

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



"On Watch in Peace and War since 1875"
M.E.B.A. TELEX TIMES
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INLAND BARGAINING UNITS CONVERGE AT ITC MEETING

Members representing M.E.B.A. ferry and inland waterways bargaining units across the country converged at the Calhoun M.E.B.A. Engineering School on Friday for a one-day conference. They pored over related topics, addressed challenges facing our members in those sectors and considered strategies to strengthen their hand. The morning session was reserved for Shop Steward training which included legal rights and duties, grievances, and other aspects that help inject energy and awareness into bargaining units. Inland groups represent almost one third of the total M.E.B.A. membership.

M.E.B.A.'s District Executive Committee was in attendance for the conference along with representatives from a diverse mix of M.E.B.A. inland bargaining units making up a collective known as the "Inland Transportation Coalition." Attendees discussed funding and legislative initiatives as well as the role M.E.B.A. plays in securing vital federal resources for bargaining units around the country. The event was headlined by M.E.B.A. President Adam Vokac, Secretary-Treasurer Roland Rexha and Washington State Ferry Representative Eric Winge and included presentations by M.E.B.A. Attorney Jack Holland and Government Affairs Director Erick Siahaan. In addition, Executive V.P. Claudia Cimini, Gulf Coast V.P. Adam Smith, Atlantic Coast V.P. Jason Callahan and Seattle Patrolman Kevin M. Cross were valuable contributors, as were each of the inland attendees.

Rank and file attendees at Friday's meeting included Kenny Smith (Staten Island Ferry), Daniel Lindberg (Woods Hole - SSA), Joseph Ajar (Staten Island Ferry), Eric Friberg (Golden Gate Ferry), John Burke (Cape May-Lewes Ferry), Ben Truitt (Samson Tug & Barge), Stewart Cole (Alaska Marine Highway System), Gunnar Ohnstad (Black Ball Ferry Line), Chris Schneider (Washington State Ferry), Brandon Powell (Washington State Ferry), Scott Campbell (Washington State Ferry) and Chris Brooks (AMHS). Thank you all!

PRESIDENT GRANT JOINS APL FLEET

M.E.B.A.-contracted company American President Lines welcomed the newbuild PRESIDENT GRANT this week, part of the ongoing rejuvenation of the company's U.S.-flag fleet. This is the second of up to seven new ships (following the PRESIDENT JOHN QUINCY ADAMS) that APL is bringing into its fleet to replace older vessels. The ships are part of a massive 22 ship order APL

parent CMA CGM placed with China Shipbuilding Corporation with most of the vessels bound for the company's international fleet.

The GRANT was flagged into the Stars and Stripes on June 6th in Los Angeles. M.E.B.A.'s L.A. Branch Agent Rich Doherty visited the ship the next day and greeted the inaugural crew. M.E.B.A. Engine Officers on the GRANT include C/E Ben Johannessen, 1st A/E James Clarkeson, 2nd A/E Tyler Coburn and 3rd A/E Kobi Albright.

The PRESIDENT GRANT replaces the aging PRESIDENT ROOSEVELT which is scheduled to de-flag next week. Over the approaching months, the APL fleet will welcome the PRESIDENT REAGAN, PRESIDENT GEORGE BUSH, PRESIDENT MONROE and PRESIDENT JOHNSON.

The newbuild sisterships are 837-foot 5,598 TEU, 59,052 gross tonnage vessels that can carry 72,963 deadweight tons. The GRANT is propelled by a powerful Winterthur Gas & Diesel (WinGD) 7X82-2.0-HPSCR, LLT, Tier III main engine, delivering 23,500 kW x 70.5 rpm, and achieves a service speed of 21 knots. It features a 5-blade right-handed, fixed-pitch propeller with a diameter of 8900 mm.

In all cases, the new ships are expected to assume the Maritime Security Program chits from the outgoing vessels. M.E.B.A., MM&P, SIU, SUP and MFOW mariners will continue to crew the replacement ships under the existing agreement with APL.

M.E.B.A. SUPPORTING ILA AS NEGOTIATIONS HIT SNAG

Negotiations between the International Longshoremen's Association (ILA) and the U.S. Maritime Alliance (USMX) have hit an impasse over the issue of automation, raising the specter of a strike at East and Gulf Coast ports later this year. ILA canceled talks with USMX after finding out that management has been utilizing an Auto Gate system, which autonomously processes trucks without ILA labor. This system, initially identified at the Port of Mobile, Alabama, is reportedly being used in other ports as well. A spokesperson for the ILA stated, "Here we go again! This is another example of USMX members unilaterally circumventing our coast-wide Master Contract. This is a clear violation of our agreement with USMX, and we will not tolerate it any longer."

