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Feds Dodging Responsibility to Waterways

Unable to continue to pick up the tab for a federal data collection system, maritime authorities around the country are fighting to save a valuable program that has proven to protect the environment on the nation's busy waterways.

Developed by the National Ocean Service in 1991, PORTS® (Physical Oceanographic Real-Time System) has operated under the policy that local users pay for all costs to operate and maintain the systems at ports throughout the U.S.

The goal of PORTS is to promote navigational safety, improve the efficiency of U.S. ports and harbors, and ensure the protection of coastal marine resources. It collects data at 23 U.S. ports by using technology to monitor currents, wind, air and other meteorological phenomena along the coastal waterways.

Initially, NOS funded the one-time PORTS installation costs, which range from $30,000 to $1.5 million per port area, but for the last 15 years local waterway users have been required to pay for both the installation and the maintenance of this system.

"PORTS is a partnership program," said Darren Wright, NOS Maritime Services program manager, "where the federal government is responsible for the program management, 24/7 data quality monitoring, data collection infrastructure such as the databases, the data dissemination through web servers and voice systems and national standards."

Industry representatives struggle to understand why the federal government does not fund the entire system.

"Outside the maritime industry, there does not seem to be much awareness of the highly critical role PORTS plays in providing safety and efficiency to seaborne trade around the U.S," said Ward Guilday, president of the Pilots' Association for the Bay and River Delaware. "We believe that if the general public and our representatives in Washington are made aware of the tremendous impact PORTS has on intrastate and international commerce, it will get the proper recognition."

Several maritime industry representatives acknowledged part of the problem is that the general public never thinks about seaports – unless there is a problem, such as an oil spill or labor strike. "Ports are a huge business, and they are more important to American's daily lives than most people realize," said Maritime Exchange President Dennis Rochford.

According to the American Association of Port Authorities, seaports support the livelihoods of over 13 million Americans and are responsible for the movement of $3.8 billion worth of goods moving in and out of the U.S. each day. "At least 99% of the volume of all U.S. overseas import and export cargo moves by water through America's seaports," said Aaron Ellis, AAPA public affairs director. "The balance moves by air."

But many others beyond commercial port interests use the system on a regular basis. "Our region has benefitted from PORTS in the area of preparedness and response," said Capt. Kathy Moore, Coast Guard Captain of the Port for Sector Delaware Bay. "Most notably, we used the system during Superstorm Sandy, but also during all of our Nor'easter events. Water level sensors provided real time information concerning the amount of storm surge that was to be experienced above the tides."

The Delaware River Basin Commission's continuous real-time flow and transport model draws on data from the PORTS system to simulate movement

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Progress Continues on the Delaware River Channel Deepening Project

Two more steps closer to 45 feet

Since construction to deepen the main shipping channel from 40 to 45 feet was initiated in 2010, approximately $165 million of federal and Commonwealth of Pennsylvania funds have been contributed to the project.

In addition to the contract awarded last December to complete the deepening of Reach A – from the Philadelphia International Airport to Whitman Bridge – by November of this year, construction bids have now been opened for two additional sections of the channel.

On April 29, Great Lakes Dredge and Dock Company was the low bidder at approximately $25 million and will be awarded the contract to deepen Reach AA of the channel between the Ben Franklin and Walt Whitman Bridges. Construction on this phase is scheduled to begin in September and be completed by March of 2015.

And on May 1, the Corps opened bids, currently being evaluated, for the contract to deepen Reach E, the area from the beginning of the Bay northward approximately 16 miles. Sand removed will be placed at Broadkill Beach in Delaware.

In order to ensure an adequate availability of hopper dredge equipment to coordinate with the ongoing beach replenishment projects along the east coast associated with Hurricane Sandy, the window to complete this phase of the project has been extended from September 2014 thru March 2016.

"These are important next steps to bring this project to completion within the next three years," said Charles Kopp, Esq., chairman of the Philadelphia Regional Port Authority. "Perhaps of greater importance is that the completion of this vital project will stimulate hundreds of millions of dollars in new port infrastructure projects throughout the Delaware River regional port complex while protecting and creating thousands of good paying family sustaining jobs."



Interview with
Pennsylvania Senator
Patrick Toomey



Sen. Pat Toomey (R-PA) has been among the strongest advocates of the commercial seaport in Congress. The senator serves on the Finance, Banking, Budget and Joint Economic Committees and is chairman of the Senate Steering Committee, the coalition of Republican senators that advocates for innovative, conservative policies. We asked Sen. Toomey to comment on some of the issues affecting our regional maritime industry.

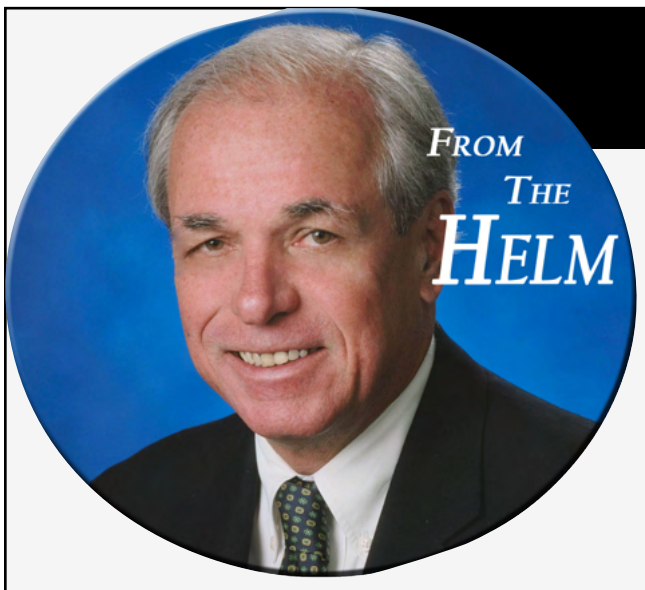
Q: Congress is considering a reauthorization of Customs and Border Protection (CBP) programs. Given that you serve on the Finance Committee which oversees CBP, what are your priorities for this legislation?

A: The Delaware River is a world-renowned location for agricultural products from across the globe. With that comes a lot of interaction with Customs and Border Protection. Since coming to the Senate, I have fought hard to ensure that our ports have an adequate number of agricultural inspectors that is commensurate with cargo fluctuations throughout the year. This reauthorization is an opportunity to make sure the right policies are in place to ensure that is happening. Also, many operators want the ability to pay more for additional inspectors to clear cargo faster. I think that makes all the sense in the world, and I am glad that CBP is open to these types of modest changes.

Q: Infrastructure funding for projects like the Delaware River deepening has been one of the few areas of bipartisan success in Washington over the past few years. Can you elaborate on your efforts with Sen. Casey and others?

A: As we all know the Delaware River deepening project is game changing for our port community. It will make our refineries and exporters more competitive while heightening our status as the go-to destination for agricultural products. Our region has been waiting for decades for this project to come to fruition and it finally has thanks to the bipartisan cooperation of government, business, and labor officials at all levels. I have been proud to work with Senators Casey, Coons, and Carper to make the case to the administration that projects like this are good for jobs and economic growth.

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Wistfully Eyeing Vacation Time

As we enter the summer months, following a brutal winter and a very late entrance of spring, we hope the weather between now and September will be conducive to visits to the seashore or mountains, long-awaited trips to far-off destinations or the traditional family picnics and barbecues that fill our weekends throughout the summer season.

And while summer is traditionally the time to take a break from our normal schedules and the daily grind, there is no stepping back from the work on so many issues critical to the success of our regional port.

As outlined in other articles in this edition of *The Beacon*, we can't take a holiday from efforts to pursue funding for the channel deepening project or acquiring additional CPB-Agriculture inspector positions to support the agricultural trade that dominates our port. Equally important are securing a federal funding stream to pay for the operations and maintenance contracts of the Physical Oceanographic Real-Time System and ensuring there are adequate federal funds to maintain the channels and harbors that serve the 41 port and terminal facilities throughout the tri-state regional port complex.

All of these issues will be addressed through the House and Senate appropriations process in Washington, D.C. Congress will be in session through the first of August, and there will be a strenuous debate with respect to each of these and a host of other spending measures.

While port stakeholders over the years have pursued so many key concerns with our congressional delegation, and in so doing have developed strong working relationships, our community must continue to advocate for the funding necessary to ensure the appropriate levels of government services.

We have been successful on any number of fronts due to these efforts. In large measure, our success is driven by the leadership and support of our federal and state elected officials who continuously champion those initiatives critical to keeping our port competitive.

But let's also be clear – in a number of areas, we have a long way to go, as you'll also note in this issue of *The Beacon*. The show, as they say, must go on.

Wouldn't it be nice if, like so many do elsewhere, we could take six-week vacations and just walk away altogether from all the things that demand our attention? Our "Puritan" roots probably wouldn't allow us to do this, and even the most overcommitted, overwhelmed and stressed out among us undoubtedly continue to bow to the need to stay connected via smart phones and other devices during our time away from the office.

One school of thought holds that we're not helping ourselves. There is a growing body of research that demonstrates that unplugging during time off can actually help workers be more productive when on the job, and some U.S. companies are starting to take bolder efforts to urge employees to take their vacations.

At some level, I think we're all more than a little envious of organizations that ban email and cell phone use during worker time off. Tough to do in a 24/7/365 industry like ours.

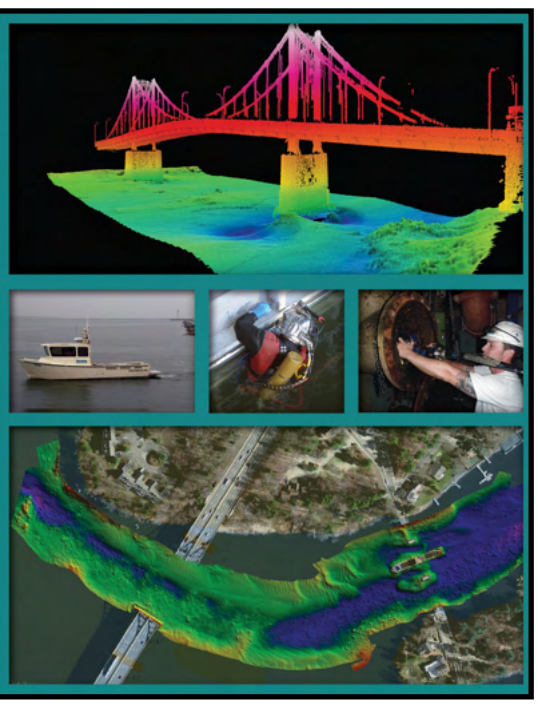
So, as we enter the summer months, we will try to take some vacation – to relax and recharge. But we will continue to be engaged and vigilant as we pursue this year's agenda in Washington.

Jim Lockford

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More Improvements in Store for MOL Users

Springtime in Philadelphia means growth and change as nature comes back to life after a hard winter. For the Maritime Exchange, this is no different, as months of hard work are put into place as enhancements to Maritime On-Line® (MOL).

Funded in part by grants from the states of Delaware and New Jersey, the Exchange has recently completed significant upgrades to MOL, and several more are in the works.

AIS Gets Major Attention

"You guys hit it out of the park with this change," said Thomas Peck, Operations Unit Controller of the Coast Guard Command Center. The AIS module, which not only provides access to vessel positions but also directly links to the local data such as ETAs, in-port destinations, and vessel agent contact information, is used by various mariners and agencies in the region, including U.S. Coast Guard Sector Delaware Bay.

Peck was referring to the most recent enhancements to the Automatic Identification System (AIS) component of MOL. Completed in two parts, the most visible piece of the project was to improve vessel playback processes.

"The upgrade completely redesigned track replay functionality for all vessels or a single vessel in any given area," said Paul Myhre, Exchange director of operations. "The controls have been modified to allow for easier maneuvering as a user selects a target and timeframe for playback."

The first and larger component of the project involved updates to the backend software and database structure. Michael Fink, Exchange IT director noted that the work was transparent to users but was necessary to allow for future enhancements.

