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Interview with

Andy Sentyz

President
Delaware River Stevedores



Andy Sentyz took leadership at Delaware River Stevedores (DRS) on June 1, 2021 following Robert Palaima's retirement. As president, Andy oversees all operations at DRS, a full-service cargo handler, stevedore, and marine terminal operator in the tristate region with a 100+ year history.

Q: Congratulations on your promotion to president of Delaware River Stevedores. Can you tell us a little bit about your experience within the industry and rise to leadership at DRS?

A: I started my career on the waterfront as a longshoreman in 1996. As a third-generation longshoreman, I had no idea I would end up in management. But as fate would have it, an unexpected injury caused me to consider alternative career choices. One of those choices was whether to accept a position as a vessel superintendent with Delaware River Stevedores, which I am glad to say that I did.

During the early years, I had the opportunity to work in Camden, Philadelphia, and Wilmington, and for a number of different leaders. One of those leaders, a vice president for DRS, Chuck Farthing, inspired me to think bigger and convinced me there was no limit to what I could achieve if I put in the work. Fortunately, the president of DRS, Bob Palaima, shared the same view and encouraged me to consider furthering my education.

Following many years of part-time school and working full time as a supervisor, I graduated with a BS in Business Administration from Drexel University. A short time later, I was asked to manage our Wilmington location alongside Chip Latina, a Delaware native with a wealth of experience at the Port of Wilmington. Having spent most of my time in Camden and Philadelphia, Wilmington was a new and unique experience. While there,

continued on page 9

In memory of

Dennis Rochford

September 19, 1947 ~ July 31, 2021



Mark your calendar for upcoming membership events

CISA PSA 101 Briefing

November 16, virtual event, 10 a.m. to 11:00 a.m.

The Exchange will partner with the Cybersecurity and Infrastructure Security Agency (CISA) to offer an exclusive briefing on CISA services for Exchange membership. Take advantage of this opportunity to learn about free cybersecurity planning and mitigation resources available to the port community.

Delaware River 102

December 1, virtual event, 9:00 a.m. to 12:30 p.m.

Building on the success of Delaware River 101, the next educational course in the series will take a deeper dive into the inner workings of the port including such topics as tug operations, labor and facility managment, and Customs brokerage, and freight forwarding.

For more information visit maritimedelriv.com or contact Christina Lista at clista@maritimedelriv.com.



Interview with

LTC Ramon Brigantti

Commander
U.S. Army Corps of Engineers'
Philadelphia District



LTC Ramon Brigantti assumed command of the U. S. Army Corps of Engineers' Philadelphia District on July 9, 2021. LTC Brigantti oversees a 500-person workforce responsible for managing the water resources of the Delaware River basin, building facilities for the Army and Air Force, and providing engineering and environmental services for other agencies.

Q: Please tell us a little about your background and how it has affected your approach to operations since assuming command this year.

A: First, I'm honored to be the 61st Commander in the District's history. This organization has such a rich history, a diverse and challenging mission, and a talented team. In the first month of my tenure, we were tasked with setting up a processing facility for Afghan evacuees. And in fact, our relationship with the Philadelphia port community has been essential to executing this mission. We are also just a year or so removed from constructing temporary care facilities as part of the COVID-19 pandemic response. These are atypical missions for our District, but it's clear that the nation looks to USACE to accomplish difficult tasks in short timeframes.

On the other hand, one of our oldest missions is maintaining the Delaware River navigation channel. I look forward to continuing our 200-year tradition of helping to enable maritime commerce. Whether we are building temporary medical facilities or dredging the river, we need to remain agile and

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Navigating solo . . . Or "Taking the conn"

As I contemplated what to write for this, my first, column as Maritime Exchange president, countless topics flitted through my mind, only to disappear equally quickly. So I decided just to start typing and see where it might lead.

That brief mental exercise was as clear an indication as anything could be that life at the Exchange without Dennis Rochford at the helm is different in many subtle ways. Usually, he and I would brainstorm ideas for columns together. Once settling on topics, we'd decide who would write which and who would edit. It was a process we developed and honed over the many years of our long working relationship and one we applied generally to countless projects and tasks. Almost without fail, this approach proved to be an effective recipe for success.

So as now I stare at an only slightly less blank screen, I think about what Dennis might say to me at this moment. His voice was instantly in my head: You got this, Himber. (Yes, he rarely called me by my first name.)

Whether it was his intention or not, and I'm certain it was, within just a few years of my coming to work at the Exchange, Dennis started helping me to prepare to lead the organization. It seems the board saw that too, given that the members appointed me to fill his overlarge shoes. Their confidence in me is a testament to the both of us.

Will I do things as president the same way Dennis did? Undoubtedly not. We were two very different personalities with vastly different styles.

Will I dedicate the same energy and commitment to the Exchange and its members that Dennis did? Absolutely.

Gazing at the horizon

In the short time since Dennis passed away, I have burned more than a few brain cells thinking about Exchange programs that have worked well and benefitted members, what we might do to improve existing services, and how we can add to our menu of options to further support members.

Another key consideration is one shared by most businesses today—how to best structure a very lean staff and update processes to ensure the most comprehensive coverage of critical functions as possible, work more efficiently, sustain and build on operations going forward, and pave the way for a smooth sail over the long term.

These decisions and their implementation will not come immediately. We didn't get to where we are today overnight, and we will not get to where we need to be tomorrow that way either.

One thing is certain: the Exchange must be nimble—we must plan for flexibility. And most important, we must always be responsive to member needs and continuously strive to help them succeed.

These are my immediate goals, and I look forward to working with the membership, the board, and the staff to achieving them.

May you rest in peace, Dennis.

Lisa Himber

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DGI project still in limbo

"It's a great idea that just can't seem to move forward. Right Time. Right Place. Right People. But momentum without funding has been a struggle."

Energy Transfer's Director of Marine Operations and Vetting Michael Nesbitt could not have captured the frustration shared by the members of the Exchange's Private Berth Dredging Committee any more precisely. His comments followed the September *M*aritime *M*atters briefing on the Data Gathering Initiative the Exchange has been promoting since the fall of 2020.

In a nutshell, the project involves gathering information about the river ecosystem, particularly its endangered species and critical habitats, and making it available to waterside industries and their engineers as a real-time tool to aid permit application development. State and federal agencies responsible to review permit requests and make decisions to approve them or not will also have access to the information.

"This is a project whose time has long since come," said Exchange President Lisa Himber. "The responsible federal agencies have not been able to provide the empirical data needed to efficiently complete these critical processes, so everyone is relying on historical information that may be years out of date." Some decisions made in the name of species protection have been unclear to stakeholders and based primarily on data currently available for other places.

A major goal of the work seeks to pinpoint the exact movements and locations of Atlantic sturgeon and other species. With that information in hand, the committee hopes not only to cut the length of time necessary to prepare and approve permit applications, but potentially to minimize some of the restrictions on berth dredging and similar waterside construction and maintenance activities.

After a rigorous competitive bidding process, committee members selected Mott MacDonald to undertake the work.

The initiative is expected to cost approximately $400,000 and take less than a year to complete. In addition to collecting the data, the scope of work includes building the database to house the information and the web portal that will allow access to it.

"In the grand scheme of things, this is a very low-cost, high-value project," said HSE Manager at the PBF Energy Delaware Valley Refining Complex John Deemer. "The committee members are confident it will pay for itself in very short order."

The Maritime Exchange has explored funding from grants, foundations, and even federal appropriations. "With all the interest in shoring up the nation's infrastructure, it was a real shock to learn that either the Exchange or the project is not eligible for any of the hundreds of millions of dollars available through commerce or transportation grant programs," Himber said.

The organization is now looking to the regulated industry to provide start-up dollars. The program is expected to sustain itself through subscriptions or access fees after its launch.



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Recreational activity can create navigational risk

The push to reclassify a 27-mile stretch of the Delaware River from the Commodore Barry Bridge to the Tacony-Palmyra Bridge for primary contact refuses to go away.

"This change would make swimming, kayaking, and paddleboarding acceptable in the area and create navigational risks many people do not understand," said Exchange President Lisa Himber.

Since 2009, the Pennsylvania Department of Environmental Protection has cited hazards to recreators from commercial shipping and navigation as a reason not to designate this stretch river for primary contact use. "Those risks have not diminished, and in fact they've have increased as ships grow larger," Himber said.

The Philadelphia Water Department is studying recreational safety not only to look at physical hazards such as current and depth but to assess navigational issues as well. The Exchange is working with the PWD to provide vessel movement and incident data from sources such as the Coast Guard, marine police, and its own database.

"The study will examine why commercial shipping, strong currents, deep depths, and shoreline modifications make swimming, paddleboarding, kayaking, and jet skiing extremely unsafe in this area," said Kelly Anderson, Manager of Water Resources Planning and Protection at the Philadelphia Water Department.

In addition to more than 3,800 commercial cargo vessel transits a year, over 16,000 tugs and barges and over 600 passenger boats move through the area. "A large number of vessels is always moving in the area under study—and on the Delaware River as a whole," said Exchange Director of Operations Paul Myhre. "This volume of activity significantly increases the chance of incidents."

Most port stakeholders oppose the effort to redesignate the river for primary contact recreation as the Delaware River is a critical marine highway for commerce and trade. "Vessels are not quickly maneuverable, take long distances to slow or stop, and are restricted to the federal navigation channel. They simply can't move out of the way to accommodate a swimmer or a kayaker in distress," Myhre said.

Often, people engaging in waterway recreation are uninformed of basic navigational rules, forcing mariners to make difficult choices during interactions. These decisions can have significant consequences, such as injury to the crew and the public, hazardous materials spills, and damage to vessels, bridges, and shorelines.

"Philadelphia Water understands that reclassifying this section of river for primary contact use would place a higher burden on the maritime community," Anderson said.

If approved, the change would create an unnecessary risk for everyone involved. "Mariners have enough to think about," said Myhre. "While swimming, kayaking, and the like are great activities, they shouldn't take place anywhere near the navigation channel or marine terminal facilities in the area."

Honoring Exchange 2020 Unsung Heroes



After a delay of more than a year, the Exchange was finally able to present the Unsung Hero Awards to the 2020 honorees in person. Family and sponsors, in addition to Maritime Exchange board members, joined Christine Lassiter, Seamen's Center of Wilmington executive director and Michael Billups, Delaware River Stevedores director of vessel operations to celebrate the occasion. Pictured here are *(l-r)* Joan Lyons, former SCW director and Lassiter's sponsor, Ron Lassiter, Christine Lassiter, Maritime Exchange President Lisa Himber, Robert Palaima, Exchange director and Billups' sponsor, and Michael Billups.

COVID-19, supply chain disruptions lead to global chip shortage

Exchange and its members feeling the pinch

For everyone not living in a cave for the past 18 months, it is obvious the cost of electronics has increased and availability has decreased. Items like computers, appliances, smartphones, and cars have been harder and more expensive to obtain and take longer to arrive. By any measure, the root cause is the global microchip shortage.

Why now? Is the chip shortage a supply chain issue? A production issue? Is it because of COVID-19? "The answer is yes," said Maritime Exchange IT Director Michael Fink. "It is the confluence of multiple events that has led to production delays and backups throughout the supply chain."

COVID-19 outbreaks certainly played a large role as ports throughout the world intermittently slowed or shut down completely. The closure of Chinese ports in particular, which move over 90% of electronics, created enormous shipping bottlenecks and backlogs.

"There are some chip-related issues regarding replacement IT equipment, but the bigger issue is on infrastructure items such as refrigeration machinery, electrical equipment, and security cameras that are sourced from Asia," said PSA Penn Terminals LLC President John Brennan. "They are all caught in the U.S. West Coast logjam in one way or another. Inventory levels in the U.S. have been depleted, so lead time on replacements has dramatically increased. What used to take a week or two now takes six or more months."

Chips are expensive and complex to make and require enormous amounts of water during production. Compounding the problem, only a relatively few facilities throughout the world manufacture chips. The U.S. produces only about 12% of the world's supply—the majority come from China, Taiwan, South Korea, Japan, Malaysia, and Singapore.

