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Exchange completes Delaware River port study

Big Gains Since 2010

The Maritime Exchange recently announced the findings of a study which assessed cargo, revenues, and jobs sustained by private and public marine terminals in the tristate region.

"Last year saw 90.4 million tons of cargo moving through Delaware River marine terminals," said Exchange Vice President Lisa Himber. Beyond the increasing container volumes, this included a wide variety of goods, such as petroleum and petrochemical products, steel, breakbulk fruit, cocoa beans, forest products, automobiles, and a host of other breakbulk and bulk products.

"The port is a huge economic engine for the tristate region," Himber said. "In 2017, these cargos were responsible for $77.6 billion in economic activity, including $3.7 billion in direct business revenue, $3.5 billion in re-spending for local consumption, and $70.4 billion of output with related port users." Delaware River seaport activity also generates $2.6 billion in state and local taxes.

Revenue Impacts by Commodity
($1,000)

Petroleum	$1,010,297	Other Dry Bulk	$ 71,031
Containerized Cargo	$422,455	Break Bulk Forest	$60,074
Other Liquid Bulk	$331,406	Scrap	$49,155
Break Bulk/Project	$157,423	Cocoa Beans	$12,101
Fruit	$143,348	Cement	$11,970
Steel	$119,242	Salt	$11,366
Automobiles	$75,301	Not Allocated	$1,203,121
		Total:	**$3,678,292**

The study also found that maritime cargo is responsible for a total of 190,436 jobs. "Talking about jobs at ports is dramatically different than jobs in many other industries," said Patrick T. Dolan, President of the Ports of Philadelphia Maritime Trade Association, which represents the International Longshoremen's Association employers operating at Delaware River facilities. "Port jobs are long term and family sustaining, not minimum wage. When they work 1,300 hours in a year, ILA members are entitled to premier medical health care coverage, vacation pay, holiday pay, annuity contributions into a self-directed retirement plan, and a payment from the container royalty fund. There are no payroll deductions for these benefits." In short, the port provides jobs that allow workers to respend in their communities.

Of the total jobs, 55,258 jobs are specifically dependent on seaport operations, with 20,798 direct, 25,240 induced, and 9,211 indirect jobs. Direct jobs are those with local businesses working at

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Trade wars: Del. ports feeling the brunt

With increased tariffs on steel and aluminum becoming effective during the second quarter of 2018, importers, logistics providers, and maritime businesses throughout the country have already experienced severe economic repercussions resulting from the Trump Administration's insistence that these imports threaten U.S. security. As one of three primary U.S. steel importing ports, the Delaware River and its business community are feeling the negative effects.

Efforts are underway to combat these trade-crushing tariffs — and the effects of retaliatory action by U.S. trade partners.

Steel Institute files suit

Challenging the constitutionality of the statute under which President Trump imposed a 25 percent tariff on imported steel, the American Institute for International Steel and two of its members filed suit on June 27 in the U.S. Court of International Trade in New York City. The lawsuit seeks a declaration that the law relied on by President Trump to impose that tariff is unconstitutional as well as a court order preventing further enforcement of the tariff increase.

Maritime Exchange records show that steel ship arrivals are down by 24 percent for the first half of 2018 compared to the same period in 2017. "Delaware River port businesses have already felt the impacts of this unwarranted, and potentially illegal, executive action," said Exchange President Dennis Rochford, who also serves on the AIIS board of directors.

The suit alleges that the statute, Section 232 of the Trade Expansion Act of 1962, violates the constitutional prohibition against Congress delegating its legislative powers to the president because it lacks any "intelligible principle" to limit the discretion of the president. The White House believes Section 232 allows the president

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Exchange weighs in on 232 auto investigation

President Trump now has in his sights automobiles and automobile parts. As with steel and aluminum, the president has ordered Commerce Secretary Wilbur Ross to investigate whether auto imports constitute a threat to national security.

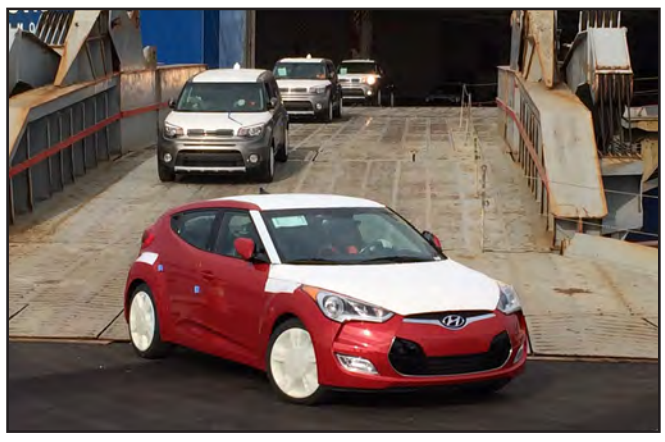


Photo courtesy of Todd Trice/PhilaPort

While the steel review extended through its allowable 270 days, and President Trump used his entire 30-day review period, it appears the president intends

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Interview with

Christina Lista

Executive Director, Chilean & American Chamber of Commerce



Christina Lista began her career as an intern with the CACC in April 2014. Upon graduating with a degree in international business from Temple University's Fox School of Business in May 2015, she was offered the position of CACC Director and then promoted to Executive Director of the organization the following year.

Q: For those who aren't familiar with the Chilean &American Chamber of Commerce, will you tell us a little about the organization's mission?

A: The Chilean & American Chamber of Commerce of Greater Philadelphia, or CACC, was founded in 1988 as a non-profit, apolitical membership organization with a mission of fostering increased and improved trade and commercial relations between the greater Philadelphia region and the Republic of Chile. We carry out our mission through hosting programs and events, honoring leaders within our community, hosting various delegations from Chile, and working closely with other regional organizations such as the Maritime Exchange and our Chilean counterparts to ensure cooperation and collaboration between our entities, in addition to many other activities. The CACC is very grateful to the Maritime Exchange for its work with our members on the Cold Storage Task Force and its leadership on the USDA Agriculture Quarantine Inspection issue that directly affects our member companies.

The CACC hosts a variety of events each year. Beyond our signature events — the "Friend of Chile" awards luncheon and the "Experience the Taste of Chile" dinner — we partner with other organizations to bring unique events to our members such as "Connecting the Non-Profit and Private Sectors in Latin America" and "Chile: Your Next Tech Partner." Additionally, the CACC brings Chilean delegations to the greater Philadelphia region, publishes an annual membership directory and business

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The changing waves of election cycles

With the summer season in full swing, everyone is absorbed with day camps, vacation plans, barbeques, and other summer activities. Most of us are not yet focused on the upcoming November mid-term elections. By the time students return to school and people are back to work, this year's election season will be in full swing.

It does not appear that this cycle will be your normal "garden variety" mid-term election — those who think they know how it will turn out are only fooling themselves.

This year, primaries have been unpredictable, volatile, and transformative. We have witnessed this both nationally and regionally. In Southeastern Pennsylvania and South Jersey, five incumbent Congressmen have opted not to run for re-election this fall.

Undoubtedly, there are more surprises yet to come.

While it may be a risky bet at this time to predict which political party will dominate in the upcoming federal, state, and local elections, certain trends, both historic and current, have come to the fore that will "move the numbers" and affect the outcome on November 6.

These trends are sometimes known as "waves," and four appear to be in play this year.

The first reflects the advantage to the political party out of power in the first mid-term election of a new president. This year it is referred to as the "blue wave" where based on historic trends, the Democratic Party is expected to pick up seats in the House and possibly the Senate. In 2010, it was a "red wave" that resulted in the Republicans winning back control of the House and gaining seats in the Senate.

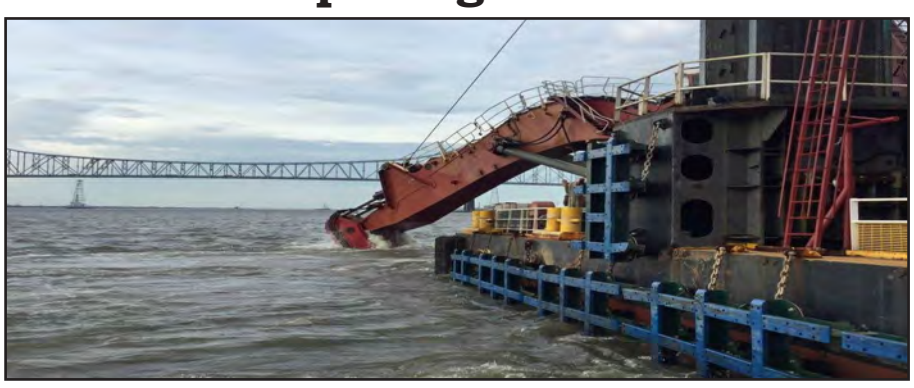
The second wave is the #MeToo or "gender wave." The fact is, more women have filed for public office and raised more money in this election cycle than at any time in the past. And they have won election after election through the primary season. The gender wave is certain to be a major political force this fall.

Next is the "progressive wave." As was the case with the Tea Party in 2010 affecting the outcome of numerous Republican primary elections, the "progressive wave" has demonstrated similar strength in Democratic primaries throughout the country. As the Tea Party has done for the Republicans, the progressive wave will motivate the Democratic Party's base in the upcoming general election.

And last but not least is the "Trump wave." Many did not see this one coming in 2016 as it manifested itself in spite of the political polls and commentary of the time. This year is no different, and at some level this particular wave will remain a political force through the course of the mid-term election cycle.

So as we ponder the outcome of the November elections, one thing is certain: the make-up of the new Congress will be far different than it is today. New members of the House and Senate from all political stripes will take the oath of office next January.

As mentioned, five House members from our region will not return to Congress: Ryan Costello (R-PA), Charles Dent (R-PA), Rodney Frelinghuysen (R-NJ), Frank LoBiondo (R-NJ), and Patrick Meehan (R-PA). Each was a strong supporter of Delaware River maritime interests, and we will need to establish relationships with all newly-elected members and their staffs. We must ensure they are aware of the critical role our port plays to the local economy, and we must engage them on trade, dredging, navigational safety, cargo processing, and other issues that are critical to keeping our port competitive and prepared for future development.



Channel deepening in last stretch

The backhoe excavator dredger "New York" removes rock fragments near Marcus Hook, Pa., upstream of the Commodore Barry Bridge. After several decades of planning and three years of digging, the project to deepen the Delaware River main navigational channel is slowly inching toward completion. Work is expected to finish early in 2019.





Delaware River ports receive CATZOC A2 status

First federal channel to use Corps' survey data to improve quality classification

By: Rachel Medley, Chief
Customer Affairs Branch, Office of Coast Survey
National Oceanographic and Atmospheric Administration

It's no secret that mariners rely on the surveyed depths displayed on nautical charts to navigate the federally maintained Delaware River and Bay channel safely and efficiently.

The U.S. Army Corps of Engineers Philadelphia District regularly surveys this area, using sophisticated techniques and equipment to map the depths of the seafloor. NOAA's Office of Coast Survey, in turn, adds quality classifications to these channel depths and displays them on the nautical charts.

The portion of the federal channel from Newbold Channel Range down to the mouth of the Delaware Bay is the first waterway in the U.S. to have an improved quality classification assigned to Corps' survey data CATZOC — category of zone of confidence — A2.

Improving survey quality and upgrading the CATZOC classification allows operators to accommodate smaller margins of error while still ensuring safe navigation of maritime approaches and constrained environments. These decreased tolerances allow ships to maximize their loads, ultimately increasing inbound and outbound cargos.

"This is a huge leap forward toward the sophistication of nautical charts, and it will greatly help the maritime sector along the Delaware River," said Senator Chris Coons (D-Del.). "I want to commend the men and women at NOAA's Office of Coast Survey and the Army Corps of Engineers District Philadelphia for working together to provide safer, timely, high-quality data for maritime commerce."

The value of draft

Upgrading how NOAA encodes Corps' channel depth data reduces additional safety margins applied to the draft of large ships during transit and berthing operations. Every foot of draft represents a significant dollar amount in the shipping industry depending on the type of cargo the ship is carrying.

"The cost of a foot of draft can be staggering," said Exchange President Dennis Rochford. "For a Suez-max oil tanker, for example, a single foot of reduced clearance costs $2.5 million or more per voyage. When ships are unable to carry full cargo loads, everyone pays — at supermarkets, department stores, and gas pumps."

