

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"



M.E.B.A. TELEX TIMES

The Official Union Newsletter – "The Word to the Wise"

Number 27 – July 5, 2018



In this issue//Matson's DANIEL K. INOUE Christened at Philly Shipyard//Medical Certificate Delays at NMC//AFSCME: Janus Ruling Attacks Working People//Rank & File Teams Being Shored Up for Summer Bargaining//OMB Comment Period on Maritime Over-Regulation Being Used to Attack Jones Act//Payment Portal for Dues, PAF//Vacation Reminder: Check Your Return-to-Work Date//

MATSON'S DANIEL K. INOUE CHRISTENED AT PHILLY SHIPYARD

Members and officials were on hand to welcome Matson's new containership at a ceremony in Philadelphia this past Saturday. With the traditional bottle of champagne smashed on the ship's hull at Philly Shipyard, Irene Hirano Inouye christened the DANIEL K. INOUE, named after her late husband, the former WWII veteran, longtime Senator and maritime champion. The 854-foot, 3,600 TEU vessel is the largest containership ever built in the U.S. The INOUE will be joined by a second Aloha-class newbuild in the Matson fleet early next year. The Aloha Class ships are designed to operate at speeds in excess of 23 knots, helping ensure timely delivery of goods in Hawaii. Despite their size, the ships will be able to navigate safely into some of Hawaii's smaller ports. Both ships will incorporate "green ship technology" features that will help protect the environment, including a more fuel efficient hull design, dual fuel engines that can be adapted to use liquefied natural gas (LNG), environmentally safe double hull fuel tanks and fresh water ballast systems.

"This is a proud day for all of us at Matson," said Matt Cox, Matson's chairman and chief executive officer, at the shipyard ceremony. "Over our first 136 years, Matson's fleet has evolved from sailing ships to larger steamers to diesel power, consistent with changes in technology and always evolving in step with the needs of a growing Hawaii economy.

Among many others, speakers at the christening included the Assistant to President Trump, Director of Trade and Industrial Policy, and Director of White House National Trade Council Peter Navarro, Maritime Administrator Rear Admiral Mark Buzby, Commander of the U.S. Transportation Command Gen. Darren McDew and former Pennsylvania governor Ed Rendell.

The INOUE's Engine Department is headed up by M.E.B.A.'s Mark Newberg (Chief Engineer) and John O'Donnell (1st A/E). The Deck Department is headed up by MM&P's Captain Frank Reed and Chief Mate Leonard Lambert. M.E.B.A. Secretary-Treasurer Bill Van Loo and Atlantic Coast V.P. Jason Callahan attended the ceremony for the Union along with member Brian Conroy.

Philly Shipyard's order book is empty following the completion of the second Matson vessel next year. The yard has already begun laying off workers.

San Diego's NASSCO Shipyard is in the process of constructing two combination container and roll-on/roll-off (Con-Ro) vessels that will join Matson's fleet following their completion in late 2019 (LURLINE) and in the second quarter of 2020 (MATSONIA).

MEDICAL CERTIFICATE DELAYS AT NMC

Several members emailing Medical Certificate applications to the National Maritime Center have reported lengthy delays that should prompt members and applicants to get an early start on such paperwork. Headquarters was told that, in certain cases, it took almost three weeks for those emails to be acknowledged and for application processing to begin. Regardless, members and applicants should always begin the renewal process well in advance of their expiration dates.

A member/applicant cannot be dispatched for a job requiring STCW credentials if the USCG Medical Certificate will expire prior to the completion of the job called. For example, if a job is called for 90 days, the member's medical certificate must be good for 90+ days. If a job is called for 45 days, the member's medical certificate must be good for 45+ days.

Additionally if a Leave of Absence is taken during a job for whatever reason, all documents will be reviewed again, as per current procedure and in accordance with this policy, when the individual returns to work, (i.e. the Medical Certificate will be reviewed to ensure it will not expire for the duration of the remainder of the job).

Members are encouraged to have their paperwork for the USCG Medical Certificate completed and to *submit it for renewal at every annual physical* in order to avoid an issue at job call.

AFSCME: RULING ATTACKS THE FREEDOM OF WORKING PEOPLE

President Trump hailed last week's Supreme Court decision in *Janus v. AFSCME Council 31* as a victory against Democrats now that "right to work" laws now essentially govern state and local government workers. The Court ruled that public sector unions can't require payment of fair share fees from non-members even though they can still enjoy higher negotiated wages, benefits and working conditions in unionized workplaces.

The labor community condemned the decision and launched a national campaign calling on working people to organize in the face of continued corporate assaults. M.E.B.A. is assessing the ruling's possible effects on any of our applicable contracts or those of our affiliates.

AFSCME President Lee Saunders published a column in *USA Today* saying that the Supreme Court case was a catalyst for corporate interests to accumulate "more wealth and power at the expense of working families." He said approval ratings for labor unions has surged in recent years and more people have embraced collective action to improve their workplaces and communities. "The court's decision in Janus cannot stop this momentum," he said. "If anything, it will accelerate it, triggering a backlash that further emboldens union members to stick together — in a way sure to make a difference in November's elections. The labor movement is bigger than one Supreme Court decision. We will continue to raise our voice, with greater energy and passion than ever, to take on the rigged economy and assert our rights and freedoms."