The current agreement expires on September 30, 2024. A 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 already grappling with prolonged transit times and escalating costs.

Earlier this week, the AFL-CIO's Transportation Trades Department (TTD) issued a statement in support of the ILA. M.E.B.A. is a founding member of the TTD which represents 37 unions in the maritime, aviation, rail, transit, trucking, highway, longshore, and related industries.

"From coast to coast, we stand strong with union port workers and the 85,000 ILA members who are fighting for a fair contract. For centuries, the longshore industry has provided a pathway to economic opportunity for people of color and other workers who have faced unjust barriers. Since the 19th century, port worker unions have fought to improve working conditions, secure regular employment, and increase wages for dockworkers, longshoremen, and other essential workers who

support our domestic maritime industry. In recent decades, foreign shipping conglomerates have raked in increasing profits off the backs of U.S. port workers who endure brutal and dangerous work conditions without seeing a fraction of those profits returned to them. The shipping companies who make up the U.S. Maritime Alliance (USMX) are bringing in billions in revenue and can afford to increase the wages of the employees who make those profits possible.”

“Corporate greed is on the rise but so is our solidarity as we reject the elimination of essential port jobs and the introduction of port automation technology to replace workers. We saw corporate greed in action during the 2022 national contract fight in the freight rail industry. We saw it last year when writers and actors went on strike in Hollywood, and again when unionized auto workers were forced to go on strike. In every industry across America, workers are rising up and demanding their fair share. Rest assured that longshore workers are doing the same and we will not rest until our brothers and sisters in the U.S. maritime industry receive what they are owed.”

HOUTHIS STEP UP ATTACKS

Houthi assaults on vessels in the Red Sea escalated with several attacks that sunk a vessel, damaged three others, claimed the life of a seafarer and severely injured another. Late last week, Houthi rebels targeted the Liberian-flagged, Greek-owned bulk carrier M/V TUTOR in the Red Sea killing a Filipino crewmember. The vessel stayed above water for a few days then sank down into Davy Jones’ Locker earlier this week. This was the Houthis’ first successful deployment of an unmanned surface vessel (USV). A day after the TUTOR attack, two Houthi anti-ship cruise missiles hit the Palauan-flagged, Ukrainian-owned, Polish-operated bulk carrier VERBENA, igniting a fire and severely injuring one crew member. The Cayman Islands-flag bulker M/V ANNA META responded to the VERBENA’s distress call and offloaded the crew from the vessel as they were abandoning ship. The damaged vessel remains in danger of sinking. Reportedly, an Iranian frigate only 8 nautical miles from the VERBENA at the time of the attack failed to respond to the distress call.

Since November, the Houthis have intensified their drone and missile strikes on ships in the Red Sea, Bab al-Mandab Strait, and Gulf of Aden, claiming these actions show solidarity with Palestinians in the Gaza war. The month of June has seen a marked increase in both the frequency and accuracy of these attacks. Just in the past few days, U.S. Central Command forces destroyed four Houthi radars, three uncrewed surface vessels (USV), two uncrewed aerial vehicles (UAV), eight uncrewed aerial systems (UAS), one ground control station and one command and control node.

REPORT DETAILS REROUTING COSTS STEMMING FROM HOUTHIS ATTACKS

A recent analysis by the Defense Intelligence Agency (DIA) underscores the growing impact of Houthi attacks on global trade. The report indicates that these assaults have disrupted international trade, affecting at least 65 countries and 29 energy and shipping firms. The attacks have caused a dramatic 90% reduction in container shipping through the Red Sea since December 2023, impacting 10-15% of maritime trade.

The report also details the increased costs associated with rerouting ships around Africa, such as extended transit times, higher fuel expenses, and elevated insurance premiums. Although detouring around Africa adds approximately 11,000 nautical miles, around \$1 million in fuel costs per voyage, and 1-2 weeks of transit time, this option can be less costly than the combined expenses of crew bonuses, war risk insurance, and Suez Canal transit fees. Regardless of what is more economical, the

M.E.B.A. believes that seafarer lives are far more valuable than further enlarging company profits by running the Red Sea gauntlet.

