UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
Washington, D. C. 20549

FORM 8-K

CURRENT REPORT
Pursuant to Section 13 or 15(d) of The
Securities Exchange Act of 1934

Date of Report (Date of earliest event reported): **February 9, 2016**

MATSON, INC.
(Exact Name of Registrant as Specified in its Charter)

HAWAII	**001-34187**	**99-0032630**
(State or Other Jurisdiction of Incorporation)	(Commission File Number)	(I.R.S. Employer Identification No.)

1411 Sand Island Parkway	
Honolulu, Hawaii	**96819**
(Address of principal executive offices)	(zip code)

Registrant's telephone number, including area code: **(808) 848-1211**

(Former Name or former address, if changed since last report)

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions:

o Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)

o Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)

o Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))

o Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))

Item 7.01. Regulation FD Disclosure.

Matson, Inc. ("Matson" or the "Company") will present an overview of the Company at the Stifel Transportation & Logistics Conference on February 9, 2016 and at the BB&T Transportation Services Conference on February 11, 2016. Matson will be using the presentation materials attached as Exhibit 99.1 to this Form 8-K. Additionally, the presentation materials are available on Matson's website at http://investor.matson.com/events.cfm. The information set forth in these materials speaks only as of February 9, 2016.

Statements in this Form 8-K and the attached exhibit that are not historical facts are "forward-looking statements," within the meaning of the Private Securities Litigation Reform Act of 1995, that involve a number of risks and uncertainties that could cause actual results to differ materially from those contemplated by the relevant forward-looking statement. Factors that could cause actual results to differ materially from those contemplated in the statements include, without limitation, those described on pages 7-15 of the Form 10-K filed by Matson on February 27, 2015, and on pages 19-20 of the Form 10-Q filed by Matson on August 5, 2015. These forward-looking statements are not guarantees of future performance. Actual results could differ materially from those anticipated in the forward-looking statements and future results could differ materially from historical performance.

Item 9.01. Financial Statements and Exhibits

(a) - (c) Not applicable.

(d) Exhibits.

The exhibit listed below is being furnished with this Form 8-K.

99.1 Investor Presentation

SIGNATURE

Pursuant to the requirements of the Securities Exchange Act of 1934, as amended, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

MATSON, INC.

/s/ Joel M. Wine

Joel M. Wine
Senior Vice President & Chief Financial Officer

Dated: February 9, 2016

Exhibit 99.1

Matson

Investor Presentation – February 2016

Forward Looking Statements

We are in a quiet period with respect to our fourth quarter and full year 2015 results. As a result, we will not be commenting on nor will we be responding to questions regarding results for those periods during this presentation.

Statements made during this presentation that set forth expectations, predictions, projections or are about future events are based on facts and information that is known to us as of February 9, 2016. We believe that our expectations and assumptions are reasonable. Actual results may differ materially, due to risks and uncertainties, such as those described on pages 7-15 of the 2014 Form 10-K filed on February 27, 2015, and other subsequent filings by Matson with the SEC. Statements made during this presentation are not guarantees of future performance. We do not undertake any obligation to update our forward-looking statements.

Investors may obtain a free copy of all filings containing information about Matson from the SEC at the SEC's website at http://www.sec.gov after such documents have been filed with the SEC. In addition, copies of filings containing information about us can be obtained without charge by sending a request to Matson, Inc., 1411 Sand Island Parkway, Honolulu, Hawaii 96819, Attention: Investor Relations; by calling (510) 628-4021; or by accessing them on the web at http://www.matson.com.

Matson Today: Connecting the Pacific

Investment Highlights

Unique network connecting the Pacific	• Leading U.S. carrier in the Pacific providing lifeline to economies of Hawaii, Alaska and Guam • Leading market share in attractive niche markets with multi-decade customer relationships • Dual head-haul economics on China service
World class operator and premium service provider	• Well maintained fleet with leading on-time vessel arrivals • Fastest transit and cargo availability creates 5 to 10 day advantage and premium rates for China service • Dedicated terminals with best in class truck turns • Varied and ample equipment fleet across locations to meet customer needs
Significant cash flow generation	• Financial strength to pay down debt, invest in fleet renewal, pursue strategic opportunities and return capital to shareholders
Strong balance sheet	• Investment grade credit metrics