Shipping companies and insurance underwriters determine the maximum draft allowed for a vessel during transits of waterways in U.S. ports, adding a margin of error to the draft for safety. In some cases a safety margin of 25-30 percent may be added, ultimately resulting in dollars lost for ship operators, terminals, longshore labor, and a host of others.

> "This has real-world relevance to ship owners and charterers who move vessels on the Delaware and will allow them to more effectively utilize the full channel depth upon completion of the deepening project,"
>
> — J. Stuart Griffin

What is CATZOC?

Survey data within an electronic navigation chart is encoded with a data quality indication known as category of zone of confidence. This quality helps mariners determine the accuracy of charted conditions on the seafloor at the time of the last survey. Mariners should understand that nautical chart data, especially when displayed on navigation systems and mobile apps, possess inherent accuracy limitations. CATZOC quality designations, A1-D, are the specifications met at the time of the survey.

Coast Survey does not normally assess Corps surveys and, as a result, all surveys are designated as CATZOC B.

Upgrading a quality designation from CATZOC B to CATZOC A2 reflects significant improvement. CATZOC A2 indicates that the full area was surveyed and allows for the detection of significant seafloor features. CATZOC B seafloor coverage does not have sufficient quality or resolution, indicating that while hazardous objects are not expected, they may exist and may be undetected because of the survey quality.

Potential impact to shipping companies and terminal operators

For the portion of the federal navigation channel from Newbold Channel Range to the mouth of the Delaware Bay, the A2 designations will decrease the risk margin placed on ships transiting the waterway and make fuller use of the actual controlling depths in this waterway.

"The Delaware River port community is . . . already seeing arrivals of post-Panamax sized vessels that require special transit considerations and planning," said J. Stuart Griffin, Chair of the Mariners' Advisory Committee and Delaware River & Bay pilot. He noted that as the Corps nears completion of the 45-foot main channel deepening, improvements in sounding data quality have enabled NOAA to provide safety assurances to shippers in the form of improved CATZOC designation for the estuary.

"This has real-world relevance to ship owners and charterers who move vessels on the Delaware and will allow them to more effectively utilize the full channel depth upon completion of the deepening project," Griffin said.

Additionally, "this could potentially help to lessen the expense and risk of lightering operations," said Eric Clarke, marine operations cargomaster at Philadelphia Energy Solutions. Commonly, shipping companies whose risk models are calculated using the CATZOC B quality levels mandate lightering operations before transiting to terminals where water depths are more restrictive.

Through coordination efforts between Corps Districts and NOAA Coast Survey, federal agencies are working to serve up better data and information to mariners, allowing them to make more informed decisions to keep commerce moving effectively and safely in the nation's busiest waterways.

For more information, contact Rachel.Medley@noaa.gov or visit https://noaa-coastsurvey.wordpress.com/2018/05/30/first-u-s-federal-channel-using-usace-survey-data-receives-improved-quality-classification-from-noaa/.



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Kleon Diamantopoulos





Get your head in the cloud

Companies forcing software as a subscription model, not one-time cost

If your company hasn't migrated to the cloud, you are certainly not alone — although the number of companies hosting their own infrastructure is quickly shrinking. But you may not be able to operate locally for much longer.

"Since the advent of personal computing, we've bought disks and installed software directly on our servers and PCs," said Exchange IT Director Michael Fink. "But that model is going away as more software developers look to cloud hosting only."

Thanks to the world of software as a service and infrastructure as a service — SaaS and IaaS for short — software is moving away from the hard drive and into the cloud. As a result, on-premise information technology has in many environments shrunk to laptops, smartphones, and a drastically reduced network infrastructure to support these few devices.

At first glance, this may seem like a positive development. Who wouldn't want to decrease capital costs to acquire hardware and labor to support it?

SaaS and IaaS represent a core shift in the way businesses must pay for infrastructure. And this is a shift that increases operating expenses as it decreases capital spending.

Historically, companies invested heavily in servers, routers, and all the infrastructure necessary to support locally hosted environments. Over time, computers expanded beyond employee desktops to include phones, HVAC, redundant power systems, and backup and recovery capabilities. This capital, or CapEx, environment requires a large up-front investment that can be amortized and depreciated, has a shelf life of a predetermined span, and is replaced at the end of that cycle with the latest and greatest. Software packages follow suit with a commitment to a specific version until the next major upgrade. Every so many years, rinse and repeat.

Conversely, SaaS and IaaS are strictly operating expenses, or OpEx. And as the names imply, software and infrastructure are licensed services paid for on a monthly basis. There are no owned assets.

"The interesting thing for me is SaaS has always been there," said Nick Pert, who worked for Adobe when it started considering the SaaS model. "It was just called something different. Back then it was a 'maintenance contract.' It's really the delivery method that's the new bit, the cloud aspect, particularly."

You pay for only the services and capacity you need, providing you with the flexibility to grow your environment without large capital investments. And just as important, you can scale down without the concern that you have already invested in expensive equipment and licenses.

Many embrace this accounting model as operating budgets are generally simpler than CapEx. Monthly expenses can be more predictable, at least in the short term, and planning is also most likely simplified as cash flow is smoothed out over time rather than made in periodic large lump sums. Without the need to fund a large initial investment in infrastructure, new IT projects and startup companies can ramp up more quickly to a cloud environment.

Taking advantage of these cloud services does not have to be an all-or-nothing decision. Many companies opt to run a hybrid of CapEx and OpEx IT environments. Often organizations will dip their toes into SaaS by adopting cloud-based email services to offload their internal email servers and software. And even if companies maintain local IT infrastructures, chances are much of the software running on the servers or PCs is now subscription based with an annual license fee.

"We've transitioned our email and several other core services to the cloud," said Jason Rowinski, IT Director for the Pilots' Association for the Bay & River Delaware. "However, we still maintain a redundant locally hosted environment for our critical operations data. This blend gives us the flexibility and reliability we need to keep going 24x7."

According to a 2017 Intel Security report, the migration to a hybrid environment grew from 19 percent to 57 percent of the companies surveyed over the previous year. The report also predicts that within 15 months, 80 percent of all IT budgets will be committed to cloud solutions.

Even given these trends, SaaS and IaaS may not be for everyone — at least not yet. Organizations that rely on external funding to support IT operations may be harder pressed to make the switch. Federal and state grants typically fund CapEx, not OpEX. This may challenge organizations that at least partially rely on state or federal funding to pay for network infrastructure.

Adopting SaaS and IaaS strategies is far beyond just an IT decision. All departments in an organization must be involved in the discussion and the change strategy if one is adopted.

And it is a decision that most organizations will face in the near future if they haven't already. Many mainstream software providers, including Adobe, have migrated to a service-based model, making capital spending on software licenses virtually a thing of the past. The growth of available IaaS options, coupled with decreasing costs, is making cloud-based infrastructures attractive for many.

The hardest decision for some may not adopting new technology, but letting go of old accounting principles.

Exchange working group looks at system downtime

After over 30 years of electronic processing, Customs and Border Protection has started to document what field offices and the trade community are supposed to do when the systems fail. In February, CBP released the first iteration of its long-anticipated national "Standard Guidelines for CBP/Trade Outages." The effort followed a major system outage in August of 2017, which halted operations for several days.

Initially well received by industry, both the agency and the trade community recognize there is much more work to be done. "As it did when launching its first automated systems, CBP has focused primarily on importer and broker transactions in its downtime SOPs," said Exchange Vice President Lisa Himber. The Exchange and its Maritime On-Line system users anticipate additional procedures for carriers and terminal operators.

The Exchange and other associations commented on the first draft and expect to work closely with CBP on future versions of the document.

"One of the big concerns is that CBP is relying on trade members submitting paper forms in the event of a system outage," said William McGinnis, Manager of Government Compliance/Special Projects at Greenwich Terminals. "Not only is it expensive to produce the paper, but as automation initiatives evolve, the systems will diverge completely away from the old paper forms."

A specific example can be seen in the upcoming vessel entrance and clearance web portal. Today, CBP requires a number of paper documents from the vessel operator or agent before a ship can enter a U.S. port, such as the entrance and clearance document, a request for permission to unlade, and listings of ship's stores and crew's effects. In an automated environment, those data are provided through a single system. "It just won't be possible for us to recreate the legacy 3171s," Himber said.

McGinnis agrees. "[Paper] sounds easy because that's the way everything was done in previous times, but in practical terms CBP no longer has the staff to read and respond to all the paper that could be generated," he said.

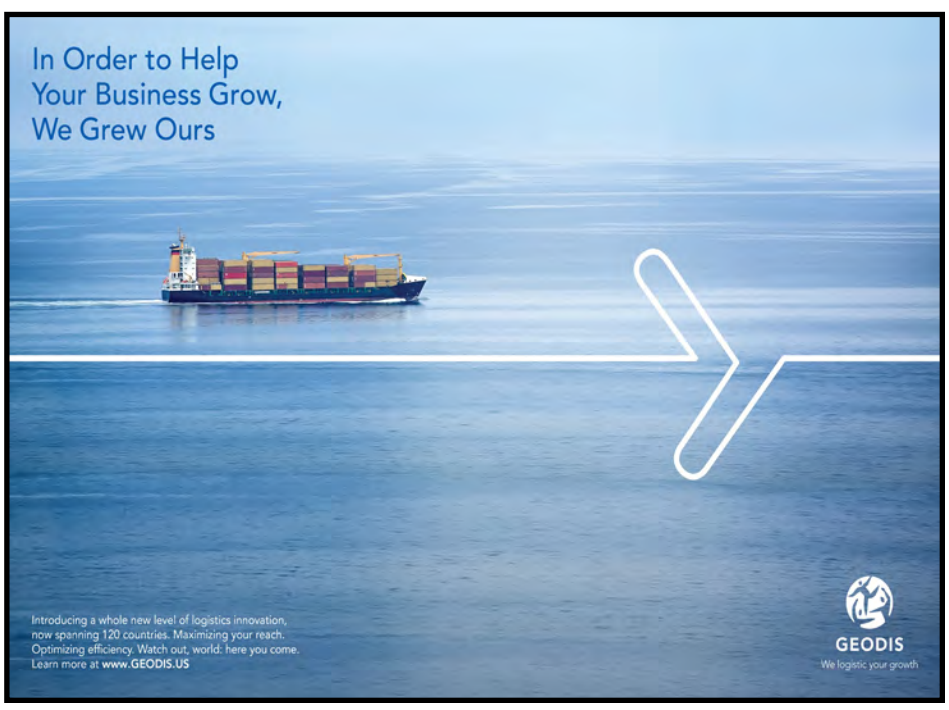
The national policies set some standards, but the document allows local ports to make a number of key decisions. "We hope to minimize the local variances," said John Ercolani, VP of Operations for 721 Logistics. "Most importers, brokers, carriers, and ship agents operate in multiple U.S. ports, and attempting to comply with port-specific requirements could be a recipe for disaster."

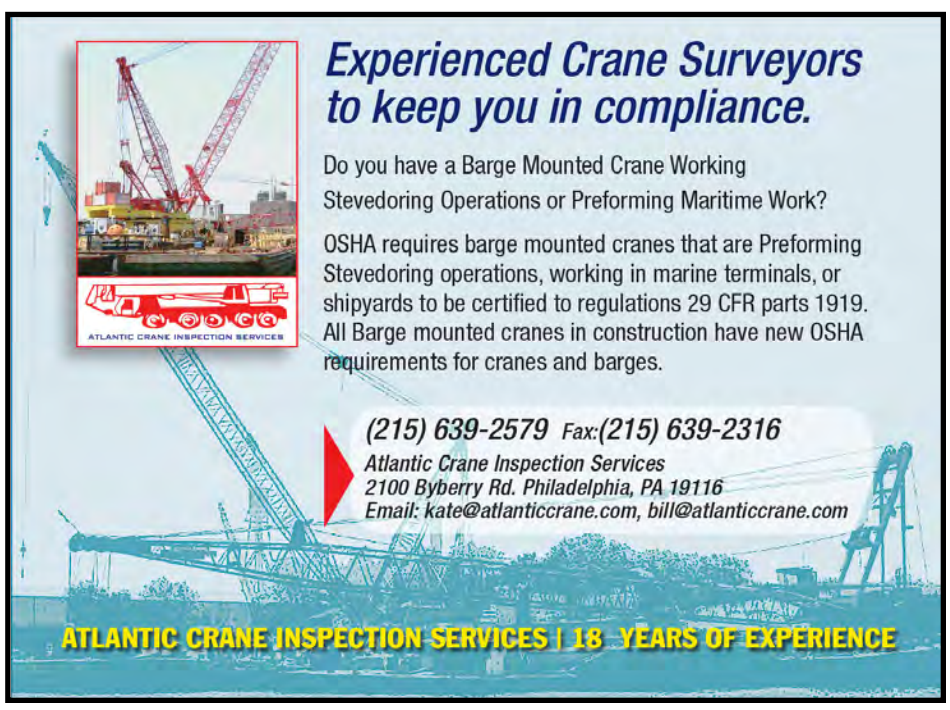
In the meantime, the Exchange and a small group of members got together with CBP Philadelphia personnel to begin the process of documenting local procedures to follow in the event of not only a CBP system outage, but also trade participant systems too.

