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 43 – October 23, 2025

In this issue – Six LMSRs Transferring to RRF//IMO Delays Ship Emission Plan After White House Opposition//MarAd, FMC Appointments Move Forward//Upcoming Anti-Automation Summit in Lisbon//China Targets U.S. Shipbuilding Push//Additional MSC CONMAR Class at CMES//

SLEW OF M.E.B.A.-CREWED LMSRs TRANSFER OVER TO MARAD

Six of the M.E.B.A.-crewed Watson-class large, medium-speed roll-on/roll off ships managed by Patriot Contract Services, are transferring away from the Military Sealift Command to the Maritime Administration. Five of the vessels recently were part of the Department of Defense's Army Prepositioned Stock 3 (Afloat) program that was retired earlier this year in the name of cost savings. That prepositioning program had kept the vessels deployed around the world, where needed, in Full Operating Status stocked with essential military supplies, including ammunition, tanks, medical equipment, and spare parts.

The vessels will now join MarAd's Ready Reserve Force at various ports around the country in Reduced Operating Status. The lead ship in the class, the USNS WATSON, has been renamed the M/V GEORGE WATSON and has already joined MarAd. The vessel is currently in Baltimore but is slated to spend its days in Marrero, LA. The USNS CHARLTON will now be known as the M/V CORNELIUS H. CHARLTON. It has already taken up its position in Baltimore, MD. The other four vessels will turn over to MarAd at scheduled dates: The ex-USNS SODERMAN, now the WILLIAM A. SODERMAN will berth at Marrero, LA starting in January 2026 and the RALPH E. POMEROY will go to MarAd in Baltimore in April 2026. The TRAVIS E. WATKINS will berth at Vancouver, WA in July of next year and the MITCHELL RED CLOUD will join her in Vancouver in September 2026. Patriot Contract Services continues as ship manager of the vessels.

IMO DELAYS SHIP EMISSION PLAN FOLLOWING WHITE HOUSE OPPOSITION

Member states of the International Maritime Organization (IMO) voted to delay adoption of a key proposal aimed at reducing shipping emissions, following threats from President Donald Trump to impose sanctions on nations backing the initiative. The decision to delay, reached on Friday, pushes back efforts to regulate the shipping industry's climate impact by at least a year. This comes despite the plan designed to align maritime emissions with global climate targets — known as the Net Zero Framework (NZF) — had already won initial approval from IMO members in April. The framework outlined measures for implementing the IMO's 2023 greenhouse gas (GHG) strategy, including timelines and obligations for industry actors.

The reversal came shortly after the President posted on Truth Social condemning the proposed framework. He wrote, the "United States will NOT stand for this Global Green New Scam Tax on

Shipping, and will not adhere to it in any way, shape, or form. We will not tolerate increased prices on American Consumers OR the creation of a Green New Scam Bureaucracy to spend YOUR money on their Green dreams. Stand with the United States, and vote NO in London tomorrow!" He warned that countries endorsing the plan could face sanctions, visa bans and additional port fees.

Before the meeting in London, roughly 63 IMO members who had supported the framework earlier in the year were expected to reaffirm their votes, with several others preparing to join them. However, following Trump's intervention, delegates instead adopted a new resolution delaying formal approval of the measure. The motion to postpone passed narrowly, 57 votes to 49. Secretary of State Marco Rubio couched the vote as a victory for President Trump.

The International Transport Workers' Federation (ITF) urged governments to use the coming year to rebuild trust and reach agreement on a fair and practical path to decarbonizing shipping — one that puts seafarers at its core. ITF Seafarers' Section Coordinator, Fabrizio Barcellona, said the decision reflects the complexity and importance of the task ahead – but warned that the industry cannot afford to stand still.

The International Chamber of Shipping also expressed disappointment. They said, the "industry needs clarity to be able to make the investments needed to decarbonize the maritime sector, in line with the goals set out in the IMO GHG strategy...We will continue to work with the IMO, which is the best organization to deliver the global regulations needed for a global industry."

APPOINTMENTS FOR MARAD, FMC MOVE FORWARD

Despite the ongoing Government shutdown, the Senate Commerce Committee was in session this week as they staged confirmation hearings for appointees to maritime-related posts.

The nomination of Stephen Carmel to be the next Maritime Administrator was considered on Wednesday. Carmel is a former ship captain and executive with Maersk Line. He most recently served as the President of U.S. Marine Management LLC (USMMI), which manages a fleet of U.S.-flag vessels. A 1979 Merchant Marine Academy graduate, he sailed with Maritime Overseas Corporation and the Military Sealift Command among other shipping jobs. He was nominated for the position in May.

At yesterday's hearing, two nominees to fill the vacancies in the Federal Maritime Commission's 5-person executive board were also considered. Laura DiBella and Robert Harvey were nominated in September to replace Carl Bentzel, who left in December 2024 and Louis Sola, who stepped down in June of this year.

