

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"



M.E.B.A. TELEX TIMES

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UPDATE ON LIBERTY TALKS

The Union met with Liberty Maritime on Wednesday at M.E.B.A.'s Washington D.C. Headquarters for talks on a successor agreement to the current labor contract covering M.E.B.A. Deck and Engineering Officers on the Pure Car/Truck Carriers (PC/TC) in Liberty's Fleet. Presently those vessels include the LIBERTY PRIDE, LIBERTY PROMISE, LIBERTY PASSION and LIBERTY PEACE. Liberty Maritime participates in the Maritime Security Program (MSP), overseen by the Maritime Administration (MarAd) and has 3 MSP operating agreements.

Atlantic Coast V.P. Jason Callahan leads negotiations for the Union along with M.E.B.A. President Marshall Ainley and Contracts Rep. Mark Gallagher. On Wednesday, the Company continued to impede progress by refusing to bargain in good faith towards a successor agreement. The Union considers the Company's latest negotiating tactics to be regressive and in bad faith.

Rank and file input for future negotiations is welcomed and experienced members are urged to participate in the talks. If you are interested, please contact M.E.B.A. Atlantic Coast V.P. Jason Callahan at jcallahan@mebaunion.org.

ADDITIONAL HAPAG VESSEL RIO GRANDE EXPRESS ENTERS SERVICE

Expert M.E.B.A. Deck and Engineering officers are ensuring smooth operations onboard a vessel recently brought in under the Stars and Stripes to supplement the U.S.-flag Hapag fleet. The company recently flagged the 853-foot, 50,869 dwt Korean-built RIO GRANDE EXPRESS into the U.S. registry with vessel trade beginning this month. The 4,248-TEU ship is deployed in Hapag-Lloyd's Atlantic Loop 3 service between North Europe and East and Gulf Coast U.S. ports.

The ship is operating under the same contract terms, wages, benefits and working conditions as the M/V YORKTOWN EXPRESS under the Express Class Agreement.

The Express Class fleet currently consists of five US-flagged vessels operating under the Maritime Security Program (MSP). The RIO GRANDE EXPRESS is the sixth ship in the fleet though it is not part of the MSP. It is the intent of the owner to operate this sixth vessel in their US-flagged operation for the foreseeable future – expanding service capacity, remaining in service and on schedule during winter months, while expanding the Company's ability to bid on other US cargo preference opportunities.

The first M.E.B.A. crew on the RIO GRANDE EXPRESS includes (on Deck) Captain Doug Sier, Chief Mate Nate McCrillis, Second Mate Erich Soltes and Third Mate Tom Grissinger. In the engine room M.E.B.A. officers include C/E Jeff Hitzel, 1st A/E Jeff Frobenius, 2nd A/E Jonathan Kincaid, 3rd A/E Ireneusz Hamberg and 3rd A/E Orlando Herrera.

MLA BLASTS EFFORTS TO SCUTTLE ALASKA FERRY SYSTEM

The five-union Maritime Labor Alliance has issued strong criticism of State efforts to undermine the Alaska Marine Highway System - a ferry fleet regarded as a lifeline by residents in the Last Frontier. MLA is made up of the ARA, IBU, ILWU, M.E.B.A. and the MM&P.

Recent massive State budget cuts majorly impacted ferry fleet operations leading to diminished service for Alaskans, many who live in remote locations and depend on the AMHS. The ferry fleet serves as a crucial connector for Alaskan communities spread out over 3,100 miles.

MLA noted, “As of November 1st, all but three AMHS vessels are laid up. The future of the system is in grave doubt. Communities are left in isolation and exposed to outrageous transportation costs. This is being done for purely political purposes at a time when funding is available to maintain this essential State service.”

The five-union alliance called on the State to help reconnect its abandoned citizens with the restoration of adequate funding for the ferry fleet. The MLA statement, “Alaska: Community Service, Infrastructure, Politics & Good Government” has been made available in full at the M.E.B.A. homepage accessed at www.mebaunion.org.

HOUSE EXPECTED TO VOTE TO RE-CHARTER EX-IM BANK

The House of Representatives is expected to pass legislation to reauthorize Export-Import Bank operations for another ten years while tweaking the agency with a series of reforms. H.R. 4863 is scheduled to be put before Members for a vote tomorrow. Under the legislation, the Bank would be renamed as the “U.S. Export Finance Agency” and its lending authority would be increased.

