or leaving from their jobs at the airport.

We also got together with Cathy Lederer from the Hawaii State AFL-CIO, who spearheaded the "feed the feds" project, where the Hawaii food banks, Salvation Army and Island Energy give out weekly food and coupons to all federal employees. This happens every Tuesday here on Oahu and on every outer island. It is an ongoing event because the effects from the shutdown are still being felt. If you wish to help, you can join us on Tuesday and/or donate to the Hawaii State AFL-CIO Hawaii Employees Lifeline Program (HELP).

Aloha,
Mario Higa
Port Agent



Delegates from the Honolulu Port Maritime Council, Teamsters Local 996, IFPTE Local 121, IAM Local 141, ILWU, MM&P, MEBA, MFOW and SIU met with Senators Mazie Hirono and Brian Schatz (both D-Hawaii), and Representatives Ed Case and Tulsi Gabbard (both D-Hawaii), to discuss the concerns of AFGE Transportation Security Administration workers and federal prison guards affected by the government shutdown.

SEATTLE NOTES

During the month of January, we shipped the following: three Navy Oilers; one Patriot Electrician job; seven Standby Reefers; and four Standby Wipers. Seattle currently has six A members, five B members and four C members registered for shipping.

This month, in a show of solidarity with our brothers and sisters who were shut out from work and pay at their government jobs, Seattle SUP and MFOW members and our families joined the AFGE in a picket at Sea-Tac. As many of you now realize, these shutdowns have vast consequences. Many of our members were left hanging with expired documents, and unable to renew.

Those of us ashore have unprecedented free time and should spend some of it attending the picket lines of labor organizations in need. Some day we may need them to help us, and they will remember our efforts and answer the call. There is a solidarity sign-up list in the hall for members who wish to join picket lines in the area. Name, a good phone number, and what shift you want. An injury to one is an injury to all!

As a direct result of our AFGE picket attendance, the SUP and MFOW were

invited to an emergency labor roundtable at Congressman Adam Smith's (D-Washington 9th District) office for the opportunity to share the pressing issues the shutdown was creating for our members. SUP member Berit Eriksson was dispatched to attend and brought to the table a host of concerns and unforeseen complications as a result of the Coast Guard being closed.

It should be noted that Congressman Smith is the Chairman of the House Armed Forces Committee; and, since we were the only maritime union present, Sister Eriksson had his full attention. The Merchant Marine is the spearhead of the Armed Forces and Congressman Smith was less than amused by the toll the shutdown was having on potential military readiness.

All members check your documents and renew early, especially since we never know when the government will close again. If your papers have less than six months remaining, you'll be stuck here with me in the hall until they are renewed.

Fraternally,
Brendan Bohannon,
Representative