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 12, 2014**

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 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") will present at the Stifel Transportation & Logistics Conference on February 12, 2014 and at the BB&T Transportation Services Conference on February 13, 2014. 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 www.matson.com and will be available for approximately one week following the conferences. The information set forth in these materials speaks only as of February 12, 2014.

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 9-15 of the Form 10-K filed by Matson, on March 1, 2013. 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**

Exhibit No.	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, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

MATSON, INC.

/s/ Dale B. Hendler
Dale B. Hendler
Vice President and Controller

Dated: February 12, 2014

Exhibit 99.1

Matson

Investor Presentation – February 2014

MATX
LISTED
NYSE

Matson

Forward Looking Statements

Statements in this presentation that set forth expectations or predictions are based on facts and situations that are known to us as of February 12, 2014, the date of this filing. Actual results may differ materially, due to risks and uncertainties, such as those described on pages 9-15 of our 2012 Form 10-K and other subsequent filings with the SEC. Statements in 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 – At a Glance

OCEAN TRANSPORTATION

- Leading U.S. carrier in the Pacific
- Lifeline to island economies of Hawaii and Guam
- Niche, premium, expedited service from China to Southern California
- 35% ownership in 6 West Coast terminals

LOGISTICS

- Top 10 integrated, asset-light logistics services
- Rail intermodal, highway brokerage and warehousing
- Leverages Matson brand
- Scalable model with high ROIC

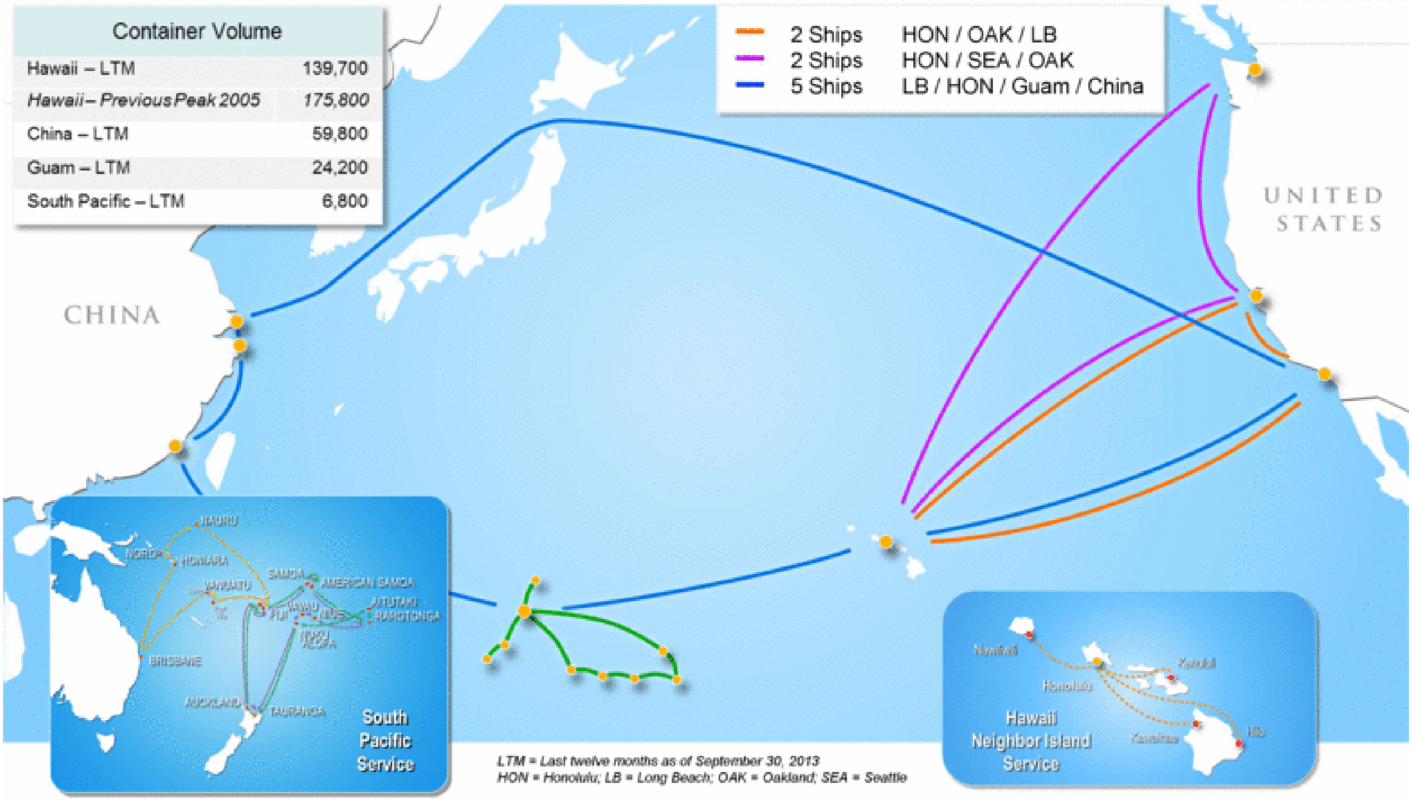
(In millions)	LTM (1)	% of Total
Revenue		
Ocean Transportation	$1,223.7	75.3%
Logistics	$400.9	24.7%
Total	$1,624.6	100.0%
Operating Income		
Ocean Transportation	$105.0	98.8%
Logistics	$1.3	1.2%
Total	$106.3	100.0%
EBITDA	$174.3	