"This effort reminded me of the early days of TRACS development," Himber said, referring to the Exchange's cargo manifesting and release system. "We had one ship agent, one broker, and one terminal in the room, and we fleshed out the initial program design before taking it to the broader community. The same approach with this downtime document seems to make the best sense."

"The procedures need to be fairly specific in some respects," Ercolani said. "For example, it's not enough to say that when systems are down we need to send a letter to CBP requesting manual cargo clearance. We need to know specifically where to send the request, how to send it, and what format it should take."

The group expects that several more discussions will be necessary before a comprehensive document draft is available for review by the larger port community.





Managing anchorages a community effort

By: Capt. Scott Anderson, Commander
USCG Sector Delaware Bay



The American poet Oliver Wendell Holmes once wrote, "To reach a port we must sail, sometimes with the wind, and sometimes against it. But we must not drift or lie at anchor."

While this may be sage advice for life, as a port community, we know that it is often necessary for a vessel to anchor for a host of reasons. Whether used as a place to take on bunkers, conduct inspections, a location to divert in case of mechanical issues, or simply a spot to await a berth, anchorages are key components of a healthy port.

With a generally increasing trend in the number and size of the vessels calling on the Delaware River ports, anchorage use is becoming more of a concern. Maritime traffic evolves, but the anchorage space remains relatively static. As any good economist will tell you, when the supply of a commodity is fixed and the demand goes up, the value of that commodity increases. That's where we find ourselves today with anchorages.

As a port, we have already made efforts to improve anchorages along the Delaware River. We repurposed the Navy Yard Anchorage for commercial use in 2016 and carried out a regulatory project to adjust the boundaries of our existing anchorages to better fit the realities of today's waterway. These actions were a good first step, but they were not enough on their own to address the port's anchorage concerns.

On July 12, the Mariners Advisory Committee held the first in a series of workshops to discuss anchorage issues. Attendees included representatives from pilots, terminal operators, tug companies, vessel agents, the Coast Guard, and NOAA. At this foundational meeting, the group made several key determinations. The group narrowed down the areas of greatest concern to the Marcus Hook, Mantua Creek, and Big Stone Anchorages. It also discussed a 2008 effort to address anchorage and vessel traffic issues as well as the potential for new anchorages within the river.

The MAC plans to hold a second workgroup meeting in September 2018 (date TBD) to evaluate and discuss specific anchorage and vessel movement proposals. I strongly encourage members of the port community to participate in this meeting, even if you did not attend the first. The more opinions represented at the table, the better the end result. If you are interested in attending, please contact LT Kiley Relf at SecDelBayWWM@uscg.mil or 215-271-4851.

Note: this workgroup is not a federal advisory committee, and no regulatory actions are being proposed. If the Coast Guard takes any regulatory actions, we will carry out a rulemaking process which will include an opportunity for public comment via the Federal Register.

Wolf, Casey celebrate PhilaPort

Highlight New Crane Arrival, Job Creation, and Economic Growth



Pennsylvania Gov. Wolf (left) and Sen. Bob Casey joined the local port business community at an event celebrating the arrival of the first two of four new super post-Panamax cranes at the Packer Avenue Marine Terminal in Philadelphia. The cranes arrived in March after a 90-day journey from Shanghai, China and were immediately placed into service. PhilaPort will take delivery of the second two cranes in March 2019.

Gov. Tom Wolf and Sen. Bob Casey joined federal, state, and local leaders in welcoming the recent arrival of the first two super post-Panamax cranes at PhilaPort, celebrating another major milestone spurred by the governor's port development plan.

"My administration is working hard to invest critical dollars in improvements at PhilaPort so that we can create thousands of jobs and grow the economy of this region and the entire commonwealth," said Gov. Wolf. "Pennsylvania's ports are vital to the economic success of Pennsylvania, and I am proud to say that the continued success of PhilaPort is one of my administration's highest priorities."

"Deepening the Delaware is one of the most substantial job creation opportunities that Southeastern Pennsylvania has had in decades," said Sen. Casey. "For years it was a distant goal, but because of the dedication of this community, it is becoming a reality. I have been a proud partner in this effort and have worked to secure $271 million in federal funding for the deepening project. I look forward to PhilaPort's continued growth in the years ahead."

Since implementing the infrastructure improvement plan, PhilaPort has realized record-breaking cargo volumes and nearly 20 percent container growth in 2017.

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CBP delays in-bond enforcement

Customs & Border Protection has deferred enforcement of new in-bond regulations for six months, until February 6, 2019. The mandatory electronic filing deadline for in-bonds had previously been extended to August 6, 2018.

CBP cites issues with electronic communication for intermodal movement of cargo and other operational concerns identified by trade partners as the reasons for the delay.

Ports will evaluate the trade's progress in compliance during this period, and CBP will reevaluate the February 2019 enforcement date within the six-month period. While ports are instructed to issue warnings rather than penalties during this time, CBP may fully enforce for egregious or continued violations or a lack of demonstration of good-faith efforts.

CBP anticipates the extension will also allow other government agencies an opportunity to further enhance and align their electronic systems with the Automated Commercial Environment.

View the full announcement on the Exchange website at https://www.maritimedelriv.com/gov-affairs?tab=CBP. Please contact CBP at cscwarehousing@cbp.dhs.gov with any questions.



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New TWIC® design includes additional security features



A graphical representation of the new TWIC card design.

The Transportation Security Administration has begun issuing a new more secure TWIC — the Transportation Worker Identification Credential used for unescorted access to the nation's regulated maritime vessels and facilities.

In July 2018, TSA discontinued the original TWIC design, first released in 2007. Incorporating enhanced security features, the new design aims to deter counterfeiting efforts and mitigate fraudulent use of the credential. While the 2007 design will no longer be issued, it will remain valid until the expiration date printed on the cards. The new design is compatible with qualified TWIC readers.

The Maritime Transportation Security Act of 2002 required the Department of Homeland Security to issue biometric security cards to everyone needing unescorted access to secure areas of maritime facilities and vessels after successful completion of a security threat assessment. In collaboration with the Coast Guard, TSA began vetting applicants and issuing secure TWICs to eligible transportation workers in October 2007. To date, TSA has issued approximately 5.6 million cards.

TSA recognizes the increased risk of credential alteration and counterfeiting and — incorporating stakeholder comments — has been working on a multi-year initiative to enhance the secure use of the physical TWIC. As part of the development process, TSA considered how updates to the physical credential would minimize the financial incentive to counterfeit TWICs, maintain compatibility with qualified readers, and provide a cost-effective card to transportation workers.

The new TWIC includes enhanced features that perform various security functions and are resistant to different types of attack. In addition to the cardholder's name, facial photograph, and expiration date, the new TWIC design incorporates tactile printing, kinetic images, and color shifting ink.

The card identification number and an anchor design are embossed into the laminate, and the secure printing provides a feature that cannot be easily removed and offers tactile verification to inspectors. To deter alteration of the expiration date, a color-coded box around the expiration date will change from year to year. Also,

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Exchange members gather to salute Eric Clarke



While the annual membership mixer is designed to provide a casual, festive, no-pressure atmosphere for networking and socializing, the 2018 event brought something new to the evening. This year, members honored Eric Clarke of Philadelphia Energy Solutions as the first recipient of the Exchange's Unsung Hero Award. Above, Eric (left) brandishes his award while Exchange Chairman John Reynolds congratulates him.

It's about who you know and what you know

Six of the most valuable Exchange membership perks

It may be that your decision to become a member of the Maritime Exchange was to add your voice to the almost 300 like-minded business leaders who want to promote a positive economic climate for Delaware River waterborne commerce.

Perhaps you are more interested in the newsletters and other communications which put need-to-know information right on your desktop.

Or, possibly, you have only looked to the ship schedules and reports and are not aware of the many other services available to Exchange members.

If you are among the few who have not yet made the decision to join, or you have not yet made the most of your existing membership, consider the many offerings available to Exchange members.



Connections

Elected officials at both the local and national levels hear what you have to say about laws affecting regional commerce. With an Exchange membership, doors are open to dialogue with federal agencies as we work to answer your questions and find solutions to today's — and tomorrow's —problems.

In addition, the Exchange also assures your voice is heard at meetings of national organizations, such as the North Atlantic Ports Association, the American Association of Port Authorities, the American Institute for International Steel, and the National Association of Maritime Organizations.

And of course, the Exchange is your bridge to other maritime businesses, including potential customers, suppliers, and even competitors.

Communications

In addition to the port directory and quarterly newsletters members receive daily news summaries, Federal Register Highlights, and the monthly President's Report. The Exchange is also the conduit for communicating changes in federal agency policies and procedures, weather bulletins, safety and security notices, and a host of other alerts to save you time as we do the legwork to gather, identify, and disseminate up-to-the minute information.

Port Operations

Only Exchange members have access to Maritime On-Line®, the one-stop information resource for Delaware River and Bay activity. From ship schedules and real-time vessel positions, to CBP cargo clearance status, to USCG arrival and departure notices, MOL is sure to fulfill your ship, cargo, and crews information needs.

Committees

Exchange members take part in committees and working groups that create a helpful and informative environment for discussion and problem-solving with CBP, Coast Guard, the Corps of Engineers, and a host of other federal, state, and local agencies. While the number and nature of groups changes to meet current requirements, today's options include the CBP-USDA Agriculture Working Group, the Maritime Operations Committee, the Private Berth Dredge Committee, and the System Downtime Procedures Working Group.

Promotion

Members can market, showcase, and grow their businesses by taking advantage of generously discounted advertising rates in our annual port directory and this quarterly news publication, The Beacon.

We're on the web

The Exchange website includes content covering current, historical, and upcoming information. The latest updates on a hot issue, details about an upcoming port event, cargo release and ship schedules, or even assistance with project research — and a great deal more — are just a click away at www.maritimedelriv.com. Members are encouraged to take time to review all the Exchange website has to offer.

And a whole lot more

Exchange members know how to have a good time! Our annual **membership appreciation event** brings together an interesting and enjoyable mix of long-standing, potential, and newly-approved members for an evening of great food, cheer, and camaraderie. This event also provides the perfect venue for celebrating the Exchange's **Unsung Hero Award** recipients.

We also operate a **jobs board**, a **member referral program**, a **community calendar of events**, and even provide **notary services** free to members.

Clearly, a membership with the Maritime Exchange is singular in its offerings and is so much more than just joining another organization. When you join forces with the Exchange, you partner with a respected and successful regional business team that makes a significant difference to the well-being of our industry.

Contact Beverly Ford at 267-670-7946 or bford@maritimedelriv.com with any questions about your membership with the Maritime Exchange.



The Chesapeake and Delaware Canal: A man-made marvel

On my first trip to sea in May of 1965, as third mate on the "Moremacbay," we sailed from Baltimore for Philadelphia via the C&D Canal. Being cooped up 11 months of the year for the last four years at Fort Schuyler, I did not know of the existence of the C&D Canal and was astonished to learn we could cut 300 miles off our passage. Over the next seven years, all of my coastwise trips on American ships would take me through the C&D Canal, and my fascination with this man-made wonder would not cease.

During my sailing years, I would transit many other canals that permitted large ships to pass, including the Cape Cod, the Suez, the Kiel, and the Panama canals. While they were all quite different from one another, each was quite thrilling and provided fond memories.

According to the U.S. Army Corps of Engineers, the history of the C&D Canal dates back to the mid-1600s when a mapmaker named Augustine Herman noticed that a short isthmus of land separated the Delaware River from the Chesapeake Bay. At the time, he proposed that a waterway be built to connect the two bodies of water, yet more than a century would pass before any action was taken.

