THE BEACON

MARITIME EXCHANGE
240 Cherry Street
Philadelphia, PA 19106

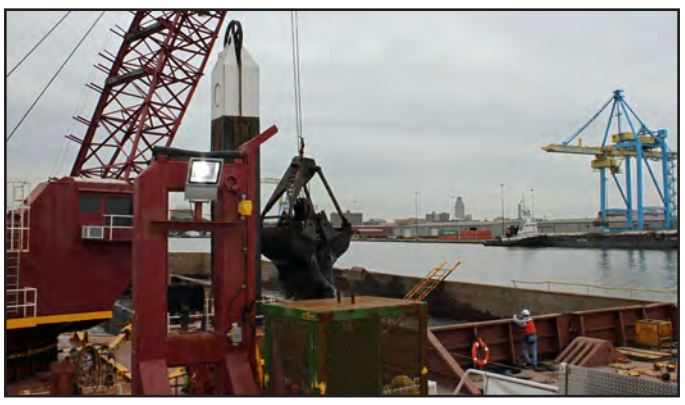
ADDRESS SERVICE REQUESTED

PRSRT STD
U.S. POSTAGE
PAID
WILMINGTON, DE
PERMIT NO. 1635

Summer 2017
Volume 27, No.3

http://www.maritimedelriv.com ◆ exchange@maritimedelriv.com

Deepening project headed for home plate



Great Lakes Dredge & Dock Dredge No. 45 working within Reach AA, opposite the Balzano Marine Terminal in South Jersey.

After more than a few extra innings, the work to deepen the Delaware River main ship channel from 40 to 45 feet has rounded third and is on its way home.

What got it there was securing the additional federal and state funding necessary to complete the work. The last three contacts are in place, and at long last, final construction begins this year.

In June, the Army Corps of Engineers announced that $29.25 million beyond the $33.13 million already appropriated in the FY18 budget would be included in this year's work plan. The total of $62.38 million, along with the local match provided by the Commonwealth of Pennsylvania, represents all funding needed to complete the decades-long project.

Dredging Upper Reach E, at the head of the Delaware Bay, is scheduled to begin in August and finish by the end of November.

Work in Upper Reach B between Chester and Wilmington should begin no later than September of this year.

On December 1, contractors will start to remove the last of the rock in the Marcus Hook, and they will finish by March of 2018.

By December of this year, the New Jersey side of the channel and a portion of the Marcus Hook Anchorage should be at 45 feet. The remaining work on the Pennsylvania side of the channel would then be finalized by October 2018.

"The channel deepening project positions Philadelphia ports to take advantage of the expansion of the Panama Canal. This clearly enhances our competitiveness among other East Coast ports," said Jeff Theobald, Executive Director of PhilaPort, which has managed Pennsylvania's $140 million contribution to the project.

"The near prospect of a deeper channel has already spurred hundreds of millions of dollars in infrastructure investments throughout the port," said Exchange President Dennis Rochford, referencing the opening of the new South Jersey Port Corporation cargo terminal in Paulsboro in March and the $300 million Pennsylvania is investing to upgrade the Packer Avenue and Tioga Marine Terminals and the Philadelphia auto processing facility. "And there's more to come. The Diamond State Port Corporation has acquired additional waterfront land for future development and is looking at other potential expansion opportunities. Private terminal facilities are also looking to capitalize on the greater volumes a 45-foot channel will bring. This is truly an exciting time for Delaware River port businesses and port customers."

Delaware River port growth continues in 2017

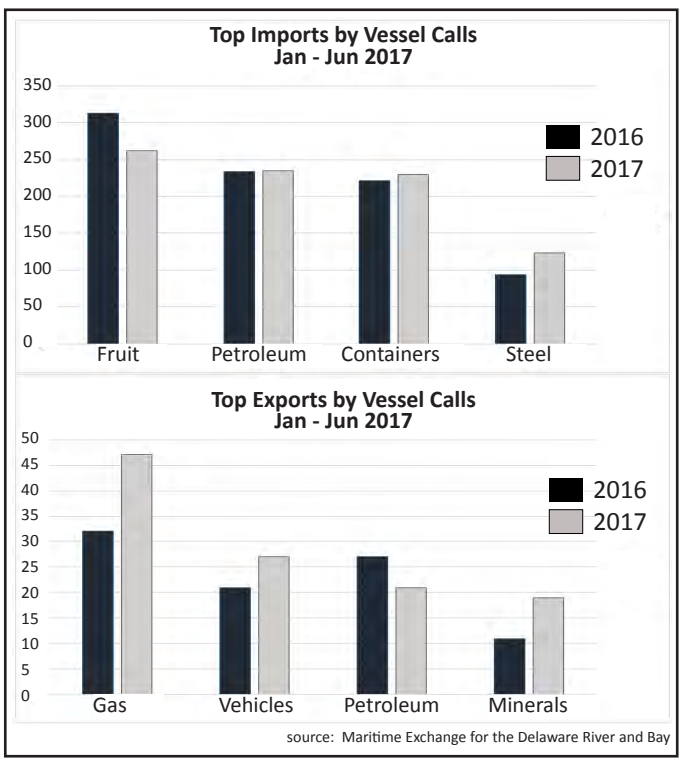
During the first half of 2017, Delaware River ports saw continued growth, with an increase in vessel arrivals compared to the same period in 2016.

The total number of vessels arriving during the first six months of 2017 was 1,257. This is an increase of 24 ships compared to 2016, or a gain of nearly two percent.

"Global economies, coupled with the nearing completion of the 45-foot deepening project, facility upgrades and expansions, and the reopening of a once shuttered facility, all suggest that the Delaware River port community is well positioned to increase its market share," said Exchange President Dennis Rochford. "The port is extremely busy."

The arrival of the "M/V Glovis Comet" on June 27 represented a historic day at PhilaPort's Pier 122. The vessel came from South Korea with its cargo of 2,176 Hyundai and Kia automobiles, marking the first time a ship has called the pier in 20 years and giving the port of Philadelphia a vital second berth for importing and exporting automobiles and other RoRo cargos.

continued on page 16



source: Maritime Exchange for the Delaware River and Bay

Thank you for helping keep our database current!

This past July, just as we do every year, the Exchange contacted everyone in our database via email to request contact updates and confirmations. The response has been very positive. Thanks to the many people who have already replied.

At the Maritime Exchange, members' and stakeholders' timely, easy access to the most current information is our overarching priority. And without correct contact information, we are unable to meet that goal.

Though we update our database throughout the year as information changes, it is evident we may not receive some important updates. Our summer outreach effort is designed to catch what we may have missed.

Beyond keeping our database current, we also use the information to publish the annual Delaware River port directory.

If you did not receive our email or have not yet responded, please send your current contact information, including name, company, phone number, email address, mailing address, and web address to Donna Stargell at dstargell@maritimedelriv.com. We also ask that you confirm whether the information we currently have on file for you is correct.

If someone forwarded a copy of this newsletter to you, and you would like to join our mailing list, please contact Donna.

Thank you for the assist!

Interview with

Jon Kemmerley

President, Pilots' Association for the Bay & River Delaware



Capt. Jonathan Kemmerley took the reins as President of the Pilots' Association on May 4, 2017. Elected by his partners to succeed Capt. J. Ward Guilday, Kemmerley will lead the association through one of the most exciting times in recent port history — the completion of the 45-foot channel deepening project. Jon, who completed a three-year tour as chairman of the Mariners' Advisory Committee last November, is a 1995 graduate of the U.S. Merchant Marine Academy who joined the Pilots' Association in 1998. The Beacon *recently caught up with him to get his insights on operations at Delaware River ports.*

Q: While its mission is the safe navigation of ships moving through the Delaware River port complex, the Pilots' Association has been a staunch supporter of the project to deepen the main ship channel to 45 feet. As we head into the last phase of work, what message do you have for mariners and port business during this final transition?

A: There's so much excitement on the waterfront that this long-awaited project will finally be done that it's difficult to keep our enthusiasm in check. But everyone needs to exercise some restraint. Primarily, we need to be patient during the transition, while the channel is mostly, but not completely, at 45 feet. Some ships drawing more than 40 feet may be able to move — depending on the alignment of a number of factors — but not every berth will be ready to accept those ships. We also need to be patient while waiting for the repositioning of the ATONs (aids to navigation).

continued on page 10



Where does autonomy lead us?

Where does technology take the maritime industry? On page 19 of this issue of the newsletter, you'll read a compelling article about "autonomous vessels" by Michael F. Merlie, Esq. of Exchange member Gawthrop Greenwood.

Mr. Merlie raises some extremely important questions. He asks, "Is a remote operator a member of the crew, requiring a license? Who is the captain of an autonomous vessel?"

These are just a few of the many questions autonomous ships pose for the commercial maritime industry. Others, such as determining the level of training operators need, how the local harbor pilots interact with the vessel operators, and who is liable when the technology fails — as it inevitably will — are just a few more.

Beyond ships, some have suggested that "driverless" commercial trucks are in our not-too-distant future as well, perhaps as soon as five years from now.

It obviously isn't a stretch to envision remotely operated cranes and forklifts.

We've also heard about drones that can (and have) delivered supplies to mariners while at sea.

And some are concerned about the days when global trade for certain consumer goods ceases altogether. Imagine instead sellers downloading the schematics for their widgets and then printing as many as they need on their 3D printers rather than importing them.

Mr. Merlie rightly reminds us that international maritime regulations evolved over the years to accommodate sail, then steam, and then today's ships. So too will they evolve to accommodate remotely operated ships when that time comes. And DOT and FAA will regulate trucks and drones.

While paramount to effective integration of new technologies, right now regulatory updates are not the overarching concern. Development of final rules that at once satisfy government requirements and are sensitive to industry needs might be a lengthy, difficult, and tedious process. But the rules will come in due course, as they always do.

What is more chilling at this juncture is the rapid pace of the technological advancements that provide insufficient time for industry to adapt. The advent of containerization was a tremendous driver for changes in business processes throughout the entire logistics chain. Yet as massive a shift as it was, containerization reflected only one innovation that industry had to accept and accommodate.

Today, numerous changes are hitting us all at once. How do we respond? Where do we focus our planning? Which technologies will succeed and which will go the way of the Betamax tape and New Coke?

All of the technologies discussed here — and there are infinitely more percolating out there — have one thing in common: for good or ill, they are designed to replace people.

Like the regulations, the workforce too has evolved over the years in response to changing technologies and operations. The loss of manufacturing jobs created gains in technical positions. Longshore workers trained to handle containers. The clerks processing mountains of paper learned computer skills, and those who could write computer code became in highest demand.

But how will our workers react to losses in so many sectors at one time? How do we educate the next generation of workers?

The answer to all these questions is that no one knows the answers. But what we do know is that we all need to pay attention and be flexible. The maritime industry our successors inherit will be radically different than the industry we entered.



ANCHOR CONSULTANTS, LLC
1224 BALTIMORE PIKE, SUITE: 205 • CHADDS FORD, PA 19317 • TEL. (610) 945-1839



RESPONSIVE & QUALITY ENGINEERING
WITH TECHNICAL EXCELLENCE

- Port & Waterfront Planning, Permitting & Design
- Underwater Structural Inspection and Evaluation
- Load Rating of Existing Landside Structures
- Rehabilitation of Dock, Bulkheads & Landside Industrial Structures
- Design of New Docks, Bulkheads and Landside Industrial Structures
- Deep Foundation Analysis, Design & Testing Gantry Crane Foundations
- Marinas, Floating Dock & Fishing Pier Design
- Industrial & Commercial Building Design
- Coastal Structures Design and Scouring Analysis
- Dredge Permitting & Disposal Management Including SAP & AUD
- Construction Inspection & Management
- Storage Tank, Tank Foundation & Tank Blending Design
- Petrochemical Piping Design Including Pipe Stress analysis
- Surveying, Sounding and Side Scan Sonar



WWW. ANCHOR - CONSULTANTS .COM

Gawthrop Greenwood, PC
Attorneys at Law

Admiralty & Maritime Law

Our attorneys represent local, U.S., and international transportation companies in all facets of:

Commercial Transactions
Financing Transactions
Legislative and Regulatory Matters
Environmental Matters
Litigation
Contract Disputes

www.gawthrop.com

Pennsylvania
17 E Gay Street, Ste. 100
West Chester, PA 19380
PHONE 610-696-8225
FAX 610-344-0922

Delaware
3701 Kennett Pike, Ste. 100
Wilmington, DE 19807
PHONE 302-777-5353
FAX 302-777-5299

Coast Guard uses MOL for entrance approval

The Maritime Exchange is pleased to announce an exciting new enhancement to its Ship Reporting system. Currently in testing, the Coast Guard will begin using Maritime On-Line as the sole means to provide clearances for vessel entry into the port by late summer.

This enhancement allows Port State Control officers to maximize efficiency in the entry process and use a delivery method already well entrenched in port operations. "Our Port State Control office is always looking for new avenues to streamline our processes for the benefit of our port partners. The close relationship with the Maritime Exchange has been instrumental in helping us accomplish this goal," said LTJG Alexander McConnell of the Coast Guard Inspections Division.