(1) Last twelve months as of September 30, 2013

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

Ocean Transportation – Core 9-Ship Jones Act Deployment

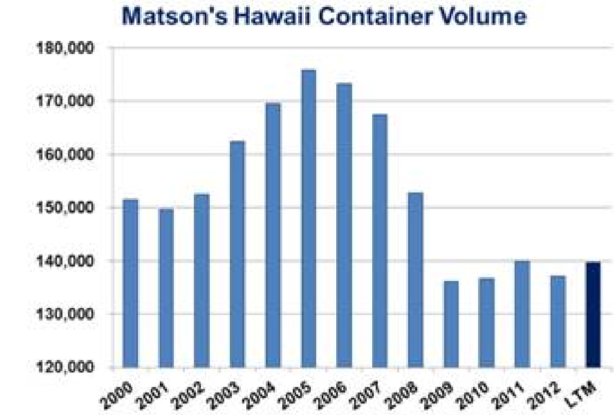
Container Volume	
Hawaii – LTM	139,700
Hawaii – Previous Peak 2005	*175,800*
China – LTM	59,800
Guam – LTM	24,200
South Pacific – LTM	6,800



LTM = Last twelve months as of September 30, 2013
HON = Honolulu; LB = Long Beach; OAK = Oakland; SEA = Seattle

Hawaii Service

- Market and service leader to Hawaii
  - Principal carrier in the trade
  - Most arrivals per week into Honolulu
  - High vessel utilization
  - Dedicated terminal operations
  - Own neighbor island barge network
- Hawaii: Poised for Growth
  - Positive economic trends
  - Construction activity a key driver
  - Several condominium projects in development
  - Expected progress on Honolulu Rail Transit Project



Indicator (% Change YOY)	2012	2013F	2014F	2015F
Real GDP[1]	1.6	2.4	2.8	2.5
Visitor Arrivals [1]	9.6	2.9	2.7	2.3
Construction Jobs [2]	2.4	7.0	10.8	11.1
Res. Bldg Permits [2]	18.6	22.8	50.8	19.1
Non-Res. Bldg Permits [2]	50.3	5.9	21.9	12.0

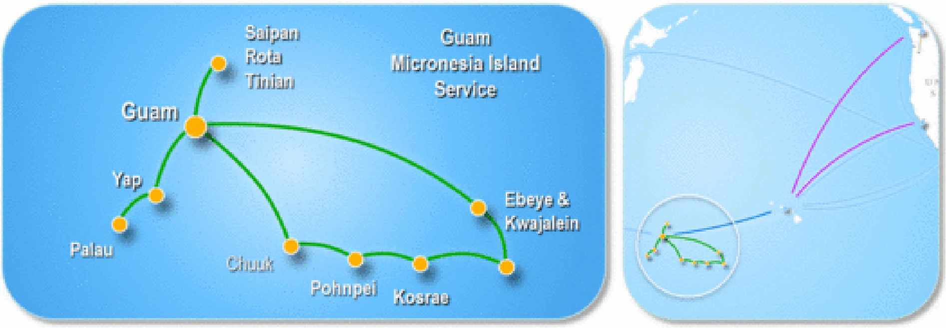
Sources:
1. DBEDT: Hawaii Department of Business, Economic Development & Tourism; *Quarterly Statistical & Economic Report, Fourth Quarter 2013*, December 4, 2013 http://hawaii.gov/dbedt
2. UHERO: University of Hawaii Economic Research Organization; State Forecast Update, October 25, 2013 http://www.uhero.hawaii.edu