"With every vessel transmitting data as often as every two seconds," he said, "we were recording up to 500,000 position reports per day. As a result of this project, we were able to reduce the number of records stored by approximately 80 percent. That translates into a dramatic performance improvement for replay and other processes."

eNOA/D and TRACS Also Updated

The Exchange also recently completed a revision to Electronic Notice of Arrival and Departure (eNOA/D) submissions to meet the new Coast Guard Schema 3.3 requirements.

"Though we are now operating under the 3.3 schema," Fink said, "we are already programming to the next version." The Exchange has repeatedly asked Coast Guard to work more closely with industry to better coordinate system modifications, but has not yet been successful. "It makes it extremely difficult to plan ahead when there is little advance notice, and it significantly increases costs to have multiple spec changes coming one on top of the other."

In addition, a number of TRACS changes have either been pushed into production or are under development. These include updates to error checking, additional reporting, and redesigning the cargo entry screen, among others.

While some changes are required to meet regulatory requirements, many are designed to enhance the user experience. "These changes do just that," Myhre said. "We are always trying to improve MOL based on user suggestions."

To get connected to MOL, contact Paul Myhre at 215-925-2615 or pmyhre@maritimedelriv.com.

AMSC Looks at Cybersecurity

With the completion of the National Cybersecurity Framework last year, officials at all levels of government are beefing up protocols to protect against malicious cyber intrusions. Recent hackings into point of sales systems such as those at Target or Michaels only underscore how vulnerable Americans remain.

While in the forefront of security protocols for finance and banking for decades, more recently the need to protect against cybersecurity threats has become increasingly apparent in our transportation systems. One mass transit association completed comprehensive cybersecurity guidelines last fall. And in mid-April, the aviation industry and the government announced the creation of new platforms to share information about cybersecurity.

In the maritime domain, however, the issue has received less attention. Yet with emerging opportunities to cause harm – by spoofing a vessel's Automatic Identification System, for example, or hacking into a port authority's terminal operating system – Coast Guard is doing what it can to raise awareness and encourage maritime businesses to do more to guard against cyber-attacks.

"At a basic level, there are no cybersecurity protocols specific to the maritime industry that are not present in other sectors," said Kathy Moore, Captain of the Port for Sector Delaware Bay. "But it is incumbent on our port businesses to guard as vigilantly against computer incursions as they do against physical security breaches."

In March, local Coast Guard coordinated a Cybersecurity Workshop for members of the Area Maritime Security Committee to share information and best practices. Among the key goals of the session were to identify the communications process in response to a cybersecurity incident, discuss post-incident notifications, and review response capabilities.

Exchange Vice President Lisa Himber participated in the half-day workshop. "One of the unique challenges to our industry," she said, "is that we're a 'community.' We work with the same people continually, and our businesses – and the systems that run them – are intrinsically interconnected." This becomes an issue when considering if and when to notify port partners about computer concerns, she noted. "On the one hand, no one wants to broadcast information every time an Internet connection goes down. But on the other, if the same thing is happening to everyone else, and there's no identified problem on the grid, that would be useful information."

Participants agreed that businesses, agencies and organizations operating in the port have an obligation as critical links in our commercial port infrastructure to determine as early as possible whether network and system slowdowns are the result of cyber intrusions. Once that determination is made, those incidents need to be reported through the National Response Center.

Compounding the challenges is the geopolitical structure of the port region. "There are multiple federal agencies that could assist in some capacity with a cyber incident within the port, but given that the port spans multiple geographic jurisdictions, coordination and/or a central reporting mechanism would be key in recognizing a pattern," said DHS Protective Security Advisor Bill Ryan.

Several recommendations came out of the workshop, foremost among which is for organizations to take advantage of a free service provided by DHS to conduct a Cyber Resiliency Review. Anyone interested in learning more about this assessment is invited to contact Ryan, who covers the Greater Philadelphia region, at william.j.ryan@dhs.gov.

"Cybersecurity is a complex issue. Both regulated vessel and facility operators as well as critical service providers must ensure they are protected against cyber intrusions to the extent possible. We look forward to broadening the discussion at the next AMSC meeting and encourage all maritime stakeholders in this region to get involved," Moore said.



In Memoriam

Dante Mattioni

The port community has lost one of its finest advocates with the passing of Dante Mattioni, Maritime Exchange Director Emeritus, who passed away on Monday, May 5, 2014. Dante had an illustrious career in law, which has included serving as an Assistant District Attorney and Deputy Attorney General for the Commonwealth of Pennsylvania responsible for the Southeastern Region. He served on the Pennsylvania Constitutional Convention from 1967-68 and as a Member of the Board of the Philadelphia Housing Authority.

Dante formed a partnership with two of his brothers in 1965 and founded Mattioni Ltd. on January 1, 1974. He was an accomplished trial lawyer handling numerous important and complex cases in his long career at the bar.

Before attending law school, Dante served as a merchant marine officer, earning his Master Mariner license early in his seagoing career. He also served in the United States Navy before changing course to follow the law.

As a result of his dedication to the service of others, Dante received numerous awards including recognition as Cavalier by the Republic of Italy, the OSIA's Purple Aster Award, the Ports of Philadelphia Maritime Society Man of the Year award, the Seamen's Church Institute's Spirit of the Port award, and Professional Achievement and Meritorious Service awards by the United States Merchant Marine Academy Foundation.

Dante was Chairman of the Chapel of Four Chaplains and served on the Boards of the Historical Society of the United States District Court for the Eastern District of Pennsylvania, the Ports of Philadelphia Maritime Society, the Vessel Owners and Captains Association, the Seamen's Church Institute, the Justinian Society Foundation, the Maritime Charter School and other diverse organizations.

The Maritime Exchange staff is saddened by this loss and extend their condolences to Dante's family.

Q&A with Toomey

continued from page 1

Q: What other maritime related issues are you working on in Washington?

A: Two areas come to mind: expanding trade and pushing back on burdensome regulations. One area where the President and I see eye to eye is on the need to find additional markets for American exports. We should being doing all we can to fight for market access abroad for all the great products made right here in Pennsylvania. From milk and cheese to high-tech medical devices, more trade creates more jobs plain and simple. Additionally, I have heard from many operators that the patchwork of ballast and incidental discharge standards at various ports along the East Coast has become a real problem. Accordingly, I have cosponsored bipartisan legislation to create easy to understand uniform national standards to provide certainty on the water.

If folks have other ideas on how I can be helpful, please contact my local office in Philadelphia or visit my website www.toomey.senate.gov.

ASOEX: A True Partner for Delaware River Ports

Founded in 1935 with the mission of facilitating the export of fresh fruits from Chile, the Chilean Fruit Exporters Association (ASOEX) has a long history of proactive support for Chilean fruit cargo arriving to Delaware River marine terminals.

"In the absence of an importing association that might normally take up issues of concern to importers, Ronald Bown, ASOEX chairman, has consistently had the foresight to know when his help and intervention is critical to the overall health of the trade," said Dennis Rochford, Exchange president. In particular, for the past two years, Bown and his organization have supplied needed help and funding for the Delaware River Regional Cold Storage Facility Task Force activities.

The ASOEX funding supports the voluntary audits of cold storage facilities along the Delaware River which are required by the federal government, and the Maritime Exchange administers the program. "Our program has been very successful, in large measure due to the support from ASOEX," Rochford said. "We would not have been able to meet the EPA mandates without it."



Miguel Canala-Echeverría (l), ASOEX general manager and Ronald Bown, ASOEX chairman.

Bown is a dynamic leader who has been honored for his efforts to enhance the fruit trade in our region on several occasions. "The East Coast accounts for 73% of the Chilean fresh fruit volume that enters the U.S. market, and this is where the Delaware River ports play a significant role in the fruit commerce between Chile and the U.S. We continue to believe the U.S. market is one of great growth potential and the fruit industry is committed to strengthening our position towards the future," Bown said.

Last year, Bown received the Chilean American Chamber of Commerce "Visionary Award" for his contribution to the promotion of Chilean fruit in the U.S. and for his role in strengthening relationships between the two countries.

Miguel Canala-Echeverría, ASOEX's General Manager, also expressed his appreciation for the partnership with the Maritime Exchange and all the agencies of the Delaware River who support their fruit exports.

Rochford, who has visited Chile on several occasions, said, "The Chilean fruit trade is vital to the health of commerce on our river. We pledge our ongoing vigilance and support to meet any obstacles to the movement of this cargo."

PORTS Funding

continued from page 1

of contaminants during spill events, such as the recent vinyl chloride release in Paulsboro, N.J. to protect drinking water intakes. Recreational boaters and the commercial fishing industry also use PORTS tide sensors to make navigation decisions.

And according to Jonathan Sharp, professor of oceanography at the University of Delaware, PORTS is a vital information source for academic research on the estuary of the Delaware River and Bay. "The data are valuable to our interpretation of what happens during large floods, which completely change the ecology of the Delaware Bay, potentially creating a situation that will require a different resource management strategy," he said.

While NOS does not dictate who should pay the costs, in most cases, the public port authorities and other commercial interests foot the bill. "If there is going to be a pay-to-play system, then everyone who uses it should pay," said Andrew McGovern, a Sandy Hook pilot who chairs the New York/New Jersey Harbor Safety Committee.

The 23 PORTS installations at U.S. ports are designed to meet the requirements of the different waterways they serve. "The largest system has over 100 sensors, and the smallest consist of a single gauge," Wright said. Annual costs to local communities to maintain and operate the individual systems range from $15,000 to about $400,000 per year.

According to a report issued in 2000, the federal government implemented its policy of requiring local funding for PORTS because the system brings enhancements to both navigation safety and efficiency which can result in significant local economic benefits.

"Of course PORTS brings economic benefits to the maritime industry," Rochford said, "just like air traffic systems support the economies of the air transport industry and federal agriculture funding supports the farming sector." The federal government's job is to help promote economic growth, he noted. "President Obama has said one of his top priorities is 'to improve the conditions that directly affect the private sector's ability to export' cargoes through the National Export Initiative. Yet the administration refuses to provide funding for this critical program."

Other federal agencies have specific responsibilities to ensure U.S. seaports are safe and efficient. For example, the Army Corps of Engineers is responsible for maintaining federal ship channels, and the Coast Guard pays for buoys, lights and other aids to navigation, as well as ensures they are kept in working order. Together, those programs cost billions of dollars each year.

In total, the nation's PORTS programs require only about $4-5 million per year to maintain.

"In contrast to many other federal programs, PORTS is extremely low cost and provides very distinct benefits," said Marcus Woodring, managing director of health, safety, security and emergency management at the Port of Houston Authority. "The program is optional, but once installed mariners realize they can no longer operate without it. It's very challenging to continue to find a local source of funding for what should be a federal responsibility," he said.

Last year, the NY/NJ port community almost pulled the plug on its system. When they learned that funding would no longer be available to support the PORTS operating costs, officials evaluated ramifications of a system shutdown. "Working with the Coast Guard, we determined that we would have to add another two feet of water to the underkeel clearance," McGovern said. Faced with that drastic decision, he noted, they were able to find funding at the last minute. "This was a safety issue. We believe we can navigate more safely with PORTS and two feet of water underneath the ship than we can without it at four feet of clearance."

The cost of one foot of draft can be staggering. For a Suez-max tanker, for example, a single foot of reduced clearance can translate into $2.5 million or more per voyage. When ships are unable to carry their full load of cargoes, everyone pays – at the supermarkets, department stores and gas pumps.

When PORTS was first installed in New York harbor, McGovern said that program managers demonstrated how the community could provide the data on a subscription basis to support ongoing costs. "That was why we agreed to take on the responsibility for expenses in the first place. But later they told us we couldn't sell the data. Since its federal data, it has to be made available for free. So if it's a public system and public data, why do we have to pay for it?"

Even in this tight financial climate in Washington, support for federal funding for PORTS is growing.

