



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, September 20, 2019

First state law to restrain gig economy clears in California

Historic and original legislation passed the California Senate late on September 10th, codifying and clarify a landmark state Supreme Court decision (known as Dynamex) that limits whether companies can classify their workers as independent contractors. It had already passed the state Assembly and Gov. Newsom on Labor Day announced his support and intention to sign it.

Aimed squarely at the gig economy corporations such as Uber and Lyft, that misclassify workers as independent contractors, observers on both sides of the issue expect the law will have wide-reaching implications that resonate across the country. Those implications include the possibility of an potential existential crisis for businesses built with independent, on-demand labor. Other states could soon follow California's lead.

Even though the bill could soon become law, legislators speaking on the Senate floor ahead of the vote said negotiations would continue to ensure a smoother implementation. They also noted the probability of a ballot box initiative on the question in the 2020 election.

At the 11th hour, 12 new amendments that sought to add more exemptions or streamline

the application of the law were brought to the Senate floor by Republican senators, but all failed to make it into the final legislation.

The bill, which passed the Senate 29-11, already included carveouts for a range of industries — but not for gig-reliant businesses, which are expected to be most impacted by the new law.

"Today we are determining the future of the California economy," said Sen. Maria Elena Durazo, D-Los Angeles, introducing the legislation. Speaking directly about the tech industry, which pioneered the gig model and prides itself on modernizing services and work, she added, "Let's be clear, there's nothing innovative about underpaying someone for their labor and basing an entire business model on misclassifying workers."

Organizers are now hoping that the legislation will open the possibility that drivers can form a union, which they were not able to do as independent contractors.

"AB 5 is only the beginning," said Edan Alva, a driver with Gig Workers Rising. "I talk daily to other drivers who want a change but they are scared. They don't

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Maritime tragedy off Santa Barbara coast Multiple investigations opened into fire aboard dive boat

The full and precise horror of the fire and sinking of the dive boat *Conception* is still unknown, but enough details have emerged to list the Labor Day weekend tragedy among the worst maritime disasters in decades.

A swift and deadly fire broke out early on September 2, probably around 0300, after a night dive off Santa Cruz Island. At times resorting to DNA evidence, authorities confirmed 34 deaths attributed mainly to smoke inhalation. The victims may have been trapped in the main berthing space. The five survivors were reportedly in topside deck locations.

Various investigations are underway, including that of the National Transportation Safety Bureau (NTSB). They are comprehensive by nature but focused on where the fire started and how it spread. Preliminary findings suggest that cell phone or camera chargers, or the boat's electrical system, was a possible source of ignition. A crew member reportedly checked the galley stove area shortly before the fire broke out, but it was later noted that the galley seating area was serving as a charging station.



A boater who helped the surviving crew members that morning said one of them thought the fire started in the galley, where cellphones and cameras had been plugged in to charge overnight. The intense fire and heat at that location may have prevented rescue since it appears that the berthing spaces were accessed entirely through the galley.

"The galley area was engulfed in flames," NTSB commissioner Jennifer Homendy said, recounting what the crew member told investigators. "They tried to enter through the double doors but couldn't get in because of the flames. They tried to access the galley from the front through the windows, but the windows wouldn't open."

Not since the Table Rock

Lake duck boat accident in Missouri in 2018, and then in 2015 the El Faro tragedy during Hurricane Joaquin, has such a appalling misfortune caused such enormous loss of life in a single incident in domestic waters under the U.S. flag.

"We mourn their loss," said Santa Barbara County Sheriff and coroner Bill Brown speaking of the victims, "and want to assure those who they leave behind that we will continue working tenaciously to recover all of the victims, to determine how they died and to investigate the cause of this terrible fire and loss of life, with the hope that such future tragedies will be prevented."

The National Transportation Safety Board has released a

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Maritime unions blast MarAd on automation

The SUP together with the rest of maritime labor lodged official objection to the Maritime Administration's facilitated discussion on maritime automation, specifically that front-line workers including mariners must be included in the debate over automated technologies.

Authored by MMP Vice President George Quick, the joint Union statement came in response to a MarAd request for feedback on what it described as its goal of engaging "in research to support automated transportation in and around ports..."

The August 30th statement the Unions said that "The degree that governmental agencies should be involved in promoting or funding technology that displaces workers is a political and

social issue that should take into account the impact on the human element and society in a holistic manner, not just whether it is technically and economically feasible for the corporate sector."

"Without employed workers as consumers driving demand," they added, "the present free market economic system may be unsustainable."

"Our concern after reviewing the information in the docket is that MarAd is solely focusing on the technical aspects of automation as it applies to operations within the port sector. This is too narrow in its scope for a governmental agency whose actions should take into consideration the impact on the human element and the welfare of society as a whole. MarAd needs to consider the wider implications

for society that are of concern to the academic community and policy makers about the future of work in a world dominated by automation technology and robotics replacing labor."

"It should be recognized that progress is not measured only by its effect on the profitability of corporations from technology or robots replacing workers. It is not progress if it deskills and degrades the nature of work. It is not progress if it creates technological unemployment. It is not progress if it increases income inequality, undermines the social contract between capital and labor, and reduces labor's share of the gains in productivity of industrial activity and the living standards and opportunities of workers, who make up the vast majority

of society but merely a means of creating greater income inequality that is polarizing and destabilizing society."

The joint statement continues "The issues raised by automation technology are much broader than just the impact on the maritime industry and should not be viewed in isolation from their far reaching consequences. The automated technology industry and its proponents have a view of the future with robots manufacturing products, driverless trucks and unmanned ships transporting the products to Amazon-type warehouses managed by robots and the last mile distribution of the product by drones. The entire supply chain from production to intermodal transport to final distribution is

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Donald Cushing	Book #4777
Diane Ferrari	Book #2251
Kaj E. Kristensen	Book #3120
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West Coast Sailors

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Bill Berry	100.00
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Jones Act attack post-Brexit? G7 meeting transcript reveals British objective

While the trade war with China rages on, a potential new international front in the war against the Jones Act opened with little fanfare at the Group of Seven (G7) summit in France last month. This time it is America's staunchest ally, the United Kingdom, that is lining up to oppose middle-class American mariners. British Prime Minister Boris Johnson said that the Jones Act is "an anchor" that Britain will ask the United States to remove in the context of any bilateral post-Brexit trade deal.

Johnson made the statement in a discussion with President Trump at the summit of leading industrial nations in France in August.

The administration posted a transcript of their conversation, which took place at a working breakfast, on the WhiteHouse.gov website.

The Jones Act requires that cargo shipped between two U.S. ports be reserved for vessels built, owned, and flagged in the United States, and operated by American mariners.

The transcript reveals that President Trump begins the conversation with Johnson by calling Britain's European Union membership "an anchor around the ankle" of the United Kingdom.

"At some point, they won't have the obstacle of--they won't have the anchor around their ankle," Trump says.

"So, we're going to have some very good trade talks and big numbers," in the event that Brexit takes place, he adds. Johnson

seizes the opportunity to push for the Jones Act to be lifted.

"Talking of the anchor--talking of the anchor, Donald," he says, "what we want is for our ships to be able to take freight, say, from New York to Boston, which at the moment they can't do. So, we want cabotage. How about that?"

"Many things, many things we're talking about," the President responds.

"That would be a good thing," Johnson insists. In the lead-up to the meeting, Johnson told reporters that "massive opportunities" exist for U.K. companies "to pry open the American market."

"We intend to seize those opportunities but they are going to require our American friends to compromise and to open up their approach because currently there are too many restrictions."

As a matter of "prying open the American market," and in the context of "we want [you to give up your] cabotage," it is ironic that a Prime Minister whose no-deal Brexit could create a logistical nightmare for food and medicine in his own country, will at the same time demand open access to U.S. seagoing freight markets as a matter of efficiency and opportunity.

Trump said he anticipates that if Britain leaves the U.K., the two countries will be able to conclude a trade deal "pretty quickly."

The Group of Seven summit is an annual gathering that brings together leaders from Britain, Canada, France, Germany, Italy, Japan and the United States.

Felony charges for climate protestors

A sheriff in Houston charged climate change protestors who shut down the largest U.S. energy-export port for a day by dangling on ropes from a bridge in Houston.

The Harris County Sheriff's Office charged 31 people, including Greenpeace protestors and others who supported them, under a state law that makes it a felony to disrupt energy pipelines and ports. The group shut a portion of the Houston Ship Channel all of Thursday.

Those charged include six people not in custody, a spokesman for the sheriff's office said. All could face up to two years in prison if convicted under the Texas "critical infrastructure" law that took effect last month.

The Houston Ship Channel on September 13 reopened for vessel traffic, the U.S. Coast Guard said, after the last of 11 protestors who had disrupted traffic by hanging from ropes above the key energy-export waterway was removed by police earlier in the morning.

A large portion of the channel was closed when protestors attached themselves and banners to the bridge over the waterway to bring attention to climate change during Thursday's debate of Democratic presidential hopefuls in Houston.



Eleven protestors have been arrested after they rappelled from a busy highway bridge over the Houston Ship Channel, closing the vital artery for hours.

The Coast Guard said the closure came after the protestors were spotted Thursday afternoon dangling from the Fred Hartman Bridge near Baytown, Texas.

The demonstrators were Greenpeace USA activists protesting the use of fossil fuels. They suspended themselves from a bridge ahead of Thursday night's Democratic presidential debate in Houston.

Firefighters rappelled to the protestors Thursday evening and lowered them to boats below. Harris County Sheriff Ed Gonzalez says 12 activists serving as spotters on the bridge also were arrested.

The Port of Houston, located along the ship channel, is home to the largest petrochemical complex in the U.S.

Membership and Ratings Committee

The Committee met on August 1, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Johnny Lopez Rivera 19631	1 yr.	O.S.	B
Fernando Lienres 19632	1 yr.	A.B.	B
DeMario Dixon 2798	30 days	O.S.	C
Ventrell Johnson 2799	30 days	O.S.	C
Lloyd Castillo 2800	30 days	O.S.	C
Anak Dharma Raja 2801	30 days	A.B.	C
Anna Lena Von Machui 2802	30 days	O.S.	C

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Terrence Lane #4107, Xerxes Cunanan #19412 and Robert Richard #19543.

Final Departures

Gunnar Beaver, Book #5598. Born in Sweden in 1923. Joined SUP in 1950. Died in California, July 22, 2019. (Pensioner)

Curtis Dowling, Book #2738. Born in Hawaii in 1943. Joined SUP in 1968. Died in Stockton, California, July 29, 2019. (Pensioner)

Nicholas Anestis, Book #3782. Born in Massachusetts in 1927. Joined SUP in 1956. Died on August 17, 2019. (Pensioner)

Hector DeAragon, Book #2686. Born in California in 1928. Joined SUP in 1951. Died in Los Angeles, California, August 25, 2019. (Pensioner)

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2019:

	Hdqtrs.	Branch
October	Tues 15	21
November	Tues 12	18
December	9	16

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THE JONES ACT

- ECONOMIC SECURITY
- HOMELAND SECURITY
- NATIONAL SECURITY



Matson ship Lihue deployed to Alaska trade



In early September Matson activated the container ship LIHUE from layup in Oakland to LIHUE has an overall length of 787 ft overall length and a beam of 100 ft. The ship will be working in the Pacific Northwest and the Gulf of Alaska calling in the port of Tacoma Washington, and the Alaskan ports of Kodiak, Anchorage and Dutch Harbor.