LTM = Last twelve months as of September 30, 2013

China Service (CLX)

- Unique, Premium, Expedited Service
  - Weekly 5 ship string connecting 3 ports in China to Long Beach
  - 3-6 day competitive advantage:
    - Fastest transit time: 10 days (vs. 12-14 day trade standard)
    - Next-day freight availability at Long Beach
  - Achieves freight rate premium to the spot market
  - Utilization of Jones Act tonnage in round trip dual head-haul revenue model

Guam Service



- Critical Link in CLX Network Configuration
  - Primary carrier to Guam since departure of major competitor in late 2011
  - Volume in Guam remains stable
  - Connections from Oakland and Pacific Northwest to Guam via Honolulu

SSAT Joint Venture

- 35% ownership stake in 6 west coast terminals

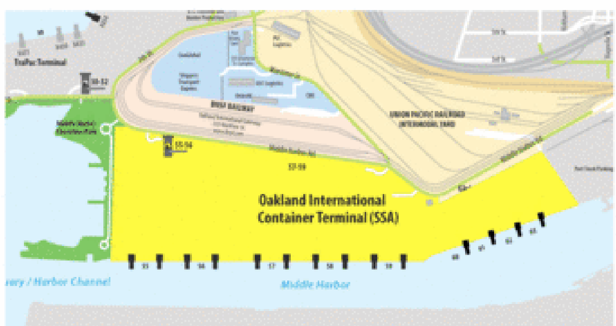
Strategic Benefits

- Guaranteed berth/cranes
  - Quick turn of vessels
  - Maintain sailing schedules
- Fast cargo availability
  - Quick truck and yard turns
- Flexibility to receive freight close to departure
- Increased customer satisfaction
- Recent expansion of Oakland terminal creates premier terminal in Northern California

U.S. West Coast Terminals

	SSAT	Others	% SSAT*
Long Beach / LA	2	12	5-10%
Oakland	2	5	40-45%
Seattle / Tacoma	2	8	15-20%
	6	**25**	**10-15%**

Source: Matson management estimates
**SSAT lifts as a percentage of all terminal operations lifts, by location*



Introducing the Aloha Class

- Two 3600 TEU dual fuel, LNG capable containerships from Aker
- Contract price $418 million

- Delivery expected in 3Q/4Q 2018
- First ship named in honor of Senator Inouye

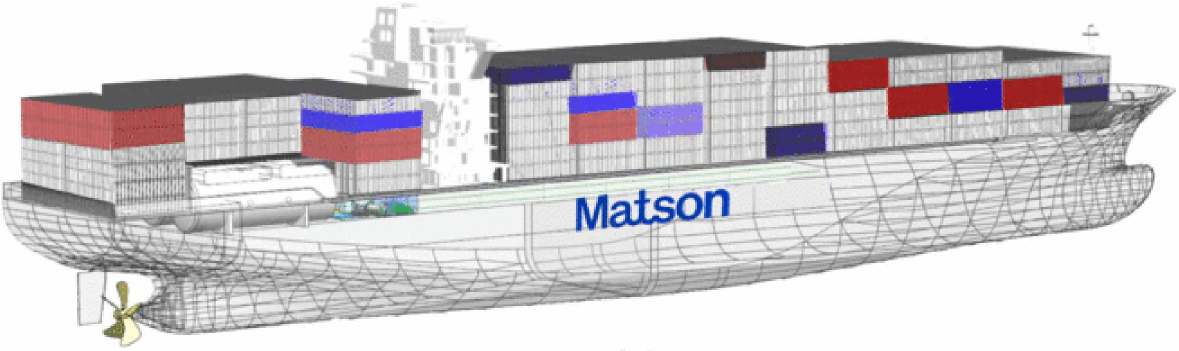
Aloha Class Specifications

Future Hawaii Freight Demand

- 3600 TEU capacity
- Optimized speed to ensure cargo reliability
- Additional 45-foot capacity
- Additional reefer outlets
- Cell guide spacing (constr. materials)
- Neighbor Island accessible