"It is very clear to me that the cost benefit of this program is tremendous, but changing anything that involves funding has the potential to be difficult in Washington these days – even something as low cost, high reward as this program," said Delaware Senator Christopher Coons. "I am going to work hard in the next few weeks to identify additional senators who also have PORTS programs in their states and who recognize how critical the maritime sector is to the economy.

Last year, Coons was successful in including language in the Appropriations Bill encouraging the National Oceanographic & Atmospheric Administration to request full PORTS funding, including operations and maintenance, in future budget requests. "Worrying about how to find the money to keep these sensors operational is a distraction that many ports in America don't need right now," he said.

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Region Welcomes New CBP Area Port Director



Please join the Exchange in welcoming Susan Stranieri to the tri-state region. Stranieri was recently appointed as U.S. Customs and Border Protection's Port Director for the Area Port of Philadelphia.

She arrives from the National Targeting Center-Cargo near Washington, D.C., where she served since 2009 as the Chief Watch Commander, led narcotics and export enforcement programs, and participated in classified programs within the intelligence community.

A native of Worcester, Mass., Stranieri began her federal government career with the U.S. Customs Service in 1987 in Miami. She worked on Anti-Terrorism and Contraband Enforcement Teams (A-TCET) in both the airport and seaport environments. She was then promoted to Enforcement Supervisor in 1992 at Miami International Airport.

As supervisor, her duties included leading the Customs Carrier Initiative program which worked to secure the aircraft against the placement of narcotics and other illegal contraband. In that capacity, she conducted internal conspiracy assessments at foreign airport facilities in South and Central America and in the Caribbean, and she provided aircraft search training to airline personnel.

In 1997, she was promoted to Chief of Trade Operations in Miami and Ft. Lauderdale/Port Everglades, overseeing both airport and seaport cargo enforcement operations.

After 9/11, Stranieri was one of a handful of officers and managers selected to help create what is now the National Targeting Center and served as the agency's first Watch Commander, overseeing national targeting of suspected terrorists.

She also served in Antwerp, Belgium with the Container Security Initiative program at its inaugural deployment in 2003.

Stranieri then returned to Port Everglades/Ft. Lauderdale as Chief of Enforcement. She worked extensively with the seaport and airport authorities, the trade community, and law enforcement entities in the areas of trade facilitation, enforcement, and port expansion.

In 2005 while serving as the A-TCET Chief, she was the designated Port Law Enforcement liaison where she guided the port through high-security events such as the Organization of American States meeting, the US Navy Fleet week, and presidential visits.

Stranieri temporarily served as CBP's Area Port Director in Boston during 2012.

Stranieri holds an Associate's degree in Law Enforcement from Quinsigamond Community College in Worcester, Mass. and a Bachelor of Science degree in Sociology/ Criminal Justice from what is now Worcester State University. She has also completed the CBP Leadership Institute Program at the University of Chicago Booth Business School.

New Leadership at D5



RADM Stephen Metruck assumed command of the Coast Guard 5th District from RADM Steven H. Ratti at an April 30 ceremony in Portsmouth, Va. Upon completion of his tour at D5, Ratti retired from the Coast Guard after nearly four decades of service. Metruck most recently served as the Assistant Commandant for Resources and Chief Financial Officer for the Coast Guard and previously served as Chief of Staff for the 11th Coast Guard District.

Several members of the Delaware River port community travelled to Virginia to attend the event. Shown here are (l-r) Jon Kemmerley, Chairman of the Mariner's Advisory Committee, RADM Ratti, RADM Metruck, U.S. Coast Guard Captain of the Port for Sector Delaware Bay Kathy Moore, and Maritime Exchange President Dennis Rochford.

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Lord Jim Revisited

Legal Ease

By: Eugene Mattioni, Esq.
Mattioni Ltd.

"Lord Jim," a classic maritime novel written by Joseph Conrad, is a story of a young man who loses his honor in a display of cowardice at sea but perseveres in the face of disgrace in pursuit of penitence of that sin against his own "shadowy ideal of conduct."

Jim goes to sea as a youth and quickly becomes chief mate of the Patna. His decision to become a seaman was influenced by his idealistic desire to be a hero, but he became a first mate "without ever having been tested by those events of the sea that show in the light of day the inner worth of a man, [. . .] that reveal the quality of his resistance and secret truth of his pretenses, not only to others but also to himself."

When the Patna began to take on water and disaster seemed imminent, Jim was faced with the very opportunity that he had daydreamed of as a youth: the chance to act courageously in the face of certain death. Instead of embracing this opportunity, Jim joined the captain and crew in abandoning the ship and its passengers. Afterwards, as he gazed upon the "ship he had deserted uprising above him" Jim knew that "[t]here was no going back. It was as if I had jumped into a well – into an everlasting deep hole."

The crew, as well as the Patna and its passengers, are later rescued. Due to his reprehensible conduct, Jim is forced to relinquish his navigational command certificate. Disgusted in himself for missing his opportunity to prove his courage and internal fortitude, Jim spends the remainder of his life making amends. Conrad gives him a second chance in a remote island setting, where he acquires the title "lord" and wins the respect of the locals. Although one is left with contempt for the captain, who instigated the abandonment of his Patna, it is hard not to forgive Jim, given his sincere desire to change.

In "Lord Jim" Conrad explores the moral implications and practical consequences of a decision by a crew member to abandon a vessel and its passengers. Not only is such conduct cowardly and morally reprehensible, it can also constitute a violation of maritime tradition and statutory law.

It is an entrenched aspect of general maritime law and a proud international tradition of stewardship that a captain must be the last person to evacuate a vessel prior to its sinking or destruction.

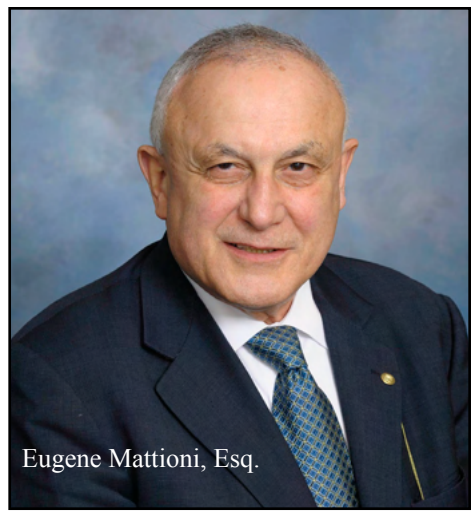
Although international law does not recognize this ancient rule, it is a crime to abandon a vessel in many countries, including Greece, Italy, and South Korea. In the U.S., the act of abandoning a vessel is not per se illegal, but a captain or other ship officer can incur criminal liability under the Seaman's Manslaughter Statute, 18 U.S.C. § 1115, when death occurs aboard a vessel caused by the negligence of the captain or other officer.

Regrettably, captains have not always satisfied these standards. For instance, on August 3, 1991, Capt. Yiannis Avranas was in command of the Greek cruise ship MTS Oceanos when the ship began taking on water after an explosion damaged the hull. The captain abandoned his ship, leaving 160 passengers on board. All passengers survived the incident due to prompt assistance from the South African Air Force.

Similarly, on January 13, 2012, Capt. Francesco Schettino was operating the Italian cruise ship Costa Concordia when the vessel contacted an object on the sea floor, which resulted in the death of thirty-two passengers. Schettino was arrested on preliminary charges of manslaughter in connection with causing a shipwreck, failing to assist 300 passengers, and failing to be the last to leave the shipwreck.

And this past April 16, Capt. Lee Joon-Seok was piloting a commercial ferry, carrying 476 passengers and crew, when the ship began to list. Instead of ordering the passengers and crew to evacuate, the captain instructed passengers to remain in their cabins without life jackets as they tried to right the ship. When it was clear that the vessel could not be saved, Lee and most of his crew abandoned the ship, leading to more than 270 completely avoidable deaths.

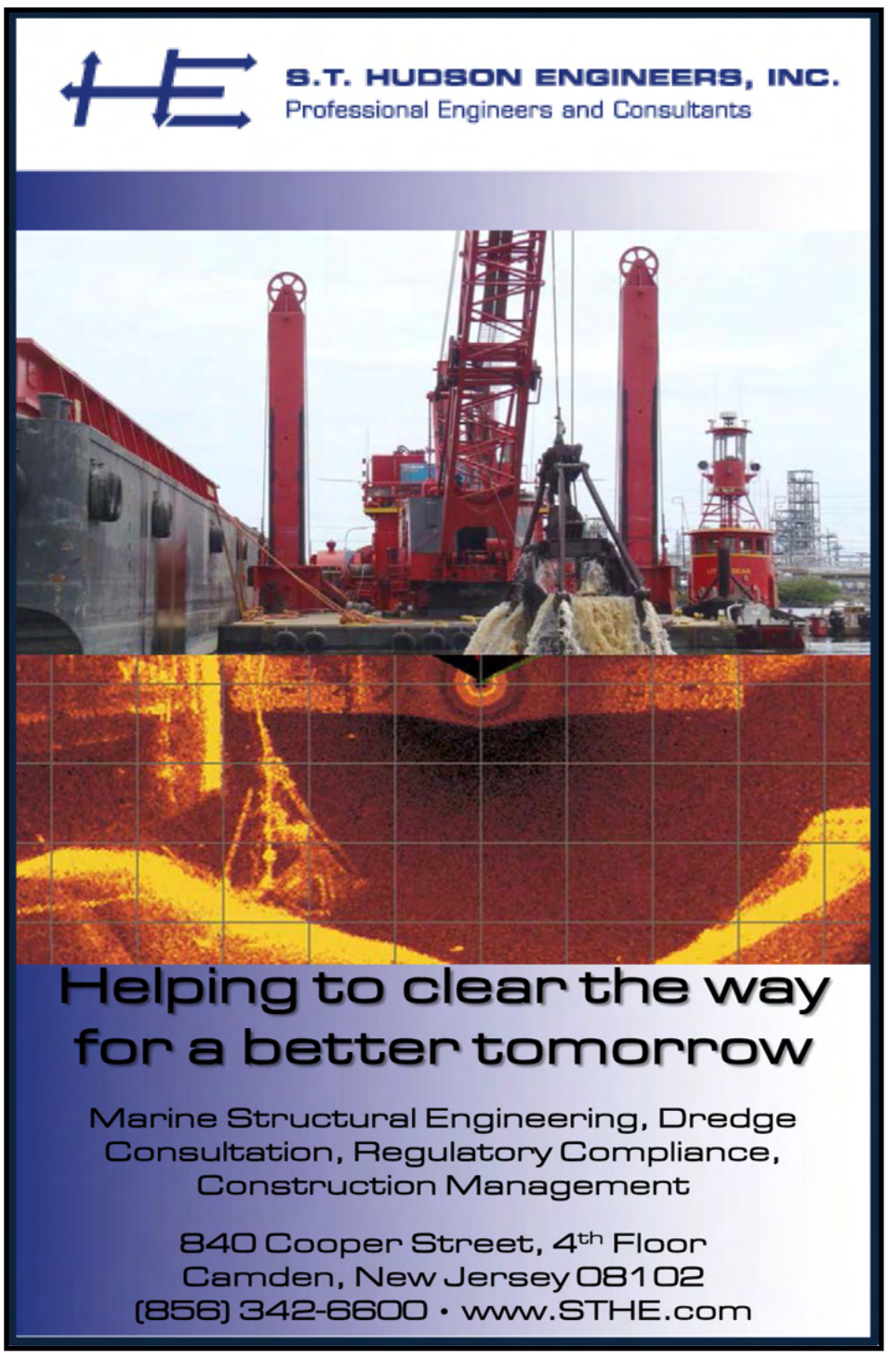
Fortunately, there are many incidents involving captains whose conduct satisfied the foregoing duties. For instance, in April 15, 1912, Capt. Edward Smith was operating the Titanic when it struck an iceberg. Smith did everything in his power to prevent panic and protect his passengers, including ordering women and children in the lifeboats first, even though by doing so he was condemning himself and his crew to certain death.