Natural and manmade disasters conspired to aggravate an already difficult situation. A major fire at the Renesas plant in Japan and severe droughts in Taiwan decreased production levels. Winter storms halted some production in Texas, the center for the majority of U.S. production. Throughout the world, pandemic-driven labor shortages reduced the production of materials used to make the chips, further compounding the challenge to keep up with global demand.

"The impact of the chip shortage has slowed the pace at which we are able to replenish industrial equipment such as forklifts and yard trucks," said Delaware River Stevedores President Andy Sentyz. "The lead time for new equipment was typically under three months, but we are now seeing these increase to as long as 10 months to a year. We are adjusting our sourcing strategy to reflect the increase in lead times where possible, but in some instances, the effectiveness is limited."

Holt Logistics Corp. Chief Information Officer Shalom Cohen said his organization is seeing similar delays. "What used to be two to three weeks lead time is now more like two to four months. For some specialized equipment, it can be four to six months. We now need to put in orders far in advance because of the extended lead time for that equipment."

With more people working from home full time or in a hybrid work environment, the demand for office and home electronics dramatically increased. The Exchange saw the effects first hand when it came time to order networking equipment, PCs, and laptops.

"Supply chain issues pushed back the implementation of a major communication project for us by a few months, and we've had to adjust our planning to replace aging equipment and acquire new devices," Fink said. "We've had more luck with off-the-shelf equipment, but any special order or customized equipment is either unavailable or backordered."

The return to normal operations may be far off as manufacturers expect the chip shortage to continue at least into 2022, and some are predicting no meaningful relief until 2023. Even as new plants come online and existing facilities catch up, future COVID-19 outbreaks and labor shortages will continue to plague manufacturing and the transportation chain.

"Fixing the chip shortage at the source may bring little relief if equipment remains offshore in a vessel parking lot, on a terminal awaiting pickup, or stuck in a railyard," Fink said.

New shipping practices require stow plan change

As the global economy suffered the consequences of the COVID-19 pandemic, many ocean carriers scaled back the number of ships available to the market, leaving shippers scrambling once demand increased.

One of the ways they compensated was by putting inbound containers on oceangoing barges. "While it was a viable solution for the time, it created some unintended consequences," said Exchange Director of Operations Paul Myhre. "Because of a limitation in the Customs & Border Protection manifesting system, stow plan filers were unable to meet data reporting requirements."

The stow plan pinpoints the position of containers on a ship, including the specific bay, row, and tier number.

"One of the challenges of moving containers on barges is the lack of an IMO number. IMO numbers are required in the stow plan, and this causes issues meeting stow plan filing requirements," said Transmarine Navigation Corporation Documentation Manager Jenny Guitar.

CBP uses IMO numbers to uniquely identify the vessel.

Stow plan filers are now frustrated because they suddenly do not have the data required to meet CBP mandates. As a temporary fix, CBP instructed filers to omit the IMO numbers. "CBP has a workaround, but it causes delays in filing," Guitar said.

Though Exchange staff can manipulate records to remove the numbers before transmitting as CBP suggested, CBP's system rejects the files. "While working through this with CBP, we are doing what we can to help our customers navigate the difficult process," Myhre said.

Customs instructed filers to notify their client representatives of the rejections. If the client representatives can see the rejected stow plans in the system, CBP officers will be able to process the arriving barges.

These steps have worked, but the Exchange and CBP recognize this is not a permanent solution.

"Our team is now working with CBP on a change within ACE to accommodate barges without IMO numbers. It's gratifying to know that CBP understands the nature of the problem and is quickly working with us to try to resolve it," Myhre said.

Saying farewell to a friend

Scott Anderson retires after four decades of service



Scott Anderson has been a fixture at the Maritime Exchange, well, longer than some of the actual fixtures. He first joined the staff in 1977, and he is retiring on October 31, 2021.

When Scott joined the Exchange, it operated out of the Lafayette Building, having moved from its original office in the historic Bourse Building, where there was an authentic "floor of the Exchange."

With his family having a long history at Delaware River ports—his grandfather, father, and uncle operated Taylor and Anderson Towing, and two other uncles were pilots—Scott was no stranger to the maritime industry and took to the work like the proverbial duck to water. Having grown up around the port, he was excited to begin his career at the Exchange, which provided the perfect opportunity for him to be part of it. Since that time, Scott has served Exchange members and customers with dedication, energy, and an always-ready smile.

From its earliest days in the late 1800s until Scott joined the staff, the Exchange used handwritten logbooks to record ship movements. Ship agents and others would visit the Exchange's office each day to copy ship schedules from the enormous blackboard and share the news of the day.

Among Scott's earliest achievements was leading the transition from typewriter to computer when he built a database to store the ship movement information. "For 41 years, I embraced the steady stream of changes in technology and communications while keeping one foot in the amazing history of these Delaware River ports," he said.

If asked, Scott would eagerly talk about old pictures and charts. As the unofficial Exchange historian, he loved the rich traditions surrounding the industry. Scott recalled that when he first started at the Exchange, many of the streets were still cobblestone. He would often imagine what it was like long ago and how crucial maritime trade was to the region.

Today's technological advancements have allowed Scott to interact with increasing numbers of members and system participants, locally and across the country. He continues to maintain constant communication with ships via VHF radio—just as he did his first day on the job—and on the phone with agents helping to piece together what is needed for vessels to arrive.

Scott did not limit his activity to the Exchange. During his time on the Delaware River, he held roles with the Philadelphia Maritime Society, the Traffic Club of Philadelphia, and the Mariners' Advisory Committee for the Bay and River Delaware.

"My work at the Maritime Exchange evolved into a rewarding career of which I am very proud. There is so much that goes into such a career, but for me, it is the people I interact with that make the difference," Scott, said.

Away from work, Scott and his wife raised two successful children, and he always made time to jam on the guitar.

When talking with Scott about life beyond the Exchange, he mentioned an old Irish proverb, "There are good ships, and wood ships, and ships that sail the sea, but the best ships are friendships, may they always be."

Well, Scott, the Exchange and its members could not have asked for a better friend.

Fair winds!

Army Corps details Delaware River Main Channel Deepening background and status

By: Mike Landis, Chief of Operations Division
Army Corps of Engineers' Philadelphia District



The U.S. Army Corps of Engineers and its contractor Great Lakes Dredge & Dock Company conduct operations on the Delaware River. Photo courtesy of the U.S. Army Corps of Engineers.

The Delaware River Main Channel Deepening project has a long and well-documented history with twists and turns, much like portions of the river itself. Many members of the port community have closely followed the project's progress for decades.

Lately, the question we most frequently get is: "Okay, when is it going to be finished?" To properly answer that question, it's important to first provide some background and context.

The first Delaware River Deepening contract was awarded in 2009, with construction beginning in March of 2010. In total, there have been 10 deepening contracts that required various types of dredging equipment and different methods to dispose of/use dredged material, including blasting and hammering of rock to facilitate removal.

This project also beneficially used dredged sand at Broadkill Beach, Del. and Oakwood Beach, N.J., provided rock placement for fish habitats, monitored water turbidity during dredging operations, and relocated and tagged Atlantic sturgeon in advance of rock blasting.

Over the years, 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.

Based on the volume of material to be removed from the channel, the project has been substantially complete for the past two years. Remaining work consists of five specific rock formations that the contractor will mechanically break up and remove with a bucket dredge to a depth of 47 feet.

Stakeholders often ask why some of the rock was not previously identified and removed in earlier contracts. The answer has to do with the formulation of the project and the geological assessment of the type and extent of rock at the bottom of the river.

In earlier stages of the project, geotechnical investigations of the riverbed determined the type of material that had to be removed to go from 40 feet to 45 feet. Hundreds of new and historical borings and test pits along with geophysical data were examined along the 100+ mile channel to determine the type of material that would need to be removed. From this data, rock blast zones were established wherever investigations indicated blasting would be necessary.

Because of the extremely diverse geology in the region and given that the borings are only a sampling of data and do not show the consistency of every square inch of the channel bottom, there were inevitably areas with relatively small rock formations and boulders that our contractors came across unexpectedly. Many of these were removed via dredging; however, some needed to be broken up before removal. Rock blasting and hammering is specialized work, so these efforts typically necessitated contract modifications with different equipment requirements to break up the larger rocks.

Looking ahead

Some of the upcoming work to remove the rock in these remaining areas is complicated by its proximity to two utility pipelines running across the channel; one of these is the Colonial pipeline the nation heard so much about this past spring with the cyberattack that disrupted petroleum fuel supplies to much of the southeastern U.S. Great care is necessary to remove these remaining rock formations to ensure that the removal method and the spuds securing the dredging equipment do not damage the pipelines. Our team has coordinated with the utility companies on the general approach; however, the critical coordination will occur after we award a contract and the dredging contractor provides its work plan.

At the time of writing this article, we issued a solicitation for bids to perform this remaining rock removal work. Our team is aiming to award a contract in October 2021. Yet several

continued on page 11

New Jersey Wind Port breaks ground

In September 2021, federal and New Jersey officials, labor leaders, environmental advocates, private sector partners, and representatives of the offshore wind industry gathered for the groundbreaking of the New Jersey Wind Port. The new port is a first-in-the-nation infrastructure investment that will provide a location for essential staging, assembly, and manufacturing activities related to offshore wind projects on the East Coast.

The largest economic investment in Salem County in decades, the New Jersey Wind Port has the potential to create up to 1,500 manufacturing, assembly, and operations jobs as well as hundreds of union construction jobs. Manufacturing and marshalling projects supported by the wind port will drive economic growth in Salem County and throughout the region.

"Investing in offshore wind is vital to building a stronger, greener economy that creates high-paying jobs to support a robust recovery from the economic impacts of the COVID-19 pandemic and paves the way for long-term, equitable growth," said Gov. Phil Murphy. "The New Jersey Wind Port will create thousands of high-quality jobs, bring millions of investment dollars to our state, and establish New Jersey as the national capital of offshore wind."

Offshore wind is a central component of the state's Energy Master Plan to achieve 100% clean energy by 2050. As part of that plan, New Jersey has committed to producing 7,500 megawatts of offshore wind energy by 2035.

"The New Jersey Wind Port represents the kind of technological innovation, broad-based partnership, and bold investment that we need to meet the climate challenge and create good jobs and an inclusive workforce in our country," said U.S. Secretary of Labor Marty Walsh. "This project and the good jobs that come with it serve as an important model for future infrastructure investments in this country."

