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Exchange, others rally to support seafarers



Seafarers posing for the camera at the Port of Wilmington.

"A humanitarian crisis is taking place at sea, and urgent action is needed to protect seafarers' health and ensure the safety of shipping," said International Maritime Organization Secretary-General Kitack Lim.

Maritime Exchange members first came together in mid-July to discuss what they could do locally to support what was then about 200,000 mariners stuck aboard their ships due to the international patchwork of coronavirus restrictions and unable to repatriate when their contracts expired. "As an organization, the issues we confront, such as obtaining more water or securing additional resources for Customs and Coast Guard, rarely have such dire philanthropic implications," said Exchange VP Lisa Himber. "It was heartening to see the community respond so rapidly to the escalating crisis."

In early July, the UK hosted an international summit on crew changes, and the 12 participants, including the U.S., signed a statement urging swift resolution to the problem. The signers agreed that "the inability of ship operators worldwide to conduct [ships'] crew changes is the single most pressing maritime operational challenge to the safe and efficient movement of global trade."

Throughout July and August, the Exchange and its members talked with CBP officials at all levels in an effort to achieve a balance between mariner physical and mental health, health of CBP personnel, shipboard safety, and security. "What we found was frustrating for CBP as well as for us, as these were uncharted waters for all parties," said Robert A. Herb, Agency Director at Terminal Shipping Company/John S. Connor. "Local officials wanted to be responsive but not without headquarters' blessing. And HQ personnel wanted to leave all decision making to the local port directors." As director of the Maritime Exchange and president of the Seaman's Church Institute board, Herb approached the conflict with dual perspectives. "First and foremost is the need to alleviate foreign crewmembers' overextended contracts," he said. "Next is the safety to shipping given the possibility that overly fatigued and mentally exhausted seafarers continue to operate vessels, increasing the risk of possible mishaps."

At issue globally and throughout the U.S. have been govern-

continued on page 7

e-Beacon a success!

This year, the Exchange celebrates the 30th anniversary of *The Beacon*. Though we hadn't planned for it, 2020 also marked the year when we transitioned the newsletter to an all-electronic format.

The measure was meant to be temporary. When it came time to publish the spring issue, we realized there was no value in sending hard-copy newsletters to members' offices when many of them were largely empty. The same held true for the summer issue, and now again for the fall.

The result was surprising — electronic readership of *The Beacon* has increased well beyond expectations.

Winter 2020 was the last paper issue to reach readers, and online newsletter hits equaled about 900. For the spring, that number climbed to 1,600, and by the summer, 2,300 people were reading the electronic version, an astounding 155% increase over all!

As companies consider making at least some teleworking changes permanent, the Exchange is evaluating whether to discontinue the paper version altogether. Obviously, this would free up sorely needed funds from printing and postage costs. But there's an even more important reason: benefits to advertisers.

Unlike the hard-copy version, all ads in the online issue appear in color. What's more, online ads include links directly to the advertisers' websites.

Finally, we must consider the audience. While we know some readers like a physical paper, clearly the content drives readership, not the format. Plus, being able to read the newsletter wherever they happen to be — on a desktop computer, tablet or smartphone — offers readers a welcome convenience.

The jury is still out on the decision, but it's looking like staying all electronic is a win for all.



Interview with

CAPT Jonathan Theel

Commander, Sector Delaware Bay

U.S. Coast Guard



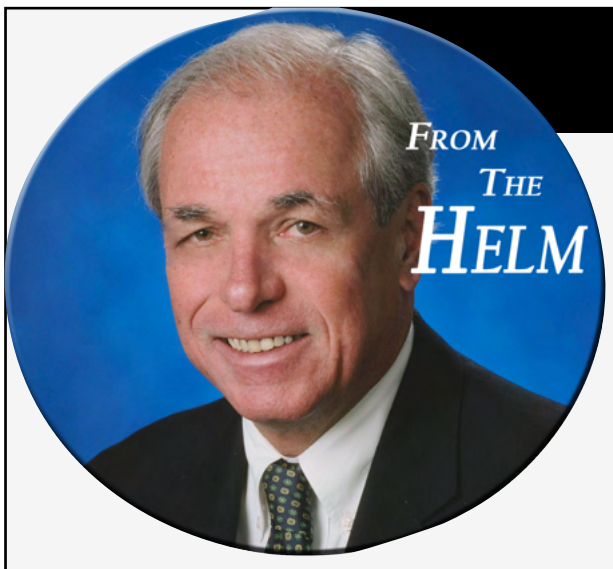
CAPT Jonathan Theel assumed command of U.S. Coast Guard Sector Delaware Bay on June 19, 2020. Having previously served for a year as Deputy Commander, CAPT Theel is no stranger to the port, its people, its challenges, or its opportunities. He brings a wealth of knowledge and practical, theoretical, and analytic experience to his new post, and port stakeholders look forward to a successful and productive three years under his leadership. Despite the unusual demands brought about by the COVID crisis, CAPT Theel recently took time out of his busy schedule to share some insights with The Beacon.

Q: Needless to say, 2020 has become a year of substantial adjustments to operating protocols for many port stakeholders. How have things changed at the Sector?

A: It seems like the start of COVID-19 was years ago, but for us it really started in March. Back then, there was a lot of ambiguity. It would take pages to recreate all the changes that we went through, both on the individual level and professionally. Instead, let me focus on a couple of our strengths that helped carry the day.

1) Our people: We have some of the most dedicated, innovative, and caring people across Sector Delaware Bay who are genuinely committed to the safety and security of the port. Historically as an organization, we delegated authority and responsibility to some of our junior-most members and supervisors. As the outbreak occurred and we had to

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Confucius says what? Vince who?

Confucius said that our greatest glory is not in never falling, but in rising every time we fall.

And Vince Lombardi hit the nail on the head when he said the only place success comes before work is in the dictionary.

Sometimes it seems the challenges our port community has endured over the years as we work towards accommodating 45-foot draft vessels as a result of the Delaware River deepening are never ending. We fall down. And we rise. And then we do it all over again.

All things considered, we're in a good place right now.

This past summer, the Corps of Engineers focused on removing boulders and maintaining areas that had experienced shoaling, an extension of the cleanup dredging of the entire channel begun in July. Of the 118 obstructions in the main channel, the contractor removed 113. It will take another contract to remove the four remaining objects in the river, which are all above 44 feet. These objects will not prevent an increase in the draft but will delay going to 45 feet.

Most recently, the Exchange, on behalf of the port stakeholders it represents, asked the Corps to provide a comprehensive status of the remaining work needed — and the total funding required — to complete the cleanup dredging of the deepening project. When we receive this information, and as we have done in the past, the Exchange, the Pilots' Association, and the Mariners' Advisory Committee will go to bat by contacting the tristate Congressional delegation. The first step is to request any needed additional funding. We will then work with them — and this is key — to *secure* that funding.

Our community is poised to revel in the long-awaited achievement of a soon-to-be fully operational 45-foot channel. Between now and then, let's hope we don't fall again.

As we make our way into what is hopefully the final stretch of this race to compete for additional cargo volumes moving through our region, let's continue to work together, to rise again, to roll up our sleeves, and remember what Vince Lombardi had to say about that dictionary.

Another "deep" thought . . .

Hard to believe it's already November. When our pandemic response started in March, who would have thought it wouldn't be well behind us by this point. While Exchange members have tentatively started to bring employees back to their offices, many more are still teleworking. Sure, there's not a lot of love lost for the teeth-grinding commute, but the extended isolation is taking its toll.

We can't say it enough. Bravo to all the women and men in our port community who have continued to toil under what can be very difficult conditions to serve our port, its customers, and the nation as a whole. We can all be very proud of our resilience and ability to work together to get the job done no matter what the circumstances.

On behalf of the Exchange board and staff, please accept my best wishes for a safe, happy, and healthy holiday season — in whatever form your celebrations may take. We hope to see you, in person, in the very near future.

Jessica Rockford

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Exchange study moves to next phase

Mott MacDonald selected to complete work

Turns out that an effort designed to help the maritime industry will also have far-reaching ecological benefits, helping water users, municipal planners, and even academia along the way.

The problem? Barriers to timely permits for dredging, construction, and rehabilitation projects. The challenges arise when applicants and state and federal environmental agencies work to ensure compliance with complex clean water and endangered species laws that limit when certain waterside activities can take place.

The solution? "The Maritime Exchange will commission a study that involves assembling and sharing empirical data for construction and maintenance planning and permitting," said Exchange VP Lisa Himber. "Collecting comprehensive data, storing it in an easily accessible database, and making it available to permit seekers and application reviewers will promote efficient and consistent application and review processes."

Among the project goals is to limit the need to "reinvent the wheel" each time a permit application is developed and reviewed. It is also designed to ensure regulators are basing permit decisions on the most current data available.

The project will also help the environmental and maritime studies communities learn more about where and when certain endangered species congregate, spawn, and migrate.

"It's a win-win-win," said Energy Transfer Director of Marine Operations Michael Nesbitt. "Government agencies have made great strides in their efforts to streamline processes and shorten the time needed for permit reviews, but the review panel believes more can be done."

That review panel, which operates under the Exchange Private Berth Dredging Committee and includes private and public sector stakeholders, spent over a year working out how to improve the processes. The result of those efforts was a May 2020 request for proposals to undertake a major Delaware River and estuary ecosystem data gathering initiative.

After a comprehensive competitive bid and proposal evaluation process, the review panel selected Mott MacDonald, a consultancy headquartered in the UK with local offices in Philadelphia and New Jersey, to gather the data and develop a system for stakeholders to access it.

"Many excellent ecological and physical studies have been produced, and data is generated daily in the Delaware River Basin, but no one entity has offered to provide a stand-alone repository for it," said Jane Offringa Rowan, the senior project scientist for Mott MacDonald who will serve as project manager. "A one-stop-shop geospatial database will help the waterfront industry understand agency expectations for their operations, and we hope many government, commercial, and private entities will contribute data in their possession to continually improve the information source."

At the end of the day, the project is about effective communication and collaboration. "The cooperation between industry, fish and wildlife authorities, and other regulatory agencies has been meaningful," Nesbitt said. "We are working together so industry can better understand the complex needs of the fish habitats and to balance those with keeping the river a vibrant place for commerce."

Next steps

The Exchange and panel members are now working to secure funding for the $300,000 project. "The goal is to raise the money needed from the communities that will benefit from the work," Himber said. "This is a tough year for donations, but there is no doubt of the value this study will bring to numerous stakeholder groups. Most notable are the cost and time savings for not just marine terminals but also the energy and water companies, waterfront organizations, and the many others that operate along the Delaware River."

To date, the Exchange has obtained commitments for nearly one-third of the needed funding. The project deliverables also include a requirement to identify a source for ongoing maintenance and operations costs.