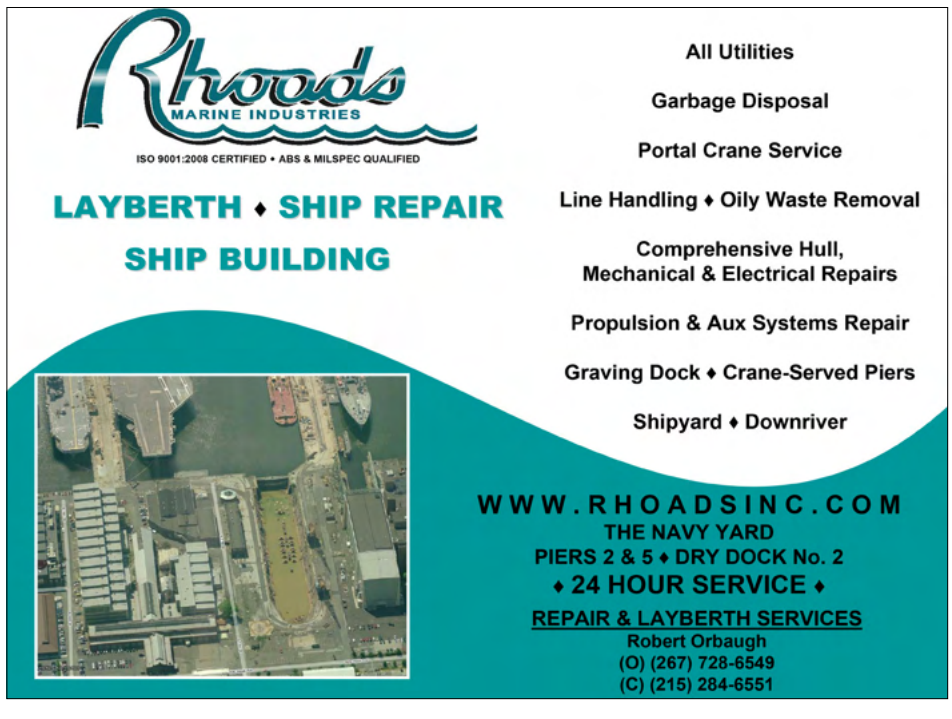

Eugene Mattioni, Esq.

Capt. Peiro Calamai was in command of the Andrea Doria when it collided with the Stockholm south of Nantucket, Mass. on July 25, 1956. Calamai remained aboard until all passengers had been rescued. Then, he ordered the majority of his crew members to evacuate, asking only a few volunteers to remain with him. Calamai agreed to abandon the vessel only after the remaining officers refused to depart without him.

And on January 15, 2009, Capt. Chesley B. Sullenberger was in command of an Airbus A320 en route from New York to Charlotte, N.C. Shortly after takeoff, the plane was struck by a large flock of birds, which disabled both engines. Sullenberger attempted a water landing in the Hudson River, and all passengers and crew members survived. Risking his life, Sullenberger searched the unflooded part of the passenger cabin twice to ensure everyone had evacuated. He did not leave the airplane until all passengers and crew members were evacuated.

As alluded to in "Lord Jim," crew members are required to uphold the duty of care they owe to passengers. As concerns vessel captains, this rule is a deeply entrenched aspect of maritime law and custom. The recent Costa Concordia and South Korean ferry tragedies require us to re-visit the importance of these duties. Although "Lord Jim" teaches that a singular act of cowardice can be forgiven, such acts, when taken by captains must be sufficiently punished and deterred.





Cape May-Lewes Ferry Celebrates 50 Years

In 1964, Lyndon B. Johnson was President, the Beatles first appeared on the Billboard Chart, and the Cape May-Lewes Ferry made its grand debut. On July 1, 1964, the first ferry departed the Lewes, Delaware terminal at 6:47 a.m. It carried eight vehicles and 15 passengers. Since then, more than 43 million passengers and over 14 million vehicles have made the 17-mile, 85-minute trip across Delaware Bay between Cape May, NJ and Lewes, DE.

"The Cape May-Lewes Ferry has truly stood the test of time," said Scott A. Green, executive director of the Delaware River and Bay Authority, which operates the ferry. "While we have been around for 50 years now, this is most definitely not your 'grandfather's ferry.' Our ferries are state-of-the-art vessels equipped with all the latest technology to ensure the comfort, convenience and safety of our passengers. We hope that people who haven't had the opportunity to take advantage of all the Cape May-Lewes Ferry has to offer will do so in 2014 and help us celebrate this great milestone."

Because getting there is half the fun, all vessels are equipped with modern amenities, including outdoor deck chairs, air conditioned lounges, cafes, Wi-Fi, and lively deck bars. The ride offers a relaxing and picturesque way to cut miles off a road trip, or simply get away for a day of sight-seeing, shopping, beach time, ecotourism activities, dining or recreation.

About the first crossing

The entire region, including the governors of both states and a host of other officials, came together in preparation for the ferry's first official crossing in 1964. Dedication-week activities included preopening inaugural "Hands Across the Bay" ferry crossings. Celebrations also included a fighter plane fly-over, sky-divers, receptions and dinners, and public concerts. Tens of thousands of people were involved in the week-long celebrations, all because of the expected positive impact that the new Cape May-Lewes Ferry would have on the economies of southern Delaware and southern New Jersey.

The first paying customer, Andrea Lippi, drove his black 1964 Mustang aboard the first vessel.

About the 50th anniversary celebration

On June 28-29, the ferry terminals will host anniversary celebrations, including a classic 1960s car show, live entertainment, carnival games and children's activities. The event will also feature a time capsule placed under a capstone in the patio of the legacy brick design and an outdoor screening of WHYY's new documentary on the ferry.

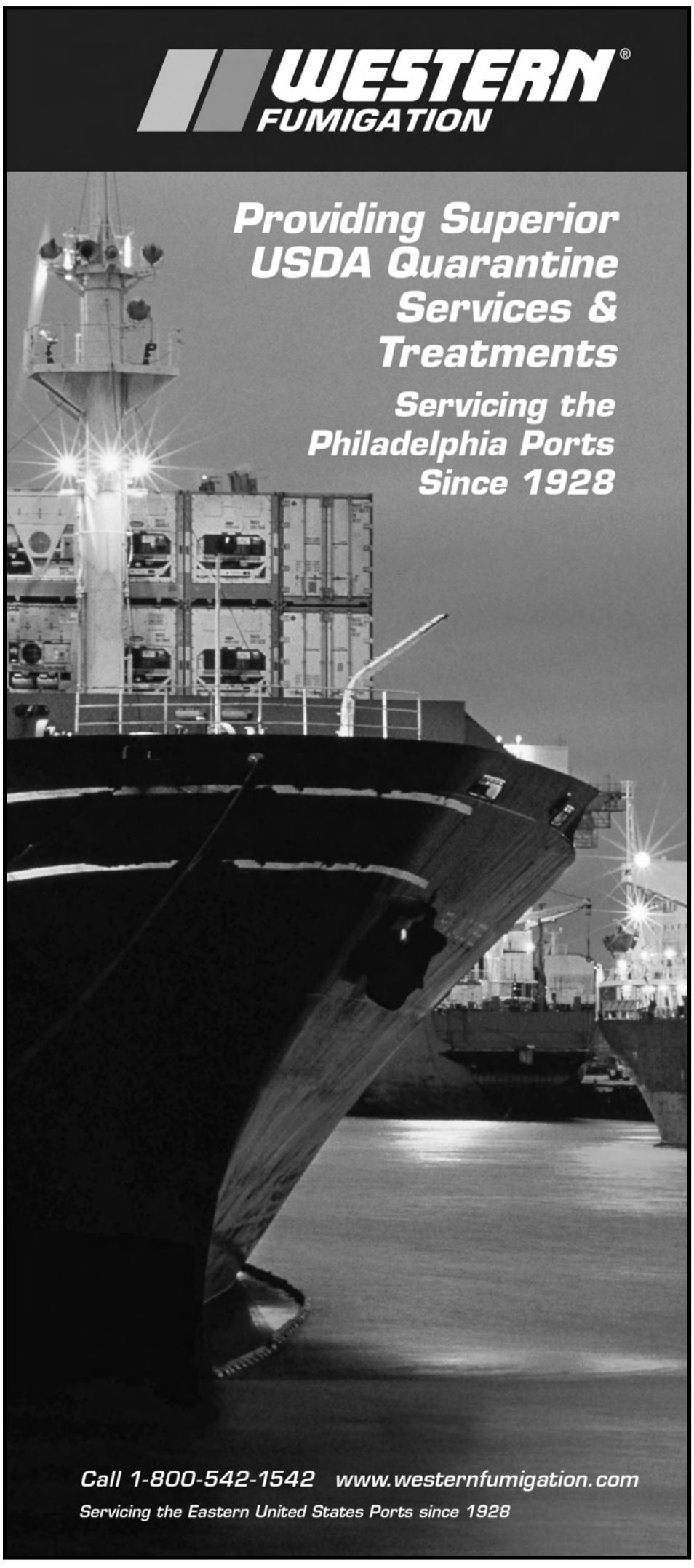
Historic exhibits are currently on display in both terminals featuring old photographs, newspaper articles and other memorabilia. Ferry employees will be working with both the Lewes and Cape May Historical Societies to produce traveling versions of these exhibits. The ferry also plans to offer special vehicle and passenger rates during this period to celebrate the milestone with its customers.

For a complete history of the Cape May-Lewes Ferry and more information about the 50th anniversary celebration or general information, visit www.cmlf.com or call 800-643-3779.



The Cape May-Lewes Ferry vessels. Photo from the collection of Fred Coldren, Cape May, N.J.





Exchange Board Election Results

The Maritime Exchange extends its appreciation to those members who voted in the Annual Election held in March. The following were elected to three-year terms:

Robert Bandos
GAC Shipping (USA), Inc.

Jesse Chambliss
General Steamship Corporation, Inc.

John P. Donohue, Esq.
Clark Hill Thorp Reed

Barbara Hunter
Western Fumigation

John E. Mallough, Sr.
OHL International

William J. Moran
Marine Guard

Mark Murphy
Murphy Logistics

Robert W. Palaima
Delaware River Stevedores, Inc.

Michael Reagoso
McAllister Towing

Charles Ward
General Maintenance & Labor, Inc.

The Exchange Directors serving for the next year:

John T. Reynolds
Chairman

A.Robert Degen, Esq.
Secretary/Solicitor

Uwe Schulz
Vice Chairman

Dennis Rochford
President

Dorothy Mather Ix
Treasurer

Lisa Himber
Vice President

Eddystone Home to New Rail Facility

More than just the port is pulsing with activity these days.

Along with new investments in marine terminal facilities in Paulsboro, New Jersey and south Philadelphia, and the Sunoco Mariner East project, all which have been featured in this newsletter in the past, is another construction project dedicated to goods movement in the Delaware Valley.

The Eddystone Rail Project, underway for a little over a year, is expected to receive about 80,000 barrels per day of light sweet crude oil products from the Bakken region of North Dakota to its new facility adjacent to Industrial Highway in Delaware County, just up river from Penn Terminals. It is being developed in response to shifting national supply and demand patterns and the demand by East Coast refineries to access growing supplies of crude oil produced in North America.

Enbridge Inc., through its subsidiary Enbridge Rail (Philadelphia) LLC, entered into an agreement with Canopy Prospecting, Inc. to create the Eddystone Rail Company, which jointly developed the project.

This transshipment facility will provide Philadelphia-area refineries and the northeast region with access to growing supplies of crude oil from U.S. producers.