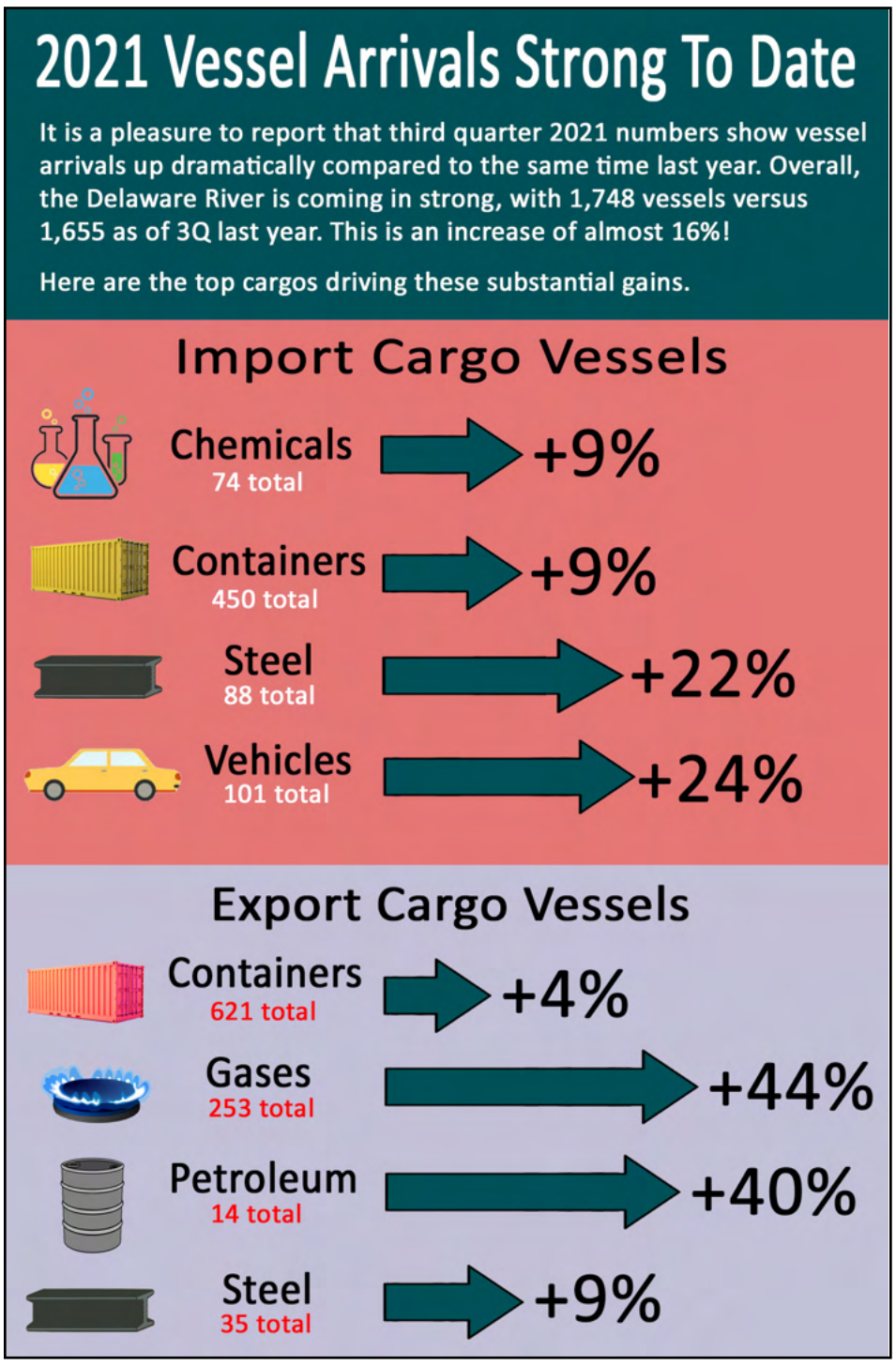
Offshore wind projects slated for development along the East Coast are expected to require more than $150 billion of capital investment by 2035, and the American offshore wind industry is projected to create more than 83,000 jobs, mostly along the Northeast corridor.

"Today's groundbreaking represents the first step in a new era of economic development and job growth in South Jersey, with the ability to produce economic benefits for generations to come," said Senate President Steve Sweeney.

The New Jersey Wind Port will be located on an artificial island on the eastern shores of the Delaware River southwest of Salem. The site was selected in June 2020 after a 22-month assessment.

Long term, the wind port has the potential for over 150 acres of manufacturing parcels and hundreds of manufacturing jobs. Major construction is due to start in December 2021 with the goal of opening the port in winter 2023/2024.

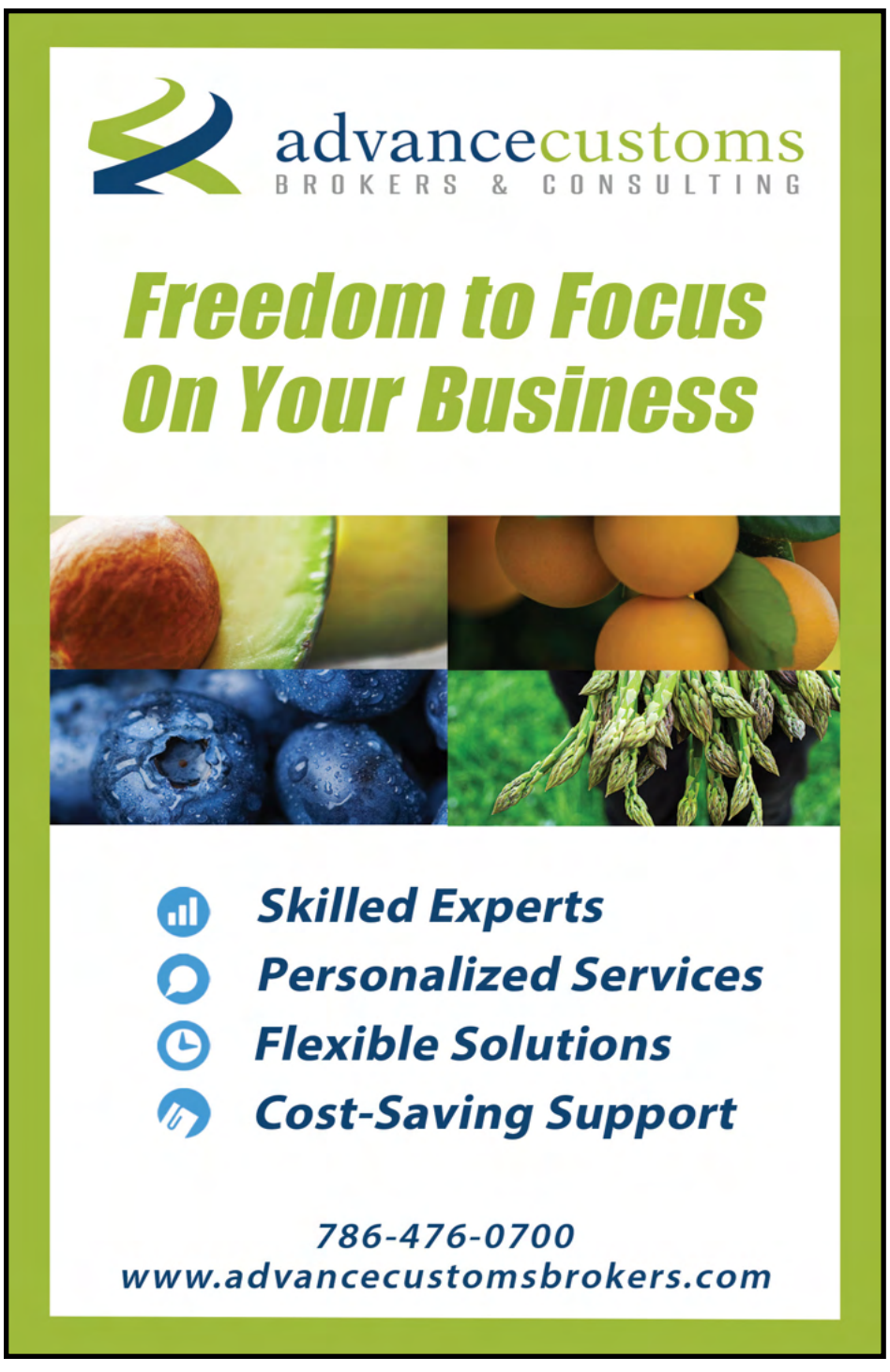


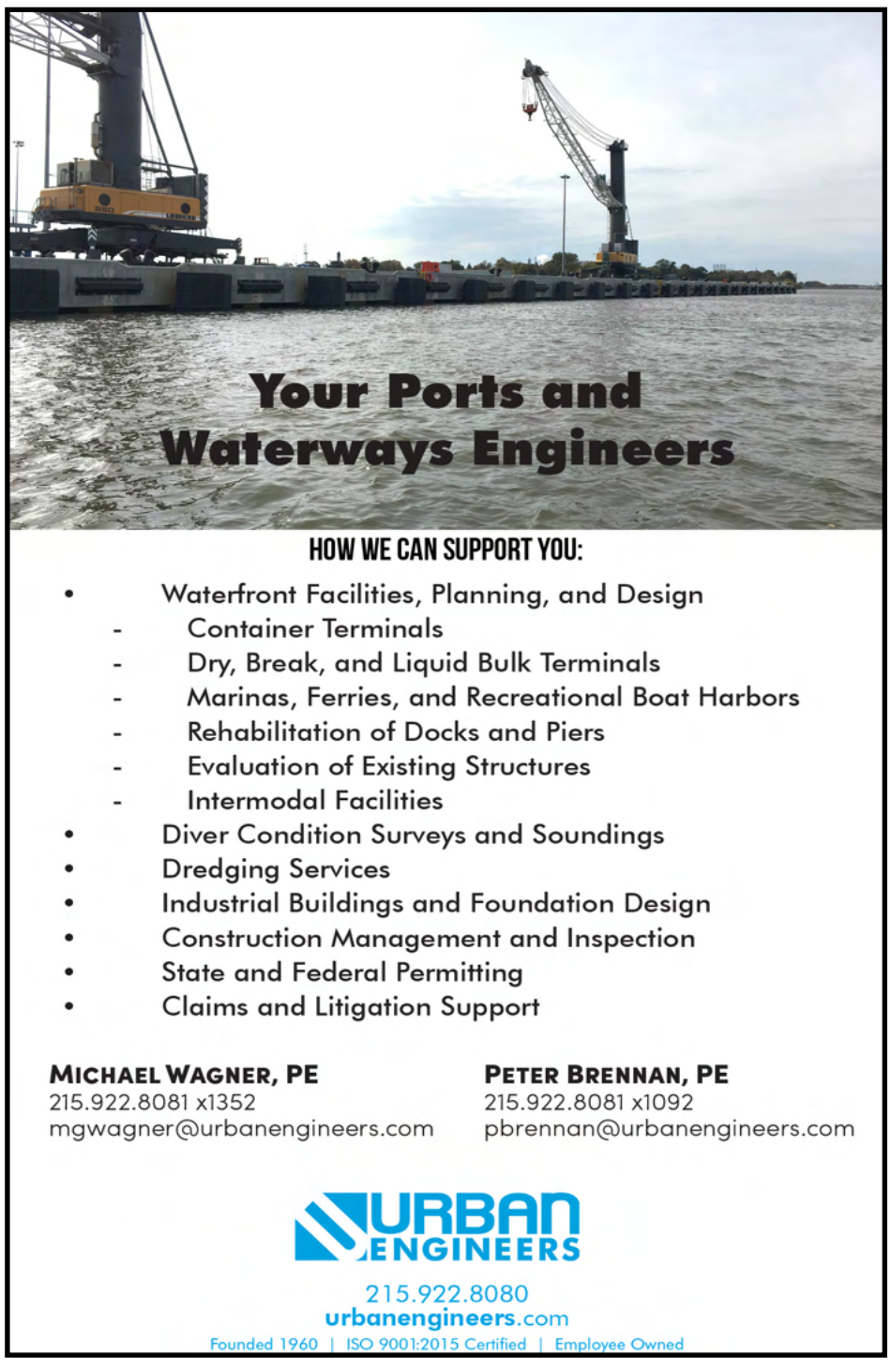


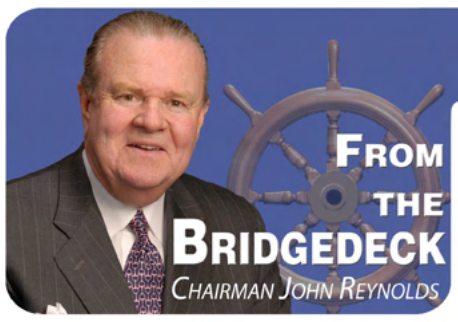
Stakeholders, Corps tour the port by water



To help recently installed Corps of Engineers 5th District Commander LTC Ramon Brigantti get acquainted with the Delaware River, the Pilots' Association recently hosted a tour of the Philadelphia harbor, and port stakeholders briefed the Colonel and his deputy on matters of importance to the maritime community. Pictured *(l-r)*, PhilaPort Executive Director and CEO Jeff Theobald, Roy Denmark, Exchange President Lisa Himber, Chief of Staff & External Affairs for South Jersey Port Corp. Jonathan Atwood, Pilot's Association President David Cuff, LTC Brigantti, Deputy District Commander Maj. Brandon Drobenak, and Mariners' Advisory Committee Chairman Drew Hodgens.