Insurance premiums for transits through the Red Sea have surged to 0.7-1.0% of a vessel's total value by mid-February, up from less than 0.1% before December 2023. Humanitarian aid efforts for Sudan and Yemen are also facing delays and increased costs due to the longer routes around Africa. The DIA released this report as part of its ongoing efforts to enhance public understanding of its mission and provide insights into Department of Defense and national security issues.

MATSON NAILS DOWN NAMES FOR FORTHCOMING NEWBUILD TRIO

M.E.B.A.-contracted company Matson Navigation has put out additional details on its order for three newbuilds to join its Hawaii and China-Long Beach Express (CLX) services by the end of 2027. In October of this year, Philly Shipyard – soon to be acquired by Korea's Hanwha Group - will begin steel cutting for the first of the three vessels, to be named MAKUA. The other two Aloha-class ships will be named MALAMA and MAKENA. Deliveries are scheduled for October 2026, April 2027 and December 2027.

At 854 feet long with a carrying capacity of 3,600 TEU, Matson's Aloha Class ships will carry a variety of container sizes and operate at speeds exceeding 23 knots. All three vessels will incorporate "green ship technology" features such as environmentally safe double hull fuel tanks and freshwater ballast systems and will be delivered ready to operate on liquified natural gas (LNG). Like their sisterships, they will help Matson achieve its 2030 greenhouse gas emissions reduction goal of achieving a 40% reduction in Scope 1 vessel emissions while also providing additional capacity and speed for the Hawaii and CLX services.

Matson's original ships named MAKUA, MALAMA and MAKENA were all freighters commissioned by the United States Shipping Board (USSB), an emergency agency established by the 1916 Shipping Act to increase the number of U.S. ships supporting the war effort during World War I and were purchased by Matson in the 1920s.

GARAMENDI WANTS AMERICANS FOR OFFSHORE PROJECTS IN GOLDEN STATE

Rep. John Garamendi (D-CA) is calling on the California State Lands Commission to authorize only those offshore wind projects that use local workers, American-built vessels, and domestically manufactured wind turbines.

"I strongly support the responsible development of California's burgeoning offshore wind industry to meet our state's electricity needs and tackle the climate crisis by reducing greenhouse gas emissions...I also believe that building the clean energy economy of tomorrow presents a once-in-a-generation opportunity to revitalize domestic manufacturing and create middle-class, union jobs that can never be outsourced. Skilled American workers are ready, willing, and able to do the job if given the chance," said Rep. Garamendi.

BALTIMORE PORT BACK IN BUSINESS

The full reopening of the Port of Baltimore was celebrated on Monday following the reinstatement of the Fort McHenry Federal Channel over the weekend. Maryland Governor Wes Moore expressed gratitude to the men and women of Unified Command for working around the clock to quickly and

safely reopen the 700-foot-wide by 50-foot-deep shipping channel to the Port of Baltimore following the March 26 collapse of the Francis Scott Key Bridge. In only 78 days, Unified Command removed more than 50,000 tons of debris from the Patapsco River, fully restoring the channel, welcoming back global shipping businesses and cruises, and getting Marylanders back to work.

The Port of Baltimore's public terminals directly support 8,000 workers, including longshoremen and truckers. Each day the port's economic impact represents \$192 million or more than \$70 billion a year, representing 13% of Maryland's gross domestic product. The Maryland Transportation Authority is currently accepting requests for proposals for a design-build team to rebuild the Key Bridge. A project team is expected to be selected in mid-to-late summer this year, with the entire project estimated to be completed in fall 2028.

KEEP HQ UPDATED WITH YOUR LATEST CONTACT INFO

As a reminder, you should keep the Union updated with your current contact information including mailing and email address. 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. Update Forms should be sent to the HQ Membership Dept. by e-mail (membership@mebaunion.org) or even regular mail.

The HQ database is NOT LINKED to the databases at the M.E.B.A. Plans office in Baltimore OR the Calhoun M.E.B.A. Engineering School. To update your information with Plans, you can find the "M.E.B.A. Address Change Form" on the Plans website (www.mebaplans.org) under "Forms, Documents & Notices" then "Medical Plan Forms."

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

Monday, July 8 – **Boston@1200; Seattle (Fife)@1300.**

Tuesday, July 9 – **CMES@1430; Charleston@1400; Houston@1315; Oakland@1230.**

Wednesday, July 10 – **Jacksonville@1300; New Orleans@1315; Online HQ "Town Hall" Meeting@1300 (No Voting) – Register by emailing mebahq@mebaunion.org**

Thursday, July 11 – **L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.**

Friday, July 12 – **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 Calhoun 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