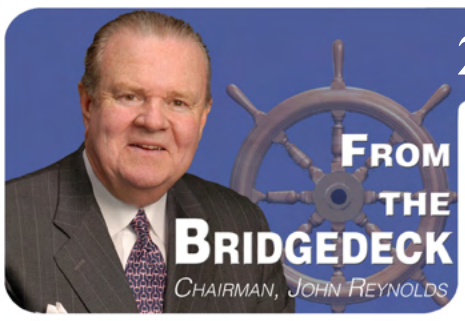
Over the past year, construction work has largely involved replacing and upgrading existing rail siding and installing new offsite rail siding. Also included were retrofitting and improving an existing 200,000-barrel tank and installing a new 20-inch discharge pipeline, two new transfer pumps and new equipment for transferring crude to barge docks. During the construction phase of the project, up to 600 workers were on site each day, and project managers anticipate there will be approximately 50 permanent jobs at the facility.

"In a little more than one year, Eddystone Rail Company has made great progress on the development of what will be a state-of-the-art rail car offloading facility," said Facility Manager Steve Turnbull. He noted that project team members have coordinated closely with local and state permitting agencies as well as the first responder community.

"Our top priority is always the safety of those who live and work near our facilities, and we design, build and operate these facilities with a clear focus on reducing the risks of transporting volatile products," Turnbull said. "As construction comes to a close and operations commence, we'll continue to uphold our commitment to safety."

By the time you read this article, it is likely the facility will have already begun receiving oil via unit trains with up to 120 cars. Under current plans, the facility can be expanded to receive up to 160,000 barrels per day.





2014 Annual Meeting: Report Highlights Key Issues

Following is an extract of the Report of the Board of Directors, delivered by Chairman John Reynolds at the 139th Annual Meeting on March 12, 2014.

I am pleased to report that the Maritime Exchange completed yet another successful year in 2013. The 2014 budget was approved by the Board of Directors on November 13, 2013, allowing the Exchange to continue its role as a critical component of the overall maritime infrastructure serving the Delaware River and Bay.

Last year, 2,138 ships called on Delaware River ports, an increase over the 2,076 arrivals the previous year. This 3% gain in ship calls, coupled with the tonnage volume increases reported by our region's port authorities and terminal operators, clearly demonstrates that our industry is on the rebound after the severe decreases in 2008 and 2009.

In 2013, the Exchange was again at the forefront of any number of key projects and issues in support of our membership and the maritime community as a whole. Though it would be impossible to delineate them all, several are particularly noteworthy:

Last year saw work on the Main Channel Deepening Project passing the halfway mark. Though over 60% of the channel is now at 45 feet, we cannot yet discontinue our efforts to secure federal funding. There are complex planning issues involved, particularly with the scheduling of the work in the rocky area near Marcus Hook; the Exchange and other port stakeholders must continue to work with members of Congress and the Corps of Engineers to address the remainder of the project.

Last summer, just as we thought we were going to lose the Delaware River Physical Oceanographic Real-Time System (PORTS®), the Exchange, the Pilots' Association and the Mariners Advisory Committee were able to work with the Diamond State Port Corporation, the Philadelphia Regional Port Authority, and the South Jersey Port Corporation to keep the system operational for another 12 months. Going forward, we are now working diligently to secure federal funding for all PORTS systems throughout the U.S.

The Exchange remained busy over the year in its role as Fiduciary Agent for the federal Port Security Grant Program, facilitating the distribution of federal Port Security Grant funds to local stakeholders. Also on the agenda were efforts with FEMA and Congress to restore the program to the Fiduciary Agent model, which provides a number of specific benefits to our port and has been suspended since 2012, and a host of other suggested improvements. To date, the Exchange has helped fund over $40 million in projects designed to improve our ports' security posture.

The Cold Storage Facility Task Force continued to be a priority for the Exchange in 2013, as we worked with task force members, the local community, the Environmental Protection Agency, and Chilean exporters to ensure approved Best Management Practices were in place to complement our position as the premiere destination for Chilean fruit product.

Our representation of the Delaware River port community with organizations on a national level helped to cement our position on the national stage as a key player in the industry. On a local level, we were proud to receive the Seamen's Center of Wilmington (SCW) Seafarer's Friend Award in November in recognition of our contributions to that organization.

Beyond our legislative agenda, committee and coalition achievements, development of information technology initiatives remained key to our accomplishments in 2013.

In 2013, the Exchange modified its NOA/D On-Line system to meet the Longshore Worker Declaration filing requirements implemented by the Coast Guard. These changes have eliminated a paper form required by Customs and Border Protection which receives a copy of the arrival notice. We continue to engage both agencies to advocate the elimination of other redundant filing requirements and the migration of paper forms into existing electronic submission mechanisms.

The Exchange began a major enhancement to the Automatic Identification System (AIS) module, the real-time vessel position module of Maritime On-Line (MOL). The project included updating the core software engine, streamlining the AIS data storage processes, and enhancing the vessel replay functionality – a feature that allows the port community to playback historical vessel movements. This programming was completed earlier in 2014.

We also implemented several modifications to TRACS based on requests from the port community and other changes designed to streamline data processing and maintain compliance with the CBP system.

In partnership with the Pilots' Association, the Exchange migrated its VHF radio network to new data circuits. The shared radio network, which covers the entire Delaware River for ship-to-shore communication, was moved from a legacy data circuit to new Multiprotocol Label Switching circuits.

Needless to say, these are just a few of the areas in which we were involved over the last year. There is still much work to be done on these issues, and our staff is already hard at work addressing new items that have arisen in 2014 as well.

The Exchange thanks its members for their continued confidence and stands ready to help this port community both meet the upcoming challenges as well as bring to bear many new improvements over the coming year.

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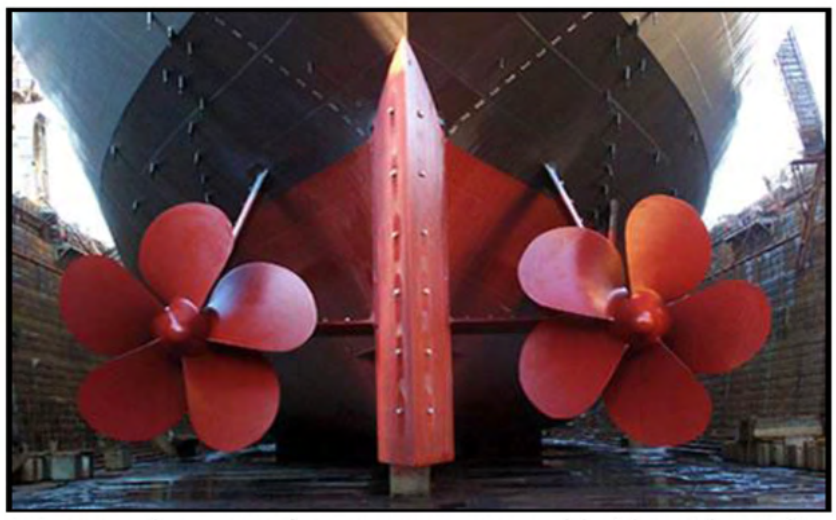
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Celebrate National Maritime Day - May 22

Though only known to a select few Americans who understand the importance of the U.S. Merchant Marine, Maritime Day has a storied history.

It was on May 20, 1933 that Congress declared May 22 each year to be National Maritime Day.

"Whereas on May 22, 1819, the steamship The Savannah set sail from Savannah, Georgia, on the first successful transoceanic voyage under steam propulsion, thus making a material contribution to the advancement of ocean transportation: Therefore be it Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, that May 22 of each year shall hereafter be designated and known as National Maritime Day, and the President is authorized and requested annually to issue a proclamation calling upon the people of the United States to observe such National Maritime Day by displaying the flag at their homes or other suitable places and Government officials to display the flag on all Government buildings on May 22 of each year."

Though unbeknownst to those astute congressmen, the Merchant Marine and American shipyards would become crucial to victory in World War II.

Merchant ships carried troops, equipment and supplies across the ocean. Merchant crewman and their shipmates of the Navy Armed Guard sailed the Atlantic, the Pacific, through the Indian Ocean, and across the Arctic Circle to Murmansk. They carried nearly 270-billion long tons of cargo – the average rate of delivery in 1945 was 17 million pounds of cargo every hour. The Merchant Marine were among the first to go to war, and merchant ships were being captured and sunk even before the United States officially entered the war. And they were the last to return; ships sailed by merchant mariners brought the GIs home.

It was dangerous work. Nearly one in 30 of those who served in the Merchant Marine did not return. More than 6,000 American seafarers and more than 700 U.S. merchant ships fell to enemy action. Only the Marines suffered a higher casualty rate, and no other branch of the armed forces suffered a higher death rate.

In spite of their service and their sacrifices, merchant mariners were not accorded veterans' benefits and for many years were excluded from celebrations of Veterans' Day, Memorial Day, and other days recognizing members of the armed forces.

In 1970, the Maritime Administration sponsored an observance of Maritime Day, a solemn ceremony honoring veterans of the Merchant Marine and those who gave their lives in service to the United States. That observance has been held every year since.

After a long court battle, Merchant Marine veterans were accorded some rights and privileges of veterans in 1988. Ten years later, in 1998, in recognizing veterans from the Persian Gulf War, Congress included more rights and privileges for veterans of the Merchant Marine.

The U.S. Navy Memorial in Washington, D.C., dedicated in 1987, integrates recognition of the U.S. Merchant Marine. The flags at the entrance of the World War II Memorial include the seals of all services: the Army, the Navy, the Marine Corps, the Coast Guard, the Army Air Corps, and the United States Merchant Marine.

Please join the Exchange in taking time this year to remember and honor our Merchant Marine.

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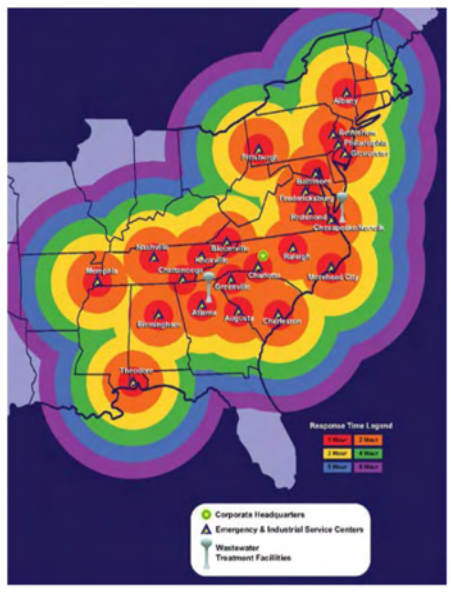
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How the Sea Scouts Came to Landlocked Northwest Philadelphia

By: Susan Christian, Germantown Life Enrichment Center

This is the tale of how the Ship 21 came to Germantown, one of Philadelphia's most landlocked neighborhoods, where our beloved creek, the rocky Wissahickon, is a course for waterfowl, not watercraft.

Cast of characters:

- *The Sea Fox, a 1974 Luhrs CO-1 Type 3, 32-foot yacht*
- *Bob Johnston, Commodore of Ship 21 and member of the Friends of the Sea Scouts*
- *Maurice Walls, Executive Director, Germantown Life Enrichment Center (GLEC)*
- *John Kelly, Skipper of the Sea Fox*
- *The crew*
- *Generous strangers: Sam and his family*

Prologue

Walls and the GLEC's dedicated board and staff battled choppy waters for three years to re-open this beloved former YMCA facility after burst sprinklers drowned everything. By 2012, the Center was sailing smoothly again and on the lookout for new teen programming, when a visitor suggested Sea Scouts – a co-ed maritime division of Boy Scouts of America.

What follows is the story of how Walls, a nice quiet landlubber, winds up shipwrecked on a boat without navigation equipment or emergency supplies, in a strange port, at a dock ruined by Sandy.

Chapter I: The Sea Scouts Come to Germantown

Winter 2012. Bob Johnston walks into the Germantown Life Enrichment Center and likes what he sees – a neighborhood center full of life and promise. He goes home and talks to his friend John Kelly. How about bringing Sea Scouting to Germantown? They propose it to Walls. Unconvinced at first, he is eventually moved by their enthusiasm. The Germantown chapter, called Ship 21 (in Sea Scouting a chapter is a "ship"), is formed in the 100th anniversary year of the founding of the Sea Scouts in the USA. Johnston and Kelly begin recruiting young people but local teens do not seem interested . . . until "the game-changer."