The Coast Guard first approached the Exchange to help distribute vessels' authorized-to-proceed dates to the maritime community in September of last year. While information is currently entered into a spreadsheet and emailed, Coast Guard asked whether the Exchange could incorporate the information within MOL. With funding from a grant provided by the New Jersey Department of Transportation, the Exchange was able to reprogram dollars from other projects to complete the work, and by early May the enhancement was deployed to the system for testing and debugging.

"Subscribers can now access the information on demand through their existing MOL accounts. The date also appears on the Vessels Due and the Vessel Traffic Reports, which are distributed automatically to subscribers," said Exchange Director of Operations Paul Myhre.

Not only will this process greatly improve overall port efficiency, the new approach will ensure the information is available in real time, through a system everyone is already using, and it will ensure a historical record of the information is available when questions arise — a feature not available with the Coast Guard spreadsheet.

"Everyone here at the Sector Delaware Bay Port State Control branch looks forward to providing the best possible service with this new process," McConnell said.

For the better part of a year, the Exchange worked with the Coast Guard and the community to determine requirements as well as the most appropriate way to provide the information. "Adding the cleared date to MOL was a no-brainer. We are proud to partner with the Coast Guard, pilots, and ship agents to make the entry process more efficient," Myhre said.

Contact Paul Myhre at pmyhre@maritimedelriv.com for more information about Maritime On-Line.

Carper tours CGC at Port of Wilmington



Sen. Tom Carper *(first row, center)* greeted Coast Guard and CBP officials at the Port of Wilmington before his tour of the recently commissioned Coast Guard Cutter "Rollin Fritch," which is homeported in Cape May. The "Fritch" and its crew perform numerous missions, including law enforcement, search and rescue, and protecting America's infrastructure from New Jersey to North Carolina and beyond. During the July 28 visit, Sen. Carper was met by a full complement of Coast Guard personnel. Shown directly to the Senator's left are CBP Director of Field Operations Casey Durst and Capt. Scott Anderson, Sector Delaware Bay Commander. Directly behind Sen. Carper are *(l-r)* Acting CBP Port Director for Philadelphia Shawn Polley, CBP Supervisory Agriculture Specialist David Ng, and CBP Port Director for Wilmington Antonio Blackwell.

Reporting cyber incidents for regulated facilities is mandatory

On June 27, 2017, an international port and terminal company with facilities located worldwide, including facilities located in several U.S. ports, was the victim of a cyber attack that brought operations for the company to a standstill. Because of the size of the organization and the wide-sweeping effects of the breach, the incident became common knowledge in short order.

But cyber incidents that should be reported to the appropriate authorities happen on a much smaller scale every day.

"Beyond any legal requirements a company may have, reporting cyber breaches contributes to a culture of information sharing that helps others combat similar attacks," said Glena T. Tredinnick, Port Security Specialist at Coast Guard Sector Delaware Bay. "Valuable information on the June 27 attack vector was quickly disseminated to the community through Homeport, and fortunately, Sector Delaware Bay did not identify any impacts to the local port community."

It may be the last thing on the minds of executives, administrators, and IT professionals in the midst of responding to and recovering from a cybersecurity breach, but reporting an incident should be part of an overall cybersecurity plan — and if the entity affected is regulated, incident reporting is required by law.

Specifically for the maritime industry, an owner or operator of a vessel or facility that is required to maintain an approved security plan in accordance with 33 CFR parts 104, 105 or 106 must immediately report activities that may result in a transportation security incident to the National Response Center. This includes suspicious activity and breaches of security which may have resulted in degradation of access to critical infrastructure or unauthorized access to security plan functions, security and industrial control systems, or IT systems linked to the marine transportation system.

"The U.S. Coast Guard does allow cyber incidents to be reported to the Department of Homeland Security National Cybersecurity and Communications Integration Center, or NCCIC, in lieu of the NRC," said Jay Jones, Deputy Executive Director for the South Jersey Port Corporation. "But only if the incident does not involve physical or pollution effects."

Routine spam, phishing attempts, and other nuisance events that do not breach a system's defenses are exempt. However, any incident is reportable if security measures have been circumvented, eluded, or violated where

continued on page 12



Welcome New Members

Amec Foster Wheeler Environment & Infrastructure, Inc.
751 Arbor Way, Hillcrest 1
Suite 180
Blue Bell, PA 19422
610-828-8100
www.amecfw.com

Canton Stevedoring
3800 Newgate Avenue
Baltimore, MD 21224
410-633-1601
www.cantonmaritime.com

The Danneman Firm, LLC
Webster Building, Suite 108
3411 Silverside Road
Wilmington, DE 19810
302-793-9660
stephen@dannemanfirm.com
www.dannemanfirm.com

Host Terminals
3501 South Columbus Boulevard
Philadelphia, PA 19148
757-627-6286
www.hostterminals.com

International Association of Maritime and Port Executives
P.O. Box 2729
South Portland, ME 04116
207-741-7000
info@iampe.org
www.iampe.org

MAFCO Worldwide LLC
300 Jefferson Street
Camden, NJ 08104
856-964-8840
psolari@mafcolicorice.com
www.magnasweet.com

MidAtlantic Engineering Partners, LLC
Gateway 195 Centre
5 Commerce Way, Suite 200
Hamilton, NJ 08691
609-910-4450
info@midatlanticeng.com
www.midatlanticeng.com

UGI Energy Services, LLC
1 Meridian Boulevard
Suite 2C01
Wyomissing, PA 19610
610-373-7999
lng@ugies.com
www.ugieslng.com

Individual Members

Lisa P. Kirkwood
Theresa Penot

For more information on the many benefits of an Exchange membership, contact Beverly Ford at 267-670-7946 or bford@maritimedelriv.com.

Philadelphia Maritime Exchange

By: Terry L. Potter

Terry L. Potter is the Director of the J. Welles Henderson Archives & Library at the Independence Seaport Museum. She holds a Master's Degree in American History from Rutgers University, Camden. Following is an extract of her article on the history of the Exchange, which is available in its entirety at http://philadelphiaencyclopedia.org/archive/philadelphia-maritime-exchange/

In 1875, a group of influential maritime and business leaders who recognized the importance of the Port of Philadelphia's standing with respect to other North American ports formed the Philadelphia Maritime Exchange. The goal of the Exchange was to position Philadelphia as a premier port in North America by increasing the city's direct trade with foreign countries and ensuring that Delaware River ports would offer quick turnaround and better ship handling. From these beginnings, the Exchange played an active role in the growth of the Delaware River maritime community into the twenty-first century.

By the time of the Exchange's founding, the Port of Philadelphia had long been a key aspect of the region's economic life. By 1750, Philadelphia had surpassed Boston as the largest city and busiest port in North America and held that position until eclipsed by New York in 1825. During the post-Civil War era, as Philadelphia became an industrial giant and a key hub for commercial trade, demands on the port reached new levels with the rise of iron, steel, coal, and oil production, along with increasing use of the railroad to transport these materials. To improve efficiency, the Exchange built reporting stations along the Delaware to track ship arrivals. The observation stations reported to a central point in the city, and from there the information was distributed to any party concerned with the ship while it was in port.

The Exchange took an increasingly active role in proposing and instituting rules and regulations governing local shipping after April 29, 1882. On that date, the Commonwealth of Pennsylvania granted it a perpetual charter to "acquire, preserve, and disseminate all maritime and other business information, and do such other and lawful acts as will tend to promote and encourage trade and commerce of the Port of Philadelphia."

In 1887, the Exchange issued its first eighteen Maritime Rules, covering points on which disputes tended to arise, such as ways of determining the readiness of ships or methods for handling hazardous cargo. These and other regulatory actions became the model for many U.S. ports as well as the foundation of international shipping governance.

At the time the Exchange was formed, the Port of Philadelphia consistently handled three principal commodities: grain, sugar, and petroleum. The Maritime Exchange formulated and approved standard practice for the carriage of these goods and became one of the first to adopt forms of charters for specific commodities or trades. These charters defined issues such as the loading, unloading, and discharge of vessels; number of days a ship was allowed in port (lay days); charges resulting from overstay (demurrage); and rules regulating the delivery and receipt of special cargos. In most ports, these were matters decided by Boards of Trade, Chambers of Commerce, merchants, or combinations of these respective groups. In Philadelphia, the advent of the Maritime Exchange streamlined the process.

The interests and actions of the Maritime Exchange always reached beyond the water to related issues, such as the railroad transportation of commodities, quarantine of goods and immigrants on land, and civic affairs. The Exchange actively promoted the technological advancements such as electricity and telephones that required cables across the river. Over the years, it supported humanitarian aid to foreign countries, endorsed state legislation such as the "Pure Stream Bill" to assure water quality, and opposed the sale or charter of government-owned vessels to foreign countries.

By the late 1980s, the Exchange became the primary advocate for all segments of the tristate port industry. In keeping with its broadened geographic scope, the activities of the Exchange expanded to more extensive connections with legislators, regulators, policymakers, and other industry members concerned with international transportation matters, including trade and quota issues, maritime security, automation, safety, environment, and dredging.

This increase in scope led to a name change in the 1990s to the Maritime Exchange for the Delaware River and Bay. The Exchange's mission, however, remained focused on promoting and encouraging commerce and international trade while working closely with public port organizations on issues with impact on the port and related businesses.

Maintained by membership dues collected from merchants, importers, ship owners, and others, in 2016 the Maritime Exchange had a membership of more than 275 and remained the voice of safe, efficient, and cost-effective commerce on the Delaware River and Bay.

© Reprinted by permission of Rutgers University





SeaSisters a welcoming community for women mariners

Anyone who has ever felt isolated has a sense of what it can be like for women who work in the maritime industry. Now take that feeling and multiply it by a factor of 100 to understand how much more intense the feeling can be for women who have a calling to work on the water.

Enter SeaSisters.org, an online community developed by and for women mariners. The brainchild of Elizabeth Simenstad, SeaSisters is a grassroots collective of women who work aboard ships, workboats, research vessels, fishing boats, ferries and more. Its mission is as unique as it is compelling:

. . . [W]e are especially here to inspire, lead, and support the next generation of women and girls who may one day also dream of going to sea.

"When I was starting out in the industry, I didn't know and couldn't connect with other women working on boats and ships," Simenstad said. "My efforts to find pathways for women to connect with each other were unsuccessful. So I first started a personal blog, which could serve as a quick way for people to learn about what I do at work. "

Surprisingly, Simenstad's initial foray into the maritime world wasn't the 1980s but in 2007, a time when women — albeit not in large numbers — had already broken through the glass ceiling in maritime.

Though a daughter and granddaughter of ship captains, Simenstad was not originally enthused about a nautical life. It wasn't until after she finished college and went to work for a ship agency that she became excited about the idea of working on the water. "Being an agent allowed me to meet Bay Area pilots and to learn a great deal about ships. That's when I decided I wanted to work on tugboats," she said.

Simenstad worked her way to her first Mate's and then her Master's licenses, and after working at ports from Alaska to Puerto Rico, found her way back to San Francisco.

Originally encouraged by some friends to start a blog about her offshore experiences, Simenstad ultimately reached out to a few other women she knew and asked them to share their stories for a new collaborative blog. The website now lists 12 contributing authors who write about how they got started in the industry and what it can be like for women mariners. "I still haven't personally met many of the contributors," Simenstad said, "but it has been an incredibly powerful experience to get to know them online."

The ultimate goal is to provide a resource for younger women just entering the industry — or thinking about doing so. "We want to give the ladies in the field some groundwork and give them the courage to get started. It's all about giving them support," Simenstad said.

"Yet it's also given me a great deal of support as well. Now I have a group of girlfriends in the industry, which I never had before," she said, noting that historically all of her associates were men. "My mentors helped me more than I can describe, but men in the industry simply haven't faced the same challenges and cannot understand what it can be like for us."

Simenstad offers as an example one phenomenon that is absolutely unique to women. "Between each generation, we need to start over." Mentoring programs, whether formal or informal, have not traditionally existed for women as there has not been any way for them to pass along their knowledge or experience. "As a result, each new generation has to start fresh," Simenstad said. SeaSisters seeks to change that paradigm.

It's easier today than it was for the earlier generations of women in maritime — the women who truly blazed the trail that Simenstad and her compatriots have followed. Simenstad notes that "The women who attended merchant marine academies or worked their way up the ladder in the 70s and 80s didn't have the tools to reach across the generations that are available to us today." But these women are her inspiration . . . people like Nancy Wagner, the first female pilot in the U.S., and Lynn Korwatch, who broke the gender barrier at Cal Maritime, or Jan Tiura, who started through the union hall at a time when most men did not make women welcome.

"There was no way for us to ask these women 'what was it like?' or 'what can I expect?' if I join this industry. I feel like I went in blindly, so I wanted to create a resource for those who will follow," Simenstad said.