Aboard the s/s Lihue, a San Francisco crew turned to take the ship from layup at the Matson Terminal in Oakland for deployment to the Alaska trade. Bosun Paul Fuentes reporting from Tacoma indicates gang working diligently through the many issues including Coast Guard inspection. SUP Branch Agent Brendan Bohannon boarded on arrival with Seattle dispatched standbys and handled all manner of issues SUP-style. From left to right: AB's Romelito Linatoc, Dan Ternura, Ariel Odion, Bosun Paul Fuentes, Ponce Sisquinia and Tom Shafer. Photo: Roy Tufono.

California passes historic gig-worker legislation

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want to lose their only source of income. But just because someone really needs to work does not mean that their rights as a worker should be stepped all over. That is why a union is critical. It simply won't work without it."

California Labor Federation Executive Secretary-Treasurer Art Pulaski said in a statement that "By approving AB 5, the California legislature solidified our state's position as the national leader on workplace rights, setting the standard for the rest of the country to follow. The misclassification of workers creates a corrosive effect that ripples through our entire economy, undermining our laws to protect and support working people. AB 5 is a powerful counter to the corporate greed and rampant exploitation that's driving inequality across our state in emerging and traditional industries, alike. We hope AB 5 sparks state houses and Congress to follow California's lead by protecting millions of workers from being cheated

out of fundamental rights we all deserve."

Even before the bill passed the California legislature, Uber, Lyft, and food delivery company, DoorDash, invested a collective \$90 million to bring the issue to voters as a proposition on the next ballot. Their plan preserves independent contractor status of their workers while offering basic protections and benefits, including a minimum earnings floor, access to health care plans not tied to their employment, and possible representation in the companies to better address issues.

The California Labor Federation, which represents 1,200 unions, is ready to take on the tech companies at the ballot box. After the initiative was announced, the organization said posted that it will "meet the gig companies' absurd political spending with a vigorous worker-led campaign to defeat this measure to ensure working people have the basic job protections and the right to organize a union they deserve under the law."

Important bills pending in Congress

As the end of fiscal year 2019 approaches, (Sept 30) maritime labor unions and other organizations working to support and strengthen the U.S.-flag fleet will be closely monitoring the progress of a number of legislative priorities.

First is the National Defense Authorization Act for Fiscal Year 2020, which includes long-term reauthorization of the Maritime Security Program and a provision to address a funding shortfall in MSP that will begin in fiscal year 2022 unless Congress acts.

Differing versions of this legislation must be reconciled by members of the House of Representatives and the Senate in a conference committee.

Next is a Coast Guard bill awaiting a vote

by the full Senate. It includes a provision requiring an audit of federal agencies' compliance with cargo preference requirements.

After passage by the Senate, this legislation will also move to a conference committee, where differences with the House version of the legislation will need to be ironed out. Finally, Congress must act to avoid another government shutdown.

In August, President Trump signed a bipartisan budget agreement that raises more than \$320 billion in both domestic and military spending over the next two years.

To avoid a shutdown, congressional leaders must pass and sign into law a number of appropriations bills to fully fund the various programs before the Sept. 30 deadline.

Individual seafarers on FOC ships not responsible for sanctions violations

The International Transport Workers' Federation has released a statement in response to a U.S. State Department communication threatening to deny a visa to any seafarer found to have worked aboard a ship carrying Iranian oil in violation of sanctions.

The ITF said the U.S. threat underlines the fact that many governments lack understanding of the role played by seafarers in global shipping.

The U.S. issued the warning in the wake of the British Royal Navy's detention of the Iranian-controlled tanker *GRACE 1* after the vessel allegedly transported oil to Syria in violation of European Union sanctions.

ITF Seafarers Section Chair Dave Heindel noted that mariners aboard flag-of-convenience ships cannot be expected to have knowledge of the legality of the cargo the vessel carries, the intentions

of the ship owner or operator, or even of the vessel's ultimate destination.

They are constrained by shipping companies to operate in a clandestine manner, he said.

"This is why the ITF has been campaigning since 1948 against the FOC system that dominates the shipping industry and allows vessel owners who should be held responsible to hide behind a veil of secrecy," Heindel said.

"It is unjust to blankly refuse visas to seafarers who may have been employed onboard a vessel considered in breach of sanctions, and it does not hold the right people responsible."

"Governments, including the U.S., should rather direct their focus to the FOC system and change the rules that allow this system and its secretive ownership laws to flourish unimpeded."

US Transportation Command begins large-scale sealift readiness exercise

U.S. Transportation Command began a large-scale sealift readiness exercise Sept. 16, as part of its Turbo Activation exercise series, ordering dozens of ships to sea. These exercises typically involve only a few ships but this event targets 28 vessels for activation to provide a better assessment of the readiness of U.S. sealift forces. This scale will also stress the underlying support network involved in maintaining, manning and operating the nation's ready sealift forces.

Turbo Activation has, since 1994, served as a no-notice recurring exercise series, sponsored and monitored by the Joint Chiefs of Staff and TRANSCOM. This is the fourth Turbo Activation exercise this year.

The exercise validates the readiness of selected ships and tests their ability to meet activation time standards and Department of Defense mission requirements. The activated ships are directed to transition from a reduced operating status to a fully crewed status, with the quarters made habitable and cargo gear ready, within five days. Activations are commonly followed immediately by a sea trial.

MarAd maintains the Ready Reserve

Force, which is a fleet of 46 militarily useful ships. This fleet, located throughout the country, is maintained in a reserve status in the event that the Department of Defense needs these ships to support the rapid, massive movement of military supplies and troops for a military exercise or conflict. The ships are managed by commercial companies and crewed by civilian merchant mariners. MSC, TRANSCOM's maritime component, in close coordination with MarAd, operates, supplies, and maintains the ships that provide logistics support, conduct special missions, move military equipment, supply combat forces, provide humanitarian relief, and strategically position combat cargo around the world.

TRANSCOM projects and sustains military power globally in order to assure our friends and allies, deter potential adversaries, and if necessary, respond to win decisively.

For its part, despite other activations not part of the exercise, the SUP received and filled no-notice orders for immediate dispatch of full and qualified crews for the Adm. Callaghan, Cape Trinity, and Cape Texas within 48 hours.

"Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul; whenever I find myself involuntarily pausing before coffin warehouses, and bringing up the rear of every funeral I meet; and especially whenever my hypos get such an upper hand of me, that it requires a strong moral principle to prevent me from deliberately stepping into the street, and methodically knocking people's hats off - then, I account it high time to get to sea as soon as I can."

—Herman Melville, *Moby-Dick*

MarAd wades into automation swamp

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the target of the automated technology industry. Automation will affect all sectors of society. What is at stake is the future nature of work and how the benefits of the enormous productivity produced by automation is distributed between capital and labor, and how it benefits society as a whole, and not just the top 1%," the unions said

"The coming technological revolution will greatly reduce jobs over time. Some academics estimate that more than 47% of the labor force could be replaced by technology and robotics within the next two decades. Some estimates are even higher. This has social and political implications for the future of society as automation technology replaces workers in the manufacturing, transportation, distribution and service industries. It has the potential to disrupt social, economic and political systems. The replacement of humans by technology is also capital intensive. The resulting benefits of the increased productivity that automation creates will flow to the capital side of the existing social contract between capital and labor. The effect is the continuing concentration of wealth at the top causing an ever widening gap in income inequality. This is a major factor in the present global political turmoil, including the United States. Income inequality is a economic serious problem as it reduces consumer demand by reducing the income of workers – the majority of consumers – and diminishing their ability to purchase goods."

"Our free market economic system is dependent on consumer demand driving both production and transportation. In the past, an increase in consumer demand would create more jobs for workers in production and transportation. Those jobs would in turn increase consumer spending from the income of workers and drive up consumer demand leading to further increases in production and transportation. There was a consumer-driven cycle that benefited both capital and labour and drove up employment, wages and living standards. With technology and robotics replacing workers that cycle is no longer true. The cycle between consumer demand, production and job creation is being disrupted by automation and robotics allowing an increase in production without a corresponding increase in the number of jobs. This is evident in all the economic data. Corporate profits, stock markets, and productivity per worker are going up, while consumer demand and worker income are near stagnant."

"Technological unemployment is a threat to the present economic, social and political systems that form the social contract that determines how the benefits of industrialization are distributed between capital and labor. There is a need for a re-examination of that social contract on the distribution of the benefits of automation. Not just to benefit workers, but to preserve the present free market economic system. Without employed workers as consumers driving demand the present free market economic system may be unsustainable."

"It is not just labor that holds this view on the need for change in the social contract to respond to technology. It is shared by many of the leaders of Silicon Valley that are the drivers of emerging technology and see

its potential disruptive social and political consequences as a threat to its continued progress. The world economic leaders at a past meeting of the World Economic Forum in Davos included as a major theme the 4th Industrial Revolution and the impact on society of automation technology, and a solution to the disruption it creates. The Forum identified as the most important challenge the broader distribution throughout society of the gains produced by technology," Captain Quick wrote.

"There are potential solutions but they present difficult political challenges on the role of unions and the redistribution of income. They include reversing governmental regulations and policies adopted since the Reagan years that favor the interests of corporations over the interests of labor resulting in a dramatic decline in the ability of unions to act as an effective counterweight to the abuse of corporate political power. There is a need for governmental policies that strengthen the role of unions to organize and engage in effective collective bargaining as well as act as a countervailing force to corporate power. Another solution can be found in governmental policies that enable pre-distribution of income through higher minimum wages and better social safety nets. Likewise, tax policy that redistributes income by taxing some portion of the large increase in income produced by automation and using that tax revenue to employ displaced workers in socially beneficial work is yet another possible solution. Finally, providing education and training that focuses on new skills and worker mobility can be used to address the problems."

The Unions that signed on to the joint statement were the International Organization of Masters, Mates and Pilots, International Longshoremen's Association, the International Longshore and Warehouse Union, the Marine Engineers' Beneficial Association, the Seafarers International Union, the Sailors' Union of the Pacific, the Inland Boatmen's Union, the Marine Firemen's Union and the American Radio Association.

In separate comments, AFL-CIO Transportation Trades Department President Larry Willis also urged the agency to engage with front-line workers.

"Much as MarAd seeks commentary from manufacturers, designers, and the intelligent transportation industry, it would be a mistake to exclude workers and their unions from this outreach," he wrote.

