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Exchange launches new training program

Delaware River 101 provides regional port overview



It was a full house at the first Delaware River 101 training course when Exchange President Dennis Rochford kicked off the session with an overview of port geography and governance.

It was what they all wanted.

In 2017, the Exchange brought together a number of members from the "under 40" set to discuss ways to get tomorrow's port leaders more engaged in the community today. "The group made a number of really great suggestions, but everyone agreed wholeheartedly that the most pressing need is to help members gain a better understanding of the port as a whole," said Exchange Vice President Lisa Himber.

So while plans for a future young professionals group are still on the table, the Exchange worked to develop a port awareness training program as a first step.

"I am really excited about this," said Christina Lista, who serves as executive director of the Chilean and American Chamber of Commerce and participated in the Exchange's focus group. "Not only will this training offer me the opportunity to network with people I wouldn't otherwise get to meet, but it will help me greatly expand my knowledge of the region's seaport operations, which are so important to our trade relationship with Chile."

The inaugural session took place on April 30, hosted by GEODIS at its Navy Yard facility. 40 people attended the half-day session.

GEODIS Senior Director for Trade Services Ed Fitzgerald said the company was pleased to be able to support the program because, "Education and training are essential parts of logistics in knowing how the intricate members that make up the supply chain operate. Each day, people in our industry can learn something new that affects them and their companies locally and also on a global scale."

John Ercolani, vice president of 721 Logistics, also offered his time to help the Exchange identify new member services for up and comers. "While we could certainly spend a lot more time providing information about the port, our group felt that many of the younger, less senior employees might not be able to get more time out of the office," he said. "This class is designed to provide a broad and basic understanding in a tight format."

"The Exchange is happy to offer additional training programs which take a deeper dive into selected subjects if there is interest among the community," Himber said.

For the 101 training, participants learned about the various marine terminals on the river, the diverse array of ships serving the port, and the cargos they carry. They also heard from Coast Guard and Customs officials about the regulatory environment governing seaport operations. The final panel discussed the sheer number of port business types and different jobs it takes to keep the port running smoothly.

"I was amazed when I saw that over 60 different types of companies and organizations can be involved every time a ship comes up the river," Lista said. "When you think about how many different employees in each of those businesses are all working toward the same goal of handling those ship and cargo movements safely and quickly, it's really mind-boggling."

The Maritime Exchange extends sincere thanks to the panelists who lent their expertise to help educate members of the maritime community.

- Capt. Scott Anderson, U.S. Coast Guard
- Steve Clark, Host Agencies
- John Ercolani, 721 Logistics
- Ed Fitzgerald, GEODIS
- John Kemmerley, Pilots' Association for the Bay and River Delaware
- Edward Moriarty, Customs & Border Protection
- Robert Palaima, Delaware River Stevedores

Anyone who missed this event and would like to participate in future sessions is invited to contact Laura Miller at (215) 925-1524 or lmiller@maritimedelriv.com.

Interview with

Delaware Governor

John Carney



John Carney, Jr. is the 74th Governor of Delaware, serving since January 2017. He is a member of the Democratic Party, and was the U.S. Representative for Delaware's at-large congressional district from 2011 to 2017 prior to his governorship. Carney was also the 24th Lieutenant Governor of Delaware, from 2001 to 2009, and he served as Delaware's Secretary of Finance.

Q: How will the expansion of the Port of Wilmington affect communities across the State of Delaware?

A: The Port of Wilmington has been a hub for our state's economy for decades. And we don't want that to change. The work we are doing to expand the Port of Wilmington is a critical piece of our plan, both for a thriving Wilmington and to create blue-collar jobs for Delawareans statewide.

The expansion of the port allows the facility to adapt to the new economic environment, helping it grow and thrive. It will promise significant new investments in the communities that surround it, including good-paying, blue-collar jobs for Delawareans statewide. This agreement also includes a new facility at Edgemoor, which will benefit that area of the state.

Q: What are the benefits of the river to Delaware and other states?

A: Having the Delaware River run through our state is an incredible benefit. And we need to work with

continued on page 14



45 feet: Still steaming ahead

Progress toward a 45-foot main channel in the Delaware River continues. During a March analysis of the final stretch of waterway yet to be deepened, the U.S. Army Corps of Engineers discovered additional rock outcrops in the Marcus Hook Range. As a result, the project was not completed by the end of the first quarter of this year as anticipated. The Corps is conducting further investigations, including additional surveying and reviewing the areas adjacent to all known rock outcrops.

Working with local sponsor PhilaPort and the Great Lakes Dredge and Dock Co., the Corps will finalize a plan to remove the rock, which should bring this all-important project to completion.



Ex-military can help fill maritime worker shortage

The current employment market is a classic example of good news/bad news. In March, the U.S. created 196,000 new jobs, a substantial increase over February's less-than-stellar 33,000 jobs gain. The March unemployment rate of 3.8 percent was dramatically lower than the peak 10 percent recorded in October of 2009.

Many economists predict that economic growth will slow in 2019. What that means is that the economy will still see gains, but they will come at a slower rate.

This is good news for job seekers.

Employers, on the other hand, are facing some tough challenges. A recent Bloomberg News report noted that just over six million job seekers are competing for just over seven million jobs. Not only are fewer candidates available for each job, but to listen to some tell it, the quality of those candidates is somewhat lacking. No matter where you turn, employers are concerned about workforce development and training.

Nowhere is this more apparent than in the maritime industry. For many years, Exchange members have lamented the aging workforce, whether on dock, in the office, or aboard ship. Qualified new hires are hard to find.

The federal government is hoping to change that — at least to some extent.

Customs and Border Protection has been perpetually understaffed, despite the fact that Congress has provided funding for additional billets in each of the last several years. In 2018, CBP instituted a new protocol to fast-track new hires of men and women who have completed military service.

Now the Trump administration is attempting to provide incentives for former military personnel to join the U.S. Merchant Marine. The goals are to promote employment opportunities for veterans and to increase the number of mariners overall in order to meet growing needs.

In a March 4, 2019 executive order, President Trump said, "A robust merchant marine is vital to the national and economic security of the United States. Credentialed United States merchant mariners support domestic and international trade, are critical for strategic defensive and offensive military sealift operations, and bring added expertise to Federal vessel operations. Unfortunately, the United States faces a shortage of qualified merchant mariners."

The program has several components. First, the secretaries of Homeland Security and Defense are to identify military training and experience that may qualify individuals for merchant mariner credentials. They are also directed to waive certain fees for active duty service members seeking licenses or pay the fees if they can't be waived, and the federal government will fund the cost of Transportation Worker Identification Credentials for active duty service members pursuing or possessing mariner credentials.

In addition, the U.S. Committee on the Marine Transportation System has implemented its Military to Mariner initiative, which seeks to coordinate federal efforts to facilitate the transition from military service to civilian employment in the U.S. Merchant Marine and other positions within the marine transportation industry. Launched in 2014, M2M offers, among other services, a website, webinars, and workshops dedicated to providing resources for veterans and various federal agencies.

Military training provides skills that are equally necessary in the merchant marine, such as discipline, leadership, and teamwork. Military weapons training would clearly be beneficial for potential CBP, ICE, or Border Patrol officers.

The path from serving in the military to assuming various positions in the maritime industry is a logical one.

These federal initiatives deserve our support.



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Exchange receives WRA Achievement Award!



Exchange President Dennis Rochford (second from right) *accepts the WRADRB Achievement Award on behalf of the Maritime Exchange. Shown with Rochford (l-r) are WRADRB President Jane Rowan, Pilots' Association President Jonathan Kemmerley, and Preston Luitweiler, the immediate past president of WRADRB.*

Each year the Water Resources Association for the Delaware River Basin taps members in the Delaware Valley for special commendation. This year the distinct honor of receiving the Achievement Award has fallen to the Maritime Exchange — and to Exchange President Dennis Rochford for his leadership.

"This is quite an honor for the Exchange," Rochford said. "Needless to say, we are extremely proud to be selected by an organization that is focused on promoting sound water resource management."

While the WRADRB recognized the Exchange for its 140+-year history and its efforts to promote safe navigation and facilitate commerce, it highlighted two specific initiatives underway.

First is the work with the U.S. Army Corps of Engineers and the National Ocean Service to upgrade the category zone of confidence level, or CATZOC, to level A2 — the first port in the nation to do so. "This reflects an improvement to the processes associated with surveying the seafloor, which allows shipping lines to maximize cargo loads while ensuring as safe a transit as possible," said Pilots' Association President Capt. Jonathan Kemmerley. The Pilots' Association and the Mariners' Advisory Committee partnered with the Exchange toward this important goal.

The WRADRB also lauded the Exchange for shepherding its Private Berth Dredge Committee through the complicated maze of federal and state permit application and approval processes for pile driving and dredging at the region's marine terminals. "Our goal was to ensure we continue to protect endangered species in this region, such as the Atlantic sturgeon, while at the same time allowing for waterfront construction activity where and when it is most needed," Rochford said.

According to President Jane Rowan, the WRADRB is not a water conservation or an environmental group, as some may think. "It's about understanding the big picture. It's about how business and industry collaborate with stormwater managers, waste water treatment plants, energy producers, food processing plants, drinking water purveyors, and a host of other types of water users to achieve wise water management and operate harmoniously," she said.

To receive the WRADRB Achievement Award, the project or concept recognized must have had an impact on a community or region, the members of an industry, or an organization. "We believe the Maritime Exchange has had an important impact on the maritime community within the Delaware River and Bay, significantly improving the safety and economic vitality of the region which contributes to environmental and economic health, including job creation both along the river and waterfront and within the Delaware River Basin," Rowan said.

Not the first time

Rochford recalled that the WRA honored the Maritime Exchange in 1993 for its work to develop the "sensitive cargo tracking" system. "At the request of the State of Delaware, the Exchange created a mechanism to segregate information about ships carrying crude oil, chemicals, and other sensitive cargos into a separate system, and incorporate key data, such as material properties, qualified individuals, and assigned response organizations. The system pre-dated the electronic advanced notice of vessel arrival/departure, which captures similar information, by over a decade, and we phased it out when eNOA/D came online."

The Maritime Exchange extends its profound thanks to the WRA board for this honor.

Welcome New Members

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Individual Member

Capt. Gavan Dunleavy

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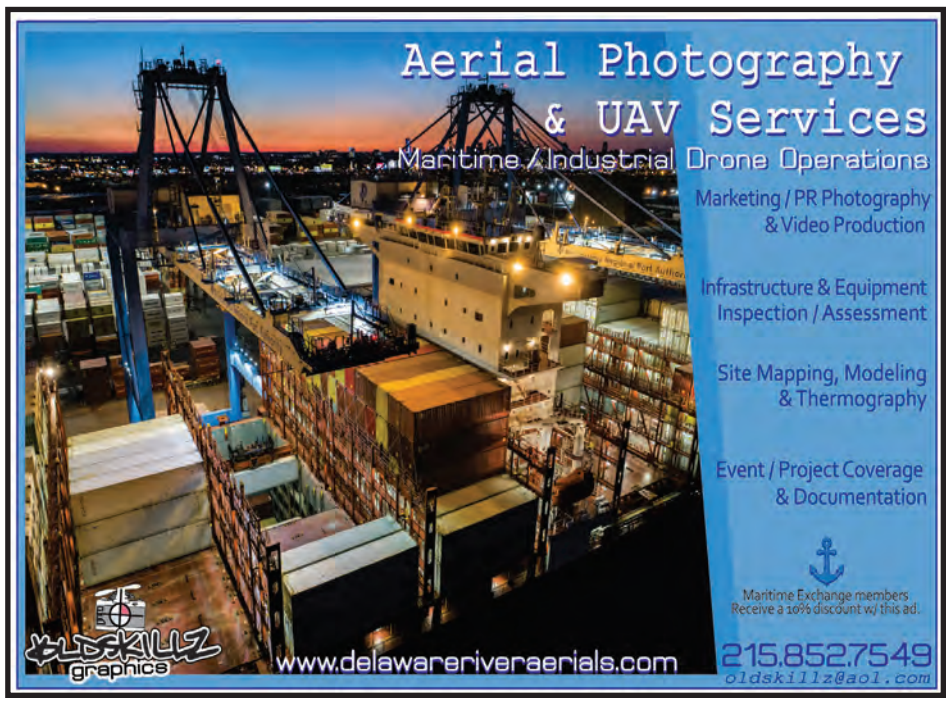
Depending on who you ask, social media is either the glue that holds our lives and businesses together or the bane of our existence. Or maybe a little bit of both. From a business standpoint, the various social media platforms certainly provide a number of pathways to brand a company and establish it as a leader, boost sales, increase web traffic, promote ideas, enhance reputation, and many, many other benefits.