Elizabeth Simenstad

While some women mariners have faced resistance and even hostility, others have been made welcome. Lynn Korwatch, who captained ships for Matson, recalls that gender was never really a problem. "While some people resented me, I dealt with it." She treated her crew with respect and got respect in return. But she always wore a uniform, noting that "it was important that people understood I wasn't someone's wife or girlfriend but part of the ship's complement." She tells a story of one classmate who made an issue of Playboy magazines aboard ship. "Stuff like that can really create problems. I picked my battles."

continued on page 13





And a grand time was had by all . . .

"June 15 was a yar kind of day, everything a summer afternoon should be and then some," according to Beverly Ford, Exchange Government Affairs and Membership Coordinator.

Ford was referring to the better-than-perfect weather and prime networking opportunity a diverse group of Maritime Exchange members enjoyed at the recent membership appreciation event at the Corinthian Yacht Club.

Exchange directors and staff, along with long-time members and several new additions to the team, gathered for a festive and fun event.

The guest experience, including fantastic food (did you see the size of those shrimp?!?!) and drink, networking galore, and the sounds of reggae music filling the air took place under a white tent billowing with summer breezes and overlooking the waters of the Delaware.

"Brava!" exclaimed Exchange Membership Committee Chair Barbara Hunter in her review of the evening. "My sense is that everyone who attended had a great time and found value in being part of the event."

Raffle winners included Jason Rowinski, Pilots' Association for the Bay and River Delaware, Deborah Ingravello of the World Trade Association of Philadelphia, and Roy Denmark of Urban Engineers.

"Food, service, prizes, and especially the venue were all spectacular," said John Haroldson, Marketing Director for the Diamond State Port Corporation.

Dennis Rochford, Exchange President, agreed. "This was a first-class event the whole way across the board. That board members and the entire Exchange Philadelphia staff participated in this event sent a strong and positive message of thanks to our membership for their ongoing support of the Exchange and its mission."

If you attended the event, you know this all to be true.

If you missed it, stay tuned, and plan to join next year's membership appreciation event, already in the works for May 9.



BEST HIGH SCHOOLS U.S.News BRONZE 2014

MARITIME ACADEMY CHARTER SCHOOL EST. 2003

BEST HIGH SCHOOLS U.S.News BRONZE 2014

Maritime Academy Charter High School
SERVING GRADES 2-12

MS: 2275 Bridge Street, Phila., PA 19137
HS: 2700 E. Huntingdon St. , Phila., PA 19125

Eugene Mattioni, Board Chairman
Edward J. Poznek, CEO
MS: 215-535-4555; HS: 215-427-3090
www.maritimecharter.org

J&K Fresh East
A Division of 721 Logistics LLC.
"A Fresh Clearance!"

Specializing in Customs Brokerage for Fresh Fruit and Perishable Imports

300 Stevens Drive, Suite 105 Lester, PA 19113 610-994-5060

www.721Logistics.com

Weathering the next cyber super storm: The importance of cyber resilience

By: Stephen Viña

Two recent large-scale cyber incidents underscored the crippling power of cyber attacks. These cyber pandemics spread across continents, locking up and damaging industry computer systems with lightning speed. And the maritime industry was not immune.

Although maintaining strong cyber defenses is vital to protecting sensitive data and business operations, it is often not enough. In today's cyber environment, port owners and operators must also build cyber resilience to effectively respond to and recover from cyber attacks.

In June, the Petya/GoldenEye global ransomware cyber-attack reportedly impacted a major shipping company, disrupting operations at multiple ports in the U.S. and abroad. This is one example in a string of notable cyber events impacting the industry, and these types of cyber threats are expected to continue to grow.

Building Cyber Resilience

Such events as the Petya/GoldenEye ransomware attack highlight the need to focus on the growing risk of cyber business interruption. Building cyber resilience — by anticipating complete failure of digital technology, accounting for that failure with comprehensive risk management strategies, and establishing a plan to limit damage and regain normal operations — can help ensure a quick and effective response and timely return to normal operations.

Marine terminal owners and operators can start building cyber resiliency by assessing technology and automation use. Although advanced technologies have improved operations at ports, they have also exposed facilities to a variety of cyber threats. Key systems at risk may include communications, access control and security, industrial processes, cargo management, and business operations. A disruption to the availability, integrity, or confidentiality of these systems has the potential to cause significant business impact and financial harm. During the assessment, consider:

- quantifying the financial impact of a system-wide service interruption
- assessing the recovery time objectives to a network disabled by a malicious cyber incident
- identifying redundancies that can support operations should networks go down
- determining port efficiency levels when reverting to manual processes

Cyber Insurance

Examining risk transfer solutions — such as cyber insurance — is an important part of building cyber resiliency. The act of applying for insurance prompts policyholders to evaluate assets and controls; companies typically conduct benchmarking analyses against established industry standards such as the National Institute of Standards and Technology, known as NIST, framework.

Also, once a policy has been placed, insureds have an incentive partner for improving security. For example, insurers frequently offer services to either avoid or mitigate data breaches. These services can include technical advice from on-call consultants, vulnerability detection to examine network servers, and help to develop incident response plans.

Cyber insurance also works to transfer the risk of financial impact away from a port and can address a variety of first-party losses, such as the costs to restore or recreate lost data, respond to a data privacy breach, or pay a cyber ransom. It can also address the loss of income and extra expenses resulting from a business interruption due to a security event or an unintentional or unplanned outage

Many polices also now recognize the interdependence of businesses and contain contingent business interruption provisions. Cyber insurance also includes liability insuring agreements to cover the costs for third-party losses, including litigation arising from a network failure or privacy data breach.

As the frequency and severity of cyber attacks continue to grow and evolve, it is critical that port owners and operators build cyber resilience into their comprehensive risk management strategies so they can be better prepared to weather the next cyber super storm.



Stephen Viña is a Senior Vice President and Advisory Specialist in the Cyber Center of Excellence at Marsh, a global insurance brokering and risk management firm. He can be reached at Stephen.Vina@marsh.com.

This information is not intended to be taken as advice regarding any individual situation or as legal, tax, or accounting advice and should not be relied upon as such. You should contact your legal and other advisors regarding specific risk issues. The information contained in this publication is based on sources we believe reliable, but we make no representation or warranty as to its accuracy. All insurance coverage is subject to the terms, conditions, and exclusions of the applicable individual policies. Marsh cannot provide any assurance that insurance can be obtained for any particular client or for any particular risk. Marsh makes no representations or warranties, expressed or implied, concerning the application of policy wordings or of the financial condition or solvency of insurers or reinsurers.

DRS

DELAWARE RIVER STEVEDORES, INC.
Corporate Offices
441 North 5th Street, Suite 210
Philadelphia, PA 19123
215-440-4100
www.d-r-s.com

Delaware River Stevedores has been providing stevedoring and terminal services in Philadelphia, Camden, and Wilmington since 1987. With over 3 million tons of cargo annually we are one of the premier Stevedore/Terminal Operators on the Delaware River.

In utilizing specialized gear, handling equipment and the latest technology to provide efficient and damage free cargo services we remain leaders in today's marketplace.

Together with the ports it services, Delaware River Stevedores plans each operation and anticipates potential problems to avoid any cargo damage or delays.

Our mission is to exceed the high expectations of the people and businesses we serve.



Facilities

Port of Wilmington, DE
1 Hausel Road
Wilmington, DE 19801
(302) 655-6315

Tioga Marine Terminal
3451 North Delaware Ave
Philadelphia, PA 19134
(215) 790-4447

Joseph A. Balzano Marine Terminal
101 Joseph A. Balzano Blvd.
Camden, NJ 08103
(856) 541-2773

Coleman's Launch Service

215-271-7833
Cell 609-980-0834
24 Hour Service
jcoleman0834@gmail.com

Pier 40 South
at Columbus Blvd.
& Christian St.
Philadelphia, PA



Crew Transportation
Vessel Boarding
Light Towing
Soundings
Work Float

Serving the Ports of Philadelphia and Camden Since 1983

Coil-Tainer Limited



an independent NVOCC ocean carrier dedicated and focused exclusively on the shipment of steel, aluminium, tin plate and copper coils utilizing our revolutionary system developed as the ultimate solution to shipping large and heavy coils safely... reliably... efficiently... and damage free!

With our specialy designed patented Coil-Tainer pallets, we accomplish all this with the ability to ship in a standard ocean-shipping container. The advantages of Coil-Tainer are:



- Loading and unloading of containers done much faster with less labor, safer and in better working conditions.
- Less handling of coils and consequently no damages.
- Major reduction in packaging material.
- No wooden blocking or bracing required.
- No wooden shipping skid required.
- No fumigation of wood required - no wood in the container.
- No special containers required; steel coils shipped in a standard ISO container.
- Reduction in Insurance Claims and Claims Handling.
- Coil-Tainer Bill of Lading.
- Weekly fixed sailings.
- J.I.T. delivery.
- Warehousing and distribution offered.
- Ocean rate on a per ton basis, therefore you only pay for what you ship.
- Coil-Tainer's exemplary dedicated customer service and responsiveness.

Visit us at our website or contact us directly, we would be pleased to discuss with you your unique shipping needs from origin to destination.

Coil-Tainer

Coil-Tainer Limited
1615 West Chester Pike
Suite 105
West Chester, PA 19382

Phone: 1-610-918-8000
Fax: 1-610-918-8680
Website: www.coil-tainer.com
Email: info@coil-tainer.com

European Office:
Coil-Tainer Limited
Antwerp, Belgium
Phone: 32.3.540.19.17
Fax: 32.3.542.31.93
Email: Dirkv@coil-tainer.com

Lt. Col. Kristen N. Dahle assumes command at COE Philadelphia District



At a ceremony held on July 7, Lt. Col. Kristen N. Dahle assumed command of the U.S. Army Corps of Engineers Philadelphia District from Commander Michael Bliss. Dahle is the District's 59th Commander.

Dahle graduated from Rose-Hulman Institute of Technology with a bachelor's degree in Civil Engineering and received her commission as a Second Lieutenant in the Corps of Engineers in May of 1999. Since her commissioning, Lt. Col. Dahle has spent nine years stationed overseas in various locations around Germany. She deployed four times to combat locations and served 48 months in Iraq, Afghanistan, and Kuwait.

Her military assignments include, among others: Platoon Leader, 535th Combat Support Equipment Company, 94th Engineer Battalion, Grafenwoehr, Germany; Executive Officer, Headquarters and Headquarters Support Company, 94th Engineer Battalion, Vilseck, Germany; Operations Officer (AS3) and Battalion S4, 94th Engineer Battalion, Baghdad, Iraq; Engineer Project Officer, Technical Headquarters Section, 18th Engineer Brigade, Bagram, Afghanistan; Company Commander, Headquarter and Headquarters Company, 18th Engineer Brigade, Heidelberg, Germany/MND-North, Iraq; Brigade Planner, 18th Engineer Brigade, Mosul, Iraq; and Lead Planner, III Corps, Executive Officer, 2826th Engineer Battalion and S3, 62nd Engineer Battalion, Fort Hood, Texas.

Dahle's military education is equally impressive: Airborne School (1995); Engineer Officer Basic Course (2000); Engineer Captain's Career Course (2005); Intermediate Leader Education (2010); and School of Advance Military Studies (2011).

Lt. Col. Dahle has been honored with an impressive array of awards and decorations to include the Bronze Star Medal (Oak Leaf Cluster), Meritorious Service Medal (2 Oak Leaf Clusters), Army Commendation Medal (Oak Leaf Cluster), Army Achievement Medal, National Defense Service Medal, Afghanistan Campaign Medal (1st Campaign Star), Iraq Campaign Medal (4th Campaign Star), Global War on Terrorism Expeditionary Medal, Global War on Terrorism Service Medal, Army Service Ribbon, Overseas Service Ribbon (6th Device), Presidential Unit Citation, Army Meritorious Unit Commendation (Oak Leaf Cluster), and the Parachutist Badge. Dahle is also a recipient of the Army Engineer Association's Bronze De Fleury Medal.

The Exchange and its members welcome Lt. Col. Dahle to the Delaware River port community!

Buzby confirmed to lead MarAd

On August 3, 2017, the U.S. Senate confirmed retired U.S. Navy Rear Admiral Mark H. Buzby to head the U.S. Maritime Administration. Adm. Buzby is a USMMA grad and holds master's degrees from the U.S. Naval War College and Salve Regina University in Strategic Studies and International Relations.

Until his confirmation, Adm. Buzby was president and CEO of the National Defense Transportation Association, a group of transportation, logistics, and passenger travel professionals. As a flag officer, he served on the Navy staff as deputy for Surface Ships, deputy for Surface Warfare and deputy for Expeditionary Warfare. He was also commander of Joint Task Force Guantanamo and deputy chief of staff for Global Force Management and Joint Operations, U.S. Fleet Forces Command. Adm. Buzby served as the commander of the U.S. Navy's Military Sealift Command from October 2009 to March 2013.

MarAd, an agency within the U.S. Department of Transportation, promotes the use of the maritime highway, its seamless integration with other transportation modes, and the viability of the U.S. merchant marine.





