

# 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 44 – November 3, 2022



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## **THREE MORE MATSON NEWBUILDS ORDERED**

Matson Navigation Company has signed contracts with Philly Shipyard Inc. to build three new 3,600 TEU Aloha-class containerships to be delivered in 2026 and 2027. The new vessels will join two Aloha Class ships previously built for Matson by Philly Shipyard, the DANIEL K. INOUYE and KAIMANA HILA, that entered service in 2018 and 2019, respectively. Like their sisterships, the new vessels will be equipped with dual fuel engines that are designed to operate on either conventional marine fuels or liquefied natural gas (LNG), as well as other "green ship technology" features, such as a fuel-efficient hull design and environmentally safe double hull fuel tanks and freshwater ballast systems. While the earlier ships require some modification to operate with LNG, the new ships will be delivered LNG-ready.

The three new Aloha Class ships will replace three vessels currently deployed in Matson's China-Long Beach Express (CLX) service, which will in turn replace three older vessels currently deployed in its Alaska service, redeploying bigger and faster vessels into that trade lane.

"Our existing Aloha Class ships are among the fastest, most efficient vessels in the Matson fleet," said Matson CEO Matt Cox. "These new Jones Act compliant vessels will be built specifically for our China-Long Beach Express service, and like their sisterships, are expected to help Matson achieve its 2030 greenhouse gas emissions reduction goal while also providing additional capacity and speed benefitting our Hawaii service as well as the CLX."

Within the past several years, Matson also welcomed two new (Kanaloa-class) combination container/roll-on, roll-off (Con-Ro) vessels built at San Diego's NASSCO shipyard (MATSONIA & LURLINE).

## **M.E.B.A. VESSEL CREWS AMONG THOSE HONORED AT AOTOS**

At the maritime industry's most prestigious awards event last week, the Admiral of the Ocean Sea (AOTOS), lifetime achievement honors were presented to several industry stalwarts. They included CMA-CGM North America/American President Lines President Edward Aldridge, ILA President Harold Daggett and American Roll-On Roll-Off Carrier Group President Eric Ebeling. This was the 53<sup>rd</sup> presentation of the prestigious Awards and they were presented with the traditional silver statuette of Christopher Columbus – the first Admiral of the Ocean Sea.

As is the annual tradition, the United Seamen's Service, which hosted the event in New York City, also honors U.S. mariners involved in rescues at sea. Two M.E.B.A.-crewed vessels were selected as honorees and invited representatives accepted AOTOS Honored Seafarer Awards on behalf of the crews.

Officers and crew of the M/V CMA CGM HERODOTE were presented with an AOTOS Mariner's Plaque for their part in the rescue of three fishermen off the coast of Japan in March. While underway from Saipan to Hakata, Japan, the APL crew observed smoke and flames on the horizon from a fishing vessel approximately eight nautical miles from the HERODOTE's position. The crew immediately diverted towards the fire where they discovered the Japanese fishing vessel YUJIN MARU No. 51 completely engulfed in flames from the superstructure to the waterline. The HERODOTE crew took immediate action to search for survivors, made radio broadcasts for assistance from vessels in the area, contacted the Coast Guard District in Honolulu and further coordinated SAR efforts with Japan's Coast Guard. They remained on scene and provided invaluable real-time information to SAR experts. They were joined by a Greek tanker and soon located three persons in the water, who were then recovered. Sadly, five crewmembers from the burning vessel perished. CMA CGM HERODOTE continued to search for survivors until relieved by the Japanese Coast Guard.

Officers and crew of the Military Sealift Command vessel USNS YUMA were also recognized with an AOTOS Mariner's Plaque for helping to avert a humanitarian disaster in the Eastern Mediterranean on September 1. The vessel diverted to assist a sinking migrant vessel that had collided with a Maltese tanker. The YUMA and an Italian warship were able to rescue all 90 migrants and the YUMA's medical officer and other personnel rendered assistance to the injured.

## **COMMERCE COMMITTEE REPUBLICAN CONDEMNS RECENT JONES ACT WAIVERS**

Senator Roger Wicker (R-Miss.) ranking member of the Senate Committee on Commerce, Science, and Transportation, whisked off an angry letter to Department of Homeland Security (DHS) Secretary Alejandro Mayorkas over the unnecessary and improper Jones Act waivers recently issued by DHS for petroleum and liquid natural gas shipments to Puerto Rico following Hurricane Fiona.

Sen. Wicker's letter comes on the heels of a bipartisan letter of a similar nature sent to DHS from House Transportation Committee leaders.

"These waivers were unlawful, unnecessary, and in direct contradiction to the government's longstanding expressed interest in protecting American industry," Sen. Wicker wrote. "Both waivers were issued for vessels that had already left port and were enroute to Puerto Rico, sending a direct signal to foreign companies that our current political leadership is willing to suspend traditional norms and bipartisan support for the American maritime industry during times of crisis."

He said these wrongfully granted waivers appear to set a precedent that will be damaging to U.S.-flag shipping. "Based on your recent decisions," Sen. Wicker wrote, "Jones Act waiver requests will inevitably increase in frequency as foreign companies undoubtedly recognize the superficial processes taken by this Administration related to U.S. industry availability and inevitably seek a profiteering advantage when the United States experiences a humanitarian disaster."