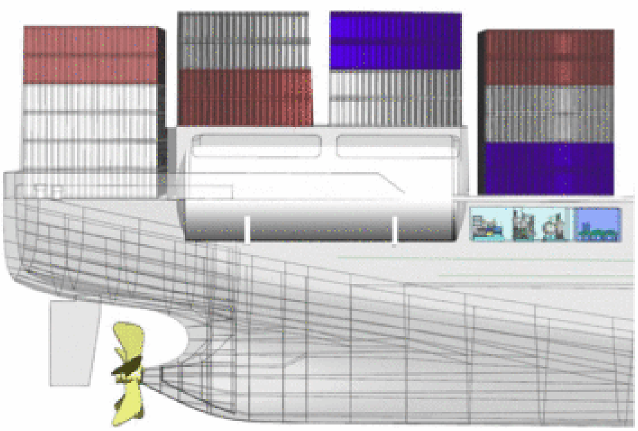
Green Ship Technology

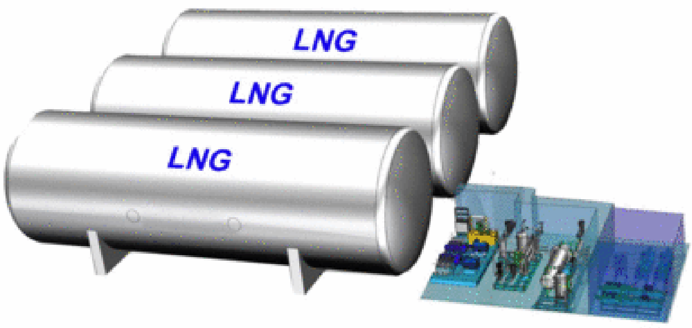
- Fuel efficient hull
- Dual fuel engines, conventional fuel oils or LNG
- Double hull fuel tanks
- State of the art ballast water system
- Reduced emissions
- Shore power equipped



LNG Capable

- Potentially cheaper source of fuel
- Dual fuel engines part of vessel design
- Additional ~$20 million per vessel to complete LNG installation
- Decision will be driven by LNG availability at the US West Coast ports





Compelling Investment

- Significantly lowers cost per TEU in Hawaii fleet
- Cost efficiencies driven by:
  - Maintaining 9-ship deployment at significantly higher volumes
  - Lower operating costs of modern vessels
    - Lower fuel consumption – ~30% on a per TEU basis using conventional fuel oils
    - Lower crewing, maintenance & repair, and dry-docking costs
- Attractive ROIC investment

	4Q 2013	2014	2015 + 2016	2017 + 2018
Estimated Installment Payment Schedule (excluding owners' items and capitalized interest)	~2%	-	~22%	~76%

Matson Logistics

A National Network of Integrated Services

- Top 10 third-party logistics broker
- Leverages Matson brand
- Long-term relationships with customers and vendors
- Scalable model with high ROIC

Highway TL and LTL

Domestic & International Intermodal

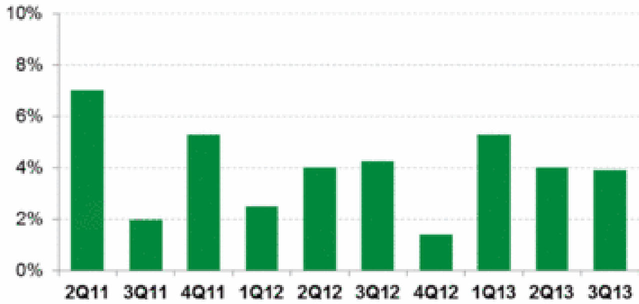
Warehousing & Distribution

China Supply Chain Services

Matson Logistics

- LTM (1) Results
  - Intermodal and highway volume growth
  - Warehouse operating improvements
  - Operating income margin improved
- Priorities
  - Organic growth as a national provider of integrated logistics solutions
    - Highway and intermodal brokerage
  - Increase cross-selling with Ocean Transportation
  - Pursue growth in freight forwarding and NVOCC services in China consolidation
  - Improve operating margins to historical range of 2 - 4%

