

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



"On Watch in Peace and War since 1875"
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ANOTHER SUCCESSFUL CADET INTERNSHIP PROGRAM

61 cadets representing most of the nation's maritime academies are concluding three great weeks at the M.E.B.A.'s highly regarded Licensed Cadet Internship program. 70% of cadet attendees have already made application to the Union and more are expected to sign up following the M.E.B.A. President's visit with the group today.

The annual program enables bright young maritime academy cadets from around the country to get a head start on their shipping careers by absorbing valuable knowledge and much-needed skills in a highly professional, enjoyable learning environment.

During the program, maritime academy cadets took part in an array of training courses tailored to equip them with vital industry expertise. Courses they were offered included LNG as a Fuel, the MSC CONMAR package, High Voltage Safety, and condensed versions of Diesel Engineering, Welding, Electrical Systems and Machine Shop.

Members continue to be urged to direct interested cadets in their Junior or Senior year to contact the CMES for next year's program.

STUDY EMPHASIZES RISKS OF SWITCHING TO AMMONIA AS SHIP FUEL

A new study led by the Massachusetts Institute of Technology (MIT) highlights the potential risks of using ammonia as a maritime fuel. With carriers looking to meet stringent International Maritime Organization goals to decarbonize the shipping industry, many are looking to switch to sustainable fuels like ammonia, which could potentially be nearly carbon-free.

But the study notes that burning ammonia produces nitrous oxide (N₂O), a greenhouse gas 300 times more potent than carbon dioxide, and nitrogen oxides (NO_x), which contribute to fine particulate matter formation. The report says these pollutants can cause serious health issues, including heart attacks, strokes, and asthma. The study warns that without stricter emission

regulations, adopting ammonia could cause 681,000 additional premature deaths annually without proper regulations and advanced engine technology.

The M.E.B.A. continues to stress that unfortunately studies such as this one fail to take into account or consider the risks to the vessel crews when experimenting with novel fuels and combinations. The rush to ship EV cars on RO/ROs without adequate firefighting techniques is another example of mariners being overlooked and being considered “expendable.”

The MIT-led study emphasizes the need for a holistic approach to evaluating climate solutions, considering both environmental and public health impacts. It explores different scenarios involving varying levels of regulatory stringency and engine technologies, including pure ammonia combustion and a mix of ammonia and hydrogen. The findings underscore the importance of developing policies that address the full range of potential impacts of ammonia as a maritime fuel.

ILA TALKS: WITH STAKES HIGH, USMX PLEDGES RETURN TO THE TABLE

With negotiations between the International Longshoremen’s Association (ILA) and the U.S. Maritime Alliance (USMX) at a standstill with a September 30 deadline looming, the employer group has announced that it is ready to return to the table to make progress on a new agreement.

ILA canceled talks with USMX after finding out that management has been utilizing an Auto Gate system, which autonomously processes trucks without ILA labor. The system, initially identified at the Port of Mobile, Alabama, is reportedly being used in other ports as well. The lack of momentum on a new deal has unnerved retailers and others who fear that a potential work stoppage could cost the economy half a billion dollars a day.

This week, USMX released a statement declaring its commitment to return to the bargaining table and make headway on a contract that will avert any disruptions. “We would like to reassure our customers and the public that there is forward movement toward resolution of the local issues that are currently being reported through the media,” they noted. “To avoid any further disruption to the cargo flow and/or damage to our nation’s economy, USMX remains ready, willing, and able to return to the bargaining table with the ILA to resume Master Contract negotiations and to reach a new Master Contract agreement.”

With the current agreement expiring on September 30, 2024, a subsequent strike would coincide with the peak holiday shipping season and come just before the presidential election, carrying significant political ramifications and adding strain to shippers.

If talks resume, ILA expects that an ultimate agreement will recognize the union’s superlative efforts in keeping the ports open and cargo flowing during the pandemic and to reward workers accordingly, keeping in mind that employers multiplied their profits absurdly over the past few years.

UPDATE: LA/LB LNG IECEX TRAINING NOW OPEN TO ALL M.E.B.A. ENGINEERS

Matson recently contracted with IECEX to conduct USCG/IMO IECEX training for LNG Vessel Maintenance and Performance training at the Courtyard Downtown Marriott in Long Beach, CA. The initial scope of the IMO/USCG IECEX requirement is that “any personnel [on LNG vessels] that should carry out inspections and maintenance of electrical installations in explosion hazardous

spaces should be qualified pursuant to IEC 60079-17, item 4.2., as described in the CG-ENG Policy Letter No.01-12, CH-1”.