Chapter II: The Sea Fox Finds a New Berth

March 2013. A ship! The Sea Fox is offered to Friends of Sea Scouts – who cannot accept it, so Bob Johnson offers it to the Center, "to be used first for Sea Scouting, and then other activities."

June 2013. The Center's Board votes to finance the venture. They receive the keys in July. They must transport the Sea Fox to a marina in Essington, Pa.

Long story short, on October 6, 2013, the Sea Fox and its crew of six depart Lewes, Del. for a two-day voyage to the ship's winter berth in Essington. Somewhere in the middle of the Delaware Bay, the crew realizes they don't have enough gasoline to get to their first destination in Delaware City. What to do? Pull out the cell phone and google a port. They locate "Port Mahon" and head for shore.

After tying up at a rickety fishing ramp, the crew heads home, leaving Walls to stay with the boat in Port Mahon amid deserted sand dunes. Night 1 stretches into Day 2, then Night 2 (with a fierce electric storm). Finally, on Day 4, Maurice and the Sea Fox make it to Essington with help from kind strangers.

The kindness of strangers: Sam and his young family happened to be out for a drive when they spotted the Sea Fox moored at that desolate spot and stopped out of concern. They gave the crew a lift to a bus station while Sam drove Maurice to get gasoline. On Day 2 they brought breakfast. Seeing Walls stranded, they recruited volunteers to escort him and the boat home.

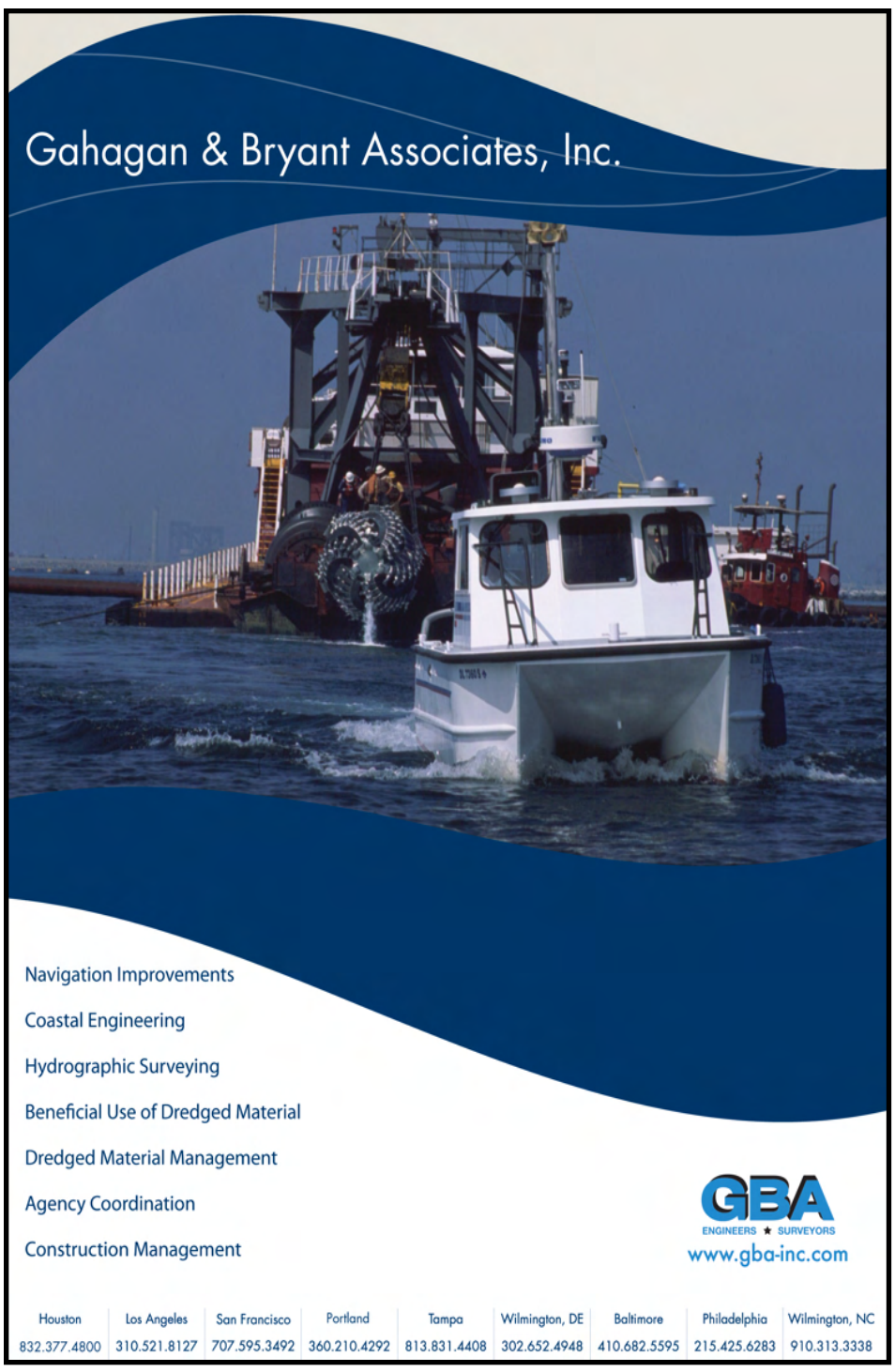


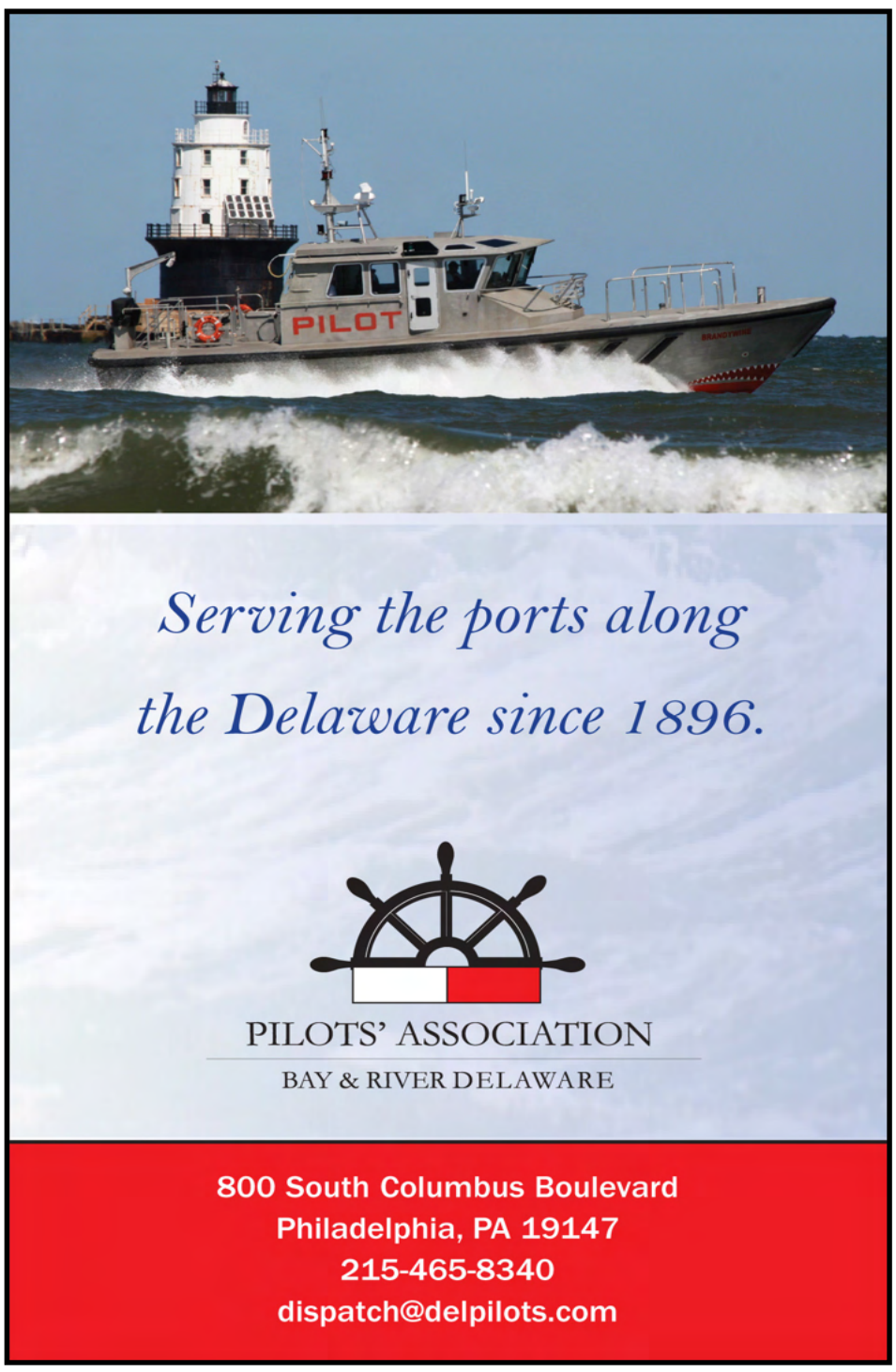
Sea Fox and her crew leaving Lewes, Del., headed to first port of call in Delaware City for refueling before continuing to Essington, Pa. After running out of fuel halfway to Delaware City, the crew was forced to dock at Port Mahon.

Chapter III: The Sea Fox Joins Ship 21

Sea Fox is now safely in the hands of Ship 21. Commodore Bob envisions, "Soon we will have twelve young people running their own program – Sea Scouts is youth generated and youth run." Walls adds, "We also hope to develop a Germantown Yacht Club of adult mentors and supporters. But first we have to get the Sea Fox ready." To do that, GLEC needs life jackets, a fish finder, radar, a pre-paid card for gasoline, and sponsors for uniforms."

To make a donation, contact Maurice Walls at mwalls@glifecenter.org.





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And the Award Goes to…



Eugene Mattioni, Esq. PPMS Person of the Year

The Ports of Philadelphia Maritime Society (PPMS) awarded its Person of the Year Award to Exchange Board member Eugene Mattioni, Esq., of Mattioni Ltd. on May 8. Mr. Mattioni has over 30 years' experience practicing Admiralty and Maritime Law, concentrating his practice on Longshore and Harbor Workers' Compensation Act and workers' compensation claims. As a licensed Master Mariner of steam and motor vessels, any gross tons, oceans, he has practical experience in ship handling, cargo operations, and vessel management. Congratulations Gene on this well-deserved award!

Spirit of the Port Award Presented to Governor Tom Corbett



The Seamen's Church Institute (SCI) presented its Spirit of the Port Award on April 4 to Pennsylvania Governor Tom Corbett for his many contributions to ensure the continuation of a viable Delaware River port complex. SCI has advocated for seafarers for 170 years.

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Cruiser Olympia to Remain at Independence Seaport Museum



Independence Seaport Museum will discontinue efforts to find a new home for the cruiser Olympia and will launch an extensive fundraising campaign for the preservation of the National Historic Landmark ship with the goal of keeping Olympia in Philadelphia as an important part of the Seaport Museum. This effort will require funding from many different sources.

Launched in San Francisco in 1892, the Olympia is the oldest steel warship afloat in the world. Built in California using steel and arms from Pennsylvania, Olympia showcased some of the best technology available in the late 19th century. Her electrical system, on which Thomas Edison consulted, is one of the first on a Navy ship. Built during the transition from sail to steam, she is the last warship fitted with sails, though her advanced engines placed her among the fastest ships of her day. Capable of 22 knots, Olympia's engines have been named National Mechanical Engineering Landmarks.