"MarAd and DOT must recognize that working in tandem with affected port and maritime unions is a critical and non-negotiable tenet of the introduction of industry-altering technologies," he added.

Willis also noted that the vast majority of terminal operators are not pursuing automation.

"This is due in large part to the fact that automation technology is extraordinarily costly," he said, "and many domestic ports are handling record cargo volumes without a need for automated assistance."

"By providing funding for technology that operators are not currently purchasing, MarAd and DOT would distort the market by incentivizing procurements that terminal operators would not have made without the government's intervention," he wrote.

TTD represents MEBA, SUP and 32 other affiliate unions representing workers in all modes of transportation.



Before the long day begins at Matson's Sand terminal AB Patrick Weisbarth and steady Storekeeper Ray Tavai await the morning meeting outside the SUP Painting and Rigging shed on August 19, in Honolulu. For more on Honolulu and the P & R gang see President's Report on page 10.

Despite several ups and downs, trade war persists

The United States-China trade war escalated further in August then de-escalated in September. It began with President Donald Trump announcing an increase in existing and future tariffs on Chinese imports after Beijing slapped retaliatory tariffs on \$75 billion of US goods.

Trump, via Twitter, said that \$250 billion of Chinese goods currently being taxed at 25% would be hit with a 30% levy as of Oct. 1. Additionally, a 10% tariff on an additional \$300 billion of imports due to go into effect Sept. 1 would be raised to 15%.

"Sadly, past administrations have allowed China to get so far ahead of fair and balanced trade that it has become a great burden to the American taxpayer," Trump said. "As president, I can no longer allow this to happen! In the spirit of achieving fair trade, we must balance this very unfair trading relationship."

It was not immediately clear if certain key products — such as laptop computers and other electronics — would face the higher 15% tariff from Sept. 1. Trump last week said the 10% tariff on electronics would be delayed until Dec. 15.

Trump took to Twitter to tell US companies to begin looking for alternatives to doing business with China

"We don't need China and, frankly, would be far better off without them," Trump tweeted. "The vast amounts of money made and stolen by China from the United States, year after year, for decades, will and must stop. Our great American companies are hereby ordered to immediately start looking for an alternative to China, including bringing your companies home and making your products in the USA."

The announcement was widely viewed as a hawkish escalation in both substance and

rhetoric. But on September 13 the Chinese government announced that rather than intensify the exchange it would instead exclude imports of U.S. soybeans, pork and other farm goods from additional trade war tariffs, opening the door for significant purchases of agricultural products. The Trump administration responded by rolling back by two weeks the deadline for new tariffs to October 15, extending an olive branch of sorts.

Chinese officials announced earlier in the day that China would levy additional tariffs of 5% or 10% on \$75 billion worth of US exports to China — including soybeans and crude oil — starting Sept. 1.

China will also resume tariffs on its imports of US automobiles (25% and automotive parts (5%) from Dec. 15.

Xinhua, the official Chinese news agency, said the tariffs announced by Beijing were "a forced response to US unilateralism and trade protectionism." The US on Aug. 1 announced it would begin levying 10% tariffs from Sept. 1 on \$300 billion of Chinese goods that were not already under tariff. Washington has since delayed implementing the tariff on certain key goods — such as electronics — until Dec. 15.

Tariffs previously imposed by China on US exports have had a significant impact. In the five months from January through May, containerized exports to China declined 23% from the same period last year according to industry sources.

The eastbound effect has not been as dramatic, however, with US tariffs only cutting imports from China by 4.4% through July this year, compared with the same period a year ago.

Container trade growth through the largest Chinese ports is slowing, meanwhile, reflecting easing global economic growth and the tariff tit-for-tat with the US.

“When you automate an industry you modernize it; when you automate a life you primitivize it.”

- Eric Hoffer

DEFEND THE JONES ACT
SUPPORT THE SUP POLITICAL FUND

U.S. cyberattack hurt Iran's ability to target oil tankers

Various news outlets reported that the U.S. Cyber Command had carried out an attack on the communications and computer systems of an Iranian intelligence unit in late June. The target had allegedly been involved in the suspected limpet mine attacks on six tankers in the Gulf of Oman in May and June.

Iran denies that its forces were involved in the tanker attacks, and it has also denied that American cyberattacks have succeeded in damaging Iranian systems. "No successful [cyber] attack has been carried out by them, although they are making a lot of effort," Iranian telecom minister Mohammad Javad Azari Jahromi said in a Twitter post in late June.

President Donald Trump personally approved the U.S. Cyber Command operation, according to the Wall Street Journal. The action occurred on June 20, the same day that the president ordered and

then canceled a strike on Iranian military positions in retaliation for the downing of an American drone.

The Iranian unit targeted by U.S. Cyber Command has ties to the Islamic Revolutionary Guard Corps, officials said, and the cyberattack is believed to have degraded the IRGC's ability to carry out attacks on shipping. No kinetic attacks on ships have been reported in the Gulf of Oman since the action occurred (the boarding and seizure of the tanker *Stena Impero* aside).

The effects of the cyberattack are reportedly ongoing, and led to renewed debate in the U.S. intelligence community over the value of sacrificing electronic access to the target's networks in order to cause damage. Once an obvious cyberattack occurs, the target is likely to discover and shut down system vulnerabilities, closing off useful intelligence-gathering channels, officials told the New York Times.

Safety at Sea Lifetime Achievement award to Captain George Quick

George A. Quick, vice president of the MM&P Pilot Membership Group and an international expert on maritime law, regulations and policy, is the recipient of the 2019 Safety at Sea Lifetime Achievement Award. The award honors individuals who, "over the course of their careers, have shown leadership in their area of expertise and made profound contributions to crew wellbeing and safe ship operations."

"Nobody on the planet—at sea or ashore—deserves the Safety at Sea Lifetime Achievement Award more than Captain George Quick," said MM&P President Don Marcus. "This is indeed well-deserved recognition. George's outstanding work in international maritime regulation has improved the lives and working conditions of mariners of all stripes."

Quick, a licensed shipmaster and first class pilot, serves on the delegation of the International Transport Workers Federation to the International Maritime Organization Maritime Safety

Committee and its various subcommittees. He is chairman of the IMO Safety Committee Subcommittee on Maritime Autonomous Surface Ships, and a member of the IMO Legal Committee and the IMO Facilitation Committee. He has served on a number of IMO Working Groups, including those responsible for drafting international regulations and guidelines on: ship and port security; piracy; casualty investigations; safety standards; fatigue and workload standards; manning levels; the human element in ship operations; integrated navigation systems and bridge design; and the future role of electronic navigation and technology in the operation of ships.

He received the Safety at Sea Lifetime Achievement Award in London at a ceremony on Sept. 10 with several hundred members of the shipping industry in attendance. (See page 1 for Captain Quick's statement on behalf of labor relating to automation.)

Trumka: NAFTA remains unenforceable

AFL-CIO President Richard Trumka on Sunday said that unions are not ready to back the White House's "unenforceable" replacement for the North American Free Trade Agreement (NAFTA), despite President Trump's claims.

"If Mexico can't enforce their own agreement, this agreement will never work because their wages will be artificially low and they will suck jobs and capital out of the United States," Trumka told "Fox News Sunday" host Chris Wallace of the proposed United States-Mexico-Canada Agreement (USMCA).

"An unenforceable trade deal is a windfall for corporations and a disaster for workers," he added.

Trumka also took issue with the Trump administration's handling of its ongoing trade war with China, saying that while "tak[ing] on China" was necessary, "to take on China there has

to be a multilateral approach ... one country can't take on China."

Wallace also questioned Trumka on the level of rank-and-file support for Trump, who has frequently claimed only union leadership oppose his policies.

"He came to our members and said 'I'm going to change the rules of the economy and they believed him,'" Trumka said, adding that in the meantime, Trump has "opposed every increase in the minimum wage" and proposed cuts to Social Security and Medicare.

"I've tried to call balls and strikes with him and I have to say unfortunately while he may not even know what his administration is doing, they've done more to hurt workers than they've done to help them," Trumka said.

"Our members are still waiting for the supposed greatness of this economy to reach their kitchen tables," he added.

The fallout from container port automation

Automation and "digitization" of container terminals can lead to job losses and reduced tax revenue that have a substantial effect on local economies.

That's the conclusion of a study by Prism Economics and Analysis commissioned by the International Longshore and Warehouse Union Canada.

It examined what might result from full or partial automation of container terminals in the British Columbia ports of Prince Rupert, Delta and Vancouver. Concerns about automation was one of the major issues in contract negotiations between the ILWU and terminal operators that was only resolved after a short-lived work stoppage in May.

Prism's research is just the first in a number of studies that will examine the issue of port automation. Several have been ordered by local and state authorities in the wake of a decision by APM Terminals to automate its terminal in Los Angeles. APMT's plans sparked protests by ILWU workers and sympathetic members of the community.

The U.S. Maritime Administration is also analyzing port automation and maritime labor has registered its objection. (See page 1 for more.)

Longshore work provides a significant portion of the middle-class and high-income jobs in the three British Columbia cities at which container terminals are located, Prism said.

Based on a 2016 census, it found, "Longshore employment accounts for 26% of all jobs paying more than \$70,000 in Prince Rupert, 11% in Delta and 2% in Vancouver. Longshore employment accounts for 66% of all jobs paying more than \$100,000 in Prince Rupert, 23% in Delta and 3% in Vancouver."

Prism looked at the impact automation could have under two scenarios: what it called "brownfield" port automation where an existing terminal is upgraded and "greenfield" projects that "involve building a new facility, eliminating the need to remodel or demolish existing structures, and are more likely to be fully automated."

It used two Australian container terminals to model the effect of automation. Patrick Terminals in Port Botany was its example of a brownfield project. In 2014, that terminal employed 436 workers on site. In 2016, following automation, the terminal employed as few as 213 workers. Victoria International Container Terminal (VICT) in Melbourne was its example of a fully automated terminal. It is capable of operating with a workforce of as few as 150 workers, most of whom perform manage-

ment, administrative or remote computer operations. In comparison, a conventional terminal in Prince Rupert operates with a total workforce of 525 workers.

As a result, the study concluded semi-automated terminals reduced labor in "targeted occupations" by 50% and fully automated terminals could reduce labor in targeted occupations by 90%.

The study also claimed that automation of a third of the the TraPac terminal in Los Angeles resulted in a labor reduction of 40% to 50% and that the automated greenfield Long Beach Container Terminal resulted in a workforce reduction of between 70% to 75% of longshore labor.

"Although there was a slight increase in maintenance and repair labor stemming from automation, the jobs created were unable to offset the high number of longshore jobs lost," Prism said.

What would the loss of longshore jobs mean in the three British Columbia cities?

The report concluded in the brownfield scenario, "nearly 6,000 jobs provincially, over 2,300 jobs in Delta, more than 2,200 jobs in Vancouver and in excess of 700 jobs in Prince Rupert are at risk."

