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Exchange to receive $356K for data gathering initiative

Imagine a project that a) involves the Delaware River and b) has no opponents. It is no understatement to say that this concept is almost unfathomable.

Yet that is exactly what the Maritime Exchange has in the pipeline.

With the support of Delaware Sens. Tom Carper and Chris Coons, the Exchange was successful in obtaining funding to launch the Delaware River and Estuary Ecosystem Data Gathering Initiative, known as DGI for short.

"It doesn't sound like a traditional program that shows up on the Exchange agenda," said Maritime Exchange President Lisa Himber, "but it focuses on waterborne commerce just as any other initiative we might undertake."

Despite its academic-sounding name, the primary purpose of DGI is to collect empirical information that can inform decisions about when maintenance dredging, berth construction, pile driving, and other waterside development activities can take place. The members of the Exchange Private Berth Dredging Committee, which initially hatched the idea in early-2019, hope the project lengthens today's extremely tight dredging windows in some areas. The project also seeks to reduce the time needed for permit application, review, and approval as well as decrease the costs to prepare applications.

"DGI is a win-win-win"

"We are very grateful for the support from Sens. Carper and Coons for this initiative. This is a very high value project, at a low cost," said John Deemer, HSE Manager at the PBF Energy Delaware City Refining Complex. "The committee members are confident that this data gathering initiative will provide a lot of value for the regulated community, consultants, and regulators."

The secondary benefits are equally compelling. By gathering information about the habits and habitats of endangered species, particularly the Atlantic sturgeon, scientists, academia, and environmental organizations will be able to access through a single portal a host of information currently housed in multiple databases and websites.

"The Delaware River is an economic engine that powers the tristate region. However, at a time when reliance on the river is under pressure to support the region's economics, the ecological aspects of the river complicate the regulatory environment, and it seems the focus on aquatic and marine life supported within and prized by us all, results in delay, complication, and increased cost to comply with applicable state and federal regulations," said Jane Rowan, Senior Project Scientist at Mott McDonald. "The DGI seeks to change that paradigm."

The Private Berth Dredge Committee is comprised of government officials and maritime stakeholders who are committed to promoting the

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Ship arrivals up again for 2022

"The Delaware River port system saw no letup in its important role as an economic driver for the region over the last 12 months," said Maritime Exchange President Lisa Himber. "Exchange members and local businesses are reaping the benefits of expanded e-commerce and consumer demand even in the face of inflationary pressures."

According to Maritime Exchange records, 2,398 ships arrived at Delaware River port facilities in 2022, a 4% increase in vessel calls over 2021.

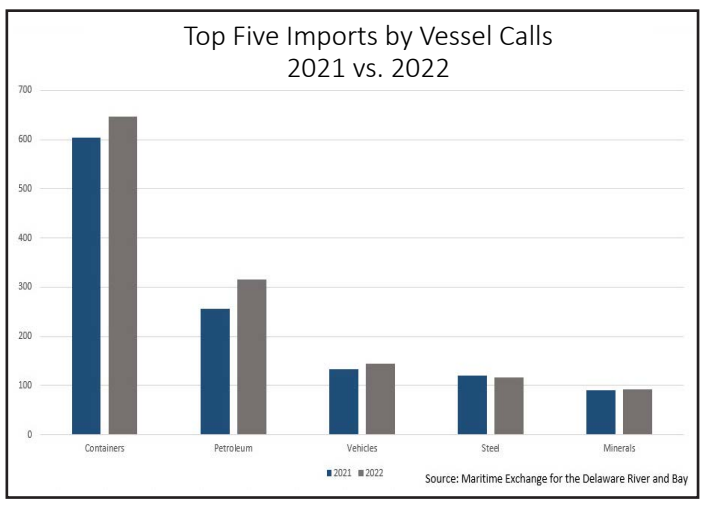
"The 2022 ship arrivals number is the highest of the last five years and just shy of breaking the 2,400 mark not seen since 2017," Himber said. "We are finally at pre-pandemic levels and are optimistic the trend will continue in 2023."

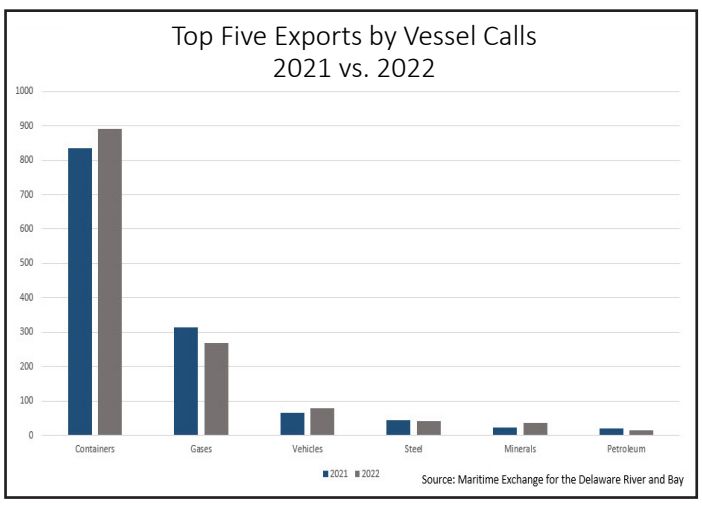
Import and export cargos realized gains year over year, with some reaching double-digit increases. Petroleum imports closed strong with 316 arrivals, a 24% increase over the previous year. Vehicle imports increased by 11 or 8%, containerized goods by 42 or 7%, and fruit by 15 or 5%.

Capt. David K. Cuff, President of the Pilots' Association for the Bay & River Delaware, is encouraged by the gains. "In 2021 the vessel total was up compared to 2020, and with the increase again at the close of 2022, we are finally starting to turn the corner," he said.

On the export side, mineral cargoes increased by 52%, vehicles 20%, and containers by 7%.

"The Delaware River community realized many positive outcomes at the end of 2022," said Exchange Chairman John Reynolds. "The first larger ships transiting though a deeper channel, vessel counts at pre-pandemic levels, and the terminal expansion to meet the coming demands of the wind power industry. I am excited to see what the future holds."





Interview with

Admiral Linda L. Fagan

Commandant, United States Coast Guard



Q: First, tell us a little bit about your background. What was your journey to become Commandant of the U.S. Coast Guard?

A: It truly has been a journey. I assumed the role of Commandant on June 1, 2022, though the voyage really began in the summer of 1981 when I entered the Coast Guard Academy. My goal at that time was simply to serve in the Coast Guard as an officer.

My first assignment onboard Coast Guard Cutter "Polar Star" offered an incredible opportunity to travel and spend time in the polar regions. After that, I went to a Marine Safety Office to begin my career as Prevention Officer, focusing on safety, security, and environmental compliance. I really connected to this work and wholeheartedly enjoyed serving on the front line of maritime safety as a junior and mid-grade officer. As a Captain I had the opportunity to work for Admiral Thad Allen when he was Commandant, and it was very illuminating. That was my first insight into flag officers and senior executive roles and the impact they can have on the Service.

I had the great fortune of being selected for flag officer, which almost becomes a second career in a sense, as I've been a flag officer for over ten years. And I had the opportunity to apply to serve as the Commandant. It was just about 14 months ago, a lengthy process that required interviewing with the Secretary of Homeland Security, a Presidential nomination, and Senate confirmation. I blinked, and here I am eight months into the job.

While I have enjoyed every single step of the journey, in this position it is my distinct privilege and honor to serve the Coast Guard workforce and act as their advocate every day.

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FY23 budget a mixed bag for the Delaware River

First, the really good news. As you read on the first page of this issue, the FY23 Omnibus spending bill President Biden signed in December means more to Exchange members than the ability of Customs, Coast Guard, USDA, and other agencies essential to our industry to maintain uninterrupted operations. The bill also included an expression of support for the Exchange and one of its programs to improve Delaware River port operations.

Our most sincere thanks go out to Delaware Senators Tom Carper and Chris Coons, both of whom have long been ardent champions of Delaware ports in particular and the regional port as a whole. Because of their support, this year's budget bill includes $356,000 to fund the Delaware River and Estuary Ecosystem Data Gathering Initiative. An idea developed by the Exchange's Private Berth Dredging Committee, the DGI goal is to collect real-time information about the habits of endangered species such as the Atlantic sturgeon and their critical habitats. The data will inform decisions about where and when marine terminals and other waterside facilities can conduct berth dredging, pile driving, and other construction activities, rather than relying on the outdated information or algorithms currently in use.

The PBD committee finalized the project scope in late 2019, and the Exchange had just begun to seek funding when COVID-19 brought many private and public donations to a halt. Though the federal government has offered extraordinary infrastructure grant programs since then, it turned out that neither the Exchange nor the project was eligible for any of those dollars. Finally, the return of "Congressionally directed spending" will take us from the drawing board to program startup. The PBD will meet at the end of February for the first time in several years.

The DGI is a win for everyone, and the Exchange is excited to start 2023 by launching a project that will bring tangible, lasting benefits to members.

CBP: Good news, bad news

It was also a pleasure to see that after months of wrangling, the House and Senate ultimately came together to provide additional, sorely-needed resources for Customs and Border Protection. The budget bill included just over $60 million for 125 new officers and 500 support staff.

The Exchange is extremely proud to have been a founding member of a new coalition dedicated exclusively to ensuring that Congress provides adequate funding for CBP to meet its statutorily-required missions. And we thank the many members who joined with us to impress upon the Congress the immediate need for additional CBP resources.

While we are grateful that CBP will be able to build its workforce and hope enough talented candidates are willing to enter the service and can move through the pipeline quickly, 125 new boots on the ground is far from sufficient for meeting the country's needs. What's worse, we've learned that none of those officers will be coming to the Delaware River area.

While Congress has left the door open for the possibility of even greater funding in FY24 based on mandated CBP workload and workforce analyses, it's clear we have a great deal more work ahead of us.

In the meantime, the Reimbursable Services Program—a voluntary program in which carriers, agents, terminals or others pay directly for CBP services during off hours—remains the only option to ensure ships arriving in the evenings or on weekends don't sit idle waiting for the already-strained CBP staff to begin "normal" operating hours.

A bad situation for CBP, the industry, and consumers. Congress absolutely needs to fix this.

Lisa Himber



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A long road to 45 feet—But we're finally there!

The year was 1988. The event, a tristate Governor's Summit, including then Govs. Tom Carper (DE), Bob Casey (PA), and Tom Kean (NJ). The purpose, to talk about the future of the Delaware River.

What happened next is a roller coaster ride of epic proportions.

Following that summit and agreement to move forward to deepen the ship channel, the Congress authorized the construction of the Delaware Channel Main Deepening Project in 1992. Accompanying the authorization was initial funding to complete the project design and address any environmental and economic justification issues still outstanding.

We were on our way. The project was expected to cost $300 million and take five years to complete.

The next steps were to conduct cost-benefit and environmental analyses. Duly completed. The cost-benefit ratio at that time was positive, and no environmental hazards were identified.

Some of the early setbacks included years of discussion between the states over the local cost share, which Pennsylvania ultimately agreed to assume on its own, multiple environmental group challenges to the study findings, and new cost-benefit studies were required to address concerns raised by the then-Government Accounting Office over the accuracy of the benefits identified. At one point the State of Delaware took eight years to review the Corps' permit application, then ultimately denied it. When the Corps decided to proceed, New Jersey and Delaware sued in federal court. Ultimately, legal action that found the Corps could proceed with construction.

At long last, the deepening started in 2010. By February of 2011, the Corps had spent about $60 million on the project, including pre-engineering design activities, and environmental studies. The Commonwealth of Pennsylvania accelerated about $30 million to initiate the dredging.

Once work began in earnest, the next series of hurdles arose from difficulties in getting viable contractor bids, delays in dredging due to weather, equipment availability and malfunctions, and other unplanned events. The project team engaged in extensive coordination with federal, state, and private entities to overcome a diverse set of environmental, financial, and engineering challenges, including the relocation of underground utility pipelines.

By 2020, the Corps had essentially deepened the channel from Philadelphia Harbor to the sea to 45 feet.

But not quite. Over the next few years, the Corps was challenged to remove several rock outcroppings and redredge areas that had silted in since initial deepening. Cue problems with bids, equipment, and weather.

Yet at the end of December 2022, the project reached that light at the end of the tunnel. The work was finished.

"This is obviously a substantial oversimplification of the events taking place between 1988 and 2022," said Lisa Himber, Maritime Exchange President. "The point is this port community, the Corps of Engineers, PhilaPort and its primary consultant on the project, GBA, and our elected officials never gave up. Despite innumerable time-consuming and costly challenges, we are ready to move forward."

What happens now?

"Due to the steadfast work and dedication of many leaders in the Delaware River maritime community, the Mariners' Advisory Committee is poised and eager to move into the next phase of the 45-foot transition plan," said David Cuff, President of the Pilots' Association for the Bay & River Delaware. "In addition to working with Mike Landis and his team at the U.S. Army Corps of Engineers to continue regularly scheduled annual maintenance, we are excited and ready to welcome deeper ships, which will increase our ports' competitive advantage on the East Coast."

Working with the Coast Guard and the Corps, the Pilots' Association has launched the second phase of the 45-foot channel transition plan.

This phase allows for drafts of 43 feet inbound and 41 feet outbound. Before moving to the next stage, the Pilots' want to safely complete a minimum of three successful round-trip vessel transits in excess of 42 feet inbound/40 feet outbound drafts.

"It is nice to know we can now handle the same size vessels as our port peers on the eastern seaboard," said Jeff Theobald, CEO and Executive Director of PhilaPort. "Pennsylvanians through their elected officials choose to build a better channel, a main channel that will accommodate future ships and bring generations of family-sustaining jobs to our region. When you wake up in the morning and pack your children's lunch with fresh fruit, you dry that fruit off with paper towels, and leave your house in a Kia or Hyundai car, you should consider the impact the Port of Philadelphia has made on your daily life. That's what a deeper channel means."



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Exchange launches Government Affairs Committee

"Our committees have consistently proven themselves to be extremely effective in giving members a regular mechanism to raise concerns with the Exchange, to bring members together with policymakers, and to provide a place for them to share information with colleagues and partners," said Exchange President Lisa Himber.

So with those goals in mind, in February the Exchange ramped up a new committee dedicated to considering the full range of issues facing the port business community. Agenda items will include both legislative and regulatory matters at all levels of government.

"The ports along the Delaware River are an economic engine for the tristate region, generating $77 billion of economic activity and supporting 190,000 jobs. Our voice is amplified when we speak as one. The Government Affairs Committee creates a team to monitor and advocate for policy, legislation, and funding that supports the continued growth of the maritime industry along the Delaware River that is critical to the nation's economic prowess in the global economy," said Jonathan Atwood, Chief of Staff and External Affairs for South Jersey Port Corporation.

Where appropriate, the Government Affairs Committee will interact with other Exchange standing committees. "For example, in discussing a new proposed USDA rule, the new committee might collaborate with the Maritime Operations Committee and/or the Chilean Fruit Working Group," Himber said.

The initial schedule calls for quarterly meetings, and the group will call single-issue sessions to address time-sensitive issues as they arise.