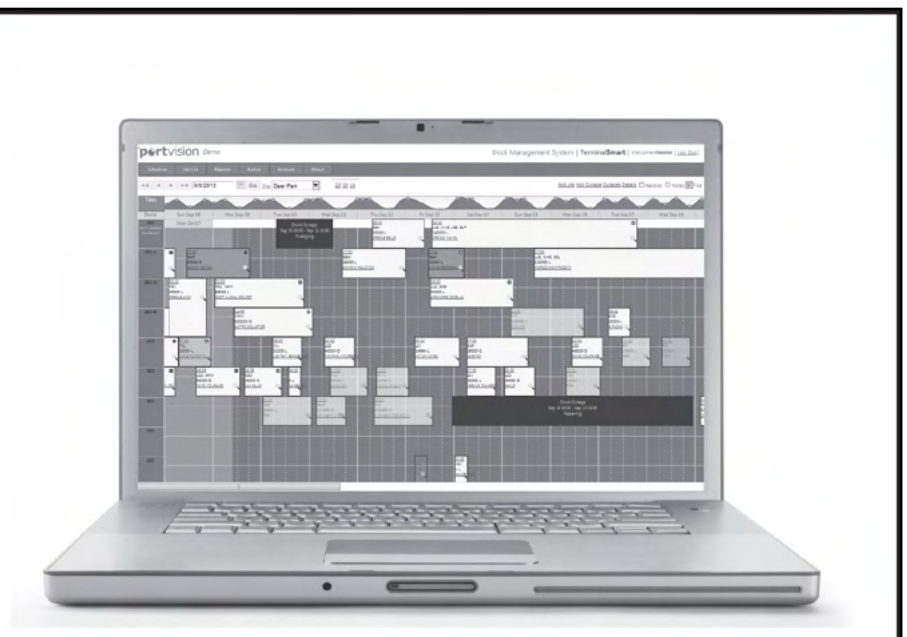
Numerous interested parties submitted transfer applications after the Seaport Museum announced that it would consider transferring Olympia to another organization in an effort to find the best possible preservation outcome for the ship. However, after extensive assessment, a review panel determined that no organization presented a viable long-term solution for Olympia.

In the role as steward, the Seaport Museum continues efforts to preserve and protect Olympia and keep her in Philadelphia. The Museum has invested in extensive stabilization measures including reinforcing the most deteriorated areas of the hull, expanding the alarm system, installing a network of bilge pumping stand pipes (which will give greater damage control capability in the unlikely event of a hull breech), extensive deck patching and extensive repair and recoating of the ship's hull and rig. Although still in need of dry docking and substantial restoration, the Olympia is in better condition now than it has been for years.

The Seaport Museum also continues to develop on-board programming and interpretive displays for the Olympia. Recently-installed public facilities now allow the ship to host overnight programs and to be rented for private events. New interpretive panels will be installed onboard the ship in June. The goal of these efforts is to help promote awareness of the ship and raise funds for her preservation.

Donations can be made directly online through the Museum's website, www.phillyseaport.org, or by contacting Jesse Lebovics at 215-413-8643 or jlebovics@phillyseaport.org.



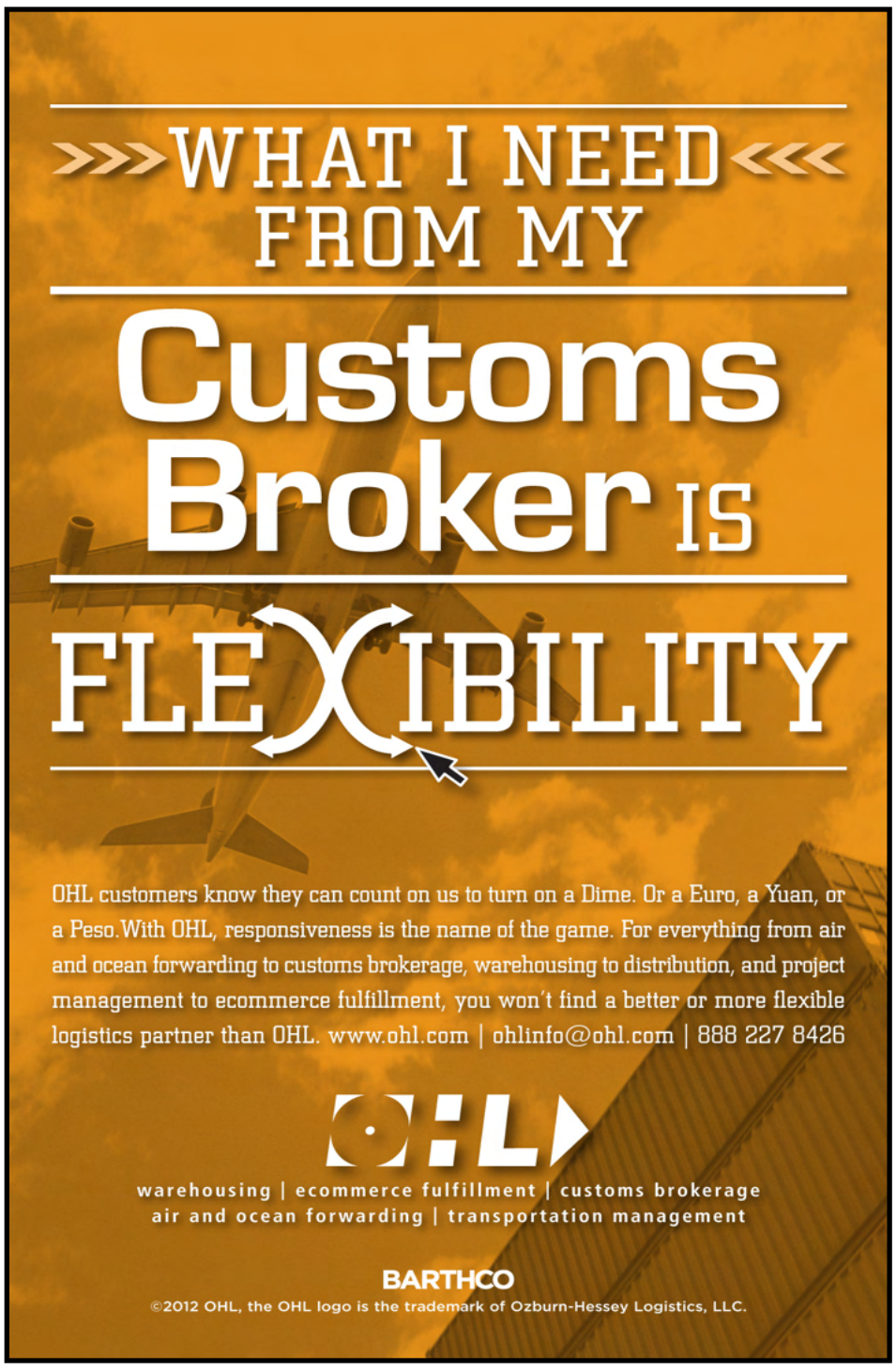


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Editorial

CBP Has Made Substantial Progress, Much More Needed

As you'll read on the opposite page, the Customs and Border Protection Acting Assistant Commissioner for the Office of International Trade Richard DiNucci visited our port recently and talked about the recent progress the agency has made.

There is little doubt that CBP has taken giant steps since the passage of the Customs Modernization and Informed Compliance Act in 1993. But over 20 years later, there are myriad processes that still remain manual and paper intensive. Clearly, the pace of progress has not been what either industry or CBP would have wanted.

A large part of the problem, it seems, is that CBP touches so many constituencies. The agency has worked diligently to ensure the most wide representation of user groups – carriers, brokers, lawyers, importers, etc. – have been included in the technical and policy user groups. And what ensues, of course, are differences of opinion that must be resolved. It's a double-edged sword: if CBP does not consult with the trade community, the systems will be far less effective, but by consulting with industry, the systems take much longer to get off the ground. Although we certainly would have expected work to move more quickly than it has, we think CBP made the right call.

However, this is just the tip of the iceberg. Automating data transmission is good, but it is only a part of what CBP needs to do to ensure it meets the cargo facilitation component of its mission as much as it does border security.

First, CBP must take a hard look at the data it continues to require. Outdated or redundant data submission requirements must be eliminated. For example, does the agency still need to collect the "vessel operating draft?"

Sooner rather than later, CBP should work to replicate the success of the project to eliminate the redundant I-418 form.

Next, the agency needs more inspectors on the ground. The Exchange has been singing this song for over a decade, and we are gratified that CBP has recently found a way to deploy 2,000 new CBP Officers to the field. Yet it appears the agency has disregarded – at least for the time being – the need for agriculture specialists in this process. Agriculture is a significant percentage of the goods moving through Delaware River ports, as it is in other areas as well. How could CBP overlook the needs related to this critical commodity?

Further, the inspectors are only as efficient as their tools allow them to be, and CBP needs to field technologies to its officers more quickly. Pilot programs to test new devices are appropriate, but often by the time those programs are concluded, there is something better, cheaper, and faster on the market. Finding the balance between when to test and when to deploy is delicate, but obligatory for CBP to minimize unnecessary costs to the taxpayer and continue to facilitate trade while improving targeting and compliance.

Finally, and this is probably among the most difficult: CBP field offices need to take a step back and evaluate their operations to ensure processes are streamlined to the fullest extent possible. CBP has increasing mandates – not only its own, but CBP must enforce regulations for USDA and a handful of other agencies – and staff/resource allocations have not kept pace. Just like in the private sector, CBP must figure out how it can continue to provide the appropriate – but not necessarily the same – level of service with shrinking resources.

No doubt CBP managers have already considered these issues. Nothing on this short list of suggestions is rocket science.

CBP has an important mission. The demands placed on its personnel are unquestionably extremely challenging, and we see only a small fraction of what CBP does. With a new commissioner in place, we are optimistic the agency will begin to make equal rapid progress on the myriad initiatives that are, or should be, underway.

The Maritime Exchange encourages readers of *The Beacon* to comment and give us your thoughts on any article we have published or other maritime-related issues.

Please send us your "Letters to the Editor"
Via email to
exchange@maritimedelriv.com
Via mail to:
Maritime Exchange
Attn: Beacon Editor
240 Cherry Street, Philadelphia, PA 19106

Celebrate the 50th Anniversary of the MAC!

A special message from Event Chairman Steve Roberts…

The Mariners Advisory Committee is the host committee for the 15th National Harbor Safety Committee and Area Maritime Security Committee Conference: Partnering for Safe, Secure and Resilient Port Operations. The national event will take place August 25-27, 2014 at The Hyatt Regency Philadelphia at Penn's Landing. See below for more info.

Dear Colleagues,

On August 31, 1964, a small group of pilots, the marine superintendent of a fleet of bulk carriers, and the local manager of a steamship agency met in Philadelphia. Determined to solve some of the complex problems associated with the transit of large, deep draft iron ore vessels through the Delaware Bay and River to near the head of navigation at Morrisville, Pennsylvania, this historic meeting laid the foundation for what has become our port region's Mariners Advisory Committee, the nation's first harbor safety committee.

The MAC and the Pilots Association for the Bay and River Delaware, in collaboration with conference sponsors, the Transportation Research Board, are hosting the MAC's 50th Anniversary event. Join us as we celebrate on Tuesday, August 26 from 6:00 to 9:00 p.m. aboard the tall ship Moshulu, just a short stroll from "Conference Central" at the Hyatt Regency at Penn's Landing. We can't think of a better venue than the Moshulu, Philadelphia's premier historical riverfront dining spot, to celebrate this milestone.

Please go to: http://nhscsocialevent.com/ for the event details.

Our community has consistently demonstrated its commitment to collaboration for safe navigation and the good of the port, and this has been key to the viability and success of the MAC. Now in our 50th year, we have a golden opportunity to expand on our standards of excellence by hosting our nation's maritime safety and security professionals in the historical heart of our port. I'm really excited about sharing our collaborative spirit with our guests as they converge on our docks.

We are seeking sponsors for the event and are asking members of the local community to rally behind the MAC and show their support for this important work.

