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Exchange VP Lisa Himber inducted into Del. Maritime Hall of Fame

By: Rick DeDonato, Marketing Manager
Ecolab Specialty Pest Services



Lisa Himber . . . Vice President of the Maritime Exchange for the Delaware River and Bay . . . hmmm . . . nice . . . but what about . . . *Lisa Himber . . . Maritime Exchange key staff for government affairs, public policy, security, and navigational safety* . . . impressive . . . but there's more . . . *Lisa Himber . . . appointed by the U. S. Secretary of Homeland Security to the National Maritime Security Advisory Committee* . . . we need to add . . . *a go-to resource for Customs, Coast Guard, USDA, and TSA issues . . . a founding member of the Delaware Bay Chapter of the Women's International Shipping & Trading Association* . . . it goes on . . . and on . . . and on . . .

I got it . . .

Lisa B. Himber . . . 2021 inductee into the Delaware Maritime Hall of Fame

That says it all!

What Lisa has contributed to the maritime industry in her career could fill a fleet of NeoPanamax ships! Currently, as VP at the Maritime Exchange, Lisa promotes maritime commerce. She works directly with regulatory and enforcement agencies such as Customs, Coast Guard, USDA, the TSA, and the EPA.

She's been at this for nearly 35 years . . . and loved every minute of it. "Being part of our maritime community has given me opportunities far beyond any I could have imagined." Lisa reflected. "Developing so many long-time friendships has been particularly gratifying, as has realizing that even after over three decades, I still learn something new every day. But above all, it allows me to make Exchange members' lives better — by finding ways to ease their workloads, by bringing them together with customers, colleagues, and policymakers, or just by providing information they need to achieve greater success."

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Waterway safety a growing concern

Exchange assisting Phila. Water Dept. with safety study

A growing number of Delaware River stakeholders is becoming increasingly concerned over a misguided push to designate the river along Philadelphia as suitable for swimming, kayaking, paddleboarding, and similar activities.

At issue is the fact that a 27-mile stretch of the river starting at the Tacony-Palmyra Bridge running south to the Commodore Barry Bridge is currently designated for what is known as "secondary contact recreation." This means that powerboating, rowing, and fishing are sanctioned, but "primary contact recreation," activities that bring people in direct contact with the water, is not.

Some people want that to change.

"From a commercial maritime perspective, all these activities can be very dangerous, said Maritime Exchange VP Lisa Himber. "Recreational water users frequently don't understand navigation rules or recognize that large cargo ships — and even smaller workboats — may not see them or be able to maneuver away if they can."

Seasoned mariner Capt. Michael Nesbitt, who spent much of his career on the Delaware, believes the river should be open to all who would like to enjoy it but has reservations. "Private boaters need to steer clear of shipping and small boat activity for several reasons," he said. "Even with extraordinary care . . . there are still several close calls every year. Close calls lead to casualties, and no one wants even one of those. Although the river is wide in areas, some areas have blind spots, shoreline wave action, and surge points that small craft may not be ready to handle."

Other waterway stakeholders have their own concerns with the proposed designation change. The Philadelphia Water Department, which is responsible for providing safe drinking water, supplying water for industries to manufacture goods, treating wastewater for over two million people, and protecting the region's water resources, has joined with the Exchange and others to ensure policymakers understand the full impact of any decision to allow for primary contact recreation.

"A change from secondary to primary contact recreation would require billions of ratepayer dollars in additional investment for infrastructure to further reduce bacteria in dangerous waters where people should just not be swimming or paddleboarding," said Deputy Commissioner Marc Cammarata. "Our ratepayers' money is better invested in projects that create tangible environmental benefits for area residents and in upgrading aging infrastructure to continue providing industry-leading drinking water, stormwater, and wastewater services."

The Exchange is assisting the water department with a study it has commissioned to evaluate the full scope of safety concerns, including navigation, associated with recreational water use. The study will consider such factors as how hazards associated with commercial shipping or shoreline modifications may affect the suitability of primary and secondary contact recreation activities.

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Interview with

Helene Pierson

Executive Director
Seamen's Church Institute of
Philadelphia and South Jersey



Helene Pierson was appointed SCI's executive director in July of 2016 following over 16 years of nonprofit management. Prior to moving into the nonprofit world, she held a variety of corporate management positions, including 16 years with the Philadelphia Inquirer *and* Daily News*. Now with nearly five years at SCI under her belt, Ms. Pierson is well positioned to share her thoughts with* The Beacon.