In 1764, a survey of possible water routes across the Delmarva Peninsula was made. Nearly 25 years later, in 1788, the project got the attention of Benjamin Franklin and Benjamin Rush, keeping the idea alive. Finally, in 1802, the legislatures of Maryland, Delaware, and Pennsylvania formed the Chesapeake and Delaware Canal Company, and construction of the canal began in 1804. After several attempts, the canal company was reorganized in 1822, and full-time construction began in 1824 with over 2,000 workmen.

By 1829, the Chesapeake and the Delaware were connected by a channel that was 14 miles long, 10 feet deep, and 66 feet wide. Four bridges were built — along with four locks to pass barges through the waterway's various levels — and teams of mules and horses powered the barges, sloops, and schooners through the canal. Improvements to the canal, the bridges, and the locks continued for the remainder of the century, but steam power brought larger and deeper vessels that could not pass through the restricting locks.

The federal government bought the canal for $2.5 million in 1919, and it assigned responsibility for the canal to the U.S. Army Corps of Engineers Wilmington District. The "new" canal opened in 1927, and the Philadelphia District took it over in 1933. Now with a well-funded owner, the canal could continue to keep pace with the increasing size of ships and barges. By the 1960s, the canal was 450 feet wide and 35 feet deep.

There is no recommended length restriction for ships using the C&D canal, however the maximum draft limitation is 33 feet. Today the C&D canal is a modern sea-level, electronically controlled waterway and it remains the quickest way between Baltimore and Philadelphia, just as it was envisioned in the mid-1600s.

If you are in the area, stop by the C&D Canal Museum in Chesapeake City, Md. which is run by the Corps of Engineers. If you look across the canal at Schaefer's Canal House restaurant, you may see a ship exchanging pilots as it crosses the Delaware-Maryland state line. Seeing this brings me back to my first ship every time.



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Rochford delivers MACHS commencement address



Exchange President Dennis Rochford had the distinct honor of addressing students, faculty, family, and friends at the Maritime Academy Charter High School 2018 graduation ceremonies on June 6.

He was particularly pleased to note that of the 62 graduates this year, 80 percent plan to attend college, 1 of whom will attend the State University of New York Maritime College. Another 8 students are enlisting in the military.

Rochford discussed the need for students to set standards to achieve their goals, and he also stressed the importance of teamwork and recognizing the inherent success of graduates completing the first leg of their lifelong learning experiences — especially their ability to rise to the specific challenges of pursuing a maritime education. He stressed that success depends on persistence, hard work, and enthusiasm and service to others is equally important.

Ed Poznek, then principal, said students were particularly inspired by Rochford's listing of important principles young adults need for securing a prosperous future, including, among others, honesty, hard work, selflessness, service to the community, and risk taking.

Rochford informed the newly minted high school graduates to be humble when celebrating life successes and to use shortcomings as a learning experience to make necessary life changes.

"Mr. Rochford's words were powerful and motivating to everyone present," Poznek said. "With such an inspiring keynote message, these graduating seniors are well on their way to becoming our future leaders in society."

Another hurricane season upon us

Will this year be another above average hurricane season? With three named storms already in the books by the end of July, it is certainly possible.

The 2018 Atlantic hurricane season officially started on June 1. That date generally marks the change in port condition to Hurricane Seasonal Alert, though this year Coast Guard Sector Delaware Bay accelerated the transition to May 29 due to an impending storm. Hurricane Seasonal Alert reminds all vessels, facilities, and marinas to review contingency plans, minimum recommended precautionary measures, and preparation checklists.

The National Oceanic and Atmospheric Administration released its outlook for this season on May 24, forecasting a 75 percent chance that the 2018 Atlantic hurricane season would be near or above a normal level. The agency anticipates between 10 and 16 named storms, with 5 to 9 hurricanes and 1 to 4 major hurricanes. An average hurricane season produces 12 named storms of which 6 become hurricanes, with 3 of those considered major.

"Two factors driving the outlook were the possibility of a weak El Niño developing and near-average sea surface temperatures across the tropical Atlantic Ocean and Caribbean Sea," said Raymond Kruzdlo, Senior Service Hydrologist for NOAA. "Warmer water can enhance tropical development and also lead to stronger systems."

Each year Sector Delaware Bay prepares for hurricane season by participating in a Coast Guard mid-Atlantic hurricane exercise and reviewing and updating internal and external planning documents. "Before, during, and after a hurricane, safety of life, protection of property and the environment, and limiting or quickly recovering from impacts to the vital port and marine transportation system are of paramount concern," said Lt. Cmdr. Nick Barrow, Chief of Contingency Preparedness at Sector Delaware Bay.

"The entire port community plays a key role in preparation, response, and recovery operations. We ask that facility managers, ship agents, and vessel masters be familiar with the Sector's Port Hurricane Contingency Plan and be ready to support port-wide preparedness efforts for an impending storm," Barrow said.

"Hurricane season continues through November 30, peaking from mid-August to late October with around September 10 being the absolute climatological peak," said NOAA's Kruzdlo. He also noted that NOAA is introducing upgrades to its forecasting arsenal for the 2018 season, including the launch of two new weather satellites, enhanced modeling software, and a new graphic that shows the arrival time of tropical-storm force winds.

NOAA will update the 2018 Atlantic seasonal outlook in early August, and available documents from the sector include storm preparation checklists for facilities and vessels, preparedness planning for oceangoing vessels remaining in port, and precautionary measures for ships and barges.

The Maritime Exchange encourages all port stakeholders to review these documents, available at https://www.maritimedelriv.com/gov-affairs?tab=USCG-Hurricane.

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Partyin' at the riverfront

Celebrate the last of the summer season with Wilmington Seamen's Center

No one looks forward to the end of the summer, right? The Seamen's Center of Wilmington will help put off the fall back-to-the-grind blues when it once again hosts the Last Bash of Summer. This year's event will take place on September 11.

"The Last Bash of Summer is always the best party of the year," said festival veteran and long-time SCW sponsor John Haroldson of the Diamond State Port Corporation. "It's about fellowship and having the opportunity to socialize with colleagues, but mostly it's a highly entertaining way to support the seafarers who are so important to our industry."

As usual, festivities will start at 4:30 p.m. and take place at Dockland's Riverside on the banks of the Christina River. "Same location, new name," said SCW Executive Director Joan Lyons. "Our guests love being outdoors and right on the water. The food and drink are excellent — and plentiful — and the raffles always create a real sense of excitement," she said.

The SCW "famous raffle" features 15-20 valuable prizes, from Eagles and Phillies tickets to golf outings to jewelry and wine baskets. But the "premier raffle" really energizes the attendees. Premier prizes this year will feature the ever-popular "cooler o'cheer," a large, wheeled cooler overflowing with beer, wine, clear and brown liquors, and a variety of liqueurs. A flat-screen TV and backyard grill will also compete for the premier tickets.



Sponsorships still available

The Last Bash of Summer is the only port industry fundraiser SCW hosts each year, and it is one of the primary sources of funding for the small, volunteer-driven organization. "We don't want to continually approach the port community with hat in hand," Lyons said, "so this is the one time we really rely on our friends and patrons to show their support."

The Seamen's Center of Wilmington is a nonprofit organization dedicated to serving the humanitarian needs of the ocean-going seafarers and workboat crews who serve Delaware ports.

To get your tickets or sponsor this year's bash, visit scwde.org or call 302-575-1300.

TSA issues more secure TWIC

continued from page 6

the new card and holographic laminate include various kinetic, or moving, images and optically variable devices. For example, a compass image on the top right position of the card front transitions to an image of the U.S. flag when viewed at different angles. Color shifting ink is also incorporated into the TWIC text and propeller design to display various colors when seen from different angles.

The physical enhancements to the TWIC card are expected to result in a more secure authentication with limited impact on TWIC enrollment, issuance, and use. Current cardholders do not need to replace valid TWICs with the new card design.

Regulated entities that require TWICs for access must accept and recognize both the current and new TWIC designs.

The fee for the newly re-designed TWIC remains unchanged at $125.25, and the credential is valid for five years. TWIC cardholders who maintain valid Hazardous Materials Endorsements or a Free and Secure Trade cards may pay a reduced fee of $105.25.

The replacement fee for a lost or stolen card is $60.00. To apply for a TWIC, an eligible transportation worker must complete the in-person enrollment process at a TSA Universal Enrollment Services enrollment center location servicing the TWIC program. To locate an enrollment center or complete an optional online pre-enrollment, visit https://universalenroll.dhs.gov or contact the call center at 855-DHS-UES1.

TSA communicated the new TWIC design and its authentication features to regulated entities as well as inspectors via a series of conferences, training events, and workshops. Over the past year, TSA introduced the new design to stakeholders and briefed select Area Maritime Security Committees.

TSA plans to continue its outreach efforts on this important design change throughout the year. TSA welcomes inquiries from facilities, vessels, partners, and other stakeholder communities on the new more secure TWIC technologies and applications. Please submit all inquiries via email to: TWIC-Technology@tsa.dhs.gov.

Editor's Note: As of press time, the president has just signed H.R 5729, the Transportation Worker Identification Credential Accountability Act of 2018, which prohibits Coast Guard from implementing the rule requiring electronic inspections of TWICs until after DHS has submitted an assessment of the TWIC program to Congress.





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Philadelphia CBP seizes nearly $1.7M in fentanyl shipped from China



In late June, CBP officers in Philadelphia seized 110 pounds of fentanyl, with an estimated value of $1.7 million. The shipment arrived from China via air into Chicago and was transported by truck through Southeastern Pa. when CBP officers examined the shipment and discovered the drug.

U.S. Customs and Border Protection officers seized 110 pounds of the deadly opioid fentanyl with an estimated $1.7 million street value on June 25 in Philadelphia.

CBP officers from the Area Port of Philadelphia conducting routine examinations discovered the fentanyl in a shipment of iron oxide that arrived from China.

Officers tested the substance using a Gemini Thermo Scientific Analyzer, a handheld elemental isotype analysis tool that can identify over 14,000 chemical substances with the use of a laser or infrared beam. The Gemini identified the substance as fentanyl.

High purity fentanyl such as this can sell for over $34,000 per kilogram on the street.

"Opioids, including fentanyl and its analogues, are a serious public health concern, and the importation of vast amounts of this deadly synthetic chemical compound is a national security threat. Customs and Border Protection remains committed to keeping our communities safe by combatting the flow of illicit drugs, including synthetic opioids, into the United States," said Casey Durst, CBP Director of Field Operations in Baltimore.

CBP's fentanyl seizures are trending up. During 2016, the first year CBP started tracking fentanyl seizures, officers seized 440 pounds nationally. That number grew to 951 pounds in 2017 and 984 pounds through the end of April 2018.

CBP has expanded its efforts to detect opioids to ensure officer and detector dog safety. CBP has imprinted all narcotic detector dogs on fentanyl, and all officers have quick access to appropriate personal protective equipment. Additionally, CBP trained and equipped officers with naloxone and continues to work closely with our interagency partners to improve targeting of fentanyl entering the United States.

On a typical day in 2017, CBP officers seized 5,863 pounds of illicit narcotics across the nation.

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A message from SCI on its move

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

This update comes with my deepest thanks for all you do to support our venerable ministry to seafarers and those who care about them. We could not begin to conduct this ministry without you!

As you may be aware, we have moved our office to the Navy Yard — on the river where we can watch the ships we serve come and go. It is really beautiful, and we hope you will come see us here. All phone numbers are the same and parking is ample!

Today's reality is that seafarers usually have precious little time in port, let alone time to go ashore to relax for any length of time. Enhanced technology and port mechanization have dramatically shortened many ship visits. Many seafarers are unable to leave their ships at all because of visa issues and security restrictions.

And so, to be hospitable today means taking our mission to ships, making it easier for seafarers to communicate with their families aboard ship with phone, SIM cards, and wireless technology brought to them rather than escorting them to our headquarters, as once was the case. Of course, a large part of our ministry is taking seafarers to nearby shopping as time permits. But we no longer need the space we had in Northern Liberties.

Painful realities abounded in making this move. It was especially hard to deconsecrate the beautifully appropriate chapel so many of you worked diligently to encourage and support. The Episcopal Diocese of Pennsylvania removed the sacred items. The beautiful wood arches were part of the building's structure and remain for reuse by the next tenant. Other components of the chapel and office downsizing went to places where they would be utilized well.