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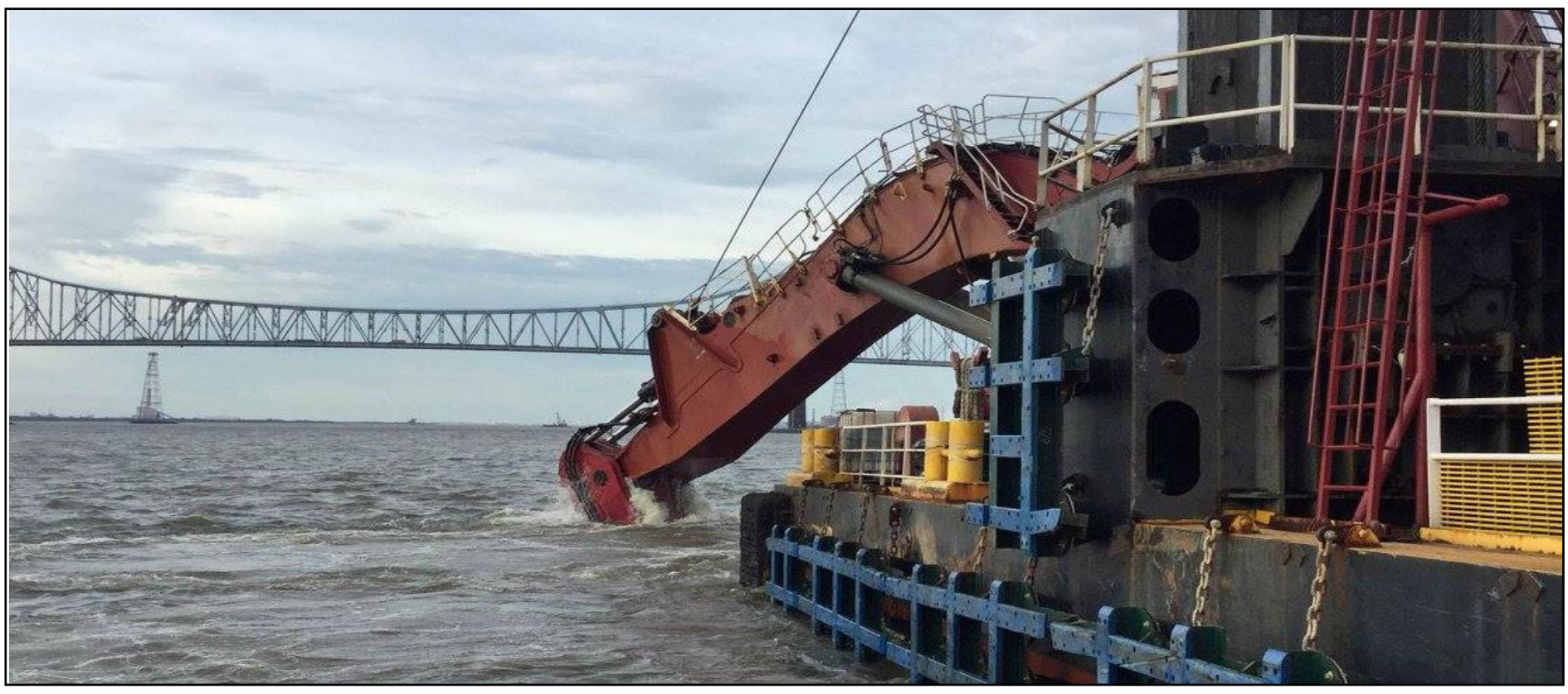
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Individual Member

Eric Clarke

One step at a time . . .



Work to complete maintenance on the 45-foot main channel deepening project is moving forward. As mentioned in the column on the opposite page, final cleanup is underway. Though the Corps of Engineers had expected to bid remaining maintenance work in September, it amended its solicitation to include dredging the Wilmington harbor. So the bid opening was rescheduled for October 29. Once awarded, the remaining contracts will bring the port in sight of a 45-foot channel from the Philadelphia-Camden harbor to the Delaware Bay.

Pictured above, the dredge "New York," owned and operated by Great Lakes Dredge & Dock Co., removes rock in the Marcus Hook range north of the Commodore Barry Bridge.

Meet your Exchange staff

A core value at the Maritime Exchange is to provide outstanding customer service. We demonstrate our commitment to this value by consistently engaging with members, either proactively or reactively as the situation warrants. But as a service organization, much of that engagement takes place by phone, email, and even VHF radio. Most of our staff rarely have an opportunity to meet members face to face.

That lack of human contact is all the more apparent now that teleworking is the norm and physical meetings are all but nonexistent. So what better time to offer you the opportunity to virtually "meet" the Exchange staff? You will meet a few of our people in this issue, and the rest of the staff in our winter edition.

This is your opportunity to connect a face with the voice that asks "How may I help?" Read on to learn a little about those people on the other end of the line and what they do for the Exchange. No doubt you will be surprised by the diversity of experience and knowledge our staff brings to bear on your behalf.



Meet Scott Anderson

MOL Account Manager

After 40 years on the job, Scott Anderson is the Maritime Exchange historian, and he has long served as the backbone of the Operations group. He joined the staff in 1977, took a break in 1980, returned in 1983, and has been a steadfast and loyal member of the Exchange team ever since.

Over the last four decades, Scott has become a resident expert on Delaware River lore and legend. Want to know the name of a facility from twenty-five years ago? Scott knows the answer. "We are watching ships like an air traffic controller watches aircraft," he said.

Scott's family has a long history in the Delaware River maritime industry. His father, grandfather, and uncle operated Taylor and Anderson Towing, and two uncles were pilots. You could say maritime is in his blood.

Scott works with Exchange customers and members daily. He is often on the phone or VHF radio, providing a vital piece to the puzzle that is the commercial maritime industry. "I've always considered those I help in the industry friends of the Exchange. I've gotten to know them over the last few decades, making it a joy to be on the other end of the line," he said.

Well known throughout the community, Scott has served in various capacities with the Philadelphia Maritime Society, Traffic Club of Philadelphia, and most recently as secretary of the Mariners' Advisory Committee for the Bay and River Delaware.

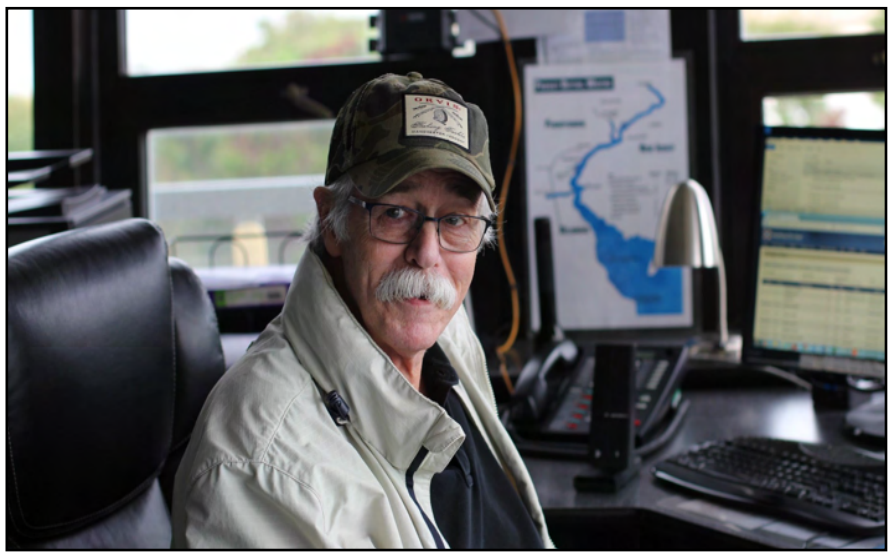
"After all this time at the Exchange, I still find my career rewarding. Over the years, technology has provided us with amazing tools to do our job and has helped keep things interesting for me."

When not working, Scott enjoys playing instruments and music, still jamming occasionally with former bandmates and composing and recording music at home. He also has a love for creating card and board games. "I was fortunate to license a couple to an international game company. 'There's a Moose in the House' remains one of the company's signature games for over the last 15 years. I am very proud of that." Scott and his wife, Sue, try to walk a couple of miles most evenings, and he still loves to play games when the kids come to visit.

Scott and Sue were high school sweethearts, and they are extremely proud of their two children. He holds a Bachelor's degree in Communications from West Chester University.

Meet Bill Bayard

Operations Specialist



Bill Bayard started at the Exchange in December 2012 and in that time has made thousands of contacts with vessels transiting the Delaware River. Utilizing the Exchange's VHF communications network, Bill shares vital transit information between vessels underway and local port partners.

As part of the operations team, Bill works at the Ship Reporting Tower in Lewes, Del. "The views are unparalleled, almost like the bridge of a ship," he said.

In addition to coordinating vessel schedule information, Bill supports Maritime On-Line users as they navigate their way through the TRACS cargo manifesting and NOA/D On-Line portals. He also performs a host of other duties as part of the vessel traffic information system operated by the Exchange and the Pilots' Association.

Bill's local knowledge of the area is beneficial to his job and allows him to spot potential issues before they arise.

"I like getting to know our customers and figuring out how to help them in the best way," he said. "Some like a phone call when a vessel reaches a certain part of the river, others think different information is important. So we work to offer personal service that fits their individual needs."

When not at work, Bill is a big fan of the outdoors. He enjoys fishing, training dogs, and traveling with his wife. They are planning a trans-Canada rail trip in the future.

Bill holds a bachelor's degree in American History from Miami University in Oxford, Ohio. He lives in Milton, Del. with his wife, Donna.

Meet Rick Clark

Operations Specialist

Rick Clark is the newest member of the operations team, coming aboard after having served 30 years in the U.S. Coast Guard. Hired as an Operations Specialist in December 2019, Rick's responsibilities include collecting and disseminating information about vessel movements, working with other agencies to help facilitate safe and efficient voyages for vessels transiting the Delaware River, and staffing the helpdesk for Maritime On-Line users.

Rick retired from military service as a Chief Warrant Officer after having served as Commanding Officer aboard the "Osage," the "Nuckthorn," and the "Hudson." He also served as Executive Officer on the "Cheyenne" and the "William Tate" at Sector Delaware Bay. During his tenure at the Coast Guard, Rick logged 18 years of sea time along the East Coast, including the Delaware River, Delaware Bay, and Chesapeake Bay. With a long history in the area, his local maritime knowledge has been invaluable to his work at the Exchange.

"I was very excited to be offered a position with the Maritime Exchange and truly enjoy assisting our members. Each request is different, from Ship Reporting inquiries, confirming tugboat arrival times, assisting with TRACS manifesting, and answering other general Maritime On-Line questions," Rick said.

After nearly a year, he is still enthusiastic about what he may encounter during his shift. He said, "Every day at work brings a new challenge, and that is what I enjoy about the job; no day is ever the same, and that makes it exciting."

In his off time, Rick loves to golf and spend time with his family in the outdoors. He graduated from Christiana High School and is originally from Newark, Del. He is a graduate of the Chief Petty Officer Academy and Chief Warrant Officer Academy.





Michael Fink

Director of Information Technology

Michael joined the ranks of the Exchange as its system administrator in 1996. As IT Director, Michael is responsible for the overall management, security, and operation of the computer network and infrastructure as well as determining long-term technology and telecommunications needs. He does some of the organization's grant writing and is tasked with developing and maintaining the company's web presence, graphics, and promotional materials.

His initiation into the organization began only a few scant days before the region's first Marine Day nearly 25 years ago. The multi-day extravaganza of community events, dinners, camaraderie, and of course, monomoy races, was quite the eye opener for this maritime industry newbie.

Fast forward through more than two decades, several more Marine Days, a couple of promotions, and tremendous leaps in technology, and Michael is still every bit as engaged at the Exchange as he was on day one.