Leveraging the Matson brand and network into growth opportunities

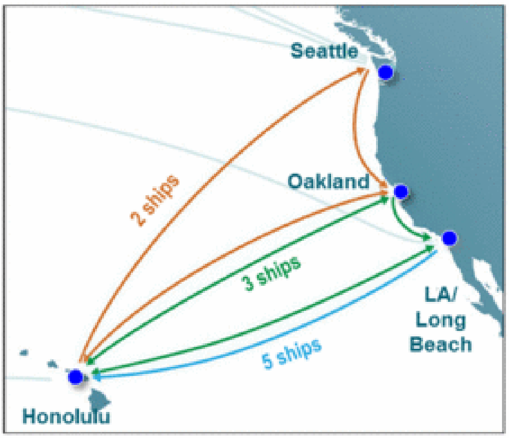
Multiple Growth & Value Catalysts

- Hawaii Volume Growth
- Unmatched Premium Service from China
- Alaska Acquisition & Integration
- Logistics and SSAT improvements
- Delivery of new Aloha class vessels in 2H-2018

Market and Service Leader to Hawaii

- Matson is the leading carrier into Oahu and Neighbor Islands, providing "just-in-time" supply lifeline
  - 5 weekly USWC departures
  - 3 or 4 weekly Honolulu arrivals
- 10-ship fleet deployment offering most frequent and reliable service
  - Matson deploys ~70% of weekly containership capacity to Honolulu
  - Only containership service from Pacific Northwest and only direct containership service from Oakland
- Competitor deployment changes in June 2015
  - Withdrew from Pacific Northwest
  - No longer offers Oakland direct service
  - Added second call in LA/Long Beach

Matson's 10-Ship Deployment



Competitor's 5-Ship Deployment

Unique Expedited China Service (CLX)

- Utilization of Jones Act ships in round trip dual head-haul revenue model
  - Weekly 5 ship string connecting 3 ports in China to LA / Long Beach
- Matson's expedited service results in 5 to 10 day competitive advantage and premium rates
  - During USWC labor disruption service advantage was as much as 3 weeks
- Attracts high value, time sensitive cargo

Matson's China Service Differential from Shanghai

	International Service	Matson CLX Service	Matson Advantage
Receiving: Customs Declaration and Terminal Cut-off Times	2 to 4 days	1 to 2 days	1 to 2 days
Transit: Vessel Speed and Last Call vs Other Port Calls	13 to 15 days	10 days	3 to 5 days
Discharge: Dedicated Terminals and Smaller Vessels to Unload	2 to 4 days	1 day	1 to 3 days
Total Time	17 to 23 days	12 to 13 days	**5 to 10 days**

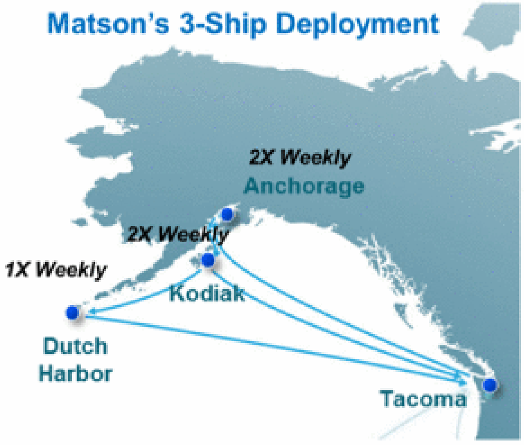
Guam & Micronesia Service

- Guam a Critical Link in CLX Network Configuration
  - Connections from Oakland and Pacific Northwest to Guam via Honolulu
  - Volume in Guam remains stable; approximately 75% of Guam cargo is sourced from the U.S.
- On 8/29/15, the Department of the Navy signed the Record of Decision for relocating U.S. Marine Corps forces to Guam
  - Approximately 5,000 Marines plus 1,300 dependents by 2022
- Competitor launched a bi-weekly U.S. flagged service to Guam at beginning of 2016
  - Expect service to be 9-10 days slower than Matson's direct service
- Matson serves Micronesia through connecting carrier agreements with regional carriers

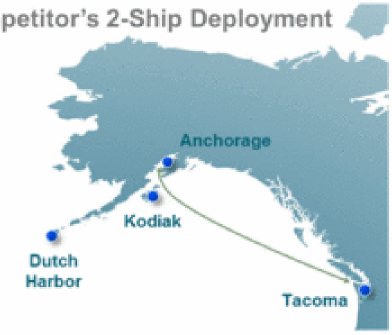
Alaska Service

- Similarities with Hawaii Market
  - Remote, non-contiguous economy dependent on reliable container service as part of vital supply lifeline
  - A market that values premium service
  - Loyal customer base; ~80% overlap with Matson's Hawaii customers
- Long-term Stable Revenue Profile
  - Northbound volume represents ~75% of total
  - Southbound volume more seasonal, driven by seafood industry
- Kodiak and Dutch Harbor operations are strategic
  - Critical lifeline to these communities
  - Important terminal and slot charter services for Maersk and APL