Our new space is significantly smaller and some details, especially about our late fall and holiday activities are still being worked out. We still hope to find a way to stuff ditty bags at our location, for example.

However, advantages to the location are significant. The Navy Yard itself has a prominent place in history, as does SCI. The new location has more parking that is easily accessible to volunteers, staff, and visitors. It is convenient to Packer Avenue, the terminal we visit most frequently. Significantly, the new location puts us back on the Delaware River. In fact, onlookers can view the location easily from across the Delaware at the Eagle Point Crude Oil Terminal in Westville, N.J.

The planning for our latest move had me send Mark Staples, a friend of SCI with the gift of writing skills, back into SCI's history to better understand what has prompted earlier moves and transitions. They have been numerous during our 175 years, and I know many of you may have special knowledge of this history.

SCI's first headquarters, the famed Floating Chapel, seated 600 people and was moored in the Delaware River at the foot of Dock Street (now Penn's Landing) from 1849 to 1859, when it tragically began to sink. It was towed across the river, set ashore and became the Church of St. John's in Camden until it was destroyed by fire.

Subsequently, SCI opened multiple branches along the waterfront, sometimes collaborating with other ministries with similar missions. Some locations we have uncovered include Cambria Street, Port Richmond, and a church at Sugar pier.

SCI once operated a small boarding house for seafarers at Pine and Front Streets. The Markline Clark Mariners Home opened in 1927 as an addition to a new hotel (opened two years earlier). The addition had been bequeathed as a retirement home for seafarers. The Mariners Home was located two blocks from the waterfront on Walnut Street and featured lodging, a restaurant, a bank, and a library.



The new home of the Seamen's Church Institute of Philadelphia and South Jersey.

In 1957, as needs changed, the home was sold to the National Park Service. SCI then had subsequent addresses that included a hotel at 1222 Locust Street and an old bank building at 249 Arch Street.

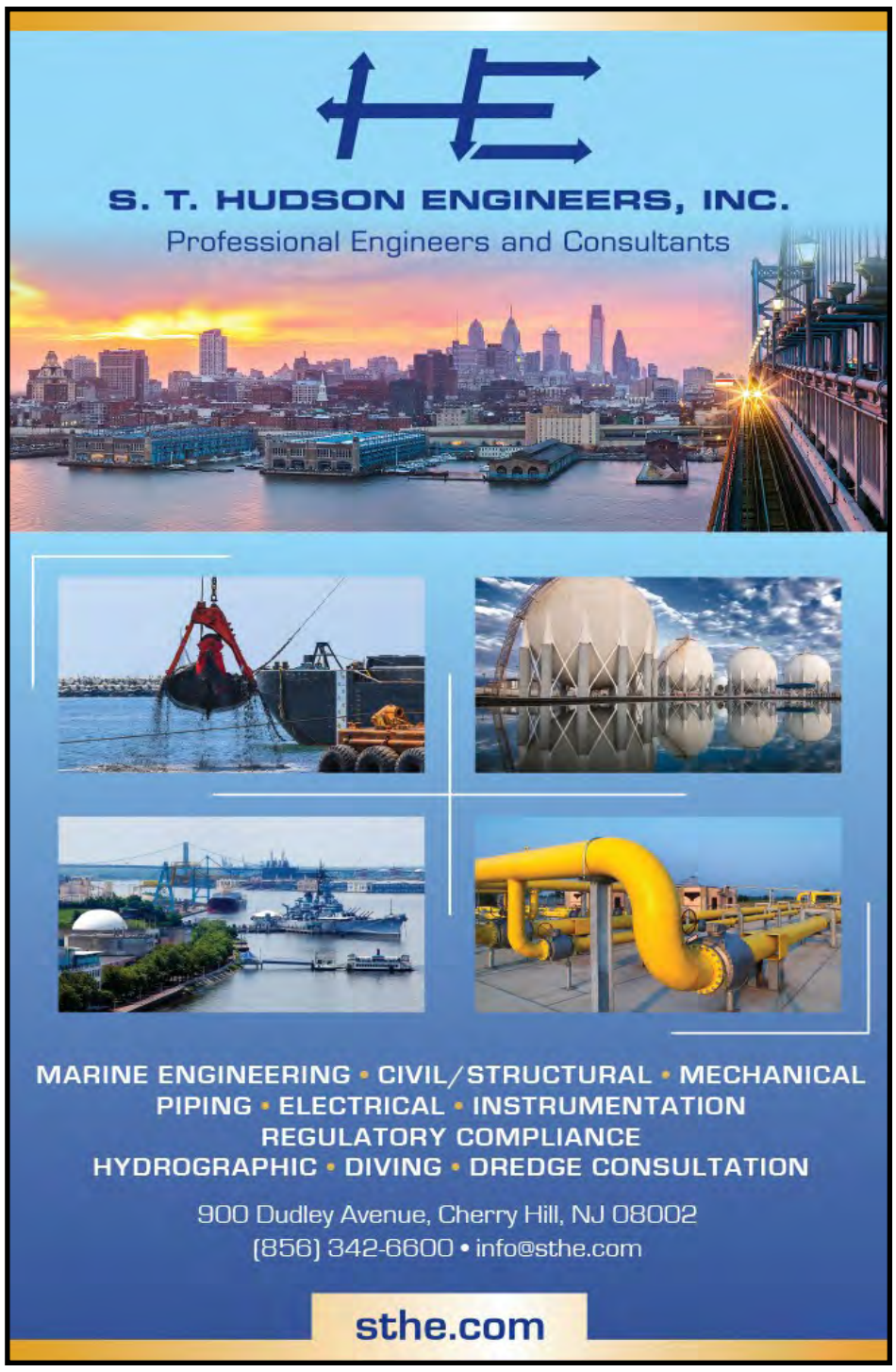
When short layovers in the port became commonplace, the need for accommodations sharply diminished. Rather than a place to stay overnight, seafarers wanted a space near the wharfs for quiet recreation, companionship, and spiritual and moral support. The old locations had become impractical, leading to the 1990s move to our Northern Liberties location. We also still lease a small space on the New Jersey side of the river at Broadway Terminal.

Our new move comes in the midst of a truly exciting 175th anniversary year in which we will have much to celebrate. We hope you will recognize with us that our latest move is meant to help assure and secure SCI's future and its vital mission.

I welcome any questions or thoughts you may want to express. Simply contact me at hpierson@sciphiladelphia.org. And, of course, we wouldn't miss an opportunity to appeal for your support of our mission, so if you are able to make a contribution at this time, please be sure to send it to our new address!

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Phila. Maritime Society active in port promotion

Crab Feast, holiday dinner round out 2018 calendar

This year has found the Ports of Philadelphia Maritime Society firing on all cylinders. This 83-year-old networking association has brought the maritime community together for several informational, networking, and civic-minded events, and a few more are on the immediate horizon. Just take a look.

In September

★The 49th Annual Crab Feast

This year's crab feast starts at noon on Sept. 14. As usual, the entire maritime community — and then some — will crack crabs and enjoy a day of barbeque, drink, and games until 6:00 p.m. As it has for the last few years, the crab feast will be held at the historic Corinthian Yacht Club, located along the Delaware River in Essington, Pa.

For more information or to get your tickets, contact Theresa Penot at 215-783-9484 or theresap1@Verizon.net or Linda Greene at 610-859-2830 or dbrcadmin@dbrcinc.org.

★The Russ Larsen Memorial Golf Outing

As has become tradition, this year's salute to one of the maritime community's most beloved colleagues, Russ Larsen, who passed away in 2011, will precede the crab feast on Sept. 14. Breakfast at the Springfield Country Club in Springfield, Pa. will kick off the event, followed by a 7:30 a.m. shotgun start. To register or for more information, contact Mike Scott at 484-274-3400 or michael.s.scott@wsp.com or via the society web site at www.portsofphilamaritimesociety.com/.

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

Come early and stay late!

Earlier this year

★Annual Maritime Day/Scholarship Dinner

The society celebrated National Maritime Day, proclaimed by President Roosevelt in 1938 to honor our Merchant Marine and maritime industry, on June 12.

The third annual Maritime Day/Scholarship Dinner took place at the Independence Seaport Museum. The great weather allowed for cocktails on the patio before dinner, followed by cigars/cordials on the patio afterwards. This year, the society was able to present six $1,500 scholarships to several local cadets attending SUNY Maritime College and the U.S. Merchant Marine Academy.

The scholarships, along with maritime summer camp experiences for the school children of Philadelphia, are made possible through the annual Delaware River Maritime Day fundraising campaign with partners the Maritime Academy Charter School and the Independence Seaport Museum.



Celebrating what is seen by some as "the company picnic for the port," members of the port community came out en masse last September for the Maritime Society crab feast at the Corinthian Yacht Club. The yacht club only recently became home to the annual event, and it is a huge hit with event goers.

★U.S. Maritime Administrator visit

The society sponsored a visit to our port by the U.S. Maritime Administrator RADM Mark Busby (USN-Ret.) on April 4. Admiral Busby visited several local maritime businesses and spent a great deal of time at the Maritime Academy Charter School. He met with members of the port community at a reception, informing attendees about MarAd's plans for new academy training ships, the future of the U.S. merchant fleet, and other relevant topics. Many thanks to Penn Terminals, McAllister, the Pilots Association, and the Maritime Exchange for hosting the reception.

★Annual Dinner

Over 200 members and their guests attended the society's 63rd annual dinner on Apr. 25. This year, Mr. Robert Callegari, who spent his career working for the U.S. Army Corp of Engineers and was instrumental in furthering the 45-foot channel project, received the society's Person of the Year award. The Cescaphe Ballroom provided the perfect backdrop for this prestigious event.

Not a member of the society? Visit http://www.portsofphilamaritimesociety.com/ to join today!

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Camden Maritime Museum a little known wonder

By: Jack O'Byrne, PhD, Executive Director
Camden Shipyard & Maritime Museum

Unless you have business at one of the South Jersey Port Corporation facilities, chances are you have not been to Camden, N.J. in a while. Even if you have, you might not have noticed the Camden Shipyard & Maritime Museum, located in Camden's Waterfront South section.

Either way, you are missing a real treasure.

The Camden Shipyard & Maritime Museum was founded in 2008 to transform an 1893 historic church into a local maritime history museum, including the history of the all-important New York Shipbuilding Company from 1899 to 1967.

One of the unique features of the church is that ballast stones from Cape Sheridan northeastern Ellesmere Island (Nunavut) in Greenland, acquired from Admiral Peary's and Matthew Henson's 1905-06 North Pole expedition, were used to line the walls of the church's parish hall expansion. The museum's courtyard proudly boasts a statue of Matthew Henson.

The museum is also home to Urban BoatWorks program, a vibrant craft program that teaches students about math, hands-on skills, and the environment through boat building. The program now serves over 120 students per week.

The museum recently expanded by renovating the former church rectory into a shipyard worker house exhibit, and the building now includes four bedrooms for local artists who are charged with improving the neighborhood through public art. As an anchor institution for the Waterfront South neighborhood, the museum is working with neighborhood nonprofits to create an arts district.

The idea for creating the museum started when Fr. Michael Doyle of Sacred Heart Church visited the late Joseph A. Balzano, Jr., then-executive director of the SJPC, at his office one day. Fr. Doyle looked at all the artifacts Joe had collected over his 40 years at the port and said, "You should create a museum with all of these things." So that is what they set out to do.

Fr. Doyle had his eye on the nearby gem of the Church of Our Savior, which had been rotting since it was deconsecrated in the mid-1990s. He approached Helene Pierson — then at the Heart of Camden Community Development Corporation and today executive director of the Seamen's Church Institute of Philadelphia and South Jersey — about the idea, and they acquired the property in 2006.

Under the leadership of Professor Emeritus Michael Lang, a core group created a 501(c)3 non-profit corporation in 2008. The new museum board of trustees then went on a streak of successful fundraising activities to fund



A group of pirates gathers to launch a boat built at the Camden Shipyard and Maritime Museum. Local students build boats of varying sizes and shapes throughout the year.

the historic renovation project, including receiving $750,000 from the New Jersey Historic Preservation Trust, $450,000 from the state's Neighborhood Revitalization Program, multiple grants from the Camden County Freeholders, and Community Development Block Grants from Mayor Dana Redd and the City of Camden.