"I know it's not very common for IT professionals to remain with the same company for so long, but the Exchange is not your typical organization," he said. "We all get to wear so many hats. Writing articles for *The Beacon*, desktop publishing, graphical design, grant writing, cub photography — all on top of the traditional IT responsibilities and designing and supporting Maritime On-Line — makes for a well-rounded career that certainly keeps me from getting bored."

Always active in the port community, Michael previously served on the boards of the Women's International Trade Association and the Four Chaplains Memorial Foundation. Today, he is a member of the Customs Electronic Systems Action Committee, the American Association of Port Authorities Information Technology Committee, and is a Technical Advisor to the CBP Trade Support Network.

In his "spare time," Michael enjoys assisting other organizations in the industry such as the Seamen's Center of Wilmington, the Seamen's Church Institute, Women's International Shipping & Trading Association, and others. He's done everything from developing websites and designing logos and ads to creating event invitations and program books.

Michael has a Bachelor's degree in Anthropology from Penn State and lives in Chester County, Pa. with his partner and two feline overlords.

Beverly Ford

Government Affairs Coordinator



Beverly has a varied employment history, having worked as a model, lab technician, paralegal, sales and marketing representative — even a stint as a canine massage therapist. But it was in early 2000 when she joined the Exchange as right hand to President Dennis Rochford. Beverly and Dennis had worked together previously in the New Castle County Executive's office in Delaware.

After three years at the Exchange, Dennis asked Beverly to pick up the portfolios of both government affairs and membership. "It was a steep learning curve to say the least, and a daily challenge, particularly on the government affairs side. To this day, there is never a dull moment, and I continue to learn with every new issue that crosses my desk." As Government Affairs Coordinator, Beverly acts as liaison, working closely with Rochford, Congressional members, local and federal agencies, and of course, Exchange members, in advocating for the maritime industry.

She is also responsible for membership recruitment and retention, educating current and prospective members on the value and benefits of Exchange membership. She organizes special events like the annual Membership Appreciation reception that due to COVID restrictions was cancelled this year. "We enjoy any opportunity to celebrate the support of our members. Rest assured, all things permitting, this favored event will be back bigger and better than ever in 2021," Beverly said.

Like everyone at the Exchange, Beverly wears — and changes — many hats several times in the course of a typical day. She works closely with Exchange VP Lisa Himber on the Agriculture, Private Berth Dredging, AQI, and Unsung Hero working groups and committees. She proofs and pens articles for *The Beacon*, and continues to do her best to keep her boss walking the straight and narrow.

Beverly has served on the WITA board, chaired back-to-back annual gala events for SCI, and enjoys working with SCW in raising funds for its annual "Bash."

After hours, Beverly adheres to an equally full schedule. A vegetarian for the past three decades, she is 90% on her way to full veganism and is a staunch animal welfare advocate. Working with local shelters and rescue organizations, Beverly has saved and rehomed hundreds of dogs and cats over the past 30 years. Recently engaged, she is also planning a wedding!

She and her fiancé love traveling, particularly to out-of-the-way spots in the Caribbean. They share a home with two rescued dogs, Freddie Tinker, a "JamPup" from Jamaica, and Lollipop, a border collie cross, and two rescued cats, 20-year-old Señor MewMew Monkeyface, and his buddy, GoGo, a stunning Russian blue.

Beverly attended both Widener University/Delaware Law School and the University of Delaware and lives in Wilmington, Del.

Meet Dan Glackin

Director of Finance and Administration

Dan joined the Exchange staff on March 16, 2020, coming most recently from VNA Community Services. His responsibilities — including accounting, facilities management, and human resources — are as varied as they are critical.

No sooner did Dan start his job at the Exchange than the staff started working remotely due to the coronavirus pandemic. Needless to say, working in such conditions was challenging enough for even veteran staff. But since Dan assumed responsibility to maintain Exchange facilities, he had to come into the office every day and make sure the lights stayed on and systems were still working. Like a penguin in Texas, he was frequently alone. "The staff has been welcoming and supportive of me along the way. Unfortunately starting the position during the onset of the pandemic was not ideal and has been quite the challenge. Someday I hope to meet everyone face to face," he said.

Now, six months later, Dan has gotten into the Maritime Exchange groove, and he looks forward to settling in for the long haul. "When I applied for the position, I researched the company and was impressed and fascinated with the history of the Exchange. It really hits home that the building we work in closely matches that history. After accepting the job, I was equally impressed with the tenure of the employees; that they stay for so long shows that the Exchange treats its employees well," Dan said.

Though his interaction with Exchange members is narrower than other staff, Dan appreciates the good feeling the Exchange shares with its constituents. He said the board and members "have also been welcoming and supportive in the transition. It is evident even with my limited encounters with the Exchange directors that they are very active in supporting and promoting the value the Exchange offers to the maritime community."

Dan holds a Master's in Business Administration from Campbell University in North Carolina and received a Bachelor of Science in



Business Management from De Sales University. He lives in Woolwich Township, N.J. with his wife, Deborah, and has a daughter at home and a son away at college.

Delaware River: Gateway to the world

The cargoes moving through Delaware River ports are as varied as they are geographically diverse. Containers, fruit, petroleum and vehicles were among the top import cargoes, and on the outbound side the leaders were containers, gas products, and vehicles. Our ports continued to handle steel, chemicals, minerals, wood, paper, juice, cocoa beans, project cargoes, and a host of other products. From June through September of 2020, the Delaware River handled 1,655 commercial cargo vessel arrivals.





OT/IT convergence a challenge for ship owners

Interconnected systems introduce new cyber risks

Almost everyone is familiar by now with cyber threats facing information technology — news of data and identify theft, ransomware attacks, and large-scale company breaches are unfortunately all too common. But beyond the attacks on traditional computer networks and communication systems, ship owners must also address the emerging threat to their vessels' operational technology, or OT.

It is important to understand the difference. IT systems generally control the flow of information, data, and communications. OT systems control the physical systems on vessels, such as power and propulsion, navigation, radar, and cargo handling.

"In many environments — from manufacturing, to maritime facilities, to ships — we are seeing systems connected that were never intended to be converged when first implemented," said Exchange IT Director Michael Fink. "Removing the air-gap between the OT equipment and IT environment certainly opens up a world of remote support and monitoring options, but cybersecurity considerations must be taken into account when doing so."

Most modern vessels have evolved into complex technology ecosystems controlled by automated components linked to shore-based applications. One example is condition monitoring, a major component of predictive maintenance. Systems that were previously limited to direct operation and monitoring on the ship can now be accessed, controlled, and, unfortunately, threatened remotely.

Even when OT systems are not connected directly to the internet, other threats remain. Crew and visitor personal devices, such as smart phones, USB drives, tablets, and laptops, pose a serious risk to the ship. Resident malware on these devices can easily infect the onboard IT and interconnected OT systems. Default passwords for IT or OT systems that were never changed also provide easy access for criminals and malware.

"We are very proactive when it comes to cyber attacks and position spoofing. We take drastic measures to ensure the safety of the vessels under our control. One of the many ways we do this is by carrying our own independent navigation equipment," says David Cuff, president of the Pilots' Association for the Bay & River Delaware. "We use our own portable antennas utilizing multiple satellite constellations for our vessel position. This, combined with extensive training and other aids at our disposal, allows us to quickly recognize discrepancies in our navigation plan should they occur."

While equipment or software in the OT environment is subject to much stricter procurement practices, this is not always the case for shipboard IT environments. When shipping companies underestimate the challenges posed by OT/IT convergence, they can suffer the consequences as a result.

"The maritime cyber threat landscape spans all aspects of the industry — vessels, offices, ports, terminal facilities, contracting governments — and more often than not represents an organizational level threat, not simply site specific," said Max J. Bobys, vice president at HudsonCyber. "Shipowners should assume their organizations — if they haven't already — will sooner or later suffer a cyber breach that will impact their operations, which may result in meaningful financial loss."

The International Maritime Organization recognized the shipboard threat and issued resolution MSC.428(98) in June 2017, giving ship owners until Jan. 1, 2021 to incorporate cybersecurity into safety management systems required under the International Safety Management Code.

The industry appears to be paying attention. Safety at Sea and BIMCO asked companies whether they protected their ships from OT cyber threats. Only 7% responded that they had in 2018. In 2019, that number jumped to 42%.

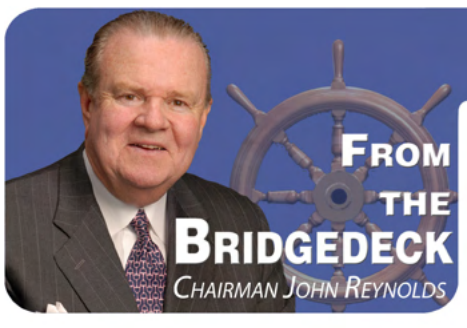
The number of cyber attacks directed toward ships can be somewhat difficult to obtain.

"While certainly there exist vulnerabilities — and have been breaches onboard vessels, and IT/OT systems have been impacted — these are not typically announced to the market," Bobys said.

Some known incidents have included compromised navigation bridge systems due to Electronic Chart Display and Information System, or ECDIS, infections via USB-enabled chart updates — ECDIS was running an outdated operating system. Onboard GPS can also be compromised, leading to spoofing attacks that resulted in incorrect positioning, escalating risk of collisions at sea. A crew welfare/ship business network was compromised because of malware infected email attachments, USB-connected phones and tablets, and external hard drives.

Industry has also seen digitally-enabled and sometimes air-gapped OT systems compromised when shipboard networks are not segmented. In one notable incident, glitches in a vessel's ballast water management system software issued contradictory commands that almost caused the vessel to capsize.

continued next page



New MarAd ships a boon for tomorrow's mariners

State maritime academy graduates will tell you about the great memories of the training ships where they served and got their sea legs. I first saw Fort Schuyler's ship, the "Empire State 4," in August of 1961, when I boarded what was to be my home for the next 24 months. While land-based dormitories were then under construction, they would not be completed for another two years. Living on the ship would prove to be the best experience of my life.

Like all the other state academy training ships, she was owned by the Maritime Administration, and many of them had served in World War II. Our ship had been an army transport ship named the USNS "Henry Gibbins," built in 1942. She had a stellar career moving troops all over the world until 1959 when she was turned over to Fort Schuyler as a training ship, with nearly 20 years of hard service behind her.

The other academies had similar stories, having to make the best of aging ships and all hoping someday to have new specially built training ships.

Everything changed on April 8, 2020 when MarAd announced the selection of Philly Shipyard to build up to five new school training ships.

The venture is expected to support about 1,200 local jobs, and planning work is underway. Construction will start next year, with the first two ships due to be finished in the spring and winter of 2023.

The ship design will accommodate up to 600 cadets, 100 instructors, and other personnel, and it will include classrooms, auditoriums, simulators, and laboratories. Dual engine rooms will provide operational redundancy and support cadet training. Full speed will be 18 knots, and cruising speed will be 12 knots. Her range will be 11,000 miles at 18 knots.

The ships will support the federal government's response to national and international disasters. Each ship will have a helicopter pad, medical facilities, and berthing for up to 1,000 first responders and recovery workers. The design features roll-on/roll-off vehicle garaging and container storage, with refrigerated and dry-goods spaces to store 60 days' worth of food for 700 people.