YOY Growth in AAR Total Intermodal Volume (2011-2013)



Source: Association of American Railroads

(1) LTM = Last twelve months as of September 30, 2013

3Q2013 Condensed Income Statement

(in $ millions)	3Q13	3Q12
Operating Revenue		
Ocean transportation	$310.1	$ 307.1
Logistics revenue	104.9	94.3
Total operating revenue	415.0	401.4
Costs and Expenses		
Operating costs	353.6	337.0
Selling, general and administrative	31.8	30.6
Equity in loss (income) of terminal joint venture	2.4	(0.7)
Separation costs	-	0.3
Operating Income	27.2	34.2
Interest expense	3.6	4.0
Income tax expense	6.4	11.2
Income from Discontinued Operations (net of tax)	-	(0.1)
Net Income	$17.2	$ 19.1
Diluted Earnings Per Share ($/share)		
Continuing Operations	0.40	0.45
Discontinued Operations	-	-
Net Income	0.40	0.45

Key Metrics

- Total revenue increased 3.4%
- Operating costs increased 4.9%
- Selling, general and administrative expenses increased 3.9%
- Effective tax rate of 27.1%
- LTM EBITDA of $174.3 million

LTM = Last twelve months as of September 30, 2013

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

Cash Generation and Uses of Cash

For the 9 Months Ended September 30, 2013

- Generated $137.8 million in cash flow from operations
- Maintenance capex of $19.7 million
- Paid $19.9 million in dividends
- Reduction of debt by $32.7 million
- Increased cash position by $61.9 million

** Does not include $5.7 million in Other Uses of Cash*

Condensed Balance Sheet

Assets (in $ millions)	9/30/13	12/31/12
Cash	$ 81.8	$ 19.9
Other current assets	230.3	214.2
Total current assets	312.1	234.1
Investment in terminal joint venture	56.6	59.6
Property, net	736.2	762.5
Other assets	115.3	118.1
Total	**$1,220.2**	**$1,174.3**

Liabilities & Shareholders' Equity (in $ millions)	9/30/13	12/31/12
Current portion of long-term debt	$ 12.5	$ 16.4
Other current liabilities	176.8	177.0
Total current liabilities	189.3	193.4
Long term debt	277.4	302.7
Deferred income taxes	296.9	251.9
Employee benefit plans	106.0	108.0
Other liabilities	35.0	38.4
Total long term liabilities	715.3	701.0
Shareholders' equity	315.6	279.9
Total	**$1,220.2**	**$1,174.3**

Cash and Debt Levels

- Cash up $61.9 million for the 9 months ended September 30, 2013
- Total debt of $289.9 million
  - Current portion is $12.5 million
- Net Debt / LTM EBITDA ratio of 1.19x
- Issued $100 million senior unsecured 30-year, 4.35% notes on January 28, 2014