Ricci Tyrrell Johnson & Grey

ATTORNEYS AT LAW

A powerful blending of experience, committment, and vision
Recognized experts in Maritime Law

Ricci Tyrrell Johnson & Grey includes all the attorneys formerly with HOLLSTEIN KEATING CATTELL JOHNSON & GOLDSTEIN PC

THE FIRM PROVIDES FULL LEGAL SERVICES TO ITS CLIENTS IN ALL ASPECTS OF MARITIME LAW AND RELATED DISCIPLINES IN FEDERAL AND STATE COURTS AND BEFORE ADMINISTRATIVE AGENCIES. THE FIRM ALSO PROVIDES SERVICE TO LENDERS AND VESSEL OWNERS IN THE FIELD OF MARINE FINANCE. SERVING THE PORT MARITIME COMMUNITY FOR OVER 25 YEARS.

Philadelphia Office
1515 Market Street
Suite 700
Philadelphia, PA 19102
Phone: 215-320-3260
Fax: 215-320-3261

New Jersey Office
Willow Ridge Executive Park
750 Route 73 South - Suite 202B
Marlton, NJ 08053
Phone: 856-810-8860
Fax: 856-810-8861

www.rtjglaw.com

After hours Maritime contact - Jim Johnson 609-238-2232



Back to sea

My 50th reunion from Fort Schuyler in 2015 was a memorable event, attended by about 50 of our 100 graduates. After countless hours of trading "sea stories," it was apparent that most of us wished we could go back to sea!

Wanting to make it a reality, I called my old friends at Independent Container Line to inquire about a freighter trip. My involvement with ICL goes back to 1977 when it started as Contract Marine Carriers, changing to ICL a few years later. I always wanted to sail on a freighter in my post-seagoing days, and finally I had an opportunity. I even had a job to do in writing up the safety practices that I would observe on my trip.

ICL has four modern container ships that sail from Chester, Pennsylvania to Wilmington, North Carolina every Wednesday and then on to Europe. The company has a reputation as one of the best lines on the North Atlantic going back to its inception. ICL even had a Quality Program back when most of us did not know what that meant.

All I had to do was to decide on a sailing date and pack my sea bag.

I chose to sail on the "Independent Voyager," a modern container ship with a carrying capacity of about 3,200 TEUs. My good friend from Fort Schuyler, Sean Clancy, ICL's Port Manager, took me to meet the Captain. I almost felt like a young Third Mate when he meets the Captain for the first time.

My stateroom was very modest and comfortable. Like most freighters, there were several passenger rooms, and two other passengers were making the trip to Antwerp.

The last container was loaded about 1700 hours Wednesday, and the ship wasted little time before undocking 30 minutes later, assisted by the tug "Robert E. McAllister." I promptly went to the bridge as the Captain and the Delaware River pilot moved the ship into the channel. Four hours later, as we headed down the lower Delaware River, I turned in for the night to be put to sleep by the sound of the engines and the gentile rolling of the ship.

Breakfast provided an opportunity to meet my fellow passengers and other crew members. The Captain and the Chief Engineer were Rumanian, and other officers were from the Ukraine and Lithuania. Most of the crew were Filipino. It was an interesting cultural mix of people; they all worked very well together, spoke English very well, and were extremely friendly.

Our only full 24-hour day on the ship would be Thursday, and it was quickly consumed by a "fire and boat drill," an engine room tour, and plenty of time back on the bridge.

The ship's bridge was awesome, with every possible electronic instrument to keep the ship safe. As we proceeded south down the coast, I thought about the many times 50 years ago at sea, when we were often unsure of our exact location due to overcast weather (no sights of the sun or stars) or inoperable old equipment. I was tempted to share this information with the young officer on duty but thought it better to keep these horror stories away from this ultra-modern ship's bridge.

The "fire and boat drill" was an all-time first for me as we boarded a life boat designed to be dropped off the ship's stern. It was exciting to be strapped in a life boat capable of being dropped from high above the water. Fortunately it was just a drill, and there was no need to experience an actual drop from the ship.

It was equally exciting to tour the engine room and see the massive diesel engine operating along with a whole host of other equipment. Unlike the old days when it did not exist, we all wore ear protection and tried to communicate with sign language, as the head gear blocked all sound.

Soon it was the final dinner, and we would arrive in Wilmington the next morning. I spent a few more hours on the bridge still thinking about my time at sea as a deck officer and still missing it.

Cargo operations in Wilmington began immediately, and the ship was scheduled to sail for Antwerp that night. With my safety audit completed and some short but very rewarding sea time behind me, thanks to the wonderful people at ICL, I headed back to Philly the quick way — in a plane.



HORIZON STEVEDORING, INC.

Timothy Brown
President

2201 South Columbus Boulevard • Pier 82 • Philadelphia, PA 19148
Phone: 215-218-3080 • Direct: 215-218-3081
Cell: 215-837-9828 • Fax: 215-218-3089
tim.brown@pennci.com • www.horizonstevedoring.com

MORAN
Shipping Agencies, Inc.
Est. 1937

20 Company-Owned Offices
Directly Serving over 100 Ports
in North America

www.moranshipping.com

Complete Steamship Agency Services
for Tankers, LPG/LNG, General & Bulk
Cargoes, Container and Cruise Ships

Follow us on twitter @moranshipping

AMS and ENOA/D Services
Hub Agency Management Programs
Port Vendor Management Strategies
Maritime & Port Security Solutions

ANAB ACCREDITED ISOQAR QUALITY ASSURED ISO 9001 UKAS QUALITY MANAGEMENT 026
Certificate Number 2170
CHAMBER OF SHIPPING OF AMERICA

WESTERN FUMIGATION

Efficient. Effective.
Experienced.
Servicing the
Philadelphia Ports
Since 1928

Call 1-800-542-1542
www.westernfumigation.com

DELAWARE VALLEY LIFT TRUCK INC.
Founded in 1985
We specialize in all of your Material Handling and Warehouse Needs
We earn the trust of our customers!
-Forklifts
-Sales
-Rentals
-Service
-Sweepers
-Scrubbers
-Dock Equipment
SERVICING THE PORTS AND TERMINALS OF THE EAST COAST FOR OVER 30 YEARS
DOOSAN
1311 Ford Road, Bensalem, PA 19020
P: 215-447-0000 F: 215-447-0002
www.dvlift.com sales@dvlift.com

Your Ports and Waterways Engineers
HOW WE CAN SUPPORT YOU:
- Waterfront Facilities, Planning, and Design
  - Container Terminals
  - Dry, Break, and Liquid Bulk Terminals
  - Marinas, Ferries, and Recreational Boat Harbors
  - Rehabilitation of Docks and Piers
  - Evaluation of Existing Structures
  - Intermodal Facilities
- Diver Condition Surveys and Soundings
- Dredging Services
- Industrial Buildings and Foundation Design
- Construction Management and Inspection
- State and Federal Permitting
Roy E. Denmark, Jr.
215.922.8080 x1280
redenmark@urbanengineers.com
Michael G. Wagner, PE
215.922.8080 x1352
mgwagner@urbanengineers.com
URBAN ENGINEERS
215.922.8081
visit our new website: urbanengineers.com
Founded 1960 | ISO 9001:2008 Certified | Employee Owned

NAPA welcomes guests . . . and Ben Franklin



Kicking off the North Atlantic Ports Association annual meeting on June 1 and 2, 2017, the Port of Wilmington co-sponsored a reception for attendees at the Copeland Maritime Center in Wilmington, Delaware, home to the "Kalmar Nyckel" tall ship. Ben Franklin was on hand to regale everyone with stories about Delaware River shipping in the 1700s.

Jon Kemmerley, off to a good start

continued from page 1

Q: And what would you say to our port customers?

A: This is an ideal place to do business. There's still plenty of land, and the population continues to grow. Clearly, the Delaware River may not ever be the deepest port in the U.S., but we are absolutely the most dynamic and efficient. And we're constantly improving our operations.

The Pilots' Association is as committed as it has always been to safety and technology. It's what we focus on all day, every day. For example, most recently we evaluated the OMC International Dynamic Under Keel Clearance system. This technology allows vessels, under favorable conditions, the opportunity to load more cargo and utilize larger tidal windows.

Q: Obviously, a deeper channel is only one of a number of factors that contribute to a successful, safe, and environmentally healthy port climate. What other issues keep you and the association engaged with the local community?

A: We're involved in almost every aspect of the maritime industry, even if only tangentially. We can't help but be involved. With our three-state geography, not only is there competition with other U.S. ports, but there's also competition within the port itself. Things like deciding what ship goes to what anchorage can have significant commercial ramifications. The community relies on us to make decisions based on the overall safety of the port, not commerce or port politics.

What's more, I don't believe any other pilot organization gets as involved in port issues to the extent ours does. We've been a strong advocate for increased resources for federal agencies, worked to update archaic policies and procedures, and implemented new technologies to help improve port safety and security. Though our primary focus is naturally on navigational safety, we've also engaged on issues that improve the business climate for our port operators and port customers.

Q: Finally, looking ahead, what do you see as the future challenges and the greatest opportunities for our regional port stakeholders?

A: Obviously, our greatest opportunity is the wealth of gas sitting under Pennsylvania. Export of LNG is likely to become a huge business for this port — not just the LPG we're moving now. Our proximity to the Marcellus Shale . . . that's our 55 feet.

Our biggest obstacle to overcome as a port community will be to ensure the Army Corps of Engineers has what it needs to keep the channel maintained at 45 feet. There are always challenges with a newly deepened channel, and it's unclear right now how the estuary will react to the changes. For example, one part of Marcus Hook Anchorage that was deepened to 45 feet filled right back in within two days after a storm. The Corps will need both additional funding and an updated contracting program to ensure we maximize the benefit of the decades of hard work that went into deepening the channel.

A new project currently underway between the Corps and NOAA, assisted by the Pilots and the Exchange, will when complete lead to a level of safety in our ports that is absolutely unparalleled anywhere else in the U.S. We're working to survey the river bottom to such an extent that we obtain a CAT ZOC 1 (Categories for Zone of Confidence), which involves undertaking a full search of the seafloor, detecting all features, and measuring all depths. This will ensure complete accuracy and reliability of our underwater bathymetry.

All in all, everything is trending positive right now.

Holt Logistics: Working for river ports since 1926

It's a true American story of self-reliance and working within a community to grow. What started as a small business consisting of a single truck has grown over the last 90 years into an enterprise consisting of multiple companies focused on every aspect of safe and efficient cargo handling.

That growth can largely be attributed to the dedication of the Holt family to founder Leo Holt's dream. Four successive generations have devoted their energies to learning the trade and using that knowledge to build an expertise that has gained worldwide recognition.

Today, brothers Tom, Jr., Leo, and Michael each have different roles in different companies, and three of Tom's sons — Tom, III, Eric, and Phillip — have joined the family businesses and are making names for themselves throughout the community.

Founder Leo ultimately developed and operated a regional trucking business, which his sons Tom and Leo expanded into ship and port operations, sale and purchase of ships, and working to increase cargo and commerce on the Delaware River. They began to develop in South Jersey in 1968, when the company moved into the south yard of the New York Ship property. That same year, they entered into negotiations to lease property at the foot of Essex Street from the Camden County Municipal Sewer Authority. In 1990, the Holts crossed the river to operate the Packer Avenue Marine Terminal in Philadelphia.

"Today, the organization is comprised of a set of companies which are owned by our family," said Leo Holt. "Each client company and its workforce is separately managed."

Though trucking and transportation remain essential, the primary focus is now on the marine terminal and warehouse operations. The companies toil respectively at several port operations, including the Gloucester Marine Terminal, a 123-acre facility in southern New Jersey and the Packer Avenue Marine Terminal, which is leased from PhilaPort and operated by Greenwich Terminals, LLC. Packer Avenue spans 106 acres in South Philadelphia and saw an astounding 164% increase in vessel calls over the last 10 years.

Holt has also partnered with the South Jersey Port Corporation in the operation of the Paulsboro Marine Terminal, which launched last March and is now handling four ships per month.

Though clearly concerned with his family's success, Leo Holt is equally focused on the success of the port complex as a whole.

"We have all operated within an interesting alphabet soup," he said, "the key ingredients of which spell PhilaPort, the South Jersey Port Corp., and the Diamond State Port Corp." He noted that just like everywhere else, the only constant on the Delaware River is change. "For instance, we've seen the states take over management of what were once municipal ports in Pennsylvania and Delaware. Over time, the river goes up and the river goes down. Fortunately, we're very much on a rising tide right now."

That optimism spills over into Holt's view of how the region can overcome its challenges. "Our infrastructure, our marketing initiatives, and the regulatory environment under which we must operate all have pros and cons, but there's no doubt the pros substantially outweigh the cons," he said.

Among the key drivers on the Delaware River today, he noted, are petrochemical operations and foodstuffs. Steel is another key driver for Delaware River commerce, Holt said. "People know there's 'baked in' knowledge here," he said, referring not only to Holt operations, but to facilities up and down the river.