In the greenfield scenario, "risk employment almost doubles: more than 10,780 jobs provincially, 4,100 jobs in Delta, over 4,000 jobs in Vancouver and over 1,200 jobs in Prince Rupert."

The study also pointed to a 2018 McKinsey & Company report to support its contention that "there is some evidence that anticipated improvements in productivity and profitability are not always realized through port automation."

McKinsey said in that report, "While operating expenses may decline following automation, overall productivity may also decline and return on capital invested may be lower than industry norms."

Jeff Scott, the chairman of the board of directors of the British Columbia Maritime Employers Association, which negotiates contracts with the ILWU Canada, in a written statement said the agreement reached in May with the union "provides a period of stability that is in the interests of all British Columbians."

"We have witnessed 34% job rate growth since 2008 as well as established a record-setting 9 million hours worked last year. We are committed to continuing to work with all those potentially impacted by the prospect of automation in B.C.," said Scott, who is also the president and chief executive officer of Fraser Surrey Docks. "We are confident that this collaborative approach will ensure that B.C.'s maritime economy remains strong."

India introduces biometric facial ID for seafarers

India claims to have become the first nation in the world to include biometric facial recognition technology in its seafarer identification documents.

The new Biometric Seafarer Identity Document will replace the existing Continuous Discharge Certificate, and the inbuilt chip will be able to be read at point of sale readers, ATMs and by immigration officers. The new facial biometric technology is claimed to be an improvement over the two finger or iris based bio-metric data. At the time of data capture, the seafarer's face is cross matched through passport photo using face matching software. The card has two optical security features - micro prints/micro texts and a Unique Guilloche pattern. The new card conforms to ILO Convention No. 185 which India ratified in October 2015.

India's shipping minister Masukh

Mandaviya said this week that the new documents will be rolled out over the next two years. Nine centers have been setup to issue the ID - at Mumbai, Kolkata, Chennai, Noida, Goa, New Mangalore, Kochi, Vizag and Kandla.

Mandaviya said: "The new document will give a foolproof identification to our seafarers which will facilitate their movement, provide ease of getting jobs and help in identifying them from any location in the world."

India's shipping sector is growing, with major developments in coastal shipping, inland waterways and other maritime activities. There is also a growing number of Indian seafarers in the international shipping industry. The number of Indian seafarers employed on Indian or foreign flag vessels increased from 154,349 in 2017 to 208,799, an unprecedented 35%.

“It is appallingly obvious our technology has exceeded our humanity.”

- Albert Einstein

Seven Stena Impero crew set free; sixteen still held on ship in Iran

Seven of the 23 members of the crew of the British-flagged tanker *Stena Impero* were released last week and have left Iran. After medical checkups and a debriefing, they were slated for repatriation to their home countries.

The seven were deemed “non-essential” to the operation of the vessel. The remaining 16 crewmembers are still on board the ship, which Iran’s government said in a statement will be released “in the near future.”

“We continue to work tirelessly to obtain the release of the remaining crew onboard the *Stena Impero* and will continue to provide all possible support to their families during this difficult time,” the ship owner said.

The Swedish-owned ship *Stena Impero* seized by Iran’s Revolutionary Guards on July 19 in the Strait of Hormuz, apparently in retaliation for Britain’s detention of an Iranian tanker off Gibraltar.



Arriving Honolulu harbor in early September the SUP deck gang has the lines flaked out and ready for tie-up. Beginning on the left is AB Jose Angeles, AB Jerwin Ablan, bosun Haz Idris, and OS Zaldy Mateo. Photo: Robin Colonas.

Coast Guard rescue trapped crew in capesized car carrier in Georgia

The United States Coast Guard (USCG) reported that all four crew members trapped inside a cargo ship that capsized off the coast of Georgia have been rescued.

Rescue crews made contact with the crew that morning after hearing tapping noises from inside the ship throughout the night, Coast Guard Captain John Reed said in a press conference. Those inside “knew where to go” to make those noises, Reed said.

The conditions of the first three who were rescued are “relatively good,” considering their circumstances, and they were transported to a local hospital to receive medical attention, Reed said. They were together in one spot when they were extracted.

The fourth crew member was stuck behind a glass enclosure in the ship’s engineering room, one deck from where the other three were, Reed said. He had not had access to food or water for 36 hours.

The four individuals, all South Korean

nationals, had been unaccounted for after the Golden Ray caught fire and overturned on the St. Simons Sound off the coast of Brunswick, Georgia, around 2 a.m. that Sunday. Twenty people were safely removed, officials said.

A hole was drilled into the ship to communicate with those inside and provide them with ventilation and water, Coast Guard Lt. Lloyd Heflin told ABC News.

Black smoke could be seen emitting from the starboard side of the ship from shore after it caught fire, officials said. The smoke subsided by that afternoon, but it was still too dangerous to go inside, as crews had not determined whether the fire had yet subsided on the ship’s interior.

The vessel, which was carrying vehicles on its way to Baltimore, is still listing heavily on the water. The cause of the incident remains under investigation.

The Port of Brunswick, one of the busiest in the nation, was closed for the rescue efforts, and vessels were not permitted within half a mile of the ship.

Editor’s Note: To receive the *West Coast Sailors* via first-class mail it’s \$25 per year U.S. mail; \$50 per year international.

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Congress to take up re-chartering EX-IM Bank, key cargo source for U.S. fleet

The Export-Import Bank, an important source of cargo for the U.S.-flag fleet, was restored to full functionality in May after the Senate approved nominees to the Ex-Im Bank board, allowing it to establish a quorum.

Now, the battle is on to re-charter the bank, which enjoys bipartisan support but is opposed by some conservative Republican lawmakers who call it “a form of corporate welfare.”

Ex-Im Bank helps U.S. companies finance the export of U.S. goods and services to international markets. A portion of cargo generated by the bank must be transported aboard U.S.-flag ships. For transactions above \$20 million, 100% of financed cargo must be carried on U.S.-flag vessels.

Ex-Im Bank has consistently turned a profit and operated at no cost to taxpayers, while helping create jobs in this country.

But the bank had not been fully functioning since 2015, when hardliners in Congress blocked it from achieving a quorum and kept it from approving loans of more than \$10 million.

Now two members of the Senate Banking Committee, Kevin Cramer (R-N.D.)

and Kyrsten Sinema (D-Arizona), have co-sponsored a bill that would re-charter the bank until 2029.

Their legislation would also increase the limit on the bank’s overall exposure and implement other reforms: importantly, it contains a provision that would prevent the disruption of Ex-Im Bank business if the board loses its quorum.

In the House of Representatives, ongoing policy disputes—which have blocked Ex-Im legislation in the Committee on Financial Services—include: the degree to which the bank can finance transactions involving China; how much of the bank’s resources must be dedicated to small businesses; and limits on transactions affecting climate change.

Committee Chair Maxine Waters (D-California) and Ranking Member Patrick McHenry (R-N.C.) are attempting to work out their differences with the goal of bringing bipartisan legislation to the full House.

Without action by Congress, the activities of the bank will cease as of Sept. 30, 2019, when its current authorization expires.

Robot vessel demonstration planned for Atlantic crossing

The blocky, 36-foot-long, yellow-and white-striped vessel bobbing off the coast of the United Kingdom sure doesn’t look like much. But Maxlimer just might be the most important ship in the world right now.

Maxlimer is totally robotic. And it’s poised to be the first unmanned surface vessel, or USV, to cross the Atlantic. The journey could prove the case for a host of new oceangoing drones: crewless cargo ships; unmanned oil tankers; robotic work boats.

But don’t hold your breath. Widespread adoption could take years or even decades.

Maxlimer is a product of SEA-KIT, a maritime tech company based in southeast England. Eyeing potentially lucrative

contracts supporting offshore oil and gas drilling, SEA-KIT aimed to produce a flexible ship that’s cheaper and safer than manned ships are.

With no need to support a human crew, a robotic support ship could devote more space to equipment, including a flotilla of smaller drone boats and submarines that it can launch and retrieve. Since it doesn’t get hungry, tired, or sick, it could sail at a leisurely eight miles per hour until it runs out of fuel, potentially nine months at a stretch.

Assuming Maxlimer successfully completes the trip, SEA-KIT hopes to begin expanding the technology. “We have already designed and are looking to develop a larger USV with additional capabilities.”

Dive boat tragedy under investigation

continued from page 1

preliminary report into the *Conception* dive boat fire.

The *Conception* caught fire and sank on September 2, just off Santa Cruz Island in California, resulting in the deaths of 33 passengers and one crew member. Five crew members including the Captain, who were asleep in their bunks behind the *Conception's* wheelhouse, were the only survivors in the accident.

According to the preliminary investigation report, the crew was alerted to the fire when a crew member was awakened by a noise to notice a fire at the aft of the sun deck. The crew attempted to reach the passengers below, but the fire had already engulfed the lower decks and they abandoned ship.

Two crew members and the captain returned to the *Conception*, swimming back to the ship, and from the stern, confirming no fire in the engine room, but their access to the salon through the aft doors was blocked by fire.

The report added that initial interviews with three crew members revealed that no mechanical or electrical issues were reported.

The accident occurred on the final day of a 3-day dive excursion to Southern California's Channel Islands.



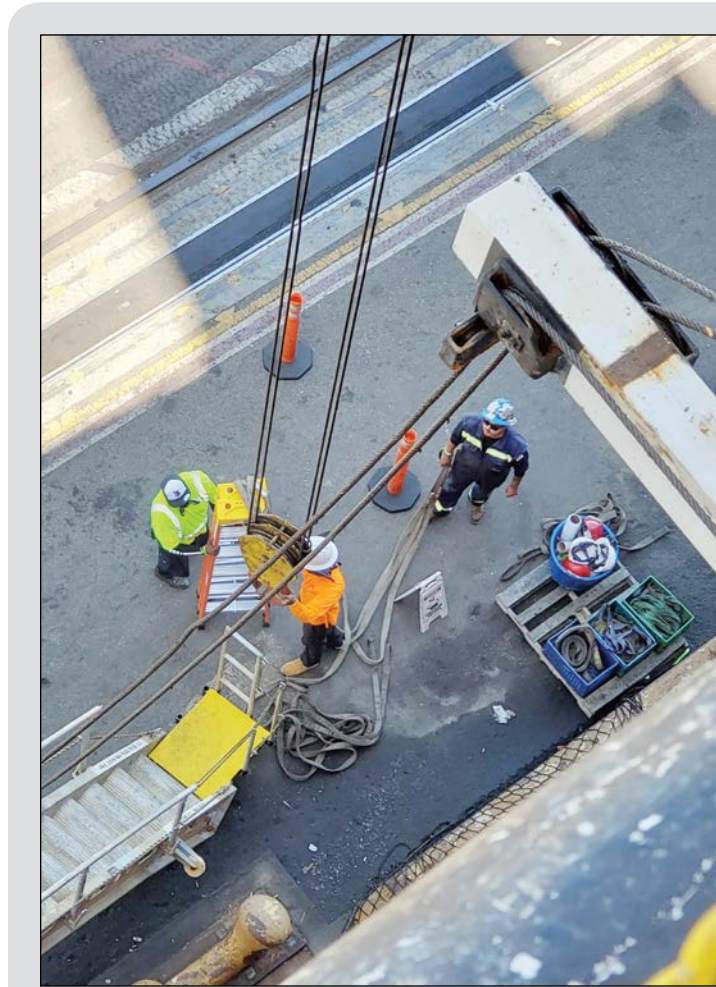
The dive boat *Conception* before fire, sinking and salvage, was classified by the Coast Guard as small passenger vessel, and is now the subject of various investigations. In the immediate aftermath of the disaster the Coast Guard issued a Marine Safety Information Bulletin to the industry covering requirements such as numbers of passengers permitted, fire-fighting and suppression equipment, crew training, and documentation unsupervised charging of lithium-ion batteries and extensive use of power strips and extension cords.