Matson's 3-Ship Deployment

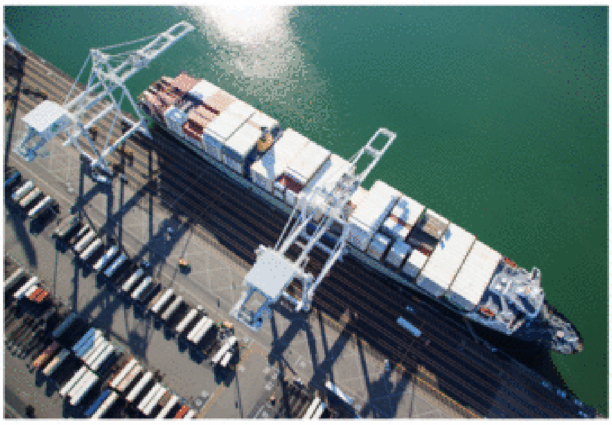


Competitor's 2-Ship Deployment



SSAT Joint Venture

- Matson's 35% interest in leading U.S. West Coast terminal operator
  - Contributed assets and terminal leases to JV in 1999
  - Terminals remain dedicated to Matson
- Services
  - Vessel stevedoring, terminal services, container equipment maintenance, chassis pools, on-dock Rail
- Reduced Matson's capital investment
  - Terminal leases
  - Cranes
- Controls cost and improves productivity
  - Economies of scale
  - Convert fixed cost to variable
- Maintains superior service
  - Key to schedule integrity
- Exposure to Pacific Rim growth



	Terminals	SSAT Market Share*
Long Beach / LA	2	10%
Oakland	2	45%
Seattle / Tacoma	2	20%

* Approximate SSAT terminal lifts as a percentage of all terminal lifts by location

Matson Logistics

- A National Network of Integrated Services
  - Leverages Matson brand
  - Scalable model with high ROIC
- Improving results
  - Warehouse operating improvements
  - Returned operating margins to 2 - 4% target range
- Focus
  - Organic growth as a national provider of integrated logistics solutions
  - Pursue growth in freight forwarding and NVOCC services in China consolidation
  - Consider disciplined acquisitions to expand service offering