"By every measure, the Delaware River is the most important entryway into the U.S.," he said. Holt believes that while infrastructure represents the nuts and bolts of the regional port industry, "more important is what's between the ears of the people who work within it."

This is critical not just for cargo handling but also for working within and — when needed — working to change the regulatory framework which governs port operations. "One of our most compelling functions right now is to maintain compliance with the ongoing, and escalating, stringency for safe food handling," Holt said, noting that the Food Safety Modernization Act is now rolling out to transportation companies. "FSMA will be a major burden, but it will also be a benefit," he said. In the event of an outbreak, the traceability provided through the act will allow the FDA to find the source.

"The people throughout our regional port community are specialists in both cargo handling and regulatory areas and have successfully teamed with USDA, CBP, USCG and FDA to make our region the leader in our various fields of expertise. It's Philly so we like to punch above our weight," he said.

Holt family activities have opened an array of new market opportunities for the region. "For example, SeaLand has given us access to new Central and South American ports of call, and the strong evolution of MSC has expanded trade with ports in Europe, South America, and New Zealand, just to name a few," Holt said.

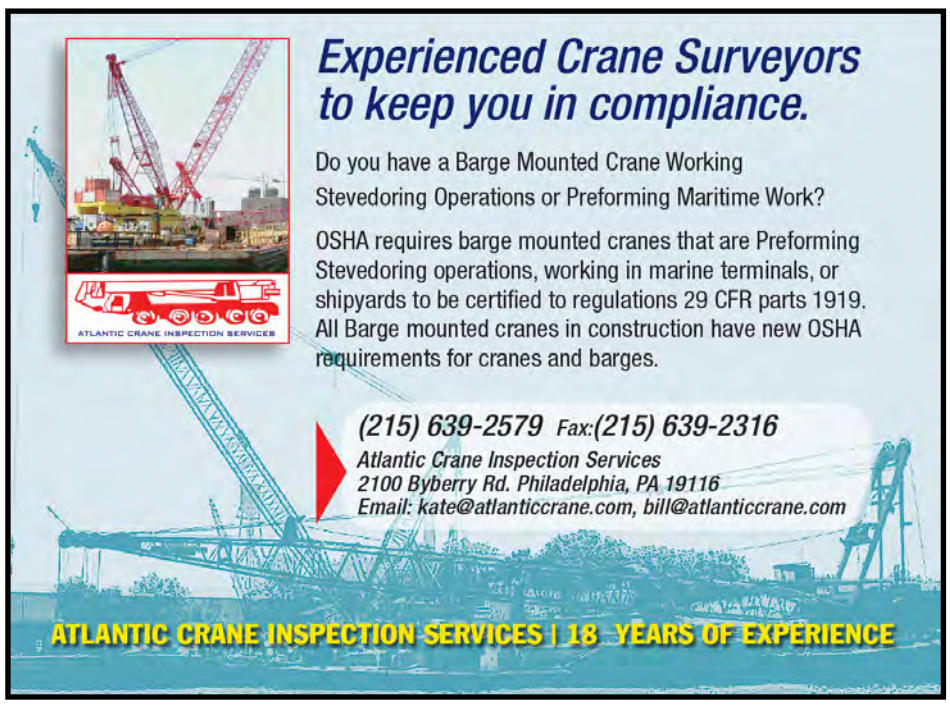
In the container trade, the advent of shipping alliances is just the most recent force for change in the maritime industry. "But we are survivors here on this river, and we're committed for the long term," Holt said. "We have the alliances now, so we're well positioned for this and for future changes. What we should be doing is planning to work together more effectively."

Two major waves of opportunity that have come together to help foster future growth are the installation of Jerry Sweeney as chair of PhilaPort and Jeff Theobald as its CEO. "This new leadership style has resulted in significant investment at Packer Avenue and other PhilaPort sites," Holt said.

The former Publicker Industries Alcohol distillery facility was once a U.S. EPA Superfund site and was reborn under the efforts of the late Tom Holt, Sr. Since its renaissance, it has been used for steel and most recently as a storage yard for autos. In its ongoing evolution it has been dedicated primarily to the support of container operations at Packer Avenue.

The Commonwealth's new funding allows for expanded crane rail on the quayside of the Packer facility and the underpinning of steel at the front end to support new cranes. "In addition, all the cranes at Packer will be converted to electric power. Everything, from the crane to the

continued on next page





Staying focused on the cause

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

The day-to-day running of the Seamen's Center of Wilmington means that the volunteers and I need to wear dozens of different hats. Sometimes, it's really hard to stay focused. And as I worked to plan for this year's "Last Bash of Summer" fun(d)raiser to be held in September, something happened to remind me why it all matters.

On one particularly busy day in June while I was juggling event preparation, problems with one of our vans, and putting together my own newsletter, a crewman from the "M/T Elias Tsakos" was among those who found his way into the Center. Rogel Besido was quite chatty, and after just a few minutes with him, I soon realized why.

On this contract, Rogel had been to sea for three months, and this was the first stop where his feet could touch dry land! This man, who was clearly extremely outgoing and obviously lonely, was thrilled to finally be able to talk to someone new.

Roger is 54 years old — he first went to sea in 1984 — and has continued to work in the isolated world on board ships to support his family. Roger married at the age of 17 and has five children . . . and eight grandchildren! Imagine working for such a large family but rarely getting to see them. It's truly heart-wrenching.

And so, as I make calls to find sponsors, plan a menu, search for great raffle prizes, and edit invitations, it will be easy to stay focused on why this fundraiser is so important. Seafarers like Rogel will keep pushing me toward our fundraising goal and the efforts necessary to allow them their shore leave, Wi-Fi, and the socializing they so enjoy — and often desperately need — at the Seamen's Center of Wilmington.

Please mark your calendars for our upcoming fundraiser on September 12 at FireStone Roasting House on the riverfront in Wilmington. The fun begins at 4:30 p.m. and keeps right on going for the next three hours.

And if you want to help support the cause in a truly meaningful way, please consider becoming an event sponsor. For more information, see www.scwde.org or call 302-575-1300.

MATTIONI, LTD.
COUNSELORS AT LAW

Global Perspective
Practical Solutions
Personal Service

PROVIDING LEGAL SERVICES TO THE MARITIME AND BUSINESS COMMUNITIES

MATTIONI, LTD.

Pennsylvania
100 North Independence Mall West
Suite 5A NW
Philadelphia, PA 19106
215-629-1600 TEL
215-923-2227 FAX

New Jersey
1316 Kings Highway
Swedesboro, NJ 08085-1615
856.241.9779 TEL
856.241.9989 FAX

After Hours
Eugene Mattioni (215)-850-8298
Stephen J. Galati (609)-670-1192
Kira Rold (630)-639-9601
John Mattioni (215)-850-0498

firmmail@mattioni.com www.mattioni.com

PPMS crab feast and golf outing sure to be a hit



The Ports of Philadelphia Maritime Society Annual Crab Feast will take place this year on September 15 at the beautiful Corinthian Yacht Club, located along the Delaware River in Essington, Pa.

The event begins at noon and runs until 6:00 p.m. Due to consistently high demand, a third tent has been added this year to provide additional seating, with each of the tents providing a different function. There will be plenty of crabs, barbecue, games, and more — so come early and stay late.

The Annual Russ Larsen Memorial Golf Outing at the Springfield Country Club in Springfield, Pa. begins with a shotgun start at 7:30 a.m. Breakfast is included.

Get your tickets now

To purchase crab feast tickets at $65.00 per person or tickets for the crab feast and golf outing at $160.00 per person, send your reservation to The Ports of Philadelphia Maritime Society, P.O. Box 1374, Linwood, PA 19061.

For more information about the crab feast, contact Theresa Penot at 215-783-9484 or theresap1@verizon.net, or Linda Greene at 610-859-2830 or dbrcadmin@dbrcinc.org.

For information about the golf outing, contact Mike Scott at 484-274-3400 or michael.s.scott@wsp.com.

Reporting cyber incidents

continued from page 3

affected systems conduct or support functions described in vessel or facility security plans.

The NCCIC is the national 24x7 cyber situational awareness, incident response, and management center, and it may be able to provide valuable technical assistance at the time of reporting.

In order to satisfy federal reporting requirements when contacting the NCICC, the reporting party must inform the NCCIC that he or she represents a Coast Guard regulated entity. The NCCIC will forward the report to the NRC, which in turn will notify the appropriate Coast Guard Captain of the Port.

In addition to reporting, Coast Guard reminds regulated entities to follow their approved security plans including system backups, event logging, and any other documented IT process. Failure to do so might not only contribute to a more difficult and protracted recovery process but could also result in Coast Guard fines for not following a security plan.

Facility, vessel, and company security officers are encouraged to continuously review their cyber policies, procedures, plans, and protective measures, and to report suspicious cyber activities, and attempted and actual cyber security breaches to the NRC (800-424-8802) or to the NCCIC (888-282-0970).

Holt, looking towards the future

continued from previous page

yard to the gate, will be electrified," Holt said.

What's the next chapter of the port's history? According to Leo Holt, the future of the river will mirror its past. "The Marcellus shale is going to send us in new directions," he said, "and no one knows where it ends." Holt is thinking beyond the increase in export gases that the region has already enjoyed. "Exports of PVC resins, a byproduct of the gas industry, are soaring. In 2016, the U.S. exported 2.6 million tons, but by next year it could be over 7 million.

"Our ports are thinking about how best to serve their current customers and commodity base, but they're also looking to the future."

The bottom line: "The opening of the Paulsboro terminal in March, the reactivation of Pier 122 in Philadelphia in June, the exploration of Port of Wilmington expansion . . . all of these things will create economic opportunities and jobs throughout the region.

"It's all good, and we wake up every day appreciative of the opportunity to come to work, the chance to grow our family's legacy, and the fun of moving commerce to and from the greatest country in the world."

It's a brand new day at PhilaPort

On the threshold of an unprecedented era of expansion, Philadelphia has established a new brand identity that will bolster its national and international marketing efforts and position the port as one of the most important trade gateways on the Atlantic seaboard.

People in the region and shippers across the globe will now know that gateway as PhilaPort.

Pennsylvania Governor Tom Wolf announced plans last November to invest $300 million to improve the port's facilities. The investment is one of the largest among east coast ports and raises Philadelphia's prominence in the shipping world.

The expansion, which continues through 2020, will double container capacity, improve import and export efficiency, and create thousands of jobs, making a significant contribution to economic growth in the Philadelphia region and across Pennsylvania.

The $392 million Delaware River Main Channel Deepening project will increase the depth to 45 feet in 2018.

The expansion will enable the port to handle the largest ships that traverse the Panama Canal and vessels above 9,000 TEUs that already call the port. All told, PhilaPort projects employment to increase by nearly 7,000 jobs to a total of more than 17,000, and state and local tax revenues will increase from the current $69.6 million to $108.4 million annually.

Old facility reopens in Philadelphia

On June 27, the M/V GLOVIS COMET commenced cargo operations at Pier 122. The first arrival to the nearly 90-year-old finger pier in South Philadelphia is just the latest in a series of activities underway at PhilaPort.

Development of a vessel berth directly adjacent to the vehicle processing center was a high priority for the port authority.

Prior to 2010, Philadelphia did not handle many finished vehicles. Since then volumes have grown significantly. The port anticipates handling over 200,000 cars in 2017.

A brief history of Pier 122

1929:	Pier 122 built by Pennsylvania Railroad
2004:	State transfers 47-acre parcel (9A) to the Port of Philadelphia
2007:	PhilaPort purchases Pier 122 from Conrail
2008:	PhilaPort leases pier to Growmark agriculture/fertilizer company
2010:	Hyundai GLOVIS brings new Kias and Hyundais previously discharged in Baltimore and the Port of NY/NJ to PhilaPort
2011, August:	PhilaPort purchases 180 acres of land from Philadelphia Authority for Industrial Development
2013, March:	PhilaPort awards development of Southport access road, a $6.5 million project
2015, April:	PhilaPort transfers lease from Growmark to Northeast Energy Terminal LLC, a subsidiary of USD Group, and Northeast Energy acquires assets from Growmark
2016, November:	Governor Wolf announces $300 million capital improvement plan of which $93 million is allocated for Southport and the development of a vehicle processing center
2017, June 17:	Northeast Energy Terminal invests to improve Pier 122, providing a safe berth for PCTC (Pure Car and Truck Carrier) vessels

Seasisters: Reaching out to women mariners

continued from page 5

Others note that the loneliness inherent in a life aboard ship can be even more daunting for the fairer sex. SeaSisters contributor Megan writes, "The truth of it is, you'll be lonely. You'll feel abandoned by the world . . . You might try to bond with your crew (and succeed, or be rejected, or have it confused with flirting)."

While the website focuses largely on stories of how the contributors got their starts in the industry, it also touches on other topics of concern to women mariners. From the practical, like what to pack in a gear bag, to the theoretical, such as some of the barriers to women's advancement in the maritime industry.