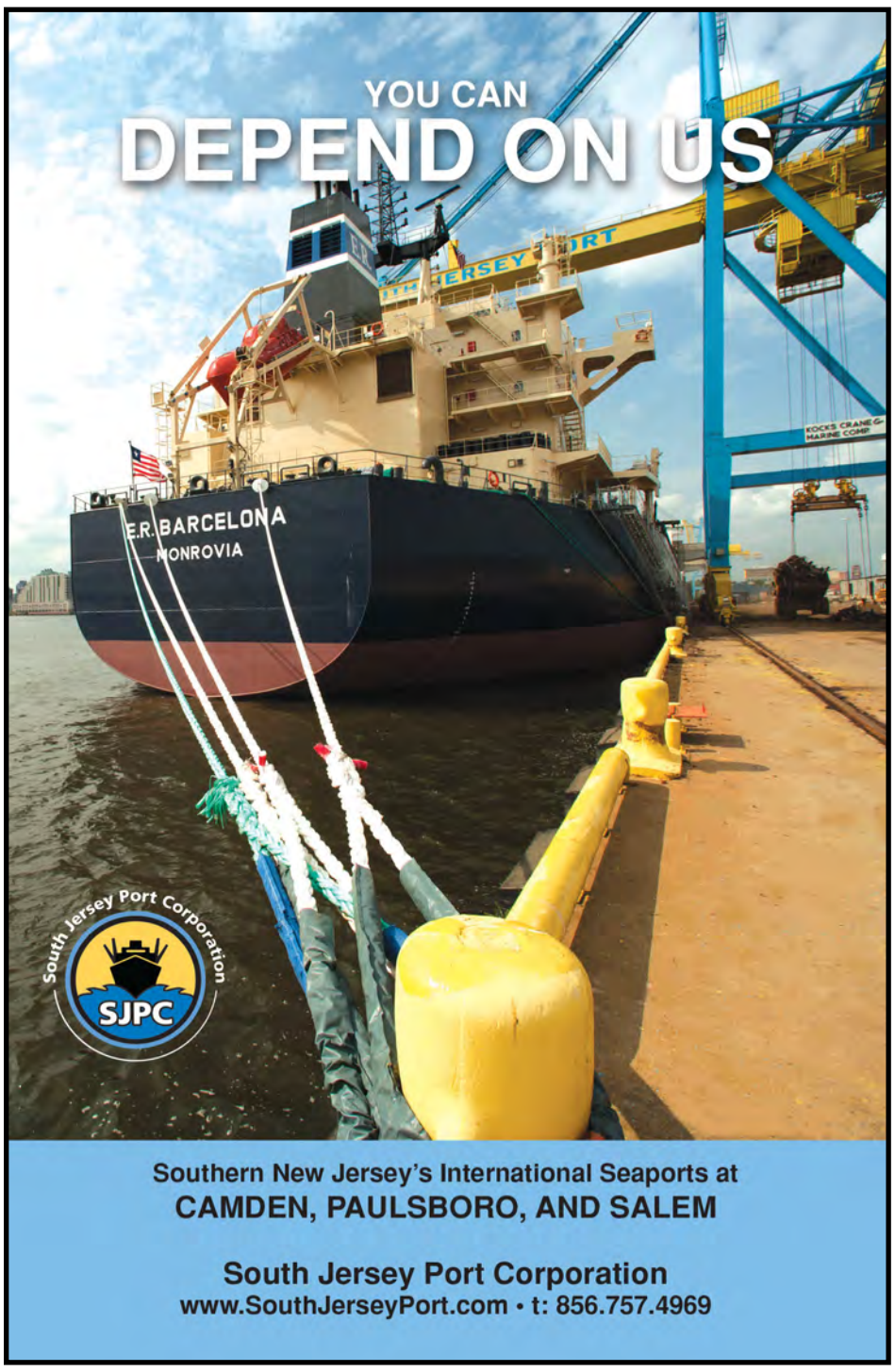
Today, Kevin Castagnola, retired SJPC executive director and an active member of the Maritime Exchange for the Delaware River and Bay, leads the Camden Shipyard & Maritime Museum. The board also includes many other representatives of the local maritime industry and neighborhood activists, including co-founder Fr. Doyle.

In addition to serving as keepers of the knowledge of Camden's maritime industry history and housing the Urban BoatWorks program, the museum is an anchor institution for the Waterfront South neighborhood. In 2017 it adopted the adjoining Veterans Park and made substantial improvements in partnership with the SJPC, Campbell's Soup employees, and the New Jersey Tree Foundation. And finally, the museum is working closely with the neighborhood nonprofits including Camden FireWorks Art Studios, the South Camden Theatre Company, and the Virgilio Writers House to create an arts district which will help increase visitors to all of our anchor institutions.

To bring a group to the museum or let us host your event, please contact Jack O'Byrne at 856-541-7447 or camdenshipyardmuseum@gmail.com.







Josey new Wilmington CBP Port Director



The Exchange board and staff welcome Donald J. Josey, who has taken the helm as U.S. Customs and Border Protection's Port Director for the Port of Wilmington, Del.

As Port Director, Josey leads CBP's national security and anti-terrorism operations, immigration and agriculture inspections, narcotics interdiction, and the agency's commercial trade enforcement efforts throughout Delaware. Within his jurisdiction sits one of the country's busiest military facilities for cargo imports and exports at Dover Air Force Base and one of North America's top seaports for fresh fruit imports. The Port of Wilmington is one of three ports of entry under CBP's Area Port of Philadelphia.

Josey began his career at the Port of Philadelphia after graduating the inaugural integrated CBP academy class in 2003. This was the newly formed homeland security agency's first class to combine legacy Customs inspectors and legacy Immigration and Naturalization Service inspectors.

He then served at the Port of New York/Newark, where in 2008 he rose to the rank of Supervisory CBP Officer and oversaw the Counter Terrorism Response Team. In 2012, Josey was hand-selected to serve as CBP's full-time liaison to the New York Police Department's Intelligence Division. While there, he helped create and implement NYPD's Travel Lookout Initiative, which streamlines the facilitation of real-time information for wanted subjects attempting to flee the U.S.

Josey also served as CBP's Task Force Officer with the New York and New Jersey High Intensity Drug Trafficking Area program. This program, known as HIDTA, was created by Congress with the Anti-Drug Abuse Act of 1988 and coordinated by the U.S. Office of National Drug Control Policy, provides assistance to federal, state, local, and tribal law enforcement agencies operating in areas determined to be critical drug-trafficking regions of the U.S.

In 2015, Josey advanced to the rank of chief and returned to the Area Port of Philadelphia where he led all immigration and enforcement programs at Philadelphia International Airport. During this assignment, he temporarily served as watch commander where he managed all facets of passenger and cargo inspection operations within the entire Area Port of Philadelphia.

In 2017, Josey returned to CBP's New York Field Office where he served as program manager of CBP Tactical Terrorism Response Teams at the ports of John F. Kennedy International Airport and New York/Newark. Josey cultivated and maintained CBP's law enforcement relationships with multiple foreign Consul Offices in the New York and New Jersey area. Additionally, he spearheaded an anti-fraud working group, which focused on current immigration, border security, and terrorism issues developing around the world.

Josey earned numerous awards of recognition from CBP, the NYPD, the NY/NJ HIDTA, the Canadian Border Services Agency, and the Royal Canadian Mounted Police.

Q&A with CACC's Christina Lista

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guide, and participates in regional international business activities.

Q: The CACC and the Maritime Exchange have enjoyed a long-standing working relationship. What can you tell us about other members of your organization?

A: The CACC represents a broad range of maritime and international business and trade executives representing various industry segments. Some of these include shipping and handling, supply chain logistics, finance, global investment, food services, higher education, USDA and Food & Drug Administration mandated fumigation and other quarantine treatments, perishable commodities such as fruits and vegetables, trade associations, legal services, government and regulatory guidance, and more. A significant portion of our membership is involved in the Chilean fruit trade along the Delaware River, which represents 70 percent of Chile's fresh fruit exports to the U.S. We are also a local representative of Chile's IT sector brand, Chile: a digital country_ (*sic*), the creation of multiple Chilean IT companies in partnership with ProChile and represented by four founding partners — Agence, Linets, Tecnova Global Solutions, and Ki Technology, as well as Chiletec, the chamber of tech companies in Chile.

Q: What does the immediate future hold for CACC and its members?

A: On August 2, the CACC will meet with Jorge O'Ryan, newly-appointed Director of ProChile, in Miami, Florida. But even more exciting is the upcoming extended visit to Chile! On August 4, I will begin a three-month mission to Santiago, Chile. The trip is designed to expand and deepen the CACC's network and partnerships in the private and public sectors, though I will continue to lead the organization by working remotely. This extended stay in Chile will allow me to fully immerse myself in Chilean culture, which will be a tremendous help to fostering new relationships and strengthening those we already have.

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Port study shows big increases

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or providing support services to the marine terminals. These jobs depend on this activity and would move or be eliminated if seaport activity were to cease. Induced jobs are created locally due to purchases of goods and services by those directly employed at the ports, and indirect jobs result from local purchases by firms directly dependent upon seaport activity.

Pennsylvania residents hold nearly 43 percent of all direct port jobs. Over 31 percent of the direct jobs are held by Delaware residents, and New Jerseyans account for 22 percent of direct port jobs.

Beyond those, the port also supports 135,178 related user jobs, employees of manufacturing, wholesale and retail distribution businesses using the marine terminals to ship and receive cargo.

Key commodities

"Not surprisingly, petroleum is the largest contributor to the local economy," Himber said. The study found that petroleum is responsible for 18.4 percent of all direct port jobs, containerized cargos — which can include anything from electronics to shoes to bananas — account for 18.2 percent of the direct jobs, and other liquid bulk products are responsible for 12.3 percent of all direct port jobs.

Petroleum is also the largest single revenue generator, coming in at $1.01 billion (27.5 percent share) in 2017. Container cargos were responsible for $422 million (11.5 percent), and other liquid bulk products generated $331 million (9 percent). Breakbulk/project cargo, fruit, steel, automobiles, dry bulk, forest products, and scrap steel round out the top 10 revenue producers last year.

Seven years of growth

The Exchange last commissioned a similar study in 2010. Since then, the port has added 8,702 new direct, induced, and indirect jobs and another 46,790 related jobs from growth in cargo activity. Total economic output increased by $21 billion over the last seven years. "Fruit remains one of our most significant cargos," Himber said. "What this study highlights is that increasing volumes of fruit are now moving in containers rather than as breakbulk cargo, which has been the case historically."

Maritime Exchange vessel records show that numbers of ship arrivals have also increased over the last several years. In 2007, commercial cargo ship calls totaled 2,078. Last year, that number was 2,418 — a 16.4 percent gain. Ships are also getting larger as the port readies for a 45-foot channel.

"For the Pilots' Association, this is the culmination of decades of advocacy and persistence by many of whom have since retired or passed away. I'm looking forward to continuing their work as well as continued growth into the future," said Capt. Jonathan Kemmerley, President of the Pilot's Association for the Bay and River Delaware.

Himber said the data support continued investment in maritime infrastructure. "These numbers demonstrate that all the maritime activity in recent years is paying dividends. From launching the Port of Paulsboro to deepening the channel to investing in cranes, berths, and warehousing, it is clear that Delaware River ports are increasing their share of an expanding global market," she said.

The study, conducted by Martin Associates of Lancaster, Pa., was funded in part through the federal Port Security Grant Program. Its findings will inform post-incident decisions made to return the port to full operations following an incident. Specifically, the data will help the Coast Guard and other incident responders prioritize vessel movements after an event. The data also provide current situational awareness for port planners and advice on current and potential future maritime transportation system impacts.

PhilaPort continues infrastructure improvements

continued from page 5

Development is slated to continue through 2020 and is projected to support thousands of jobs and generate an increase of more than $100 million in state and local tax revenues annually.

PhilaPort receives $25.5M INFRA grant

The U.S. Department of Transportation has awarded PhilaPort a $25.5 million Infrastructure for Rebuilding America grant to complete the second phase of a multi-phase improvement plan at the Packer Avenue Marine Terminal.

