



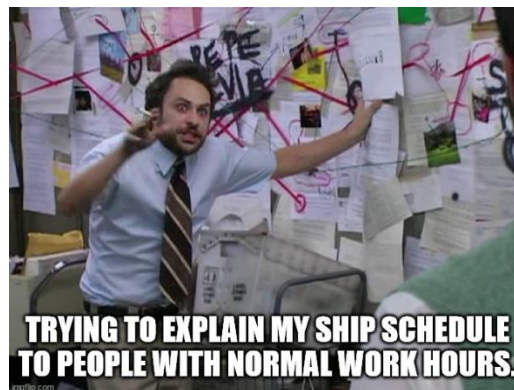
MM&P Notice to Members

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OSG FLEET & ATC FLEET NEWSLETTER 46TH EDITION

MARCH 15, 2024



SHEDDING LIGHT ON THE INVISIBLE WORKFORCE

MANY OF US HAVE HAD THIS CONVERSATION, OFTEN AT FAMILY GATHERINGS OR WITH FRIENDS OUTSIDE OF OUR INDUSTRY. IT USUALLY STARTS WITH A SIMPLE BUT REVEALING QUESTION: "WHAT DO YOU DO FOR WORK AGAIN?" SOME MIGHT OFFER A SUCCINCT RESPONSE LIKE "I DRIVE THE SHIP" TO DODGE FURTHER INQUIRIES, WHILE OTHERS DELVE INTO THE COMPLEXITIES OF THE MANY ROLES AND RESPONSIBILITIES THAT DECK OFFICERS UNDERTAKE IN TODAY'S MODERN MERCHANT MARINE.

THE REALITY IS STAGGERING: OVER 90% OF ALL GOODS ARE TRANSPORTED BY SEA, RELYING HEAVILY ON THE EXPERTISE OF PROFESSIONAL LICENSED DECK OFFICERS LIKE YOURSELF TO ENSURE TIMELY AND SAFE DELIVERY.

YOUR VOICE MATTERS, WHETHER IT'S ADVOCATING FOR BETTER LEGISLATION, FAIR WAGES, OR IMPROVED WORKING CONDITIONS. AS A MEMBER OF MM&P, OUR UNION STANDS READY TO COLLABORATE WITH YOU. WE WILL WORK TO PROTECT YOUR JOBS IN THE U.S. MERCHANT MARINE AND ADVANCE YOUR CONDITIONS OF EMPLOYMENT BE IT WITH OSG, ATC, CONGRESS, THE U.S. COAST GUARD, THE NATIONAL LABOR RELATIONS BOARD OR THE COURTS.

DECK OFFICERS LOOKING OUT FOR FELLOW DECK OFFICERS – TOGETHER, WE WILL NAVIGATE THROUGH THE COMPLEXITIES AND UNCERTAINTIES, FORGING A PATH TOWARD AN INDUSTRY LEADING CONTRACT.



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IN THE NEWS

COAST GUARD AGREES WITH UNIONS' SAFETY CONCERNS, REFUSES TO ENFORCE CALIFORNIA LAW THAT REQUIRES RETROFITTING TUGS WITH UNTESTED AIR FILTERS

THE COAST GUARD SAYS IT WILL NOT ENFORCE A NEW LAW THAT WOULD REQUIRE HARBOR ASSIST VESSEL OPERATORS IN CALIFORNIA TO RETROFIT THEIR TUGBOATS WITH UNTESTED AIR FILTERS.

THE DIESEL PARTICULATE FILTERS (DPF) MANDATED UNDER THE LAW—WHICH WAS ISSUED BY THE CALIFORNIA AIR RESOURCES BOARD—ARE SUPPOSED TO FILTER OUT BYPRODUCTS FROM DIESEL ENGINES.

BUT THEY HAVE NEVER BEEN USED IN THE MARINE ENVIRONMENT, AND THEY ARE SIMILAR TO FILTERS THAT HAVE LED TO FIRES IN THE TRUCKING INDUSTRY.