Simenstad is extremely pleased with the status of the blog, the webpage, and more recently her newsletter. "I put a lot of energy into the site, and though it's extremely rewarding, I don't really have the resources to grow it further at this time." She may someday look to create a non-profit to allow her to apply for grants or accept donations, but that's down the road.

"Right now, I just want to focus on trying to build the community, reach out to young women who may want to enter this industry, and offer as much guidance and advice as we can."

PENN TERMINALS INC

Pennsylvania's Gatway to the World



Since 1986, the region's preferred business partner for :

- *Containers*
- *Perishables*
- *Breakbulk*
- *Project Cargo*

Penn Terminals, Inc.
1 Saville Avenue Eddystone, PA 19022 U.S.A.
Tel : 610-499-3000,101 | Fax: 610-499-3014
E-mail : sales@pennterminals.com
Web : www.pennterminals.com

Marine Terminal & Stevedoring Services

Rhoads MARINE INDUSTRIES

ISO 9001:2008 CERTIFIED • ABS & MILSPEC QUALIFIED

LAYBERTH ♦ SHIP REPAIR

SHIP BUILDING

All Utilities ♦ Garbage Disposal

Portal Crane Service

Line Handling

Oily Waste Removal

Comprehensive Hull, Mechanical & Electrical Repairs

Propulsion & Aux Systems Repair

Graving Dock ♦ Crane-Served Piers

Shipyard ♦ Downriver

WWW.RHOADSINC.COM
THE NAVY YARD
PIERS 2 & 5
DRY DOCK No. 2
24 HOUR SERVICE



For All Inquiries, Please Contact
Robert Orbaugh
Project Manager
(O) (267) 728-6549
(C) (215) 284-6551
E-Mail:
rorbaugh@rhoadsinc.com



Help wanted: CBP wants you

By: Acting Commissioner Kevin K. McAleenan



I can't think of a more meaningful and fulfilling career than keeping our nation safe and secure for our friends, families, and future generations. Our mission touches everyone who lives in America, and you can be a part of that mission.

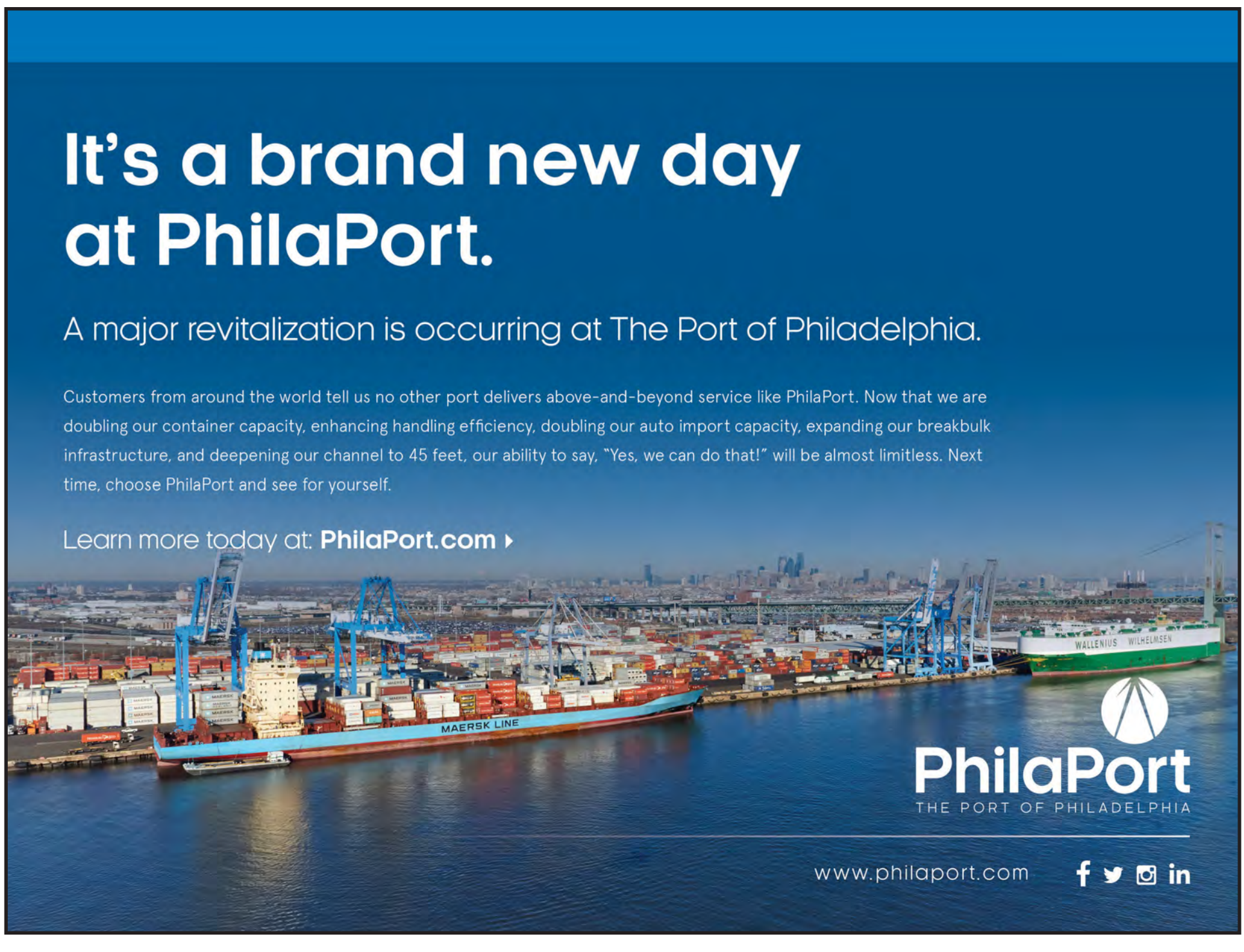
That's why I want you to seriously consider applying to work for U.S. Customs and Border Protection.

Why should you consider a career with CBP? Not only are we the largest law enforcement agency in the nation, we also have a far-reaching and complex mission. Our "typical" day is anything but typical. We screen travelers and cargo and intercept harmful narcotics, illicit currency, dangerous weapons, and counterfeit products. We secure our borders and protect our country from terrorism, human smuggling, illegal migration, and even agricultural pests. We enforce hundreds of laws and regulations for dozens of other agencies, and we collect more than $30 billion in entry duties and taxes — collections that provide the second-largest revenue source for the U.S. government.

In January, the president signed an executive order calling on the Department of Homeland Security and CBP to hire 5,000 additional Border Patrol agents. The Secretary of Homeland Security issued further guidance to hire an additional 500 Air and Marine agents. That means we must also hire the necessary mission support personnel, backfill attrition losses, and close existing staffing gaps across all three frontline uniformed components — Office of Field Operations, U.S. Border Patrol, and Air and Marine Operations — as well as the Office of Trade.

If you are a veteran, your skills are especially valuable. Monster and Military.com rated CBP the second best place to work for veterans, and military veterans comprise close to 30 percent of our frontline workforce. CBP offers an unparalleled opportunity for veterans to continue serving and protecting the United States in a work environment that uses and further refines their hard-earned knowledge, skills, and abilities gained in the military.

continued next page



Exchange board meets with new COTP



Two weeks after assuming command of Sector Delaware Bay for the U.S. Coast Guard, Capt. Scott Anderson and his newly installed deputy, Capt. Kurt Clarke, met with Exchange directors at their July 12 meeting. Capt. Anderson discussed such issues as Coast Guard regulatory reform, staffing at the Waterways Management Division, unmanned aerial systems, the proposed rule for a permanent security zone near the airport, and the draft cybersecurity circular, which was put out for comment this summer. The Exchange has worked with Capt. Anderson over the past two years while he served as deputy sector commander and looks forward to an equally positive relationship over the next two years.

CBP is hiring

continued from previous page

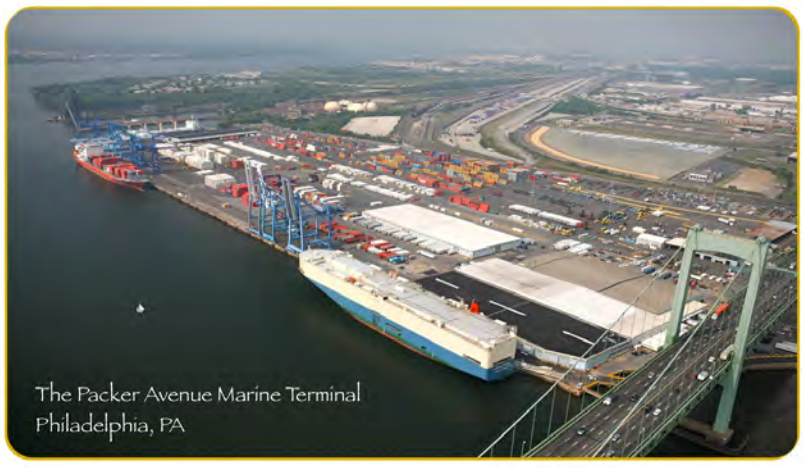
We're also taking a close look at our overall hiring process to ensure it complements our efforts to hire the best of the best. For example, we've taken a close look at how we can streamline our polygraph procedures to allow us to process more applicants in less time. While CBP will never lower its high standards, we have expedited hiring procedures that consolidate several months of processing into just a few days.

We also recently launched a mobile app, "CBP Jobs," that makes it easy for you to track the status of your application. The app sends alerts and appointment reminders and is a convenient way to stay in touch with CBP. It is now available for download on iPhone and Android services.

I urge those of you who are looking for an exciting, meaningful, and rewarding career — one that touches the lives of every American — to consider U.S. Customs and Border Protection. Join us.

Reprinted from "The Comissioner's Blog." See https://www.cbp.gov/newsroom/blogs for more information.

HOLT LOGISTICS CORP.
in the Ports of Philadelphia





Holt Logistics Corporate Offices
101 S. King Street
Gloucester City, NJ 08030
856-742-3000
www.holtlogistics.com

REEVES McEWING
LLP

WHEN YOU NEED A LEADER IN
MARITIME AND ADMIRALTY REPRESENTATION



719 E PASSYUNK AVE.
PHILA., PA 19147
Tele: 267.324.3773

681 TOWN BANK RD.
CAPE MAY, NJ 08204
Tele: 609.846.4717

AFTER HOURS

Lisa Reeves	267.257.8225 (Philadelphia)
Brian McEwing	609.846.4717 (New Jersey)
Ray Letulle	610.529.0038 (Delaware)
George Tadross	215.500.5000 (Philadelphia)

www.lawofsea.com

S. T. HUDSON ENGINEERS, INC.
Professional Engineers and Consultants



Engineering Services

- Mechanical
- Electrical
- Piping
- Instrumentation
- Marine Engineering
- Dredging
- Civil/Structural
- Dive Survey



Visit our website for a full list of our services
STHE.COM
Phone: (856) 342-6600 Email: info@sthe.com
900 Dudley Avenue, Cherry Hill, NJ 08002





Happy birthday, Coast Guard!



The Coast Guard celebrated its 227th birthday on August 4, 2017. The Union League of Philadelphia Armed Services Council invited Vice Admiral Sandra L. Stosz, Deputy Commandant for Mission Support, to commemorate the event and serve as key-note speaker. Exchange Director RADM Joseph C. Hare, USN (ret.) and Armed Services Council Chair *(left)* joined Vice Admiral Stosz, CDR John T. Reynolds, USNR (ret.) and Maritime Exchange Chairman, and Capt. Scott E. Anderson, Commander, Sector Delaware Bay.

Port growth still trending up

continued from page 1

"The arrival of the first vessel at Pier 122 is a result of our plan and investment for the port in Philadelphia to expand operations, grow jobs, and provide even greater benefit for Pennsylvania's economy," said Governor Tom Wolf. "With its major economic impacts throughout the state, my administration understands the value of Pennsylvania's port asset in Philadelphia and will continue to ensure the benefits of this investment and expansion continue to provide dividends to the region and entire commonwealth."

When first opened in 1929 by Pennsylvania Railroad, the facility handled iron ore, with nitrates and minerals among those making up the last of the cargos handled at the pier before it finally closed its doors. PhilaPort purchased Pier 122 from Conrail in 2007 and repurposed it to serve as the destination for all the Glovis auto carriers coming to Philadelphia.

Prior to 2010, Philadelphia did not handle many finished vehicles. Since then volumes have grown significantly. The port anticipates handling over 200,000 cars in 2017. "This is a true transformation story," said PhilaPort CEO Jeff Theobald. "In conjunction with our customer Hyundai Glovis (Hyundai, Kia), tenant USD Group (Northeast Energy Terminal), the Teamsters, and the ILA, we were able to retool the pier and put it back to work."

Overall, the region has seen a marginal increase in the number of vessels importing vehicles, from 49 to 50 during the first six months of 2017. Exports grew from 21 to 27 for the same period.