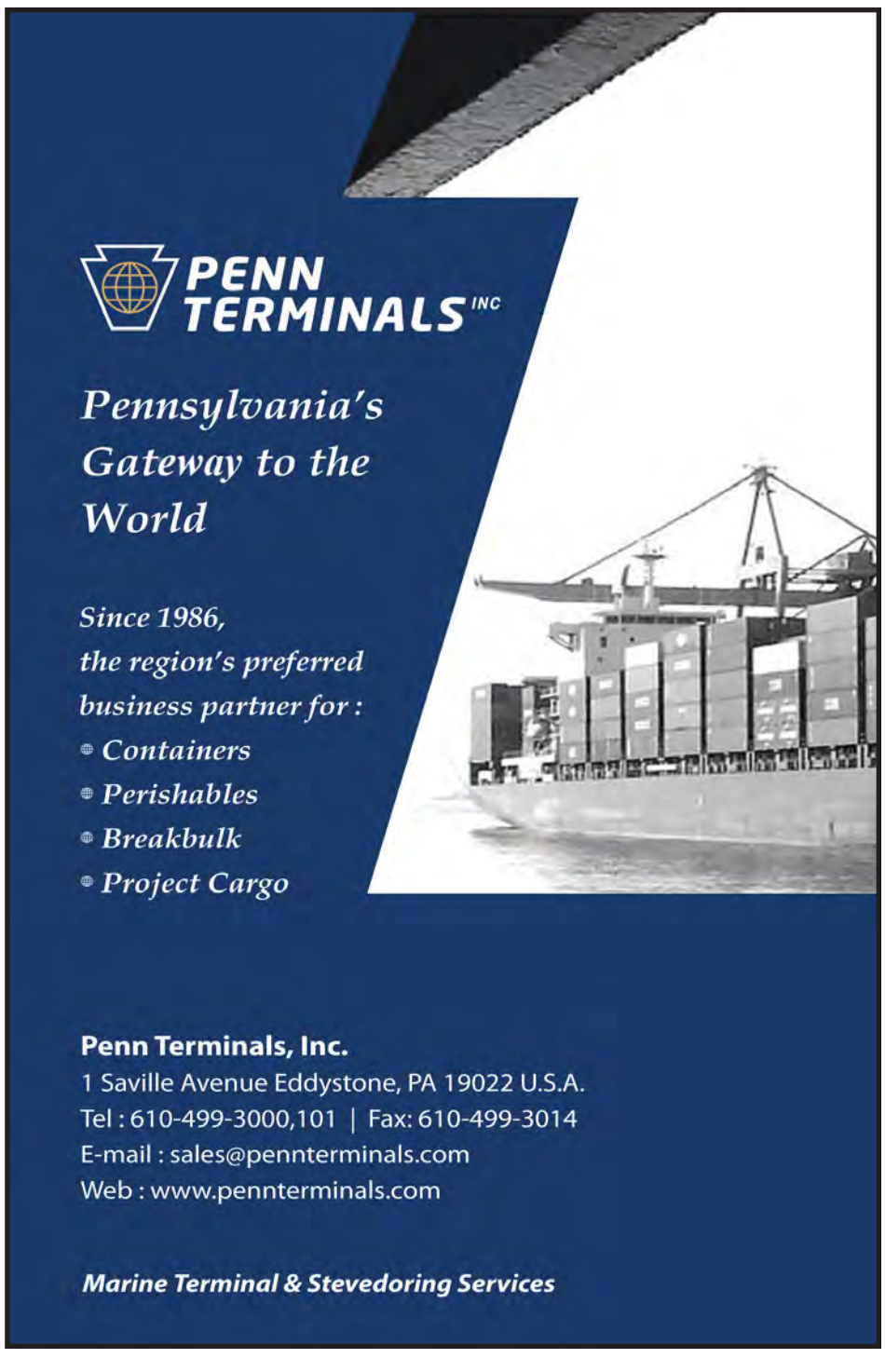
The INFRA grant program provides dedicated, discretionary funding for projects that address critical issues facing the nation's aging infrastructure. Among the 26 grant winners, PhilaPort is one of only two ports to receive funding and the only maritime project in Pennsylvania.

The investment will add capacity to modernize the terminal, including a 45-foot berth to match the depth of the Delaware River main channel, two crane conversions from diesel to electric, and demolition and relocation/construction of a new temperature-controlled warehouse.

In 2017, PhilaPort container cargos grew by 19 percent, leading all U.S. East Coast ports. Packer Avenue Marine Terminal also handled its largest vessel at 12,200 TEUs.

This important grant follows the Commonwealth of Pennsylvania's $300 million capital investment towards the port development plan.





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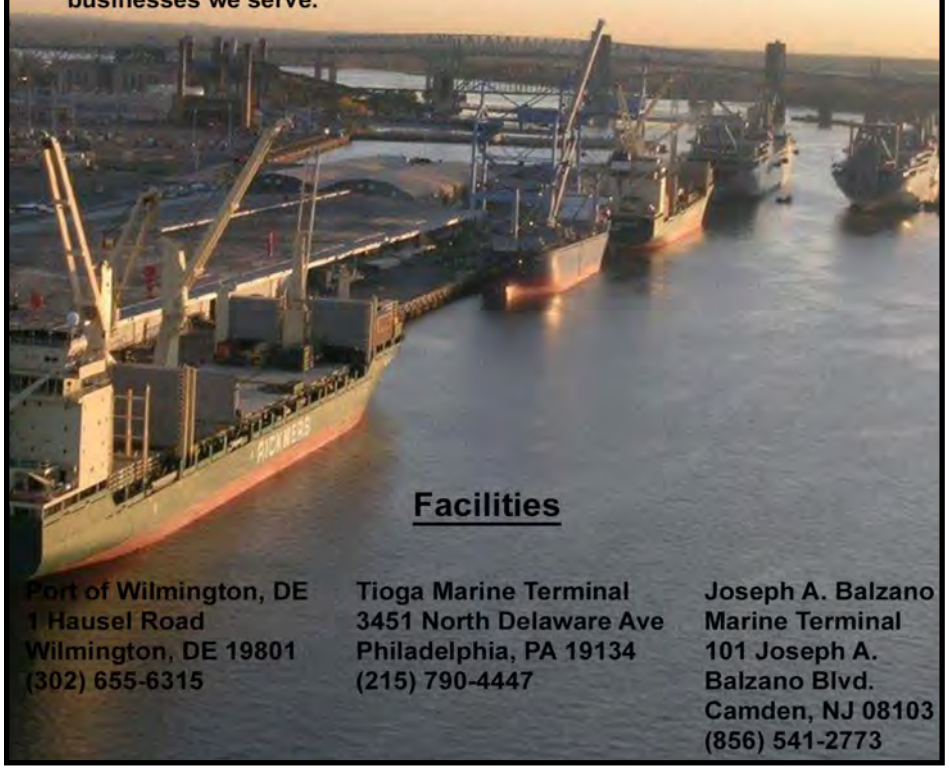
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Steel tariffs hit hard

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to "adjust imports" to address any threat to national security, but among the many questions not addressed is whether any such "adjustment" made by the president can be achieved by assessing a rate of duty higher than that imposed by the Congress or whether the expansive definition of "national security" developed by the Commerce Department is a reasonable one.

"Section 232 of the Trade Expansion Act allows the President nearly unfettered discretion to impose tariffs and create other trade barriers if he simply decides that imports threaten to impair U.S. national security," said AIIS President Richard Chriss. "At the same time, the law allows tremendous latitude to the President in determining what constitutes a threat. The U.S. Constitution provides important checks on the president's power, and the Section 232 trade provision stands in clear violation of that balance."

A March Trade Partnership report predicted across-the-board 232 tariffs would cost six times as many jobs throughout the economy as compared to jobs created in the domestic steel industry. "While the report projected the creation of 33,000 steel and aluminum jobs, of concern is the concurrent loss of 180,000 jobs in the manufacturing and services sectors, trade and distribution, construction and business, and professional services," Rochford said.

The steel tariff has numerous additional negative effects on U.S. business. American ports and their workers are seeing a sharp drop in throughput in their own businesses. "In addition, U.S. steel-using manufacturers are encountering product price increases of 50 percent or more and are experiencing difficulty in obtaining the steel they need, regardless of whether they buy domestic-sourced or imported steel," Chriss said.

The AIIS complaint also rests on another constitutional flaw in the law, which plaintiffs say violates the doctrine of separation of powers and the system of checks and balances that the Constitution protects: there is no provision for judicial review of the president's response to the perceived threat to national security from imported steel.

Recent Supreme Court cases have precluded judicial review of discretionary decisions by the president under similar statutes, and the Justice Department in a recent case involving this tariff has stated that the courts cannot rule on whether the president has complied with the law.

"Unlike most cases brought against actions of the Trump administration, it is Congress —through its delegation of unfettered discretion to the president in this statute — and not the president that is the violator of the Constitution," according to Alan Morrison, lead counsel for the plaintiffs. "The president simply took advantage of the opportunity to impose his views on international trade on the American people, with nothing in the law to stop him."

Nationally, steel imports fell by nearly a quarter from April to May as the increased steel tariffs began to take effect.

Imports fell 23.2 percent to 2.89 million net tons, which was almost 16 percent lower than in May 2017. South Korea — one of the few countries with which the U.S. has reached an agreement to limit steel imports in order to avoid tariffs — recorded a decline of more than three-fourths from the preceding month and two-thirds from the previous May. Imports from Russia fell by similar percentages, and imports from Brazil decreased by more than a quarter from April and by nearly half from May.

The EU was exempted from the tariffs until June 1, and steel imports from that region showed growth of more than 22 percent on both a monthly and an annual basis. The Trump administration recently announced a cooperative initiative with the EU designed to work toward zero tariffs.

Canada and Mexico were also exempted until June 1. But, while imports from Canada were largely unchanged from April, imports from Mexico fell by 7 percent. Both totals were around one-fourth higher than in May 2017, in part because of strong growth in advance of the tariffs taking effect.



President considers auto import tariffs

continued from page 1

to fast track the auto investigation. "We've heard that the goal is to complete the investigation and make a decision before the mid-term elections," said Exchange President Dennis Rochford. "This is obviously not reasonable. Whether it's even possible remains to be seen."

Last year, Delaware River ports handled 221,000 autos, creating a total of 835 direct jobs and generating over $75 million in personal income, business income, and tax revenues.

In its comments to Secretary Ross, the Exchange raised several concerns following reports that the administration is proposing to increase the duty rate on auto imports as a response to the rate of duty on EU imports. The U.S. rate is 2.5 percent, and the EU rate is 10 percent. In a June 22 tweet, President Trump said he would impose a 20 percent duty on all automobiles from Europe.

High among the concerns is that President Trump appears to have made up his mind on a certain course of action well before he receives any recommendations — even before the investigation that will form the basis of such recommendations is completed.

The Exchange is also concerned that though the administration may have a legitimate objection to the disparity in rates of duty between the U.S. and Europe, these rates were negotiated by the U.S. with its trading partners in three different trade agreement rounds, and each of those trade agreements was ratified by the Congress. "The president may have a legitimate quarrel with his predecessor's trade negotiators, but by taking these actions now, he is making ports, auto retailers, and the buying public suffer," the Exchange said in its comment letter.

The Department of Commerce received nearly 2,000 comments on the Section 232 auto investigation. The overwhelming majority of these opposed the investigation and the imposition of higher duties.

More recently, the Exchange asked the tristate Congressional delegation to support an effort to amend Section 232. "The statute currently contains a provision that gives Congress some approval authority in how national security tariffs are determined, imposed, and collected. But this is specific to petroleum cargos," said John P. Donohue, a leading international trade attorney and member of the Exchange board. "It is clear the law should be broadened to allow for similar authority for other products."

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Editorial

World Maritime Day: Celebrating 70 years of the IMO

Its original goal was to promote maritime safety and environmental health, but in its 70-year history, the International Maritime Organization has gone well beyond that initial charter.

Mission creep or developing needed programs?

The IMO convention entered into force in 1948; actually, it was originally called the Inter-Governmental Maritime Consultative Organization — or IMCO, which was much easier to swallow — and only changed to International Maritime Organization in 1982.

IMO's purpose was "to provide machinery for cooperation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade; to encourage and facilitate the general adoption of the highest practicable standards in matters concerning maritime safety, efficiency of navigation and prevention and control of marine pollution from ships."

Today, the IMO still fills that important role. Over the last 70 years, it has taken on such daunting tasks as creating international standards for Safety of Life at Sea, an International Convention for the Prevention of Pollution from Ships, the Global Maritime Distress and Safety System, the International Safety Management Code, and Standards of Training, Certification and Watchkeeping for Seafarers, among others.