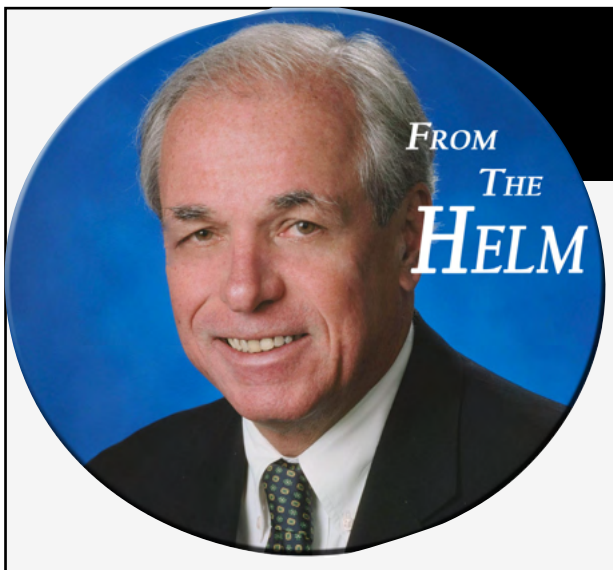
Q: For starters, perhaps you could give our readers a primer on SCI's mission and operations.

A: Seamen's Church Institute of Philadelphia and South Jersey has a mission to serve proactively, without prejudice, the human needs of seafarers and the maritime community of the Delaware River. What that mainly means is that we offer transportation for those fortunate enough to get shore leave in the generally very short time alongside, communication, these days in the form of free Wi-Fi for ships that don't have their own, personal shopping, and special requests. About 35,000 seafarers come into our service region of the terminals of the Delaware River in Pennsylvania and New Jersey, and human needs can run a broad range of requests.

Q: How has SCI adapted to changing seaport operations over the last decade, and especially during the last year as crews have been shipbound?

A: In the last decade, with the growth of technology and thus economic efficiencies, the main challenge is to make sure we still can check in on the seafarers and tend to their personal needs, despite the

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Channel deepening moves forward with additional resources

After to so many years of working to deepen the Delaware River to 45 feet, there is much to celebrate as we near the finish line.

As mariners, agents, terminal facility owners and operators know, many parts of the river are subject to ongoing shoaling, some years worse than others depending on seasonal storms. Because deepening has taken place in stages, areas that had been deepened have silted in since initial deepening to 45 feet over the course of a ten-year period. So before we call it finished, the Corps needs to go back and dredge in places that are no longer at their authorized depth. These areas, or ranges, run from just north of the Walt Whitman Bridge to just south of the Delaware Memorial Bridge.

That project priorities have shifted from construction to maintenance is a major milestone.

But the news gets even better. In January of this year, the Corps received significant additional funding for the closing phase of the project. In the FY21 work plan, the Philadelphia District of the Army Corps of Engineers received an additional $53.2 million, the largest amount ever received in an annual work plan. This figure supplements the $22.5 million operations and maintenance funding included in the FY21 budget, providing a total of nearly $76 million for the year.

More than half of the work plan money, or $32 million, will fund dredging projects. Another $21 million will go toward maintenance and expansion of dredge material disposal facilities along the Delaware River and Bay. Needless to say, keeping local disposal facilities operating at capacity, and increasing that capacity when needed, is just as important as the dredging itself.

To say the port community was ecstatic when the Corps FY21 work plan included these additional dollars is an understatement.

In late 2020, the stakeholder working group — including the Exchange, local sponsor PhilaPort, the Pilots' Association, the Mariners' Advisory Committee, and the Corps district office — considered the effort required to obtain this level of funding via the work plan. All realized this would be an uphill fight of major proportion. While stakeholders communicated with elected officials, the local Corps office worked tirelessly up the chain of command to Washington, D.C. and ultimately secured these sorely needed resources.

Bravo Zulu to LTC David Park, District Commander, Mike Landis, Chief of the Operations Division, and their team for hitting this mark.

Even with this good news, it is important to recognize that much work yet remains. The Corps needs to let contracts with private dredging contractors to continue maintenance dredging along ranges where shoaling has occurred. And the Corps must simultaneously continue improvements to the dredge disposal sites that are integral to ultimately completing the 45-foot deepening project.

As an aside, I should also note that the Corps hopper dredge "McFarland," homeported in Philadelphia, has played a key role, along with the private dredging contractors, in clearing some of the shoaling. The Corps has a proposal out now to build a new dredge to replace the "McFarland," and if there were ever any evidence of the continuing need to maintain the Corps dredge fleet, our project certainly provides it. We are only sorry that the dredge has used the entire 70 workdays allowed each year and is slated to go into dry dock this summer. We could certainly use a lot more than those 70 days.