And, it's probably the best way to connect with some of the younger industry workers.

So, follow the Exchange

For the Exchange, social media provides an excellent vehicle to interact with members. Please follow us on Twitter @maritimedelriv and on LinkedIn. Links to both are available at www.maritimedelriv.com.

We look forward to seeing you online!



MOL: Helping people all day long

The Beacon asked several Maritime On-Line® subscribers how they use the system and what benefits they derive. Here's what they had to say.

"Maritime On-Line is my first stop for anything related to shipping on the Delaware River. It is an invaluable tool for me. I use it on a daily basis to keep track of our documentation." Luis Andrade, President, Sandpiper International S/S Agencies, Inc.

"MOL provides us with peace of mind. It's a comfort to our staff and our partners to know that there's always a friendly, knowledgeable, and highly responsive representative we can reach any time to resolve questions or issues. MOL is a vital tool, providing our staff immediate access to shipment holds and releases. Dealing primarily in the import perishable trade, our clients are eager to move their valuable cargo out of the port and to the final destination." Howard Posner, President, NAGA Logistics

"At Penn Terminals, we deal with shipping lines that bring in hundreds of containers per vessel. Maritime On-Line allows us to do our job more efficiently, verifying a container is cleared to leave the facility." Paul Hughes, Customer Service Manager, Penn Terminals

"MOL helps me confirm manifest information when there are consignee issues on a bill of lading. I can see current information which saves me time from having to wait for paper changes." Lisa Truet, Manager Inventory Control, Gulftainer

''Maritime On-Line helps us keep track of vessels, file notice of arrival and departure records, and manifests. It also allows us to get port updates and keep our port operations safe at all times.'' Captain Kubilay Ulucan, Port Manager, GAC North America – Shipping Philadelphia

"We use Maritime On-Line to process cargo manifests and run reports to see what cargos are moving on the Delaware River." Patrick Connor, Marine Operations, John S. Conner

"Maritime On-Line allows us operate more efficiently. We can see in real-time exactly where our boats are and which is poised to respond to our customer needs faster." Christopher Rowland, President, Wilmington Tug, Inc.

"Maritime On-Line allows us to serve our customers in a fast and efficient manner. The NOA/D On-Line module and support are available 24 hours a day, and the Exchange routinely makes upgrades to improve the system." Daniel Van Duzer, Vice President, Moran Shipping Agencies, Inc.

"Maritime On-Line AIS allows our dispatch group to track and monitor inbound and outbound vessels and monitor ship docking movements with our tugs. Having real-time position information helps us serve our customers more effectively by double checking vessel ETAs based on speed. The nautical chart option and facility information are great features as well." Edward Moos, Operations Manager, Moran Towing of Philadelphia

"MOL is a very useful tool. We use it to file notice of arrival and departure records, lookup vessel particulars, vessel counts, cargo reports, and track vessels calling the different berths throughout the port." Michael Cureton, Operations Manager, Norton Lilly International

"Maritime On-Line provides me with real-time information 24 hours a day. I always find out everything I need to help provide the best service to my customers." Rodney Richards, Owner, G.M. Richards Enterprises, Inc.

"MOL helps me track my ships so that I know where my vessels are at all times. I use AIS and the vessel reports to keep up-to-date and get the most accurate information available." Robert Griggs, President, Griggs Waterfront Inc.

"We use MOL for verification purposes. It allows us to quickly compare questionable disposition codes received from CBP and track down manifest discrepancies to serve our customers more efficiently." William McGinnis, Manager Government Compliance/Special Projects, Greenwich Terminals, LLC.

"We use the vessel reports generated from MOL to keep up with vessel movements on the Delaware River. The reports are a great tool to help us serve our clients efficiently." Donald Rush, President, Delaware Ship Supply Co.

IMO Facilitation Committee and the value of electronic business

By: Roger K. Butturini, PE, PMP, Chair
IMO/FAL Working Group on Electronic Clearance of Ships



The International Maritime Organization Facilitation Committee, or FAL, serves as the only IMO body focused on the efficiency of shipping. In FAL, government delegations and industry expert groups collaborate to develop treaties and other instruments to help standardize ship-port communications and reduce the administrative burden on the master and crew so that they can fully attend to vessel operations.

The IMO identifies electronic messaging as the preferred method of ship-port communication through Standard 1.3 bis of the Annex to the Convention on Facilitation of International Maritime Trade. The standard states that "Public authorities shall take all necessary measures for the establishment of systems for the electronic exchange of information by 8 April 2019."

FAL developed the Compendium on Facilitation and Electronic Business as a reference for implementing the standardized electronic messaging required in the convention and annex for ship arrival, stay, and departure from port. Through the compendium, FAL seeks to help harmonize electronic messaging processes and promote interoperability among maritime single windows primarily by standardizing the definitions of data elements used in ship reporting. Standard definitions allow translation among the different data models used in electronic messaging from the World Customs Organization, the United Nations Centre for Trade Facilitation and Electronic Business, the International Organization for Standardization, and other organizations. The newest version of the compendium focuses on the needs of the software developers who create maritime single windows and other electronic messaging systems.

Electronic business offers clear, quantifiable benefits over a paper-based environment in almost every case. These globally recognized benefits led to the requirements in Standard 1.3 bis of the annex to the convention. However, the holistic value of electronic messaging often remains unacknowledged, yet it is an equal part of the philosophy promoted in the compendium. This concept can be shown using the Data-Knowledge-Information-Wisdom (DIKW) pyramid, first developed by Russel Ackoff in a 1989 journal article.

Figure 1 *(right)* illustrates how the data submitted through electronic business practices leads to wisdom, defined for the purposes of the compendium as "the willingness and ability to take the most appropriate action based on what is known." That is, data leads to good decision making by the port authority, administration, or other organization that receives the data. This decision making could relate to a range of topics, such as targeting vessels for Port State Control examinations, assigning resources, identifying trade trends, and developing public policy.

All of the processes described in Figures 1 and 2 could be carried out with a paper-based system, using email attachments or faxes. In fact, required hardware, software, and training investments might make transitioning to electronic business undesirable in countries with small-scale, predictable, and consistent maritime trade, such as some island nations.

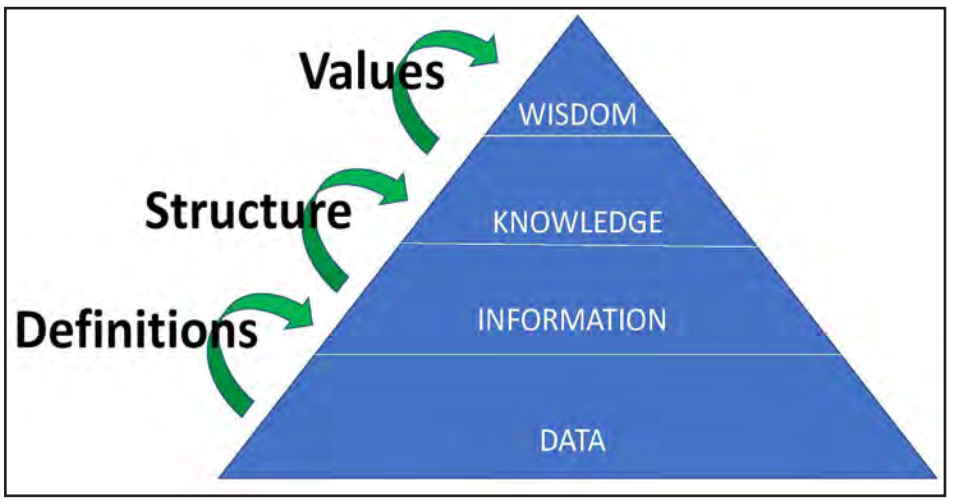


Figure 1. *Shows how applying definitions gives data meaning and transforms it into useful information. The data could be anything submitted through ship reporting such as the ship name, estimated time of arrival, dangerous cargo properties, passenger nationality, or hundreds of other facts. The compendium standardizes definitions of the data elements used in the electronic messages identified in the annex to the convention and other electronic business processes. Similarly, applying structures reveals logical relationships and transforms information into knowledge about trade, trends, opportunities, and risks. The compendium standardizes the relationships among the data elements in its hierarchical reference model structure. Lastly, values transform knowledge into the wisdom used to identify the most appropriate actions that support the port or Administration's goals.*

The potential loss of jobs dependent on processing paper could create a difficult political decision. However, electronic messaging systems and the data they contain are inherently more efficient, continue to evolve, and have a much greater potential for improving trade and lead to wise decision making.

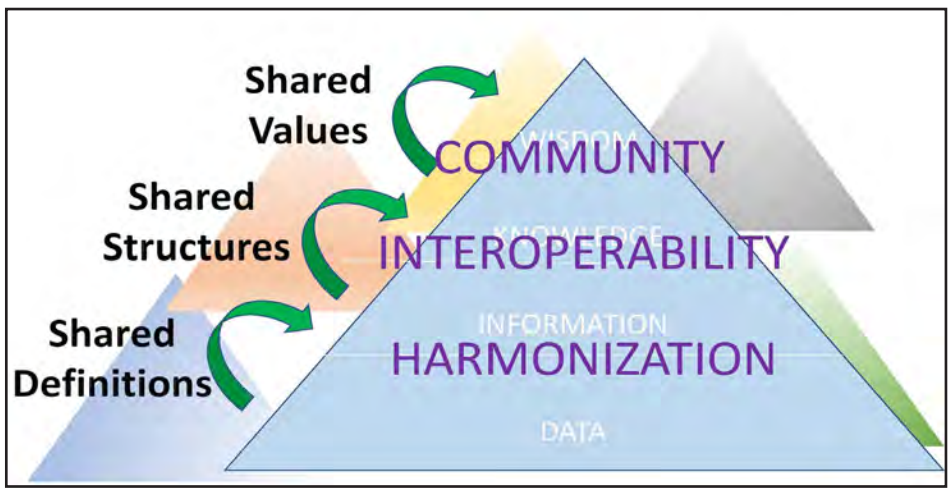


Figure 2. *Illustrates how using shared definitions among many systems promotes harmonization. Ordering information with shared structures promotes interoperability. And directing knowledge with shared values creates communities with common goals. These communities might be the agencies in an administration, collections of ports, or regional and international groups. Harmonization, interoperability, and community are crucial to IMO's goals of leveraging technology, minimizing burdens on mariners, promoting implementation of the single window, and helping stakeholders meet international standards in the interest of creating an evolving, efficient maritime trade environment.*



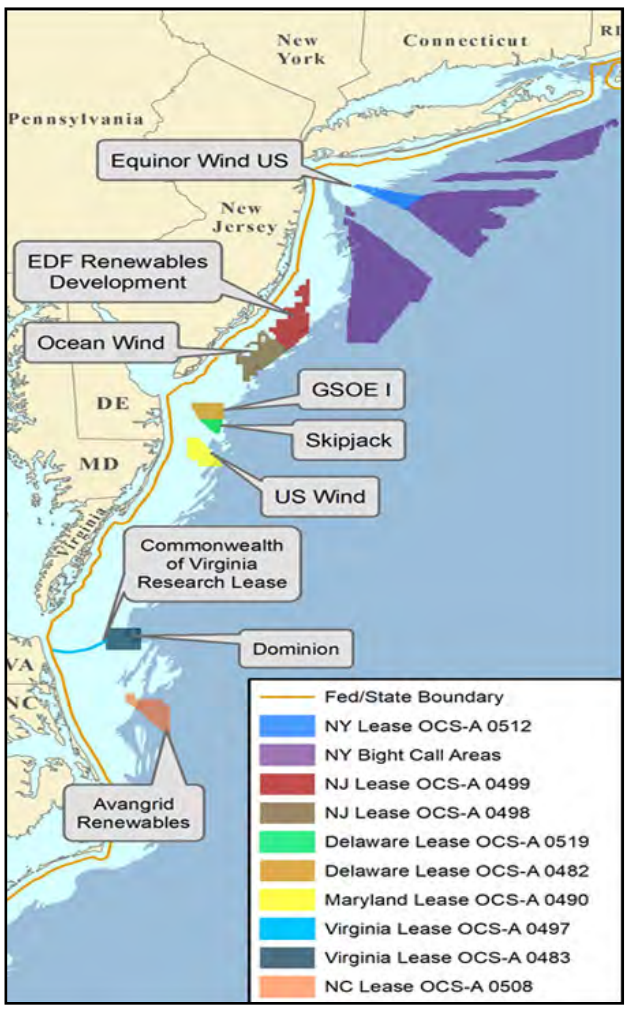
Offshore wind coming soon to Del. Bay

"Wind is here. We've been talking about it for so long, but now it's time to take notice," said Mariners' Advisory Committee Chairman Capt. J. Stuart Griffin. "It's no longer theoretical. The offshore renewable energy industry is on the verge of explosive growth in the mid-Atlantic and Northeast."