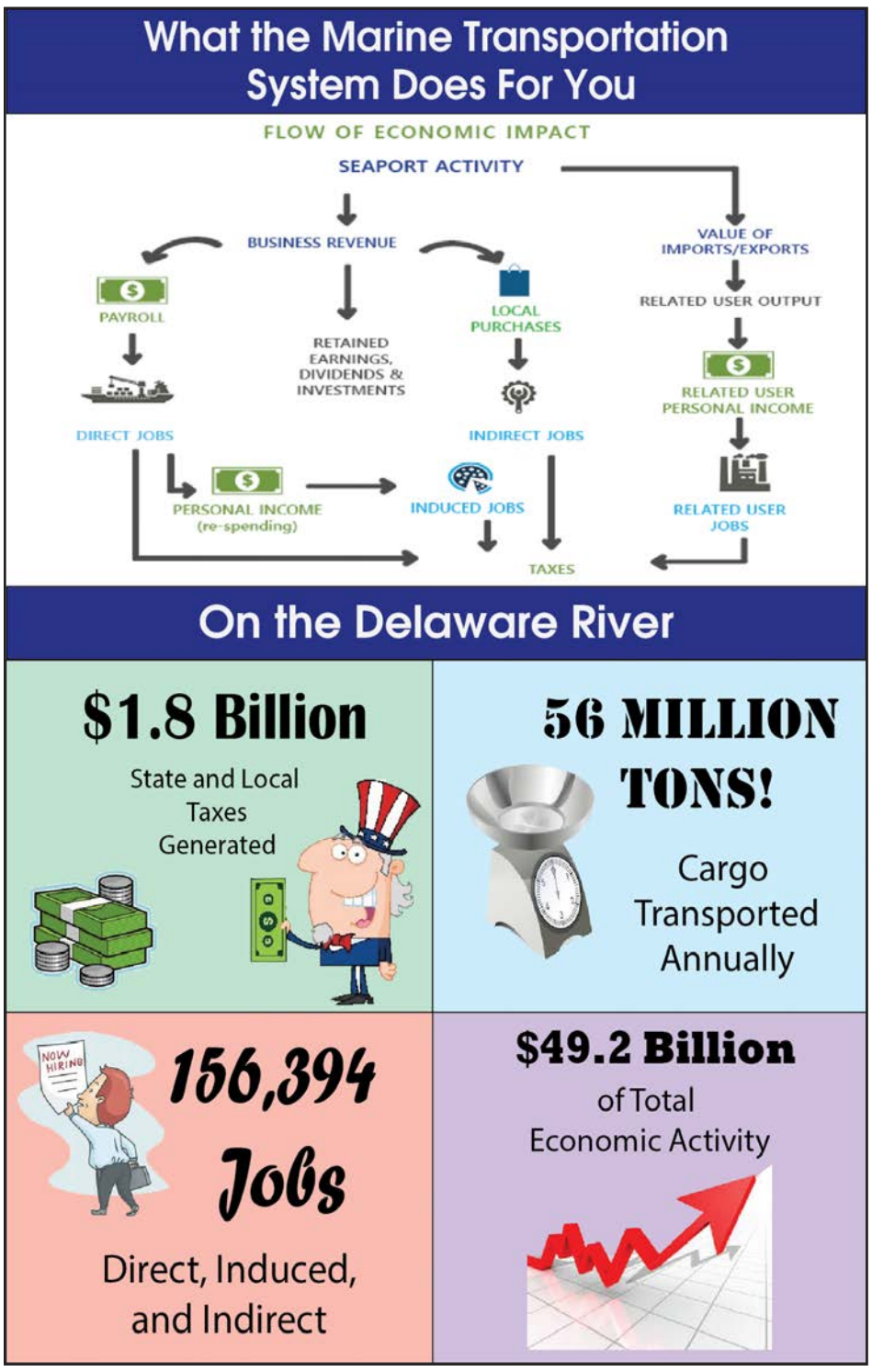
"I think the new Government Affairs Committee is a great idea, and I'm looking forward to the conversation," said Ryan Mulvey, Director of Government & Public Affairs at PhilaPort. "One constant will always be true, there is strength in numbers. It's my hope that this group will provide a unified voice for the region's port industry as a whole when tackling issues that affect us all."

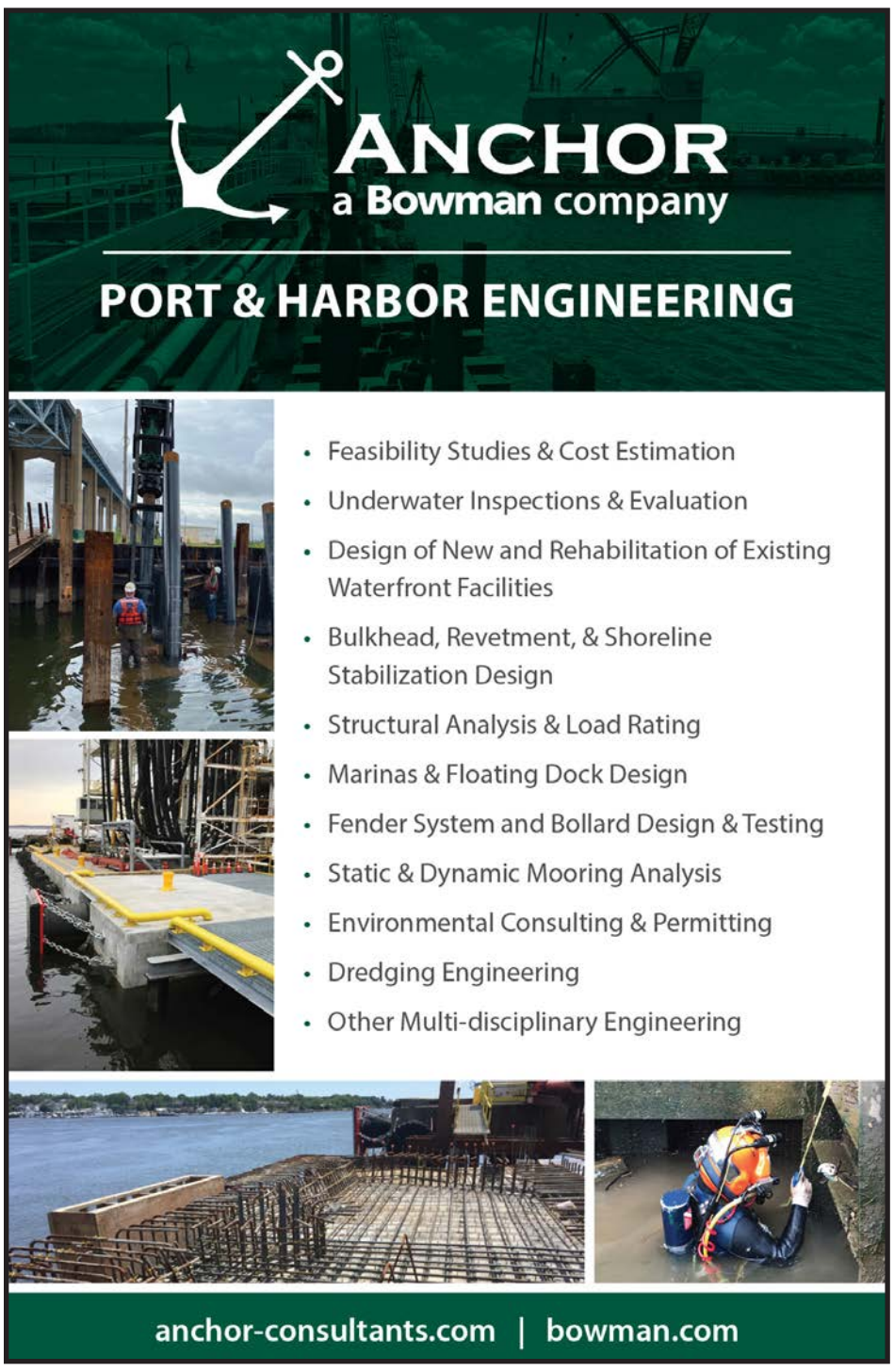
The inaugural meeting will take place on February 23, 2023 at the Exchange.

Members interested in participating or looking for additional information should contact Kianna Price at kprice@maritimedelriv.com.









Meet Kianna Price

Executive Assistant



The Exchange welcomes new team member Kianna Price, who joined the staff in December as Executive Assistant. She will be at the helm of many of the Exchange's programs, including daily communications, events, social media, and membership. Kianna is also the primary point of contact and coordinator for Exchange committees, work groups, and Maritime Matters programs. "One of my key objectives is to help identify new and engaging ways to support and serve our members," she said.

Kianna brings her talents to the Exchange from Monell Chemical Senses Center, where she served as the Research and Training Programs Administrator. Although new to the maritime industry, Kianna is excited to bring her vast event, organization, and customer service skills to the Exchange.

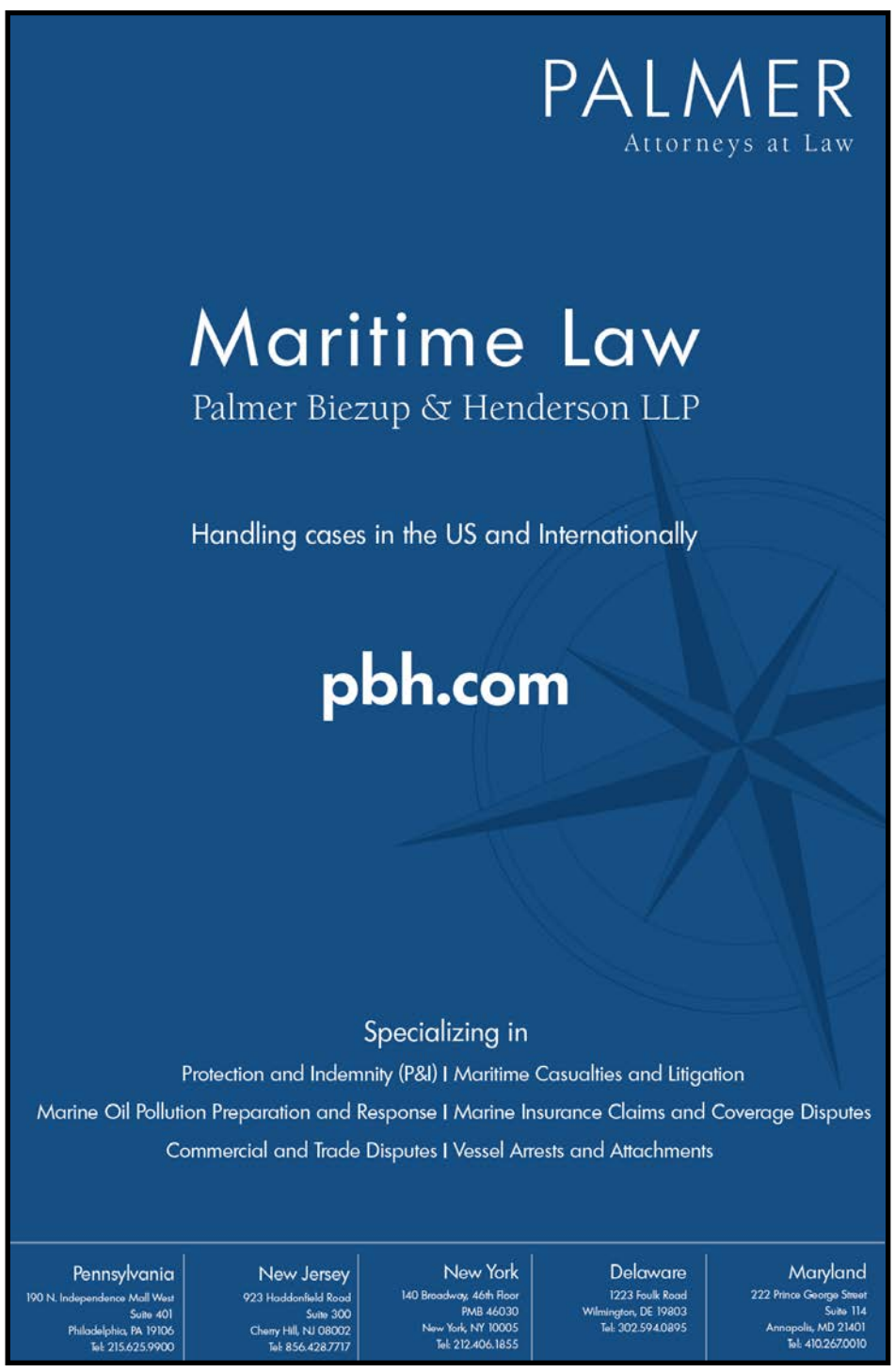
"We are thrilled with Kianna's enthusiasm, energy, and excitement," said Exchange Chief Administrative Officer and IT Director Michael Fink. "And we look forward to seeing the benefits her fresh perspective will bring to our members."

Kianna's work with Monell solidified her interest in and commitment to using her skills to assist businesses with operating effectively and efficiently while upholding exemplary customer service.

"It is always my goal to find the best possible solution that best serves the community. The opportunity to develop and implement programmatic goals across several programs provided me the knowledge to help the Exchange achieve its goals and increase its members' engagement and support," Kianna said.

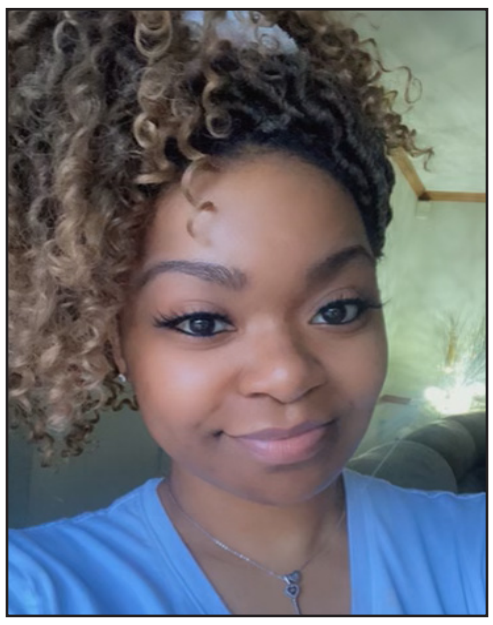
In her free time, Kianna enjoys Marvel comics and movies, baking, and spending time with her cat, Memphis.

Please join the Exchange in welcoming Kianna to the team!



Meet Sarah Thompson

Operations Specialist



Recently joining the operations team, Sarah Thompson has a lengthy service background. You could almost say it's in her blood.

Coming from a military family with her grandfather, father, and three uncles all serving in the U.S. Army, Sarah followed in their footsteps and served as a Motor Transport Operator. After the Army, Sarah honed her skills in customer service in hotel and office administration and as a beauty consultant doing makeup sessions for clients.

"Our Operations staff is always laser-focused on providing the best customer experience possible. Sarah is a natural fit, bringing her well-honed customer service skills to the crew," said Exchange Director of Operations Paul Myhre.

She interacts daily with members seeking information on port operations and assists with all aspects of Maritime On-Line, including vessel schedule information, position information, and crew and cargo manifest data.