It is my belief we are at a crossroads with respect to completing this project. We are within sight of reaching our ultimate goal of having the Delaware River main shipping channel operational at 45 feet between the Ben Franklin Bridge and the sea. We have the resources and experience to accomplish this goal. But we now have to communicate and work together to affect this outcome.



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NJDEP rule would jeopardize port ops

The New Jersey Department of Environmental Protection is proposing a rule governing fumigation that would have far-reaching implications for all ports located along the East Coast.

The rule would modify permitting requirements for fumigation activities and would expand the types of fumigants regulated to cover additional products used in maritime operations. The rule would also far exceed federal regulatory standards for all fumigant gases.

Many Exchange members rely on fumigation services as a critical part of their operations necessary to control invasive species. Government authorities require fumigation for numerous import and export commodities.

"Even members who are not directly involved in fumigation processes could be affected if DEP were to finalize the rule as currently written," said Maritime Exchange President Dennis Rochford. "It is well known that processing delays in one area can cause congestion throughout a port system."

Under the proposed rule, every fumigation event, no matter how small, would require an air permit. Even the fumigation of a single-commodity container would trigger the proposed permitting requirements. Beyond that, the rule would require the use of an elevated stack during fumigation aerations that would add substantial costs and logistical challenges to any necessary fumigation, particularly for those of a single container in a remote location.

The proposal would affect larger activities as well, such as fumigating an entire warehouse.

Experts believe the drivers behind the new rule confound the science. "Fumigations have been performed as an integral part of the import/export industry for decades without a single reported injury to bystanders," said Jim Fredericks of the National Pest Management Association.

Obtaining an air permit can cost tens of thousands of dollars and can take more than six months to complete. Currently, permit applications are based on the weight of raw materials rather than the product used.

Opponents fear the practical effects of the proposed regulation would cripple New Jersey import/export activity. "The number of permits that would be required would overwhelm the NJ DEP with applications and likely extend the approval time well beyond the current six-month average. If this rule were to go into effect in its current form, the fumigation of commodities entering and leaving the U.S. through New Jersey ports would be difficult, if not impossible, to achieve," Fredericks said.

"We are concerned that NJDEP has not done the requisite economic analysis. NJDEP is proposing to significantly increase the cost to import certain commodities without showing that there is currently a negative impact to New Jersey residents from fumigation operations, which are overseen at ports by onsite USDA personnel," said Eric Holt, Chief Commercial Officer at Holt Logistics Corp.

Though New Jersey is taking the lead on this issue, it does not intend to stand alone. Working through the Mid-Atlantic Regional Air Management Association, DEP is attempting to implement consistent requirements throughout the 10-state region.

"Exchange members in Pennsylvania, Delaware, and Maryland should be equally concerned. Because New Jersey is working to get neighboring states on board, this is a high-priority regional issue," Rochford said.

Activities are underway to oppose this regulation, starting with a successful campaign to extend the original April 30, 2021 comment deadline to June 1. The immediate focus is to request a further extension of at least 90 days.

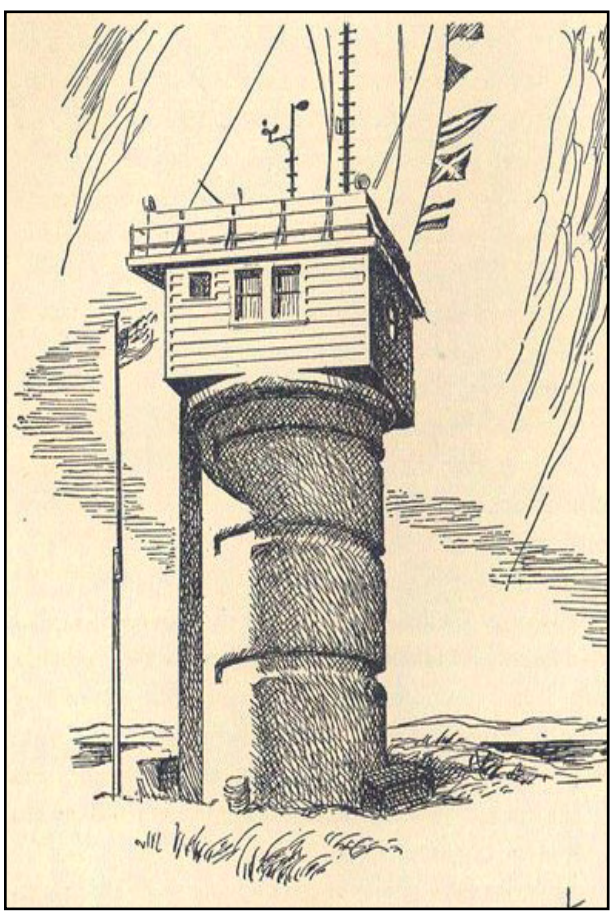
The Exchange strongly encourages all members to join the effort to educate New Jersey officials about the realities of the maritime industry and how this rule would hamper economic growth without additional benefit to local communities.