Griffin was referring to the Skipjack Wind Farm project to install between 8-15 wind turbines near the approach to Delaware Bay. Currently in its initial planning stages, Skipjack is being developed by the Danish renewable energy company Ørsted. It will be situated on the southern end of the Delaware Wind Energy Area and is only one of a number of potential wind turbine arrays that can be installed near the bay.

"Since last summer, we've been conducting the surveys which will inform our construction operations plan," said Joy Weber, Ørsted development manager. But she said that winning the right to lease the space does not guarantee the right to install the turbines. "What it does is give us the right to survey and plan. We then have to apply for a permit with BOEM [the Bureau of Ocean Energy Management] to install the turbines," Weber said. Construction is expected to begin in 2021, and the site should be operational by the end of 2022.

Under its power purchase agreement, Ørsted will sell the energy generated through Skipjack to the State of Maryland. In addition, the deal requires that Maryland receives the economic benefit from the project, including $38 million in improvements to a port in the Baltimore region. Not only will the turbines move through the Baltimore port, the specialized boats used for construction may also have to come from overseas, as the equipment is not currently available in the U.S. Developers must be careful to comply with the Jones Act. Weber said there is talk of a U.S.-flagged boat being available.



"Maryland was first out of the gate in this region," said Exchange President Dennis Rochford, "but it doesn't mean Delaware can't get a

continued on page 17

Saying goodbye: Craig Milbury retires



It is our bittersweet duty to report that long-time Maritime Exchange employee Craig Milbury retired in March. Craig is a former Camden, New Jersey police officer who retired to Delaware. Coming on board at the Exchange in 1999, he worked full time until 2014. He then switched to part-time, making himself available not only for scheduled vacation coverage but any time the Exchange needed additional help.

Craig is most notably remembered for pulling a 64-hour shift during a mega snow storm. He remained on duty, fielding radio and phone calls, until relief could arrive.

His co-workers will miss his dedication and his kind, professional ways. Those on the river will certainly miss his DJ-quality voice over the radio. It's been a pleasure and a privilege to have had Craig on board.

The Exchange board and staff wish him a long and healthy retirement!





2018: Exchange enjoys a successful year despite challenges

Annual report of the board highlights achievements

Following is an extract of the Report of the Board of Directors delivered at the Exchange's 144th annual meeting on March 13, 2019.

It's a pleasure to report another successful year for the Maritime Exchange. Last year, the Exchange made great strides in its mission to improve the economic climate in the tristate region by promoting a vibrant seaport system.

First, the Exchange received the Chilean American Chamber 2018 Visionary Award, which honors those who help build resilient international trade relationships between Chilean and U.S. partners.

Members' needs have always driven the Exchange agenda, and 2018 was no exception. Here is a recap of some of the key issues the Exchange tackled in 2018.

At the top of the list, as always, was the channel deepening project. With expected completion drawing near, Exchange members are looking at an extremely bright future. The promise of a deeper channel has already fueled millions of dollars in infrastructure improvements up and down the river, and its realization is certain to bring substantial gains in cargo volumes now and for many years to come.

Tariffs dominate public policy agenda

Claiming threats to national security, last June the Trump administration imposed 25 percent tariffs on steel imports and 10 percent on aluminum imports. We have all felt the adverse effects of these restrictions; Delaware River ports saw 40 fewer steel import ships in 2018 than in 2017. This translates into approximately $24.5 million in economic losses for the year.

Automobile and auto parts imports are another target in the Trump administration's sights, as are goods from China. The Exchange is working with members, the tristate Congressional delegation, and like-minded organizations nationwide to combat the president's tariff actions.

Agriculture remains a high priority

The Exchange Agriculture Working Group successfully coordinated with the USDA and CBP to launch a one-year program to allow treatment of non-compliant wood packing materials as an alternative to re-exporting. This is only available at Delaware River ports — a distinct, though short-term, benefit to our region.

Further, in partnership with ASOEX, the Chilean Exporters Association, the Exchange also continues to administer the Delaware River Cold Storage Facility Task Force, which benefits the all-important Chilean fruit trade.

Two other initiatives are worth noting: first is our work with NOAA and the Army Corps to improve survey data quality. This resulted in an upgrade to the river's zone of confidence rating, which can save ship operators millions of dollars. We also worked to support funding for the Maritime Administration to build new school ships — and to have them built at the Philly Shipyard.

Ops & IT shops busy as ever

Last year the port saw 2,359 ship arrivals, a decrease from the 2,417 reported in 2017. This reduction is largely attributed to the new steel tariffs imposed last June.

Every module of Maritime On-Line saw upgrades in 2018. We also started building an export manifest system, and we upgraded our processes, rules, and equipment to harden network security and improve business continuity.

Last, but certainly not least, was our work toward improving member engagement.

At the request of members, we reconvened the Private Berth Dredge Committee. And we launched the Unsung Hero award program, which was a huge success in its first year.

Needless to say, this report captures just a few highlights from an extremely intense scope of activities. As we head into 2019, our mission remains well-defined and unwavering: to protect and promote waterborne commerce at Delaware River ports. With the continued support of our talented board and staff and the unwavering loyalty of our members, we are certain to succeed.



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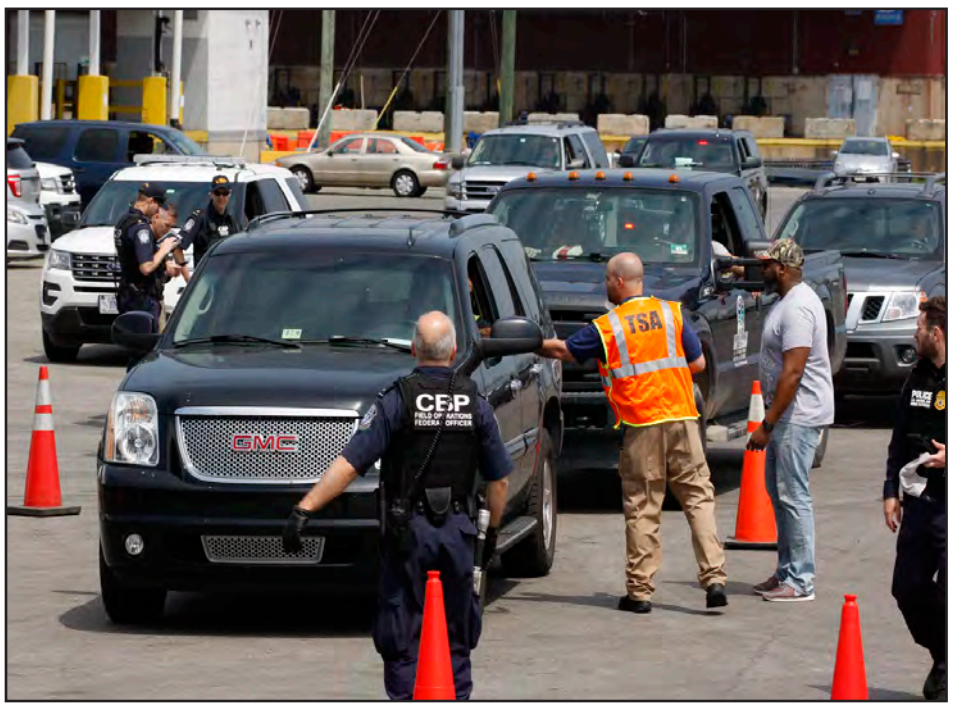
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Multi-agency compliance examinations are essential in keeping us all safe

By: Steve Sapp
Customs and Border Protection



U.S. Customs and Border Protection leads multi-agency teams that conduct random examinations to ensure that Delaware River and Bay seaport facilities, operators, and workers comply with federal security and safety regulations.

Authorities seized nearly 1,200 pounds of cocaine from inside a shipping container at Packer Avenue Marine Terminal in Philadelphia March 19.

Authorities seized 570 pounds of marijuana in a shipping container at Crowley Marine Terminal in Pennsauken, N.J., March 7.

Authorities seized a combined 260 pounds of cocaine during two inspections at the Port of Wilmington last August.

Authorities seized outbound weapons and ammunition, outbound stolen vehicles, and prohibited products such as raccoon paws, encountered unlicensed drivers and others without required Transportation Workers Identification Credentials, and arrested individuals with outstanding warrants or in possession of narcotics during other inspections at seaport facilities throughout the Delaware River and Bay region.

Each of these cases resulted from a renewed focus on conducting compliance examinations and from an increased emphasis on the use of inspection teams comprised of many different federal, state, and local agencies.

"The successes we've achieved, particularly with the massive loads of narcotics, illustrates the need for continued compliance examinations at our area seaports," said Joseph Martella, Customs and Border Protection's Port Director for the Area Port of Philadelphia. "These cases also illustrate how the many participating law enforcement agencies at all levels of government contribute to our unique capabilities to intercept these dangerous drugs and to help keep our communities safe."

The two recent narcotics seizures could be indicative of transnational narcotics organizations trying to import their dangerous drugs through ports of entry away from the Southwest border, which has seen a significantly increased law enforcement presence and a focused political microscope due to the unprecedented numbers of migrants illegally crossing our nation's border there on top of the existing Mexican opioid threat.

Or perhaps the drug seizures have exposed established narcotics transportation routes that authorities must close.

Either way, Martella suggested that these unannounced multi-agency compliance examinations will continue and wants to reassure the local trade industry that CBP's goal is to complete these examinations timely and with as little disruption as possible.

Timeliness and less disruption are key reasons to rely on a larger multi-agency force. This force can be divided into teams with specific authority, capability, and jurisdiction to quickly address any violation or other issue that the team encounters. The sooner the compliance examinations conclude, the sooner port operations can commence.

"We recognize that international trade is a huge revenue generator for this region and that our trade industry puts food on the tables of a lot of our local citizens, and so our multi-agency plans rely on expediency of thoroughness," Martella said. "However, CBP's regulatory and compliance mission is also essential to protecting the homeland at the regional level and mitigating potential threats to our maritime industry."

Among the threats realized during these examinations are employees operating machinery or non-employee truck drivers driving under the influence of narcotics, non-employees gaining access to port facilities who do not have required transportation worker credentials, and potential internal narcotics smuggling conspiracies, among other potential threats.

Most violations can be resolved on the spot through arrests or citations, removal of unlicensed drivers or other workers, and by moving suspect containers to CBP's Centralized Examination Station for a more comprehensive examination.