The Ex-Im Bank is a key source of cargo for U.S.-flag shipping and enjoys strong bipartisan support. Importantly, a portion of cargo generated by the Bank is required to be transported aboard U.S.-flag ships. In addition, for transactions above \$20 million, 100% of all cargo financed by the Bank must be carried on US-flag vessels.

The Senate version of the bill is still in Committee and hasn’t yet been acted upon.

12th MSC EPF CHRISTENED AT AUSTAL

Another vessel is being readied to join the Military Sealift Command Expeditionary Fast Transport fleet (known as EPFs) following Saturday’s christening of the USNS NEWPORT at Austal USA in Mobile, Alabama. The NEWPORT is the twelfth in a series of 14 EPFs being built for MSC by Austal. Ten are already in operation with the remaining four are in various stages of construction.

The Spearhead-class EPFs have proven to be workhorse vessels deployed on high-profile missions around the world. The eleventh EPF in the program, USNS PUERTO RICO, recently completed acceptance trials and is set to be delivered this fall. Preliminary work has begun on the 13th vessel, the

USNS APALACHICOLA and the 14th, which will be named USNS CODY. EPF civilian mariner crews are represented by the M.E.B.A., MM&P and SIU.

The NEWPORT is capable of transporting 312 embarked troops and 600 short tons of cargo up to 1,200 nautical miles at an average speed of 35 knots. The EPFs can operate in shallow-draft ports and waterways and interface with roll-on/roll-off discharge facilities. They include a flight deck for helicopter operations and an off-load ramp that allows vehicles to quickly drive off the ship.

IMMEDIATE ACTION URGED TO ADDRESS GULF OF GUINEA PIRACY

Following the attack on two more vessels in the Gulf of Guinea, the International Transport Workers' Federation called for urgent global and regional cooperation to fight piracy in the region. Globally, the region accounts for over 80% of mariner kidnappings.

On November 2nd, pirates kidnapped nine crew members from the Norwegian-flagged MV BONITA while the vessel was at anchor off the coast of Benin in West Africa. Two days later, four crew members were taken hostage off the coast of Togo from the Greek-flagged ELKA ARISTOTLE. Those incidents add to a growing list of recent ship attacks in the region. Sixty-two seafarers have reportedly been captured off the coasts of Nigeria, Guinea, Togo, Benin and Cameroon this year.

ITF seafarers' section chair David Heindel called on the shipping industry, governments and unions to work collaboratively to eliminate piracy in the Gulf of Guinea. "Coastal countries in the Gulf must work with industry and unions to identify actions, and allocate adequate resources, to reduce the risks posed to seafarers and shipping," Heindel noted.

"While we acknowledge the difficult international regulatory environment, we must continue to build capacity and cooperation, and address the mounting human toll that these attacks are having on lives and physical and mental health transiting through the waters of West Africa," he said.

SEAFARER LONELINESS HIGHLIGHTED

Long working hours, isolation and extended periods away from home can put seafarers around the globe at risk of eroded mental health, new research by Cardiff University has found. The study, funded by the Institution of Occupational Safety and Health (IOSH), urges cargo shipping companies to provide greater support for workers to help prevent conditions such as anxiety and depression. This includes the provision of onboard amenities such as internet access, improved accommodation and recreational activities.

More than 1,500 seafarers completed a questionnaire on their experiences for the research, while face-to-face interviews were conducted with a small group of seafarers, employers, maritime charities and other stakeholders. Lack of internet access, long periods away from friends and family, poor accommodation and food were among the leading causes of concern for those working at sea.

The report concludes that the provision of free internet access would make the most significant contribution to improving the mental health and wellbeing of those working onboard ships. Other areas for focus include better terms and conditions of work, relationships with colleagues on board, accommodation and recreation.

SENATE BILL TO PLAN FOR ARCTIC SHIPPING OPPORTUNITIES

A bill introduced this week by Senators Lisa Murkowski (R-AK), Roger Wicker (R-MS) and Dan Sullivan (R-AK), calls for a series of steps that will help better position the U.S. to take advantage of emerging opportunities for Arctic maritime transportation.