The proposal is available at https://www.nj.gov/dep/rules/notices/20210301a.html, and interested stakeholders are welcome to contact Christina Lista at exchange@maritimedelriv.com.

Welcome New Members

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Exchange Tower celebrates 75 years!

The first ship reporting station was on the Breakwater in the Delaware Bay offshore from Lewes. The old Delaware Breakwater was an artificial wall about a half mile in length, constructed to provide an improved harbor of refuge. Exchange employees were stationed on the Breakwater from 1875 to 1880, when operations transferred to Cape Henlopen — until a fire destroyed the station there in 1943.

The facilties at Cape Henlopen and Lewes were just a few among the network of ship reporting stations the Exchange operated over the years. Exchange staff plied their trade at stations in New Castle, Reedy, Marcus Hook, and Gloucester City — and at one time Exchange employees operated from a Navy ship at the League Island Navy Yard.

During World Wars I and II, the Navy stationed personnel with the Exchange, and at other times the Coast Guard and federal officials at quarantine stations at Lazaretto (near Tinicum Island) and Marcus Hook co-located with the Exchange.

When the Exchange documented its history in 1950, the Ship Reporting Tower was "equipped with teletype apparatus and a telephone for communication landward. It has a large and powerful 'blinker lights' for morsing to passing ships, a signal staff for communicating by flag, and the display of night and day storm warnings."

Today, the Exchange Ship Reporting Tower in Cape Henlopen State Park in Lewes continues to meet the mission outlined in 1875, though obviously the technology has changed quite a bit.

Exchange launches "Maritime Matters"

"Maritime Matters *with the Exchange*" is a new educational series designed to provide timely, relevant updates in bite-size portions to meet members' busy schedules.

On March 31, the Exchange hosted its first virtual program as part of the "Maritime Matters" series. Anselm Sauter of the Chamber of Commerce of Greater Philadelphia and Rick Mroz, representing the Greater Philadelphia Energy Action Team, presented on a variety of topics of interest to members, including legislative updates and regional energy initiatives.

Maritime Matters sessions will remain virtual for now, but future events will take place online, at the Exchange, and at other venues throughout the region. Members are encouraged to contact Christina Lista at exchange@maritimedelriv.com with suggestions for program topics.

TRACS® is a rare gem situated at Delaware River ports

Cargo manifesting system the best and last of its kind

When Customs launched its first electronic manifesting system in 1986, about 14 port authorities linked into the system. Today, that number is down to just one.

Developed and operated by the Maritime Exchange for the Delaware River and Bay on behalf of the tristate port community, TRACS today serves about 300 participants, allowing them to easily meet electronic manifest filing requirements, check cargo release status, submit stow plans, and fulfill a host of other cargo-related tasks.

"What sets TRACS apart is its 'port authority' status with CBP," said Maritime Exchange Vice President Lisa Himber. "Unlike other service providers, TRACS offers subscribers the ability to share manifest data and status messages not only for carriers that use the system but for all carriers calling any terminal throughout the port."

This feature allows ocean carriers and their local agents to authorize electronic data transmission to local terminal operators, brokers, importers, and others without those parties having to go through the time-consuming and expensive process of certifying on the CBP Automated Commercial Environment system, or ACE, or set up unnecessary and cumbersome secondary notify party processes.

Terminal operators are required to check ACE release status before allowing cargo pickup from their facilities. TRACS provides the information without the need for terminals to undergo ACE certification, assume programming time and expenses, or install the costly infrastructure necessary to communicate with ACE. Data owners, those who create or upload manifests, can create relationships with their supply chain partners that govern who has access to the information.

System users can query the system on demand or set alerts to receive email notifications of critical status messages, such as do not load, cargo hold, and intensive exam required. "The emails we receive from TRACS let us monitor the status of a manifest in real time without staring at a computer screen around the clock. All of the information available in the bill of lading status and the activity log, coupled with the alerts and the support from Exchange staff, help us better serve our customers," said Ashley Stephens, owner of Braden Logistics

Though TRACS is certified with Customs for the Delaware River port community, many participants use the system to meet filing requirements at ports throughout the U.S. "Being a relatively small but busy company, we love when the databases we use provide us with quick and easy tools to get the job done. The Maritime Exchange's TRACS system equips Southport with efficient filing and reporting software in order to submit information to Customs and send our customers reports in a timely matter," said Amy Kugler of Southport Agencies, based in New Orleans.