But with the proliferation of desktop computing and the internet, the world started to look a lot different in the 1990s than anyone might have conceived at the end of WWII. And the events of September 2001 caused a seismic shift in how nation states viewed transportation networks and the people who work within them.

The IMO formally added a maritime security component to its portfolio of activities when member states adopted the International Ship and Port Facility Code in 2005. Though it has not yet ratified an international convention on cybersecurity, the IMO has long been studying the issues associated with shipping in a cyber-driven world. And today it is also looking at how operations for new technologies, such as autonomous vessels, can be coordinated at the international level.

All of these initiatives are largely in line with the original purpose. And even if they were not, there is no doubt that international cooperation and coordination are necessary in an increasingly sophisticated global transportation network.

Most people who work in the maritime industry or depend on ocean shipping for supply chain management will never come anywhere near the IMO in their daily activities or even need to know superficially what it does. That is as it should be. If the IMO is doing its job, that means things are operating smoothly. It's only when crises occur that the world notices and says "Hey, someone should do something about that."

But the IMO does much more than adopt international conventions. It founded the World Maritime University and the International Maritime Law Institute, and it operates such programs as GESAMP, the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection; GloBallast Partnerships, a joint initiative to assist developing countries to reduce the transfer of harmful aquatic organisms and pathogens in ships' ballast water; and the Global Marine Litter Information Gateway, a joint marine litter (marine debris) node.

The IMO also supports seafarers (June 25 was Day of the Seafarer), and next year, it will focus on empowering women in the maritime industry.

The World Maritime Day 2018 theme is "IMO 70: Our Heritage – Better Shipping for a Better Future." Celebrated on Sept. 28 throughout the globe, World Maritime Day this year seeks to offer "the opportunity to take stock and look back, but also to look forward, addressing current and future challenges for maritime transport to maintain a continued and strengthened contribution towards sustainable growth for all."

A worthy undertaking for an increasingly worthy organization.

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Letters

Editor's note: the following letter came in response to a CBP message regarding an increase in deserters and absconders.

Well this certainly takes me back several years and having to fight tooth and nail in each Maritime Exchange meeting for our survival as a maritime security services company. The Maritime Exchange's and Seamen's Center of Wilmington's relentless fight with CBP against crew security plans and the guard requirements that went with being the port having the highest number of incidents regarding absconders and ship deserters and [then] Port Director Martocci's obviously successful plan to address it. In the end the Exchange and SCW won their never ending battle, putting the office politics and operating expense to foreign ship owners over the security of the United States and its citizens citing what they believed to be unnecessary costs and the inconvenience to the crewmen.

Now that many of the security companies have gone belly up due to the inability to provide employment opportunities to their employees, and Mr. Martocci and myself were both correct in our approaches and theories, I can only hope that we have learned our lesson and begin to get our priorities straight. Unfortunately the biggest hurdle we may encounter going forward will be to have enough security resources available to address the issue once again to get it under control while hoping that I was wrong in my assertion of the possibility that the next terrorist could be a ship deserter given the lockdown on airports and boarders in recent years. If my memory is correct, the fight against security was strong but no one spoke up to accept the responsibility of what could happen if ship absconders and deserters increased again and lead to another national incident. Now that the new numbers are in let's finally allow CBP and USCG to do their jobs effectively and realize that security is simply a cost of doing business in 2018 that we need to accept! Good luck Port Director Martella in your endeavors to regain control of this current trend!

Sincerely,
Bill Smith
BATA Marine, Inc.



Future watchstander?

Congratulations to the Exchange's own Laura Miller, MOL Account Manager, who gave birth to her son Liam in April. He came into the world at a healthy 5 lbs. 15 oz. "I am proud of the things I've done in life but nothing beats being a mother," Laura said. "Ryan and I are excited to bring Liam into our lives . . . it's going to be a great adventure!"

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
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Medical marijuana—what every employer should know

Legal Ease

By: Lisa Reeves, Esq.
Reeves McEwing, LLC

The growing state legalization of medical marijuana use presents unique challenges for employers. At last count, thirty states have legalized the use of medical marijuana. Nine states have legalized adult recreational use as well. In our area, Pennsylvania has recently joined New Jersey and Delaware in legalizing and regulating the use of medical marijuana.

The scope, requirements, and restrictions surrounding the use of medical marijuana vary from state to state, and this relatively new area of law is changing rapidly.

Irrespective of state legislation, marijuana remains a Schedule I drug and thus is illegal under federal law, whether used for medical or recreational purposes. Enforcement of federal law is left to the discretion of individual U.S. Attorneys.

This article is intended to highlight issues, increase awareness for employers, and provide a general overview of the topic. All employers should be prepared to recognize and manage potential legal issues surrounding the use of medical marijuana by their employees.

Certainly, there is no place for an intoxicated employee in the workplace, especially in the marine and transportation industry. Presumably, all would agree that no employee should be on duty, or operating a vessel or equipment, if impaired due to ingestion of any legal or illegal substance, including alcohol, sleep aids, narcotic pain medication, or marijuana.

The Coast Guard regulations for DOT drug testing are well known in the transportation industry. The regulations include requirements for pre-employment, random, post-accident, and reasonable cause drug tests. Alcohol testing is also required in certain circumstances. The main purpose of these regulations is safety, to ensure that those involved in the operation of vessels are not impaired or under the influence of drugs or alcohol that could affect their judgment or reaction time.

The key distinction for marijuana is that its active ingredient, THC, remains in the user's system for long periods of time, up to 30 days, and thus standard drug tests will detect the presence of THC long after its intoxicating effects have dissipated. In contrast, detectable levels of alcohol and even opiates disappear much more quickly, within a day or two.

Therefore, an employee's use of medical marijuana while off duty is likely to result in a positive drug test, even if the employee is not impaired at the time of an incident or when tested. In other words, a positive drug test for marijuana is not evidence of impairment but is only that the subject has used marijuana sometime in the past. DOT has recently authorized medical review officers to investigate whether a positive test for marijuana is potentially the result of Marinol (a synthetic form of THC, approved by the FDA in 1985), but they are not required to do so. To further complicate matters, the use of hemp oil (CBD) can also lead to a positive drug test, even if its use is medicinal and not intoxicating.

Because of state legalization of medical marijuana, employers now face difficult decisions if they become aware that any employee uses medical marijuana while off duty. Depending on the employee's duties, the termination of that employee may give rise to state employment claims that the employer has discriminated against the employee as a result of his/her medical condition or disability. Most state laws prohibit discriminating against employees with disabilities if the disability does not prevent the employee from performing his or her duties with "reasonable accommodation."

Some states, including Delaware, have incorporated this concept directly within their medical marijuana statutes. "Unless a failure to do so would cause the employer to lose a monetary or licensing-related benefit under federal law or federal regulations, an employer may not discriminate against a person in hiring, termination or any term or condition of employment, or otherwise penalize a person, if the discrimination is based upon . . . a registered qualified patient's positive drug test for marijuana components or metabolites, unless the patient used, possessed, or was impaired by marijuana on the premises of the place of employment or during the hours of employment." The Supreme Court of Massachusetts has found that the off-duty use of medical marijuana may, in some circumstances, give rise to a cause of action against an employer for failing to offer a reasonable accommodation to the employee.

Fortunately for employers in the marine and transportation industry, the Coast Guard and Department of Transportation have adopted a zero-tolerance standard with respect to a positive drug test for marijuana, irrespective of use medicinally or recreationally. Unlike the use of a prescribed sleep aid or certain narcotics, there are no exceptions for mariners who obtain the medical marijuana from a state-sanctioned facility and against whom there is no evidence of impairment while on duty.

Marine and transportation employers cannot breathe a sigh of relief at this news, however. Not all marine/transportation employees are subject to Coast Guard or DOT drug testing regulations, and even those who are may still have a state law cause of action for discrimination if terminated or disciplined as a result of a positive drug test. That does not mean that the employer cannot have solid defenses to such an action, but nonetheless these issues should be considered when developing policy and addressing personnel issues.

Finally, the increasing state legalization of medical marijuana could impact current and future litigation in the event of a personal



injury or accident. Plaintiffs' lawyers will no doubt seize on the opportunity to present evidence of a crew member's positive drug test in the event he/she is involved in a marine incident, even if there is no evidence of impairment. Many crewmembers work a two week on/two week off schedule, and someone's use of marijuana while off duty could lead to a positive drug test following an accident that occurs weeks later. Again, marine employers have defenses to such arguments, but such issues should be kept in mind when forming company policy as to both routine and post-incident drug testing.

In conclusion, this article should not be construed as legal advice, nor is it a comprehensive review of the law or science underlying the advent of legalized medical marijuana. Marine and other employers are urged to consult their maritime and employment lawyers if they have specific questions or concerns.





Notes & News

The Board of Directors of the **New Castle County Chamber of Commerce** has named **Bob Chadwick** as President. Chadwick, an 11-year veteran of the Chamber, has served as Acting President since the resignation of former President Mark Kleinschmidt in November of 2017. Previously, Chadwick was Executive Vice President of the Chamber as well as Director of the Chamber's New Castle County Economic Development Council. Best of luck, Bob!

MTC Logistics recently announced a leadership transition plan in which **Andrew (Andy) B. Janson** will serve as Chief Operating Officer and succeed **F. Brooks Royster, III**, as President in early 2019. Royster has served as President of MTC for the past five years and will work with Janson to ensure a smooth transition in leadership. Royster will then move into a role as head of International Operations for MTC. Congratulations to both!

Members on the Move

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Philadelphia PA 19112
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www.sciphiladelphia.org

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Philadelphia, PA 19122
215-922-6610
info@steer.us.com
www.steer.us.com

Calendar of Events

09/11 AMSC Cyber Subcommittee Meeting
USCG Sector Delaware Bay, Philadelphia, PA, 9:30 a.m. – Noon
Contact Glena Tredinnick, Glena.T.Tredinnick@uscg.mil

Seamen's Center of Wilmington Last Bash of Summer
Docklands Riverfront, Wilmington, DE, 4:30 p.m. – 7:30 p.m.
Visit www.scwde.org or call 302-575-1300

09/12 Maritime Exchange Board of Directors Meeting

09/13 Mariners' Advisory Committee Meeting

09/14 AMSC Main Meeting
USCG Sector Delaware Bay, Philadelphia, PA, 9:30 a.m. – Noon
Contact Glena Tredinnick, Glena.T.Tredinnick@uscg.mil

Ports of Philadelphia Maritime Society Annual Russ Larsen Memorial Golf Outing
Springfield Country Club, Springfield, PA
7:30 a.m. shotgun start
Contact info@portsofphilamaritimesociety.com

Ports of Philadelphia Maritime Society Annual Crab Feast
Corinthian Yacht Club, Essington, PA, Noon – 6:00 p.m.
Contact info@portsofphilamaritimesociety.com

09/15 Partnership for the Delaware Estuary Coast Day
Walnut Plaza on Penn's Landing, Philadelphia, PA, 11:00 a.m. – 4:00 p.m.
Visit www.delawareestuary.org/coast-day

09/18 Traffic Club of Philadelphia Annual Golf Outing
Applecross Country Club, Downingtown, PA, 9:00 a.m. – 5:00 p.m.
Contact Maureen Waddington, 215-393-3144

09/20 Port of Wilmington Annual Golf Classic
DuPont Country Club, Wilmington, DE, 10:00 a.m.
Contact Debra Thompson, dthomp@port.state.de.us or 302-472-7802

09/22 Chapel of Four Chaplains Donor & Friends Annual Family Day & Open House
Chapel at the Navy Yard, Philadelphia, PA, 11:00 a.m. – 3:00 p.m.
RSVP to 215-218-1943 or chapel@fourchaplains.org

09/25 South Jersey Port Corporation Board of Directors Meeting

09/27 Partnership for the Delaware Estuary: Experience the Estuary Celebration
The Waterfall Catering & Special Events, Claymont, DE, 5:00 – 8:30 p.m.
Contact Elizabeth Horsey, 302-655-4990 x 114

10/10 Maritime Exchange Executive Committee Meeting

10/25 Ports of Philadelphia Maritime Society Annual Past Presidents & Election Night Dinner

10/30 South Jersey Port Corporation Board of Directors Meeting

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

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