Remembering Denny

Although it has been nearly three months since Dennis Rochford's untimely passing, the entire Exchange family and I still mourn his loss. As you will have seen on page 1, this issue of *The Beacon,* our first since his death, is dedicated to his memory. We continue to think about "how Dennis did it," reminisce about our years together, and share stories of our working relationships and friendships with him.

I first had the pleasure of meeting Denny soon after he joined the Maritime Exchange in April 1988. I too was somewhat of a newcomer to the river, having started my ship agency in June of 1985. My first impression of him was very positive, and I sensed he had a military background. Soon we learned that we had both served as military officers and both of us had been in Vietnam. Denny served as an Army captain and I as a Merchant Marine officer. This would be the start of a long friendship that I will always cherish.

As I got to know him a little better, two of his qualities quickly surfaced. First was how professional he was. Denny never brought his personal life to the workplace, and his conspicuous reserve came to characterize his entire career with the Exchange. The fact that he ever shared information with me about what was going on with him privately was a clear indication that he considered me a friend as much as he did the Chairman of his Board.

Second was his unerring sense of style. Most evidenced by his keen understanding of propriety, Denny always knew the right way to act in any given situation. And let's face it, for the better part of two decades while at the Exchange, Denny was either considering his political future or actively running for office. So from that perspective it was important that he maintain proper decorum at all times. But it was more than that—he actually incorporated that approach to life into his every action and mannerism, and it became a sort of trademark of his.

The Exchange board wholeheartedly supported his efforts, as we knew his political connections would benefit our members. What's more, should he win an elected or appointed office, we would have an ally who understood the port, its importance, and its needs.

Dennis Rochford was a great man. He was kind, thoughtful, honest, caring, smart, hardworking, and a good friend. He loved his work as president of the Maritime Exchange and he loved our staff and our membership. He was a rare leader with both a strong business sense and sharp political judgement. He used both of these skills to make our Exchange the best in the nation.

While his accomplishments are many, Denny will be best remembered for his unceasing efforts to see the Delaware River deepened to 45 feet. I am pleased to say we are almost there!

Denny's passing marks the end of an era at the Maritime Exchange. We will sorely miss his leadership, his unique wit, and most of all his friendship. When that first ship comes up the Delaware at a full 45 feet, Denny's spirit will be on that ship's bridge wing.

Denny, fair winds and following seas.



NJDEP hosts proposed air quality rule discussion

Can one anticipated government mandate single-handedly paralyze, and quite possibly extinguish, multiple industries?

"Based on the comments at the recent New Jersey DEP listening session, the answer would be a resounding yes," said Maritime Exchange Communications Manager Christina Lista. "The devastating effects would be far reaching."

During the extended comment period following the March 1 proposed new air quality rule, the New Jersey Department of Environmental Protection was flooded with letters of opposition from the Exchange, its members, and other potentially affected businesses. The September 22, 2021 listening session was in direct response to stakeholder requests for further discussion.

Representatives from the maritime, coffee, cocoa bean, fumigation, and milling industries participated in the session.

"The coffee industry's principle concern is over the proposed permitting process, which is overly burdensome and does not meet coffee businesses' needs," said Mark Corey of the National Coffee Association. The proposed rule would require an air quality permit for every fumigation activity, no matter how small. Even the fumigation of a single-commodity container would trigger the proposed permitting requirements. "If the regulation is approved as proposed, green coffee companies will suffer financially or simply move to other ports," Corey said.

The majority of participants spoke out against the proposed rule, citing its sweeping limitations and business-crippling effects. A common theme stood above the rest: an approach that does not individually consider all industries and businesses affected by this rule must not go into effect.

Jill Kaplan, representing the Cocoa Merchants Association of America, has major misgivings about "the consequences of having a one-size-fits-all-approach that treats fumigation of a single pallet or container the same as fumigation of an entire building."

Many Exchange members rely on fumigation as a critical part of their operations. Proven effective to control invasive species, fumigation is required by governmental authorities for the import/export of a number of commodities and is already heavily regulated by the U.S. Environmental Protection Agency.

Others believe the NJDEP is not prepared to handle the influx of permitting applications if this rule goes into effect.

Beyond these important concerns, the process of obtaining an air permit can cost tens of thousands of dollars and take up to six months, making the rule particularly cost prohibitive and unworkable.

"During the comment period, most stakeholders asked NJDEP to engage in meaningful dialogue where we could share relevant information and reach mutually agreeable solutions. Instead, the department allowed only one representative of each commenter to speak at a broad 'listening' event," said Director of Fumigation Shannon Sked of Western Fumigation. "While we appreciate that the department provided an opportunity to share concerns, we believe a more interactive process is necessary."

Following the session, the Exchange joined other concerned parties on a letter to NJDEP Commissioner Shawn M. LaTourette. "New Jersey is the only [s]tate that is proposing to regulate fumigation in the strict and costly manner presented in the fumigation rulemaking. Before imposing a system that has the potential to force certain businesses to relocate from New Jersey and will have significant negative consequences on the businesses that are not mobile, we again request that the Department engage in meaningful interaction with the regulated community that allows for the real exchange of information and ideas. In this way, we can best meet our shared environmental goals while ensuring a strong business community in NJ," the letter stated.

"We believe the proposed rule is completely incompatible with the import/export industry, which cannot operate on such extensive lead times and margins of cost," said Exchange President Lisa Himber. "We will continue to work with our members and look forward to interacting with NJDEP officials to effect a mutually acceptable resolution."



AMSCI is planning for the future

A name change and restructuring reflect new focus

By: John Foster, Chairman
American Metals Supply Chain Institute

The American Metals Supply Chain Institute (AMSCI), formerly the American Institute for International Steel, stood this year where it always has, on the front lines of public policy. This, and a recognition that key policy matters affect a broad scope of commercial metals interests, particularly in maritime-based commerce, led the organization to transition from one focusing primarily on free and fair trade in steel, still an area of vital concern, to one representing the entire metals supply chain.

AMSCI will continue to lead the fight on vital issues facing the metals supply chain, like the job-killing tariffs on steel and aluminum. Although this fight began in the courts, AMSCI continues to push in other forums to eliminate or reduce the destructive tariffs, particularly in the court of public opinion, as seen by its recent letter published in the "Wall Street Journal."

With the successful completion of its reorganization, AMSCI plans to address other significant policy matters on Washington's agenda and expand the information and educational resources it provides to its members. Timely, relevant education and information have always been important for those who earn their livelihoods in the metals supply chain, and they will be even more so in the near future.

Annual dinner back in 2021

AMSCI is also delighted to announce the return of its popular signature event, the Annual Dinner Gala, on November 4, 2021. This year's dinner celebrates its 70th anniversary and will take place at one of the finest venues in New Orleans, the Loews Hotel.

With New Orleans vaccination rates surpassing the U.S. average and protective protocols in place, the city's incredible food, music, history, and culture are ready for guests to experience and enjoy safely. The pre-dinner cocktail reception will be held in the hotel's open-air atrium, the Piazza D'Italia.

Guests seeking to enjoy the abundant charms of the city in a quieter way can easily do so: the hotel sits on the periphery of the famed French Quarter. And while Hurricane Ida delivered a blow to Louisiana, the flood protection system designed after Hurricane Katrina worked exactly as planned, with Orleans parish bouncing back quickly.

While many know the dinner for its warm hospitality, excellent cuisine, relaxed ambiance, and lively camaraderie, it also serves as AMSCI's most important fundraiser. However, like many non-profit organizations this year, AMSCI was hit hard by the pandemic. Support for this year's dinner will aid a great city and help AMSCI continue to make its voice heard even more effectively in the public square.

To book your room now and save with discounted hotel rates, visit the AMSCI website at www.amsci.us and look for the 70th Annual Dinner Gala under "Events" at the bottom of the page.

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Meet Joe Calabretta

Exchange Director of Finance & Administration

Like most Maritime Exchange employees, Exchange Director of Finance & Administration Joseph M. Calabretta wears more hats than his job title would seem to indicate.

Of course he manages payroll, payables, and receivables, prepares financial statements, budgets, and forecasts, and performs other typical accounting functions. He is also responsible for the Exchange's human resources activities. And his job includes managing the organization's three facilities, including the 150-year old building on Cherry Street. In the two months since he joined the staff, Joe has already found himself crawling around the ductwork when the air conditioning failed and dealing with a leaky roof and water in the basement.

"I am glad to bring my math and accounting knowledge—instilled in me from both of my parents—to the Maritime Exchange as well as the building and facility knowledge I learned while watching my dad work diligently on similar buildings and work sites." Joe said.

Joe's diverse experience will benefit him greatly as he settles in to his new position. He has worked for the private sector in the banking, law, and medical fields. He also has public sector experience, coming to the Exchange after spending the last five years at the School District of Philadelphia. Joe has some nonprofit experience as well, a definite plus for anyone joining the Exchange team.

"With the hiring challenges facing businesses everywhere over the last few months, we are extremely happy Joe is on board," said Exchange President Lisa Himber. "It took longer than expected to fill this important position, but we wanted to be sure we had the right person. In the short time he's been here, Joe has shown us he is definitely a great fit."

There is no doubt that Joe has his work cut out for him. Top among his goals is automating some processes still completed manually, and he also plans to update a number of the accounting procedures.

"I am looking forward to identifying the many opportunities within my responsibility as well as those gained by assisting the Maritime Exchange directors and staff to support trade on the Delaware River and Bay," he said.

In his spare time, Joe enjoys walking the trails at Longwood Gardens, riding the rollercoasters at Hershey



Park, and completing home renovation projects.

Joe earned his BBA in Accounting from Temple University and an MBA in Finance and Information Technology from Rutgers.

He lives in West Grove, Pa. and has a daughter and two sons.

Q&A with Andy Sentyz

continued from page 1

I had the opportunity to work with our partners at the Diamond State Port Corporation and learn more about the diverse mix of customers and cargo that call the Port of Wilmington home. I also managed to earn my MBA from the University of Delaware.

Following Chuck Farthing's retirement, I was promoted to vice president, once again returning to the Philadelphia area. During the following six years, I worked directly for Bob Palaima. Bob is the type of leader everyone should have the opportunity to work for—someone who consistently encourages and challenges you to learn and grow. This mantra appealed to me and has continued to serve me well. I am happy and proud that our board of directors concurred with Bob's recommendation for me to serve as the next President of DRS.