S. 2786 would create an advisory committee to study Arctic maritime transportation, including Arctic seaway development. The committee would be tasked with developing a set of policy recommendations to enhance the U.S. leadership role in improving the safety and reliability of maritime transportation in the Arctic Region.

Senator Dan Sullivan said, “As rapidly changing sea ice opens new shipping lanes, the Arctic will experience an increase in maritime traffic. Though these circumstances will create new opportunities, they will also present unique obstacles to overcome.”

UNION-MADE THANKSGIVING

When you buy union, you're supporting good jobs in American communities, jobs that provide living wages and benefits, safe working conditions, and dignity and respect for work. Look for these quality products, produced by union members, when preparing for your Thanksgiving feast!

Set the Table - Anchor Hocking (GMP); Bennington Pottery (UNITE HERE); Clauss knives (USW); Corning-Ware (USW); Fiestaware (GMP); Homer Laughlin china (GMP); Libbey glassware (USW and GMP); Pyrex (USW). **Fresh Whole Turkey** - Butterball (UFCW); Foster Farms (UFCW); **Ham** - Appleton Farms ham (UFCW); Butterball ham (UFCW); Cook's ham (UFCW); Farmland old-fashioned pit ham (UFCW); Farmland original pit ham (UFCW); Hormel honey roasted ham (UFCW); Tyson ham (UFCW). **Stuffing** - Manischewitz (UFCW); Stroehmann bakery products (BCTGM); **Vegetables** - Andy Boy (UFW); Birds Eye (UFCW); Eurofresh (UFCW); Mann's (UFCW); Muranaka Farm (UFW); Sunripe (UFCW). **Cranberries/Cranberry Sauce** - Dole (IBT); Ocean Spray (IAM). **Potatoes** - Betty Crocker specialty potatoes (BCTGM); Dole fresh potatoes (IBT); Mann's fresh culinary cut sweet potatoes (UFCW). **Bread** - Aunt Millie's bread products (UFCW); Pillsbury rolls (BCTGM); Stroehmann bakery products (BCTGM). **Pie** - Banquet fruit pies (UFCW); Entenmann's (BCTGM); Marie Callender's (UFCW); Pillsbury pie crust (BCTGM); Sara Lee (BCTGM). **Pie Filling** - Del Monte fresh apples (IBT); Food Club canned pumpkin (UFCW); Kroger pumpkin pie (UFCW).

Union Acronym Key: GMP = Glass, Molders, Pottery, Plastics & Allied Workers; UNITE HERE = Union of Needletrades, Industrial, and Textile Employees (UNITE) and Hotel Employees and Restaurant Employees Union (HERE); UFW = United Farm Workers; USW = United Steelworkers; UFCW = United Food and Commercial Workers; BCTGM = Bakery Confectionery Tobacco and Grain Millers; IBT = International Brotherhood of Teamsters; IAM = International Association of Machinists and Aerospace Workers.

MAKE SURE YOUR EMAIL ADDRESS IS ON FILE!!!

Members and applicants should ensure that Headquarters has your e-mail address along with your other contact information. If you haven't filled out an M.E.B.A. Database Update Form – or if your information has changed – grab the form off the M.E.B.A. website (www.mebaunion.org) located in the “Documents & Member Notices” section. Email addresses are also collected at membership meetings on the sign-in sheet, but *members must write clearly* as many addresses are typically scribbled illegibly.

Update Forms should be sent to the HQ Membership Dept. by mail, fax at (202) 638-5369, or e-mail at membership@mebaunion.org Since the M.E.B.A. Plans office in Baltimore and Headquarters databases are NOT linked, you should not assume that info forwarded to Plans is updated in the Union database and vice versa.

REGULAR MONTHLY MEMBERSHIP MEETINGS

Monday, November 2 – Boston@1200; Seattle (Fife)@1300;

Tuesday, November 3 – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230;

Wednesday, November 4 – Jacksonville@1300; New Orleans@1315;

Thursday, November 5 – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300;

Friday, November 6 – 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; mehq@mebaunion.org. Visit us on Facebook. For publication and related inquiries contact Marco Cannistraro, M.E.B.A. Special Projects & Communications – marco@mebaunion.org Visit us on Facebook, follow us on Twitter and check us out on Instagram.