"The trade industry, especially facility owners and operators, are key stakeholders in our homeland security mission," said Casey Durst, Director of Field Operations for CBP's Baltimore Field Office. "They work with us and our regulatory partners to address potential threats in the maritime environment, and they serve as additional eyes and ears to report anomalous situations. So our goal is to conduct these operations efficiently and effectively while keeping the flow of legitimate trade moving quickly and safely."

CBP led its latest multi-agency operation at the Port of Wilmington April 18.





Making a case for maritime security funding

The Maritime Exchange was invited to testify at a field hearing on border security convened by Sen. Bob Casey (D-Pa.) and including Pennsylvania Democratic Reps. Madeleine Dean, Dwight Evans, Chrissy Houlahan, and Mary Gay Scanlon. Following is an expanded version of the oral statement.

Like any chamber of commerce, the Maritime Exchange is an advocate for its members with policy makers at all levels of government. In addition, we maintain a 24/7 Ops center and operate Maritime On-Line,® a web portal for regulated businesses to comply with Customs and Coast Guard data reporting requirements and which provides vessel, cargo, and crew information to maritime stakeholders.

Because of this multi-faceted role, the Exchange is in a unique position. We not only work with federal agencies to develop national policies, but we are also able to assist in their implementation at the port level and monitor their effectiveness over time. This "bird's-eye view" allows us to see several opportunities to improve the port's security posture.

Let's begin with cybersecurity. While the Exchange does not support federal mandates for specific cybersecurity measures, the federal government can assist maritime businesses in hardening their networks. Opportunities range from providing no-cost vulnerability assessments to offering grant funding for needed equipment and services. Among the challenges many businesses face are funding cybersecurity network monitoring, an operating expense generally ineligible for grants, or implementing the recommendations contained in the National Institute of Standards & Technology Cybersecurity Framework.

Let me stress, however, that agencies charged with a security role must look beyond regulated entities such as marine terminals and vessel operators. Numerous businesses share international trade data electronically, including ship agents, Customs brokers, and stevedores — and even nonprofits like the Maritime Exchange that provide data services. These entities are equally at risk of cyber incursions. And if those systems are compromised, they can infect many others in the cargo supply chain. This can significantly impact the flow of commerce and potentially release sensitive commodity data to those who seek to do harm.

Similarly, we suggest that DHS develop a process that allows for unimpeded trade in the event the Customs ACE system were to fall prey to a cyber attack. CBP has built numerous redundancies into its system, but unfortunately, sometimes they are not enough.

When ACE was down for several days in 2018, commerce all but came to a halt. The current backup plan calls for the trade community to revert to paper processing. While this is challenging, it can be done. But it will not suffice for too long as legacy paper forms become outdated due to ongoing automation initiatives.

Beyond data exchange, CBP plays an important role at the seaports. Customs officers inspect arriving cargo, and until those inspections take place, that cargo does not move. Unfortunately, CBP lacks the resources to ensure cargo delays are minimal. We would recommend that CBP update its policies to optimize existing personnel, such as contracting out tasks where possible. Yet we also hope Congress will fund desperately needed new positions. This would eliminate the need for industry to hire CBP in the evenings and on weekends to handle work not completed during normal hours. The goal is to keep cargo moving as quickly as possible — not only is this a commercial need, but from a security perspective, clearly a moving target is harder to hit.

Seaport funding has historically lagged behind land and air border ports. Even though Philadelphia CBP is chronically short staffed, about 90 percent of its budget is dedicated to personnel. This means only 10 percent is available for the equipment CBP needs to do its job. The agency needs reliable technology and infrastructure that it is sorely lacking today, such as dependable connectivity for its tablet computers and non-intrusive inspection equipment. We should also look at expanding existing technologies — such as installing radiation portal monitors atop cranes rather than staffing dedicated RPM lanes at port gates.

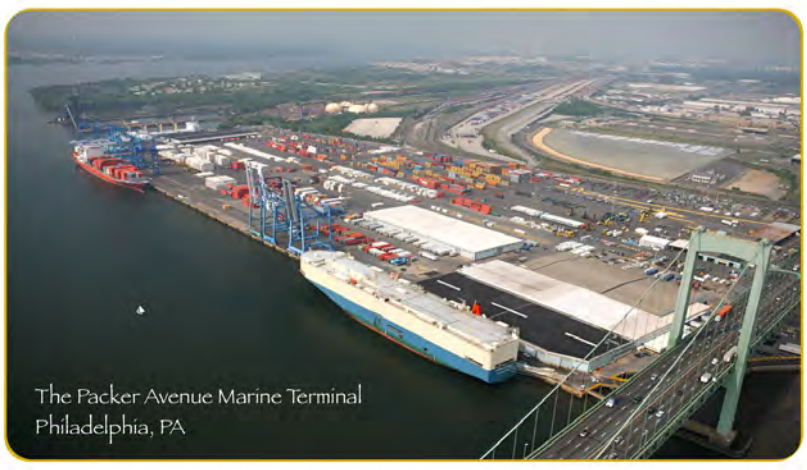
Maritime domain awareness and waterside security are also ripe for improvement. For instance, DHS could fund a public-private partnership designed to fully integrate existing camera systems and install new cameras to fill gaps in visibility that may exist.

Both DHS and regulated entities would benefit from wide use of next-generation "tethered" drone technology to monitor from the air where needed. We should deploy ground sensors to monitor areas which are not easily accessible otherwise, minimizing the need for security officers to patrol those areas. For example, one of our refineries must guard a two-mile fence line in a marshy area. Using fixed and mobile cameras together with ground sensors would substantially harden perimeters such as those.

These are just a few suggestions, and our industry has many others. But allow me to close by putting all this in some context. The Delaware River commercial maritime industry is responsible for 190,436 direct, indirect, and induced jobs, and it supports another 135,178 related user jobs with importers and exporters in the region. Total economic activity generated by cargo activity at the port is estimated at $77.6 billion each year.

If the Delaware River were crippled by a security incident, the economic impact would be devastating to our region and beyond. Clearly, it is time to ensure that our maritime borders receive a more appropriate share of border security dollars.

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Better and safer towing

By: Mark Pieter Frölich, Commercial Director
Lankhorst Ropes USA

The introduction of fiber rope towlines has transformed the towage industry. As tug bollard pull power has increased, larger steel wire rope towlines have become more difficult to handle. At the same time, the number of crew has been declining, leaving the remaining crew with a higher workload when handling towline and mooring lines and connecting and releasing towlines in a timely manner.

High modulus polyethylene, or HMPE, fiber rope is stronger and up to seven times lighter for the same corresponding diameter of steel wire rope, making it easier to handle with fewer crew members.

Typically, a fiber towline configuration consists of a mainline and a pennant and/or stretcher. The pennant is used to protect the main (expensive) towline from early abrasion. In general, the makeup of the towline depends on the tug's bollard pull and its operating methods, the size of towed vessel and number of tugs involved, the dynamic loads that can be expected and whether a winch is used, and local weather/sea conditions.

The pennant and main towline are connected with either a cow-hitch, spectacle splice or by using connection hardware such as a metal shackle. Strength wise, these all perform well, however, the cow-hitch can be bulky, and a shackle can be hazardous to crew and equipment. Also, disconnecting the mainline from the pennant is a labor-intensive and sometimes even dangerous job.

Multi-purpose towing

A growing trend for tugs is to fulfill a variety of multi-purpose towing roles. However, different jobs may require alternative towline configurations. Changing the line configuration takes time and effort. A better option would be a single towing line configuration with a customizable weak link that could be used for all vessel tows.

With ongoing developments in fiber rope technology and construction, it is now possible to use a synthetic 'soft shackle' towline connection designed to provide the towing flexibility tug operators are seeking. Soft shackles are usually associated with smaller sailing boat rigging and vehicle towing. These soft shackle designs provide a quick method of connection and disconnection that is fully soft. However, they have relatively poor efficiency and a large bulky knot. Also, the shackle design is unusable



for direct connections between polyester/HMPE lines where the ropes will cut through.

For tug towing, it is possible to retain the benefits of the soft shackle concept while improving the connection efficiency, reducing the knot size for ease of handling and installation, and utilizing a connection design that is suitable to connect polyester and HMPE ropes without the need for protective hardware.

The soft shackle provides tug owners and operators with improvements over existing connections. The smaller knot allows smoother line movement. When connecting a vessel to the towing rope, it makes the whole tow line configuration lighter and softer, therefore easier and safer to handle and enabling quicker connections and disconnections. Importantly, the soft shackle allows the tug operator to configure the towline with a variable calculated breaking force. It can be designed as either the weakest link or the strongest part.

Finally, with the soft shackle there is a minimal chance of damage to other components such as the towing bit and winch on board the tugboat or ship bollard and, of course, the other lines in the towing configuration.

Lankhorst Ropes is part of WireCo® WorldGroup headquartered in Prairie Village, Kan. Mark Pieter Frölich is Commercial Director at Lankhorst Ropes USA, a firm specializing in tug and maritime shipping ropes. For more information on soft shackle, he can be contacted on usa@lankhorstropes.com.

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Waiting for the many other shoes to drop

Legal Ease

By: John P. Donohue, Esq., Partner
Ciardi Ciardi & Astin

In the late 19th and early 20th century, in response to the growth in urban manufacturing, New York City began an aggressive program of building apartments for its expanding workforce. In many of these hastily-constructed apartments, the materials were inferior; the walls and floors were thin, and the apartments were constructed one directly on top of the other. So, at the end of the day, a tenement dweller could not help but hear his upstairs neighbor's shoe drop to the floor, and, when it did, he knew that another shoe would drop shortly thereafter. Hence, the metaphor "waiting for the other shoe to drop."

At Delaware River ports, we are waiting for several Washington D.C. shoes to drop.

In February of this year, the Commerce Department finally tendered its report to the president under section 232 of the Trade Expansion Act on the question of whether imports of automobiles and their parts constitute a national security threat and thereby subject them to the imposition of duties. The president must act on that report by May 18.

And so, we wait, and wonder whether this substantial commitment of our port to managing and clearing automotive cargo will be stymied by a presidential signature. The consequences of a special assessment on automobiles and parts for national security reasons, if it comes, can be significant. Some economists estimate that the assessments in the automobile case could outweigh those of the China case by a factor of three. More on China below.

The U.S. Trade Representative, having imposed three rounds of duties on goods from China, some at 10 percent and others at 25 percent, has told the Congress that if the U.S. does not get the intellectual property protections it wants from the section 301 negotiations, he reserves the right to increase the 10 percent special assessment on $200 billion in goods to 25 percent and perhaps add a new duty on the remaining $250 billion in Chinese goods which have so far escaped presidential retaliation. And so, we wait for another shoe to drop.

As if that were not enough, a different section 301 action, fully 15 years in the making, alleging illegal subsidies by EU governments to certain European aircraft producers, has now ripened to a point where the U.S. is proposing duties of a whopping 100 percent against a wide array of products from the European Union valued at $21 billion. This list includes helicopters, aircraft and parts from specifically designated EU countries, and many goods from all the EU member states. Retaliatory duties in this case could come as early as this summer.

Business executives hate uncertainties, but these international trade uncertainties are particularly difficult.

These retaliatory duties, especially the 100 percent assessments in the emerging aircraft case, cannot be overcome by price reductions or acceptance of lower profit margins. At these levels, they are *de facto* embargos. They require companies to make structural business decisions. Do we terminate a relationship with a long-term supplier in a targeted country because its prices will be immediately uncompetitive? Do we close a factory in China or Europe? Do we look for products in less reliable countries? Do we just ride out the international trade storm?

And the merits of these cases vary significantly. The idea that the importation of a Ferrari or a Volvo into the U.S. (or thousands of them for that matter) constitutes a threat to our national security is almost laughable, but the fact is that no one in the international automobile industry is laughing. They are very, very worried.

On the other hand, there is consensus that the U.S. had to act against China to stop the wholesale confiscation of American intellectual property, and we probably should have taken those steps much earlier. The American case here is solid, as it is in



the case of European subsidies to Airbus in which the WTO panel and the Appellate Body have both sustained the legitimacy of the U.S. position. And while the timing of this retaliatory plan is coincidental, it is nonetheless particularly troublesome.