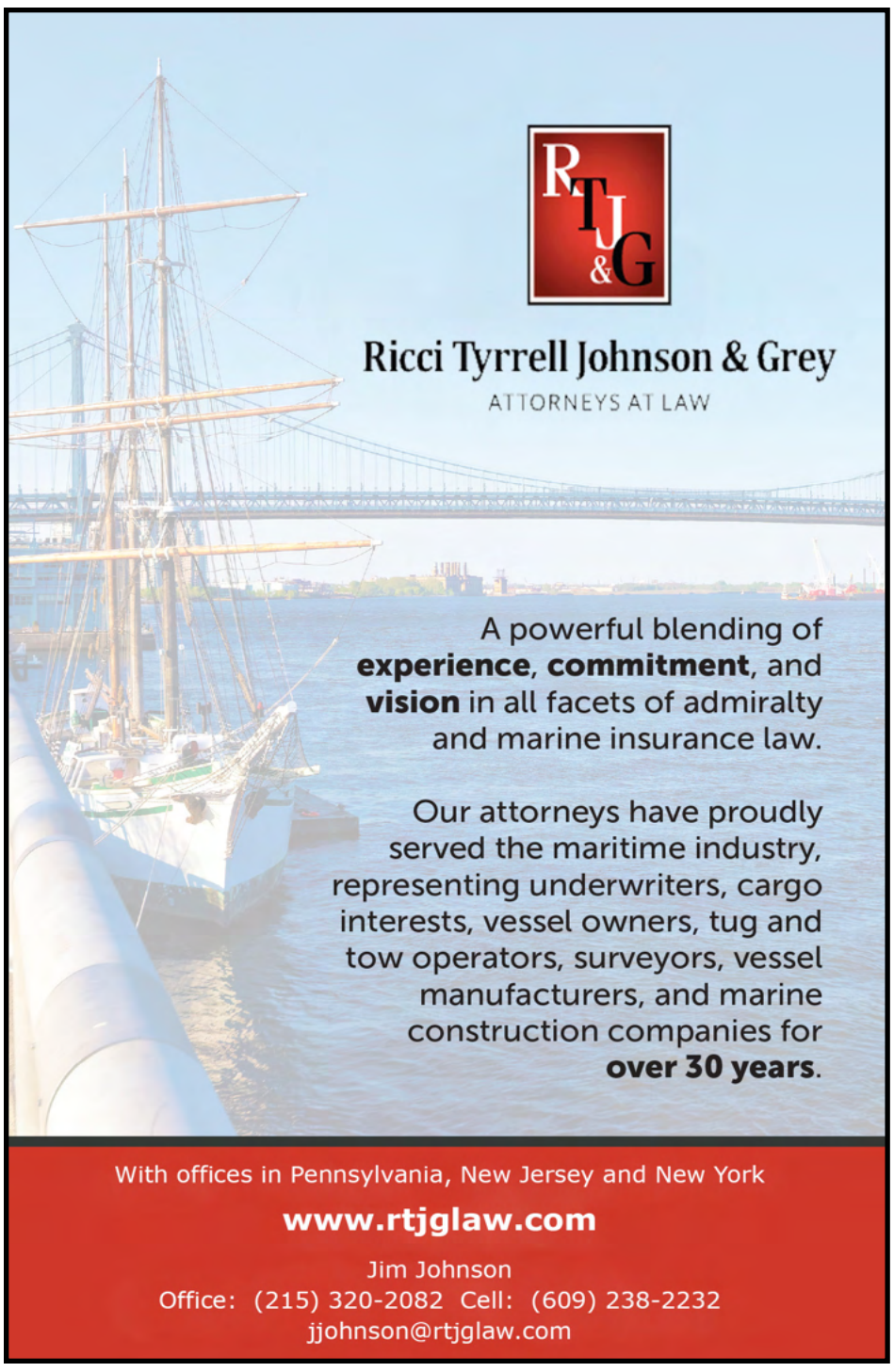
Q: What are some of your short- and long-term objectives and priorities for DRS moving forward?

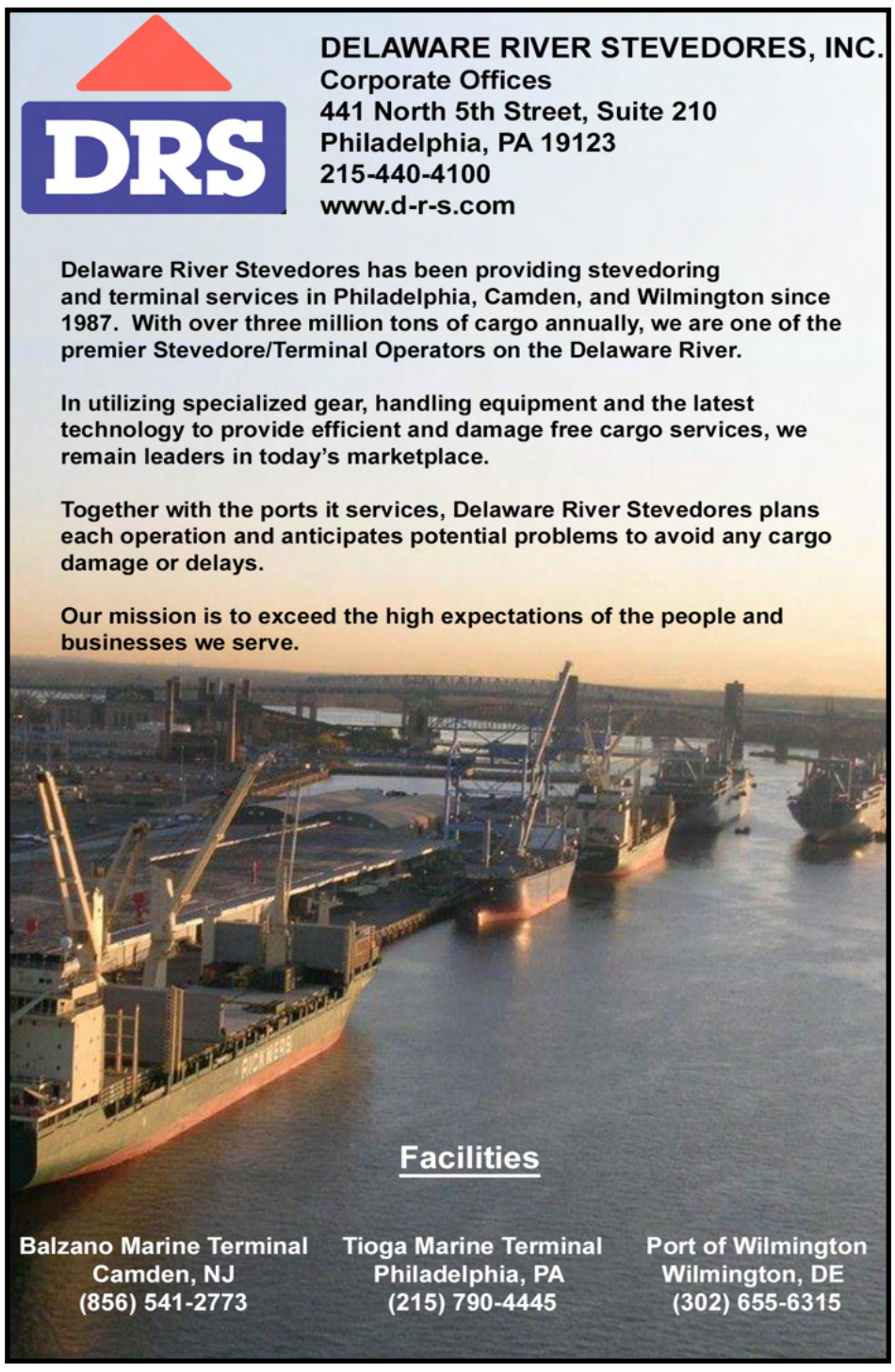
A: While there is some overlap between our short- and long-term objectives, our primary focus is to provide exceptional service to our existing customer base while attracting new customers and commerce to the Delaware River. The ability to market our services in three distinct locations allows flexibility in what we are able to offer. We work closely with our business partners to optimize our processes to best serve the customers' needs, and that is the cornerstone of our business model. We are providing a service, and to do so effectively is to understand the needs of the customers before they know it themselves.

Q: What challenges do we as a region need to address to grow commerce and jobs in our port community?

A: The challenges we currently face seem to have no limit. With COVID-19 interrupting our way of life and the way we conduct business, we rely more and more on the dedication of our people to keep things moving at the ports and inland. As we continue the return to the new normal, it is essential for the port community to create an awareness of the significance of ports as a public utility and as a pathway to family-sustaining jobs.

The Delaware Valley is home to more than 7 million people, and as a port community, we need to do more to let them know who we are, what we do, and how to become a part of it. This includes connecting with local and state officials to make sure their constituents know of the opportunities that exist and the extended benefit to the communities we all serve. Above all, the ability to recruit and maintain a well-trained workforce is a vital component for any business or industry seeking to grow.





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Maritime Operations Committee in the spotlight

Long-standing group tackles workaday issues

As time goes by, the Exchange ramps up and stands down committees as needed. Yet one group has remained relevant since its first meeting a quarter century ago: the Maritime Operations Committee.

Originally created as the Agents/Operators Committee and focusing on matters important to vessel agents and ship owners/operators, as it evolved over the years, its brief expanded as other members saw value and started to participate. Today, the Maritime Operations Committee now includes agents, brokers, carriers, terminals, freight forwarders, tug operators, several government agencies, and a host of other maritime-related businesses.

The committee brings industry and government together to address legislative, regulatory, and policy matters affecting Delaware River ship, cargo, and crew operations. Members are dedicated to improving processes and resolving challenges as they arise, and they meet semi-annually or as needed when a matter needs immediate resolution.

At the September 2021 meeting, Customs and Border Protection, Coast Guard, the U.S. Army Corps of Engineers, and the National Oceanic and Atmospheric Administration provided updates and answered questions from Exchange members.

The fall meeting was one of the most well attended in recent memory, with over 45 participants. New Exchange member James Haas, national port operations manager for Fyffes North America Inc., participated in his first meeting. He expressed appreciation for the value of the information he received and pledged to clear his schedule to participate in the next meeting.

The committee is open to all Maritime Exchange members. To join, contact Darleen Michalak at dmichalak@maritimedelriv.com.

Q&A with LTC Brigantti

continued from page 1

flexible, and I believe my experiences have prepared me for that.

Most recently, I served as a program manager in the Engineer Directorate at U. S. Army Central. In that role, I focused staff planning efforts to reposition Army Forces throughout the Central Command area of responsibility. I also served with the USACE Far East District from 2008-2010 as a project engineer. This was a great experience and I learned so much by being around other project engineers and construction reps. I've had several other assignments and deployments during my military career. Each is an opportunity to learn and grow and I look forward to doing that right here in Philly!

Q: Of the many Corps engineer officers who have commanded the Philadelphia District since the beginning of the Delaware Main Channel Deepening project, it appears you may have the honor of finishing it. Any thoughts on all the efforts that have seen it through numerous hurdles and challenges between concept and completion?

A: I know the project has a long history, and many people have played a part in moving things along over the years. In fact, my current boss (Brig. Gen. Thomas Tickner) was Commander of the USACE Philadelphia District when we awarded the first contract. I'd refer readers to the article *(see p. 5)* penned by my Chief of Operations Mike Landis for the nitty gritty details on how we anticipate completing the project. Please know that our team is doing everything we can to complete work, but we are operating under constraints. I'd also point out that, in some ways, the project is never totally finished—it just moves to a different phase (Operation & Maintenance). We'll have our work cut out for us in maintaining the 45-foot channel with annual dredging.

Q: Beyond channel maintenance, what do you see as your greatest challenges and opportunities during your tour in Philadelphia?

A: Like most organizations and companies, we are adapting to the new work environment. Work—and the use of technology, methods for collaboration, and employee/supervisor/leadership interactions and practices—is being redefined across the country. This presents challenges as well as opportunities. Thus far, our leaders have been impressed with our team's ability to continue to execute our mission under these circumstances. In many cases, we are far exceeding expectations. Ultimately, I anticipate we'll be adapting to a rapidly changing environment throughout my tenure with the District.

Next year, we are also moving our headquarters from the Wanamaker Building to 1650 Arch Street. Personally, I've moved 10 times during my military career, so I understand some of the difficulties associated with this. But the District has called the Wanamaker Building home for nearly 30 years, so it will undoubtedly be a challenge. It's worth noting though that we've had our headquarters at 13 different locations in Philadelphia since 1866. So, while the building may change, the relationships and the mission remain constant.

Celebrating 74th Air Force Birthday



Pictured *(l-r)*, Exchange Chairman John Reynolds, Maj. Gen. Randolph Standenraus, and Sam Guertin and George McCarthy of Atlantic Coast Airline participated at a luncheon at the Union League of Philadelphia to celebrate the U.S. Air Force's 74th birthday. The featured speaker, Maj. Gen. Standenraus, is the National Guard Bureau J5 and is in charge of strategy, plans, and international affairs for both the Army and Air Guard.