LTM = Last twelve months as of September 30, 2013

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

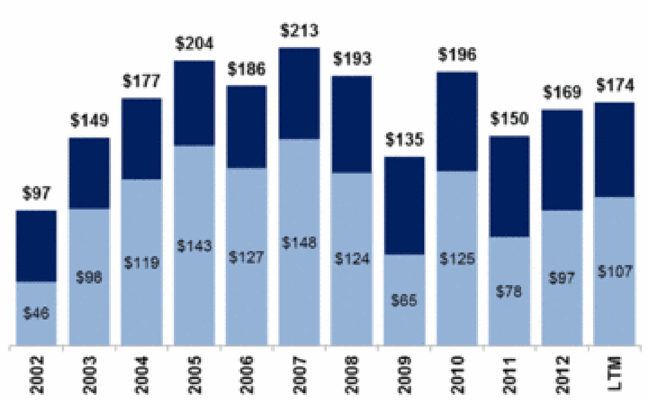
Investment Highlights

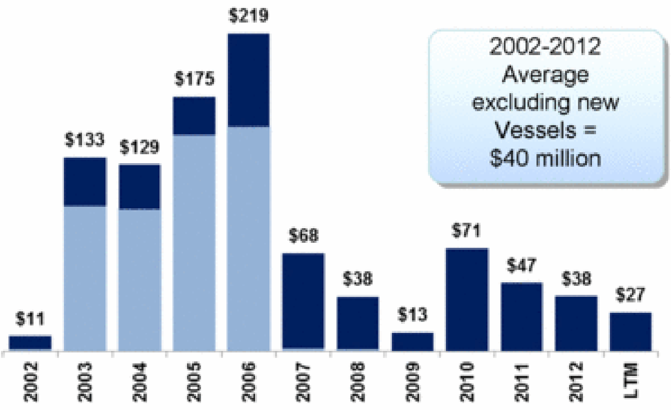
- Market and service leader in core Hawaii and Guam trade lanes
  - Primary carrier with operating leverage to recovering economies
- Unique expedited China Service (CLX) achieving premium rates
  - Unique deployment of Jones Act tonnage in international trade
  - Fastest transit time and cargo availability creates 3-6 day advantage
- Superior asset quality and flexibility
  - Average age of current 9-ship active fleet is 21 years compared with 34 years for closest competitor
  - Proven ability to manage fleet deployment and maintain high vessel utilization
- Strong, defensible market position
  - High barriers to entry and multi-decade customer relationships
- Strong balance sheet and cash flow generation
  - Financial strength to invest in new vessels and pursue strategic opportunities
- Attractive cash dividend
  - Increased quarterly dividend by 6.7% in 2013

Appendix
Historical Data and Reconciliations

Matson.

EBITDA and Capex





[1] EDITDA and capital expenditure information extracted from previously filed Form 10-Ks which include other income and exclude intercompany income.

[2]Operating Income is from continuing operations. 2011 expenses included CLX2 costs of $7.1 million primarily related to container repositioning that did not qualify for discontinued operations treatment.