And so, we wait. For the government of China to realize that it cannot take our intellectual property, for the EU to recognize that when it signed the Agreement on Subsidies and Countervailing Measures that it made a promise to the world that it did not keep, and for the U.S. to recognize that an assessment of 232 duties on automobiles and parts is both bad law and bad policy.

Brace yourself. I think your neighbor may be heading to bed.

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Rep. Scanlon leads effort to bring jobs to Philly Shipyard



Calling attention to the Philly Shipyard's candidacy to construct state-of-the-art ships for the U.S. Maritime Administration, Congresswoman Mary Gay Scanlon (D-PA) coordinated a March tour and press conference at the venerable shipyard. For over two decades, the facility has served as a major infrastructure and workforce driver for the region through the leadership of labor and economic stakeholders. It has produced world-class ships and is home to the most qualified shipyard workforce in the country.

"Nearly half of all the U.S. large commercial vessels built since 2003 were constructed right here in Philadelphia," Rep. Scanlon said. This [MARAD] project could help put many workers who have been laid off back to work."

Above, Rep. Scanlon (*center)* takes a moment to pose with Rep. Dwight Evans (D-PA, *left)* and Rep. Madeleine Dean (D-PA), who along with Philadelphia Mayor Jim Kenney, also participated in the event.



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MACHS students get a crash course in Exchange operations



The Maritime Academy Charter School provides students in grades 2 through 12 with a rigorous academic program, focusing on maritime studies. High school students work with the latest technology to learn maritime content, such as nautical science and maritime business, while achieving high standards in English, mathematics, science, social studies, and the arts.

What do you do when a busload of 9th graders shows up at your office? Well, if you work for the Maritime Exchange, you show them the tech you use to ensure information about ships, crews, and cargos gets where it needs to go.

On April 11, cadets from the Maritime Academy Charter High School eager to learn about port operations and cybersecurity spent a morning at the Exchange to do just that. The goal was to help the charter school instill in each cadet an appreciation of the nation's maritime heritage via hands-on access to the global transportation industry, particularly as it relates to the ports of the Delaware River and Bay.

Michael LaGrassa, charter school maritime studies instructor and curriculum specialist, and Eugene Mattioni, Exchange director and long-time supporter of the academy, coordinated the visit to give the students a first-hand look at the iconic maritime organization and an opportunity to interact with staff.

"It was a true pleasure hosting the students," said Exchange President Dennis Rochford. "The maritime industry provides many excellent career paths for the next generation of mariners, engineers, ship builders, agents, security specialists, and attorneys, just to name a few. The students were very attentive and challenged us with a lot of insightful questions."

Exchange Operations Director Paul Myhre provided an overview of day-to-day operations and an in-depth demonstration of the Exchange's port community system, Maritime On-Line.® He emphasized the important role the Exchange plays to facilitate the movements of ships and cargo through the port, the types of information the organization is responsible to maintain, and the critical communication functions of the organization.

IT Director Michael Fink followed with a discussion of the redundancy and cybersecurity measures the organization uses to protect its systems, its infrastructure, and the mission-critical data stored and processed by the Exchange.

"The visit was awesome — the explanation of vessel tracking, images of the river traffic, and the amount of valuable information available to members of the Exchange, extraordinary," Mattioni said. "Paul Myhre, Michael Fink, and Dennis Rochford were exceptional and knowledgeable hosts getting many questions from MACHS cadets. The tour of the computer room was an eye opener, and the redundancy of the systems and its importance well explained. We all learned a lot during the visit."

"We hope to have the opportunity to host future visits," Rochford said.

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WTCDE expands staff resources


Dinette Rivera


Dana Dobson


J. Nick Callazzo, III

The World Trade Center of Delaware has added a "dream team" of multi-talented Wilmington consultants to its staff.

Dinette Rivera joined WTC Delaware in 2019 as senior business consultant. Speaking several languages, she brings a truly global perspective to her 30 years' experience in business management and consulting. She has lived on two continents, two islands, and 16 cities and has traveled in Europe, Canada, North America, and Central America. Rivera is president-elect of Delaware's chapter of the National Association of Women Business Owners and a University of Delaware Customized Learning Solutions Instructor.

Dana Dobson joined the WTC Delaware in January 2019 as director of marketing and communications. In this capacity, Dobson develops and leads WTC Delaware's overall communications strategy tied to global and regional goals and objectives. As president of Dana Dobson Public Relations, she is a well-respected public relations consultant, speaker, and TEDx speaker coach with 30 years of experience working with both Fortune 500 companies and entrepreneurs in a broad range of industries.

J. Nick Callazzo, III joined WTC Delaware in December 2018 as membership manager. He is an internationally known speaker, corporate consultant, and executive coach. A former marine who serves on the board of a veteran's home, Callazzo is the president of Resource Specialists, a performance consulting group. He has facilitated entrepreneurial programs at the Wharton School of the University of Pennsylvania and is an adjunct professor in the MBA program at Wilmington University and at Delaware State University's College of Business.

"Our mission is to grow trade. Each of these professionals brings years of talent and expertise to assist companies and individuals in Delaware and in the surrounding region, to our partners, and to officials in the legislature and state agencies through business consulting and generating awareness of the wide range of services WTC Delaware offers," said Carla Sydney Stone, the organization's president.

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Q&A with Governor Carney

continued from page 1

all relevant partners to protect and preserve this economic engine. According to the National Wildlife Federation, 15 million people across four states depend on the Delaware River to power the economy, to provide drinking water, and for recreation. It also is a home for unique ecology that strengthens our state's ecosystem.

Q: What exactly is the Evraz site development, and how will it help your hometown of Claymont, Delaware?

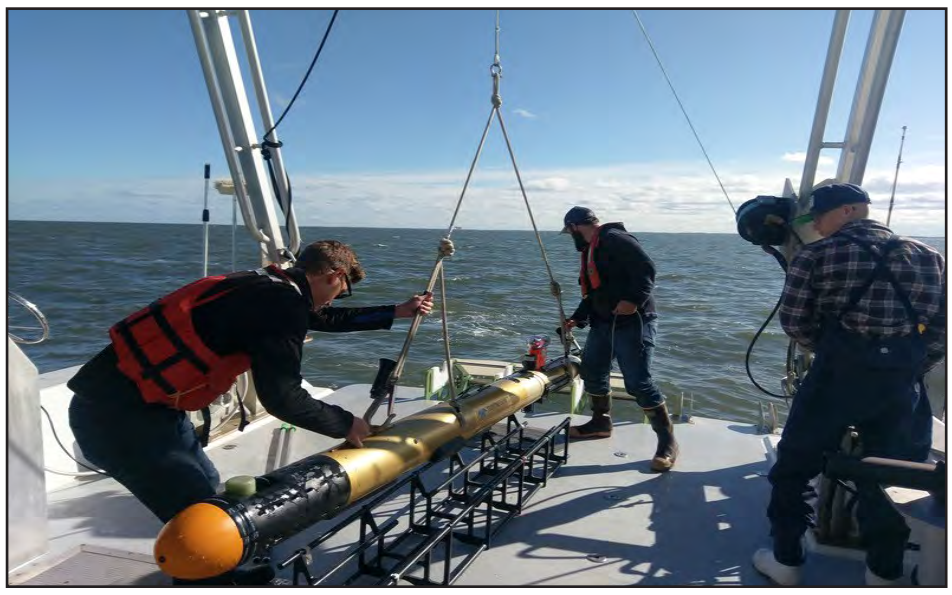
A: We're working with our partners at the Delaware Department of Transportation to redevelop the 420-acre former Evraz Claymont Steel facility in my hometown. This new regional transportation center will have many benefits, including increased parking for cars and buses, and make pedestrian and bike traffic more centralized. The $71 million project was supported by a $10 million Transportation Investment Generating Economic Recovery (TIGER) grant from the U.S. Department of Transportation.

I remain focused on making Delaware a place where businesses want to locate and grow, and our collective vision is that this redevelopment brings new jobs and residents to Claymont. To accommodate this growth, we need to ensure people have a strong transportation system.

Moving munitions

UD researchers explore the potential underwater movement of unexploded ordnance

By: Adam Thomas, Writer and Editor
University of Delaware College of Earth, Ocean and Environment, Delaware Sea Grant College Program



UD graduate students (l-r) Ken Haulsee, Carter DuVal, and Tim Pilegard deploy an autonomous underwater vehicle equipped with an advanced magnetometer for detecting underwater unexploded ordnance from one of the university's research vessels, the "R/V Joanne Daiber."

The legacy of two world wars, live fire training exercises, and the purposeful disposal of munitions in coastal waters by militaries in the U.S. and nations across the globe has caused concern when some of those areas are used for recreational and commercial activities, such as offshore energy initiatives.

Unexploded ordnance has been washing up on beaches for years, with one surprised fisherman reeling in a navy rocket from Rock Harbor, Mass. in April of 2018. An additional concern is that chemicals from these munitions could potentially leach into and contaminate ground water.

While many have studied how waves and currents move munitions in sandy settings, many of the sites where these munitions were dumped are located in silty, muddy settings. Because of this, the University of Delaware's Art Trembanis and doctoral candidate Carter DuVal wanted to learn how unexploded munitions move in these muddy, estuarine environments.

The project is funded by the Department of Defense under the Strategic Environmental Research Development Program and is one of the first to examine how unexploded ordnance move in these types of environments.

"We wanted to find out if our assumptions and models of how we seem to be seeing unexploded ordnance move in sandy settings [could be used] in muddy settings," said Trembanis, associate professor in UD's College of Earth, Ocean and Environment. "If not, do we need to change how we approach and model and predict how these might move around?"

From 1917 through 1970, the U.S. actively disposed of munitions in the ocean until Congress put an end to the practice.

UD researchers were able to identify more than 100 former defense sites that had some portion of their boundaries in tidally-driven, shallow, muddy estuaries.

Delaware Bay test site

Because the Delaware Bay is one of the largest estuaries on the East Coast, it served as a perfect test site.

"The Delaware Bay is an estuary that has shallow, muddy sites within it, so we wanted to use that as a proxy to get a better understanding of the dynamics involved with explosives of concern in muddy environments," said DuVal, a doctoral student in the School of Marine Science and Policy.

Since 2017, the research group has done three deployments in the shallow areas of the Delaware Bay. They fabricated munitions surrogates that were similar in characteristics to actual munitions, ranging from the very small, hand-portable size, to a medium munition, to one that weighed nearly 100 pounds.

The researchers added sensors to the fabricated munitions similar to sensors found in cell phones — which record when they are moving by using a data logger. They also outfitted the fabricated munitions with VEMCO positioning systems which allowed them to set up a grid of acoustic receivers, put acoustic tags on their munitions, and track them over time in high frequency and high fidelity. These acoustic tags provided accuracies down to 20 centimeters positioning.

Setting out the surrogates

In 2017, with the help of the Delaware State Police Scuba Team, researchers dropped the surrogates in four meters of water and let them stay there for a month. No storms happened, but they were able to examine the system and see that it was working well, as they got accurate tag locations for the surrogates.

In the spring of 2018, four intense Nor'easters hit the study site. When divers recovered the surrogates, they noted that the two smaller munitions were mostly, if not completely, buried, while the larger munitions were exposed in large scour pits. DuVal said the researchers' data verified this.

Of note was that the munitions did not move horizontally.