Dredging the channel

continued from page 5

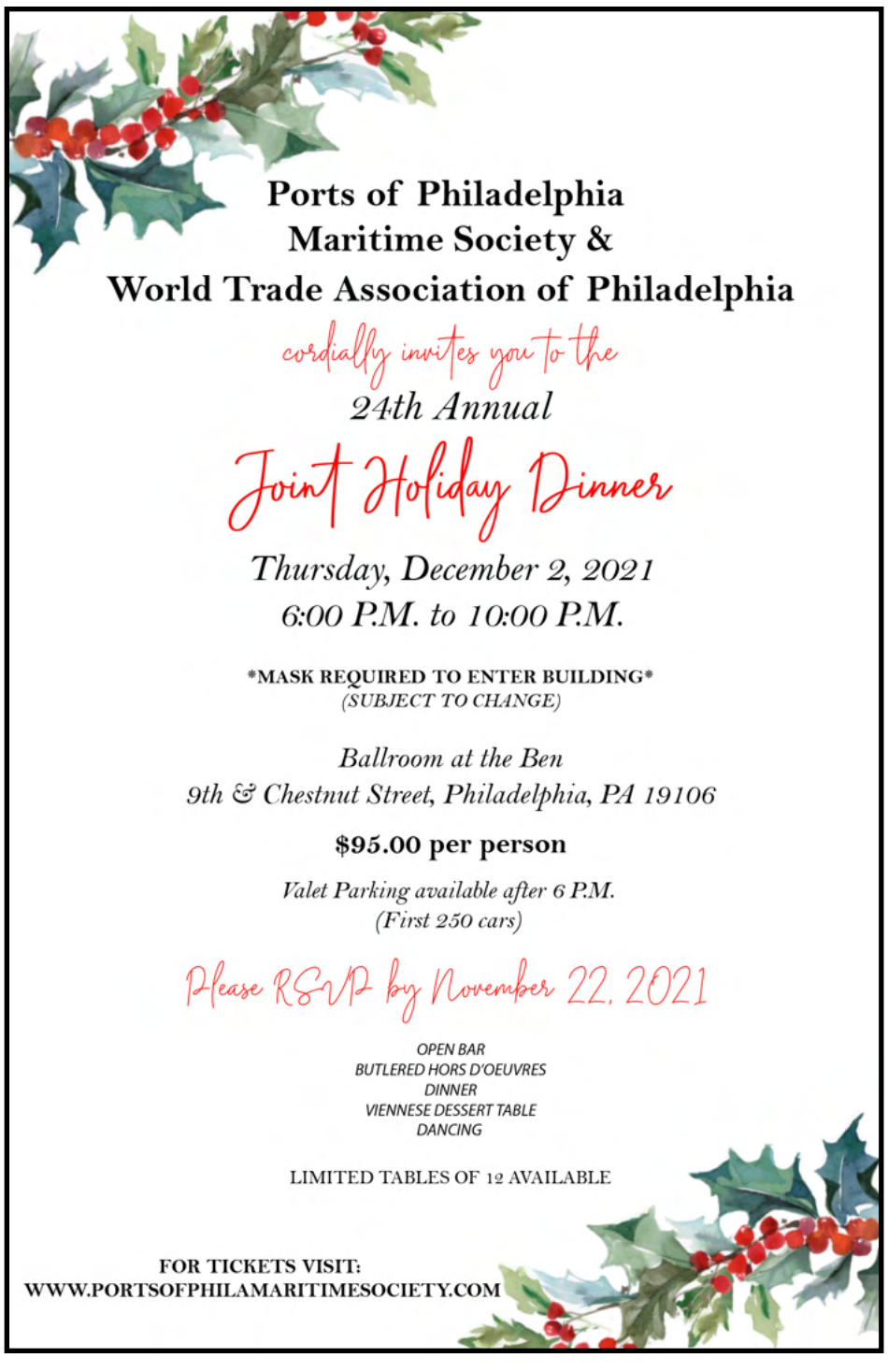
factors will influence the schedule for completing the work, including coordination with the utility pipeline owners, environmental restrictions, and the contractor's means and methods for execution. Relatively few companies are capable of mechanically breaking up these rock formations, and the pipeline coordination efforts will be rigorous.

The successful removal of these remaining rock formations will conclude the new work dredging for the 45-foot channel. However, it's also important to point out that keeping up with maintenance dredging will also be critical and inevitably a challenge.

Shoaling has increased because of the deeper channel. We expect the river to stabilize over time, but in the meantime more maintenance dredging will be required. We have been building capacity through the efforts of our own staff and contractors to ensure that we will be able to dispose of future maintenance dredged material. Consistent federal funding and the availability of the dredging industry will be essential to the future maintenance of the channel.

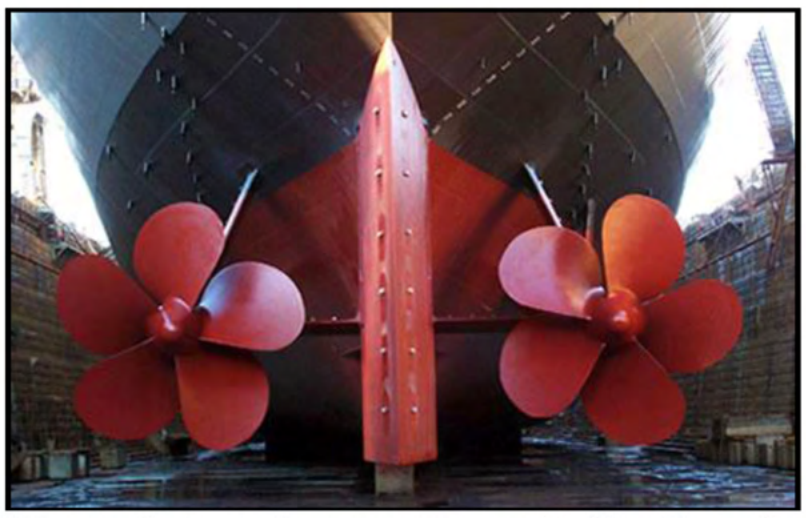
We'll continue to keep the port community informed on these key issues as we move forward. Thank you to all the stakeholders for their continued partnership!







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In Memoriam

Reverend Canon James D. Von Dreele



The Maritime Exchange staff was saddened to hear of the passing of Fr. Jim Von Dreele after a long illness on July 23, 2021. The maritime community knew Fr. Von Dreele as the former Executive Director of the Seamen's Church Institute of Philadelphia and South Jersey, where he was responsible for its mission to assist seafarers and advocate for their rights.

Fr. Von Dreele graduated from Drew University in 1968, majoring in religion. He was a civil rights activist, frequently participating in student demonstrations. These experiences were just the beginning of a life ministering to those less fortunate.

Fr. Von Dreele attended Yale Divinity School and was ordained to the Episcopal priesthood after graduation in 1971. His first parish experience was at Trinity Cathedral in Newark, N.J., after which he became rector of the Church of St. John the Divine in Hasbrouck Heights, N.J.

He spent most of his ministry at St. Matthew's Episcopal Church in Homestead, Pa. During this time, he was active in an inter-denominational group of clergy and labor union members challenging corporate decisions affecting the lives of unemployed families in the Pittsburgh area.

While serving at SCI, the North American Maritime Ministry Association elected Fr. Von Dreele president. He was also appointed Canon at this time in appreciation for his years of ministry.

After retirement, Fr. Von Dreele returned to St. David's Episcopal Church in Wilmington, Del., the parish his family helped establish. While there, he preached, participated in Bible studies, and held book discussion groups.

His wife, Betsey, children Sarah and Joshua, and four grandchildren survive him.

Memorial donations may be made to St. David's Episcopal Church, 2320 Grubb Road, Wilmington, DE 19810 or Seamen's Church Institute of Philadelphia and South Jersey, 1113 Admiral Peary Way, Philadelphia, PA 19112.

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Get involved with the Exchange

Take advantage of new programs offered to Exchange members

The Maritime Exchange is excited to bring members a robust lineup of programs and events for the coming year. As always, member suggestions for topics of interest are always welcome, and the invitation to any members who would like to share information and expertise on issues of importance to the port community is always open!

New program keeps members connected

New in 2021, the Exchange implemented *M*aritime *M*atters, an educational discussion series designed to provide timely, relevant updates in bite-size portions to meet members' busy schedules. Sessions will remain virtual for now, but future events will take place online, at the Exchange, or at other venues throughout the region. Visit the Exchange website for more info on upcoming programming, or…

Follow us on social media

The Exchange is back and active on social media following a year-long hiatus. Find us @maritimedelriv on Twitter, Instagram, Facebook, and LinkedIn. Give us a 'like' or a 'follow' to stay in the know on all Exchange services, membership benefits, and activities. We will be sure to return the favor.

Contact Christina Lista at clista@maritimedelriv.com with suggestions or to learn more.

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PhilaPort Tops Off New Warehouse



On August 27, PhilaPort and its stakeholders held a Beam Signing and Topping Off ceremony celebrating the placement of the top piece of steel in the new structure currently under construction. Topping off (sometimes referred to as topping out) is a builders' rite traditionally held when the last beam is placed atop a structure during its construction.

The $42 million, 201,621 square-foot building is a critical step in the development of the port's Packer Avenue Marine Terminal. The new food-grade warehouse is a mile from the marine terminal and is expected to help the port attract new shippers and ocean lines.

Holt Logistics Corp. will operate the new PhilaPort Distribution Center, a major adjunct to the container operations at the Packer Avenue terminal. The new facility will allow Holt to quickly move containers from the terminal into the warehouse. Containers can then be returned directly to the marine terminal or moved to a Pennsylvania factory to be loaded with exports, further expanding opportunities for local and regional commerce.

"This warehouse is a major step to maximizing the cargo throughput of the Packer Avenue Marine Terminal and will generate hundreds of good, family-sustaining jobs." said PhilaPort Executive Director and CEO Jeff Theobald. "Upon its completion in May 2022, we will be able to handle more cargo with great speed and efficiency."

South Jersey ports break record

Rebounding from the COVID slump, August's cargo tonnage at South Jersey ports more than doubled compared to August of 2020, for an overall 48% year-to-date increase.

"Cargo volumes at South Jersey ports broke a record for August as the economic recovery is in full swing," reported South Jersey Port Corporation Executive Director and CEO Andy Saporito at the monthly board meeting.

"Not only has YTD tonnage dramatically surpassed August of 2020, but we're also trending ahead of the record volumes of 2018 when we moved more than 4.3 million tons of cargo for the year. Total YTD imports grew 73%, with breakbulk activity and steel cargo leading the way, both increasing by 106%. This signals the strength of the broader economy and the manufacturing sector," Saporito said

Cargo tonnage for August 2021 was 435,013 s/tons, more than double August 2020. Year-to-date tonnage through August totaled 3,138,064 s/tons, representing a 48% increase compared to the same period in 2020.