Drone bombers stop Saudi oil

On September 14th, a sophisticated and powerfully focused attack on two oil production plants at the heart of Saudi Arabia's oil industry, has disrupted world oil markets.

The attack targeted the world's biggest petroleum processing facility, in a strike that three sources said had disrupted output and exports. Various reports cited as many as 10 drones were used to deliver the explosives, apparently from Yemen-based Houthi armed forces. Later, U.S. government officials blamed Iran for use of its own cruise missiles in the attack.

Two sources close to the matter said 5 million barrels per day of crude production were impacted — close to half of the kingdom's output or 5% of global oil supply. Another source said some production



AB Dennis Solijon in the *President Truman* in San Pedro California. The second shot, showing the view to the dock from the crane deck, gives depth and context to the finesse required in shipboard crane operations (note the movable tailblock and cargo hook inboard of the gangway but outboard of the gangway falls). Photo: Dale Gibson

The *Conception*, which sank in 60 feet of water has since been raised and transported to a warehouse as part of the investigation. It was owned and operated by Truth Aquatics Inc., based in Santa Barbara, California.

The NTSB has been appointed as the lead investigator for the safety investigation. The U.S. Coast Guard has also declared the accident a major marine casualty and has convened a formal Marine Board of Investigation to investigate.

Investigators have collected documents from recent Coast Guard inspections and visited another Truth Aquatics vessel, *Vision*, a vessel similar to the *Conception*. Salvage operations to bring the wreckage to the surface for examination and documentation have begun. Investigators plan to examine current regulations regarding vessels of this type, year of build, and operation; early-warning and smoke-detection and alarm systems; evacuation routes; training; and current company policies and procedures. Efforts continue to determine the source of the fire.

was shut down as a precaution and that most of the lost output capacity would resume within days.

The bombing targeted the production of the Saudi state-owned oil company called Aramco, and occurred as Aramco accelerates plans for an initial public offering as early as this year. They follow several earlier cross-border attacks on Saudi oil installations and on oil tankers in Gulf waters.

President Trump told Saudi de facto ruler Crown Prince Mohammed bin Salman by telephone that the United States was ready to work with the kingdom to guarantee its security, saying attacks on Saudi oil facilities had a negative impact on the American and global economies, state news agency SPA said.

Bulk carrier detained in Australia for unpaid wages

The Australian Maritime Safety Authority (AMSA) received a complaint from the International Transport Workers' Federation (ITF) on September 11, alleging the operator had failed to pay crew their wages for the months of July and August.

AMSA surveyors boarded the ship today (11 September) to investigate the allegations.

While on-board AMSA surveyors interviewed the crew and reviewed documentation to determine whether they were being paid in accordance with their Seafarer Employment Agreements as required under the Maritime Labour Convention.

The investigation confirmed crew had not been paid their wages for the previous two months, amounting to about \$51,000 USD.

The ship was immediately detained by AMSA for breaches of the Maritime Labour Convention, the second in the past week with the Panamanian-flagged bulk carrier *MV Fortune Genius* currently under detention at the Port of Gladstone for unpaid wages as well.

AMSA General Manager Allan Schwartz said failure to pay seafarers

their wages in full and on time was a gross breach of their most basic rights to fair employment.

"When you sign a Seafarer Employment Agreement you expect to be properly paid for your work just like any other job," Mr Schwartz said.

"You have faith that your employer will honour that agreement and your family back home has faith as well.

"It is completely unacceptable for shipping companies to take advantage of their seafarers by withholding their wages and we will not tolerate that in Australian waters.

"If you bring a sub-standard ship into Australian waters or you fail to meet the minimum standards set-out in international laws like the Maritime Labour Convention, we will hold you accountable.

"AMSA has the power to ban ships for repeated poor performance and it's worth remembering before entering our waters."

The *MV Xing Jing Hai* will remain under detention until AMSA is satisfied that all crew have been paid their outstanding wages in full and the company convince AMSA it won't happen again.

Amazon makes first container acquisitions

The e-commerce giant Amazon is continuing its reach into logistics. Taking greater control of its US rail transportation by buying company-branded 53-foot containers, it is sending a warning sign to intermodal marketing companies who serve as middlemen between railroads and cargo owners for domestic intermodal rail.

Amazon acquired approximately 250 containers that will be placed on trains on the West Coast as part of a container pilot program. Depending on the deployment, success and duration of the program, the purchase is likely part of the company's larger efforts to provide its customer sellers with a global end-to-end supply chain solution.

Amazon Global Logistics already operates as a non-vessel operating common carrier (NVO), selling ocean freight services via its Beijing-based subsidiary,



Beijing Century Joyo Courier Service Co., and also appears as a consignee on bills of lading.

If the container pilot is successful, Amazon could eventually consolidate goods into company-branded containers in Asia; directly book ocean, rail, and road transportation; and deliver orders in Amazon vans. There is no evidence now that Amazon-owned ships, trains and trucks are presently envisioned as part of a near-term plan.

“Technology will save us if it doesn't wipe us out first.”

- Pete Seeger

CMA CGM stays in red second quarter

CMA CGM, the world's fourth-largest container shipping firm, reported a second straight quarterly loss as its takeover of CEVA Logistics weighed on its results, but said its business volumes remained strong thanks to growth in the U.S. economy.

The French-based group said on Friday that it expected a better second half of the year, supported by previously announced plans to reduce costs and reorganize its shipping services.

CMA CGM said it made a second-quarter net loss of \$109 million, adding to a \$43 million loss in the first quarter.

The group's shipped volumes increased by 6.3% year-on-year, accelerating from 4.4% growth in the first quarter, driven by brisk U.S. demand and healthy activity on its intra-regional lines.

The company reiterated that a U.S.-China trade dispute was curbing its activity, with Southeast Asia partly replacing China in meeting high U.S. import demand.

"The environment is complicated but so far we have not seen an effect on our shipped volumes from the trade war or general uncertainty," Chief Financial Officer Michel Sirat said.

Union approval rating hits 50-year high

Americans' approval of labor unions has surpassed 60% for the third year in a row. A Gallup poll released earlier this month found that 64% of Americans approve of labor unions, among the highest percentage measured by pollsters in the past five decades.

The poll showed that Democrats, Independents and Republicans are all more likely to view unions positively now than they were at the low point recorded a decade ago after the 2008 recession. Since 2009, approval of labor unions has increased among each party group by 16 or 17 points. Overall 82% of Democrats said they approve of labor unions, as opposed to 45% of Republicans.

Eighty-six percent of American adults living in a household with a union member approve of unions, compared with 60% of those living in nonunion

CMA-CGM declines to sail Arctic route

CMA CGM Group said in late August it won't use the Northern Sea Route connecting Asia to Europe through the Arctic in order to protect the fragile ecosystem there from the threat of accidents, oil pollution, and collisions with marine wildlife.

The global ocean carrier's chairman and CEO Rodolphe Saade made the announcement in a meeting with French President Emmanuel Macron, ahead of the G7 meeting of world leaders in France.

The Northern route, which runs the length of the Siberian coast, was formerly unnavigable, but its use has been made possible by global warming. Some sectors of the shipping industry see the opening of the route as an opportunity.

Russia said in the past that it is planning to develop a seaport and trade hub in its far eastern Kamchatka region to serve shipments on the Northern Sea Route. A year ago, a Maersk vessel loaded with Russian fish and South Korean electronics was the first container ship to navigate an Arctic sea route, according to Reuters, which has reported since that the carrier is looking to send more goods on the route.

Others have balked at the route. Otto Schacht, executive vice president

"At the moment, the trade war is not weighing on consumption in the United States," he told Reuters by telephone.

Volume growth together with the integration of CEVA Logistics supported a 35% jump in CMA CGM's second-quarter sales to \$7.7 billion.

But the acquisition of loss-making CEVA, which CMA CGM wants to break even by the end of this year, contributed to the group's net loss.

The loss also reflected a negative \$71 million impact from an accounting change on lease contracts that should progressively diminish in coming quarters, Sirat said.

The shipping group made significant progress in a \$1.5 billion savings programme during the second quarter, with a reduction of about \$50 in average container costs that could represent around \$1 billion in annual savings, Sirat added.

The group was also preparing to adopt stricter rules on vessel emissions that take effect in January.

Nearly all of its fleet would initially comply by using low-sulphur fuel, with so-called scrubber filters and new gas-powered ships also to be gradually adopted, Sirat said.

countrywide households.

For decades, unions in the United States have been under attack by anti-labor politicians and corporate CEOs.

Since 1979, total workforce union representation has dropped by more than half, from 27% to under 12% in 2017. Last year, total union representation was under 11%, according to the Bureau of Labor Statistics. Not all of the decline in membership can be ascribed to a loss in union power. Mathematics and demographics, especially the decline in working age population as a percentage of the overall workforce, as well as the changing nature of work, account for some of the percentage representation. In any case, a recent Pew Research poll found that more than half of Americans believe that the decline in union representation is bad for working people.

of sea logistics for Kuehne + Nagel, said last month the company would not support the route.

"No one should support shipping goods from Asia to Europe via the Arctic," he wrote. "Whoever considers it, supports global warming."

CMA CGM said in a statement that Saade has decided none of CMA CGM's 500 vessels will use the route.

"Rich in its unique and largely unexplored biodiversity, the Arctic plays an essential role in regulating ocean currents and global climate patterns," the carrier said. "The use of the Northern Sea Route will represent a significant danger to the unique natural ecosystems of this part of the world."

CMA CGM also said it would give priority to the use of liquified natural gas (LNG) to power its ships. LNG reduces sulfur emissions and fine particles by 99%, nitrogen oxide emissions by 85% and carbon dioxide emissions by up to 20%, the carrier said.

CMA CGM has ordered nine LNG vessels that can carry up to 23,000 TEU, the first of which will be delivered next year. By 2020, it will have 20 LNG vessels in its fleet, the carrier said.