A key benefit to TRACS users is that the system was developed by maritime professionals for maritime professionals. "When we first set out to create a port community information system, we brought in agents, brokers, and terminal operators to advise us on how the system should operate. The logic we developed in 1988 still powers the system today," Himber said.

This means that when users have questions or need assistance solving problems, the people standing by to help them are trained in the maritime industry, not at a computer consulting company. TRACS staff understand how ship arrivals, brokers' entries, and bills of lading must all align to ensure timely cargo release. It also means that when CBP systems are not performing the way they should, the Exchange, a nonprofit trade association dedicated to promoting maritime commerce, is prepared to advocate for change.

Since seaports never close, the fact that the Maritime Exchange is staffed 24/7/365 is a huge plus for TRACS participants as well.

TRACS is a part of a larger system, known as Maritime On-Line,® that includes advance ship scheduling and historical activity, crew manifesting and eNOA/D filing, and real-time vessel tracking. "To the best of my knowledge, there's no other system in the U.S. like TRACS that provides conveyance, cargo, and crew data through a single window," Himber said.

NOA/D changes on the horizon

With its usual short notice, the Coast Guard National Vessel Movement Center recently introduced changes to the system used by ship operators and their agents to report advance notice of vessel arrival and departure. Like other service providers, the Exchange must update its Maritime On-Line® system, in this case the NOA/D On-Line module, before the NVMC transitions from the old system to the new.

"We knew a modification was coming, though we didn't necessarily know what it would be," said Exchange Operations Director Paul Myhre. "We had a draft specification ready to go and finalized it as soon as the Coast Guard published the new documentation."

The Exchange frequently updates MOL to incorporate users' requests and to meet regulatory requirements. But the only changes to the NOA/D On-Line module in recent years have come from Coast Guard mandates. "Participants remain completely satisfied with the system design and operation," Myhre said.

What is changing?

The new schema updates the Port State, Foreign Port, and Agency lists and modifies some functionality, such as certain cargo reporting. Filers will be required to indicate whether cargo is in ballast and use a streamlined hazardous cargo reporting mechanism that incorporates the UN number and proper shipping name from a selectable list. Reporting parties must also notify the Coast Guard if the vessel qualifies as a Jones Act vessel.

"The Exchange's NOA/D On-Line system allows us to serve our customers in a fast and efficient manner. The module and support are available 24 hours a day, and the Exchange routinely makes upgrades to improve the system," said Daniel Van Duzer, Vice President of Moran Shipping Agencies.

The Exchange expects to launch the updated code and distribute a new offline spreadsheet by the end of May. As always, the program will accept previous versions of the spreadsheet for participants who may not have the newer file, but these may require additional online data entry.

"On the surface, the changes seem fairly easy, but we must modify the screens, the database, the data importing program, and the transmission file sent to the Coast Guard for each new field. There are a lot of moving parts," said Myhre.

NOA/D On-Line is available for submission of arrival and departure notices to meet Coast Guard reporting requirements and includes the same top-notch support as all Exchange systems.

To learn more, please visit https://maritimedelriv.com/mol or contact Paul Myhre at ops@maritimedelriv.com.





DGI effort stalled for funding

"The Maritime Exchange and its members are committed to improving port operations, but this is a difficult time to try to raise funds," said Exchange President Dennis Rochford.

Rochford is referring to the effort launched last year to assess the river ecosystem with an eye toward gathering and refining the state of the knowledge base associated with habitats for estuarine fish, wildlife, and habitats of indigenous species, like the Atlantic sturgeon.

"Having the full breadth of current, accurate data will go a long way toward helping facility owners and operators plan for dredging and construction activities that require permits," Rochford said. "It should greatly assist state and federal agencies with their permit review and approval processes as well. It may also aid the Corps of Engineers with channel maintenance by lengthening allowable dredging windows."

The assessment, known by its short name — the Data Gathering Initiative — is expected to cost up to $400,000. This includes collecting the information as well as building a database and web portal so those with a need for and a right to the information can access it.

On behalf of and in collaboration with the members of its Private Berth Dredging Committee, in 2020 the Exchange developed a request for proposals and selected Mott MacDonald to complete the work.

The committee hoped its members and other businesses operating along the waterfront, such as manufacturers and commercial developers, would pay for the initial effort. Once in operation, the project is expected to be self-sustaining. But with the pandemic driving revenues down across the board, the committee has yet to identify funding.

"Since the project will benefit not only commercial interests but also academics, municipal water agencies, and a host of other constituents, the Exchange has also looked into various grant programs and other possible sources of public funding. But it seems to be a square peg trying to fit into a round hole. There simply isn't an obvious logical program for this project — at least not yet," said Exchange VP Lisa Himber, who is coordinating the effort.