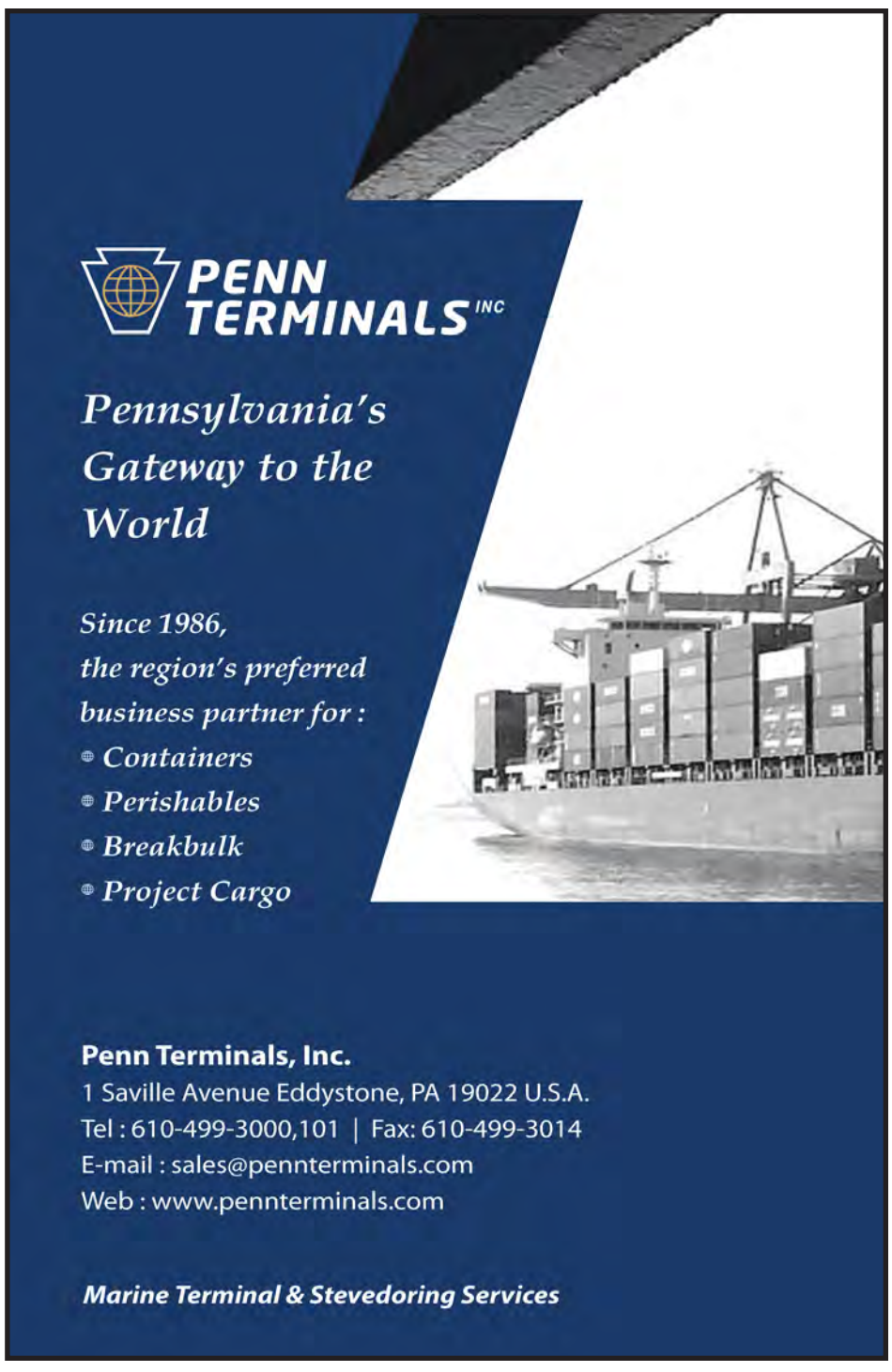
A closer look at some of the acoustic tracking data from one of the smaller surrogates revealed that the energy from one of the storms was high enough that it rocked back and forth in place, though it barely moved.

In the fall of 2018, the munitions were hit with a few large storms, one of which knocked over sensors and moved a large instrument frame that housed their hydro-acoustic sensors 316 meters to the southeast, completely out of the study site.

"When we [reset the site], we downloaded the data and found that despite the instrument frame moving, the surrogates didn't move. They began to bury," DuVal said.

The research has shown that during four months of deployments that captured six Nor'easter events, the munition surrogates have not moved but have only scoured and buried.

"That still poses an interesting result . . . how do you find them when they've scoured and buried?" said DuVal.





Penn Terminals launches new cranes



Penn Terminals installed two Liebherr Post Panamax STS cranes this past October at its Eddystone, Pennsylvania facility. The technologically advanced cranes are equipped with LCC produced anti-sway and anti-collision systems. Each unit also has full computerized vessel profile capability, which enables semi-automation of the hoist and trolley functions. The new cranes were delivered one month ahead of schedule and have enhanced the overall container handling performance of the terminal.

APHIS releases new webpage

On March 12, the USDA Animal and Plant Health Inspection Service launched a new "Pests and Diseases" webpage. Users can search by type (plant, animal), keyword (avian, fruit fly, cotton), or by the specific pest or disease (coconut rhinoceros beetle, brucellosis). They can also scroll through the page to view the alphabetical list and images of the pests and diseases.

APHIS created the webpage to make it easier for its customers to find critical information. With this tool, members of the public will have the information they need to report pests and diseases and to work with APHIS to protect America's agriculture and natural resources.

To visit the page, go to www.aphis.usda.gov/pests-and-diseases or click the Pests and Diseases link under the Resources tab on the APHIS homepage.

POW orders new cargo handling equipment

GT USA Wilmington, the U.S. arm of Gulftainer, will soon take delivery of fully electric and eco-friendly cargo handling equipment from KoneCranes Inc., as it ramps up modernization and improvements at the Port of Wilmington.

The new equipment includes nine 41-ton rubber tired gantry cranes and three 45-ton reach stackers.

Eric Casey, CEO of GT USA Wilmington, said, "The addition of this advanced cargo handling equipment at the Port of Wilmington furthers our commitment to be environmentally conscious and to be mindful of our impact on the environment and the community, in alignment with our corporate values. This equipment forms the first part of $100 million to be invested in the first year of a total $500-plus million investment. It will be introduced in a phased manner throughout 2019, significantly strengthening operational efficiency and increasing overall productivity at the port."

In line with GT's sustainability goals, and marking a first for both GT and KoneCranes, the cranes and RAM spreaders are all-electric, thereby eliminating exhaust emissions from conventional diesel generators and any risk of oil contamination.

Auxiliary generators, to power the cranes when out of stack, will be eliminated, and GT USA is introducing pioneering technology, in the form of battery packs, to eliminate exhaust emissions. As an added safety feature, the equipment will be fitted with KoneCranes' Active Load Control system, which eliminates container sway, and the Stack Collision Prevention system.

The gantry cranes are capable of stacking containers five high and seven rows wide, plus a truck lane to increase yard-stacking capacity; the reach stackers are capable of stacking containers five high.

"This new equipment underlines our obligation to further strengthen our operations at the terminal and defines the port's credentials as the number one gateway for imports of fresh fruit and juice concentrate in North America," Casey said. "We will continue to invest in our facilities to support the efficiency of operations and maximize productivity to create even better value for our customers."

Other news: A new deal with Chiquita

In April, GT USA Wilmington commenced a new partnership with Chiquita Fresh North America, which will see the continued presence of the company at the Port of Wilmington through the next decade.

GT USA expects new levels of performance to benefit all parties with increased efficiency, flexibility to meet customer demand, and improved time to market.

Peter Richards, Group CEO of the Gulftainer Group of companies said, "We have worked in close cooperation with all parties to be able to achieve higher levels of performance. However, we could not have achieved such significant gains in productivity through this transition period without the help of our partners, the ILA workforce, and our port employees all working in unison. Their efforts during these early operations have been carried out with the utmost professionalism, and we are proud to have built these strong partnerships so early in our tenure at the Port of Wilmington."

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News from PhilaPort

Philadelphia receives Argentine beef after long hiatus

For the first time in over 17 years, a ship laden with beef from Argentina has called at a U.S. port. Officials from Holt Logistics, PhilaPort and the Embassy of Argentina gathered at the Packer Avenue Marine Terminal in South Philadelphia to mark the occasion.

Arriving from Buenos Aires, the Hamburg Süd "M/V Rio Barrow" brought several tons of Argentine lean beef, primarily used for higher-end cuts and hamburgers.

Philadelphia is the largest port for imported beef in the U.S. by volume. PhilaPort and Holt Logistics have supported the efforts of the Argentine Agricultural Ministry in getting the necessary approvals from the U.S. Department of Agriculture to begin import of bovine meat products.

In total, Argentina expects to export about 20,000 tons of beef products into the U.S. every year. This equates to approximately 160 million quarter-pound hamburger patties, or 80 million eight-ounce steaks.

Packer Avenue gets two new cranes

Two more super post-Panamax cranes arrived at the PhilaPort Packer Avenue Marine Terminal after a seamless overnight transit up the Delaware River. The cranes are identical to the two that arrived at the port last year, with a fifth expected this summer.



Post-Panamax cranes make their way to Packer Avenue Marine Terminal. The cranes are large enough to load and discharge the newest generation of ultra large container vessels, 10,000-18,000 containers per ship.

The cranes were manufactured by Shanghai Zhenhua Heavy Industries, which delivers more than 200 cranes every year around the world, including many seaports in the U.S. No container cranes are currently manufactured in the U.S.

With the addition of the new cranes, the Packer Avenue terminal will run completely on electricity, removing all diesel emissions.

Also included as part of the overall $300 million for PhilaPort facilities are upgrades at Packer to strengthen and realign a berth, remove warehousing, and add the five new cranes, bringing the total operational cranes to seven.

Wind energy affects navigation

continued from page 6

piece of the action." Delaware convened a wind energy working group to explore opportunities, and stakeholders are awaiting the outcome. Planning for wind projects is also underway in the New Jersey lease block area off the coast of Atlantic City.

Weber agreed. "Maryland took advantage of 'first mover' incentives," she said, adding that there is "lots of opportunity for more things to happen in the bay."

Effects on navigation

While the five-turbine Block Island offshore wind project near Boston was completed two years ago, the jury is still out on how well offshore wind can co-exist with safe navigation.

"They key to an effective installation is communication," Griffin said. "We can't just plan for the immediate future, but we must be prepared to address long-term needs." Among the concerns are that the new structures on the Outer Continental Shelf can increase the risk of allision and collision. Decreasing the sea-room near fairways can also increase the risk to vessels and the environment, with traffic density changes and new patterns affecting vessel interactions, and possible RADAR interference, just to name a few."

Mitigating the risks is really about engagement. "We are obviously concerned about forcing more traffic to come together at the sea lane entrance from smaller angles," said Griffin. "This funneling effect can result in more complex, dense, traffic flow."

He added, "BOEM can't make decisions in a vacuum. It's up to us as a community to participate in the planning process. I am confident we are informing the process thoughtfully."

Rochford believes this is "where the Mariners' Advisory Committee really excels. MAC is the ideal forum for bringing together wind developers, states, federal agencies, and the maritime industry to ensure everyone is kept in the loop on the front end so we're not trying to play catch up on the back end. It's not like you can just say 'Oh, wrong spot? We'll move the turbine.'"