But most important, the ships will operate as a platform for nautical training, providing a singular experience for our merchant marine cadets, who desire a rewarding career experience at sea and ashore. If only those first cadets aboard Fort Schuyler's sailing ship "Newport" in 1874 could have known what the future had in store for this noble profession. We have indeed come a long way.

All of us in the Delaware River ship community, including the many state academy grads, could not be happier with this great development.



Seafarers draw global attention

continued from page 1

ment restrictions on travel, ship on- and off-signing requirements, and quarantine measures, despite the fact that in the U.S. the president specifically exempted crewmembers from quarantine requirements. The closure of most airports to international travel and limited flight schedules only aggravated the problem.

In September, Exchange members jointly signed a letter to the tristate Congressional delegation seeking their assistance. This was immediately followed by a letter to House and Senate Homeland Security Committee leadership signed by national and international maritime and related organizations. The third and final push was a letter signed by port stakeholders throughout the U.S. endorsing the sentiments of the earlier letter. Organizations that missed the signing deadline are now sending their own letters.

"While the support of Congress is still in its early stages, we are pleased to note several positive results from our earlier discussions with CBP," said Steve Clark, USEC Manager at Host Agency. "Local CBP has taken steps to make it easier for ship owners to rotate their crewmembers, and we very much appreciate their responsiveness."

Herb agrees. "Not only have we improved our processes, but working through this process has had the added benefit of improving communications between industry and local CBP," he said.

But the work is far from complete. By the end of the summer, the backlog of seafarers still stranded at sea had grown to over 300,000 and estimates as of mid-October have the number at closer to 400,000.

Some mariners have been aboard their ships for over 17 months, far beyond the 11-month limit set forth in the Maritime Labor Convention. Some have been denied access to medical care. And with no end to the pandemic in sight, most seafarers cannot take shore leave at the risk of bringing the virus back on board and infecting the entire crew.

"The International Maritime Organization has developed protocols for safe and secure crew changes," Himber said. "The IMO and other UN agencies are doing all they can to shed light on the issue and try to effect world government action. And it seems to be working. Our hope is that efforts to raise the issue with the U.S. Congress, especially with so many other competing priorities, will allow us to quickly chip away at the backlog and get those seafarers some much-needed rest."

OT/IT Convergence

continued from previous page

OT/IT convergence offers many benefits, including predictive maintenance, enhanced efficiencies, reduced costs, and remote troubleshooting and management capabilities.

But connecting OT to the IT network has essentially expanded the attack surface of vessels, opening them up to expanded cyber threats. Every device accessible over the converged network creates another point of attack for malicious operators. Every additional connection between IT and OT networks multiplies the number of attack points that can be exploited.

The technical and business challenges of the converged IT and OT environments present significant risks to shipping companies and their fleets. Beyond operational and process obstacles to overcome, the cybersecurity threat environment for OT systems represents a demanding mission to protect the organization from external threats, as well as those that are internal or inherent to the OT environment.

Thanks to Max Bobys at HudsonCyber for his contributions to this article.







POW adds eco-friendly equipment

GT USA Wilmington, partnering with KoneCranes, took delivery in August of five new rubber-tired gantry cranes at the Port of Wilmington in Delaware. The acquisition is expected to significantly strengthen the terminal's operational efficiency and increase overall productivity.

As part of an initial investment of $100 million, the cranes are all electric, making them eco-friendly to benefit the environment. Spanning seven containers wide and five high, these cranes will transform the yard space from a previously wheeled operation into an efficient stacking system to benefit gate and vessel operations.

Eric Casey, CEO of GT USA Wilmington, said, "The addition of these advanced crane systems at the Port of Wilmington underlines our commitment to further strengthen our operations at the terminal. Since taking over operations at the port, it has been our key goal to significantly improve performance for the benefit of our partners and customers. We continuously review our operational procedures to enhance the investment we are making in our facility and to strengthen the efficiency of operations and maximize productivity. The new RTG cranes will provide greater flexibility in their operations. This will help speed up the terminal operations and create even better value for our customers."

This equipment is the first part of a phased delivery to develop an identified container yard. The cranes will be delivered on site fully assembled by KoneCranes, ready to be commissioned to enter operations once the yard densification project is complete. The project, scheduled to be completed in late fall 2020, will effectively double the current yard capacity.

Grant to improve rail at Balzano Terminal

The South Jersey Port Corp. recently announced a $6 million Rail Freight Assistance Grant from the New Jersey Department of Transportation to facilitate and expand rail cargo transportation at the Joseph A. Balzano Marine Terminal in Camden. The grant will help increase the efficiency of load times and nearly triple the capacity of rail cargo.

The improvements provide an opportunity to expand the local economy as crucial products like steel, cocoa beans, wood, and project cargo will reach businesses and consumers in the region more easily while also providing job opportunities for residents.

"This grant is a big win for South Jersey residents and is aligned with our mission of expanding the economy in South Jersey and providing job opportunities by increasing cargo and maritime activity," said SJPC Executive Director & CEO Andrew Saporito. "We are grateful to NJDOT for recognizing the potential and providing the funding to increase our rail capacity at Balzano Marine Terminal."

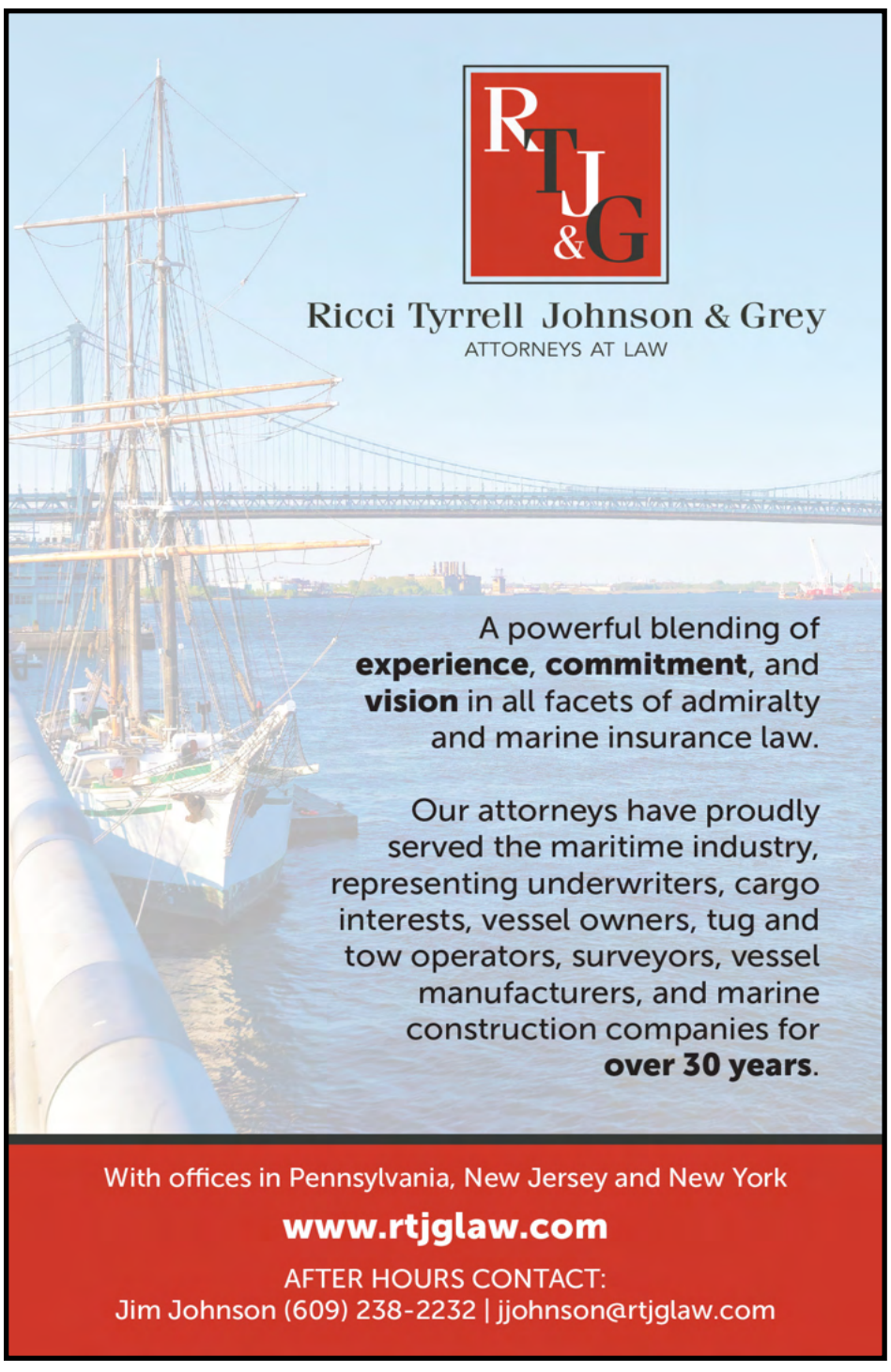
SJPC facilities play a significant role within the Delaware River complex, receiving ships moving four million tons of breakbulk, bulk, and containerized cargo annually.

The projects covered by the grant include completely removing and replacing 7,200 feet of obsolete rail and installing three turnouts as well as other efficiency adjustments that allow cargo transportation access to the interior of the port. Because of the increase in efficiency of load times, it is estimated that allowing Conrail access to the inside of the port would nearly triple the capacity of rail cargo transportation.

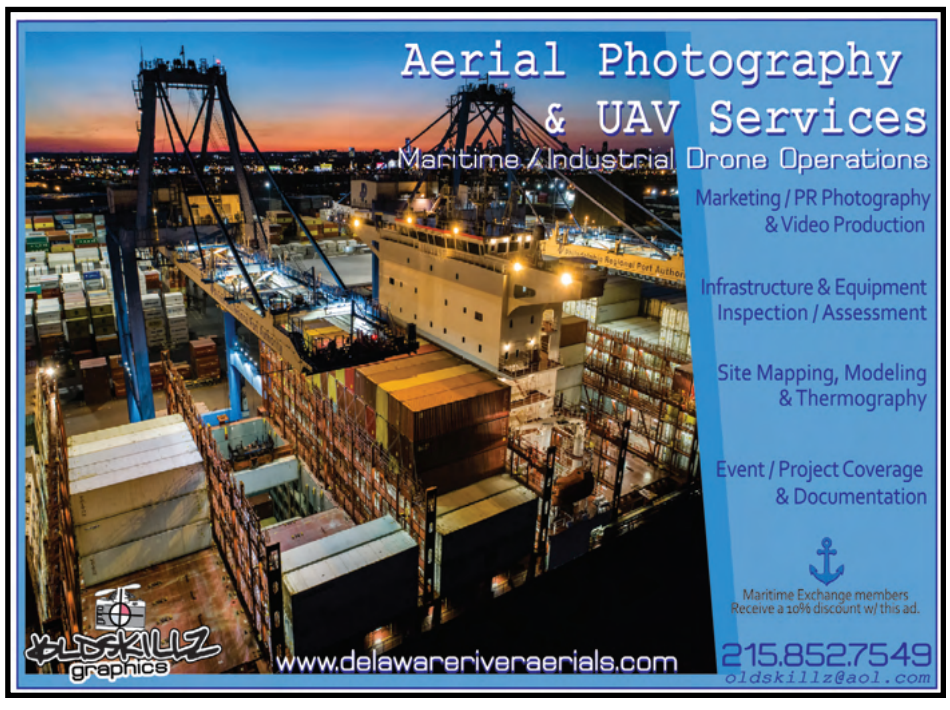
"The rail lines at the terminal require repair and expansion as present conditions are inadequate to service the needs of the port," said port authority Chairman Richard A. Alaimo. "Three leading rail freight operators — CSX, Norfolk Southern, and Conrail — have rail connections that service this terminal. These carriers are no longer willing to enter the terminal because of these conditions and are relegated to track along the very fringes of the property. As a result, the infrastructure used to quickly and efficiently move cargo is compromised."