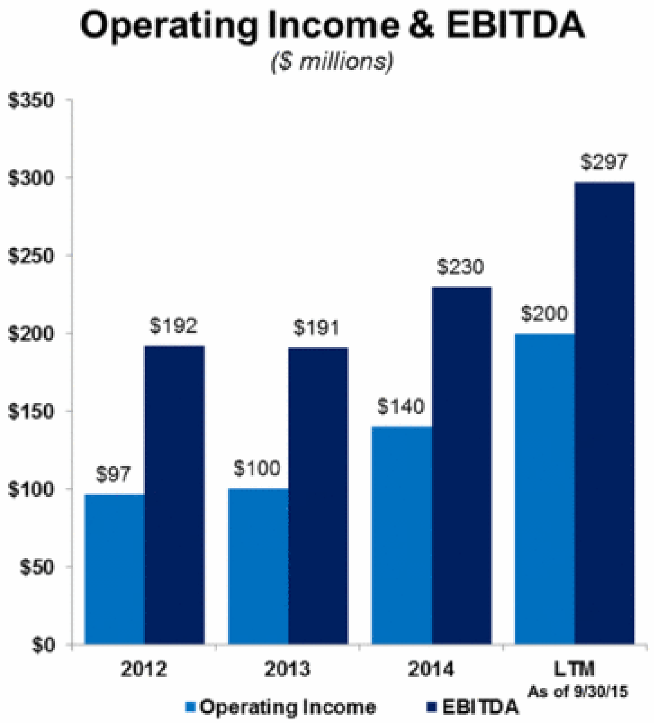
Highway TL and LTL

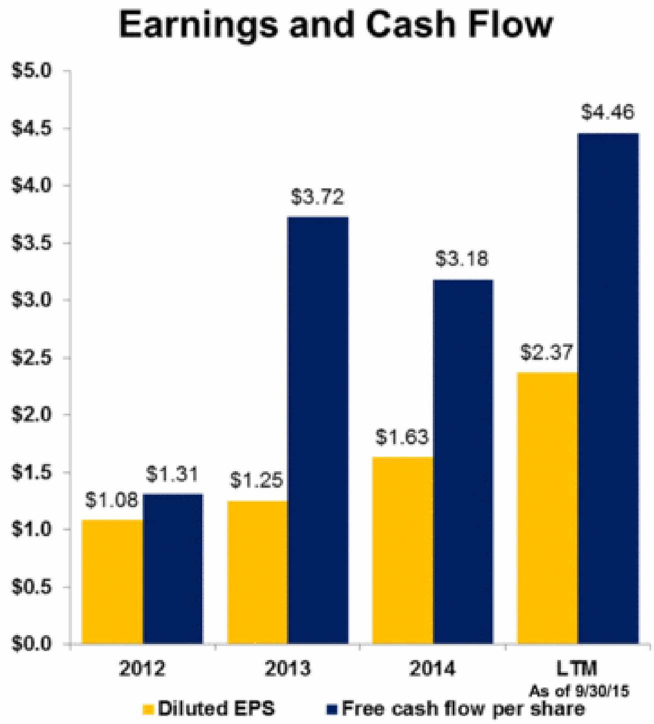
Warehousing & Distribution

Domestic & International Intermodal

China Supply Chain Services

Matson's Performance since Separation

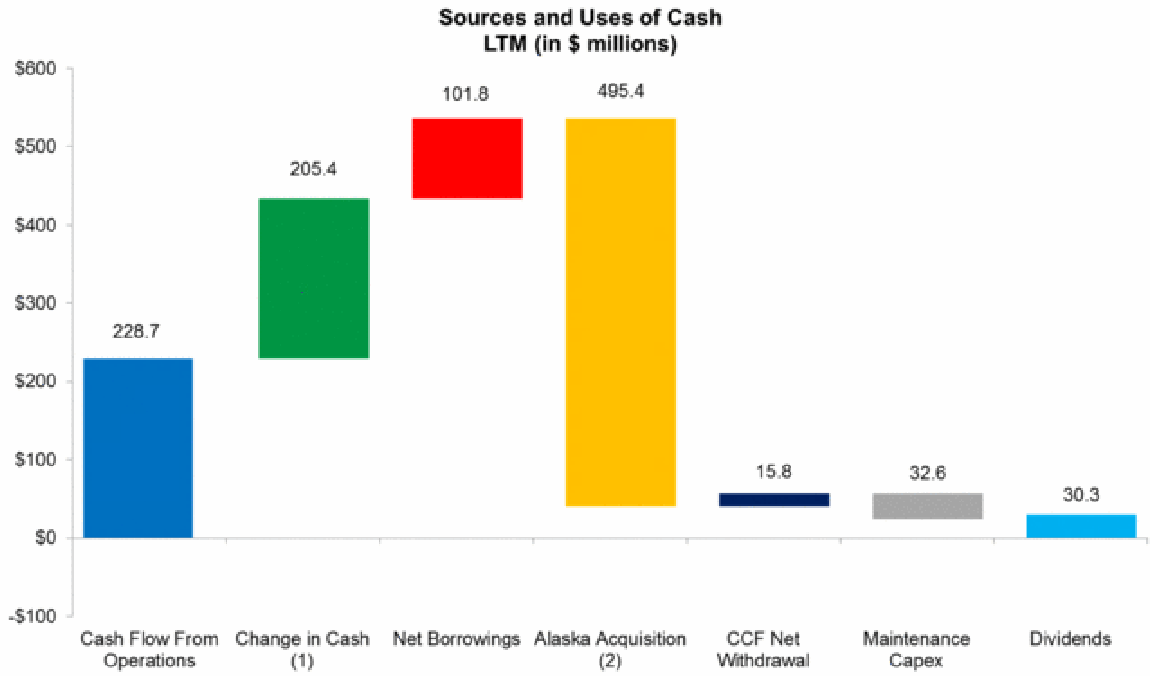




See the Appendix for a reconciliation of GAAP to non-GAAP for Financial Metrics

Free cash flow per share = Net cash flow from operations less capital expenditures divided by diluted shares outstanding

Cash Generation and Uses of Cash



LTM = Last twelve months ended September 30, 2015

(1) Does not include $6.6 million in other uses of cash

(2) Based on total cash consideration (including common shares, warrants, repaid debt, accrued interest and breakage fees)