"Joining the Exchange has been a wonderful experience," Sarah said. "Before becoming part of this team, I never gave much thought to the maritime industry, but I am excited to see what new things this career can show me."

Sarah grew up at the Delaware beaches, attending Cape Henlopen High School, and currently lives in Milton with her son. Her passions include singing at intimate gatherings such as weddings and family functions. Still, her favorite downtime activity is watching Japanese anime with her son, who works as an HVAC apprentice and is in the U.S. Air Force Reserve. "Although, I have more than a few gray hairs now thanks to him, I couldn't be more proud," she said.

Welcome aboard, Sarah!





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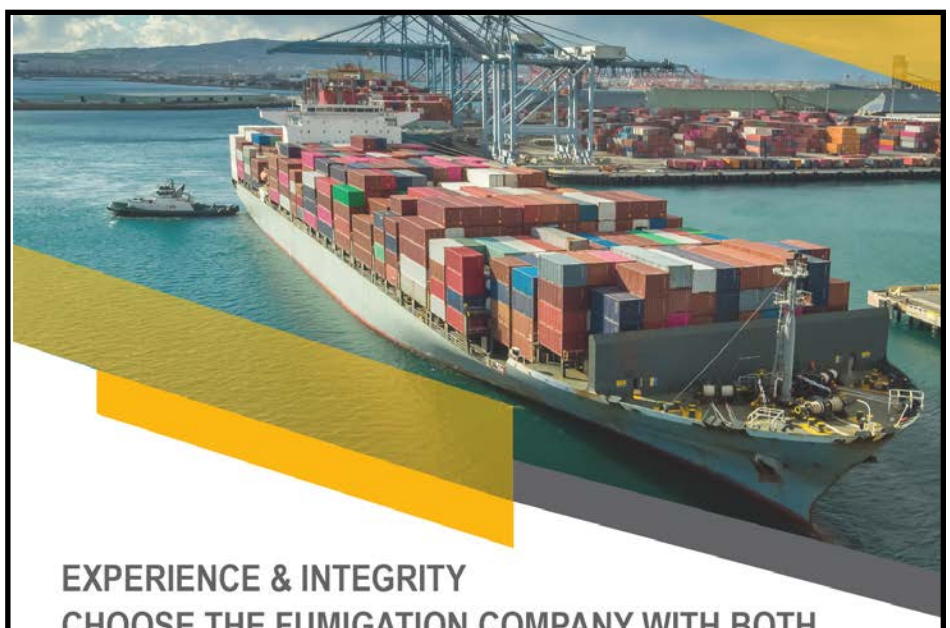
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CACC Dedicates Friend of Chile Award to Rochford



At its 23rd annual awards Luncheon in November, the Chilean American Chamber of Commerce honored Frank Manfredi, President of The Manfredi Companies, with its Friend of Chile Award and Theresa DePietro, Director of Pier Operations, William H. Kopke, Jr., Inc. with its Albert S. Marulli Lifetime Achievement Award.

The Chamber also paid great tribute to former Maritime Exchange President, the late Dennis Rochford, by naming the Friend of Chile award in his honor. Exchange President and longtime friend of Dennis, Lisa Himber accepted the recognition on his behalf. Shown are *(l-r)* CACC President Robert Palaima, Joe Cruise, CEO of GT USA Wilmington, Andrés Rodriguez, Embassy of Chile Agricultural Attaché, Himber, Manfredi, DePietro, Leo Holt, President of Holt Logistics Corp., Miriam Borja-Fisher, Senior Business Development Manager at Western Fumigation, Christina Lista, CACC Director, and John Ercolani, Vice President of Operations for 721 Logistics.

Mid-Atlantic Hydrogen Hub makes the first cut

Get ready, race fans, the Mid-Atlantic Clean Hydrogen Hub may become the Delaware Valley's next economic engine.

The proposed project is poised to take advantage of the federal Regional Clean Hydrogen Hub Program, a $7 billion Department of Energy initiative to develop regional clean hydrogen hubs throughout the country. As part of the process, the DOE will identify regions to be funded to create production, delivery, storage and end-use of clean hydrogen fuel.

In January, the mid-Atlantic hub team announced that the DOE has encouraged the group to prepare a full application. This followed the submission of a preliminary concept paper for DOE review in November of 2022.

"This is a very exciting opportunity," said George Murphy, principal of marine consultant South River Maritime. "Not only will it benefit the environment by providing a local source of clean energy, it will also create substantial economic activity, benefit the tristate region through job creation, and help bring social justice to our communities. There is no downside as long as we can economically produce clean hydrogen and have the hub be fully sustainable once federal financing has been exhausted."

Regions throughout the country are competing for federal funding that can be used over a decade on projects that demonstrate core capabilities to produce, store, deliver, and use clean hydrogen and create model networks of hydrogen producers, hydrogen consumers, and connective infrastructure in a close geographic area.

In the first stage, the DOE received nearly 80 concept papers from around the country. The mid-Atlantic hub was one of only 33 to receive encouragement to submit a full application.

The local team has been working on a vision to leverage cutting-edge technology and existing infrastructure strengths in the greater Philadelphia area to generate clean hydrogen, reuse and revitalize existing pipeline infrastructure, create and retain several thousand well-paying jobs through re-training, up-skilling and talent pipeline building, and provide economic opportunities as well as health improvements that will directly benefit historically underserved communities.

To date, over 25 industry, academic, and supply chain partners—including the Maritime Exchange—have engaged with the core team to express interest in participating with the hub. Air Liquide, Bloom Energy, Buckeye, Fortress, Energy Transfer, Monroe Energy, PBF Energy, Enbridge, and PSA Penn Terminals are a few of the potential partners.

"If it works, that's wonderful, and we want to take advantage of it. But there has to be a critical mass for it to make sense," said PSA Penn Terminals President & CEO John Brennan. "If we purchase an entire new fleet of equipment, we need to be sure there are multiple suppliers of fuel. No one wants to be beholden to a single supplier."

Beyond the business community, state and local elected officials are firmly behind the project. "The Department of Energy's invitation is an exciting step forward toward realizing a Mid-Atlantic Clean Hydrogen Hub," said Philadelphia Mayor Jim Kenney. "Securing a regional hydrogen hub will set us on the path toward a generational transformation in our regional energy economy where we focus on a clean energy future and create or retain thousands of high quality jobs."

Delaware Governor John Carney sees this project as a way for the region to "lead in the production and use of clean hydrogen . . . a fuel that could reduce air emissions, drive down pollution, and create a new generation of good jobs."

Initial projections call for the production of approximately 85 metric tons of clean hydrogen in the mid-Atlantic region in the early stages of development, with a hope of growing to approximately 600 metric tons per day once at full scale.

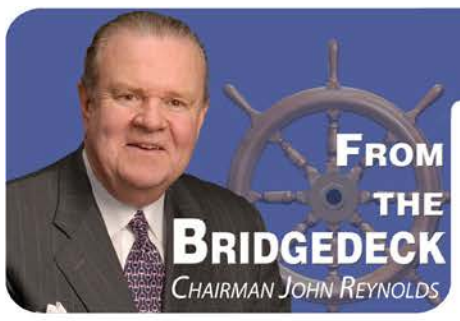
Maritime a potential beneficiary

In addition to local government projects such as converting SEPTA and DART buses to hydrogen fuel, the project brings numerous opportunities for the port. Like buses, tug and barge operators can replace diesel for hydrogen-burning engines or fuel cells.

"Marine terminal operators are already under pressure to reduce their carbon footprints. Using clean hydrogen to power fork lifts, cranes, trucks, or reach stackers will go a long way to helping ports meet clean energy mandates," said Exchange president Lisa Himber. "Equally promising is the very real possibility that the hub could result in exports of locally produced hydrogen."

The next step in the Regional Clean Hydrogen Hub Program is submission of full applications in April, after which DOE will conduct an extensive review. The current schedule anticipates announcing the selected regions at the end of 2023 or early 2024.

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The McAllister Towing Legacy

I was first introduced to McAllister Towing as a cadet at Fort Schuyler when they undocked our training ship in June of 1962, as we sailed for Europe on our first training cruise. As I looked down at the two tugs on our bow and stern, I overheard an upperclassman say, "most of the McAllister family went to Fort Schuyler, and they do this work for us for free."

Over my next 10 years at sea, I would see the distinctive red, white, and black stacks—red housing with white trim and roof sitting on black-hulled tugs with a yellow stripe—in almost every American port I visited.

Soon after coming ashore, I had the pleasure of meeting Brian McAllister at a Fort Schuyler alumni meeting in New York. Brian was President of McAllister Towing and member of the Class of 1955. As I was a member of the Class of 1965, he always treated me as an equal, and we remained friends for a very long time. Over the next 50 years, I would get to know most of the family who worked in the business, and I watched it grow into one of the giants in the towing industry.

Today McAllister Towing is one of the oldest and largest tugboat and marine transportation companies in the U.S. The story began in 1864 when Captain James McAllister left Ireland to come to New York, then the largest Irish city in the world. His brothers Daniel and William soon joined him. James began with a single-sail lighter and called it Greenport Lighterage Company after the Brooklyn neighborhood where he had settled. Expanding into towing, his first tug boat began operating in 1876 while the Brooklyn Bridge was being built. James and his four sons formed McAllister Brothers and moved to new offices at South Street along Manhattan's East River waterfront. In 1909 they acquired a fleet of excursion steamboats with regular runs to Coney Island, the Statue of Liberty, and Bear Mountain.

Fortunately, all the McAllisters had large families. Captain James had ten children including three sons, Anthony, James, and Gerald, who, along with a few cousins, kept the business afloat. When Captain James died in 1916, he left the towing and lighter business to his sons and the steamboat business to his two brothers. With the passing of the first generation, the second generation of McAllisters was led by Captain James's son Jim. By 1918, the company had moved into ocean towing, operating one of the first deepsea tug-barge combinations with the Tug "C.W. Morse," running molasses between New Orleans and Cuba. During his tenure, Jim outfitted many tugs for ocean crossing during WWI1 and served as Acting Director for the U.S. Army's floating equipment.

The third generation of McAllisters was led by three of Captain Jim's sons—Anthony, James, and Gerald. During the period 1936-1974, the company continued to diversify, built the fleet up to 50 vessels, and expanded services to six ports. With the retirement of Anthony, Jim, and Gerald in the early 1970s—the fourth generation would be led by Anthony's son Brian, who would form McAllister Towing and Transportation. It would be this generation that started modernizing its tug fleet, first with flanking rudder, twin-screw boats, and then Z-drive tractor tugs. They continued to expand into ports up and down the eastern seaboard and took ownership in a passenger-car ferry service between New York and Connecticut.

In 2013, Brian McAllister turned the reins over to the fifth generation to run the tug and barge company. Currently led by Brian's sons Buckley and Eric, working alongside cousins A.J., Andrew, and Jeffrey, this generation is strongly focused on diversification, modernization, safety, and industry involvement. The rise of gigantic post-Panamax ships, shipping conglomerates, and expected continued growth in the LNG market means this next generation will have to continue the fifth generation's fleet modernization effort to support fewer, ever larger, and more powerful vessels. They will have to focus harder on diversification opportunities as ships get larger and the number of ships continues to fall.

Sadly, my friend and fellow alumnus Brian McAllister passed away on June 29, 2022 at the age of 89. In his 2017 commencement speech at Fort Schuyler, he told graduates that the secret to his success had been a good education, the willingness to take on new challenges, and the luck of having many friends to help him seize opportunities. He encouraged the Class of 2017 when he said that their classmates would be some of the greatest assets to help advance their careers. He further counseled them with his enduring motto: "And keep the flag flying."



Getting smarter and greener

The push for decarbonization and smarter decision making top many tech trend lists for 2023

A good number of the tech trends for 2023 sound like last year's list . . . and the one before that. Better network technology, 5G, robotics, virtual reality, and of course, blockchain, continue to make the cut. But climate change impacts and supply chain challenges are driving significant advancements in energy and artificial intelligence.

Major breakthroughs in clean energy

Just last year, scientists at the Lawrence Livermore National Laboratory reproduced the same type of reaction that powers the sun for the very first time—a nuclear fusion reaction. This type of reaction involves fusing hydrogen atoms, releasing a great deal of energy in the process. Because nuclear fusion produces more energy than it consumes with no polluting byproducts, it has the potential for unlimited clean energy with a self-sustaining reaction. Scientists have proven that producing a fusion reaction right here on Earth is possible, but will they be able to surmount the engineering challenge to achieve a self-sustaining reaction?

Much closer to near-term applicability, 'green hydrogen' is a relatively new term coined to describe hydrogen produced by renewable energy sources. Green hydrogen produces minimal carbon emissions when compared to other current methods of hydrogen production, and it is a particularly great choice for fuel as the only byproduct of its consumption is water. As covered elsewhere in this issue of *The Beacon*, the U.S. Department of Energy plans to create several regional clean hydrogen hubs, and the Delaware River is a contender for one of the sites.

With ports, vessel operators, and many governments setting carbon-neutral goals, the continued development of these technologies and others will be critical to success for the maritime industry.

Artificial intelligence keeps getting smarter

From cybersecurity to port planning, from vessel routes to yard optimization, many developers are incorporating artificial intelligence in programs to help the maritime industry make better and faster decisions. But how smart is AI getting?

OpenAI, a non-profit research laboratory, is at the forefront of open-source artificial intelligence research. The San Francisco-based company shocked the world with its release of ChatGPT, or Chat Generative Pre-Trained Transformer. Released to the public in November 2022, ChatGPT is AI-based software known as a chatbot, a program designed to emulate human communication. Without realizing it, many people routinely interact with chatbots, such as when requesting support on a website. With its underlying AI engine, ChatGPT can answer complex questions on almost any topic, write a story or a poem, or even write a piece of computer software and pass an MBA exam.

News on applicability is mixed. From a cybersecurity perspective, criminals can use it to develop more sophisticated phishing attacks or write malware. But the good actors can also use it to detect and analyze these attacks.

AI could help security personnel write port plans, but since the AI, at least the current version of ChatGPT, would base its recommendations from online material, those recommendations may be flawed or based on erroneous information.

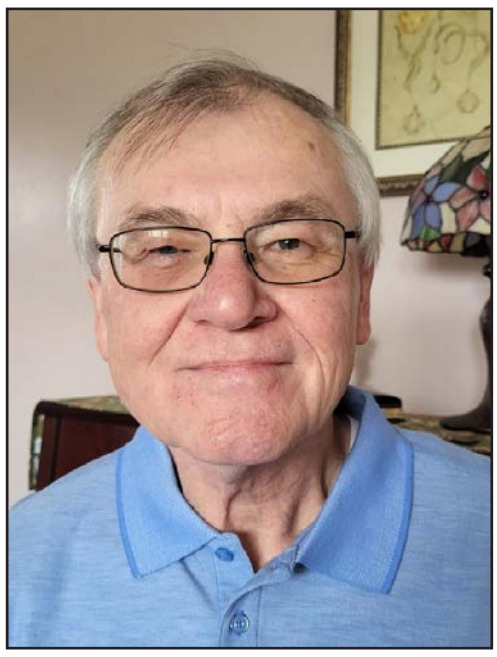
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Delaware River Unsung Heroes

Stan Lulewicz

Former U.S. Army Corps of Engineers
Recent Gahagan & Bryant Project Manager



Stan Lulewicz spent over 40 years in both the private and public sectors directly working to better the environment in which Delaware River port stakeholders operate.