As the terminal is located within a Federal Opportunity Zone, the increased labor demand can provide opportunities for residents. Higher employment in this area will have a positive impact on the community, will help to drive local investment projects for other opportunity zone investors, and increase indirect jobs associated with both the port and the community.

The project is also expected to increase throughput, creating an incentive to move more cargo through New Jersey.







PhilaPort container volumes grow despite pandemic recession

Container volumes through PhilaPort's Packer Avenue Marine Terminal are up five percent.

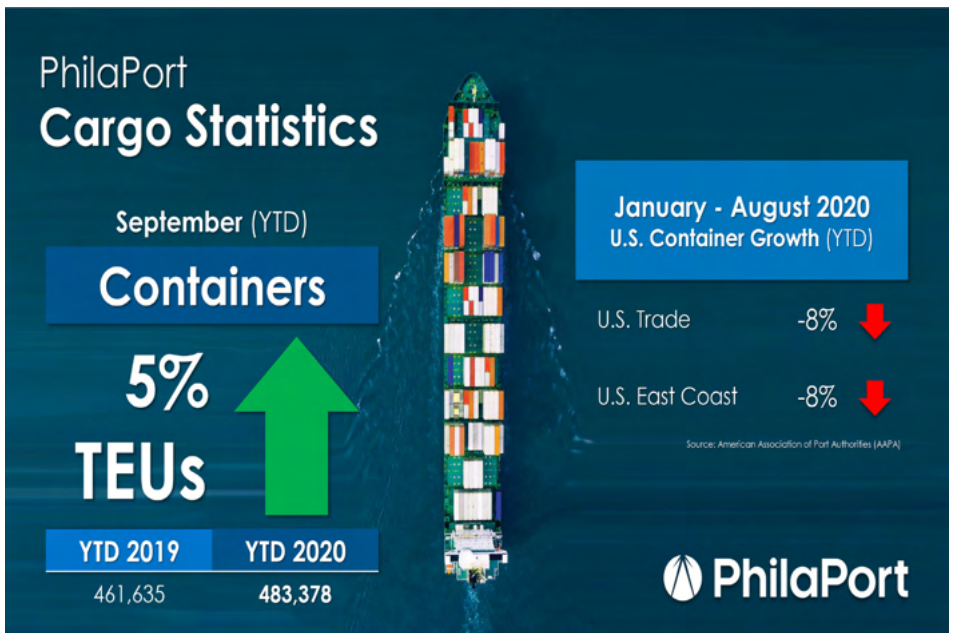
The Port of Philadelphia continues to sustain its eight-month surge and remains the only U.S. East Coast port to grow cargo volumes during the COVID-19 pandemic. "We are extremely proud of our results," said Jeff Theobald, PhilaPort executive director & CEO. "This proves that the infrastructure work we have done, in conjunction with the hard work of our longshoremen, terminal operator Greenwich Terminals, and commercial support from Holt Logistics, is already paying off."

Although the Packer Avenue terminal handles a wide array of commodities, it is known as a leader in the handling and distribution of refrigerated cargoes.

"We are on track to record double-digit growth in refrigerated cargo volume for 2020," said Leo Holt, president of Holt Logistics. "Consumer demand for fresh fruits and vegetables remains at an all-time high. We remain ready to meet this demand and provide a safe and efficient supply chain for our clients."

The surge of cargo comes at the same time that the long-awaited Delaware River main channel deepening project nears completion. The Pilots' Association for the Bay & Delaware Bay and River has been working in close collaboration with the U.S. Coast Guard to safely increase the size of the vessels permitted to transit the Delaware River.

"We will be able to handle the same size vessels that call the Port of NY/NJ," said Sean Mahoney, PhilaPort director of marketing. "And, now that we have this and other major infrastructure improvements in place, developers are taking notice. They are continuing their investments in new distribution warehousing in South Jersey and Lehigh Valley."



PhilaPort plans new distribution center



A rendering of the Port of Philadelphia's new $48 million, 198,000 sq. ft. near-dock warehouse at 3rd & S. Galloway Streets. Ground-breaking is set for the fourth quarter of 2020, and construction is scheduled for completion in 2021.







PSA Penn Terminals: Business as usual



By: Jeffrey Culbertson, Chief Commercial Officer
PSA Penn Terminals

It's business as usual at PSA Penn Terminals, but times are certainly different today during this COVID-19 pandemic environment.

During the early days of March 2020, the world changed — countries, states, and local governments began closing down in some sort or another, some more extreme than others. But, the net effect on international business and trade, including ocean carriers, seaports, and marine terminals, was almost immediate, and it had a significant impact on volumes and how business was conducted.

For PSA Penn Terminals, of foremost importance was, and still is, the safety of all staff, labor, and those visiting the terminal, including ships' crews and the entire trucking community. Prior to the official shutting down, we started down the thought-process road of "what if there are closures and stay-at-home edicts levied by the state government, and how would we conduct business?"

Early on we started to align our contingency plans with how we could keep everyone safe and how we could eliminate, or at the very least minimize, physical contact with others — specifically paper documents (e.g., dock receipts, delivery orders, bills of lading). Through the creative and quick actions of our various department heads, we were able to formulate ways to substantially minimize the number of staff on terminal, to digitize as much of our daily activities as possible to eliminate paper transactions, and still be able to operate as a fully functional marine terminal.

Having a fully functional terminal operating system in place not only handles all the various activities associated of a modern container terminal, it also has very robust break bulk and container freight station functionalities, which allowed for seamless paperless transactions on an immediate basis for those daily activities. Surprisingly, the trucking community, which typically has very heavy "physical paper" transaction procedures, embraced the paperless transaction process with almost no resistance whatsoever; safety for all was and remains the main priority for all.

At PSA Penn Terminals, when the closures were implemented by the Commonwealth of Pennsylvania, on very short notice, we were very proud of all our staff and our workforce at how quickly we were able transition most of the staff positions to a work-at-home model and still conduct the normal, daily activities with as few disruptions as possible. Ultimately, our vessel productivity and trucker gate turn time changes were almost negligible. To a large degree, and when possible, most of our staff are continuing to work from home and discharge their duties in a highly productive manner.

With our thanks to the entire sphere of the transportation logistics chain — staff, terminal workers, ocean carriers, trucking community, and many others — it is "business as usual" at PSA Penn Terminals.

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Q&A with CAPT Theel

continued from page 1

make almost daily adjustments, this proficiency with delegated authorities and responsibilities ensured our people were able to balance mission needs with each person's individual circumstance.

2) Our port: When the pandemic was still in its early stages here in the U.S., we were able to meet with our partners from Customs and Border Protection and the Centers for Disease Control and Prevention during a tabletop exercise to discuss federal authorities and develop several options and procedures to keep the port safe. We also met with industry stakeholders to discuss their concerns and how we could all work together to address an inbound vessel with a potential COVID-19 case on board. It was the years of relationships and partnerships within this port that helped us all come together to deal with something that we haven't really seen since 1918.

Q: What has been the most challenging?

A: I'll steal from President Roosevelt's playbook . . . it is fear. When this pandemic first started, we feared catching COVID because nobody knew where it was or how it spread. When hospitals were full and we only heard horror stories, many of us were afraid we would die if we caught it or we would bring it home to our families from work. In addition to the pandemic, we had some criminal actors who took advantage of peaceful protests and made us feel unsafe at home and at work. As the school season started, we were anxious about how to balance work demands, our spouses' needs, and our kids' dynamic school situations. Right now, I'm writing this from isolation, and the whole time I'm concerned about who else I might have infected and how many people are in quarantine because of me. However, through it all, I keep reminding myself of the old adage, "this, too, shall pass away." Even the worst pandemics of the past have come to an end.

Q: How have your previous Coast Guard assignments prepared you for the multifaceted issues you will address in this port?

A: Every day it seems I pull from an old sea story, skill I've used so much it's become instinctive, or pick the brain of an old shipmate or port partner to help me deal with whatever problem I am facing. I've been lucky with a wide diversity of assignments and some really hard problems along the way that afforded me many opportunities to grow, struggle, and sometimes fail as a specialist and leader. Through this journey, though, I've learned it's more about the team than it is about how well I can do something. The most complicated problems need complex solutions, so I try to listen more and rely upon the advice of those around me.

Q: It is always reassuring for port stakeholders to know that Coast Guard training ensures requirements under one Sector Commander will follow those of his or her predecessors. Yet at the same time, each captain brings a unique approach to solving problems and improving processes, which allows for positive forward movement. What benefits do you see your management style bringing to the port business community?

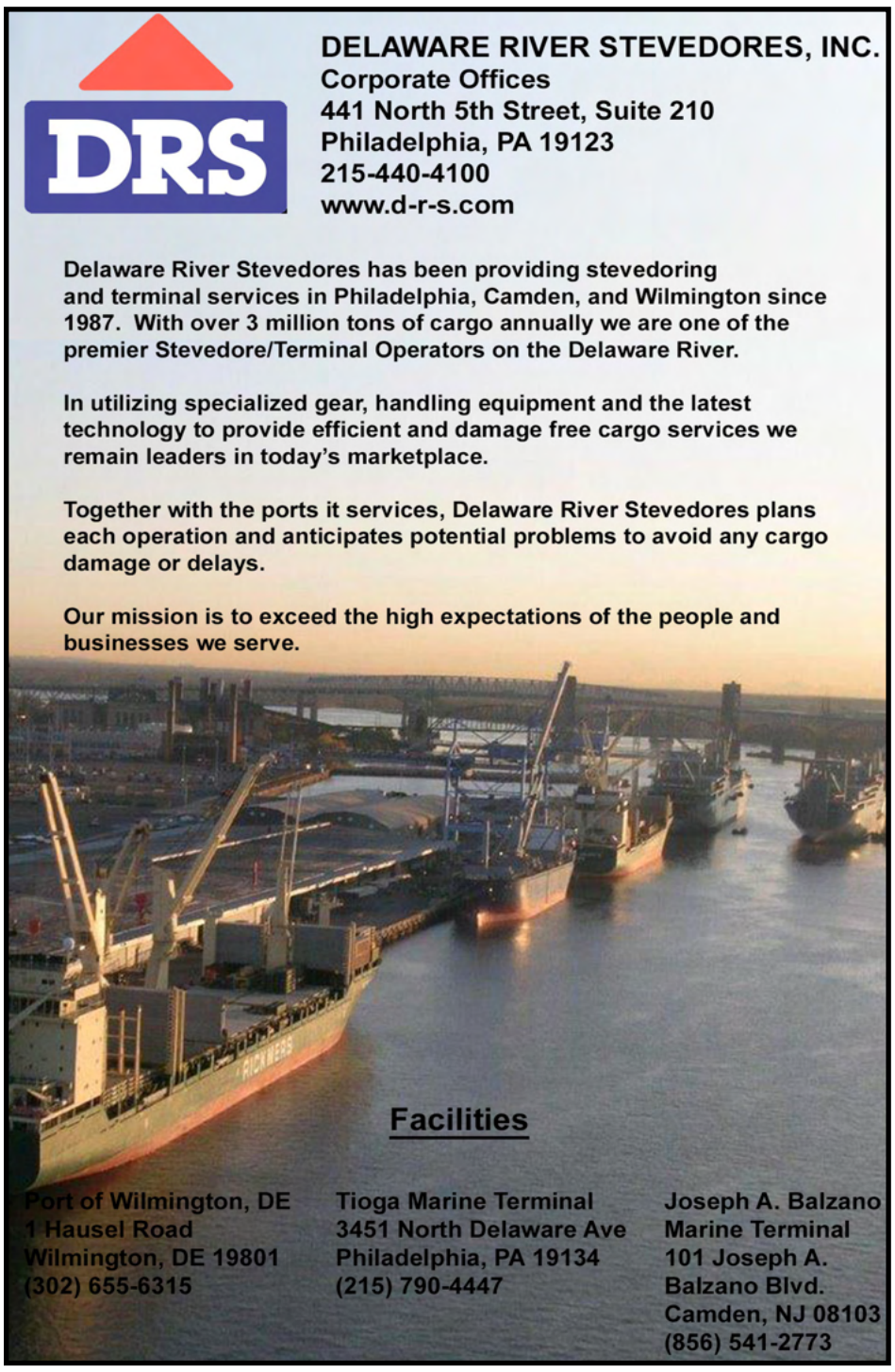
A: I will defer to you and others for a more honest assessment about how well I'm doing during my tour. What I hope you see is only minor changes. I think CAPT Anderson, CAPT Cooper, and the previous sector commanders created something great here. To be honest, it's a little intimidating following such legacies so I'm always looking for good advice and tidbits to help keep us moving in a positive direction.