Welfare Notes September 2019

SIU Pacific District Pension Plan Rules

The Plan provides two types of pension – Deferred Vested Pensions and Pensions Vesting at Retirement. The latter are employer subsidized early retirement benefits. If you qualify for more than one pension, you will receive only the one that is the largest. A few highlights from the SIU Pacific District Pension Plan rules are outlined below:

Deferred Vested Pension

The Plan provides a Deferred Vested Pension benefit payable at Normal Retirement Age (usually age 65.) The amount of the benefit depends on the pension credits accumulated.

One Year of Vesting Service

125 days of covered employment within a calendar year

Benefit Credits

125-199 days: pro rata benefit 200 days: full year vested benefit credit

Vesting Requirements

Before August 1, 1999, 10 years of vesting service for active employees

After 7/31/1999, 5 years of vesting service for active employees

Pensions Vesting at Retirement

The following pensions may be payable before Normal Retirement Age based on the number of qualifying years earned within the applicable qualification period:

<u>Pension Type</u>	<u>Qualifying Years Requirements</u>	<u>Minimum Age</u>
Long Term	25	55
Basic	20	55
Reduced	15-19	65
Disability	Minimum of 10 years	Any age

Year of Qualifying Time

200 days of covered employment within a calendar year equals a full year of qualifying time. Less than 200 days within a calendar year will earn a pro rata partial year of qualifying time. No credit will be earned for covered employment in excess of 200 days in any calendar year.

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SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

Study looks at the impacts of commercial pressures on shipboard safety

A new study on the complex issue of responsibility for shipboard safety in the midst of commercial pressures has been published.

The study, titled Spotlight: Why Accidents Are Often Not Accidental, was conducted in conjunction with Dalhousie University of Halifax, Nova Scotia. It describes in detail the maritime safety regulatory regime and explores a number of high-profile international maritime accidents.

The study focuses in large part on the safety implications of commercial pressures that exist in both the national and international shipping markets and the effects these pressures have on front-line personnel (i.e. officers and crew), safety inspectors, and management. The authors also present their personal experiences in attempting to maintain safety standards.

Published by the International Organization of Masters, Mates, and Pilots and presented to the World Maritime Rescue Conference in Vancouver, Canada, by pro-

fessional mariners who had been scapegoated by their employers for urging that serious shipboard safety problems be addressed.

According to the authors of the study, on a domestic level, operators in all shipping markets are understandably reluctant to forgo income while a ship is pulled out of service to be repaired. In international shipping, where the flag-of-convenience system dominates, owners are free to choose which flag state and class society to use. This results in commercial pressure on flag states and class societies, which may decide to turn a blind eye to safety problems as a way to attract and retain clients.

The study illustrates how these complex factors may have contributed to a number of highly publicized marine accidents that involved significant loss of life or damage to the environment, including the 2002 Prestige disaster; the sinking of the Russian riverboat Bulgaria in 2011 and of the Korean ferry Sewol in 2014; and the sinking of the bulk carrier Stellar Daisy in 2017.

**ATTEND YOUR MONTHLY
SUP UNION MEETINGS!**

American maritime heroes

9/11 Boatlift First Responders

On September 11, 2001, a civilian fleet of ferries, tug boats, and other vessels went into the face of catastrophe and evacuated more than 500,000 people from Lower Manhattan. It was the largest rescue boatlift in not just American but world history. Yet, to those familiar with this industry, the mariners' actions on September 11, 2001, came as no surprise. In times of war and in times of peace, the American maritime industry will always answer the call of duty.

#AmericanMaritimeHeroes



On Friday 13 September 2019 Grant "Eli" Wegger received an outstanding service award for his years as Marlin-spike seamanship instructor at the Wilmington Branch of the Sailors' Union. Designed by Retiree Bruce Thompson, and presented by Retiree Duane Nash. L-R: Ed Sandro, Wilmington Branch Agent Leon Gandy, Juny Hauvas, Luis Rosas, Joe Eckert, Retiree Tom Larkin, Bert Genita, Mark Littlejohn, Ziggy Lewandowski, Joe McDonald, Grant "Eli" Wegger, Former Wilmington Branch Agent, and presenter, Duane Nash, Helaman Taaga, Les Jeziorski, Scott Hudson. In front, Andy Facundo, and Retiree Mike Villegas. Photo: Mark Hurley



GM workers strike nationwide

Nearly 49,000 General Motors employees and members of the United Auto Workers walked off the job late on Sept 16, after negotiations failed.

It's the United Auto Workers' first nationwide strike since 2007. On the table are wages, health care, job security and other issues.

Negotiations have been going on since July but stalled on key issues and the UAW announced the strike would begin if the two sides could not renew an agreement in place since 2015.

"We stood up for General Motors when they needed us most," said UAW Vice President Terry Dittes in a statement Sunday. "Now we are standing together in unity and solidarity for our Members, their families and the communities where we work and live."

The company has made major gains since its 2009 bankruptcy and President Barack Obama's bailout, which rescued struggling American automakers beaten down by the global financial crisis. In time, car sales bounced back, employment grew and the companies began turning profits again.

Though GM brings in significant profits — \$8.1 billion after taxes last year — there are major changes within the industry. Family-friendly sedans — once

an icon of American culture — have become less of an emphasis for U.S. automakers as consumers gravitate to sport utility vehicles and crossovers, as well as greener electric vehicles. In March, GM shuttered production at one of its plants in Lordstown, Ohio, as it scaled back production of the Chevy Cruze.

Car manufacturing is still critically important to the U.S. economy. According to the Alliance of Auto Manufacturers, the broader vehicle industry supports nearly 10 million jobs and has historically accounted for about 3% of gross domestic product. Some 220,000 people work in car manufacturing.

The International Brotherhood of Teamsters has joined in support of the UAW and refused to cross picket lines to transport GM vehicles to dealerships.

"Our members won't cross the picket line," Teamster spokesman Brett Caldwell said at the outset. "They stood with us when we have fought employers. This is another way we can stand with them."

"Calling a strike is a deeply difficult decision and always a measure of last resort," said AFL-CIO President Richard Trumka.

"This is a fight to win dignity for the 46,000 auto workers who have delivered their bosses record-breaking profits for years."

True North and Magnetic North Align

For the first time in centuries, compasses in Greenwich are about to point directly at true north: an epic coincidence of time and magnetism that hasn't taken place for some 360 years.

This serendipitous occurrence — which is set to occur within the next fortnight — serves as a startling reminder of how Earth's magnetic north pole is constantly wandering, unlike the fixed 'true north' of Earth's geographic north pole.

The angular difference between those two different points is called magnetic declination, and while the gap might not be something ordinary people spend a great deal of time thinking about, it's a disparity that can last for centuries at a time.

For hundreds of years now in the UK, due to Earth's shifting magnetic north pole, declination has been negative, meaning compass needles have been pointing west of true north.

But nothing lasts forever. The agonic — an invisible line that connects Earth's north and south magnetic poles (and which represents zero declination wherever it passes through) — has been moving westward at approximately 20 kilometres (about 12 miles) per year.

016 true north greenwich magnetic 1(British Geological Survey/Twitter)

At that rate, it's set to pass through Greenwich this month — the historic site of the Greenwich Royal Observatory — making history in the process.

"At some point in September, the agonic will meet zero longitude at Green-

wich," says geomagnetism researcher Ciaran Beggan from the British Geological Survey (BGS).

"This marks the first time since the Observatory's creation that the geographic and geomagnetic coordinate systems have coincided at this location."

As fate would have it, it was a coincidence that when the Royal Observatory was founded in the late 17th century — at the decree of King Charles II — compasses in Greenwich also pointed directly at true north, due to zero declination.

Ever since then, constant variations in the position of Earth's magnetic north pole due to changes in the composition of Earth's molten outer core have seen the agonic keep shifting.

It's a phenomenon that's expected to endure well past this September's circumstantial synchronicity (from the perspective of compass users in Greenwich, at least).

"The agonic will continue to pass across the UK over the next 15 to 20 years," Beggan says.

"By 2040, all compasses will probably point eastwards of true north."

As for the more distant future beyond that, scientists' ability to foresee the magnetic movements are limited.

"It is, at present, impossible to predict how the magnetic field will change over decades to centuries," Beggan says, "so the compass may well point east of true north for another 360 years in the UK."

“

Show me the country that has no strikes and I'll show you the country in which there is no liberty."

—Samuel Gompers



SUP PRESIDENT'S REPORT

APL MARITIME SERVICES

The Union's collective bargaining agreements with APL Maritime Services (that's the Offshore Agreement, the Maintenance Agreement, and the Extra Maintenance Agreement) covering the period from October 1, 2018 to October 1, 2020 call for an increase of three percent (3.00%) on wages and wage related items (base wage, supplemental benefits, overtime, etc.) beginning on October 1, 2019. Mr. Chairman, I recommend the entire amount be allocated to wages and wage related items.

A cost of living adjustment to APL's health and welfare contribution is also due as represented by the annual percentage increase of the medical care services component of the Consumer Price Index (United States City Average for Urban Wage Earners and Clerical Workers) during the most recent previous 12-month period calculated by the Bureau of Labor Statistics of the U.S. Department of Labor and available around September 16th.

An increase in the contribution to Andrew Furuseth School of Seamanship in the amount of \$0.25 is also due on October 1, 2019.

Finally, the membership will recall that in the first year of the Agreement, beginning October 1, 2018, the Union achieved a primary goal of bargaining with a new \$10.00 per day pension contribution bringing the total pension contribution to \$20.00 per day. That contribution remains unchanged in the second year of the Agreement but continues to accrue to the benefit of all SUP pensioners both present and future.

PATRIOT CONTRACT SERVICES

Effective October 1, 2019 there shall be a two percent (2%) increase in total labor cost for all unlicensed deck ratings working aboard the eight Watson-class eight Large Medium Speed, Roll/on, Roll/Off ships operated by Patriot Contract Services. Mr. Chairman, I recommend allocation of the entire increase to wages and wage-related items.

USCG NOTICE ON FINAL EXTENSION

Stemming from the government shutdown at the end of last year and beginning of this year, the Coast Guard issued notice in August that its final extension of validity for expired Merchant Mariner Credentials (MMC) and STCW medical certificates expired on August 31, 2019. Extension letters of endorsement are cancelled and will not be extended again. Mariners with expired or soon-to-expire credentials are advised to begin renewal immediately. Although the The National Maritime Center (NMC) recommends making applications at least two months in advance of expiration, it also claims that applications for STCW medical certificates are being processed at a rate "well under the stated goal of 20 net days." On MMC applications, NMC has a stated goal of 30 net days. Additional information will be available in the West Coast Sailors, or at the NMC website at www.uscg.mil/nmc or by calling 1-888-IASKNMC (427-5662).