Summary Remarks

- Hawaii
  - Expect to benefit from continued market growth and a stronger market position
- Alaska
  - Integration progressing well
  - Low energy prices create near-term economic headwinds
- China
  - International market continues to be chronically oversupplied with freight rates near historic lows
  - Expect Matson's highly differentiated service to continue achieving a substantial premium to international ocean freight rates
- Guam
  - U.S. Marine relocation provides a longer-term positive container volume trend
  - Expect to lose some volume to competitor entering trade in early 2016
- Overall, we continue to expect strong cash flow generation to support:
  - Debt pay down
  - Fleet and equipment investments
  - Return of capital via quarterly dividend and share repurchase program

Addendum

Condensed Statement of Income

(in $ millions)	3Q15	3Q14
Operating Revenue		
Ocean Transportation	$444.8	$329.5
Logistics	99.5	112.3
Total operating revenue	544.3	441.8
Costs and Expenses		
Operating costs	424.8	363.8
Selling, general and administrative	52.2	36.1
Equity in (income) loss from terminal joint venture	(4.5)	(3.1)
Total operating costs and expenses	472.5	396.8
Operating Income	71.8	45.0
Interest expense	(4.7)	(4.4)
Income tax expense	(25.6)	(19.1)
Net Income	$41.5	$21.5
Diluted Earnings Per Share ($/share)	$0.94	$0.50

Key Items

- Total revenue increased 23.2%
- Operating margin increased to 13.2% from 10.2%

See the Addendum for a reconciliation of GAAP to non-GAAP for Financial Metrics

Condensed Balance Sheet

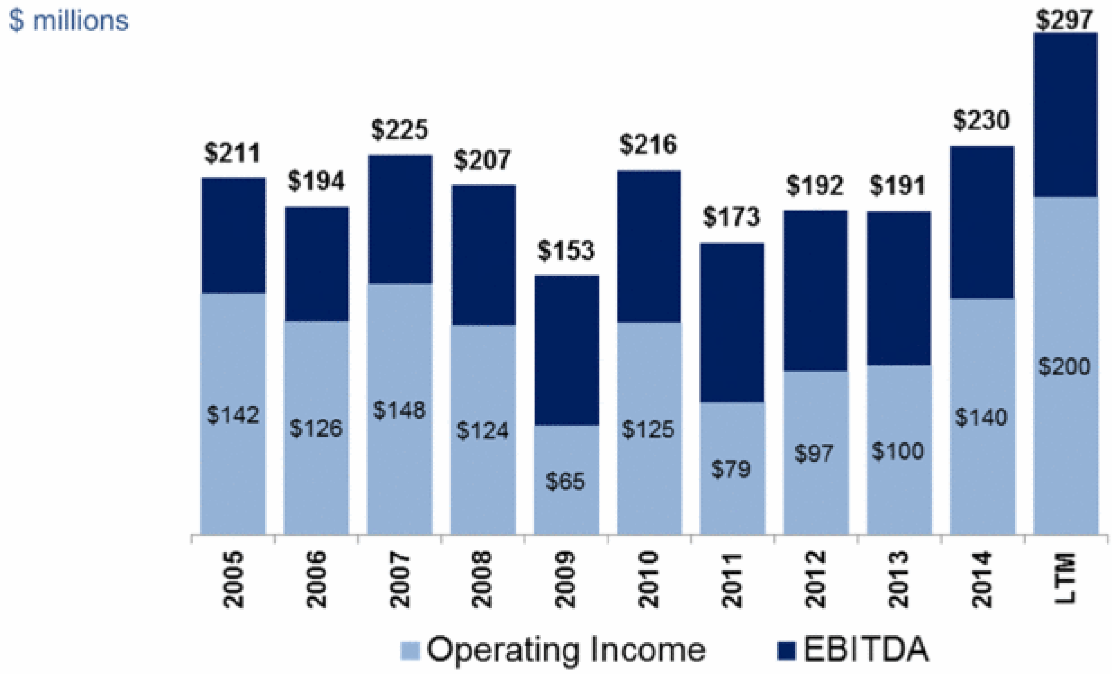
Assets (in $ millions)	9/30/15	12/31/14
Cash and cash equivalents	$ 25.5	$ 293.4
Other current assets	322.8	226.1
Total current assets	348.3	519.5
Investment in terminal joint venture	68.2	64.4
Property and equipment, net	839.9	691.2
Capital Construction Fund deposits	11.7	27.5
Intangible assets, net	140.9	2.5
Goodwill	248.3	27.4
Other assets	79.4	69.3
Total assets	**$1,736.7**	**$1,401.8**
Liabilities & Shareholders' Equity (in $ millions)	**9/30/15**	**12/31/14**
Current portion of long-term debt	$ 22.2	$ 21.6
Other current liabilities	275.9	201.9
Total current liabilities	298.1	223.5
Long term debt	459.3	352.0
Deferred income taxes	336.7	308.4
Other long-term liabilities	154.6	154.1
Multi-employers withdrawal liabilities	56.9	-
Total long term liabilities	1,007.5	814.5
Shareholders' equity	431.1	363.8
Total liabilities and shareholders' equity	**$1,736.7**	**$1,401.8**