Q: Though the last couple of winters have been relatively mild, should there be a significant increase in ice this winter, what resources are available to keep the shipping channel open?

A: As in past years, especially the 2017-2018 ice season, we'll utilize the two 65' ice-breaking tugs as needed along the river. We'll also continue to rely on our stakeholders, units, and Auxiliary members within the port to report ice at facilities and locations along the river. These reports assist us with knowing the actual ice conditions and where we need to focus our ice-breaking efforts. For those who are interested, our annual Ice Season Meeting will be held on November 19.

Q: One last question: What's your key concern about maritime security?

A: Cybersecurity, unmanned aircraft systems, terrorists, active shooters, criminal actors, and the list goes on and on. I'm definitely reminded about the threats every time our intelligence staff briefs the Area Maritime Security Committee or another group. Whether from a vessel, at a facility, or while conducting operations, we all need to increase our awareness. The "bad guy" is always out there waiting to strike and he or she only has to be right once. We have to be right all the time.





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Piloting in the age of COVID

By: Capt. Colleen Moran
Pilots' Association for the Bay and River Delaware

As the M/V "Cap Andreas" crossed the 10-mile line on the afternoon of March 23, 2020, the ship reporting tower watch officer appointed me as the inbound pilot. The ship had made earlier contact with the tower upon entering the Delaware sea lane and at that time reported its deepest draft and ETA to Cape Henlopen. As protocol, the tower watch officer confirmed the information provided and also requested a pilot ladder to be rigged on the starboard side. However unlike ever before, he additionally asked one more question of the Master: "Is everyone healthy onboard; do you have any sick crew members?" The Master responded: "Yes, all healthy onboard."

On January 24, 2020, the U.S. Coast Guard issued Marine Safety Information Bulletin 01-20, entitled "Novel Coronavirus Precautions." The bulletin addressed the early global surveillance of an outbreak of a pneumonia-type illness in the city of Wuhan, China, with presently two known cases in the U.S.

MSIBs of this type would become commonplace over the weeks to follow as the expansion of the COVID-19 pandemic quickly accelerated throughout the world. By mid-March, we began seeing states issuing "shelter-in-place" orders, and CDC recommendations and guidelines continued to evolve. Then Captain of the Port Scott Anderson reached out to Capt. Kemmerley of the Pilots' Association to collaborate efforts to provide safe and uninterrupted service to ships calling to our ports. They discussed the quarantining of pilots if it were to become necessary and the ability to handle ships with confirmed cases should the need arise.

Ports ensure that food, fuel, raw materials, medical supplies, and manufactured goods reach their destinations, and such practice becomes even more vital in time of crisis. As the M/V "Cap Andreas" approached the Pilot boarding area, I packed my river bag with the essentials, now including a container of Clorox wipes and extra hand sanitizer, for the seven-and-a-half hour transit to Packer Avenue. I grabbed a newspaper for the Master, and off I went to board.

As we came along side, the welcome smell of bleach water permeated out of the side port as I climbed the pilot ladder wearing a mask and gloves feeling more like a pirate than a pilot. When I entered the bridge, I kept my distance, raised my hand with a slight wave, and said "hi." The ship had sailed NewYork, the then epicenter of the coronavirus, the night before, and I kept repeating



to myself "don't touch anything." I wiped down the area in which I would set up my differential GPS, the radios, the radar and ECDIS knobs, and designated that area as my workspace. In my Master-Pilot exchange, in addition to the usual content, I again asked if everyone was healthy onboard to which the Master replied yes.

From an historical perspective, long before the Port of Philadelphia was even an entity and COVID-19 a part of our daily lives, the fear that the port could indeed act as a gateway for pestilence and disease had been an age-old concern. Organized institutional response to disease control began in the 1700s, with the passage of a series of acts pertaining to the prevention of disease-ridden ships arriving at the port, as well as the implementation of quarantine laws and stations. Throughout history, Philadelphia has been at the forefront of the effort to keep our country safe from infectious disease and the importation of products that could prove harmful to the United States.

As I gave the Master the 30-minute notice to tugboats, I could not help but observe the Lazaretto, our nation's first quarantine hospital, all lit up on the Essington shoreline. Erected in 1799 in response to the Yellow Fever epidemic of 1793, the Lazaretto served as an inspection center for all passengers and cargo bound for Philadelphia until 1895. The presence of the Lazaretto served as a reminder that night that we are not the first, nor will we be the last, to serve our port in the time of crisis. Through the continued efforts of all port stakeholders, including government agencies, agents, terminal heads, longshoremen, all the pilots' groups — state, federal, and harbor — as well as all the individuals who support these groups, our port has provided uninterrupted service in a time of unprecedented health, social, and economic crisis.

For this we should all be proud.

M2M Task Force reports substantial progress

Recognizing the current shortage of credentialed mariners, in 2014 the U.S. Committee on the Marine Transportation System established a Military to Mariner Task Force, known as M2M and co-led by MarAd and the Military Sealift Command. The CMTS is a federal interagency coordinating body tasked to assess the adequacy of the marine transportation system, promote integration of the MTS with other modes of transportation and other uses of the marine environment, and coordinate and make recommendations on federal policies that affect the MTS.

The M2M Task Force supports service agency efforts to promote the transition of military sea service experience to merchant mariner credentials.

"There have been more than 600 activations [of the Ready Reserve Fleet] since 1990 . . . [w]e seek to ensure there are enough qualified U.S. mariners to safely crew our Government vessels when the need arises," said MarAd Administrator Mark H. Buzby.

Administrator U.S. Maritime Administration, 2018 While officials do not expect that veterans can meet all the deep-sea U.S. merchant mariner needs, the initiative also promotes veterans for well-paying employment in the maritime industry as a whole. "Since October 2014, federal departments and agencies have been working diligently through the M2M Task Force to support veterans transitioning from active duty service to civilian employment and ensure that applicable in-service, mariner-related experience and training are appropriately applied toward an MMC [merchant mariner credential]," said CMTS Executive Director Helen Brohl.

The work of the Task Force included development of Executive Order 13860, *Supporting the Transition of Active Duty Service Members and Military Veterans into the Merchant Marine,* signed by the president in March 2019. In December 2019, Congress authorized the language in statute that added a provision by which the sea services and uniformed services (which includes armed services but also adds other mariner employers such as NOAA and Customs & Border Protection) have direct hire authority for mariners. The goal is to allow active-duty sea service personnel to obtain their MMCs as easily and as quickly as possible.

The M2M Task Force has achieved a great deal since 2014. Among the new programs are:

• Over 100 training courses from the Army, MSC, Navy, NOAA, and USCG received valid approvals by the Coast Guard National Maritime Center.

• Eligible service members with sea service experience can now have fees related to the MMC paid for by their respective services through voluntary credentialing programs.

• Eligible service members with sea service or HAZMAT transportation experience can have their Transportation Worker Identification Credentials paid by their respective services.

• Sea service letters are now completed locally by sailors' commanding officers. This decentralized process helps meet the timeliness requirement.

A full report on the work of the service agencies is available at www.cmts.gov/posts/c9bdc263-8cd5-46f8-b9ef-95c0b099a378.

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Carper, Toomey, Jones seek to improve tariff exclusion process

In September, Sens. Tom Carper (D-Del.), Pat Toomey (R-Pa.), and Doug Jones (D-Ala.) responded to the Government Accountability Office recommendations on how to improve Department of Commerce exclusion requests and economic impact reviews of steel and aluminum tariffs.

"Unfortunately, today's report from GAO confirms what my staff and I have heard from too many Delaware manufacturers who have sought relief from these misguided tariffs implemented by the Trump Administration," Sen. Carper said. "There have been, rightfully, bipartisan concerns about the convoluted and lengthy exclusion process that the Commerce Department created, but what is equally concerning in light of today's report are GAO's findings that the Commerce Department failed to apply its own review criteria consistently. Combined with concerns raised by the Commerce Department's Office of Inspector General last October regarding improper influence in the review process, these findings raise significant questions about the fundamental fairness of the exclusion process. The workers and businesses that drive our economy are already facing enough extraordinary challenges due to the ongoing pandemic. The federal government should be doing everything possible to provide more certainty and predictability for manufacturers seeking relief — not playing favorites."

Sen. Toomey was equally concerned about the GAO findings. "Steel and aluminum tariffs, which were dubiously justified with a claim of 'national security,' have cost American consumers billions of dollars and the state of Pennsylvania manufacturing jobs," he said. "The administration should eliminate these taxes altogether. In addition, the Commerce Department should quickly adopt GAO's recommendations for reducing applicant errors and making exemption decisions faster."

The GAO report found that from March 2018 to November 2019 Commerce failed to decide about three quarters of requests within its own timeliness guidelines, including taking more than a year to decide over 800 exclusion requests. The department failed to document the results of any economic impact reviews of the steel and aluminum tariffs and did not take adequate steps to reduce request submission errors that result in delayed relief for manufacturers and increased work for the agency.

"The GAO's findings affirm what thousands of businesses around the country have known to be true: the administration's rush to enact tariffs was a costly mess," said Sen. Jones. "[The] tariff exclusion process . . . was quickly overwhelmed and backlogged, leading American businesses to pay tariffs they shouldn't owe and to spend months trying to resolve their claims . . .. While this report isn't surprising, I hope this serves as a wake-up call for the administration to reevaluate its tariffs that have been hurting our own economy while failing to hold bad actors like China accountable."