Most notable has been his work on the Delaware River Main Channel Deepening project, first with the Army Corps, from 1973-2006, then with Gahagan & Bryant Associates. Over his decades in the industry, Stan has been involved in every phase of the project, from pre-planning to bid processing to construction oversight to data collection and cost development. "I worked on every aspect of the project and knew it inside out," he said.

Beyond his efforts on the channel deepening project, Stan spearheaded the completion of the dredging design to build the new Paulsboro Marine Terminal. He was also responsible for the overall project management—including planning, scoping, development, design, construction, and direction—of numerous studies dealing with dredged material disposal concerns along the Delaware River, Port of Wilmington, Schuylkill River, and Port of Salem. Stan was also involved in deep-draft commercial navigation, water supply, and flood control studies in Delaware, New Jersey, New York, Maryland, and Pennsylvania.

"Stan worked behind the scenes his entire career," said colleague Bob Callegari, who nominated him for this recognition. "Day in and day out, he was the guy in the trenches, pulling data for permits, creating schedules and plans, ensuring projects met all federal, state, and local requirements—and so much more. He has been a consummate professional, yet outside his immediate circle, very few people know who he is or how much progress in this region is due to his work."

For Stan, the best part of his job was always being part of a team and leading his people to success. "My motto is 'we can always finish the job as long as we work hard,'" he said.

And working hard, especially for the Corps, could be particularly challenging. Out of all the roadblocks the deepening project faced, Stan particularly remembers when the then General Accounting Office demanded a cost-benefit reanalysis of the project—and required it in only six months. "But I got it done," he said, noting the extensive scrutiny his work underwent. "If I didn't succeed, we were finished. The Corps would have closed the books on the project, and that would've been the end."

Stan is an engineer's engineer. He earned his B.S. in Civil Engineering from Villanova University in 1973 and received an M.S. in the same field from Drexel University in 1978. He is licensed in Pennsylvania, Delaware, New Jersey, New York, and Maryland and is a member of the Society of American Military Engineers and the American Society of Civil Engineers.

Given the demanding schedule necessitated by his work, Stan clears his mind by following his beloved Villanova Wildcats basketball and all local sports. "But my number one passion is playing golf with my buddies," Stan said.

He has been married to his wife, Barbara, for 40 years, and they have three daughters.

Thank you for everything you have done for this port, Stan!

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Michael Schlosbon

Shift Supervisor, DSI Security



The Exchange's Unsung Hero program offers recognition for members supporting the Delaware River port community in several different key areas. Marking a first for the program is Mike Schlosbon, who was nominated to recognize his extraordinary response in a specific circumstance that prevented a major problem for a client's terminal. In response to a computer glitch—not related to his area of operation and over which he had no control—Mike quickly took the initiative to direct his crew to re-route 150+ trucks and stage them in a safe and orderly manner.

The terminal safety supervisor recognized the actions of DSI Security Services that morning, commended the team for "minimal disruptions to the site operations," and noted that "traffic control was spot on."

"If it weren't for Mike's quick thinking and fast-acting decisions, the facility would have been completely disorganized and gridlocked with trucks everywhere," said DSI Security Services Northeast Regional Manager Michael Kochan. He literally saved that day.

Mike joined DSI Security in 2022. He has held positions including account manager, training officer, and shift supervisor, and previously worked at TSA as a transportation security officer.

A typical shift sees Mike overseeing nine officers. Not only does he coordinate daily officer assignments, but he also pitches in to assist with various tasks throughout the day. His position requires close interaction and communication to coordinate tasks between the client security staff, the account manager, and the officers on duty. It is complicated work requiring attention to detail.

"Terminal operations can be extremely dangerous if safety is not the number 1 priority," Mike said. "From the 700 tractor-trailers that enter the terminal daily to the heavy machinery that moves 40-foot containers, operations must be coordinated thoroughly to ensure the safety of employees and drivers. I take pride in being part of an organization that keeps the flow moving on the terminal and everyone safe."

Not only is coordinating all that vehicular traffic necessary to keep people and goods safe, it is one of the most challenging components of the security staff's many activities. "When several hundred containers are stored and with tractor-trailers coming and going, traffic can become very chaotic at times. However, with my team, we are always able to move trucks in the terminal in a way that does not stop," said Mike.

As his job might suggest, Mike is an outdoors kind of guy. Whenever he has free time, he spends it outside, hiking, bike riding, and just about anything that gets him out into nature.

Mike was a volunteer firefighter for over 15 years and is currently a member at his local VFW and St. Rose Lina's Church.

Mike and his wife, Kathy, were together for 12 years before she passed away in 2011. He has a son, Francis, and a grandson, Oliver.

At the end of the day, for Mike it's all about being a part of something important, recognizing that the ships arriving and departing every day keep goods moving around the world. "The fruit/vegetables, medical supplies, baby food, metals, and goods that stock stores are paramount to our world's economy. My role as a security supervisor ensures the safety of the terminal workers, truck drivers, and administrators that allow everyone to safely enable our nation's supply chain to move without incident."

It's a critical job, Mike, and we are grateful you are on station to keep everything moving smoothly!

Tugboats: Workhorses of the port

If ever there were a list of jobs that involve much more than they seem, operating a tug boat is right there at the top.

"Tugs are part of the symphony of services necessary to make ship arrivals and departures a reality," said Nathan Hauser, Regional Vice President–Northeast at Moran Towing Corp.

Cargo ships are not very agile when in port. They are designed to be efficient at sea—going straight. Tugs help slow, control, and maneuver the ship when approaching or departing a berth. And in some cases, tugs may be more cost effective than ships' thrusters.

But as all ships are different, so are the tugs that help guide, dock, and undock them. The type and number of tugs required for each maneuver depend on numerous variables, such as ship characteristics and equipment, the berth arrangement at the pier, and tide and current conditions.

In addition to Moran, two other tug companies operate at Delaware River ports: McAllister Towing of Philadelphia and Wilmington Tug, Inc. Together, they dock and undock 4,800 ships arriving and departing the river, and provide countless other assists.

What they do

Just by driving along the interstate, many people have seen a tug escorting a ship or pushing a barge. Maritime professionals who work on or near the water routinely observe tugs docking or undocking ships. This assistance is necessary because insufficient water passes over the rudder of a cargo ship moving at low speed to allow the ship to turn quickly. Tugs generally push the ship into place, and they can also pull the ship using lines.

Yet tugs do so much more.

They serve as escorts, when requested by the owner, required by federal regulation, or agreed to by port partners on a voluntary basis, such as through the Mariners' Advisory Committee for the Bay & River Delaware. Certain hazardous cargos, military vessels, or in some areas simply ensuring safe passage through the approach channel require tug escorts.

Tugs are called on to tow "dead" ships, those that cannot move under their own power. In essence, tugs can apply steering and braking forces to a disabled vessel, which helps keep it afloat and limits the possibility of collision or allision.

Emergencies call for all hands, and tug boats do their part by assisting grounded vessels or ships otherwise in distress.

Challenges to navigation

The geographic location of the vibrant Delaware River port complex has many business advantages, such as proximity to a vast rail and highway network and one-day access to over 160 million consumers. Yet like many other waterways, it creates significant operational challenges. Local pilot groups and tug companies confront narrow navigation channels, ice, fog, significant tides and currents, bridge transits, and other obstacles with professionalism, training, experience, and equipment.

Wilmington Tug President Chris Rowland also cites the geographic distance between facilities. "The terminals are spread out over 60NM from Delaware City to Fairless Hills—a six-hour transit by tug," he said. "Tugs are built for power, not speed, so being proactive is essential, making sure tugs are available in the right location at the right time."

The river bottom is constantly changing, what is technically referred to as dynamic bathymetry. Other conditions, such as high winds and ice, also affect river currents. Though navigation aids such as the Physical Oceanographic Real-Time System (PORTS®) can help, tug boat captains must be aware of their surroundings and current conditions at all times.

Legacy infrastructure is another cause for concern. The Delaware River has been a working river for hundreds of years. The legacy of intensive commercial use fills the shoreline with abandoned infrastructure that has become dilapidated, some either partially or wholly submerged. The region also includes a large number of shipwrecks, documented by NOAA in its navigation charts. In just one 20-mile stretch of the river alone are 63 shipwrecks, 554



pieces of legacy infrastructure—such as abandoned docks and piers—and 20 obstructions.

Even some of the older working piers present challenges for tugs. Their physical arrangement, fendering systems, no-go zones, and other physical limitations all complicate or constrict tug movements.

On the horizon

Another challenge to operating a tug company, much like many other port businesses, is that future demand for services is always an unknown. While ship arrival and departure schedules largely determine the level of tug activity needed, changing customer contracts, weather, new terminal facilities, changing vessel sizes and configurations, commodity market conditions, and a host of other factors can drive the need to increase or decrease fleets and the company workforce.

But one known major change is coming: the transition to clean fuels. Electric, liquid natural gas, ammonia, and hydrogen are among the many alternative fuels under evaluation. Tugs may operate with hybrid engines, using a combination of diesel, electric, and fuel cells.

"The adoption of alternative propulsion creates many new challenges, including regulations—or lack of regulations—additional costs, crew training, and infrastructure and availability in the port for fuel or power," Hauser said.

Whatever the future brings, our local tug companies are ready to face it.



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Momentum: New Jersey Wind Port

The New Jersey Wind Port is making steady progress in Phase 1 of its development plan. Located in Salem County, N.J., the first purpose-built wind port on the East Coast is predicted to bring the state and region an estimated $500 million in economic activity each year. And it is well on its way to achieving this goal, welcoming a new 35-acre, three-year lease with Atlantic Shores Offshore Winds.

On January 11, 2023, Gov. Phil Murphy signed a Letter of Intent between Atlantic Shores Offshore Wind, LLC and the New Jersey Economic Development Authority, making the offshore wind company the second to begin tenancy at the wind port. Atlantic Shores will use the land to support its 1.5-gigawatt wind project, which aims to produce clean energy to power over 700,000 homes. It will also bring over 200 jobs, including stevedores and project managers.

Atlantic Shores' new neighbor is offshore wind developer Ørsted, which recently announced it would begin acquiring Public Service Enterprise Group's (PSEG) 25% stake in the Ocean Wind 1 project.

With Governor Murphy's $200 million investment in the New Jersey Wind Port's structure and its committed tenants, the wind port is on track to complete Phase 1 and be ready to support the first wave of East Coast wind development.

DGI to streamline permitting processes

continued from page 1

sustainable growth and development of industries that rely on the Delaware River.

"We want a healthy river. Yet as applicants, we experience numerous challenges when pursuing permits for dredging, construction, and rehabilitation," said David Monk, Director of Marine Operations for Energy Transfer. "The most pressing issue is uncertainty over expected response dates and delays that extend into environmental windows when these activities are prohibited. The delays can jeopardize navigational safety and dramatically impede commerce if we can't clear dangerous shoals."

In addition, when environmental windows close, the multiple parties waiting to begin work must all start at the same time, leading to a shortage of available equipment to meet the total need.

The DGI involves identifying, assembling, validating, sharing, and utilizing empirical data needed for permitting. It will also collect comprehensive data, store or link to it in an easily accessible, centralized database, and provide it to stakeholders.

"This project is a win-win-win," Himber said. "It is expected to benefit the maritime industry and help policymakers and scientists understand climate change over time as well as its effects on the ecosystem. At the same time, as with most major Exchange projects, it will save money by bringing everyone together to solve a common problem rather than each stakeholder undertaking the work individually."

To learn more, contact exchange@maritimedelriv.com.

DGI Project Objectives

Goals

- Enable scientists to more fully understand the river ecosystem.
- Limit the need to "reinvent the wheel" each time a permit application is developed and reviewed, resulting in significant time and cost savings.
- Ensure regulators are basing permit decisions on the most current, best science available.
- Aid in understanding the impacts of climate change by creating a living document that allows for monitoring of changes in water temperature, salinity, turbidity, species, habitat, etc.
- Offer residents in industrial areas an opportunity to access ecosystem data.
- Support infrastructure investment by facilitating permits for waterside improvements while providing appropriate protections for species and habitats.

Deliverables

- Gather data on the activities of federally and state-protected species and other species of interest, stressors, spawning habits, and movement expectations throughout the year.
- Validate and rank the quality of data and create/populate a database containing the information.
- Review conditions at pre- and post-dredging/construction activity to better understand efficacy in achieving goals and to limit cost where possible.
- Develop guidelines, best management practices, and recommendations to improve processes.

Q&A with Admiral Fagan

continued from page 1

Q: What are your top strategic priorities for the Coast Guard?

A: On my first day, I published my "Commandant's Intent," which outlined three key priorities: transform our total workforce, sharpen our competitive edge, and advance our mission excellence. These goals drive our activities every day. This was followed by the release of the Coast Guard Strategy, an agency-wide vision that increases our focus on these priorities. There is still work to be done, but I'm happy to say that we have made some progress in all three areas.

Among our workforce initiatives, for example, we are improving recruiting, onboarding, and training of new people, both uniformed and civilian. We've also changed the maximum enlistment age to 42, which aligns with the other military services. We are also moving to better help people with civilian credentials apply them to military service. For instance, someone might have EMT certifications or a culinary degree, which are both skills we need in the Coast Guard. Assessing their existing skills allows us to customize training and reduce the time it takes to graduate them into the fleet.

The priorities of sharpening our competitive edge and advancing mission excellence are equally important. We must keep pace in a constantly evolving environment that is increasingly shaped by technology, data, and integrated systems. To help meet that demand, we created an Office of Data and Analytics to build our capability to gain insights from data and make better operational decisions. This will also help us use machine learning and artificial intelligence so we can get to the point where we can use predictive analytics to better meet our mission. We have foundational work to do on this data front.

Q: Beyond the workforce concerns, what do you see as the biggest challenges the Coast Guard currently faces? The greatest opportunities?

A: One of our most basic challenges is sharing knowledge about what the Coast Guard is and what we do with a broader audience. Those who live near the coasts see the Coast Guard at its best—during hurricane and maritime responses. Yet many Americans don't see how the Coast Guard ensures the safety and resiliency of the Maritime Transportation System through our regulatory, inspection, and other response activities. And there's so much more beyond that: keeping pace with emerging demands on the maritime systems, including technology, wind energy, alternative fuels, decarbonization, unmanned systems . . . and the list goes on. We need to let people know how important the Coast Guard is to the nation's economic security, prosperity, and quality of life.