Liquidity and Debt Levels

- Total debt of $481.5 million, Net debt of $444.3 million
- Net debt to LTM EBITDA of 1.5x
- On October 1, 2015 issued $75 million of 30-year senior unsecured notes at 3.92%
- Revolver balance at September 30, 2015 was $118 million
  - Reduced to $43 million after $75 million notes issued on October 1, 2015

See the Addendum for a reconciliation of GAAP to non-GAAP for Financial Metrics

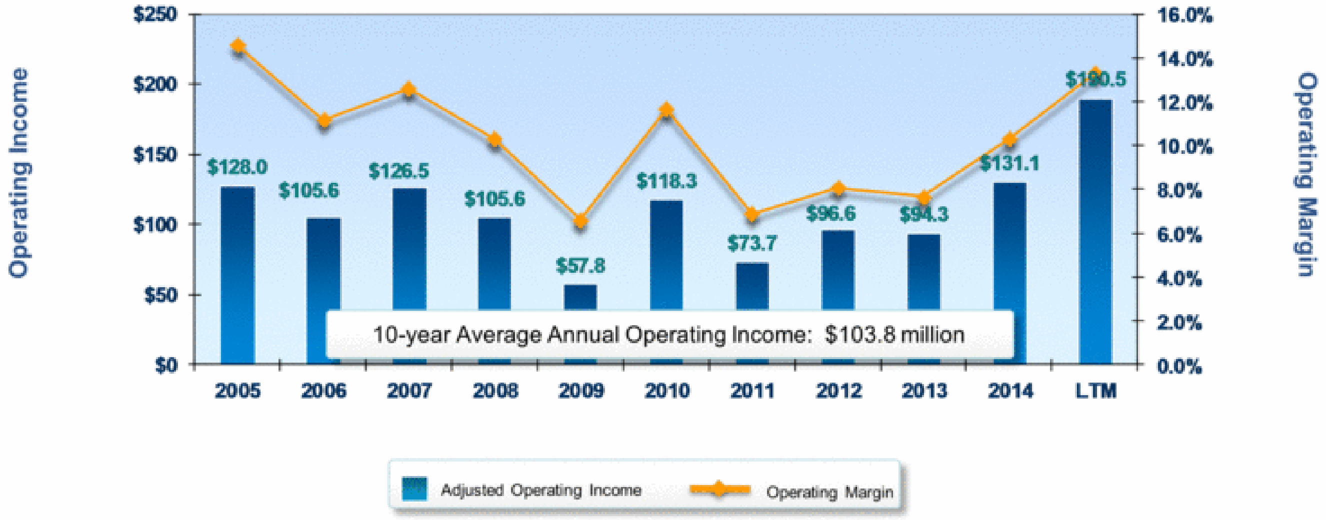
Matson's Operating Income and EBITDA



LTM = Last Twelve Months ended September 30, 2015
More detailed information is available in previously filed Form 10-Ks and 10-Qs