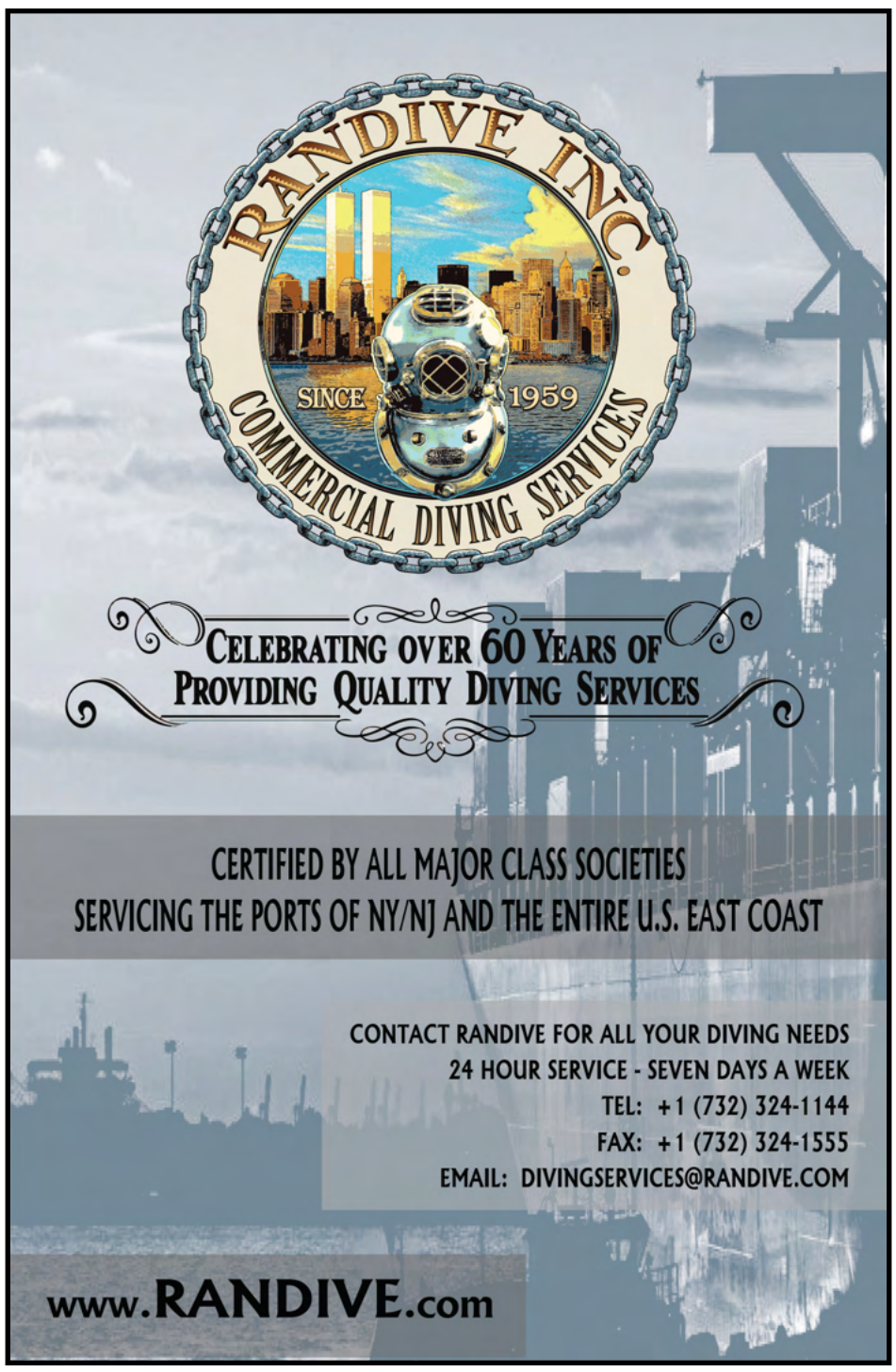
The number of ship days through the first eight months was 677, compared to 364 ship days for the first eight months of 2020, an 86% increase. "Ship days is the number of days a ship is loading or unloading at its terminal," explained Kevin Duffy, the port's assistant executive director/chief operating officer. "We've worked hard to ensure we continue to operate safely and efficiently to move the increased cargo and have space to meet our customers' needs."

Assistant Executive Director/Director of Business Development Brendan Dugan expects cargo activity at South Jersey ports to remain strong for the foreseeable future due to the anticipated Biden infrastructure plan and New Jersey's leadership role in the offshore wind industry.

EEW Group is building a $300 million manufacturing plant at the Paulsboro Marine Terminal to provide the massive steel monopiles for the offshore wind farms along the eastern seaboard and will ultimately require 150,000 tons of imported steel annually to meet customer demand. To build on this momentum, the New Jersey Economic Development Authority and South Jersey ports will conduct a study of the Port of Salem, a smaller port just downriver from Paulsboro that could become an important supply port for the local offshore wind support services industry.

"The challenge is to build the infrastructure to grow the port while operating more efficiently to meet current demands," said Dugan. South Jersey ports received a $6 million grant to upgrade the rail infrastructure at one Camden terminal and a $9 million grant for wharf infrastructure improvements at the Salem terminal. "We identified an old building that we might refurbish to put another 40,000 square feet of storage space online and meet long-term customer demands."





Port of Wilmington opens electrification project

On September 30, 2021, the Port of Wilmington unveiled the first phase of its electrification project—its new stacked container yard and five brand new, all electric, Rubber Tired Gantry Cranes.

An audience of port partners, labor union representatives, customers and vendors, Delaware state officials, and executives of GT USA Wilmington listened as CEO Joe Cruise and Gulftainer CEO Peter Richards welcomed everyone to the event, outlined their plans for the port, and thanked those involved with bringing this major project into reality.

"We want to thank Gov. Carney, state and local officials, our union partners, and our customers for attending our celebration. Their continuous support is the anchor allowing us to gain a competitive edge at the Port of Wilmington," Richards said. "We are proud of our accomplishments and improvements to the port over the past three years and look forward to continued success for the port and the people of Delaware over the next 47 years."

Richards said the improvements will increase overall productivity and operational capabilities at the port, improve customer service levels, and create a cleaner, greener, safer environment. "We stand steadfast in our unwavering commitment to the state of Delaware and to the Port of Wilmington," he said.

Guest of honor Delaware Gov. John Carney spoke about the long-needed investment in the port infrastructure. "There was a saying in the neighborhood I grew up in, not too far up this river, about what works and what doesn't work and what walks and what doesn't walk. Actions speak louder than words. And today we're celebrating the actions of Gulftainer and its investments of tens of millions of dollars in the equipment, the electrified equipment, that we see here today, which is going to save all those carbon emissions as we're going to produce cleaner air for the neighborhoods that surround this port. . . . I can't overstate the importance of this employment center in our state."

The stars of the show though, were the cranes themselves. Gov. Carney and Richards pressed the button to launch the first cranes into action. The demonstration lasted around five minutes with all five cranes lifting and moving containers around the yard.



Launching the new RTG cranes (l-r) *Eric Dorsey, ILA 1694 vice president, Del. Gov. John Carney, Kimoko Harris, ILA 1883, Peter Richards, CEO Gulftainer, and Bill Ashe, ILA 1694 president.*

The cranes are manufactured by Konecranes and are among the newest in the industry. At 100% electric, they emit no carbon. They have auto steering equipped for precision gantry travel and pinpoint efficiency on container pickup. Their safety sensors will maximize the safety of port employees and assets, and they have precision micro motions for direct loading and unloading of containers and anti-sway hoisting functions. The lighting throughout the crane is 100% LED.

The container yard project was completed at a cost of $37 million and is part of an $88 million investment in improvements by GT Wilmington since taking over operations at the port in October 2018. The company has committed to investing up to $600 million at the current port site and in building a new facility in nearby Edgemoor, Del.

We're all in the same boat

By: Christine Lassiter, Executive Director
Seamen's Center of Wilmington

Critical to the running of any nonprofit are money and people. It really would be more fun to go to work every day and just help those the charity is there to aid. Unfortunately, that is not the real world, and our story is no different from any other nonprofit, church, community civic organization, and local business. We are finding ourselves short on workers, volunteers, and funds. I expect this to go on until COVID is under control.

On September 14, 2021, we were fortunate to hold our Last Bash of Summer—the one major fundraiser the Center holds each year. And the only fundraiser we have been able to hold in person since 2019. Again, not a new story these days.

My message is this: please give if you can, whether it is to the Seamen's Center of Wilmington or to another organization. We are not just asking for financial assistance, we are also asking for your time. If you are not in a position to donate money, could you volunteer?

Please allow me to show you what your time and money means here at the Center, the good work we can achieve with the funds you entrust to us, and how we and our corps of volunteers put them to good use.

Since May 18, 2021, the day that international seafarers were designated essential workers, SCW has worked diligently to get crews vaccinated. As of the writing of this article, we coordinated and assisted the vaccinations of a little over 700 seafarers and a handful of port workers, free of charge.

Ivan Bacolod of the M/V "Dole Ecuador" felt very lucky and grateful to have been vaccinated here because it would allow him to go home to see his family. Ivan doesn't know whether he would have had the opportunity when he returned to the Philippines without SCW's help.

Our services have pivoted from mainly transporting seafarers to running errands and personal shopping for crewmembers, to dropping off packages of donated puzzles, DVDs, playing cards, and games. The crew of the M/V "Dole Honduras" swaps out puzzles every two weeks when they visit.

Our hope is that *The Beacon* readers will think about becoming corporate sponsors, members, or volunteers. Most everyone who reads this newsletter derives his or her livelihood from Delaware River port commerce; though many may not recognize it, Americans rely on the mariners working throughout our waterways for 90 percent of the goods we touch in our everyday lives.

Won't you please consider sponsoring our mission? Your donations are not only necessary but will be guarded carefully. If you feel more connected to other organizations, please help them. We're all in need, and we're all in this together.

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Bipartisan delegation visits Philly Shipyard

Goal was to survey progress on new training ships



The delegation heard directly from Philly Shipyard workers, who are ready to keep supporting the critical NSMV program. Photo courtesy of Philly Shipyard.

Over the summer, Congressman Joe Courtney (D-CT), Chairman of the House Armed Services Subcommittee on Seapower and Projection Forces, joined Congresswoman Mary Gay Scanlon (D-PA) to lead a bipartisan delegation of U.S. representatives on a visit to the Philly Shipyard. Seven other representatives from both sides of the aisle joined the shipyard tour, including representatives Madeline Dean (D-PA), Chrissy Houlahan (D-PA), Conor Lamb (D-PA), and Donald Norcross (D-NJ).

The delegation was interested in an update on the two new National Security Multi-Mission Vessels (NSMVs), currently under construction at the shipyard. The new ships are not only important to national security and domestic sealift capabilities, but they also represent new, high-paying jobs in the shipbuilding industry.

"In 2016, the House Seapower Subcommittee wrote the law that authorized new construction of modern training ships for America's maritime academies. It is exciting five years later to see that effort has become a reality at Philly Shipyard," said Chairman Courtney. "Without the work being performed right now at this historic shipyard, our nation would soon be facing a dangerous shortage of qualified mariners to crew commercial and government-owned sealift ships during crises. For the city of Philadelphia, the NSMV program, funded by the U.S. Maritime Administration, means good, high-paying jobs, which the shipbuilding sector provides. It's another great example of the economic benefits of 'Made in America' shipbuilding."

The NSMVs will serve as purpose-built training platforms for the U.S. Maritime Administration to replace the state maritime academies' aging fleet.

In March, MARAD published a new study on the economic importance of the U.S. private shipbuilding and repair industry. According to the research, 'Made in America' shipbuilding has resulted in private shipyards in Pennsylvania, New Jersey, and Delaware contributing more than $2 billion annually to local area economies, supporting nearly 16,000 local jobs.

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Editorial

Paper to digital, easy right?

Despite upcoming pilot, CBP entrance & clearance system far from ready for use

It has been a long time in coming, but Customs and Border Protection is finally converting the vessel entrance and clearance process to an electronic format. If all goes as planned, the project will hasten the demise of an outdated, unnecessary paper document.

Today, agents and ocean carriers file CBP form 3171, unofficially known as the "entrance & clearance" form, to obtain approval to conduct cargo operations.

The proposed replacement, known as VECS, Vessel Entrance and Clearance System, will allow filers to supply required information through the Automated Commercial Environment and receive electronic responses. With other processes, such as entries and manifests, CBP and industry have been operating this way for decades. Sounds simple enough.

Not necessarily.

The transition will be far more complex than CBP might expect. Though CBP is planning to move forward with a pilot, a host of questions remain unanswered. Among these are who can be authorized to file data, who will have rights to it, who will be liable for incorrect or incomplete information, and who else can see or edit the information. These are serious issues.

Stakeholders are extremely concerned that CBP's initial focus will only be on the core data-collection functionality, tackling these and other open items as the pilot progresses. As currently envisioned, the pilot will test what CBP personnel have called "the happy ship," that all but non-existent vessel call where everything is simplified and works exactly as intended.

As just one example, multiple ship agents are often involved in the process, with one entering and another clearing the vessel. The VECS pilot will not be able to accommodate that scenario.

Clearly, system security should be a top priority when designing VECS, and CBP must define access rights at the outset of the pilot. With VECS, both cybersecurity and commercial sensitivity are in play.

Failure to plan can lead to significant code rewrites. Often, data security can dictate core data models and functionality. In the case of vessel entrance and clearance, it certainly dictates liability.