RANK & FILE TEAMS BEING SHORED UP FOR SUMMER BARGAINING

Negotiations with Matson for a new contract will start up in Oakland on July 17-18 and continue on July 20 as well as July 23-24. M.E.B.A is finalizing its rank and file team and confirming their availability

for bargaining dates. The contracts expire on August 15. Talks will cover the Matson A3, CV2600 and the newbuild vessels as well as port engineers. Members interested in participating should contact Oakland Patrolman Max Alper at the hall or by email at malper@mebaunion.org.

Reopener talks for economic terms covering our contract with Overseas Ship Management (OSG) begin next week. Input and participation from rank and file members has been coordinated by Gulf Coast V.P. Erin Bertram who can be contacted at the Houston Union hall or by email at ebertram@mebaunion.org.

M.E.B.A. negotiators on the West Coast will be working with American President Lines this summer for a new contract covering Deep-Sea/Port Engineers. The contract expires on September 30. M.E.B.A. and the company are working to set up bargaining dates. Rank and file members are being sought for the negotiating team. Contact Oakland Patrolman Max Alper at the hall or by email at malper@mebaunion.org.

In addition, reopener talks will take place this summer for economic terms covering the Hapag/MTL contract. Rank and file members are being sought to supplement the negotiating team. Contact Gulf Coast V.P. Erin Bertram at the Houston Union hall or by email at ebertram@mebaunion.org.

OMB COMMENT PERIOD ON MARITIME INDUSTRY OVER-REGULATION BEING USED TO ATTACK JONES ACT

Members are encouraged to comment on the Office of Management and Budget's request for information asking for input on how the Federal government can better manage regulatory costs imposed on the maritime sector. Relating to the multiple Federal agencies that regulate the industry, OMB is requesting industry comment regarding related agency requirements that should "be modified or repealed to increase efficiency, reduce or eliminate unnecessary or unjustified regulatory burdens, or simplify regulatory compliance while continuing to meet statutory missions."

Several of the comments submitted by ignorant or unknowledgeable sources have recommended paring or repealing the Jones Act. A few of our members and other mariners in the industry have countered those poorly thought-out arguments by submitting comments highlighting the absolute importance of the Merchant Marine Act of 1920 to U.S.-flag shipping and underscoring its significance to the U.S. economy and national security. Other commenters have singled out ballast water regulations, burdensome regs implemented in the wake of the 9/11 attacks and TWIC requirements. Feel free to add your voice to the docket and put in a good word for the Jones Act.

The Request for Information appeared in the May 17th *Federal Register* and can be viewed at <https://tinyurl.com/RFIOMB> Written comments and information are requested to be forwarded by July 16, 2018. You can submit comments by any of the following methods: Federal Rulemaking Portal: <http://www.regulations.gov> (Search for Docket ID: OMB-2018-0002). Follow the instructions for submitting comments. You can also email them to: OMB.DeregulatoryRFI@OMB.eop.gov. Include "Maritime Regulatory Reform RFI" in the subject line of the message.

For further information contact Shannon Joyce, Office of Information and Regulatory Affairs, 725 17th Street NW, Washington, DC 20503. Phone: (202) 395-5897.

PAYMENT PORTAL FOR DUES, P.A.F., G&W

The payment portal accessed from M.E.B.A.'s homepage (www.mebaunion.org) allows members and applicants ease when making a dues or service charge payment and to assist the P.A.F. and Good & Welfare funds. Payments can be made by credit card, debit card or through a checking account. A recurring payment option is also available on the portal enabling automatic quarterly payments so members can "set it and forget it" and always stay current. You simply check the "Recurring Billing" box that appears at the top of the page when you're filling out your information to enable automatic quarterly payments. This feature is also available to support the Good & Welfare and the Political Action Fund on a monthly basis. P.A.F. is crucial for keeping U.S. shipping and the Union's interests viable in the halls of Congress.

LIBERTY PEACE RÉSUMÉS CONTINUE TO BE REQUESTED

The Union is asking for résumés from members and applicants interested in employment on the LIBERTY PEACE to continue to be forwarded to the NY/NJ Union hall. Forward all résumés to M.E.B.A. Atlantic Coast VP Jason Callahan (jcallahan@mebaunion.org) or NY Patrolman Nico Sermoneta (nsermoneta@mebaunion.org) at the NY/NJ M.E.B.A. Union hall so they can ensure the Company receives them.

VACATION REMINDER: CHECK YOUR RETURN TO WORK DATE

Members on vacation should make certain of their return-to-work date to ensure there is no conflict with your vacation when taking a job at a hall. Members should know that taking work while on vacation or receiving a paid vacation benefit – without express permission/waiver from a Branch Agent/V.P. – violates both the M.E.B.A. Shipping Rules and Vacation Plan regulations and will trigger penalties including possible loss of vacation time. Refer to Shipping Rule #5(b) and the M.E.B.A. Vacation Plan Summary Plan Description (Pages 7-10) for reference.

REGULAR MONTHLY MEETINGS

Monday, August 6 – Boston@1200; Seattle (Fife)@1300;
Tuesday, August 7 – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230;
Wednesday, August 8 – Jacksonville@1300; New Orleans@1315;
Thursday, August 9 – L.A.@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300;
Friday, August 10 – Honolulu@1100.

-----FINISHED WITH ENGINES-----



The M.E.B.A. is the nation's oldest maritime labor union, established in 1875. M.E.B.A.'s expertise and proven track record of readiness, safety, and loyalty in answering America's call to action in times of both peace and war is unrivaled in the world. M.E.B.A. HQ – Phone: (202) 638-5355; mebahq@mebaunion.org. Visit us on Facebook. For publication and related

inquiries contact Marco Cannistraro, M.E.B.A. Special Projects & Communications
– marco@mebaunion.org