Additionally, the GAO report indicated that the Department of Commerce, when deciding whether to grant an exclusion, might have given disproportionate weight to the objections of domestic producers, even if the producers did not provide evidence they could domestically provide the needed steel or aluminum within a reasonable timeframe. This finding raises significant questions about the fairness of the Section 232 tariff exclusion review process. The senators believe that in addition to implementing the GAO recommendations, the Commerce Department should improve its exclusion process to better balance the interests between manufacturers who use steel and aluminum and those who produce them.

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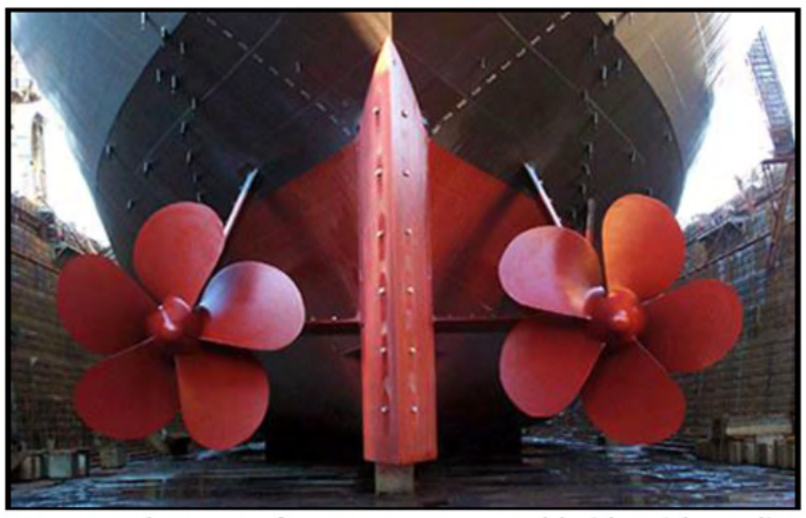
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ISM's Brady to retire at year end

After serving as president and CEO of Independence Seaport Museum since 2011, John Brady announced plans to retire at the end of the year.

"It has been an honor to work with great staff, volunteers, board members, and Philadelphia's cultural community to transform the Independence Seaport Museum into a vibrant institution. The museum strives to feature every aspect of our region's waterways and the significance of those waterways to all people in the region," Brady said. "I am proud of the work we have done to help raise awareness of the waterways, and the industries associated with them, while emphasizing the importance of water quality."

Before taking on the leadership role, Brady was director of the museum's Workshop on the Water, which he brought to national prominence in the world of traditional boat building. That experience led the museum to an investment in hands-on learning as a way to engage high school students.

"One of the great joys of the CEO position is learning more about the waterways in the realms of history, science, and art from very talented people with expertise in each of these fields. Their talents are front and center in the galleries. Tides of Freedom, Patriots and Pirates, and River Alive! are the three permanent exhibits created on my watch by the leaders at the cutting edge of the areas of study encountered in each exhibition. It has also been a real pleasure to see Philadelphia and Camden embrace their waterfronts and to play a role in that effort."

During his tenure, Brady doubled attendance and the museum's endowment. He also oversaw building projects to open the structure to Penn's Landing and the Delaware River on the ground level and renovate the galleries. The museum expanded its outdoor docks to accommodate the 15,000 people a year who enjoyed its small boat rentals before the shutdown, reinterpreted its two National Historic Landmark ships, and did extensive work to secure the "Olympia" — the world's oldest steel warship.

The ISM board will retain Brady as an advisor so the museum can benefit from his institutional knowledge connections with the maritime community.

An internal board committee convened to oversee a national search to fill the position. Visit the Independence Seaport Museum website for more information at phillyseaport.org.

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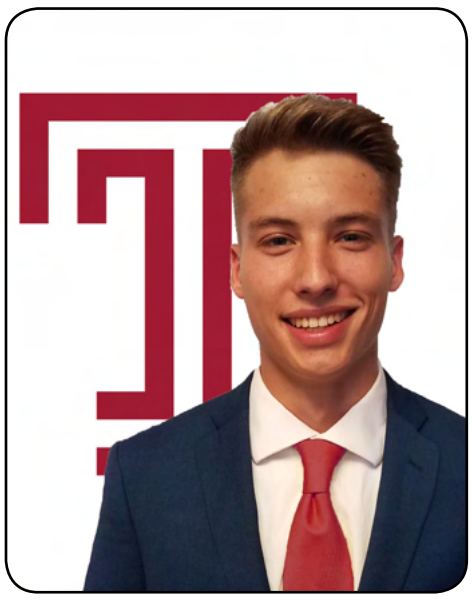
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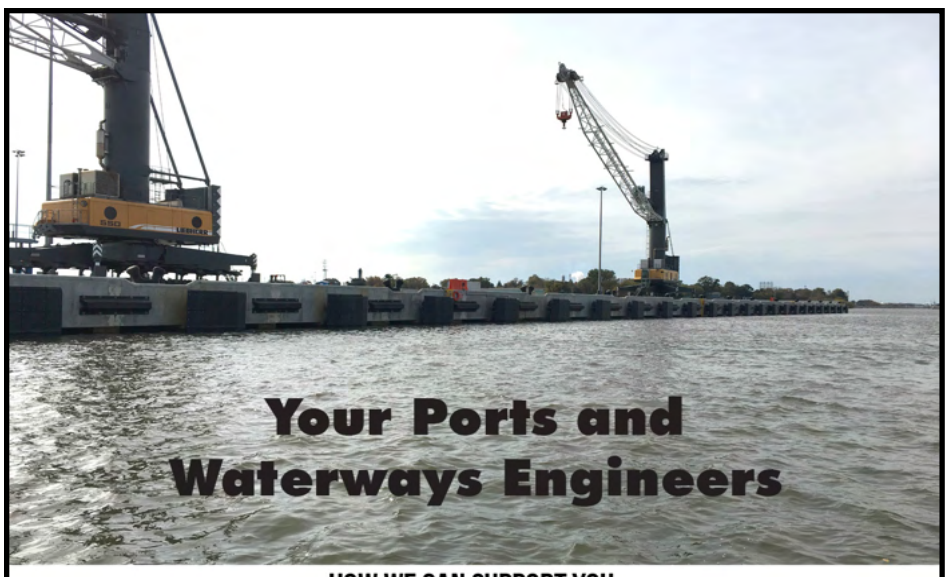
Congratulations Chris Kaye!



The World Trade Association of Philadelphia has given its $5,000 2020 scholarship to Chris Kaye. A senior at the Fox School of Business at Temple University, Chris is pursuing a major in supply chain management and a minor in management information systems. He plans to use this scholarship award to help finance his APICS CLTD (Certified in Logistics, Transportation and Distribution) certification.



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Editorial

Changing river designation a bad idea

A coalition of environmental interests and other groups has petitioned the Delaware River Basin Commission to change the designated use of a 27-mile stretch of the river spanning from north of Tioga Marine Terminal to south of Chester to allow for primary contact recreation. This includes swimming, kayaking, canoeing, and similar activities.

At issue are Clean Water Act goals that seek to make the nation's waters "drinkable, fishable, and swimmable." Certain waters of the Delaware are not designated for these uses because they do not consistently meet the EPA's recommended water quality criteria for bacterial indicators and public health criteria for human illness.

The Clean Water Act goals are laudable, and the Maritime Exchange supports them. However, even if the water quality could support primary contact activities, this does not make them safe.

Among other assertions, the petition claims, "Alleged hazards associated with commercial shipping and navigation does (*sic)* not prohibit redesignation for primary contact recreation." We strongly disagree. The hazard to recreational water users that may arise from commercial shipping is among the most important reasons not to change the designation.

Almost 30 marine terminals are located in the area named in the petition, and additional facilities lie northward. Each year sees more than 4,000 large cargo ship transits through that region, and these ships are getting larger all the time.

As should be obvious to the petitioners, a 50,000-ton ship takes a great deal of time and space to maneuver. These ships are unable to change course or stop quickly if a swimmer, kayaker, or other water user comes across the bow.

Recreational water users often underestimate the speed at which cargo ships can travel, leaving them surprised at how soon a large ship closes the distance between them. Recreational users also often believe ship operators can see them. In fact, commercial vessels can lose sight of a small boat at long distances, sometimes when the smaller craft is still over a mile away.

Even if a ship operator sees a recreational user, he or she may not be able to act. If it is even possible, taking evasive action could result in the ship deviating from the channel, potentially causing a grounding and possibly resulting in injury to those on board or even a cargo or fuel spill. Needless to say, this in direct conflict with the very purpose of the Clean Water Act.

Recreational activity is no more warranted at or near marine terminals than it is near vessels underway. Though recreational water users may not see vessel movement in the area, there is no way for them to know when a cargo ship may dock or undock, when a work boat, such as a bunker barge or tug boat, will arrive or depart the area, or when the terminal operator may commence dockside maintenance activities.

Security also a factor

The presence of recreational users around commercial maritime vessels and marine terminals also creates unnecessary maritime security risks.

The U.S. Coast Guard prohibits unauthorized access to any regulated vessel or facility from the landside and waterside. Anyone nearing a vessel or facility, especially from the water, is automatically deemed suspicious, as security personnel cannot distinguish someone who is a true security threat from one engaged in recreation. Thus, owners/operators must take immediate action. Responding to such events will result in excessive, needless costs to Coast Guard, police, and other responders. More importantly, it will divert those resources from their principal security responsibilities

Participating in recreational water sports around commercial shipping could result in severe injury or even loss of life. Government authorities should not allow it even if the water quality were to be improved.

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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

Guest Editorial

Time for the memories

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



November 13, 2020 will be my 20th anniversary as Executive Director of Seamen's Center of Wilmington. And it will be my last. I will retire effective December 31, 2020. What a ride it has been!

I arrived tentative at best but soon recognized the true gratitude of the seafarers I began to meet. Those on ships that returned regularly became my friends . . . Capt. Singh from the Dole Colombia and Chief Engineer Marcus from Great White Fleet, to name but a couple. Literally thousands have walked through these doors in the last 20 years.

And now, I am looking forward to visits with grandchildren and new adventures with family and friends.

But before moving on, I wanted to share some thoughts.

As I interviewed for this job, our dear friend Capt. Hick Rowland told me how much I would enjoy working with this mostly international group of men (yes, I have met lady seafarers, but they are the minority). He assured me they would respect me and likely become my friends. He was right. Whether the captain or the cook, all looked at this little yellow house as their haven. SCW taught me that the simplest gesture is often the most important, and they all appreciated our efforts and our smiles.

There were days of joy, as when seafarers shared photos of babies born during their absence. There were days that brought sadness, such as when I greeted a ship whose cook had died during the journey. There were days of worry when storms were approaching and of shock when a damaged ship would arrive following that storm. And of course, there were days with everything in between.

Seafarers work long hours to support their families half a world away. But rarely do they complain of their situation. They have shown me the meaning of patience and strength of character.

The SCW volunteers and board have exemplified the word "dedication." There is no limit to the generous friendship the volunteers so freely offer. They help with fundraisers, landscaping, computer work, and sorting used clothes. If it needs to be done, this group will jump in to do it. Many have been active with our mission for more than 20 years.