This class is now open to M.E.B.A. Members and Applicants who have completed the combined Basic and Advanced LNG as a fuel course. A total of 15 seats are available on a first-come, first-served basis, with priority given to those holding CE or 1AE licenses.

Eligible interested candidates should email LA Branch Agent Rich Doherty at rdoherty@mebaunion.org by 1600 PDT August 6, 2024. Please include the following information in the email: phone number, copy of MMC showing CE or 1AE license and advanced IGF (LNG) code operations endorsement, OR copy of certificate of completion for combined LNG Basic and Advanced, copy of passport or driver’s license (both front and back). The class will meet 0800-1700 daily. Class tuition, box lunches, and refreshments will be provided. Travel and housing expenses will not be covered. It’s currently \$205/night for a standard room in the hotel where the class is being offered.

The Union will continue updating the membership when further LNG training becomes available.

WSF BRINGS ABB ONBOARD TO OVERSEE NEXT-GENERATION FERRIES; M.E.B.A. HAS THOUGHTS

Washington State Ferries is partnering with marine electrification experts ABB to develop five new hybrid-electric ferries, each with a carriage capacity of 160 vehicles. ABB will be responsible for selecting and integrating the necessary technology, including engines, batteries, and propellers, to create a comprehensive propulsion system. They will also manage the timely delivery of equipment and provide their expertise in installation and commissioning. In late May, WSF invited shipyards nationwide to submit bids for constructing these new vessels, with the contract expected to be awarded to one or possibly two shipbuilders in early 2025. The first two ferries are anticipated to be delivered in 2028.

The electrification of the ferry system is expected to significantly reduce greenhouse gas emissions and help prepare Washington for the impacts of climate change. The electrification initiative includes retrofitting six existing diesel ferries to hybrid-electric, constructing 16 new hybrid vessels, retiring 13 diesel ferries, and adding charging capabilities to 16 terminals. Over 70 ferries in Northern Europe have already been converted to hybrid-electric power since 2015.

But the M.E.B.A. has pointed out that the WSF’s push toward electrification overlooks the biggest obstacle to a finely-tuned ferry fleet – the desperate crew shortage that threatens the system’s reliability. WSF had to cancel about 3,500 sailings last year – the lion’s share because Coast Guard crewing minimums could not be met. The ongoing crisis is directly caused by WSF’s disparate wage scale for mariners that requires marine engineers and oilers to work at noncompetitive wages. In an op-ed that recently appeared in the *Seattle Times*, M.E.B.A.’s Secretary-Treasurer pointed out that, “It’s critical that the state balances its investments in greening the fleet for the future with the wage scale needed to recruit and keep essential crew members to restore reliable ferry service today. By refusing to address the root cause of the problem – noncompetitive wages – WSF is creeping closer to the possible death of the entire system.”

UNIONS POWER AMERICA – CONTEST & SWEEPSTAKES – ENTER NOW!

Union Plus recently launched its fourth annual “Unions Power America” contest in which they will be awarding over \$140,000 in cash prizes to union members in which the grand prize is \$50,000 and a trip to Spain. \$20,000 will be awarded as “First Prize,” \$10,000 for Second and thirty Third Place winners will receive \$2,000 apiece. The Contest runs until July 30. Union members enter the contest by sharing a story about how they, or a member they admire, are powering America in their community, at work or at home. You can enter at unionplus.org/laborday

Union members can also enter the “Unions Power America” Sweepstakes for a chance to win various prizes and can earn bonus entries by completing additional activities. The Sweepstakes takes place from July 31-August 21. The Grand Prize is \$50,000 and a four-night stay at Casa de Campo Resort & Villas in the Dominican Republic. Two First Prize winners will receive \$5,000 each and 30 people will receive \$1,000 each. Winners will be announced on Labor Day, September 2nd in which there will be additional live event prizes handed out.

Union Plus programs, which are available to M.E.B.A. members, applicants, retirees and our affiliates, provide a vast range of money-saving benefits and services. The M.E.B.A. is enrolled in dozens of moneysaving U.P. programs ranging from life insurance to auto services discounts.