DiBella previously worked as a government relations advisor with the Tallahassee, FL office of Adams & Reese LLP. She also served as executive director of the Florida Harbor Pilots Association and port director of the Port of Fernandina Ocean Highway and Port Authority. Harvey has been serving as president of the Florida Opportunity Fund and executive director of the Florida Development Finance Corporation. Earlier in his career, he was general counsel for Enterprise Florida and practiced law at Jenks & Harvey LLP. Before beginning his legal career, Harvey served in the U.S. Navy.

During the Q&A segment of the hearing, Carmel discussed automation at U.S. seaports and pointedly noted that technology must be implemented at ports that leverages the labor force and does not displace jobs. He expressed his support for the Jones Act, Maritime Security Program and cargo preference and talked about the benefits of the proposed SHIPS Act that has garnered bipartisan support. He stressed how cargo is critical for American shipping and noted that we need more sources of freight for U.S.-flag vessels outside of military shipments.

The nominations are expected to be put forward to the full Senate for a final confirmation vote.

UPCOMING ANTI-AUTOMATION SUMMIT IN LISBON

The International Longshoremen's Association (ILA) is joining forces with dockworkers around the world to strategize and unite against encroaching industry automation.

Sponsored by the ILA and the International Dockworkers Council (IDC), maritime unions from around the world are converging on Lisbon, Portugal for the "People Over Profit Anti-Automation Conference," scheduled for November 5–6.

An ILA statement noted that "Automation is creeping into every sector, little by little, industry by industry, while global corporations hide behind words like efficiency and progress. They are also pushing job-killing automation under the guise of safety. But what they are truly after is one thing only cutting labor costs."

The ILA said that the goal of the conference is to coordinate efforts, exchange insights, and reinforce a global labor alliance to confront the growing threat of automation across the maritime industry.

ILA took the opportunity to stand with the ILWU and heavily criticize a recent veto by California Governor Gavin Newsom of a bill that would have restricted ocean carriers and terminal operators from using public funds for the purchase of automated equipment. The ILA called it a direct attack on organized labor and said, "Governor Newsom sent a dangerous signal that political influence and corporate lobbying carry more weight than working families. This veto undermines not only the ILWU but every American worker fighting to stay relevant in an economy increasingly dominated by automation and artificial intelligence."

CHINA TARGETS TRUMP SHIPBUILDING PUSH

China's Commerce Ministry announced that it is prohibiting Chinese companies from conducting business with five subsidiaries of South Korean shipbuilder Hanwha Ocean, marking the latest escalation in Beijing's pushback against White House efforts to revive American shipbuilding. The ministry also said it had opened an investigation into Washington's ongoing Section 301 trade probe targeting China's dominance in global shipbuilding — calling the U.S. inquiry a threat to China's national security and maritime industry. The announcement linked Hanwha Ocean to the U.S. investigation and warned that additional retaliatory steps could follow.

Both Washington and Beijing began imposing reciprocal port fees on each other's vessels last week. The latest measures come amid closer U.S.–South Korea cooperation in shipbuilding as the two nations seek to counter China's control of more than half the world's new ship construction.

U.S. Trade Representative Jamieson Greer condemned China's sanctions against Hanwha. "China's recent retaliatory actions against private companies across the globe is part of a broader pattern of economic coercion to influence American politics and control global supply chains by discouraging foreign companies from investing in America's shipbuilding and other critical industries," the USTR said.

South Korea's Foreign Ministry said it was evaluating how the Chinese sanctions could affect Hanwha and related industries, adding that it would work with domestic agencies, business representatives, and Chinese officials "to minimize damages resulting from these measures."

The sanctioned entities include Hanwha Shipping LLC, Hanwha Philly Shipyard Inc., Hanwha Ocean USA International LLC, Hanwha Shipping Holdings LLC, and HS USA Holdings Corp.

CMES ADDS ADDITIONAL MSC CONMAR CLASS TO 2025 SCHEDULE
Due to membership needs the Calhoon M.E.B.A. Engineering School has added an additional MSC CONMAR class to the schedule. Students can now enroll in the course scheduled to take place from November 3–14, 2025.

This is an all-encompassing two-week training course that incorporates seven classes that satisfy Military Sealift Command requirements and standards including Small Arms, Damage Control, Chemical, Biological, Radiological and Nuclear Defense (CBRN), Marine Environmental Programs, Ships Reaction Force and Security Watchstander (Basic & Advanced).

Applications can be sent via the CMES website (www.mebaschool.org), by fax (410) 822-7220, or by email to applications@mebaschool.org

NEXT MONTHLY MEMBERSHIP MEETINGS *(All times are local)*
Monday, November 3 – **Boston**@1200. **Seattle (Fife)**@1300.
Tuesday, November 4 – **CMES**@1430; **Charleston**@1400; **Houston**@1315; **Oakland**@1230.
Wednesday, November 5 – **Jacksonville**@1300; **New Orleans**@1315; **Online HQ "Town Hall" Meeting@**1300 **(No Voting) – Register by emailing** mebahq@mebaunion.org
Thursday, November 6 – **L.A. (San Pedro)@**1230; **NY/NJ@**1300; **Norfolk@**1300; **Tampa@**1300.
Friday, November 7 – **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. Website: www.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