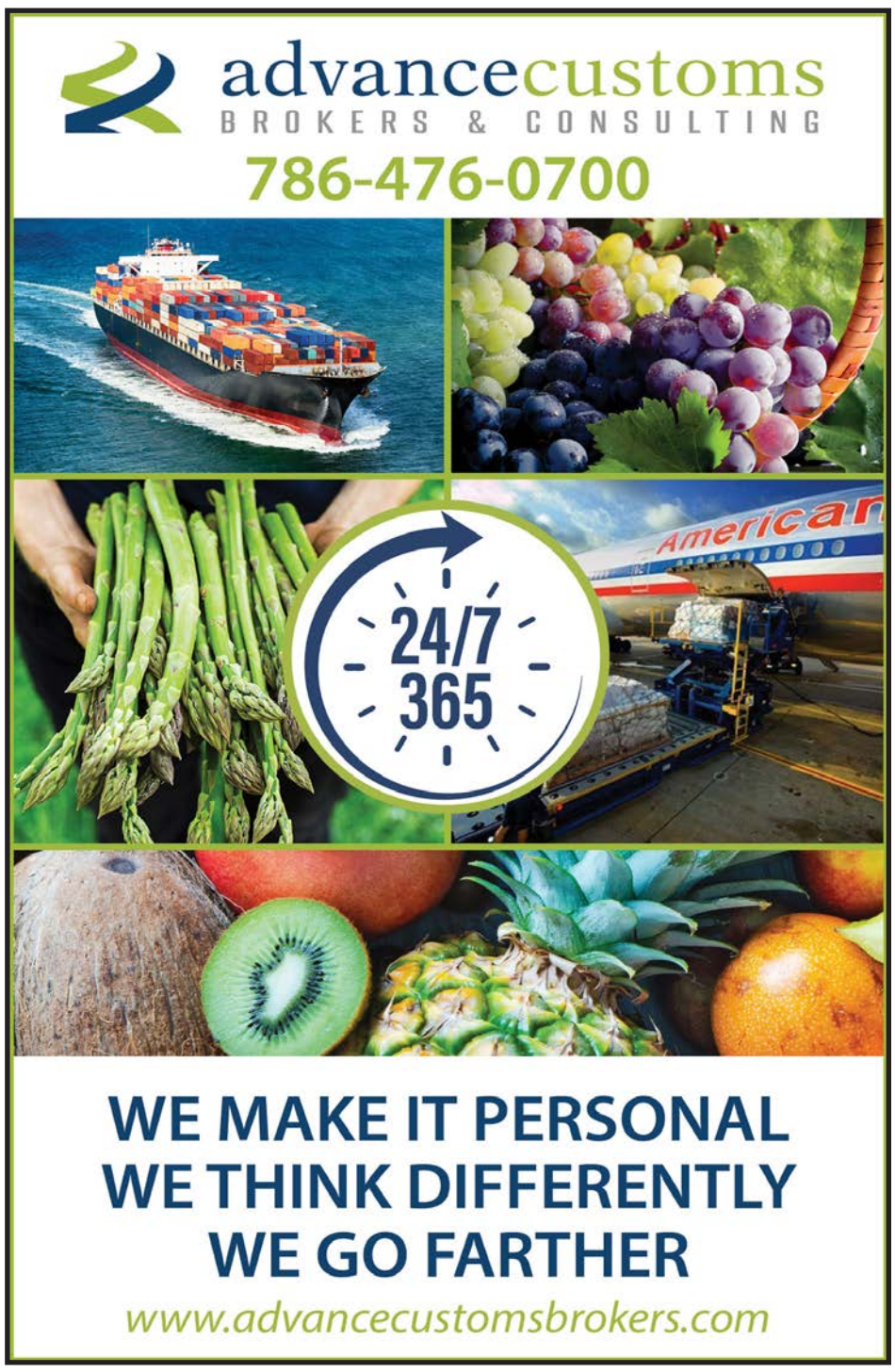
One of our unique traits is that the Coast Guard is at all times a military service, but we're part of the Department of Homeland Security rather than Defense. This unique blend of authorities and capabilities allows us to serve in diverse ways. Take illegal, unregulated, and unreported fishing, for example. This is a global problem—the theft of the natural resources from a country's exclusive economic zone (EEZ). The Coast Guard helps build international partnerships to counteract a problem that threatens economic growth, food security, and ocean ecosystems around the world. We have helped other governments protect their own EEZs through bi- and multi-lateral efforts that contribute to the rule of law, free and open oceans, and global prosperity and security. We are a global Coast Guard, and we are the world's best Coast Guard.

Q: Given your background in Marine Safety, how do you believe the maritime industry can best help the Coast Guard meet its missions?

A: My answer to this question is always the same. It is essential for industry to remain engaged with us in all of our processes, whether it's responding to a proposed rulemaking, attending a public meeting, or participating in one of our advisory committees. Doing this may be time consuming and cumbersome, but it is so important.

We always want to keep the lines of communication open, transparent, and frequent. This is even more critical now given the incredibly fast pace of change in the maritime environment. Being fully informed and having robust conversations is essential to keep pace with change in the maritime community.







Touch History: Visit the Battleship New Jersey

This museum and memorial on the Camden Waterfront offers more than just tours

By: Jack Willard, SR. VP Marketing and Sales
Battleship New Jersey



Though tours are always a highlight of your visit, the Battleship New Jersey offers a great deal more. Just take a look at some of the opportunities, and let us know how we can make your visit special.

Tours

When you first witness the Battleship New Jersey, you are amazed at its sheer size. Nearly three football fields long and over 11 stories high, the Battleship New Jersey was the longest battleship ever built. You will also marvel at its three turrets of three 16-inch guns each, which used to fire a six-foot long projectile with the weight of a Volkswagen Bug 23 miles. Once you enter the Quarterdeck and step onto its teak deck, you realize that this is one incredible vessel.

Built in the Philadelphia Naval Yard and launched on Dec. 7, 1942, this ship is over 60-years old. Its Battle Stars, however, tell the well-versed naval aficionado that the "Big J" has seen action—from World War II through the Middle East conflicts of the mid-1980s. You'll see a few of its upgrades over the years, including the installation of Tomahawk and Harpoons missile launchers and the Phalanx defense system—a computerized gun that could fire 10,000 rounds a minute.

Battleship New Jersey Fire Power self-guided tours, which include a map, video, and interpretive signage along the tour route, include a walk though the Combat Engagement Center, where you can watch a simulated Tomahawk missile launch and see the Admiral's and Captain's Quarters, the historical exhibit area, the Wardroom, and where the crew ate and slept. No trip to the Battleship New Jersey would be complete without a look at the ship's Tomahawk missile launchers, which could precisely strike a target 1,500 miles away and a climb inside a turret of her legendary 16-inch guns.

On Saturdays and Sundays, visitors are treated to free guided tours of 16-inch Gun Turret II and/or the engine room. These extended tours are approximately 20 minutes and allow guests to see even more of the world's greatest battleship. The free tours are available from the Crew's Mess, which is near the end of the Fire Power self-guided tours.

Group Packages and Educational Programs

Whether school students interested in an educational yet entertaining day or retired seniors looking to re-live history, the Battleship New Jersey offers special rates for groups to tour its decks. Groups of 20 or more people can bring their own lunches and enjoy them in the crew's mess—big enough for 230 people—or get hot dogs and snacks from the ship's Geedunk (aka snack bar).

Added in 2018, the Little Sailors tour is perfect for pre-school age groups. The tour has been simplified for younger guests, has fewer ladders to climb, and includes Jason's Kids Kompartment, a play area for children.

Or you can let our Education Department provide you with a grade-specific lesson plan to teach students more about the tremendous legacy of the "Big J." Customizable discount packages are available to area companies, tour bus operators, and travel industry specialists. Why not offer your employees an opportunity to be entertained and educated?

Overnight Encampments

This highly successful program welcomes supervised groups ranging in size from 20 to 300, ages 8 to 18, to stay overnight in the Battleship New Jersey's restored crew's quarters. The experience, very popular with scouts, youth organizations, and families, includes dinner from the "chowline," a guided tour of the battleship, and interaction with our knowledgeable docents or tour guides. You'll be "rousted" early for breakfast and then a stop in the Battleship's store to pick up your commemorative dog tag or other souvenirs. For more information or to book your group for an overnight encampment, call 856-966-1652 ext. 203 or visit our website at www.battleshipnewjersey.org.

Special Events

If you're tired of traditional meeting space and seeking a unique venue for your next conference, tradeshow, social event, or class reunion, look no further than the Battleship New Jersey.

Some of the Battleship's event highlights include a 3,000 person presidential reception hosted by the American Society of Industrial Security, a birthday party for author Tom Clancy, a national record launch by Toby Keith, a Miss America photo shoot, and more!

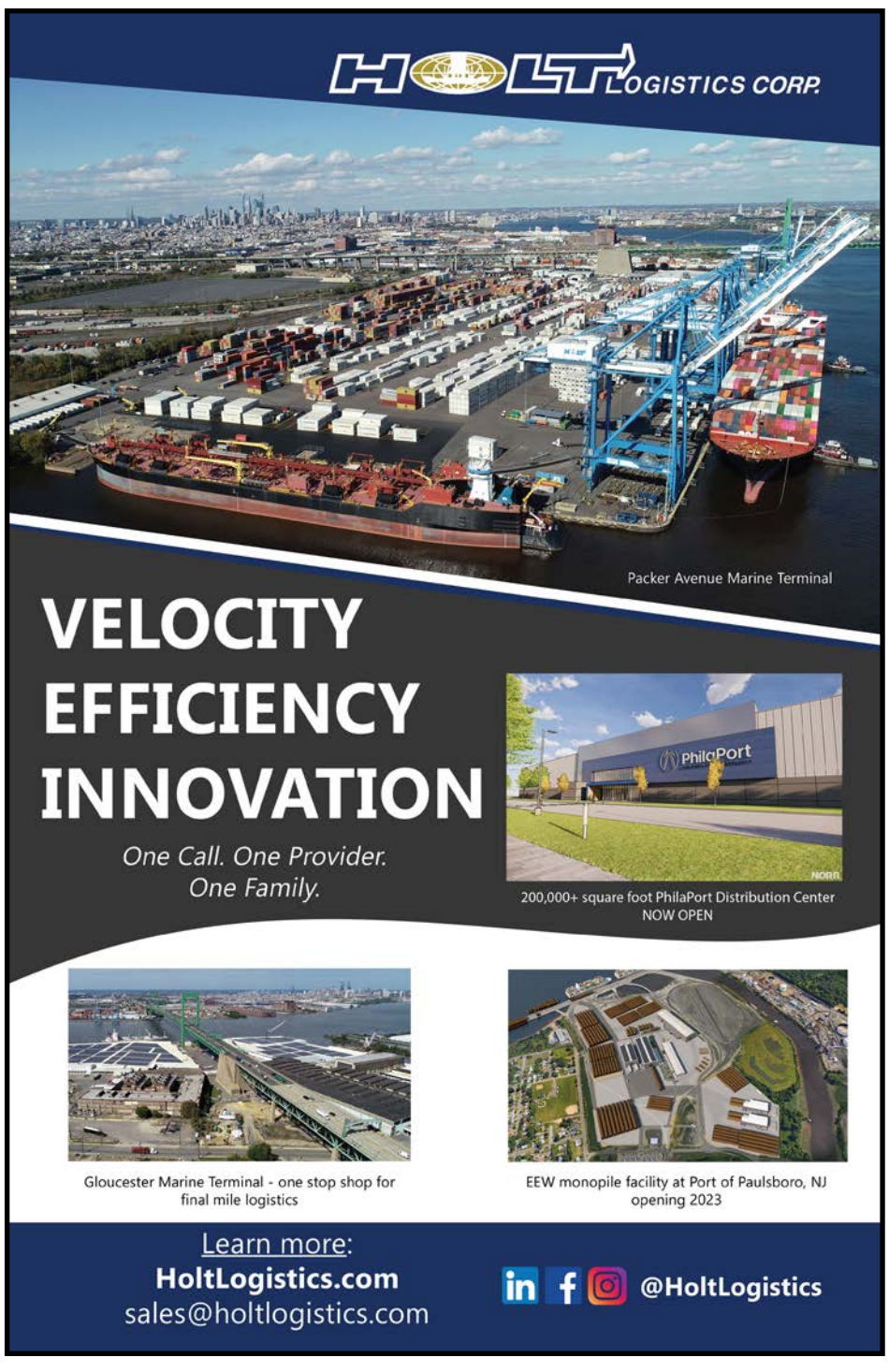
Annually, the ship hosts many popular events that the general public can purchase tickets to attend. This includes July 4th and New Year's fireworks shows, two popular beer festivals, a New Jersey distilled spirits festival, a military plastic models event, WWII Victory Day, Vietnam War Living History Day, and more! The Battleship's annual Adm. Halsey Awards Dinner, which honors three community leaders, will take place on the ship on May 11.

Any combination of outdoor and indoor space can be adapted to accommodate groups ranging in size from 8 to 3,500.

Partnerships

In addition to its draw as a venue for events, marketing opportunities exist for partners looking to reach a targeted, high-volume audience. In addition to event goers, the Battleship attracted more than 200,000 visitors over a 12-month period. The diverse nature of the Battleship's powerful and effective marketing campaign and ship offers sponsors limitless opportunities to generate sales, drive traffic, reach customers and provide good positive press.

For more information on these opportunities and more, call 856-966-1862 ext. 144 or visit www.battleshipnewjersey.org.





WTCDE recognizes GT USA Wilmington for innovation

Returning for the first time since 2019, the World Trade Center Delaware Annual Gala took place in November. Federal, state, and local legislators, along with local and international company leaders, mingled with visiting dignitaries from Morocco, Botswana, and Sierra Leone who were in town to build trade relationships in the state.

WTCDE presented GT USA Wilmington with the Large Company International Innovator Award for its work in upgrading digital technologies to improve productivity, along with safety and services, for its customers. Just over a year ago, the company unveiled a $38 million stacked container storage system which features five new, all electric, rubber-tired gantry cranes, replacing diesel-run cargo handling equipment, cutting overall emissions in the port.

Joe Cruise, CEO at GT USA Wilmington said, "We take great pride in the continuous developments we have been making to improve the environment and overall operations efficiencies throughout the port. So, I am absolutely thrilled that these efforts have been recognized and am delighted to accept this award on behalf of GT Wilmington and the port. A big thank you to all our customer partners, labor partners, and employees, who have embraced these improvements and made them a success."

GTW continues to focus its efforts on improving the current port footprint and on preparations for the new container facility planned for the nearby Edgemoor site.

The year 2022 saw GTW receive increased volumes of clementines from Morocco, grapes from Chile, and lumber from Europe, along with new products of plywood from Chile, rice from Thailand, juices from China and Turkey, glycerin from Malaysia for manufacturing hand sanitizer, along with several other products.

Speaking of clementines

The Port of Wilmington received its first shipment of fresh Moroccan citrus for the 2022-2023 winter fruit season in late November. The "M/V Crown Garnet," a specialized refrigerated vessel, arrived on November 21 and immediately began discharging over 5,000 pallets of fresh clementines.

During this winter fruit season, which will run through May 2023, the port anticipates receiving approximately 12 shiploads of fruit from the Moroccan Atlantic port of Agadir.