While committee members are disappointed, they recognize this is a temporary setback and remain committed to the end goal.

"Many facilities along the Delaware River and Estuary routinely dredge their channels and docks to support the viability of port operations and thriving commerce, and this database will be used by both regulators and the regulated community to facilitate timely and efficient dredging permit processes." said John Deemer, HSE Manager at the PBF Energy Delaware Valley Refining Complex. "That the effort has stalled due to a lack of funding is very disappointing. Yet because of these value it will provide users, we are confident stakeholders will find a way to make it happen."

Equally dedicated is Mott MacDonald, which has agreed to extend the initial quoted bid price for the foreseeable future. "The study is clearly worth waiting for, as it will provide great value not only to those who work on the river but to the tristate region and beyond. Everyone wants to see data/information captured in one place," said Jane Rowan, project lead for Mott MacDonald.

Readers of *The Beacon* with an interest in helping bring this project from the drawing board to operation are encouraged to contact Lisa Himber at exchange@maritimedelriv.com.

"We are down, but we are by no means out," Rochford said.

Meet Christina Lista

Communications Manager



Christina joined the Exchange on March 1, 2021 after six years as executive director at the Chilean & American Chamber of Commerce of Greater Philadelphia. As communications manager, Christina's portfolio includes government affairs, membership, publications, and events activities. She is also responsible for growing the Exchange's social media presence and developing new communications strategies, among the other duties her new position entails.

Christina, having worked with the Exchange in her previous role at the CACC, was delighted to join the spirited and hard-working team. "I was quite humbled when asked to join the Exchange — especially to assume the duties of Beverly Ford. Working with Dennis Rochford, Lisa Himber, and the Exchange crew has always been a great pleasure of mine, and it is well known the entire Exchange staff is highly dedicated to their craft."

Beginning her role remotely, Christina has met many important Exchange stakeholders virtually through management of various Exchange committees and working groups, including the Innovations Working Group and the channel deepening stakeholder committee. She also orchestrated the Exchange's first members-only virtual program on March 31 titled "Maritime Matters *with the Exchange*" and is working to roll out similar, dynamic programming on a monthly basis.

At CACC, Christina managed the daily operations of the organization to promote the trade and commercial relationship between Southeastern Pennsylvania, Southern New Jersey, and Delaware and the Republic of Chile. She particularly enjoyed working with members and partners both here in the Greater Philadelphia Region and in Chile, especially her friends at ProChile, Chile: a Digital Country, and the regional international chambers of commerce.

Christina has long admired the camaraderie among members in the maritime community and is delighted to get more involved. Although she will dearly miss her trips to Chile and many friends and colleagues there, she looks forward to meeting the vast membership the Exchange represents and is eager to build upon the maritime trade knowledge gained at the CACC.

In addition, Christina previously served as an Educational Support Professional with the International Business Capstone Course at Temple University's Fox School of Business. She is a proud alumna of Temple's Fox School of Business, where she graduated with a degree in International Business in 2015 and remains active through speaking engagements. Christina's internships in college included content creation for an international blog and partnerships with national magazines.

Christina lives in South Philadelphia and enjoys cooking, dancing, and traveling to both new and favorite places. She is an avid concert-goer and lover of wine, pasta, libraries, vintage finds, and animals, especially dogs.

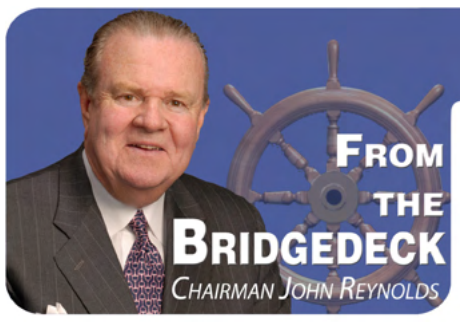
Help welcome Christina to the Exchange by sending her a message at exchange@maritimedelriv.com.

Maritime On-Line®

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Contact the Exchange at ops@mxops.org to find out how we can help your business operate more efficiently.





Report of the Board of Directors

John Reynolds, Chairman

Since this report outlines Maritime Exchange activities during 2020, clearly it will need to discuss how the organization, its members, the regional port community, and global maritime commerce fared during the most devastating pandemic in over 100 years.

It is a pleasure to report that even with the unceasing global uncertainty, 2020 saw the Maritime Exchange and the Delaware River ports it represents moving full steam ahead on a successful trajectory.

At the onset of the COVID crisis, most Exchange employees transitioned to a teleworking environment. Prior business continuity planning contributed toward the success of this move, and we commend the staff for their resiliency, flexibility, and unwavering commitment to the Exchange mission. Our staff ensured the Exchange was able to maintain uninterrupted service for members, and our efforts to promote regional commerce did not skip a beat.