Another concern centers on the integrity of the filers. In the name of national security and to protect the ocean carriers, stakeholders have proposed that CBP limit VECS access to U.S.-based companies. CBP wholeheartedly agrees, but it is unclear the agency has the legal authority to do so.

Kudos are due

While concerns remain, the system offers much to appreciate.

The Exchange commends CBP for automating the process, not just digitizing the paper form. While digital "forms" have their place, CBP should consider them an interim measure and not a final goal.

CBP has also managed to move the project forward, albeit slower than either the agency or the industry might like, despite a lack of dedicated funding and priority within the ACE development cycle. That is a major achievement.

We urge CBP to make VECS system and data access rules a high priority early in the pilot. The Exchange and its members stand ready to work with CBP to solve these and other vexing problems.

Guest Editorial

MARAD training ships offer unique opportunities

By: Capt. Gavan Dunleavy

Career opportunities for maritime academy graduates in the U.S. exist in ship maintenance and corrosion prevention. Any technology that improves asset longevity would be welcomed by ship owners and operators. Therefore, the curriculum within the maritime academies should be responsive to the challenges that these owners and operators face. Under the U.S. Maritime Administration (MARAD), there are now ships for this type of training.

The construction of the U.S. maritime academies' new training ships can present an opportunity for dialogue between educational institutions and industry to address emerging issues and potentially add new dimensions to the curriculum to meet the challenges. Many graduates choose to go to sea as engineers or deck officers. For those who choose to work ashore in corrosion control, material performance and coating technology are opportunities for remunerative careers.

Companies that own and operate ships need technicians trained in all aspects of ship maintenance, especially in the field of coating systems, as these areas require constant oversight and upkeep.

Most vessels are in and out of port on an expedited turnaround and crewed on a limited capacity. This is an issue of commercial necessity and ensuring a profitable outcome. Coating maintenance is often postponed to meet current customer demand and maintain profitability. On tankers, the cargo tank linings are vital to the sustainability of the vessel. The cargo tanks are the revenue generator for the ship, and the deterioration of the lining can result in content contamination and lost revenue. Over time, the corrosive damage to the underlying substrate in ballast tanks can result in structural damage to the ship's hull.

From personal experience, I can only stress the importance of proper application of coatings in the shipyard, periodic inspections by vessel crew, and further maintenance in future shipyard visits. Understanding and following these requirements necessitate some training and experience in coating technology and application for vessels officers.

MARAD's decision to construct training vessels for the U.S. maritime academies may present a unique alliance between organizations such as the Association for Materials Protection and Performance (AMPP) and the maritime schools, highlighting corrosion technology in education and advocating innovative coating systems for use in these vessels. Through education, a comprehensive understanding of marine coating systems and their performance standards can become more formally recognized as a core component in the curriculum, and that will help ship owners and operators, shipmates, and beyond for the near and long-term future.

This piece was originally published in the summer 2021 issue of Maritime News*, an AMPP publication. Reprinted with permission.*

Guest Editorial

Philadelphia's "Catch-22" pier problem

By: Arthur H. Sulzer, Ed.D., Captain USN-Ret

In its most basic sense, "Catch-22" refers to a difficult circumstance from which there is no escape because of conflicting or dependent conditions. Our port community is currently facing such a situation.

Philadelphia has several vacant piers it would like to lease, and several companies would like to lease them. City regulations prevent their lease because of their poor condition, and the city has no funds to make repairs. Prospective tenants have the means to make the necessary repairs but cannot obtain leases. A perfect Catch-22 situation.

The problem

Many city piers were constructed in the 1920-1930s when an average freighter was 300-500 feet long and less than 10,000 tons dwt. Some modern vessels are over 700 feet and upwards of 70,000 tons, requiring a different type of berthing. Additionally, the years, weather, and hard use have taken their toll on these piers.

Multiple partners must aid the giant ships that bring our food, fuel, and consumer goods. These include tug and barge operators, marine repair companies, marine construction companies, and numerous additional providers who must store and maintain their equipment. Other players include the dinner and excursion boat operators that make the waterfront a tourist destination and the growing service industry for offshore wind.

The vacant piers and land are located throughout Philadelphia or as a part of existing terminals no longer in use. The authority and control of these piers is confusing with various city agencies, leasing companies, owners, and agents in control.

A possible solution

Funding is not the problem; bureaucracy is.

The U.S. government is about to invest trillions of dollars in the nation's infrastructure. Several federal agencies also have port infrastructure grants. Private companies in need of pier space have the means and access to financing to repair and lease back these piers.

Inaction is not acceptable. Piers will continue to decay and collapse as several have done, creating additional cost for the city. Small operators will go out of business or move elsewhere, making the port less competitive and reducing jobs and taxes for the city. Philadelphia will lose a whole new 21st-century industry supporting offshore energy to other cities.

Philadelphia needs what I call a community or area pier that serves the long-term interests of smaller companies as much as it needs container piers for large operators.

I hope the Maritime Exchange will lead the charge to get the city agencies in the room with the ports players and begin a serious discussion about how we can all work together to build a better, more inclusive, thriving port.

How President Biden's vaccine mandate impacts businesses

Legal Ease

By: Gordon Prince, Esq.
Gawthrop Greenwood, PC

In the latest effort to curb the spread of COVID-19, President Biden announced new steps his administration would take that will have significant impacts on millions of employees and the businesses that employ them. Included in this announcement are directives for the implementation of rules that will require companies (including private) that employ 100 or more people to have their employees vaccinated or undergo at least weekly COVID-19 testing. The directive also includes vaccine mandates that affect both public and private companies that contract with the federal government.

Employers with 100+ employees

In the coming weeks, the Labor Department's Occupational Safety and Health Administration (OSHA) plans to issue an emergency temporary standard implementing a requirement for these large companies to mandate employee vaccinations or weekly testing. The standard is also expected to require these employers to give workers paid time off to get vaccinated or to recover from any side effects of vaccinations.

OSHA's power to issue emergency temporary standards is authorized by statute, 29 U.S.C. § 655(c)(1). This permits the Secretary of Labor to enact an emergency temporary standard "if he determines (A) that employees are exposed to grave danger from exposure to substances or agents determined to be toxic or physically harmful or from new hazards, and (B) that such emergency standard is necessary to protect employees from such danger." OSHA can do this without going through the normal rulemaking process, however, an emergency temporary standard may only be in place for a period of six months. During this time, OSHA will work to issue a permanent standard that must go through the typical rulemaking process.

The specific requirements will only become known when OSHA publishes the emergency temporary standard. If, as expected, the standards have an effective date shortly after publication, employers will have little time to prepare.

Based on past memoranda and directives published by OSHA, as well as case law, OSHA's jurisdiction over a vessel related to health and safety of its crew is dependent upon whether the vessel is inspected or uninspected. Any vessel subject to inspection by the Coast Guard under 46 U.S.C. 3301 and issued a Certificate of Inspection is subject to the authority of the Coast Guard and is not subject to any statement promulgated by OSHA in this context.

Federal contractors

President Biden's Executive Order (EO) regarding federal government contractors does not expressly state that said contractors must have a vaccinated workforce. Rather, the EO directs that all federal contracts entered into on or after October 15, 2021 include a clause that the contractor and any subcontractors shall comply with all guidance for contractor or subcontractor workplace locations published by the Safer Federal Workforce Taskforce for the duration of the contract. The "clause shall apply to any workplace locations (as specified by the Task Force Guidance) in which an individual is working on or in connection with a Federal Government contract or contract-like instrument." This yet-to-be-drafted required contract clause is to be included in most new contracts, new solicitations, extensions or renewals of existing contracts, and the exercise of options on existing contracts.

On September 24, 2021, the Safer Federal Workforce Taskforce issued COVID-19 Workplace Safety: Guidance for Federal Contractors and Subcontractors, which includes definitions of relevant terms, explanations of protocols required of contractors and subcontractors to comply with workplace safety guidance, and exceptions. The guidance includes a vaccine mandate that requires the full vaccination of federal contractor employees covered under the EO and the guidance, with limited exceptions, by December 8, 2021. It also implements masking and physical distancing requirements while in covered contractor workplaces.

Organized labor

So far, organized labor appears to be split on these new directives and the issues they raise. To date, nothing has been released indicating any special rules for organized



labor. Some unions are taking the position that matters involving workplace requirements and discipline are items to be negotiated, as opposed to just being ordered and mandated. Meanwhile, other unions have come out in support of these requirements, including the American Federation of Labor and Congress of Industrial Organizations, which is the largest federation of unions in the United States.

Gawthrop Greenwood, PC and its team of business law lawyers continue to review developments as they unfold. If you have any questions, please do not hesitate to call us at 610-696-8225.

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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:

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Notes & News

Ed Henderson, formerly PhilaPort's Senior Director of Finance and Administration, transitioned to the newly established position of Senior Director of Business Development and Planning. In his new role, Henderson will focus on refining PhilaPort's Master Plan, capital budget development, lease negotiations, and other strategic commercial issues. This organizational change enables PhilaPort to continue its growth trajectory and ensures that the port maintains its vital role as an economic engine for the region. Good luck, Ed!

Anthony Sabitsky, a recent graduate of Tulane Law School, joined the Reeves McEwing team in August. Reeves McEwing LLP is an experienced provider of legal services in all aspects of admiralty law, including Coast Guard and TSB investigations, collisions, groundings, oil spills, salvage, injuries to passengers, crew and longshore workers, business and commercial transactions and disputes, and many other matters. Welcome aboard, Anthony!

GEODIS has upgraded its AirDirect services between Europe, the U.S., and Asia with its own leased A330-300 full freighter aircraft. Operating between Amsterdam, London, Chicago, and Hong Kong, and proudly flying under the GEODIS brand, the aircraft will also serve the China–Europe route for the peak season. The first flight took off in September.

"Food Logistics," the only publication exclusively dedicated to covering the movement of product through the global food supply chain, once again has named **MTC Logistics** to its 2021 Top 3PL & Cold Storage Providers list. The list recognizes leading third-party logistics and cold storage providers in the cold food and beverage industry. Congratulations!

MARITIME EXCHANGE MEMBERSHIP

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

Contact Christina Lista at clista@maritimedelriv.com to take full advantage of the available benefits and services of an Exchange membership.

Calendar of Events

11/03	Vessel Owners' & Captains' Association Dinner Philadelphia Marriott Old City, Philadelphia PA 7:00 p.m. - 10:30 p.m. Contact 856-488-8300
11/05	USCG AMSC Managing Board Meeting, 9:30 a.m. Contact Glena Tredinnick, 215-271-4891, glena.t.tredinnick@uscg.mil
11/09	**Maritime Exchange Innovations Working Group Meeting** Virtual Meeting, 10:00 a.m. Contact Christina Lista, clista@maritimedelriv.com
11/10	**Maritime Exchange Board of Directors Meeting, 11:00 a.m.**
11/11	Chapel of Four Chaplains Veterans Day Service 1201 Constitution Avenue, Philadelphia, PA 11:30 a.m.- 12:00 noon
11/16	**Maritime Matters: CISA PSA 101 Briefing** Virtual Meeting, 10:00 a.m. Contact Christina Lista, clista@maritimedelriv.com
12/01	**Delaware River 102** Virtual Training Class, 9:00 a.m. - 12:30 p.m. Contact Christina Lista, clista@maritimedelriv.com
12/02	Joint Holiday Dinner Ballroom at the Ben, Philadelphia, PA 6:00 p.m. - 10:00 p.m. Visit www.portsofphilamaritimesociety.com
12/03	USCG AMSC Meeting Sector Delaware Bay, Philadelphia, PA, 9:30 a.m. Contact Glena Tredinnick, 215-271-4891, glena.t.tredinnick@uscg.mil
12/08	**Maritime Exchange Executive Committee Meeting, 11:00 a.m.**
12/18	Chapel of Four Chaplains Wreaths Across America Day 1201 Constitution Avenue, Philadelphia, PA 10:00 a.m. - 11:00 a.m.
12/21	PhilaPort Board Meeting

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