Ocean Transportation Operating Income

$ millions



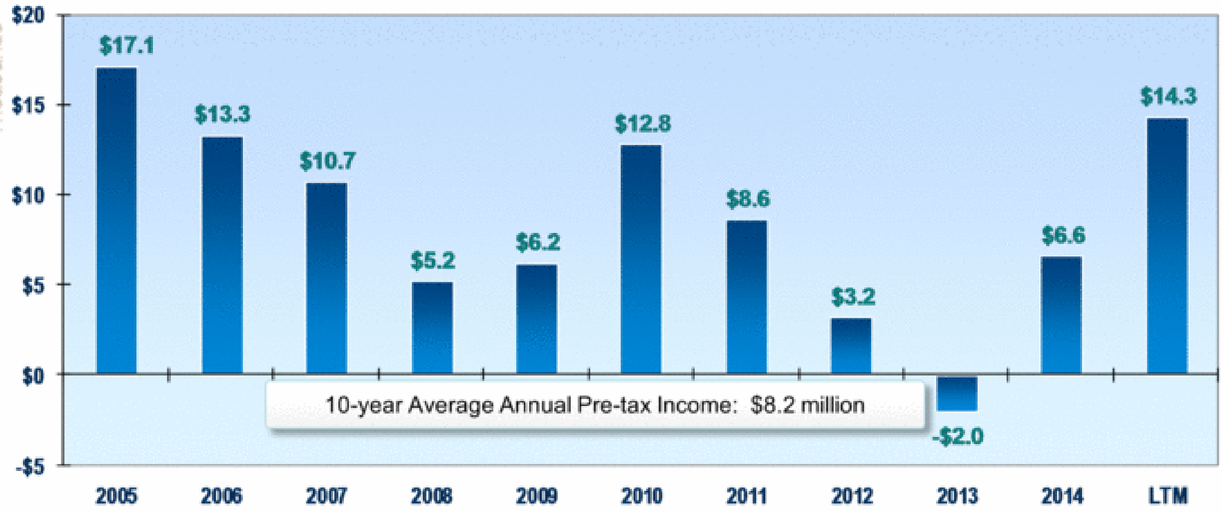
LTM = Last Twelve Months ended September 30, 2015
More detailed information is available in previously filed Form 10-Ks and 10-Qs

Logistics Operating Income

LTM = Last Twelve Months ended September 30, 2015
More detailed information is available in previously filed Form 10-Ks and 10-Qs

Pre-Tax Income (Loss) SSAT Investment

$ millions



LTM = Last Twelve Months ended September 30, 2015
More detailed information is available in previously filed Form 10-Ks and 10-Qs

Matson's Jones Act Fleet Deployment

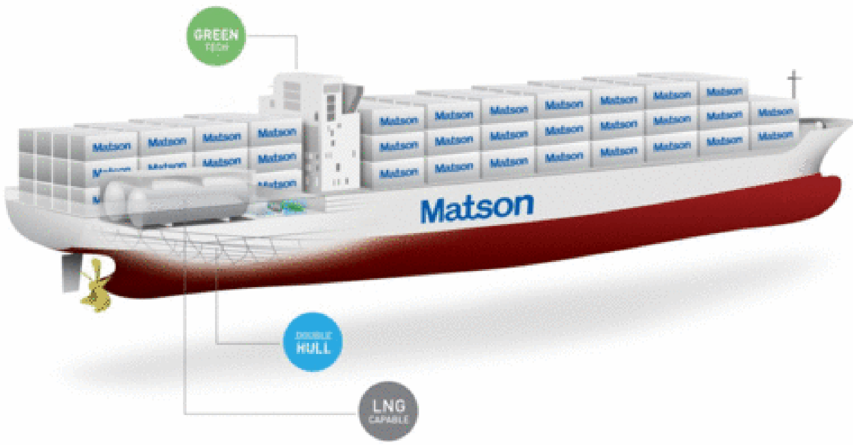
Vessel Name	Type	Built	Capacity (TEU)	Capacity (Autos)	Schedule
MAUI	Container (SS)	1978	1,644		SEA/OAK/HON
MANOA	Container	1982	2,824		SEA/OAK/HON
MOKIHANA	Container/Ro-Ro	1983	1,994	1,323	LA/HON
MATSONIA	Container/Ro-Ro (SS)	1973	1,727	450	OAK/HON
MAHIMAHI	Container	1982	2,824		OAK/LA/HON
MANULANI	Container	2005	2,378		LA/HON/GUAM/CHINA
MANUKAI	Container	2003	2,378		LA/HON/GUAM/CHINA
MAUNAWILI	Container	2004	2,378		LA/HON/GUAM/CHINA
MAUNALEI	Container	2006	1,992		LA/HON/GUAM/CHINA
R.J. PFEIFFER	Container	1992	2,245		LA/HON/GUAM/CHINA
ANCHORAGE	Container	1987	1,668		TAC/ANC/KOD/DH
KODIAK	Container	1987	1,668		TAC/ANC/KOD/DH
TACOMA	Container	1987	1,668		TAC/ANC/KOD/DH
CONSUMER	Container (SS)	1971	1,690		Reserve
KAUAI	Container (SS)	1980	1,644		Reserve
LIHUE	Container (SS)	1971	2,018		Reserve
PRODUCER	Container (SS)	1974	1,680		Reserve
NAVIGATOR	Container (SS)	1972	2,250		Reserve