CEO Joe Cruise of GT USA Wilmington (right) *and Commercial VP Robert Blackburn* (left) *present a plaque to the captain of the "M/V Crown Garnet" mark the arrival of the first clementine vessel of the season.*

Wilmington is a major port of entry and distribution center for the seasonal importation of fresh Moroccan citrus and other fruits and juices from around the globe. Cargo is stored in the port's 850,000 square-foot on-dock refrigerated warehouse complex before distribution to markets throughout North America.

The port is Safe Quality Food (SQF) certified and has worked to position itself to service the Moroccan clementine trade and to take advantage of new business from all over the world.

Philly Shipyard wins $1B contract to build three containerships

Matson Navigation selected Philly Shipyard to construct three Aloha-Class LNG-fueled containerships. The award is valued at approximately $1 billion, with vessels expected for delivery in 2026 and 2027.

"Winning this order creates historic backlog for Philly Shipyard, as well as great visibility through 2027 for its shareholders and other stakeholders," said Kristian Rokke, chairman of the Philly Shipyard board. "Long term, it also supports the yard's vision to deliver quality vessels, while pivoting between commercial and government contracts."

The Philly Shipyard order backlog consists of five National Security Multi-Mission Vessels for Tote Services and the U.S. Maritime Administration and a Subsea Rock Installation Vessel for Great Lakes Dredge & Dock Co. With the contract from Matson, Philly Shipyard's order book is now the largest in its 25-year history at over $2 billion.

"We are both honored and filled with immense pride that Matson has once again chosen Philly Shipyard to build its vessels. We have a proven track record of building high-quality containerships and are greatly looking forward to this renewed partnership," said Steinar Nerbovik, Philly Shipyard's President and CEO. "With a revitalized workforce nearing 1,400, our shipyard is ready for this important work."

PSI delivered four containerships to Matson between 2003 and 2006 and two more, also in the Aloha Class, in 2018 and 2019.

Matson Chairman and CEO Matt Cox said, "Our existing Aloha-Class ships are among the fastest, most efficient vessels in the Matson fleet. These new Jones Act-compliant vessels will be built specifically for our China-Long Beach Express service, and like their sister ships, are expected to help Matson achieve its 2030 greenhouse gas emissions reduction goal while also providing additional capacity and speed benefitting our Hawaii service as well as the CLX."

Measuring 854 feet long, the three new Aloha-Class vessels will match the length of the two existing Aloha-Class ships. The 3,600 TEU vessels are capable of carrying a variety of container sizes and operating at speeds in excess of 23 knots. The vessels will operate on either conventional marine fuels or liquefied natural gas and will incorporate other "green ship technology" to support Matson's goal to reduce greenhouse gas emissions.

From the lighter side . . .

Meet Fumey-Gator



Ecolab Specialty Pest Services, which provides fumigation services at PhilaPort and the Port of Wilmington, held its yearly meeting in Philadelphia on January 16-18. Sixty-plus fumigators and managers from across the country came to FUME-ADELPHIA to share ideas, plans, and of course, cheesesteaks. When they arrived at the hotel, they were greeted by FUMEY-gator . . . the local team mascot. Pictured *(l-r)* are Kevin Abbazia, Ted Milyo *(front)*, Chris Dodgson, FUMEY-gator, Chris Holdstein, and Rick DeDonato.

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PhilaPort achieves record volumes of car imports



Pictured (l to r)*: John Contrevo, Challenger Realty Group; James Durr, Glovis America; Sean Mahoney, PhilaPort; Alexis Cantwell, Penn Auto; Jim Mcenhill, Teamsters 107.*

In January, PhilaPort's SouthPort Marine Terminal, Glovis America, Penn Auto, the International Longshoremen's Association and Teamsters celebrated a huge milestone: two million cars handled through Philadelphia.

Since the start of operations in 2010, Glovis America has consistently grown its volumes via the Port of Philadelphia—having reached a record of 221,022 vehicles in 2022.

"It's been a good partnership," said Jeff Theobald, PhilaPort Executive Director and CEO. "We started with 88 acres and one VPC [vehicle processing center], and now we have two VPCs on 265 acres. And thanks to grant funding by the federal government and the Commonwealth of Pennsylvania, we will begin construction of a new berth later this year."

PhilaPort completed the SouthPort Marine Terminal in 2019, a facility that sits in the heart of the world's richest consumer market.

"Twelve years ago, we worked very hard with Glovis to find a location that we could grow with. Our location at SouthPort gives us that opportunity," said John Contrevo, Managing Partner of Challenger Realty Group.

Tioga gets new warehouse

Then-Gov. Tom Wolf announced in September that the Biden Administration awarded $20.3 million to construct a new 100,000 square-foot warehouse at the Tioga Marine Terminal and to modernize its main gate with safety and efficiency upgrades.

This significant funding from the U.S. Department of Transportation 2022 Infrastructure for Rebuilding America (INFRA) grant program will help the port meet a growing demand and attract more business.

"The Port of Philadelphia is a critical link in our nation's supply chains. By increasing capacity at the port, we're allowing more commerce to flow through Philadelphia, getting goods to families more efficiently and supporting local jobs," said U.S. Senator Bob Casey. "This is another example of how the Biden Administration is delivering on its promise to invest in our infrastructure and strengthen our economy."

Terminal operator Delaware River Stevedores and PhilaPort developed the project in a collaborative planning effort.

"With this grant, PhilaPort is able to meet the demands of the current market and add much needed capacity in the warehouse space," Theobald said. "We receive calls daily from shippers looking for dry storage. With the construction of a new 100,000 square-foot warehouse, we will have the ability to attract new business that will result in the creation of additional family sustaining jobs for the region."

PhilaPort has slated project construction to begin in 2024.

Upon completion of the new warehouse, Tioga Marine Terminal, which has recently seen an increase in demand for pulp, project cargo, steel, and lumber products, will have over 800,000 square feet of on-dock warehousing.

The safety improvements for the entrance to the terminal, including completion of a modernized gate, will increase terminal efficiency while reducing emissions and increasing safety for both port and non-port related entities.

Additional benefits of this project include economic benefits from new cargo capture; improved truck circulation and terminal efficiencies as well as improved connections to the regional, multimodal network; safety and security improvements; and environmental benefits resulting from reduced truck queuing/idling and conversion of cargo from truck to rail.

Since 2016, Pennsylvania has invested more than $539 million in port infrastructure, warehousing, and equipment. Since implementing the infrastructure improvement plan, the port has realized record-breaking cargo volumes, nearly 60 percent container growth, and created thousands of new jobs.

North America's leading environmental certification program turns 15!

By: Manon Lanthier, Communications Manager
Green Marine

Green Marine has much to celebrate as it marks 15 years as the leading environmental certification program for North America's maritime industry, with more than 180 participants throughout Canada and the U.S. Thanks to the voluntary, dedicated efforts of the ship owners, port authorities, terminal operators, and shipyard managers involved, we have achieved major strides in improving air, water, and habitat quality.

Responding to emerging issues with the membership's guidance, Green Marine has added eight performance indicators to its original six to take up new challenges. These include addressing underwater noise, improving the safety and sustainability of ship recycling, and charting the way for ports to further improve their community relations. Much of this has also been influenced by the more than 90 supporters from environmental, scientific, and governmental organizations invited to discuss emerging issues and their potential solutions directly with the industry members.

Consistently taking an inclusive and collaborative approach, Green Marine has changed how the industry approaches environmental matters. There's still healthy competition, but industry leadership has realized the environmental, social, and economic advantages of working together on common sustainability issues. It leads to a fuller understanding of maritime transportation's various logistical challenges and produces better results, thereby creating a greater return on investments in time, money, labor, and other resources.

Green Marine arose from a small group of industry CEOs making a real commitment to having their company operations go beyond regulations on six prioritized issues and clearly demonstrate their progress on each of these fronts in a transparent, measurable way. After lengthy discussions, they decided to establish four levels of increasingly demanding criteria beyond Level 1's monitoring of regulations in a true commitment to continual improvement.

The program framework is one of Green Marine's biggest successes. It holds industry participants to the same rigorous standards yet gives new participants time to familiarize themselves with the extensive requirements at each level. At the same time, it obliges them to continue to improve year over year until they achieve Level 2 best practices for all their applicable performance indicators. Participants continue to subsequently improve, bringing the latest overall annual performance average to 3.0.

Continual evolution

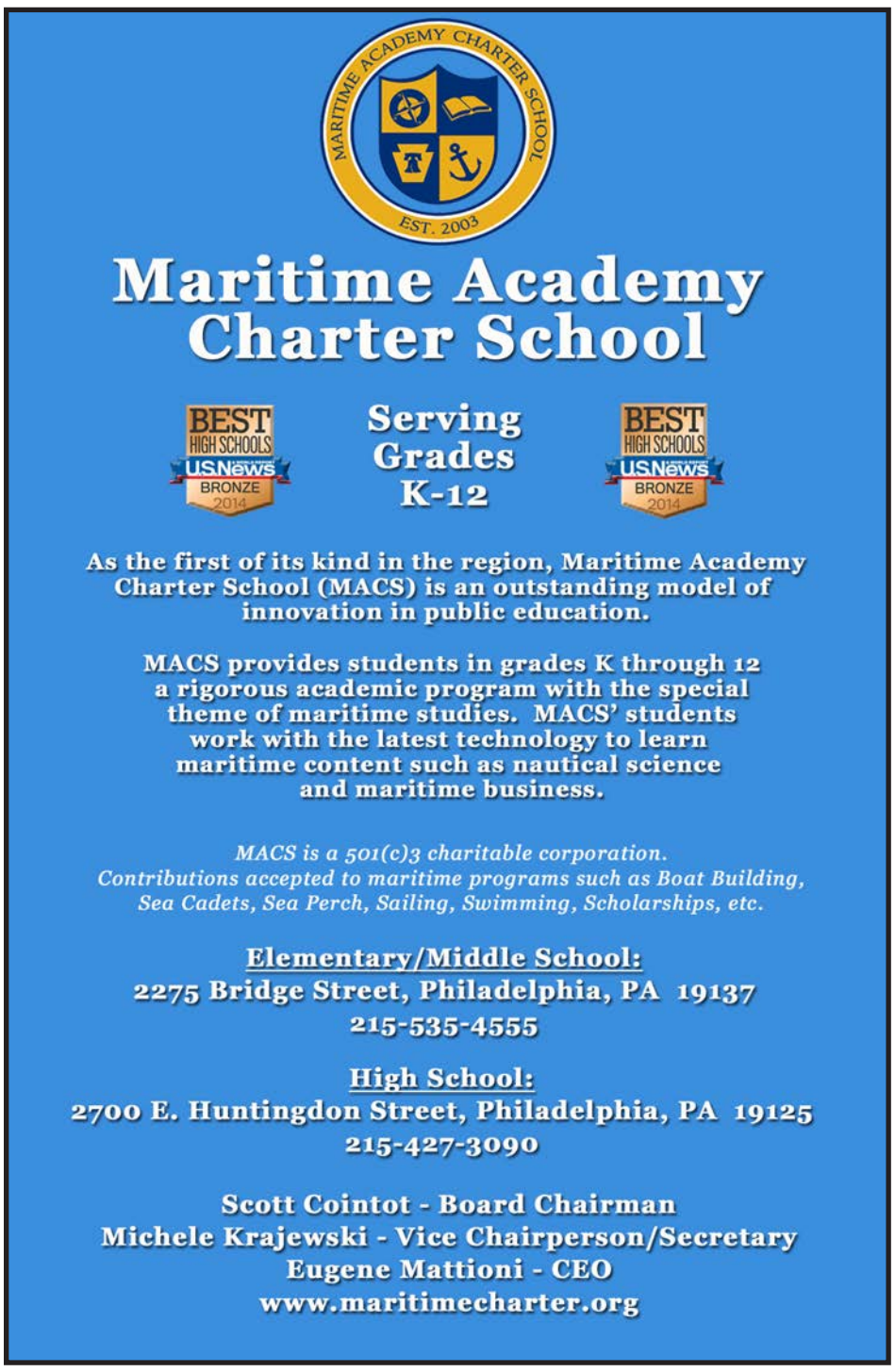
Green Marine's framework adapts well to new challenges. When ports called upon the program to better gauge their progress in community relations, Green Marine ventured beyond its existing scope into the social sciences to find ways to fairly assess efforts that can be more challenging to measure. With a quickly rising number of shipyard operators in the program, Green Marine is now developing criteria specifically for these participants who originally shared performance indicators created for terminal operators.

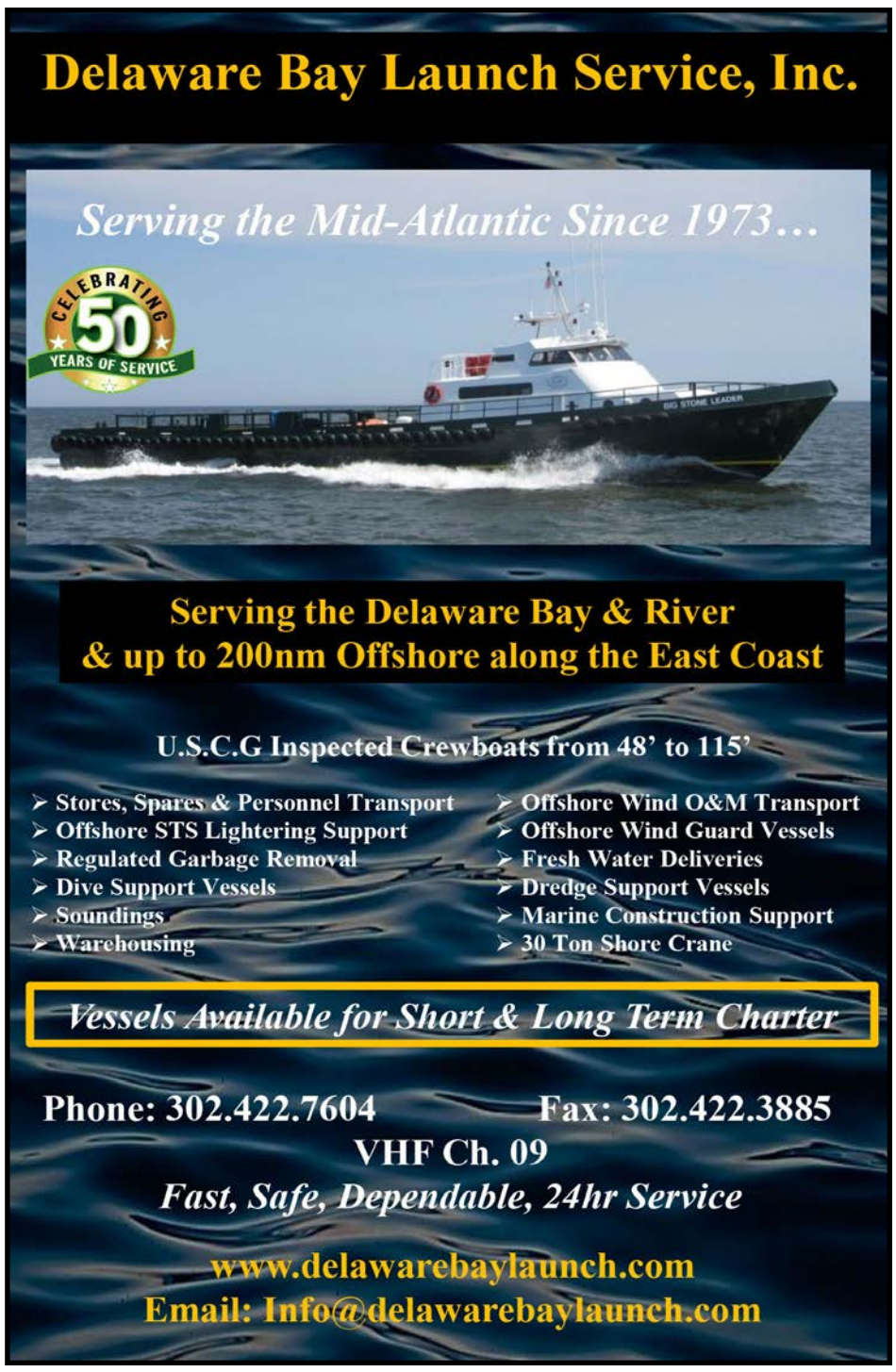
The framework's success is largely due to the involvement of the program's four regional advisory committees as well as working groups established to explore specific issues. In fact, it's why, after a global survey of existing programs, the not-for-profit Surfrider Foundation Europe sought to license the model to launch Green Marine Europe in 2020. This collaboration is already proving to be mutually beneficial, with our two organizations working in tandem but keenly aware of geographical and regulatory differences. Green Marine Europe counts 20 participants, including 13 certified ship owners, and is developing criteria to also certify shipyards in 2024.