"The second berth for roll-on roll-off cargo is critical to Hyundai Glovis for many reasons," said Glenn Clift, President and CEO of Hyundai Glovis in the United States. "It allows for two vessels to call at the port of Philadelphia at the same time. More importantly, it allows for us to attract U.S. export auto business and other third party businesses like machinery and farm equipment. This second berth is strategically located adjacent to two major rail lines to provide safe, efficient, and environmentally friendly transport of these products over sea and land."

In addition to reopening Pier 122, South Jersey Port Corporation's new Paulsboro Marine Terminal began receiving vessels in March. Since that time, the terminal recorded 15 vessel arrivals discharging steel products that contributed to the overall 32% increase in steel product imports. Its opening marked the first new terminal construction project in the last 50 years and transformed a derelict tank farm into a modern marine terminal.

"The Paulsboro Port project is a prime example of an unwavering commitment and collaboration by our local and state leaders that made this a job-creating reality," said Kevin Castagnola, Executive Director and CEO at South Jersey Port Corporation. "Moreover, it is a true public-private partnership between the State of New Jersey, SJPC, Gloucester County, the Borough of Paulsboro, and Holt that has brought an expansion of New Jersey's intermodal transportation infrastructure to grow waterborne commerce and energize the regional economy."

Other import cargos showing gains include cocoa at 89%, sugar at 200%, fruit at 19%, and minerals at 26%. On the export side, liquid gas exports showed an increase of 47%, minerals by 73%, and chemicals by 11%.

"The continued growth is welcome news indeed, and we expect to see that trend continue when the main channel has 45 feet of water," Rochford said.

Lloyds List honors three Exchange members

The Lloyd's List Americas Awards recognize the best in shipping each year in North, South and Central America. This year, the program received entries from across the hemisphere, including the U.S., Canada, Bahamas, Brazil, Panama, Uruguay, and the Dominican Republic.

The Exchange is proud to note that members received honors in three categories.

Congratulations to Mesfin Ghebrewoldi, Senior Ship Visitor at the Seamen's Church Institute of Philadelphia and South Jersey, who received this year's Lloyd's List DNV GL Seafarer Advocate of the Year. Ghebrewoldi has been an advocate for seafarers since joining SCI over 30 years ago. Congratulations, Mesfin!

Also recognized as Law Firm of the Year was Reed Smith's Shipping Group. Exchange director John Donohue and his colleagues at Reed Smith have taken a lead role in helping educate Exchange members on key CBP import and trade matters.

Last, but certainly not least, is HudsonAnalytix, which took this year's Digital Innovation Award for its HACyberLogix tool. The HACyberLogix platform enables maritime stakeholders to evaluate the degree to which cybersecurity capabilities and resources (people, processes, funding, and tools) are currently implemented and utilized across the organization.

"These awards are about bringing our business community together. It's about celebrating our combined achievements, but it's also about recognizing the transformation that is happening across our businesses," said Lloyd's List Executive Editor Helen Kelly.

Bravo Zulu, all!

MARITIME EXCHANGE MEMBERSHIP

A membership in the Maritime Exchange is not about just joining another association. It is about partnering with a respected and successful regional business that makes a significant difference.

Contact Beverly Ford at bford@maritimedelriv.com to take full advantage of the available benefits and services of an Exchange membership.

MAC and port community recognize Petty Officer Amanda Boone

By: Captain J. Stuart Griffin
Chairman, Mariners' Advisory Committee

The last couple of years have been an exceedingly "transitional" time for the Waterways Department staff at USCG Sector Delaware Bay. With the rotational departures of Lt. Brennan Dougherty and now the retirement of MST1 Tom Simkins, team members who carried much institutional local knowledge have moved on from the department.

Further, when Lt. Dougherty's replacement was medically unable to work for many months immediately following her assignment to the department last summer, a vacuum was created until the situation could be resolved.

Fortunately for the Delaware River port community, there has been a reliable presence in the Waterways Department throughout all of these and many other changes: MST2 Amanda Boone.

The various port partners have barely noticed a ripple due to Petty Officer Boone's tremendous familiarity with the various complexities of our waterway, port, projects, and players. In addition to her extensive local knowledge, PO Boone brings a truly pleasant, professional disposition and a dogged work ethic to the job. She has kept the Waterways Department responsive and connected to the port and provided much-needed continuity during a time of change.

In late June, the Waterways Department was staffed up with eager new personnel. LTJG Kiley Relf and MST1 Ed Ofalt have joined the team, and both are busy familiarizing themselves with the estuary and the many facets of the port that involve the Waterways Department on a daily basis. CWO Joe Carlino and PO Boone are busy sharing their tremendous working knowledge of the Delaware with their new colleagues as they take on their important roles in the port.



PO Boone works with Tim Rooney from the Corps of Engineers District Office to plan for ongoing dredging activity.

Petty Officer Amanda Boone has displayed tremendous dedication and professionalism these past few months, and the Delaware River port community extends to her a most heartfelt "Thank you."

Now that the Waterways Department is fully staffed, let's hope PO Boone can enjoy some relaxing time with her family this summer!

Independence Seaport Museum



211 S. Columbus Blvd.
Philadelphia, PA 19106

phillyseaport.org

NORTHEAST SHIP REPAIR
PHILADELPHIA SHIP REPAIR BOSTON SHIP REPAIR

East Coast convenience. World class excellence.



We earn the trust of our customers worldwide with quality workmanship, on-time deliveries and adherence to budget constraints.



With East Coast locations in Philadelphia, Pennsylvania and Boston, Massachusetts, our shipyards are strategically located to support the maritime and fabrication markets.

Philadelphia Graving Dock
Displacement: 60,000 tons
Length: 300m (984 ft.)
Breadth: 34.8m (114 ft.)
Crane Capacity: 50 tons
Channel Draft: 10m (35 ft.)

Boston Graving Dock
Displacement: 65,000 tons
Length: 350.5m (1,150 ft.)
Breadth: 37.8m (125 ft.)
Crane Capacity: 65 tons
Channel Draft: 12.2m (40 ft.)

PHILADELPHIA SHIP REPAIR
5195 South 19th Street
Philadelphia, Pennsylvania 19112
Email: sales@northeastship.com
Phone: 215.339.1026

BOSTON SHIP REPAIR
32A Drydock Avenue
Boston, Massachusetts 02210
Email: sales@northeastship.com
Phone: 617.330.5045

www.northeastship.com

Editorial

Protectionism never works

There is an obvious difference between "free and fair trade" and "protectionism." One advances economic growth in an interdependent global marketplace, and the other tears that marketplace apart. If the wrong choice is made, economic, national security, and foreign policy ramifications follow.

In 1930, the wrong choice was made. That year, President Herbert Hoover signed the notorious Hawley-Smoot Tariff Act. In the middle of the Great Depression, the Congress and President Hoover, under pressure from the nation's farmers, enacted the greatest protective tariff increases in American history. Hawley-Smoot cascaded into a virtual global trade shutdown. Those who accounted for a substantial share of U.S. exports, American farmers, were hit hardest of all. Rather than mitigate the effects of the Depression, this Act exacerbated them.

We are on the precipice of again making a wrong choice this time regarding steel imports. The U.S. Department of Commerce, under section 232 of the Trade Expansion Act of 1962, is conducting an investigation "to determine the effects on national security of steel imports." Based on the results of this investigation, the president can restrict steel imports if he deems they "threaten or impair" the national security of our country. Possible measures include quotas, tariffs, or a combination of the two.

Two criteria are applicable to Section 232.

First, imports must undermine the ability of the domestic industry to supply goods to the defense establishment. There is essentially no evidence that this is the case at present as steel production for national defense is one percent or less of domestic production.

Second, imports can threaten the economic health of a domestic industry. When considering the profitability of publicly traded steel companies and that steel imports declined by more than 25 percent between 2014 and 2016, there is essentially no evidence of an imminent financial collapse of the domestic steel industry due to imports.

A healthy domestic steel industry is important to our nation's economic well being. However, the fact is that this industry is already a highly protected sector of our economy. While efforts to restrict illegal dumping of foreign steel must be unrelenting — and China is a case in point — a broad-brush restriction of steel imports under Section 232 is the wrong policy to pursue.

Such restrictions on steel imports would launch a brutal trade war (as was the case in 1930 under Hawley-Smoot), weaken the economy, and thereby threaten national security.

There should be little doubt that any number of the 164 World Trade Organization member countries would engage in retaliatory trade practices against U.S. exports, particularly our nation's agriculture exports. These countries could choose to invoke the General Agreement on Tariffs and Trade, where Article XXI contains broad-based national security-related exceptions to otherwise applicable WTO obligations. They could then make the case that agriculture, or any other politically sensitive, domestically produced product imported from the U.S. would somehow threaten their own national security. This is exactly where the U.S. should *not* position itself in the international global trade marketplace.

Most troubling are the unintended consequences Section 232 restrictions would have on our nation's seaports, the epicenter of economic vitality for cities, regions, and states. According to the U.S. Census Bureau, trade at U.S. ports was valued at $1.47 trillion in 2016.

The effect of 232 restrictions on our port would be dramatic. Shipments of steel are now the fourth largest commodity arriving at Delaware River ports. Last year saw 234 steel ship calls, and over 150 steel ships have arrived here as of June 30 this year. An estimated one-third or more labor hours in this region are directly related to the unloading of steel ships. Ship agents, brokers, pilots, tugboat operators, warehouses, truckers and myriad others would experience an equal and adverse impact by these restrictions.

As the old saying goes, those who forget the past are doomed to repeat it. Rather than go down the Section 232 road, better to hit the pause button and fully consider the adverse consequences of this kind of protectionism. Only then can the U.S. move forward to support "free and fair" steel trade policies that would continue to address the global excess of steel production without jeopardizing other industries in the process.

Thank you, Ed Moriarty!

The unfortunate reality is that people generally have to retire before they read or hear good things about themselves from their colleagues. Even worse, some people never get to learn how highly they are regarded by their peers.

So let us depart briefly from this usual sequence of events to recognize and thank someone who is not retiring — as far as we know.

You read Capt. J. Stuart Griffin's article thanking Coast Guard Petty Officer Amanda Boone for her efforts. The Exchange also wants to recognize another very worthy public official.

The especially deserving recipient of this inadequate accolade is Edward Moriarty, CBP Assistant Port Director for the Area Port of Philadelphia.

Ed has consistently shown himself to be a partner with the trade community in the truest sense of the word. While always remaining committed to the various CBP missions, Ed also unfailingly demonstrates his equal focus on facilitating commerce and strengthening communications.

Where some officials have waved their badges and guns and taken a "might makes right" approach to regulatory enforcement, Ed Moriarty approaches industry concerns with reason, common sense, and a genuine willingness to work collaboratively.

Ed always attempts to find solutions to problems that meet both government and industry needs. But if he cannot, and he has to take a hard line, he also takes the time to explain the rationale. So even when Ed has to say "no," his stakeholders are usually left with a very positive feeling about the encounter.

Yet it goes even deeper. In the maritime industry, where almost no one works at a 9-5 job and most of us are hard at it at night and on weekends, it can be frustrating not to be able to receive service after hours or not to hear back from someone who is out on leave or on travel. Ed Moriarty works like — dare we say it? — he's in the private sector, checking emails and returning phone calls even when he's on vacation. That's almost unheard of for most civil servants.

And, Ed, it is greatly appreciated. Thank you for your commitment to improving vessel, cargo, and crew processing at Delaware River ports!

The Beacon is the official newsletter of the Maritime Exchange for the Delaware River and Bay. The Exchange encourages its readers to submit letters to the editor at any time in response to articles that appear in *The Beacon* or to address other topics of interest to the port community.

Please direct any correspondence, comments, or inquiries regarding the contents of this newsletter to:

Email: exchange@maritimedelriv.com

Mail:

Maritime Exchange
Attn: Beacon Editor
240 Cherry Street
Philadelphia, PA 19106

MARITIME EXCHANGE
for the Delaware River and Bay

John Reynolds, Chairman
Uwe Schulz, Vice Chairman
Robert A. Herb, Treasurer
Dennis Rochford, President
Lisa B. Himber, Vice President
A. Robert Degen, Esq., Secretary/Solicitor

Autonomous ships: Regulations left in their wake?

Legal Ease

By: By Michael F. Merlie
Gawthrop Greenwood

The public is well aware of the continuing development of autonomous vehicles. The media constantly provide stories on the advances of these self-driving cars, trucks, and cabs. The expectation is that autonomous vehicles will increase safety while also resulting in significant cost savings in the transportation of goods.

While not receiving the same amount of media coverage, the technology for autonomous ships is also rapidly developing. Earlier this year, a Norwegian partnership announced plans to build the world's first fully autonomous containership. The goal is for manned voyages to begin in 2018, with unmanned voyages following in 2020.

Rolls Royce has been a leader in technology developments for autonomous vessels. Earlier this year, it announced its collaboration with a Finnish ferry company in developing an intelligent awareness system for vessels. Rolls Royce expects to have the system commercially available by the end of this year and an autonomous vessel in commercial use by the end of the decade.