This report will highlight not only activities at the Exchange but also factors that affected our port and its operations.

Advocacy/Public Policy

Ship Calls and World Trade – Despite our collective best efforts, there is no doubt the maritime industry suffered notable losses in 2020.

Last year, 2,195 ships arrived at Delaware River port facilities. This represents a 6.6% decrease in vessel calls compared to 2019. Though the number of ships discharging cargo decreased, ships loading cargo for export increased, in some cases dramatically. In 2020, 41 ships carried export steel, a 41.4% gain over 2019. Export gas products continued to hold strong, growing from 185 ships in 2019 to 239 in 2020, a 29.2% increase. And while ship calls may have declined, several local port operators reported gains of 5-7% in cargo volumes.

We can also report that last year's decline in ship calls at Delaware River ports compares favorably to most other major U.S. seaports. Many of our colleagues at Exchanges in other areas report losses of 10% and much greater.

All of this came after global trade dropped sharply during the first half of 2020, when initial projections contemplated declines of 20% or more in ocean shipping and Delaware River ship calls were down nearly 14%. A third-quarter rebound held through the end of the year, and we expect final ocean commerce numbers to show losses of only 4 to 5%.

Our port operators can take much pride in the fact that they have remained open and operational during the COVID-19 pandemic, a true testament to the dedication of the labor workforce and the terminal operators. Critical products such as personal protective equipment and other medical supplies, fruits and vegetables, and an exploding number of e-commerce purchases all safely found their way to market, ensuring the continued viability of an increasingly fragile supply chain.

Nonstop activity surrounding COVID-19 developments saw the Exchange taking the lead in several areas, especially in the earliest days following the outbreak, by communicating information designed to ensure our local maritime community was well informed and safe. At the same time, our advocacy activities continued unabated. The Exchange led an effort to facilitate seafarer repatriations, argued for early vaccinations for port workers, and coordinated regional efforts to keep focus on the main channel deepening and maintenance, just to name a few. Allow me to highlight some of the activities that topped the Exchange public policy agenda in 2020.

Seafarers in the Spotlight – Over 400,000 seafarers worldwide sailed under expired contracts and could not rotate off their ships due to pandemic-driven immigration restrictions and airport closures. Some stranded seafarers spent as long as 15 months or more on board involuntarily, well beyond the limits specified by the Maritime Labor Convention. The Exchange went to bat for these seafarers, meeting with Customs and Border Protection (CBP) locally and at all levels of the CBP hierarchy. We also coordinated a letter-writing campaign in the tristate region and nationally, imploring elected officials to assist.

These efforts raised awareness among federal officials and led to an increased spirit of cooperation that allowed timely crew repatriations. By December, Exchange members were reporting a smooth homeward path for crewmembers repatriating from Delaware River ports. We sincerely appreciate CBP's responsiveness to this humanitarian crisis.

This worldwide crisis is far from over. In a welcome move, the UN General Assembly, the International Maritime Organization, and other international bodies have repeatedly urged member states to designate seafarers and other marine personnel as key workers and seek international cooperation to effect change. In conjunction with fellow maritime exchanges and national associations, the Exchange will continue efforts to reduce the undiminished backlog of seafarers desperately looking to go home.

Vaccines for Port Personnel – The emergence of viable vaccines gave hope that a full recovery starting as soon as mid-2021 would be possible. The Exchange went to work to give decision makers the information necessary to determine that port workers be included in the second tier of essential personnel to receive vaccinations.

The activities we undertook to achieve this goal included communicating with the U.S. Maritime Administration Administrator and the Centers for Disease Control and Prevention Director, members of the tristate Congressional delegation, and the governors and health agency heads in the three states.

One bright spot has emerged from an otherwise debilitating global event: the world has focused on — and may even have gained an understanding of — the importance of the cargo supply chain. Ensuring a ready supply of medical goods, vaccine shipping logistics, the dramatic escalation of e-commerce, and the plight of seafarers have entered the consciousness of the general public and policymakers. It will be our challenge to ensure that maritime industry awareness does not fade with the pandemic.

Channel Project Focus Turns to Maintenance – The roller coaster ride we have been on for the past two decades was no less gripping in 2020. The year began with drilling, blasting, hydraulic hammering, and bucket dredging to break up rock in seven areas of the channel. It ended with a shifting of priorities from construction to maintenance dredging and a Corps FY21 work plan that includes $53.2 million in supplemental funding for Delaware River operations. This is in addition to the $22.5 million operations and maintenance funding included in the FY21 budget. The supplemental funds will work to upgrade a number of dredged material placement facilities critical to efficient maintenance activities.