He concluded, “When reviewing future Jones Act waiver requests, I urge you to consider the implications of unnecessary waivers, abide by the law, and put the domestic maritime industry ahead of foreign competition.” The full letter has been posted on the M.E.B.A. homepage located at [www.mebaunion.org](http://www.mebaunion.org)

### **LAWMAKERS QUESTION GRANT PROPOSAL THAT WOULD ASSIST BALLPARK CONSTRUCTION AT OAKLAND PORT**

Eleven House Members have let the Department of Transportation know their concerns with a grant program application that, if successful, would assist efforts to build a baseball stadium, stores and hotels at Oakland’s Charles Howard Terminal. The City of Oakland has submitted an application for a competitive grant from the Mega Program (National Infrastructure Project Assistance program) for the Oakland Waterfront Mobility Hub Project, which would include a new Oakland A’s baseball stadium.

The lawmakers wrote to DOT Secretary Pete Buttigieg pointing out that a stadium built next to a working port would pose “significant safety risks presented by large crowds navigating an area with hundreds of trucks moving through the port each day, rail crossings, and large container vessels navigating the waterway.”

The proposed site would be in an already overworked traffic area, and there are fears that additional traffic ushered in by a new stadium would interfere with ongoing port and vessel operations. The East Oakland Stadium Alliance, a coalition that includes the M.E.B.A., MM&P, ILWU, IBU and many others, have highlighted the folly of the ill-conceived plan for a new taxpayer funded baseball stadium at the terminal. The Alliance called the plan a threat to public safety and said it would present transportation conflicts and impair smooth vessel operations, among other things.

The letter, headed up by signatories including Representatives Doug LaMalfa (R-CA), Bob Gibbs (R-OH) and Darrell Issa (R-CA) lays out their concerns to the Secretary and asks him to strongly consider the repercussions “before any Federal dollars are approved for a project, such as this one, which would reduce port capacity and limit port operations at one of the country’s largest deep draft ports.”

### **IMO CARBON INTENSITY MEASURES GO INTO EFFECT**

International Maritime Organization provisions aimed at reducing greenhouse gas emissions and improving ship energy efficiency, passed in 2018, went into effect on Tuesday (Nov. 1).

As a stimulus to reduce carbon intensity of all ships by 40% by 2030 compared to the 2008 baseline, ships are now required to calculate two ratings: their attained Energy Efficiency Existing Ship Index (EEXI) to determine their energy efficiency, and their annual operational Carbon Intensity Indicator (CII) and associated CII rating. Carbon intensity links the GHG emissions to the amount of cargo carried over distance travelled.

Starting on January 1, 2023 it will be [mandatory](#) for all ships to calculate their attained EEXI to measure their energy efficiency and to initiate the collection of data for the reporting of their annual operational CII and CII rating. Based on a ship's CII, its carbon intensity will be rated A, B, C, D or E (where A is the best). The rating indicates a major superior, minor superior, moderate, minor inferior, or inferior performance level.

The performance level will be recorded in a "Statement of Compliance" to be further elaborated in the ship's Ship Energy Efficiency Management Plan (SEEMP). A ship rated D or E for three consecutive years, will have to submit a corrective action plan to show how the required index of C or above will be achieved. Administrations, port authorities and other stakeholders as appropriate, are encouraged to provide incentives to ships rated as A or B.

### **\$703 MILLION FOR PORT INFRASTRUCTURE IMPROVEMENTS**

The Department of Transportation announced more than \$703 million to fund 41 projects in 23 states (and one territory) that will improve port facilities through the Maritime Administration's Port Infrastructure Development Program. The funding, made possible by the Bipartisan Infrastructure Law and additional Congressional appropriations, will benefit coastal seaports, Great Lakes ports, and inland river ports - money the administration says will help improve supply chain reliability through increased port capacity and resilience, more efficient operations, reduced port emissions, and new [workforce](#) opportunities.

The Port Infrastructure Development Program (PIDP) supports efforts by ports and industry stakeholders to improve port and related freight infrastructure to meet the nation's freight transportation needs and ensure our port infrastructure can meet anticipated growth in freight volumes. The program provides planning, capital funding, and project management assistance to improve ports' capacity and efficiency.

### **VACATION BENEFITS – 2022 YEAR-END CLOSING**

Apply for Vacation and Port Relief Benefits early to avoid the year-end rush.

- **FILING DEADLINE:** The deadline for issuing checks dated in 2022 in the Outports *and* the Plan Office is Friday, December 16, 2022.
- **DIRECT DEPOSIT:** The final Direct Deposit Transfer for 2022 will be made on 12/19/2022 and the funds will be deposited into bank accounts on 12/21/2022.
- Any requests for Port Relief and Vacation checks received after 12/16/22 at 12:00 PM EST will be paid in the order received beginning 1/3/2023.

Any member who requires that his/her check be dated in 2022 must file before this deadline. Remember, Monday December 26, 2022 and Monday January 2, 2023 are holidays and the Outports and the Plan Office will be closed. It is always wise to plan ahead, so you should verify the specific holiday schedule with the Plan Office Representative.

### ***Split Your Vacation Payments between 2022 and 2023***

You can submit an Application for Vacation Pay prior to the end of the year and request that the payment of your vacation benefits be split. Two checks will be issued to you, one in 2022 and a second in 2023. The 12/16/2022 deadline applies to split claims also. The vacation benefits paid in this manner **MUST** be a continuous vacation period.

Please contact the Vacation Plan staff in Baltimore at 800-811-6322 or 410-547-9111 if you have any questions.

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

**Monday, November 7** – Boston@1200; Seattle (Fife)@1300.

**Tuesday, November 8** – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230.

**Wednesday, November 9** – Jacksonville@1300; New Orleans@1315; **Online HQ “Town Hall” Meeting@1300 (No Voting) – Register by emailing mebahq@mebaunion.org**

**Thurs. November 10** – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.

**Friday, November 11** – **Halls Closed – Veterans Day**

**Monday, November 14** – 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](mailto: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](mailto:marco@mebaunion.org) Visit us on Facebook, follow us on Twitter and check us out on Instagram.*