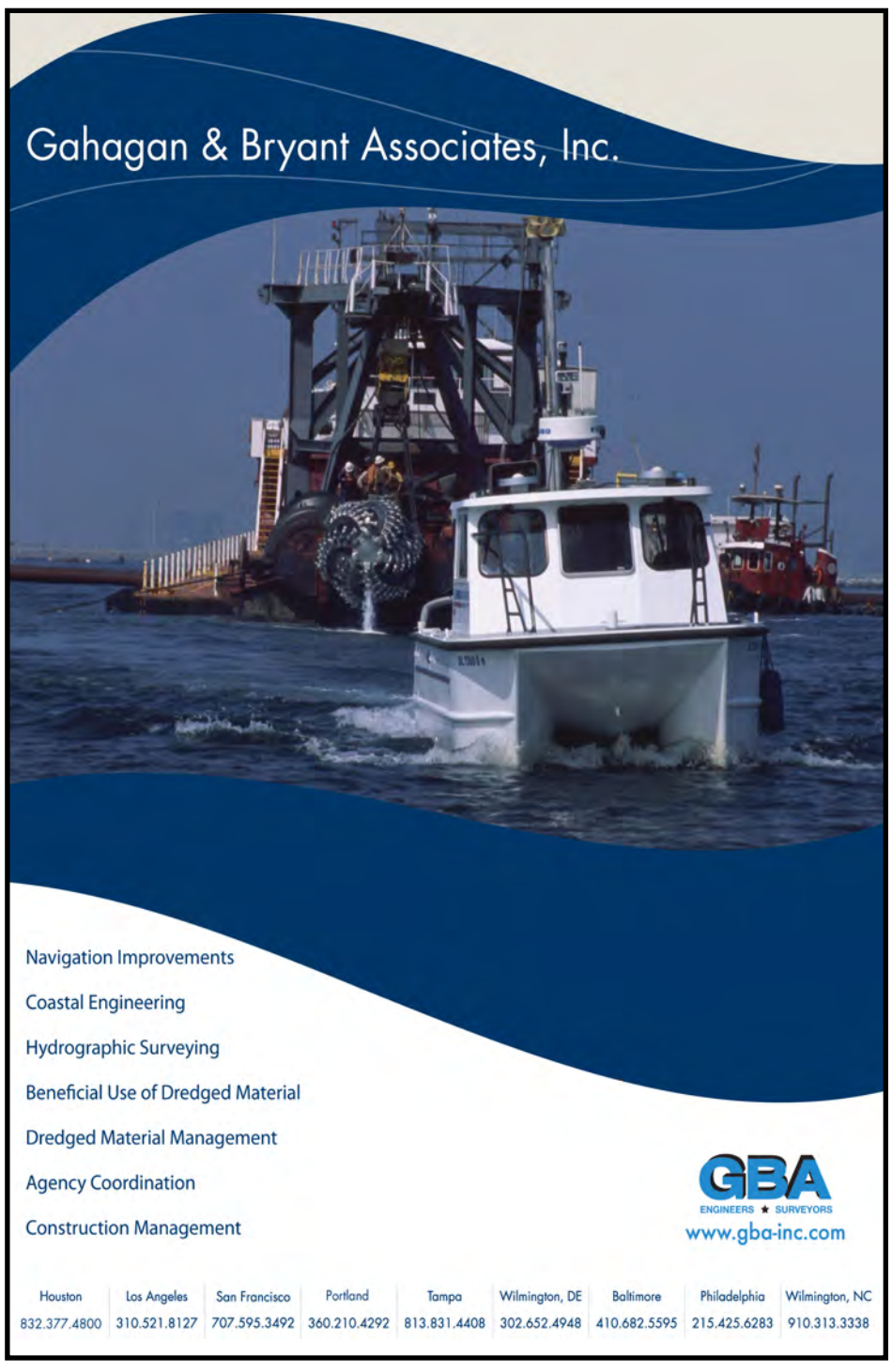
Coast Guard to update data

On March 15, 2019, the Coast Guard announced it would update the Atlantic Coast Port Access Route Study, including the approaches to Delaware River ports. The last study was released in 2017.

"These routes are critical links of a robust and effective Marine Transportation System (MTS) and integral to efficient shipping safety fairways recommended in the Atlantic Coast Port Access Route Study (ACPARS)," according to the *Federal Register* notice. Rochford suggested that the study may be necessary not only because of the increase in vessel traffic and larger ships, but also because of the movement of the various offshore wind projects.

"The Mariners' Advisory Committee is pleased that the USCG is undertaking a further analysis of U.S. East Coast port access routes. The MAC looks forward to continued participation and input into the PARS process going forward, as we have been actively seeking a holistic approach to the cumulative effects created by the intersection of offshore energy and maritime commerce," Griffin said.

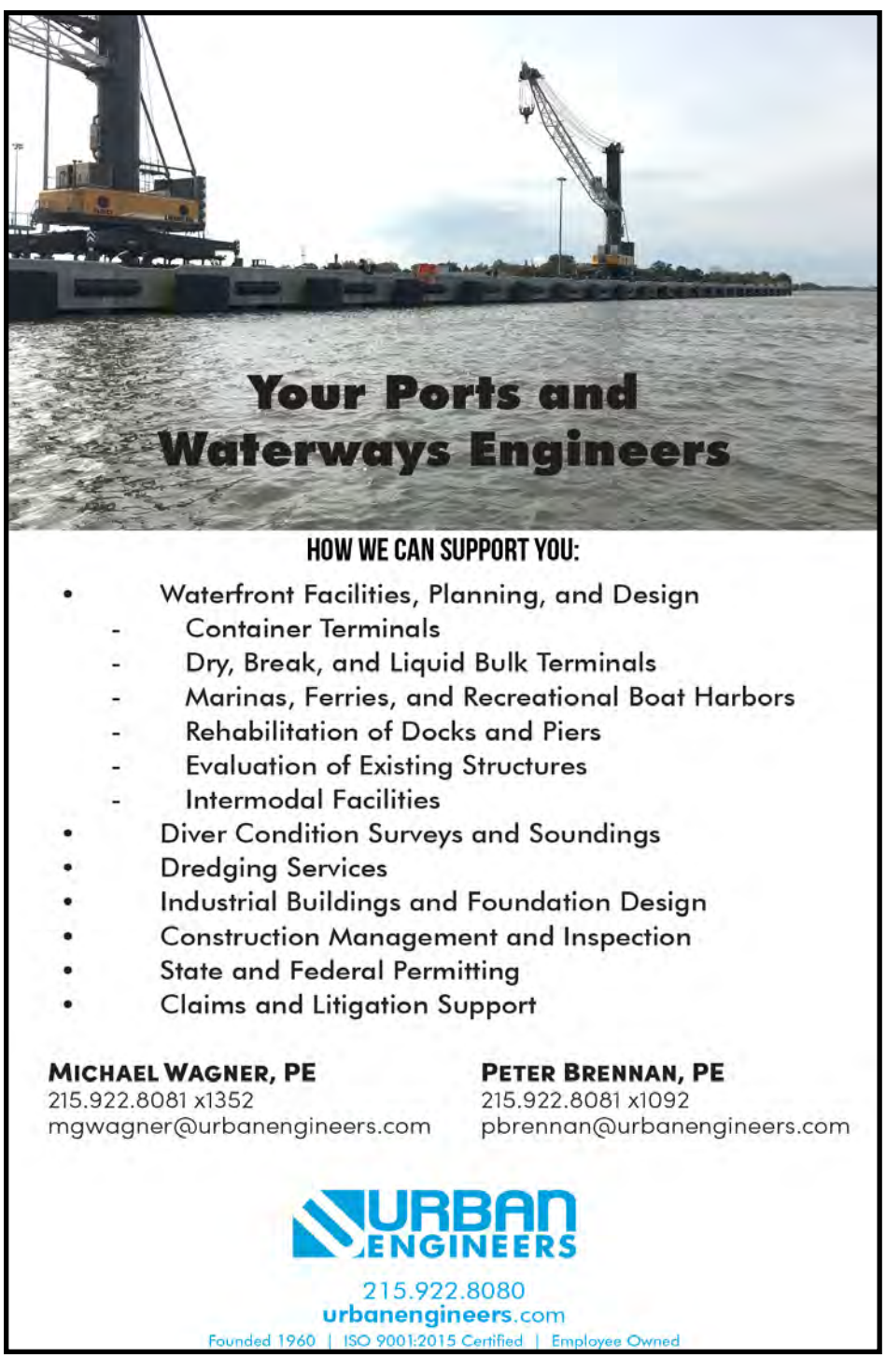
Stay tuned.



Chapel of Four Chaplains blesses largest U.S.-built container ship



Associate Chaplain Father Bill Bleiler and South Philly pastor of St. Monica's, Father Joe Kelly, conducted a blessing of the Matson Ship "MV Kaimana Hila" at Philly Shipyard. Matson Navigation owns and operates the ship under project manager Scott Houck. The vessel sailed from Philadelphia for the West Coast via the Panama Canal on April 4.



Regulating seafarers' access through maritime terminals

By: Douglas B. Stevenson
Director, Center for Seafarers' Rights
Seamen's Church Institute of Philadelphia & South Jersey

On April 1, 2019, the U.S. Coast Guard promulgated final regulations that will require marine terminals to implement systems providing seafarers, pilots, and representative of seamen's welfare and labor organizations access between vessels at the facilities and the facility gates, in a timely manner at no cost to the individuals. The regulations took effect on May 1, 2019, and terminals have one year from that date to implement the regulations.

The September 11, 2001 attacks awakened the maritime world to the vulnerability of seaports and the necessity for greater security measures to protect seaports against terrorist attacks. Public authorities and private industry have instituted a variety of measures intended to detect, deter, disrupt, and respond to terrorist attacks against vessels, port facilities, and critical portions of the maritime infrastructure.

Since then, security measures have undergone a continuing process of evolution and refinement. Immediately after the 9/11 attacks, Coast Guard Captains of the Port issued orders at U.S. ports imposing various security restrictions. While the restrictions varied from port to port, most, if not all, prohibited seafarers from departing their ships for at least a month after the attacks.

In the Port of New York and New Jersey, port chaplains from the Seamen's Church Institute of NY & NJ (SCI) were allowed to visit seafarers who were restricted to their vessels. The chaplains provided invaluable services during this extremely tense time. They helped seafarers communicate with their families to reassure them that they were safe. They provided reliable information about conditions and dispelled rumors. They provided a calming influence on seafarers and the port community. There were similar examples in other ports, including the Port of Philadelphia, where port chaplains were a comforting presence in the nervous days after the attacks.

Based on its unique experience in the Port of New York and New Jersey, SCI was in a unique position to influence the development of post 9/11 security laws and regulations. Its position was simple: seafarers should be viewed as part of the maritime security team and not potential terrorists, seafarers should be allowed to transit terminals to go on shore leave, and chaplains should have access to vessels in terminals, especially during heightened security conditions. SCI advocated its position with the Coast Guard, Congress, and the International Maritime Organization. It also encouraged other chaplaincies to advocate the position in maritime security committees in their ports. SCI Philadelphia was particularly active in the Delaware Bay Area Maritime Security Committee.

Port chaplains' concerns were reflected in the 2002 Maritime Transportation Security Act and the International Ship and Port Facility Security Code. Both measures required terminals to implement facility security plans that included facilitating shore leave for ship's personnel or personnel changes, as well as access of visitors to the ships, including representatives of seafarers' welfare organizations.

In 2002, SCI began monitoring seafarers' shore leave by conducting annual shore leave surveys with data reported by chaplains from various American ports. The surveys revealed two primary causes for most restrictions on seafarers' shore leave: lack of visas and private terminal restrictions.

The vague requirements for facilities to accommodate access for seafarers and chaplains in their facility security plans did not adequately deter some facilities from creating obstacles for seafarers and chaplains. SCI then advocated for legislation to provide more specific guidance on access to facilities and the Coast Guard. This was accomplished in the 2010 U.S. Coast Guard Authorization Act.

The act tasked the Coast Guard with promulgating regulations to implement the statutory requirements. The Coast Guard published the first draft of the regulations and requested comments from the public in a notice of proposed rulemaking on December 29, 2014. SCI provided updated shore leave surveys and detailed recommendations for the final rule.

Everybody loves Bobby!



With the little fanfare he requested, Robert F. "Bobby" Senseny, harbor master at the Port of Wilmington, quietly retired after 75 years of service to the port. Senseny, now 90, has been lauded over the years, winning several awards, including the Port of Wilmington Maritime Society John J. Babiarz Maritime Award in 2003 and his induction into the Delaware Maritime Hall of Fame in 2007.

While grateful for all acknowledgements of his service to the port community, near and dear to Bobby's heart is the date of October 18, 1999. On that day, the Diamond State Port Corporation recognized his hard work, dedication, incomparable knowledge of port operations, and unparalleled commitment to the growth and success of Wilmington's port by naming its administration building after him.

Pictured above are Bobby and his wife Betty in front of the Robert F. Senseny Administration Building during that dedication ceremony.