Green Marine is again charting a new course when it comes to decarbonizing maritime transportation. The 2022 program included reduction targets ship owners must achieve to surpass the International Maritime Organization's 2050 GHG reduction goals. As a result, Green Marine now requires ship owners to reach a 2.4% annual GHG reduction to achieve the highest Level 5 ranking for this performance indicator.

Here, too, is where Green Marine's strengths come to the fore. Green Marine calls upon key industry representatives, technology innovators, and environmental, scientific, and governmental experts within the membership to share applicable knowledge and experience.

Decarbonization and underwater noise weren't even common terms when Green Marine set out to change the way maritime transportation's key players collaborated on environmental issues 15 years ago. There's no doubt that the next 15 years will bring about even greater change as the organization's membership works to further advance environmental excellence. Here's to the next 15 years and onward!





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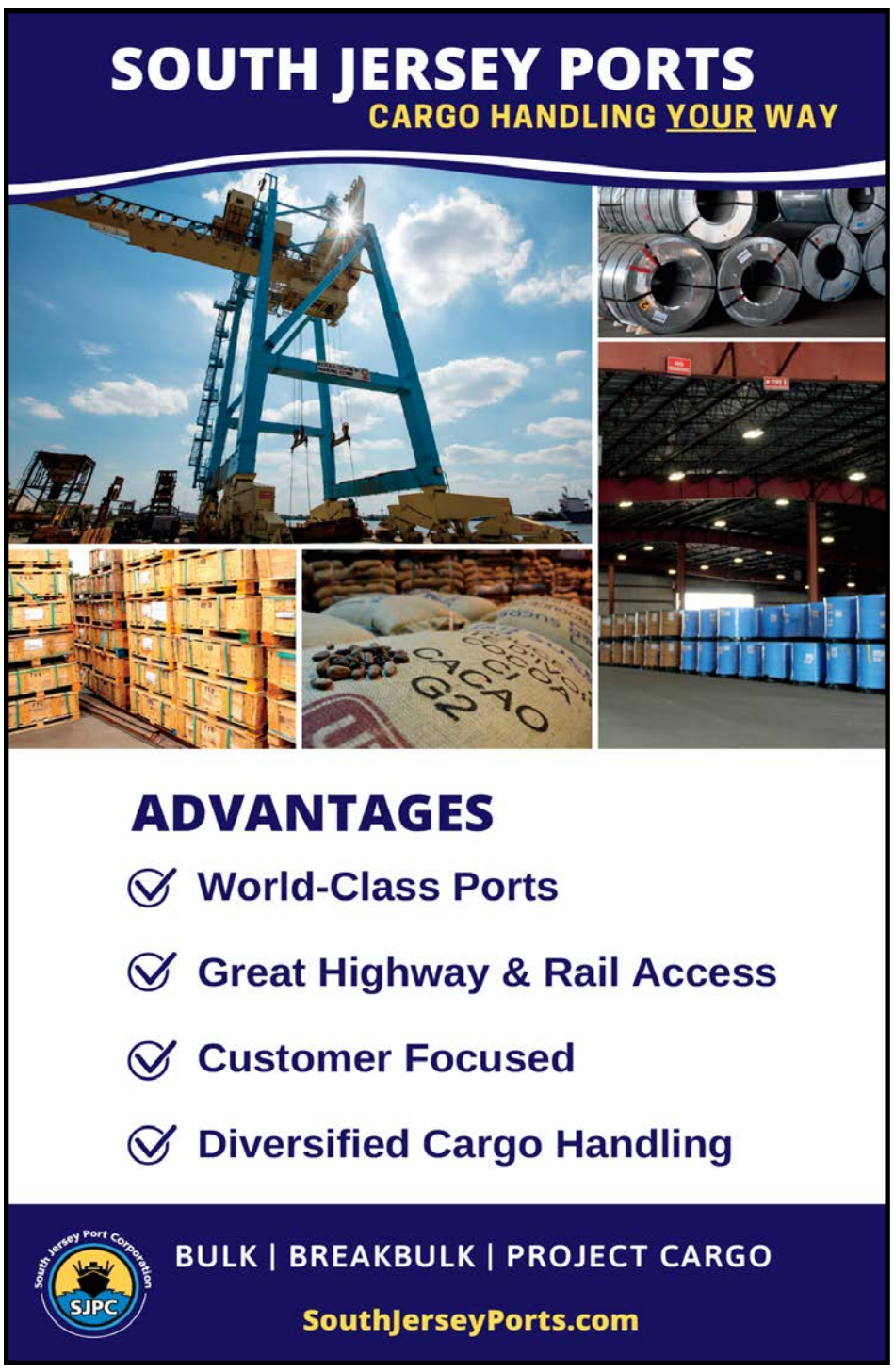
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In Memoriam



Jesse W. Chambliss

The Exchange regrets to inform the community that Jesse Chambliss, long-time friend of the port and previous member of the Maritime Exchange Board of Directors, passed away on December 18, 2022. Jesse's 57-year career in the maritime industry ended when he retired from General Steamship in December of 2020 and included work with J. A. McCarthy, Lavino Shipping, and Inchcape Shipping. He spearheaded the creation of General Steam's Philadelphia office in 1992.

Jesse was one of those people who was considered quiet but mighty. He was never the loudest voice in the room, but he absorbed everything and grew over his nearly six decades in the industry to become an expert in nearly every aspect of ocean shipping. Beyond that, he was ever willing to share his knowledge and expertise, counseling the Exchange staff and always the first to offer to lend a hand wherever and whenever needed. A man of pragmatic realism and superlative understanding, the community has missed his wisdom and guidance since his retirement.

Jesse is survived by his wife, Cynthia, and children Rachelle, Kevin, Brian, Jessica, and Erik.

The Exchange board and staff extend their deepest condolences to his friends and family.

Fair winds and following seas, Jesse.

Bob Kolb



The Exchange was saddened to hear of Robert Kolb Sr.'s passing on September 26, 2022. Bob worked for McAllister Towing of Philadelphia and is remembered fondly by his friends and colleagues.

Bob started his 24-year year relationship with McAllister Towing as the project manager. He headed the sludge barge contract with the City of Philadelphia's Water Department and served as tankerman, engineer, and all around fix-it guy. He also handled McAllister's contract with the PQ Corporation, towing the barge "Pequeco II" from Chester to Baltimore.

Bob routinely sailed as engineer aboard the "Teresa McAllister" at all hours of the day and night with Capt. Joe Benton—he spent a lot of time keeping the "Mighty Teresa" in tip-top condition.

Bob's most valuable role was working on the McAllister pier as a mechanic, welder, crane operator, and tug engineer. According to his colleagues, he was a true jack of all trades. He used his vast experience to solve even the most difficult problems, and when asked how he fixed the problem, he would respond, "Rule five." That meant, "Bob fixed it. It was done right. Do not ask questions."

It was common to see him with a welding torch in one hand, a cigarette in the other, and a big smile on his face. No matter how bad anyone's day might be, Bob was always there to make it better. He loved teaching his craft and spent much time mentoring young adults. He is and always will be family to everyone at McAllister Towing of Philadelphia.

What the future in tech holds

continued from page 7

When asked "what will 2023 look like for the Delaware River maritime community," ChatGPT responded, "Based on past trends and current circumstances, the Delaware River maritime community could see continued growth in cargo and recreational activities, increased investment in infrastructure, and possible challenges related to climate change and environmental regulations." While not quite Nostradamus, not too bad for a computer.

The future of artificial intelligence and machine learning is nearly limitless and will continue to become a larger part of almost every business and industry. The ocean shipping industry is already using AI-based predictive analytics to save fuel and maximize efficiencies based on weather, current port conditions, and a host of other criteria. AI will begin to appear in more applications, vehicles, planning tools, and support programs in the coming years.

By the way, a human wrote this article.

Maritime Society rounds out 2023 schedule

"A few years of regrouping after the pandemic, we're looking to get back to a normal meeting schedule and full calendar of events for this year," said Ports of Philadelphia Maritime Society President Nathan Hauser.

The group has a number of events in the works.

On March 7 starting at 5:30 p.m., the Society will gather at the Independence Seaport Museum for a networking reception and talk by Peter Siebert, President of the museum, on steamship travel in the early 20th century.

The 2023 scholarship season is about to open as well. Though details have not yet been published, applications for $2,500 awards will be due April 15. Stay tuned for an email invitation and watch the society website for details.

Also in the works are a spring event and Maritime Day celebrations.

The Annual Crab Feast date is set. The 2023 party will take place on September 15, returning to historic Ft. Mifflin. As usual a round of golf will start off the day.

And the end of the year will bring the ever popular joint World Trade Association-Maritime Society Holiday Dinner, on December 7.

Good time to join

Not a Maritime Society member? Individual memberships are only $35/year, less if joining for two or three years. Corporate memberships are $100 annually. Visit www.portsofphilamaritimesociety.com to download the membership application and check out the calendar for event updates.

Creating positive change in the maritime industry

Nonprofit raises awareness of minority involvement in maritime, engineering

"The Organization of Black Maritime Graduates is one of those organizations that truly seeks to do good in the world," said Capt. Drew Hodgens, Chairman of the Mariners' Advisory Committee for the Bay and River Delaware. "That's why the MAC decided to donate to its scholarship fund and support up-and-coming students as they complete their education in preparation for careers in the maritime industry."

Created in 1994 by six SUNY Maritime College graduates, the OBMG's mission is to assist and encourage by educating and increasing public awareness regarding minority involvement in the maritime and engineering industries through recruitment, mentoring, scholarships, and networking.

OBMG President Capt. Robert K. Cook and Treasurer Capt. Howard Wyche—both with the Pilots' Association for the Bay & River Delaware—are founding members and believe assisting underrepresented and minority undergraduates pursuing maritime or engineering careers is imperative. "My vision three decades ago, along with my fellow founders, was to provide support and increase educational possibilities for minority students in an industry that is challenging to navigate and advance in, for minorities in particular," said Cook.

One way the organization promotes these industries is through its scholarship fund, made possible by members and donors. OBMG scholarships help minority undergraduates who are full-time students seeking employment in the maritime and engineering industries.

Named after the first African American to graduate from SUNY Maritime College in 1950 and a strong OBMG advocate and member, the Carl F. Burnett Academic Achievement Scholarship is awarded each year to the applicant with the highest GPA above 3.0 for the semester preceding the award. Awards are presented in honor of those who have fostered and made meritorious contributions to the maritime industry.

The OBMG continues to attract professionals and corporations that support its efforts to lift up those in need. The scholarships increase yearly as cadets and parents struggle to keep up with the cost of higher education. Since 1995, more than 260 SUNY Maritime students have received awards totaling roughly $325,000.

In addition to providing financial assistance, the OBMG works to establish professional networks that will lead to valuable career opportunities for its members and works on critical projects and initiatives in the maritime community.

"The students we support are ready to assume professional careers upon graduation. Many have become leaders, and we are proud that the young professionals we assist are making positive social and economic contributions to our communities and the nation," Cook said.

"The Maritime Exchange is pleased to help raise awareness about this important organization," said Exchange President Lisa Himber. "We look forward to continuing to support the OBMG in the years to come."

To find out how to help the Organization of Black Maritime Graduates, visit www.obmg.org.





Editorial

Will the U.S. be ready for IMO's Single Window?

By January 1, 2024, the International Maritime Organization will mandate that member states and ports worldwide implement electronic single windows to exchange information for the required arrival, stay, departure, and clearance of vessels in port. The goal is to address supply chain issues, alleviate port congestion, and reduce environmental impact.

The directive results from an amendment to the IMO Facilitation Convention approved in May 2022. The FAL Convention contains data standards and recommended practices and has been updated regularly since its creation in 1965—most recently to reflect digitalization in the shipping industry.

But will the U.S. be ready? Will the rest of the world?

A 2020 survey conducted by the International Association of Ports and Harbors showed only 34% of ports worldwide were compliant with the FAL Convention.

The U.S. has been moving to a single window concept for years through the implementation of the Automated Commercial Environment, known as ACE. The development of VECS, the Vessel Entrance and Clearance System, and the Electronic Export Manifest, both currently in the pilot phase, moves the U.S. even closer. However, much more work remains not only to consolidate data collection efforts but to adopt international data standards.

Data standards do not exist even within the U.S. government, let alone with other nations.

By way of example, the Coast Guard and Customs and Border Protection both collect mandatory vessel arrival and departure data, but they use different port codes and diverge on what constitutes an arrival in port. It is highly unlikely that these two agencies will consolidate and harmonize their data requirements anytime soon.

Costs will also be an issue for both governments and data providers. If countries develop single windows but do not adopt an international standard, data providers incur extra cost to communicate across different platforms.

Stakeholders must also successfully confront technological gaps, port operating model variances, economic inequities, and just plain resistance to change.

Perhaps the most insuperable roadblock is that the IMO mandates do not carry any repercussions for non-compliance. There is no incentive for the U.S. or other IMO members to adopt the FAL Convention.

These challenges should not dissuade the global maritime industry from moving toward the sensible, essential goal of seamless information sharing. The Exchange has been a big proponent of digitalization and the single window concept since well before the conception of ACE. Exchange staff were founding members of the original CESAC, FACET, ACE, e-418, and VECS Customs advisory groups, dating back to 1988.