(SS) = Steamship

Fleet Renewal

- Two 3600 TEU dual fuel, LNG capable containerships from Aker Philadelphia
  - Contract price $418 million
  - Optimized speed to ensure cargo reliability
  - Additional 45-foot capacity and reefer outlets
  - Cell guide spacing (constr. materials)
  - Neighbor Island accessible
- Significantly lowers cost per TEU in Hawaii fleet
  - Carry higher freight volumes with fewer vessels deployed
  - ~30% lower fuel consumption per TEU using conventional fuel oils
  - Lower crewing, maintenance & repair, and dry-docking costs

Construction Milestones	
2015	Steel Cutting
	Keel Laying
2016	Continuous construction of blocks
2017	Install main engine
2018	Delivery Daniel K. Inouye
	Delivery Hull #030



Addendum – Use of Non-GAAP Measures

Matson reports financial results in accordance with U.S. generally accepted accounting principles ("GAAP").

The Company also considers other non-GAAP measures to evaluate performance, make day-to-day operating decisions, help investors understand our ability to incur and service debt and to make capital expenditures, and to understand period-over-period operating results separate and apart from items that may, or could, have a disproportional positive or negative impact on results in any particular period. These non-GAAP measures include, but are not limited to, Earnings Before Interest, Depreciation and Amortization ("EBITDA"), and Net Debt/EBITDA.

GAAP to Non-GAAP Reconciliation (As of September 30, 2015)

NET DEBT RECONCILIATION

(In millions)		September 30, 2015
Total Debt:		$ 481.5
Less:	Cash and cash equivalents	(25.5)
	Cash on deposit in Capital Construction Fund	(11.7)
Net Debt		$ 444.3

EBITDA RECONCILIATION

(In millions)		Three Months Ended September 30 2015	2014	Change	Last Twelve Months
Net Income		$ 41.5	$ 21.5	$ 20.0	$ 104.2
Add:	Income tax expense	25.6	19.1	6.5	77.7
Add:	Interest expense	4.7	4.4	0.3	17.9
Add:	Depreciation and amortization	23.3	17.2	6.1	75.5
Add:	**Drydock amortization**	5.7	5.4	0.3	21.9
EBITDA (1)		$ 100.8	$ 67.6	$ 33.2	$ 297.2
Add:	**Acquisition related SG&A in excess of run-rate target**	10.0	-	10.0	23.5
Add:	Molasses settlement	-	-	-	11.4
EBITDA (before Acquisition SG&A and Molasses Settlement)		$ 110.8	$ 67.6	$ 43.2	$ 332.1

(In millions)		Nine Months Ended September 30 2015	2014	Change
Net Income		$ 76.4	$ 43.0	$ 33.4
Add:	Income tax expense	60.4	34.6	25.8
Add:	Interest expense	13.6	13.0	0.6
Add:	Depreciation and amortization	58.5	52.0	6.5
Add:	**Drydock amortization**	16.8	16.0	0.8
EBITDA (1)		$ 225.7	$ 158.6	$ 67.1
Add:	**Acquisition related SG&A in excess of run-rate target**	23.5	-	23.5
Add:	Molasses settlement	11.4	-	11.4
EBITDA (before Acquisition SG&A and Molasses Settlement)		$ 260.6	$ 158.6	$ 102.0

GAAP to Non-GAAP Reconciliation

(in $ millions)	2014	2013	2012	2011
Net Income	70.8	53.7	45.9	34.2
Subtract: Income (loss) from discontinued operations		-	(6.1)	(11.6)
Add: Income tax expense	51.9	32.2	33.0	25.1
Add: Interest expense	17.3	14.4	11.7	7.7
Add: Depreciation & amortization	69.0	69.0	72.1	71.6
Add: Deferred dry-docking amortization	21.1	22.0	23.3	22.7
EBITDA	**$230.1**	**$191.3**	**$192.1**	**$172.9**

(in $ millions)	2005	2006	2007	2008	2009	2010
Segment Operating Income Excluding Discontinued Ops	142.6	126.8	148.0	124.1	64.5	125.4
Segment Depreciation and Amortization	60.9	59.6	65.2	68.5	70.6	70.8
Deferred Dry-docking Amortization	7.9	8.5	11.5	14.2	17.5	19.6
EBITDA	211.4	194.9	224.7	207.2	152.5	215.6

More detailed information is available in previously filed Form 10-Ks and 10-Qs