There are several sponsorship levels that include tickets to the Moshulu and to the conference and varying levels of local and national exposure for your business. It's a perfect opportunity for you to meet and greet with colleagues from other ports and harbor safety officials from all over the country. Let's pull together again to show some "Brotherly Love" to our colleagues in our one-of-a-kind city. Please visit http://nhscsocialevent.com/sponsor for details.

I hope you can join us at the party and that you'll consider adding your support to the evening!

Steve Roberts, NHSC Chairman
s.a.roberts@macdelriv.org
(302) 542-6677

Harbor Safety Committee and Area Maritime Security Committee Conference

The earlybird conference registration rate expires on June 28.
Visit www.TRB.org/Conferences/HSCAMSC2014.aspx

For travelers, rooms are being held until July 28 at the Hyatt Regency at the TRB special rate of $155 (plus tax). After that date reservations may be at a higher rate.

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CBP's DiNucci Brings Message of Action to the Delaware River

U.S. Customs and Border Protection personnel have always been a busy bunch. Lately, it seems the agency is moving at lightning speed to bring new ideas, technologies and services to fruition.

At least that's what over 100 Delaware River port community participants heard when Richard DiNucci, Acting Assistant Commissioner for the Office of International Trade, visited the region on April 15.

"After five years, we finally have a confirmed commissioner," DiNucci said, referring to the newly-installed Gil Kerlikowske, who was confirmed by the Senate as the new head of CBP in early March. Customs had been without a confirmed commissioner since 2009.

"There was a nationwide sigh of relief when the Senate confirmed the new commissioner," said John Greenlee, President of the Brokers and Forwarders Association in Philadelphia. "Mr. Winkowski had done an outstanding job of maintaining operations and continuing work on existing programs, but at the end of the day, the agency is much better served on Capitol Hill when it has a real champion."

DiNucci said both Kerlikowske and new DHS Secretary Jeh Johnson have been working diligently to ensure trade issues are moved up on the priorities list. "Among other initiatives, one of the Commissioner's key goals is to ensure uniformity in processing at our nation's ports," he said. This was welcome news to members of the regional maritime community, who have struggled to explain inconsistencies in CBP processing to their customers.

ACE a Key Focus

Among the topics DiNucci highlighted was the Automated Commercial Environment, under development since the mid-1990s. "For the first time, we are moving forward very rapidly. We've developed a new, more agile approach, and we're deploying new functionality every two weeks," he said, noting that developers are now being held accountable at every step of the way. "It used to be that the trade community complained we were moving too slowly. Now they complain that we're moving too fast." DiNucci noted that CBP had spent $3 billion over the last 20 years, and the initial work is now nearing its end. In May 2015, all cargo manifests are to be filed in ACE for import and export; by November 2015 all electronic cargo release and entry summary filings, including other government agency data in ACE. By October 2016 use of ACE will be mandatory.

"We know how long it has taken to date. With all the information still collected on paper, it doesn't seem possible that CBP and the other participating government agencies would be in a position to capture the data electronically within two more years," said Lisa Himber, Exchange Vice President. Himber worked on the original Customs FACET team, a predecessor to ACE which resulted in the development of the International Trade Data System – or ITDS – single window concept. "But I am more than willing to suspend my disbelief and take him at his word. This is an incredibly exciting development."

Of particular interest to the attendees was information about the federal Border Interagency Executive Committee (BIEC). "Under the BIEC, all 47 agencies with a border nexus are working together to automate and streamline processes and to eliminate paper," DiNucci said. "This initiative has laser-like focus from the White House." It is part of the National Export Initiative, designed to strengthen the economy and support jobs by promoting U.S. exports and a priority for the Obama administration.

"I strongly encourage you to get involved with this effort. It's the best way to make your issues and concerns known to CBP," DiNucci said.

CEEs designed to improve CBP Processing

DiNucci also discussed the Centers for Excellence and Expertise (CEE), an area of keen interest in the tri-state region. "CEEs are all about internal improvements, to ensure our staff gains a much better understanding of the industries we regulate and to institute uniform processes," he said. CBP plans for a total of 10 CEEs in areas such as agriculture, pharmaceuticals, and automobiles. "These centers are also about partnering with industry. They're designed to be virtual, and it doesn't matter where they're physically located. If our people aren't racking up the frequent flyer miles meeting with the trade, I want to know about it."

Everything is on the table

After his formal remarks, DiNucci invited participants to ask "any question you want. Nothing is off-limits."

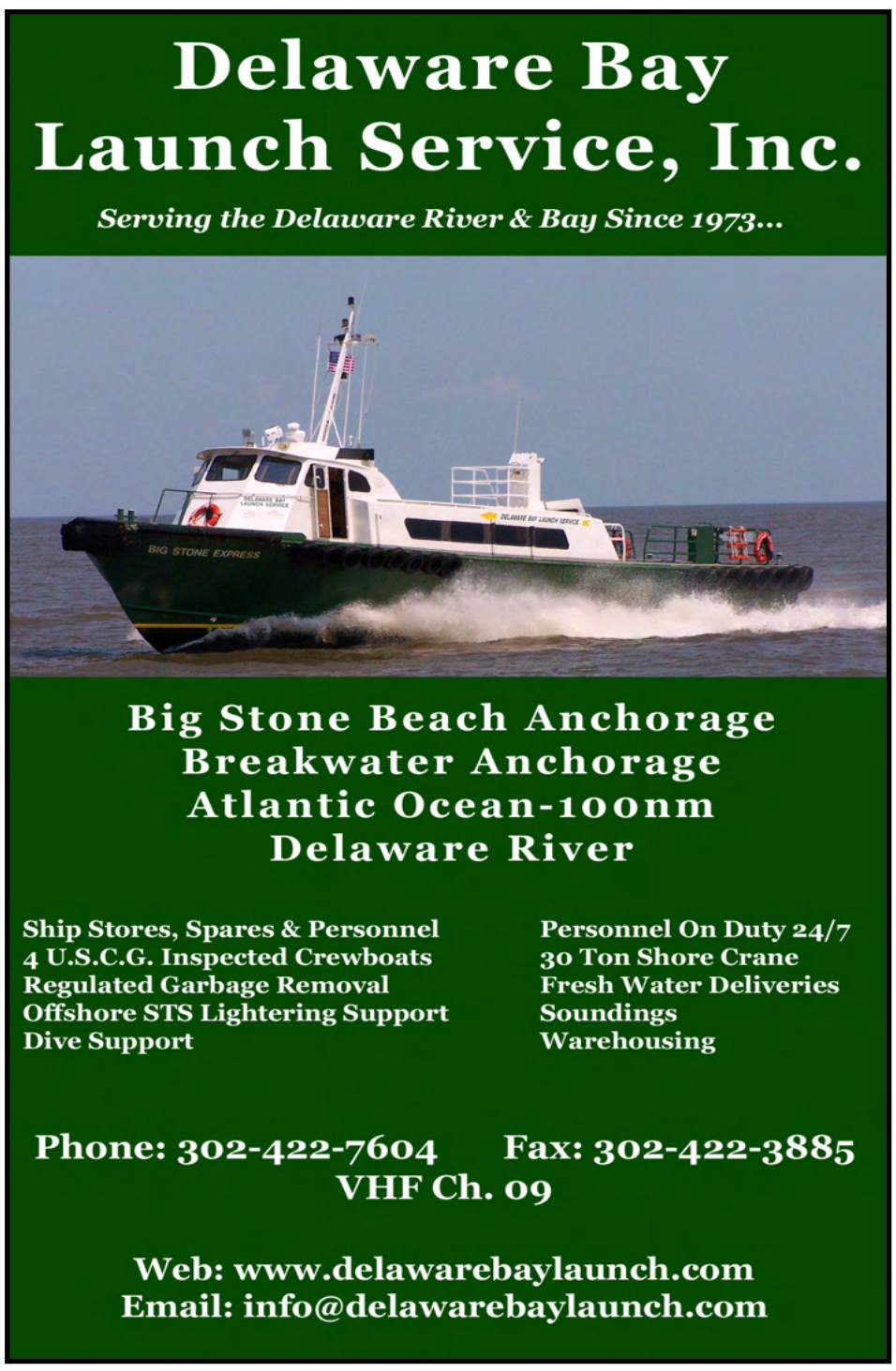
Of primary concern for the Delaware River Port community are the new programs allowing for additional personnel and a possibility of allowing for reimbursable overtime. "We move cargo day and night and on weekends. It is mind boggling that when Agriculture inspections were conducted by USDA, we could request overtime services under a reimbursable OT program, but now that Agriculture exams are under CBP, which doesn't allow the same program, when the OT money is gone, service is denied," said Del Monte's Ernie Casper.

Interestingly, this is the same sentiment expressed by Del. Senator Chris Coons at a recent Port of Wilmington Maritime Society event. "I've never heard of a government program where people wanted to give us money but we wouldn't take it," the Senator said. This has been a hot-button issue in this port region since the DHS merger of Agriculture functions with Customs.

But the fact that CBP is looking at resources and allocation is heartening. As many participants acknowledged, the reality is if CBP provides sufficient inspectors to meet the cargo demands, a reimbursable overtime program wouldn't be necessary.

In response to another question, DiNucci noted that CBP is also evaluating additional technologies CBP Officers can use to become more efficient. In the near future, CBPOs should have tablet computers that will enable them to release cargo right from the pier as soon as an inspection is complete, another eagerly anticipated development.

"The Delaware River maritime community is grateful to Mr. DiNucci for taking his time to meet with us," Himber said. "We see this as a very positive next step in our ongoing dialogue with CBP and the other agencies which interact with our membership, and we look forward to similar events in the future."





Notes & News

Ship Philly First has new leadership. **Lawrence R. Antonucci, Jr.**, president of 721 Logistics, was elected president by the membership for a two-year term, effective April 15. **Eric T. Holt** of Holt Logistics is vice president, **Edward Fitzgerald**, vice president of OHL International is returning as treasurer, and Anthony Leo, president, RLS Logistics is secretary. Congratulations to all.

The **Philadelphia Regional Port Authority** is currently seeking a **Marketing Representative** to report to the Director of Marketing. The full job description, requirments, and applicant instructions are available on the Exchange's job web page at www.maritimedelriv.com/Jobs/jobs.htm.

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Calendar of Events

05/24/14	Delaware River Maritime Day Penn's Landing, Philadelphia Monomoy Race, USCG Demonstrations, Vessel Tours and Live Music
05/31/14	Indpendence Seaport Museum Walnut2Walnut Event, Philadelphia, PA Visit phillyseaport.org/Walnut2Walnut
06/09/14	World Trade Association of Philadelphia Annual Golf Outing Torresdale Frankford Country Club, Philadelphia, PA Contact Deborah Ingravallo 856-642-3957
06/11/14	**Maritime Exchange Executive Committee Meeting**
	Chilean & American Chamber of Commerce The Challenges & Opportunities of Global Mobility Round Table Breakfast Program, Hyatt at the Bellevue, Philadelphia, PA Contact Ricardo Maldonado, 215-790-3769 or ricardo@greaterphilachamber.com
06/17/14	Philadelphia Regional Port Authority Board Meeting
06/18/14	DRPA/PATCO Board Meeting
07/08/14	Tri-State Maritime Safety Association Board Meeting
07/09/14	**Maritime Exchange Board Meeting**
07/15/14	Seamen's Center of Wilmington Board Meeting
	Philadelphia Regional Port Authority Board Meeting
07/16/14	DRPA/PATCO Board Meeting
08/11/14	Traffic Club of Philadelphia Phillies vs. New York Mets Philadelphia, PA Contact Maureen Waddington, tcphila@gmail.com
08/25/14 - 08/27/14	**15th Biennial Harbor Safety Committee and Area Maritime Security Committee Conference: Partnering for Safe, Secure and Resilient Port Operations** Hyatt Regency Philadelphia at Penn's Landing Visit www.TRB.org/Conferences/HSCAMSC2014.aspx

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