Substantial momentum exists in the U.S. to explore data sharing options to facilitate cargo movement. Yet again—still—the agencies are not working in harmony. CBP's ACE system is the logical choice to meet the IMO mandate, but the White House is pursuing its FLOW—Freight Logistics Optimization Works—initiative, and the Federal Maritime Commission is also considering its own data-sharing protocols. Private industry has also taken a crack at data standardization with varying levels of success.

And let's not forget the groups that have been doing this for over 100 years. The marine exchanges throughout the U.S. already collect and share vessel schedule information, and in the case of this Maritime Exchange, cargo data as well. Marine exchanges and similar trade associations can and should play a role in facilitating the nation's transition to a single window.

The benefits to implementing standardized single-window system are innumerable—industry, consumers, governments, and the environment all win. But the likelihood that member states and public authorities will meet the January 1, 2024 deadline is slim. The likelihood that the U.S. will meet it is none.

A popular maritime maxim has long been "If you've seen one port, you've seen one port." Though there will always be differences, the IMO seems to think it is time to retire this adage.

We think so too.

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:

exchange@maritimedelriv.com

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



Saying goodbye after over three decades of Exchange service

John P. Donohue, Esq. steps down from Exchange board

When John Donohue joined the Maritime Exchange board, George H. W. Bush had just started his first term, a stamp cost 25¢, the "Exxon Valdez" spilled 11 million gallons of crude oil into Prince William Sound, and 1200 baud modems were considered hi-tech. A lot has happened since then.

Then a young attorney with his own practice at Donohue & Donohue, John had already made a name for himself in the practice of international trade law. He brought a much-needed expertise to the Exchange board, providing counsel on issues ranging from tariffs to Customs compliance to classifying goods. In his practice, he has helped clients with penalty investigations, false claims, criminal investigations, and asset seizures and forfeitures—and countless other matters.

A frequent contributor to this newsletter, John penned numerous articles about U.S. Trade Representative decisions, steel tariffs, and unfair trade practice remedies, to name a few.

Not only did he share his wisdom at Exchange board meetings, John has always made himself available as a resource, usually gratis, for Exchange members. Not necessarily because he wanted to grow his practice or build his resume, but simply because he wants to be helpful.

This is equally demonstrated by the 25 years he spent teaching international trade law at Seton Hall University School of Law. In 2021, John told The Beacon, "In my view, the practice of law, teaching, and assisting others go hand in hand. They're all about helping people, and that's what's important to me."

With a tenure that began in 1989, John today holds the distinction of being the Exchange's longest-serving active board member. Upon his departure at the expiration of his term in March, that honor will pass to Bill Anderson, who joined the board in 1992. Of course emeritus director Capt. Paul Ives, who began his term on the Exchange board in 1983, remains the organization's patriarch.

Yet as we all know, serving is more than about having a name on a list or simply showing up for meetings. John has done both of those things, but he has also engaged between meetings, never hesitated to respond to a request, and volunteered his knowledge when he believed it timely and relevant.

He has served the Exchange and its members with dedication, integrity, and decorum.

John has been a leader's leader, and we thank him for his thirty-four years of guidance and wisdom.

Fair winds and following seas!

Maritime Exchange Annual Election

The Maritime Exchange will hold its 148th Annual Meeting and Election on Wednesday, March 8, 2023. The ballots went out to the Exchange membership in early February.

Please complete your ballot and mail it back in the return envelope enclosed with the mailing before the March 8 deadline!

Only members in good standing are entitled to vote. If you have not yet submitted your dues for 2023, please be sure to send your payment ASAP.

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

Initial investigation of injuries and employment claims

Legal Ease

By: Lisa Reeves, Esq., Partner
Reeves McEwing

Long time readers of *The Beacon* may recall a similar Legal Ease article published many years ago (spring, 2002 to be exact), and an update is long overdue.

Many risk and operations managers, supervisors, and captains continue to assume their companies' internal investigations of accidents and other incidents are privileged and cannot be used against them in court or by government agencies. Unfortunately, this is often a misguided assumption. And in any event, the initial investigation of even a minor claim should be conducted with the utmost care, keeping the following guidelines in mind.

Preserve the evidence: Once an employee or third party has reported a claim, gathering all relevant documents and electronic communications is critical. These include logbooks, statements, emails, and any audio or video recordings from the day in question. The statute of limitations to file a formal complaint varies depending on the location and type of claim, but claimants generally have at least two to three years to file suit.

Defending such a suit is difficult if emails are automatically deleted after a certain time period or when an employee leaves the company. Audio and video recordings are often overwritten in a very short period of hours or days. Even if the evidence is seemingly irrelevant or even harmful to the defense of a claim, it must be preserved in order to prevent a claim of spoliation down the road. In the worst-case scenario, loss of evidence can result in the judge or jury drawing an "adverse inference"—i.e. the missing video footage or emails supported claimant's version of events. If a court finds the evidence was intentionally destroyed or deleted, it can even sanction the company by entering judgment in favor of the claimant.

As a corollary, it is important to keep all records and communications from the voyage or project during which the accident or incident occurred. In a recent case, our client's investigator clipped only a portion of the video from the day's fishing trip, and the rest of the tape was overwritten. This allowed the plaintiff to alter the timing of his accident (which we do not think happened), and thus strong defense evidence was lost.

Assume the investigation is not confidential: In seamen's cases, the vessel owner has an obligation to pay maintenance and cure for any injury or illness that arose while he/she was in the service of the vessel, irrespective of fault. For those not well versed in maritime law, seamen are exempt from worker's compensation statutes, and thus their employers must pay living expenses and costs of medical treatment. If the employer suspects that the seaman was not injured on the vessel or is exaggerating his symptoms, the vessel owner has a right to investigate the claim before providing these benefits. Such investigations by shoreside managers, third party investigators, or the vessel's insurer may not be privileged, and their findings, statements, photos, and reports may well be discoverable by the seaman's attorney.

On the other hand, if the owner conducts the investigation for the purposes of determining liability for damages under the Jones Act or negligence law, under the "anticipation of litigation" privilege, especially if the case is filed in federal court, the investigation should be protected. In order to prove that the investigation was undertaken in anticipation of litigation, all reports, emails, and other documents should reference "Claim of Seaman X" or otherwise indicate that litigation is expected. This will help protect your investigation in most federal courts; however, state court rules concerning this privilege vary. For example, the Pennsylvania Rules of Civil Procedure do not recognize the "anticipation of litigation" privilege and require production of all factual information collected by a party, its insurer, or investigator and only honor the attorney-client and attorney work product privileges.

Most importantly, presume that all emails, reports, and memoranda about an accident or employment claim will someday be seen by a judge, jury, or government agency. Avoid flippant comments about the claimant or employee's character or the likelihood that he is "a liar," "looking for a free ride," "untrustworthy," or "committing outright fraud." Also, avoid revealing confidential medical or other information about an employee, claimant, or witness. Stick to the facts, and only share opinions on the claimant's character and credibility with your attorney.

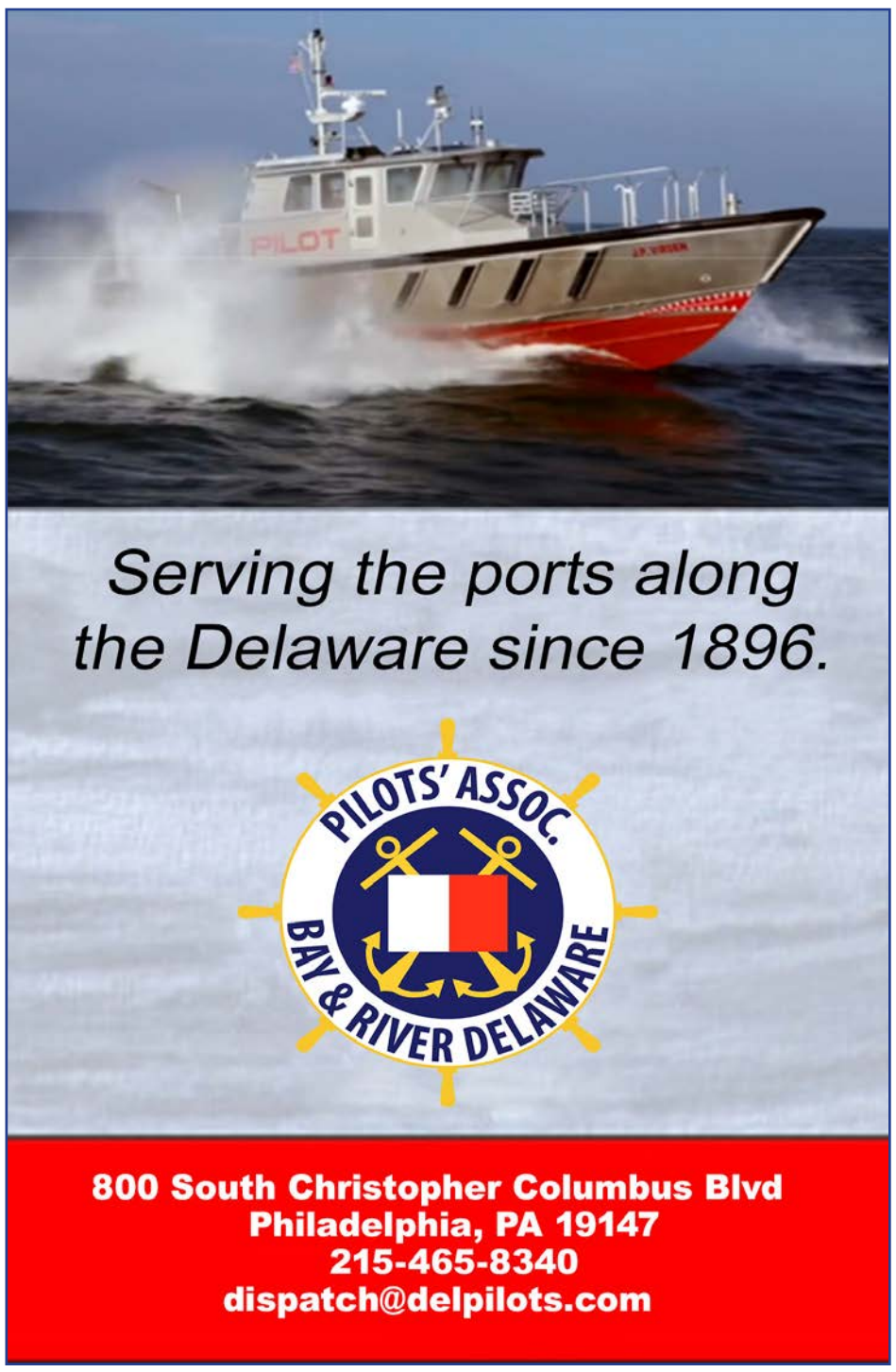
Retain counsel to direct investigation: Although this sounds self-serving coming from a defense attorney, it is truly the best way to protect the investigation and its conclusions from discovery by both the claimant and government agencies (Coast Guard, OSHA, EEOC, etc.). Communications with your insurer are not necessarily protected, nor are those with in-house counsel or government agencies. The safest course is to bring in an attorney sooner rather than later, either directly or through the insurer. While there are many gray areas in the "anticipation of litigation" privilege, the attorney-client privilege is almost absolute.

Review your accident reporting policy: Any reports created in the ordinary course of business, per company safety or employment policies, are not protected by any privilege. Use one standard form for accident/injury reports and another for employment claims for sexual harassment, discrimination etc. There should be one form for the claimant or employee to complete, encouraging as much detail as possible. Use different forms for the supervisor's report and any witness statements, which should only seek information on when, where, who,



and nature of injury or complaint provided by the employee or other claimant—not how or why or opinions. The same goes for reports required by government agencies like the Coast Guard or OSHA. Keep them short and and factual, and offer no opinion on why or how the incident occurred. Train your supervisors and managers on best practices, and do not hesitate to ask your attorney to review your report forms and provide training to your staff. Many firms, including our own, may provide this training for a fixed fee or even at no charge.

Lisa Reeves is with Reeves McEwing LLP, a maritime and transportation firm handling commercial disputes, injury and death claims, employment law issues, casualty investigations, and advice on best practices to vessel owners, logistics providers, terminals, and their insurers.





Notes & News

Congratulations to Vane Brothers' Rick Iuliuicci, who is taking the helm at The American Waterways Operators, the national advocate for the U.S. tugboat, towboat and barge industry operating on the nation's rivers, coasts, Great Lakes, and harbors. With Rick as Chairman of the Board, the AWO is sure of a smooth sail!

After 30 years with Inchcape Shipping Services, April Hale has retired. April was the Operation Manager in the Camden, N.J. office and served on the board of the Maritime Exchange. Best of luck, April!

Michael Phillips has assumed the Director of Operations role at GT USA Wilmington, after acting in the position since August of 2022. Michael has been at the Port of Wilmington since 2000. Well-earned, Michael!

This year marks 100 years since the Port of Wilmington opened its gates. To mark the occasion, GT USA Wilmington updated its domain from gulftainer.com to delawareports.com. Effective immediately, partners are asked to direct messages to port employees at the new email address. For now, the website remains www.portofwilmington.com.

In 2022, MITAGS reached the significant milestone of 50 years in operation as the leading training facility for maritime simulation and mariner license advancement. Recently, the Maritime Administration designated MITAGS as a 2021-2022 Center of Excellence (CoE) for Domestic Maritime Workforce Training and Education. As a newly designated 501(c)(3) nonprofit, MITAGS is now able to accept charitable gifts and donations from those who wish to support its mission. Congratulations!

Calendar of Events

02/16 **Maritime Exchange: Delaware River 101**
GEODIS, 5101 S. Broad Street, Philadelphia, PA
8:00 a.m. to noon
Contact exchange@maritimedelriv.com

AMSC Port Security Grant Presentation for New Jersey
Tech Center Paulsboro
600 Billingsport Road, Paulsboro, NJ
9:30 a.m. to 11:30 a.m.
Contact Robert Ward

WTC Delaware Tastes of Chocolate & Beer from Around the World
Midnight Oil Brewing Company
674 Pencader Drive, Newark, DE
5:30 p.m.to 7:00 p.m.
Register

02/21 Seamen's Church Institute Board Meeting
Noon

02/18 Steamship Historical Society of America Delaware Valley Chapter Meeting
Sector Delaware Bay, 1 Washington Avenue, Philadelphia, PA
2:00 p.m. to 3:00 p.m.
Contact Steven Loveless

02/22 Seamen's Center of Wilmington Board Meeting
Noon

02/23 **Maritime Exchange Government Affairs Committee Meeting**
240 Cherry Street, Philadelphia, PA
10:00 a.m.
Contact Kianna Price

02/24 Seamen's Church Institute Spirit of the Port Award Luncheon
Felt Factory, 1523 E Wingohocking Street, Philadelphia, PA
11:30 a.m. Registration & Reception; 12:30 p.m. Lunch
Contact Rebecca Pierson at 215-940-9900

02/28 **Maritime Exchange Private Berth Dredging Committee Meeting**
240 Cherry Street, Philadelphia, PA
9:30 a.m.
Contact Kianna Price

03/01 Ports of Philadelphia Maritime Society Board Meeting
Noon
Contact Nathan Hauser

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