I have been routinely moved by my peers in the industry and will always treasure the gifts of their care and friendship. Their support of this mission is incredible in every way — whether it is donations of money or gifts for a raffle, the maritime community has been there at every turn for SCW.

SCW has also been blessed by the involvement of churches, with congregations donating funds, clothing, and items for Christmas at Sea. I have made many good friends through their participation.

So many wonderful memories — guitar-playing seafarers, seafarers playing pool or shooting baskets. One of my fondest memories will always be of taking seafarers to Christmas Eve mass. What an experience to sit next to eight Filipinos saying the same prayers and singing the same songs that I grew up learning though we lived thousands of miles apart and learned them in different languages. That was real joy at its best.

The board handed to me a nonprofit that had a strong foundation of doing good. Hick Rowland had a vision that strong community participation and a volunteer corps would be the recipe for success, and he entrusted that vision to me. Again, he was right. Our Center has grown and prospered in large part because of those two elements. I am proud that I could grow our financial picture to keep up with the growth of the program. Focusing on our mission always had to come first. Following that mission made the rest fall into place.

Nearly every day in the last 20 years I have left work knowing that I made someone's life a bit better. Though it is time to leave, I am grateful that all of you have made my life and those of our seafarers that much better.

Fair winds and following seas!

Economic relief for maritime businesses amid the pandemic

Legal Ease

By: A. Robert Degen, Esq.
Law Offices of A. Robert Degen

While the CARES-Coronavirus Aid Relief Act, the Payroll Protection Act, and the Healthcare Enhancement Act provided federal relief to numerous business sectors and industries adversely affected by the coronavirus — most notably the airlines, the accommodation and food industries, healthcare, agriculture, and fishing — the maritime industry was left out of the pipeline to receive federal relief funds.

This oversight may be addressed should the bipartisan Maritime Transportation System Emergency Relief Act of 2020, known as MTSERA, become law. MTSERA was introduced in the House as H.R. 7515 on July 9, 2020 and immediately added to the National Defense Authorization Act, which passed the House on July 21. The sponsors stated the bill recognized that the men and women who work in the maritime transportation system are part of our nation's essential workforce that has been key to keeping critical goods moving during the global pandemic. The Senate version of the Defense Act passed on July 23 but did not include the MTSERA. It was then introduced as a stand-alone bill on July 30, 2020 but has not yet come up for a vote.

Since the House and Senate versions of the NDAA differ, the bills will have to be reconciled in conference committee; reportedly this will not take place till the end of the year. Given that both the House and Senate versions of MTSERA are identical, it would seem reasonable that there will be agreement in conference to include it in the NDAA bill.

However, the bills contain other differences relating to proposed military spending and preparedness that will have to be reconciled. Both bills also require that the Defense Department rename two vessels currently named for a Confederate battle victory and a Confederate naval officer and remove Confederate symbols from U.S. military installations, targeting southern U.S. Army bases. This has drawn a veto threat from President Donald Trump, although the Senate version passed with a veto-proof majority.

The program

MTSERA would authorize the U.S. Maritime Administrator to make direct grants to eligible entities, including port authorities and state-owned or operated vessels and vessel operation facilities as well as to U.S.-owned and operated public or private companies engaged in vessel construction, vessel operations, port operations, cargo operations, stevedoring and longshoring, navigation services, and maritime education and training. A list that covers most Maritime Exchange members and many readers of *The Beacon.*

The grants will be available in the one-year period following declaration of an emergency by a state or the president and with the concurrence of the administrator. The grants will be available for an additional one-year period if there is continuing need. In addition to a public health emergency, which is the current focus, the grants could be approved for any natural disaster, such as flood, hurricane, earthquake, or catastrophic failure from any external cause impacting the U.S. maritime transportation system.

Eligible operating costs that could be covered include emergency response, cleaning and sanitation, staffing, procurement and use of protective health equipment, testing and training, and debt service payments, just to name a few. In addition to operating costs, the Maritime Administrator may make grants to cover capital projects to protect, repair, or replace equipment and facilities that have suffered or are in danger of suffering serious physical damage.

MarAd does not currently have authority to provide emergency relief grants. While MTSERA authorizes the program, Congress would still need to provide funding through appropriations legislation.

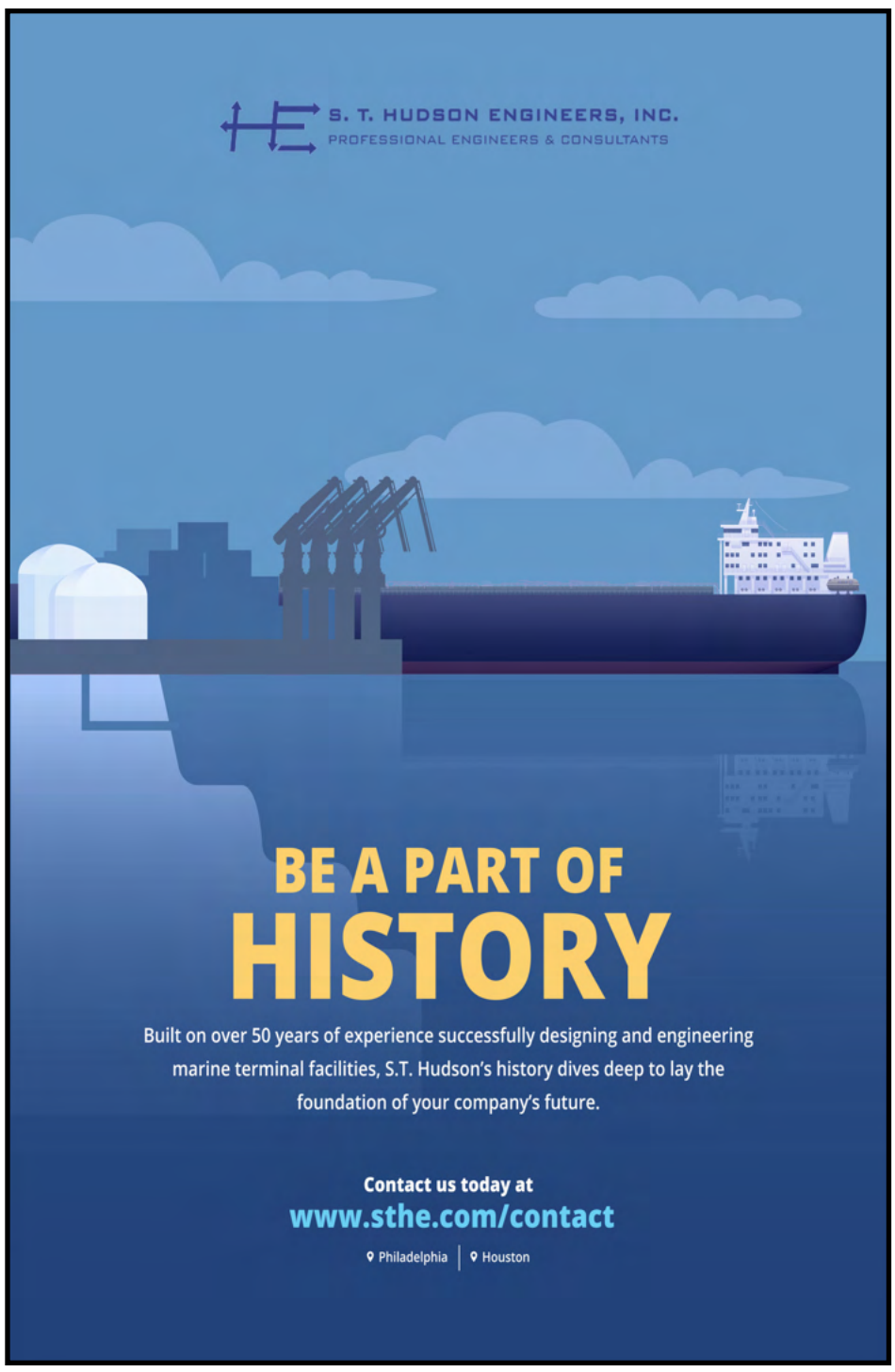
Although the president signed a continuing resolution on Oct. 1, 2020 to fund the federal government at FY20 levels through December 11, 2020, the requirement remains to fully fund the government for FY21.

On July 21, 2020 the House passed a $1.3 trillion package of six appropriations bills that showed considerable support of the maritime industry. Among other provisions, these proposed funding for MarAd programs including $314 million for the Maritime Security Program, $300 million for Port Infrastructure Development Program, and $389 million for the National Security



Multi-Mission Vessel Program for the state maritime school training vessels, to be built by Philly Shipyard. As of press time, the Senate has not considered comparable legislation and to date has not considered a single funding bill. Unfortunately, there is strong opposition from the White House, which has signaled that the president would veto any such bill should it reach his desk. While we should remain hopeful, there is still considerable uncertainty.

If passed, the MTSERA legislation would provide a much-needed safety net for the maritime industry along the lines of the relief provided to the other industry sectors in times of national disasters.





Notes & News

Congratulations to **Urban Engineers** on its 60th anniversary! The firm opened in August of 1960 with a staff of 7 that has grown to 475 people at 15 offices across the country. “Over the past 60 years, we’ve worked hard to create an inclusive and flexible work environment for all of our employees,” said **Kenneth R. Fulmer**, PE, president and CEO of Urban. “I am proud that we have maintained a ‘family’ atmosphere as our firm grew over the years. . .”

Independence Blue Cross announced **Thomas Leonard** of Obermayer Rebmann Maxwell & Hippel LLP and a founding board member of the **World Trade Center Greater Philadelphia** as the recipient of its 2020 Legacy Award for Lifetime Achievement. Leonard’s leadership has been integral to the success of WTCGP and he continues to work tirelessly to support its mission serving on the board and board committees.

Calendar of Events

The events listed below are subject to change due to coronavirus precautions.

10/28	WISTA USA Delaware River & Bay Area and New England Joint Virtual Meeting, WISTA 101, The Fundamentals of Our Powerful Organization Noon – 1:00 p.m.
10/29	World Trade Center of Greater Philadelphia and Fox School of Business Global Perspectives Online Business Conference 8:30 a.m. – 10:00 a.m., visit www.wtcphila.org/events to register
11/6	AMSC Managing Board Meeting
11/11	Maritime Exchange Board of Directors Meeting, 11:00 a.m.
11/12-11/13	New Castle County Chamber of Commerce 30th Annual (Virtual) Women’s Leadership Conference, 9:00 a.m. – 2:00 p.m. Visit www.ncccc.com or contact Jaimie Watts at 302-737-4343.
11/16	World Trade Center Delaware Virtual Mid-Atlantic Regional Summit with Senator Chris Coons, Noon – 1:30 p.m. Visit www.usglc.org/events to register
11/18	Seamen’s Center of Wilmington Board Meeting, Noon
12/9	**Maritime Exchange Executive Committee Meeting**
12/10	Mariners’ Advisory Committee Meeting, 11:00 a.m.
12/11	AMSC General Members Meeting USCG Sector Delaware Bay, 9:30 a.m. – Noon Contact Glena Tredinnick, glena.t.tredinnick@uscg.mil

The Maritime Exchange Board of Directors and staff wish you and your family a safe and happy holiday season!

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





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