As with vehicles, the proponents of autonomous vessels tout improved safety as one of the primary benefits. In addition, they cite cost savings anticipated from reduced crewing requirements and improved predictive maintenance of vessels and equipment. Critics believe unmanned vessels can never be safely operated and question their ability to perform emergency onboard repairs or respond to other unexpected developments at sea.

For the maritime industry, much of the technology necessary for autonomous vessels is already in place and continues to adapt. Not surprisingly, the regulatory bodies are moving at a slower pace. While there is debate about the extent of the change necessary for autonomous vessels regulation, certainly some challenges exist.

How much regulation is necessary?

The extent of regulatory change will depend on the level of autonomy permitted. Lloyd's Register has published classification guidance for six autonomy levels. The guidance intends to provide designers, builders, and operators with clarity in identifying the desired level of autonomy. The first three levels all require navigational technology on manned vessels to provide support in decision-making. The next three levels involve unmanned vessels with different levels of remote operation, including complete autonomy. The remote operation includes shore-based operators who can intervene when notified by the navigational system.

National vs. international regulations

Vessels are generally subject to two regulatory authorities. There is national regulation for domestic trade, and the International Maritime Organization is responsible for regulating international trade. The IMO has begun evaluating the need for modified regulations for autonomous ships in international trade. The international regulations require multilateral agreements among various countries participating in a particular trade. The expectation is that any revisions to IMO regulations could take up to ten years due to competing interests.

As a result, most of the projects currently underway with fully autonomous ships are intended for national waters under national regulation. A particular nation can permit their use prior to adoption of international regulations. European countries are taking the lead in this regard.

Still under scrutiny

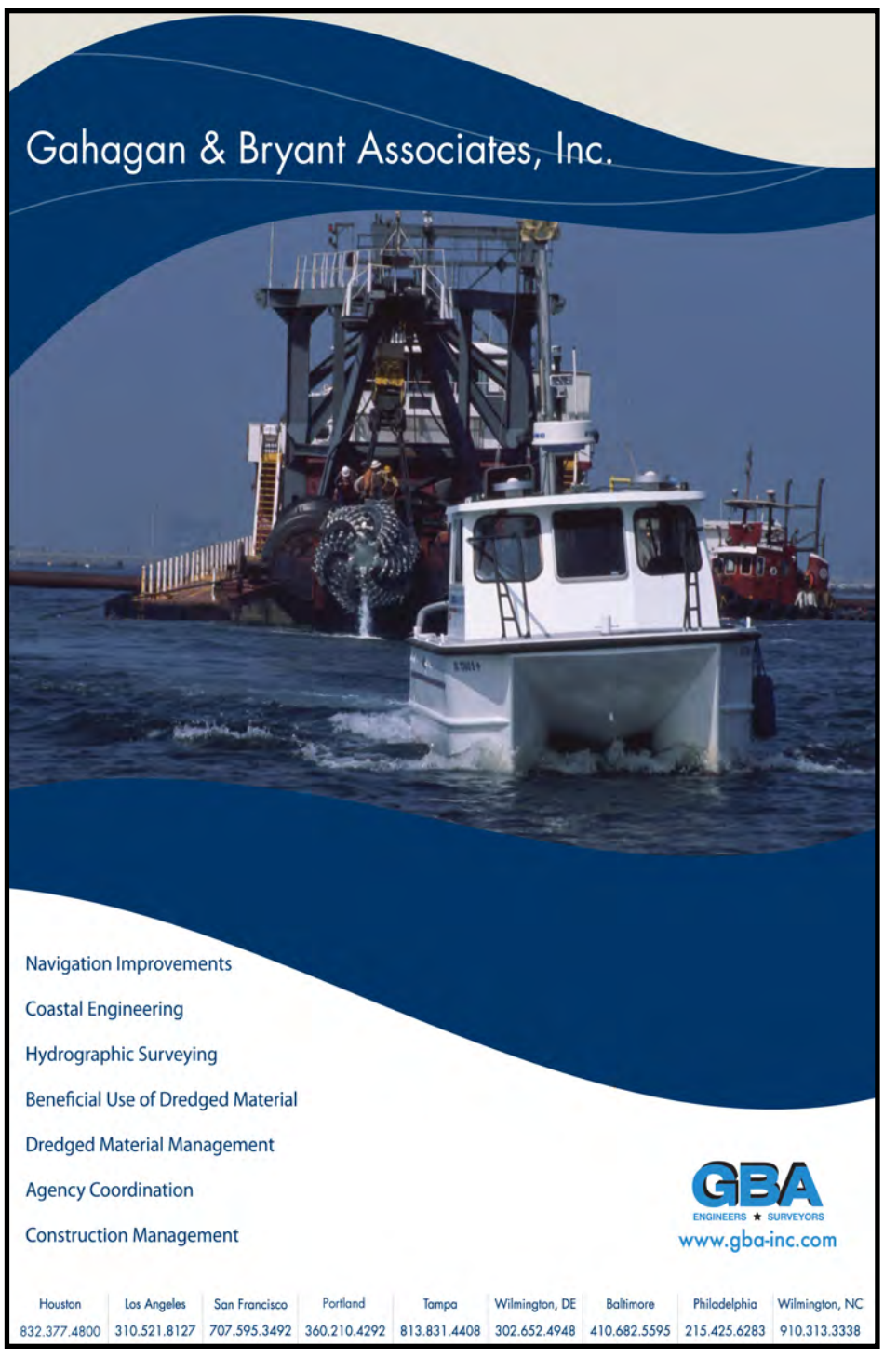
There is no clear consensus on what, if any, new or modifications to existing regulations are necessary. However, certain areas have garnered scrutiny. The crew of an autonomous vessel is in question. Is a remote operator a member of the crew, requiring a license? Who is the captain of an autonomous vessel?

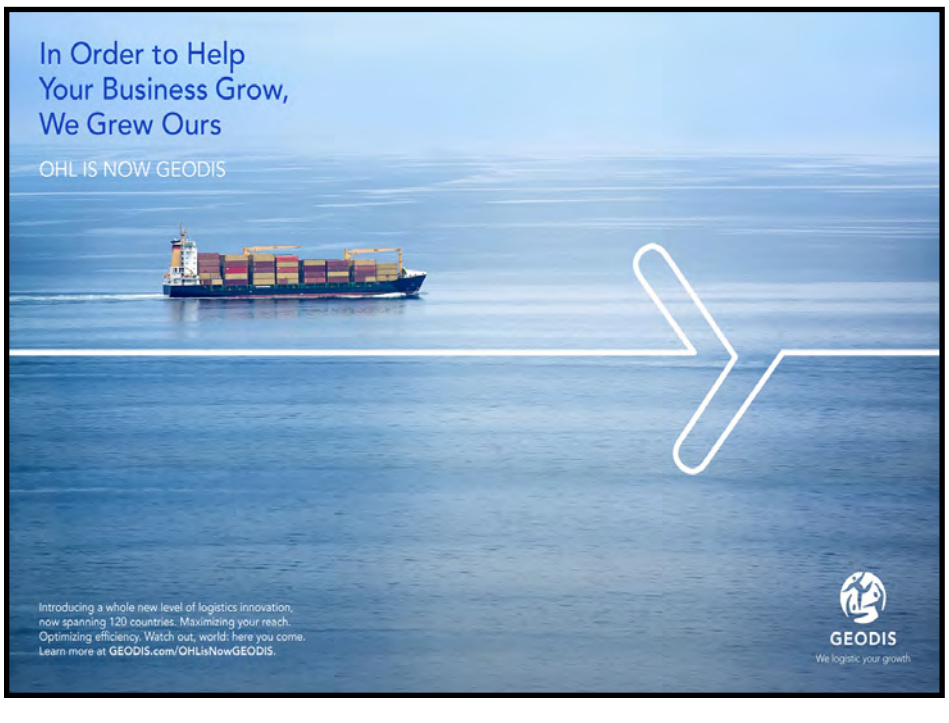
Another area of particular importance is modifications to collision regulations. The existing regulations have standardized rules including when the ships are in sight of each other. These regulations do not consider autonomous vessels and will almost certainly need some revision. Rules on the obligations and responsibilities between manned and unmanned ships also need clarification.



The pressure for regulation modification will only increase with inevitable technological advancements. The scope of those modifications would be based, in large part, on the permitted level of autonomy for vessels. Maritime law is one of the world's oldest and most settled areas of law, successfully adapting from sail to steam and beyond. There is no doubt the same will hold true for autonomous vessels. Expect some interesting developments.

Michael F. Merlie is a partner at the law firm Gawthrop Greenwood, PC. He specializes in admiralty and maritime law, as well as business law, financing, secure transactions, mergers and acquisitions, and real estate law. Reach him at mmerlie@gawthrop.





Members on the Move

721 Logistics
399 Market Street
Suite 220
Philadelphia, PA 19106
610-994-5060
info@721logistics.com
www.721logistics.com

Capespan North America
101 South King Street
P.O. Box 362
Gloucester City NJ 08030
856-742-5446
info@capespan-na.com
www.capespan.com

North American General Agents
96 Jansen Avenue
Essington, PA 19029
484-454-3637
logistics@seatradeusa.com
www.nagalogistics.com

GENERAL MARINE
REFRIGERATION CORP.
24 Hour Service
Service, Equipment/Parts Sales, Engineering
ANY SHIP ANY WHERE
W. F. ANDERSON
6834 Camden Avenue
P.O. Box 142
Pennsauken, NJ 08110
Phone: 856-488-8300
Fax: 856-488-8377
e-mail: mail@generalmarine.org
www.generalmarine.org
ANY SHIP ANYWHERE
Air Conditioning Cargo Holds Containers Refrigeration
Ship Stores Water Coolers
CARRIER • CARRIER TRANSICOLD • YORK
Authorized Dealer

Delaware Bay
Launch Service, Inc.
Serving the Delaware River & Bay Since 1973...



Big Stone Beach Anchorage
Breakwater Anchorage
Atlantic Ocean-100nm
Delaware River

Ship Stores, Spares & Personnel
4 U.S.C.G. Inspected Crewboats
Regulated Garbage Removal
Offshore STS Lightering Support
Dive Support

Personnel On Duty 24/7
30 Ton Shore Crane
Fresh Water Deliveries
Soundings
Warehousing

Phone: 302-422-7604 Fax: 302-422-3885
VHF Ch. 09

Web: www.delawarebaylaunch.com
Email: info@delawarebaylaunch.com

Calendar of Events

08/15	PhilaPort Board Meeting
08/16	DRPA/PATCO Board Meeting
08/18	AMSC Managing Board Meeting , USCG Sector Delaware Bay Contact Glena Tredinnick, glena.t.tredinnick@uscg.mil
09/07	Mariners' Advisory Committee Meeting
09/12	Seamen's Center of Wilmington Last Bash of Summer Fundraiser FireStone Roasting House, Wilmington, Del. Call 302-575-1300 or visit www.scwde.org
	World Trade Center of Greater Philadelphia Global Connections International Reception Top of the Tower, Philadelphia, Pa.
09/13	Maritime Exchange Board Meeting
09/14	Maritime Exchange Maritime Operations Committee Meeting Contact Darleen Michalak, dmichalak@maritimedelriv.com
	Maritime Exchange CBP-Ag Work Group Meeting Contact Beverly Ford, bford@maritimedelriv.com
09/15	AMSC Main Meeting, USCG Sector Delaware Bay, Philadelphia Contact Glena Tredinnick, glena.t.tredinnick@uscg.mil
	Ports of Philadelphia Maritime Society Annual Russ Larsen Memorial Golf Outing, Springfield Country Club, Springfield, Pa. Contact Mike Scott, 484-274-3400 or michael.s.scott@wsp.com
	Ports of Philadelphia Maritime Society Annual Crab Feast Corinthian Yacht Club, Essington, Pa. Contact Theresa Penot, 215-783-9484 or theresap1@verizon.net Linda Greene, 610-859-2830 or dbrcadmin@dbrcinc.org
09/19	PhilaPort Board Meeting
09/20	DRPA/PATCO Board Meeting
09/21	Port of Wilmington Annual Golf Classic DuPont Country Club, Wilmington, Del. Contact Debra Thompson, dthomp@port.state.de.us
09/23	Four Chaplains Foundation/Chapel of Four Chaplains 4th Annual Donor & Friends Appreciation Event Contact Christine Beady, 215-218-1943 or Christine@fourchaplains.org
10/4	World Trade Association of Philadelphia Annual Banquet Cescaphe Ballroom, Philadelphia, Pa. Honoring Mr. Ronald Bown and ASOEX
10/11	Maritime Exchange Executive Committee Meeting
	Delaware Valley Regional Planning Commission Freight AdvisoryCommittee Meeting
10/18	Delaware Valley Regional Planning Commission and WTS Philadelphia "Changing Lanes: a Transportation Conference on Technology, Trends, and Change" Union League of Philadelphia
10/26	Ports of Philadelphia Maritime Society Past President's Dinner
11/1	Vessel Owner's Dinner
11/8	Maritime Exchange Board Meeting

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