NMC VIDEO MAKES FILLING OUT MED-CERT APPLICATION EASY

The National Maritime Center (NMC) has posted a video on their website to help guide mariners and reduce incomplete medical certificate application forms. The Video Guide to Filling Out Application Form CG-719K was created to help reduce the need for additional information when processing medical certificate applications submitted to the NMC. Check it out by clicking [here](#).

NEW DISPATCHER IN OAKLAND

Princeton Liu has taken over Dispatching duties in M.E.B.A.’s Oakland Union hall after a vacancy in that position. NY/NJ Dispatcher Kathy Cestaro helped show Princeton the ropes and found him to be a quick learner, amiable and enthusiastic. He has been on the job for the past two weeks and can be contacted by email at pliu@mebaunion.org or oakland@mebaunion.org. Welcome aboard Princeton!

MEMBERS URGED TO KEEP CURRENT

Members are strongly urged to ensure their dues status is secured through the end of the year to guarantee their participation in important Union business, including this year’s officers’ election. Only members in good standing are permitted a voice at the monthly membership meetings. The By-Laws state that no member shall be entitled to any benefits of the Union or be considered in good standing unless his or her dues are paid in full for the current calendar quarter or paid in accordance with the dues check-off (DCO) system. In addition, when members who pay by DCO take vacation or (in the case of the Government fleet) Leave without Pay (LWOP), there are lapses in payroll where dues aren’t automatically submitted.

M.E.B.A.’s online Member Payment and Update Portal (PUP) allows the membership the ease of making online monetary transactions and gives them the opportunity to verify their credentials and contact information on file, as well as submitted sea time. Members and applicants can use the Member PUP to pay their dues or service charges by credit card, debit card or through their

checking account. They can also set up a recurring payment schedule to automatically keep them current. The site also allows users to view their transaction history online in a secure manner.

Visit www.mebaunion.org where you can click on the Member PUP banner to get started. In addition, the PUP allows members, applicants and retirees to make contributions to the M.E.B.A.'s Good & Welfare and Political Action Funds that support so many members. Contributions to the Good & Welfare Fund are tax deductible. This fund has provided essential assistance to members and retirees in their time of need. The PAF keeps M.E.B.A. jobs afloat by affording us a crucial lifeline to policymakers who help determine the fate of the U.S. Merchant Marine.

You'll find the online Portal to be the most efficient and advantageous manner to remain in good standing and extend a needed monetary infusion to vital Union programs.

WEST COAST HALLS CLOSED ON MONDAY TO HONOR HARRY BRIDGES

M.E.B.A. halls and offices on the West Coast will be closed on Monday, July 29 to honor labor giant Harry Bridges on the 123rd anniversary of his birthday. Bridges' involvement in the crisis on the San Francisco waterfront during the events of Bloody Thursday in 1934 led to vastly improved labor conditions. He helped establish the International Longshoremen's and Warehousemen's Union (ILWU) in 1937 and led the union for over 40 years. Harry Bridges was born in Australia and the U.S. Government spent almost twenty years trying to send him back there following his battles on behalf of working men and women. He died in 1990.

NEXT MONTHLY MEMBERSHIP MEETINGS *(All times are local)*

Monday, August 5 – **Boston@1200; Seattle (Fife)@1300.**

Tuesday, August 6 – **CMES@1430; Charleston@1400; Houston@1315; Oakland@1230.**

Wednesday, August 7 – **Jacksonville@1300; New Orleans@1315; Online HQ “Town Hall” Meeting@1300 (No Voting) – Register by emailing mebahq@mebaunion.org**

Thursday, August 8 – **L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.**

Friday, August 9 – **Honolulu@1100**

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



***M.E.B.A. does not tolerate assault, or harassment of any kind.
If you see something, say something – The M.E.B.A. Emergency Hotline
can be reached at 1-888-519-0018.***

The M.E.B.A. is the nation's oldest maritime labor union, established in 1875. M.E.B.A.'s expertise and demonstrated 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. For publication and related inquiries (and to send photos & hot news tips) 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. The Calhoon M.E.B.A. Engineering School can be contacted at (410) 822-9600 or www.mebaschool.org. M.E.B.A. Plans is at (410) 547-9111 or www.mebaplans.org