LTM = Last twelve months as of September 30, 2013

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

Ocean Transportation Operating Income

LTM = Last twelve months as of September 30, 2013

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

Adjusted Operating Income — Operating Margin

Pre-Tax Income (Loss) SSAT Investment

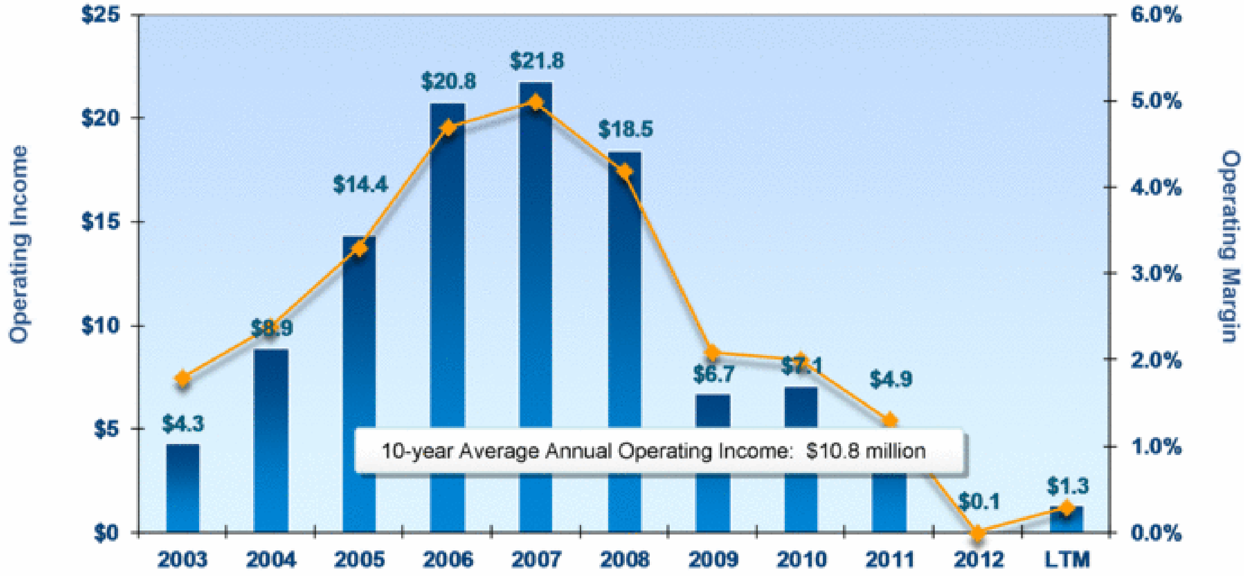
$ millions

LTM = Last twelve months as of September 30, 2013

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

Logistics Operating Income

$ millions



LTM = Last twelve months as of September 30, 2013

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

Selected Segment Data

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Capital Expenditures										
Ocean Transportation	$133.2	$128.6	$173.9	$217.1	$65.8	$35.5	$12.7	$69.4	$44.2	$37.0
Vessel Purchases	$100.1	$ 98.2	$148.8	$154.6	$ 1.9	$ 1.3	$ 0.2	0	0	0
Logistics Services	$ 0.2	$ 0.1	$ 1.3	$ 1.7	$ 2.0	$ 2.4	$ 0.6	$ 1.8	$ 3.0	$1.1
Total CAPEX	**$133.4**	**$128.7**	**$175.2**	**$218.8**	**$67.8**	**$37.9**	**$13.3**	**$71.2**	**$47.2**	**$38.1**
Depreciation & Amortization										
Ocean Transportation	$ 51.0	$ 56.8	$ 59.5	$ 58.1	$63.2	$66.1	$67.1	$69.0	$70.6	$68.7
Logistics Services	$ 0.9	$ 1.2	$ 1.4	$ 1.5	$ 1.5	$ 2.3	$ 3.5	$ 3.2	$ 3.2	$3.4
Total D&A	**$51.9**	**$58.0**	**$60.9**	**$59.6**	**$64.7**	**$68.4**	**$70.6**	**$72.2**	**$73.8**	**$72.1**

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

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 EBITDA and Return on Invested Capital ("ROIC").

The Company defines EBITDA as the sum of net income, less income or loss from discontinued operations, plus income tax expense, interest expense and depreciation and amortization. EBITDA should not be considered as an alternative to net income (as determined in accordance with GAAP), as an indicator of our operating performance, or to cash flows from operating activities (as determined in accordance with GAAP) as a measure of liquidity. Our calculation of EBITDA may not be comparable to EBITDA as calculated by other companies, nor is this calculation identical to the EBITDA used by our lenders to determine financial covenant compliance.

For purposes of external reporting, the Company defines ROIC as Net Income less Income or Loss from Discontinued Operations plus tax effected Interest Expense divided by Total Debt plus Shareholder Equity. Our calculation of ROIC may not be comparable to ROIC as calculated by other companies.

GAAP to Non-GAAP Reconciliation (Net Debt and EBITDA)

As of September, 2013 (in $ millions)	
Total Debt	$289.9
Subtract: Cash	(81.8)
Net Debt	$208.1

(in $ millions)	Last Twelve Months (LTM)	Year Ended December 31	
	As of September 30, 2013	2012	2011
Net Income	62.0	45.9	34.2
Subtract: Income (loss) from discontinued operations	(0.1)	(6.1)	(11.6)
Add: Income tax expense	29.5	33.0	25.1
Add: Interest expense	14.7	11.7	7.7
Add: Depreciation & amortization	68.0	72.1	71.6
EBITDA	**174.3**	**168.8**	**150.2**

GAAP to Non-GAAP Reconciliation (ROIC)

Dollars in Millions, unless otherwise noted	2012
Net Income	45.9
Subtract: Loss from discontinued operations	(6.1)
Add: Interest expense (tax effected)[1]	7.2
Total Return	59.2
Total Debt	319.1
Shareholder Equity	279.9
Total Invested Capital[2]	599.0
ROIC (Total Return/Total Invested Capital)	9.9%

1. The effective tax rate for 2012 was 38.82%
2. Total Debt and Shareholder Equity as of December 31, 2012

GAAP to Non-GAAP Reconciliation (EBITDA)

Dollars in Millions	2002	2003	2004	2005	2006	2007	2008	2009	2010
Segment Operating Income Excluding Discontinued Ops	45.5	97.5	119.0	142.6	126.8	148.0	124.1	64.5	125.4
Segment Depreciation and Amortization	51.2	51.9	58.0	60.9	59.6	65.2	68.5	70.6	70.8
EBITDA	96.7	149.4	177.0	203.5	186.4	213.2	192.6	135.1	196.2

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