Wishing you a happy, healthy, and greatly deserved retirement, Bobby!

PPMS celebrates National Maritime Day



The Sulzer Marine team was one of the entrants in the 2018 Maritime Day boat race.

The Ports of Philadelphia Maritime Society will honor the U.S. Merchant Marine by celebrating National Maritime Day on May 22, the date established by Congress in 1933 to recognize the maritime industry, the merchant marine, and especially the mariners engaged in the nation's merchant fleet. The date recognizes the U.S.-flagged steamship "Savannah," which set sail across the Atlantic on May 22, 1918.

The Maritime Society, along with the Independent Seaport Museum and the Maritime Academy Charter School, will celebrate the day with a dinner at the museum. Funds raised will provide scholarships for students pursuing degrees or certificates in the maritime industry. This year, the society awarded five scholarships of $1,500 each to students attending maritime schools.

Show your skill on the water

Prior to the dinner, businesses, organizations, and individual groups will have the opportunity to field rowing crews to race in the Independence Seaport Museum boat basin, including a race for the Academy Cup for maritime students and alumni. Additionally, this year the society will launch the Swan Challenge — an event aboard the swan paddleboats. All are welcome starting at 4:00 p.m.

Contact Capt. Arthur Sulzer at sulzmarine@aol.com or Nathan Hauser at NathanH@morantug.com for more information.

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Editorial

What does the access rule mean to seafarers?

By: Joan Lyons, Executive Director
Seamen's Center of Wilmington

From our little corner of the world, implementing the Transportation Worker Identification Credential requirements has been a long and bumpy road.

Like Ho Chi Minh trail bumpy.

The first mogul was getting TWIC cards for our volunteers. Not only was this a substantial unanticipated expense, in those early days the mechanics of acquiring the cards were less than smooth. Many of our volunteers, especially some of the older folks, had to make multiple trips to the enrollment center; others experienced lengthy delays before their cards arrived and could be activated. We were more than a little concerned that we might lose some of our people.

Fortunately, we were able to work through that process, and our team eventually all got credentialed. Today, though we must still underwrite the costs, our new volunteers experience minimal problems obtaining TWICs.

But getting the cards was only half of the challenge.

It was all well and good that the SCW crew had cards, but if the mariners couldn't get to the Center, none of it mattered. Historically, at the Port of Wilmington, seafarers could walk to the Center. Or they could take advantage of the bicycles we provided, leaving some at the docks and others at the Center. The men would make their way to and from their ships as their schedules allowed, and once at the Center we would take them where they wanted to go.

Needless to say, in a post-TWIC world, that very reasonable, timely, and no-cost access through the facility went by the wayside. And the complaints from seafarers began. We needed a new plan.

So instead of on-demand service at the Port of Wilmington, SCW set about making an hourly circuit to each ship in port. Every hour on the hour — at least during the hours our Center is open — our drivers ride past every ship to make sure the crews get their much-needed shore leave. With thanks to the Port of Wilmington, we were allowed to put up covered "van stops," where mariners could wait during inclement weather.

Yet even in the midst of all of our efforts, we still heard crews commenting how they felt like prisoners. One captain told me that he would rather not come to the U.S. Even the hourly circuits were insufficient in those early days.

The downside for the seafarers, of course, is the diminished level of service. Now, once we collect those who are ready to go, we can then take them to only a limited number of places for shopping and recreation because our drivers have to be back in time to make the next circuit. If someone misses the van, he or she waits until the next run. It's taken some getting used to, but since TWICs were mandated, this process has become the new normal. We wish it weren't so.

And, this program benefits only crew calling at the Port of Wilmington. For Oceanport and Delaware City Refinery, SCW services are on-call at best.

This is certainly not an ideal situation, but we work to make it work.

Like SCW, most seafaring centers have jumped through hoops to ensure the mariners are able to leave their floating prisons for short respites. Fast forward to 2019 and we now have a final ruling requiring regulated facilities to provide no-cost, timely access for seafarers from their vessels through to facility gates. In essence, this new rule mandates the same service we provided before TWIC came along.

That said, we would very much like to improve the services available to seafarers. This will take close cooperation with the terminal operators. We look forward to working with the facilities in Delaware to meet both the letter and the spirit of the seafarer access regulations.

Seafarers' access rule long overdue

By: Helene Pierson, Executive Director
Seamen's Church Institute of Philadelphia
& South Jersey

On April 1, 2019, the Coast Guard issued a final rule for seafarer access to maritime facilities, and in that, we rejoice. The rule extends to pilots and representatives of seafarer welfare and labor organizations as well.

Thanks to Douglas B. Stevenson, Director of the Center for Seafarers' Rights at the Seamen's Church Institute of New York & New Jersey. Under Doug's leadership, seafarer welfare organizations have collected data on seafarer's access to shore leave to support the process leading to the final rule.

Local background

When the final rule was published, we were reminded of the history of our own region and the significant role we played leading to the enactment of the Coast Guard Authorization Act of 2010, Section 811, Seamen's Shoreside Access.

When SCI's Mesfin Ghebrewoldi, a ship visitor and former seafarer himself, encountered extremely frustrated seafarers who were denied shore leave at a terminal two years after 9/11, he asked then-Executive Director The Rev. James Von Dreele to make a special visit. *Philadelphia Inquirer* reporter Henry Holcomb went along, after which he published an article on the situation, garnering much attention. The article highlighted how lack of seafarer access was not only engendering a humanitarian crisis, it was also becoming a significant detriment to our shipping economy. The need was recognized for something more, which eventually led to Section 811.

After the act became law, Coast Guard initiated a rule-making process before finalizing the rule in April. Among the terms and concepts needing clear interpretation are "system," "timeliness," and "no cost to the individual." The definitions are broad, as the rule is intended to prevent denial of access during the course of a seafarer's stay.

Facility owners/operators must document their systems in their security plans by February 3, 2020 and implement those plans by June 1, 2020. The final rule subjects violations to a $25,000 penalty.

The good news is that our region's facilities have had systems for free seafarer access for many years now, and implementation of the final rule, and indeed those costs, have already been absorbed into our local systems.

What should we be doing now?

Coast Guard headquarters is now developing guidance for Coast Guard units and the public that should include instructions on amending plans to comply with the final rule and additional clarification on the terms included in the rulemaking.

As we see it, the 25 different facility operators in our area of operation must now reaffirm terminal access methodologies, including primary and secondary means of access, and amend facility security plans to include the methodologies as defined in the final rule.

To complete this process, we encourage facility security officers to collaborate with our region's two seafarer welfare organizations, Seamen's Church of Philadelphia & South Jersey and Seamen's Center of Wilmington. These organizations have been the primary method of seafarer access for many facilities in the region, providing not just free services for seafarers through the terminals, but also hosting them beyond the facility and transporting them to shopping, restaurants, tourist attractions, and connections with local family.

June 1, 2020 will mark the completion of an almost 19-year journey since 9/11/2001 changed our world. We applaud all who participated along the way. As mentioned in Doug's article, seafarers should be viewed as part of the maritime security team and not a threat against it. And now they are.

Note: Additional information including the final rule and Philadelphia Inquirer *articles can be found at sciphiladelphia.org under News and Notes.*

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240 Cherry Street, Philadelphia, PA 19106



Seafarers' Access final rule of April 1, 2019

By: Captain Scott. E. Anderson
Sector Commander
Coast Guard Sector Delaware Bay

On April 1, 2019 the Coast Guard issued a final rule (*Federal Register* Vol. 84, No. 62), requiring owners or operators of maritime facilities regulated under the Maritime Transportation Security Act of 2002, or MTSA, to implement systems providing seafarers, pilots, and representatives of seamen's welfare and labor organizations access between vessels moored at the facilities and facility gates, in a timely manner and at no cost to the seafarer or other individuals.

The access procedures required by the rule must be documented in the facility security plan for each facility and approved by the local Captain of the Port. This final rule implements a congressional mandate in the Coast Guard Authorization Act of 2010 to ensure that no facility owner or operator denies or makes it impractical for seafarers or other individuals to transit through the facility. The final rule, which impacts approximately 2,500 facilities nationwide, went into effect May 1, 2019.

I want to highlight two critical deadlines within the final rule. The first deadline — all MTSA-regulated facilities must have their facility security plans amended and approved by local Captains of the Port on or before February 3, 2020. Coast Guard personnel will be reviewing a significant number of plans, so I strongly encourage facility owners and operators in the Sector Delaware Bay zone to engage Sector personnel early in the process and submit their updated plans at least 60 days in advance of the deadline. This will provide time for my office to thoroughly review the plan and work through any issues.

The second deadline — once a facility security plan is approved, it must be implemented no later than June 1, 2020.

The final rule provides regulatory flexibility to owners and operators to determine the method(s) of shore access that best suit the size and function of their facilities. These methods may include, but are not limited to, providing regularly scheduled or on-call shuttle service, taxi service, arrangements with seafarers' welfare organizations, or monitoring of pedestrian routes. The Coast Guard Office of Port & Facility Compliance (CG-FAC) is expected to issue amplifying guidance in the coming months.

Facility owners or operators within the Coast Guard Sector Delaware Bay zone with questions on this final rule may contact MST2 Gregory Woll at (215) 271-4864 or Gregory.A.Woll@uscg.mil.

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Camden, NJ 08103
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Notes & News

Dave Walters has retired from **Wilmington Tug** after 20 years with the company. He was the vice president of sales upon retirement. Enjoy, Dave!

Colette Pete, Esq. joined **PhilaPort** as Chief Counsel effective March 18. Pete comes to PhilaPort after a distinguished career with the Philadelphia Gas Works. She is a graduate of the University of Virginia and the University of Maryland, Carey School of Law. Welcome aboard!

MTC Logistics announced the promotion of **Andrew B. Janson** to President, effective April 1. Janson has held the position of COO since joining the company in June 2018. **Brooks Royster** will remain with MTC Logistics in charge of International Supply Chain Solutions. Congratulations!

Host Agency was honored with the **Bulk Logistics Excellence Award** at the 2018 International Bulk Journal Awards Dinner held in Ghent, Belgium. Bravo Zulu Host!

Calendar of Events

05/07	Chilean and American Chamber of Commerce 14th Annual Experience the Taste of Chile Wine Tasting and Dinner Hotel du Pont, Wilmington, DE Contact Christina Lista, 215-790-3627, clista@chamberphl.com
05/08	Maritime Exchange Executive Committee Meeting and Board/Organizational Meeting Corinthian Yacht Club, Essington, PA
	Maritime Exchange Membership Reception and Unsung Hero Award Presentation Corinthian Yacht Club, Essington, PA Contact Beverly Ford, bford@maritimedelriv.com or 267-670-7946
05/14	Port of Wilmington Maritime Society Spring Fundraiser Frawley Stadium, Wilmington, DE Contact Lindsay Pennington, 302-656-7000, powms@wtcde.com
05/15	DRPA/PATCO Board Meeting
	World Trade Center Greater Philadelphia World Trade Center Day The Waterworks, Philadelphia, PA
05/16	Traffic Club of Philadelphia National Transportation Week Event PhilaPort, Philadelphia, PA Contact Maureen Waddington, 215-393-3144, tcphila@gmail.com
05/21	PhilaPort Board Meeting
05/22	Seamen's Center of Wilmington Board Meeting
	Ports of Philadelphia Maritime Society Maritime Day Dinner Independence Seaport Museum, Philadelphia, PA Contact Capt. Arthur Sulzer, sulzmarine@aol.com or Nathan Hauser, NathanH@morantug.com
06/03	Maritime Exchange Private Berth Dredge Meeting
06/07	AMSC MTOG Meeting
	AMSC General Members Meeting, USCG Sector Delaware Bay Contact Glena Tredinnick, glena.t.tredinnick@uscg.mil
06/11	AMSC Cyber Subcommittee Meeting Contact Glena Tredinnick, glena.t.tredinnick@uscg.mil

For a complete schedule and event details, visit www.maritimedelriv.com.