HONOLULU BRANCH VISIT

On August 19 I visited the Honolulu Branch and talked with members before, during and after the monthly general membership meeting. I also met with the crew of Manoa and the busy Paint and Rigging gang at the Matson's Sand Island Terminal. I was accompanied throughout by SUP Plans Administrator Michelle Chang and Branch Agent Mike Dirksen. Michelle ably answered benefits and eligibility questions in the context of real time service records and assisted with all manner of health coverage and retirement issues. The Manoa was running smooth with Robert Reed as Bosun. The Paint and Rigging continues to provide superior maintenance, rigging and repair services to the eleven ship Matson fleet, servicing a ship nearly every day, seven days a week. Led by steady Bosun Joe Mantanona and storekeeper Ray Tavai, the entire gang including Patrick Weisbarth, Emo

Aulelaua, Art Garrett, Rodney Cho, Nick Manessotis, and Richard Kahalewai routinely demonstrate the coordinated effort and advanced skill in seamanship that keeps the operation a key component of SUP success.

LIHUE BREAKOUT

On September 3, Matson management called SUP HQ for crew in the Matson reserve ship Lihue, laid up in Oakland and to be deployed in the Pacific Northwest-Alaska trade and replacing the disabled Matson Tacoma. A standby gang was immediately dispatched to prepare the ship for emergence from layup and a qualified crew turned to on September 4. On the same day I discussed and reached agreement with Matson management on the basic issues including the usual jurisdictional provisions of our Agreement including its applicability on board in all normal operations including stores, maintenance, gangway security watchstanding, etc. I also noted the availability of standbys from the Seattle Branch (subsequently ordered). That information was transmitted to Seattle Branch Agent Brendan Bohannon and the ship's Bosun Paul Fuentes. The ship sailed Sunday September 9th for Tacoma. (See photo on page 3.)

SUP BUILDING CORPORATION

The Trustees of the SUP Building Corporation met again on September 9, 2019 to review previous action and the current status of the Building including new building maintenance issues. As the membership will recall, the Trustees earlier requested an assessment of the roof damage caused by a wireless communications tenant unauthorized modification to a cell site tower on the upper main roof of the hiring hall property at 450 Harrison St. That assessment and associated main bid for repair was delivered on August 29, by Jim Barron from Anderson Roofing Company. Although still preliminary absent complete inspection, the damage was nevertheless found to be extensive and costly: without associated plumbing work the estimated cost for roof repair and replacement is \$278,000. The materials warranty on the existing roof expired in late 2016. The total cost of the repairs including plumbing work related to drains and drainpipes is incomplete but expected to be about \$24,000 putting total cost over \$300,000. Following a thorough review of the financial considerations, the Trustees voted in favor applying for the permit to effect repairs immediately to avoid further damage while the weather is favorable. They further directed staff to pursue clarity on final costs as well as to request full reimbursement from the tenant to the extent provided for under the lease terms. Will keep the membership informed on the issue.

MARAD REQUEST FOR INFORMATION ON AUTOMATION

Last month the Maritime Administration held an automation conference and then posted a "request for information" to the federal register for comments on maritime-based transportation automation. Specifically, MarAd says it is "interested in engaging in research that may help support strategies to safely implement automated transportation on and around ports. To that end, MarAd is publishing this RFI to solicit views from the public, including stakeholders" on a range of issues related to the topic.

MarAd should stay out of this divisive and volatile discussion. Indeed, to engage in research "that may help support strategies... of automated transportation" is to reach the foregone conclusion not only that automation is by itself always favorable, but also that the facilitation of automation is appropriately MarAd's role. It presumes MarAd is even capable of holding a fair discussion. It presumes too that if it were so capable, that it has the expertise to evaluate that discussion, and that any findings might form an adequate representation of government, industry and stakeholders.

We know that thoughtless automation that fails to consider all the issues, contingencies and conse-

quences destabilizes the jobs of working people, and all but guarantees labor, political, and community unrest. It's irresponsible for government to talk generically of automated progress based on mere financial cost/benefit analysis and dressed up in the technological hyperbole of the age. Even when it may be envisioned and prepared for – in the transparency of collective bargaining – we should look no further than the recent instability caused by the Pier 400 terminal automation in Long Beach, to understand the precarious effect of poor implementation. Government entities, especially those whose mission it is to promote a viable United States merchant marine, are neither empowered nor equipped to properly study and evaluate such matters, far less so to facilitate their implementation.

Accordingly, we reviewed a submission to the docket forwarded by Don Marcus, President of the International Organization of the Masters' Mates and Pilots and drafted by MMP's Vice-President George Quick, and together with the ARA, IBU, ILA, ILWU, MEBA, MFOW, MMP, SIU, and TTD the SUP joined as signatory. The position essentially maintains that the request for information is too narrow in scope and focuses only on the technical aspects of automation and not the wider impacts, especially on workers. Capt. Quick makes that point at the outset of the submission:

"The degree that governmental agencies should be involved in promoting or funding technology that displaces workers is a political and social issue that should take into account the impact on the human element and society in a holistic manner, not just whether it is technically and economically feasible for the corporate sector."

The statement will be printed in the September West Coast Sailors.

FOSS MARITIME COMPANY

Along with SUP Vice President Matt Henning, I met with Foss management at SUP Headquarters on July 26 to discuss potential policy adjustments made suddenly necessary to them as a result of a wage and hour class action lawsuit brought by unrepresented employees in Southern California. The litigation is in mediation phase and has to do with meal and rest hour breaks required under state wage and hour law. Management denied culpability but acting on the advice of counsel determined settlement their best option. In that context as a prelude to settlement the discussion was conceptual and the timeline was uncertain. Furthermore, and despite producing a draft Memorandum of Understanding, management could not provide the policy on which the MOU depended. Nor did the MoU spell out or even properly recognize the exact implementation procedure or compensation associated with what was obviously a change in existing policy. Accordingly, we declined to accept the MoU and requested additional information.

In subsequent communications management did provide a new Company-wide policy with more detail but without implementation guidance especially as it related to the specific language of our Agreement. Management then held a meeting with SUP members on the policy which was attended by Vice-President Matt Henning.

On behalf of the membership employed by Foss I objected to the unilateral imposition of a policy and implementation timeline, but indicated a willingness to continue the discussion, offered to meet, and drafted a potential proposal consistent with the expected settlement, the draft Company policy, the SUP's standard penalty meal compensation rules, and the existing terms of the Agreement. Management has not yet responded. We expect more discussion with both management and members working under the Agreement before a complete MOU can be presented to the membership.

HOLIDAYS

All SUP halls will be closed for Columbus Day, Monday, October 14, a holiday under all SUP agreements. Due to the holiday, the Headquarters meeting will be held on Tuesday, October 15.

ACTION TAKEN

M/S/C to accept the 3% raise for APL and 2% raise for Watson class; allocated to wages and wage related items. Carried unanimously.

M/S/C to concur in the balance of the President's Report. Carried unanimously.

Dave Connolly

VICE PRESIDENT'S REPORT

September 2019

I represented the SUP at the Alameda Labor Council delegates meeting. SUP had six ships activate this month, thanks to all that filled the billets when called upon.

USNS Sisler: Val Goncharov, Delegate. Preparing for long trip from Jacksonville Florida to Diego Garcia in early October. Jeff Nicholas replacing Jon Clark as Bosun.

USNS Watkins: Noel Romero, Delegate. RAV status working twelve hours a day seven days a week in Bayonne NJ shipyard. Perciverando Quiteles, Bosun.

USNS Dahl: John Pennings, Delegate. No major beefs. Xerxes Cunanan replacing Ed Zepeda as Bosun.

APL Gulf Express: Cirilo Sajonia, Delegate. Investigating past harassment claims. Aaron Weibe, Bosun.

APL Guam: Christian DeMesa, Delegate. Investigating drinking water issues. David Purganan, Bosun.

APL President Truman: Dennis Solijon, Delegate. No major beefs. Dale Gibson, Bosun.

APL President Roosevelt: Paul Harsany, Delegate. Concerns regarding port prep and not following past practice. Kris Skorondynski, Bosun.

APL President Wilson: John Duran, Delegate. No major beefs, possibly going to graveyard with Dmitri Seleznev, Bosun.

Mississippi Voyager: Chris Thorsen, Delegate. Continuing west coast run from El Segundo to Richmond Long Warf. Ken Dooley, Bosun.

Florida Voyager: Larry Moses, Delegate. Preparing for contract negotiations with Chevron in January. Matt Frazier, Bosun.

Cape Hudson: Lee Bolden, Delegate. Successfully loaded Army equipment in Alaska and transferring to Gulfport, Mississippi. Kim Dulay, Bosun.

Cape Victory: Eve Sullivan, Delegate. Currently in FOS status returning from shipyard. Clarification regarding travel pay.

Matthew Henning



AB Kyle Swainbank in the Kaimana Hila in Oakland. Kaimana Hila was recently redeployed to the China trade. Photo: Dave Connolly

China conflict endangers an undersea internet cable deal

U.S. officials are seeking to block an undersea cable backed by Google, Facebook Inc. and a Chinese partner, in a national-security review that could rewrite the rules of internet connectivity between the U.S. and China, according to people involved in the discussions.

The Justice Department, which leads a multiagency panel that reviews telecommunications matters, has signaled staunch opposition to the project because of concerns over its Chinese investor, Beijing-based Dr. Peng Telecom & Media Group Co., and the direct link to Hong Kong the cable would provide, the people said.

Ships have already draped most of the 8,000-mile Pacific Light Cable Network across the seafloor between the Chinese territory and Los Angeles, promising faster connections for its investors on both sides of the Pacific. The work so far has been conducted under a temporary permit expiring in September. But people familiar with the review say it is in danger of failing to win the necessary license to conduct business because of the objections coming from the panel, known as Team Telecom.

Team Telecom has consistently approved past cable projects, including ones directly linking the U.S. to mainland China or involving state-owned Chinese telecom operators, once they were satisfied the company responsible for its U.S. beachhead had taken steps to prevent foreign governments from blocking or tapping traffic.

If the U.S. rejects Pacific Light's application, it would be the first time it has ever denied an undersea cable license based on national-security grounds, and it could signal regulators are adopting a new, tougher stance on China projects.

The threat of a failed approval process reflects growing distrust of Chinese ambitions and comes amid escalating tensions between China and the U.S., part of a broad rivalry between the world's two largest economic powers. A prolonged trade conflict has each side affixing tariffs on hundreds of billions of dollars in goods flowing between the two countries, while Washington has sought to blunt Beijing's ambitions to expand military and economic influence in Southeast Asia, the Pacific, Africa and elsewhere.

A number of U.S. officials—as well as some from allied countries—also have been waging a high-profile campaign to exclude China's Huawei Technologies Co. from next-generation mobile networks, and to limit its role in the undersea cable networks that ferry nearly all of the world's internet data.