THE LAW TOOK EFFECT ON JAN. 1. THE FILTERS ARE NOT YET COMMERCIALY AVAILABLE.

THE CLOCK STARTS TICKING FOR COMPANIES ON THE DAY A MARINE VERSION OF THE FILTER COMES ON THE MARKET. COMPANIES HAVE SIX MONTHS FROM THEN TO GET THEIR TUGS INTO COMPLIANCE.



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MARITIME UNIONS AND EMPLOYERS HAVE BEEN VOICING THEIR OBJECTIONS TO THE LAW FROM THE OUTSET.

MM&P REGIONAL REPRESENTATIVE SLY HUNTER, WHO REPRESENTS MEMBERS OF THE UNITED INLAND GROUP WHO WORK IN NORTHERN CALIFORNIA, HAS TESTIFIED BEFORE THE STATE LEGISLATURE IN FAVOR OF AB 1122, A BILL THAT WOULD ENSURE THE LAW IS NOT IMPLEMENTED UNTIL EXPERTS HAVE CERTIFIED THAT THE FILTERS ARE SAFE.

THE COAST GUARD, FOR ITS PART, HAS EXPRESSED ITS OPPOSITION TO THE LAW ON SEVERAL OCCASIONS, MOST RECENTLY IN A FEB. 21, 2024, LETTER TO THE CALIFORNIA AIR RESOURCES BOARD.

THE USCG HAS "CONCERNS ABOUT THE FEASIBILITY AND POTENTIAL SAFETY ISSUES OVER DPF OPERATING TEMPERATURES," WROTE REAR ADM. ANDREW M. SUGIMOTO, COMMANDER OF THE COAST GUARD'S ELEVENTH DISTRICT.

HE SAID THAT THE DPFs MIGHT NOT MEET USCG SAFETY STANDARDS FOR INSTALLATION ON COMMERCIAL VESSELS, ADDING, "THEREFORE, PLEASE NOTE THAT THE COAST GUARD WILL NOT ENFORCE" THE REGULATION THAT IMPLEMENTS THE LAW.

"WHILE A TRUCK DRIVER CAN RUN FROM A FIRE, A VESSEL CREW'S ONLY OPTION WOULD BE TO ABANDON SHIP, RISKING THEIR OWN LIVES," MM&P'S HUNTER AND BAYDELTA MARITIME CEO SHAWN BENNETT WROTE IN AN EDITORIAL THAT WAS PUBLISHED IN CAPITOL WEEKLY, A PUBLICATION ON CALIFORNIA GOVERNMENT AND POLITICS.

THE TWO ALSO NOTED THAT THE LAW SINGLES OUT U.S. OPERATORS WITHOUT HAVING ANY IMPACT AT ALL ON THE MAJOR SOURCE OF POLLUTION FROM MARITIME TRANSPORTATION IN CALIFORNIA PORTS: FOREIGN-OWNED, FOREIGN-CREWED CONTAINERSHIPS.

"THE CALIFORNIA MARITIME INDUSTRY SHARES THE GOAL OF DECREASING EMISSIONS," THEY WROTE, "BUT NOBODY WINS IF THE PATHWAY TO LOWERING EMISSIONS IS UNACHIEVABLE, UNSAFE AND WORSENS THE SUPPLY CHAIN CRISIS."



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AN IMAGE SHARED BY OUR MEMBERS



Captain Karen Reyes and the LDOs aboard the *USNS Seay* send greetings!

If you would like to share a picture for the new column, please email dmccormick@bridgedeck.org.

Visit our FB page: <https://www.facebook.com/IOMMP>

WE ARE STRONGER TOGETHER



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THE LICENSED DECK OFFICERS' UNION

MM&P IS HERE TO LISTEN

IF YOU HAVE ANY QUESTIONS, YOU CAN REACH CAPTAIN SHAWN TUCY OR CAPTAIN TOM LARKIN AT [MMPINFO@BRIDGEDECK.ORG](mailto:mmpinfo@bridgedeck.org) OR CALL 410-582-7046

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