The Pacific Light project cost at least \$300 million to build based on its route, according to consultants who advise companies on subsea cable construction. Companies like Google and Facebook have spent the past decade funding similar cables to handle ever-growing network traffic between the U.S. and Asia. The new

link to Hong Kong would give them greater bandwidth to a major regional internet hub with links to growing markets in the Philippines, Malaysia and Indonesia as well as mainland China.

Team Telecom's concerns over Pacific Light include Dr. Peng's Chinese-government ties and the declining autonomy of Hong Kong, where pro-democracy protesters have been holding massive demonstrations for months against Beijing's efforts to integrate the territory more closely. Dr. Peng is China's fourth-biggest telecom operator. Listed in Shanghai, the private firm serves millions of domestic broadband customers. In the past, a cable link to Hong Kong would have been viewed as more secure than one to mainland China, but the distinction is becoming less relevant, these people say.

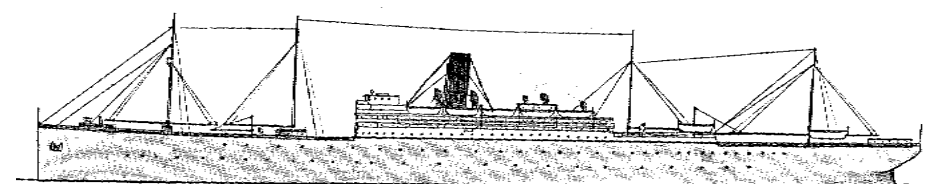
Proponents of the project say its approval would give the U.S. better oversight over the data that flows through the cable because Team Telecom could advise the FCC to force the companies to agree to certain conditions to protect security. Even if the U.S. thwarts this particular cable, the need for greater data capacity will still exist, and that data will just find its way through other cables that aren't necessarily within the U.S.'s jurisdiction, they say.

Team Telecom last year reversed its long-held stance on Chinese applications to provide telecom services through U.S. networks, and recommended for the first time the denial of an application based on national-security and law-enforcement concerns. In May, the Federal Communications Commission adopted the recommendation that came after years of deliberation, voting unanimously to deny an application from China Mobile Ltd.'s U.S. arm even though it had previously approved applications from fellow state-owned operators China Telecom and China Unicom.

Though the FCC makes the final decision on whether to grant a license for the Pacific Light project, it has historically deferred to recommendations from Team Telecom after its members coalesce around a unified view. The ad hoc group has no resolution mechanism in the event of a dispute. It isn't known how strongly other members of the team, including the Defense and Homeland Security Departments, feel about the issue.

Should the Justice Department hold firm in its opposition and win support from other Team Telecom members, the group's negative view would likely kill the project. If other team members decide to fight the Justice Department on the issue—and it refuses to back down—any approval could be delayed indefinitely, leaving the project in limbo. It is possible regulators might extend the temporary permit in the interim. Team Telecom, meanwhile, could still recommend the FCC approve the project if the Justice Department changes its position.

ATTEND YOUR
MONTHLY SUP
UNION MEETINGS!



SUP BRANCH REPORTS

WILMINGTON

August 2019

Shipping: Bosun: 2, AB/W: 13, AB/D: 7, OS/STOS: 3, GVA/GUDE: 0, and standby: 69 for a total of 94 jobs shipped.

Registered: A: 37 B: 52 C: 7 D: 6

Ships checked: Daniel K. Inouye, R. J. Pfeiffer, Manukai, Maunawili, Mokihana, Manoa, Maunalei, President Kennedy, President Truman, President Roosevelt, President Eisenhower, President Wilson, President Cleveland.

Shipping has been good here in Wilmington, a large number of crewing jobs are rotating as usual, members need to step up take jobs when available. The number of standby and crewing jobs have increased since last month.

When you take a standby job you are expected to show up on time and do a day's work for a day's pay. Standby jobs are vital to the union and membership. Check your documents before you plan to ship, all documents and dues must be current to be dispatched. Dues should be paid before the quarter starts.

Eli Wegger has retired, he still comes in to teach seamanship here at the union hall on Friday after job call, if you want to learn seamanship skills or just want to brush up, Eli is available and he has provided several dvd's on the history of unions and labor.

We have a large number of members working standby on Monday's which makes it hard to get a quorum, participate in your Union meetings keep informed, we need a quorum in order to vote the union is only as strong as its members.

Leighton Gandy, Branch Agent

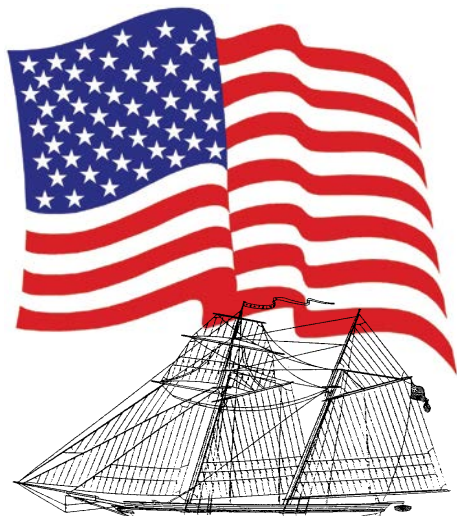
SEATTLE

August 2019

Patriot called for 1 Boatswain, 1AB, and 4 OS, filled by 1 A, 2 B, 1 C, and 2 D cards. 1 relief AB/W shipped to Matson, filled by a B card. 5 Standby AB's, filled by 3 B, 1 D, and 1 MFOW member. Registered: 4 A card for a total of 4; 12 B cards for a total of 27; 1 C cards for a total of 1; 3 D cards for a total of 3.

There is lots of work in Seattle for those that stay current on their documents, so please stay current. Remember your constructed drug card is valid four months from your last discharge date, and an actual drug test is valid for six months. Patriot sailors; remember to check the date of your BST cert to be sure it will be valid for your next jobs duration. If you need BST renewal don't go it alone, schedule through the SUP Training Director Berit Eriksson.

Brendan Bohannon, Branch Agent



HONOLULU

August 2019

Shipped the following jobs in the month of August: 1 Bsn steady, 3 AB Day steady, 6 AB Watch steady, 1 AB Watch return, 1 AB Maintenance and 1 OS steady. The shipping jobs were filled by 4A cards, 8 B cards and 1 C card.

Shipped 14 standby jobs. The standby jobs were filled by 0 A cards, 4 B cards, and 10 C cards. Registered in Honolulu: 9 A cards; 22 B cards; 12 C cards; 8 D cards.

Ships checked: I visited the RJ Pfeiffer, Manukai, Maunalei, Manoa, Mokihana, Mahimahi, Matsonia, Kamokuiki, Maunawili, Kaimana Hila, DK Inouye and the Paint and Rigging gang. All are running with few or minor beefs.

APL Guam-no major beefs, APL Saipan-no major beefs, USNS Charlton-no major beefs, USNS Watson-no major beefs.

I represented the SUP at the Hawaii Ports Maritime Council meeting, and the Hawaii AFL-CIO executive board meeting.

We had the pleasure of having Dave Connolly; President-Secretary-Treasurer of the SUP; and the head of the SUP Welfare Plan Michelle Chang attend our monthly meeting. Everyone was happy to see them and a lot of questions were asked and answered to the membership satisfaction of most of them. You can't please everyone as I have learned being in my job for 9 plus years.

I am sad to hear that Eli Wegger has retired. I've known Eli for over 34 years and the one thing I always remember about Eli is that he would go out of his way to help any SUP members who wanted some help with seamanship, especially if you were an OS.

On a bad note, shipping has really slowed down here in Honolulu. I only shipped 14 standby jobs in August. Usually the Honolulu hall ships 25 to 40 standby jobs a month.

Remember to check your documents and anything with less than six months to expiration you should start the renewal process.

Michael Dirksen, Branch Agent

Dispatcher's Report Headquarters—September 2019

Deck	
Bosun	3
Carpenter.....	0
MM	6
AB	18
OS	7
Standby	19
Total Deck Jobs Shipped.....	53
Total Deck B, C, D Shipped.....	41
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler.....	0
Wiper	0
Steward	0
Cook.....	0
Messman	0
Total E&S Jobs Shipped.....	0
Total E&S B, C, D Shipped.....	0
Total Jobs Shipped - All Depts.	53
Total B, C, D Shipped-All Depts.	41
Total Registered "A"	17
Total Registered "B"	43
Total Registered "C"	3
Total Registered "D"	12



After meeting with the Matson Paint and Rigging gang at Matson's Sand Island Terminal in Honolulu, SUP Branch Agent Mike Dirksen and Plans Administrator Michelle Chang pause momentarily before boarding the Manoa on the morning of August 19. Photo: Dave Connolly

BUSINESS AGENT'S REPORT

August 12, 2019

Matsonia: Jesus Hermosillo, Delegate. Isnin Idris, Bosun. In at Oakland#62. On a Oakland to Honolulu schedule, the company cut stand-bys for stores and any maintenance work at sea. We're hearing that Matson plans on sending her to the scrapyard in Texas late November.

Mahimahi: Phil Romei, Delegate. Mick McHenry, Bosun. In at Oakland#62. Arrived early due to the Labor Day holiday and had a good port stay for the Francisco guys. Sailed for Honolulu with no beefs.

Daniel K. Inouye: Justin Foster, Delegate. Haz Idris, Bosun. In at Oakland#62. Sailed for Long Beach on the southern triangle run with no beefs.

Maunawili: Jim Clay, Delegate. Julian Torre, Bosun. Off the China run switched over to the northern triangle run to replace the Manoa.

Lihue: Ariel Odion, Delegate. Paul Fuentes, Bosun. Received an email from Matson requesting to activate the Lihue and put her on the Alaskan run for a couple of trips. More to follow in the Presidents report.

Admiral Callaghan: Dennis Sumague, Bosun. Larry Price(gva), Demarco Dixon(gude). Running smooth in Alameda.

Cape Orlando: Jim Linderman, Bosun. Rudy Martinez(gva), Jahill Cole(gude). Keeping up the maintenance in Alameda.

Cape Henry: Phil Coulter, Bosun. Suffered an engine room fire in the morning on August 12. At 3:30 pm, fire crews arrived on the scene and quickly extinguished the one alarm blaze. Cape Henry recently activated early last week for a 65 day mission. One crew member was sent to the hospital for observation, was treated and released.

Cape Hudson: Lee Bolden, Delegate. Kim Dulay, Bosun. Activated and sailed within 72 hours to replace the Cape Henry after the damage from the fire. Sailed for Alaska to pick up military cargo for Gulfport Mississippi.

Cape Horn: Robert Leeper, Bosun. Ship activated to make a trip to Swan Island shipyard for 30-60 days for repair. Flew the gang home. OS's Kenneth Carradine and Thai Hoang will remain on board for the yard period.

President Wilson: Checked this ship with little or no beefs.

President Truman: Checked this ship with little or no beefs.

Reminder if you are upgrading in seniority please send COPIES only when the process is complete we share everything. Worked in the front office.

Roy Tufano

SUPPORT THE SUP POLITICAL FUND