New in 2020 was the implementation of key stakeholder monthly meetings to foster communications, coordinate activities, and synchronize messaging with federal officials.

The promise of a deeper channel has fueled substantial infrastructure improvements on the Delaware River, and the realization of this project is certain to bring gains in cargo volumes now and for many years to come.

"McFarland" Replacement on the Horizon – After years of speculation, the Corps posted a pre-solicitation notice to replace the medium class hopper dredge "McFarland" in November. The dredge has served us very well, especially over the final months of 2020 and early 2021, and we will need a concerted lobbying effort to ensure its replacement is homeported on the Delaware River.

Tariffs Hurting U.S. Business and Consumers – Throughout the year, the Americans for Free Trade coalition, of which the Exchange is a member, kept pressure on the Trump Administration to rescind its harmful tariff policies. In December, we wrote to then-President-elect Biden and his transition team encouraging the removal of trade policies that negatively affect the American economy. To date, the tariffs have cost American businesses, farmers, manufacturers, and consumers over $68 billion.

Challenge to Steel Tariffs Unsuccessful – In June, the U.S. Supreme Court declined to hear the American Institute for International Steel case that challenged the 25% tariffs on imported steel products. The suit argued against the validity of the tariffs because Section 232, which allows the tariffs in the name of national security, "unconstitutionally delegates legislative power to the President." Unfortunately, the Trump administration successfully argued that the Supreme Court rejected a similar suit under Section 232 in 1976.

Agriculture Remains High on the Agenda

Ag Committee Reviews WPM Test Results – After a two-year program at Delaware River ports to test alternative treatments for non-compliant wood packing materials, the U.S. Department of Agriculture (USDA) Animal and Plant Health Inspection Service (APHIS) ended the test in February of 2020. Another victim of COVID-19 restrictions, APHIS has been unable to move the program further as of yet.

IWG Kicks Off in October – Based on the success of two previous programs, the Exchange launched a new working group last fall to identify cost-saving ideas for existing processes, explore the use of technologies to address those needs, and determine how best to test feasibility and applicability in the field. Innovations Working Group (IWG) members expect this effort to translate into increased efficiencies that can reduce agency costs, ultimately resulting in lower user fees or at a minimum a slower rate of fee increases.

Exchange Supports Aid to APHIS – After discussions with APHIS officials about the severe decrease in Agricultural Quarantine Inspection (AQI) revenues driven by an almost total drop in international air passengers, the Exchange advocated for financial support from the tristate Congressional delegation and House and Senate Agriculture Committee leadership. At issue was a potential shortfall of $650 million in user fees that fund USDA and CBP inspection activities. Curtailed AQI operations could jeopardize $143 million in fruit trade and other perishable cargoes moving through Delaware River ports.

Then some excellent news: The federal budget signed in December added $635 million through the end of FY22 to offset the pandemic-driven shortfall in the AQI program.

APHIS informed the Exchange it plans to begin a 12- to 24-month fee rulemaking process in 2021. The agency's goal is to raise fees by smaller amounts more frequently than the dramatic increases that went into effect in December of 2015. The Exchange will monitor this activity closely and present formal and informal comments at every opportunity.

COVID-19 Changes CBP Operations – The Exchange and its members primarily interacted with Customs and Border Protection to address challenges associated with vessel boardings and seafarer repatriations, as described above. But the pandemic threw an unexpected spotlight on the grossly outdated nature of CBP systems. Rather than transitioning to fully electronic processing, ship agents were compelled to bring paper checks to CBP in order for ships to begin cargo operations. The Exchange has long advocated for further CBP automation initiatives, and it is our hope that the pandemic has underscored the extreme necessity of eliminating paper-intensive processes.

The Exchange also spoke out for members when the COVID-19-related increase in online shopping brought the Automated Commercial Environment manifest system to a crawl. In some instances, cargo release messages were delayed by as many as nine hours. Working through local CBP and national CBP workgroups, the Exchange ensured policy makers were aware of the operational problems created through insufficient system processing.

We also note that CBP officers, largely relieved of their responsibilities to clear arriving international air passengers, placed increased scrutiny on seaport operations in 2020. The port has seen increasing numbers of exams and inspections since the onset of the pandemic.

Philly Shipyard Wins MARAD Contract – A windfall for our region in 2020 centered on the Delaware River's very own Philly Shipyard. In April, MARAD awarded a contract to construct up to five National Security Multi-Mission Vessels for the U.S. Maritime Administration. These ships will offer a world-class maritime training platform for our nation's future mariners and support humanitarian assistance and disaster relief efforts. Four ships have been authorized so far, and an option exists for the fifth. If all five NSMVs are ordered, the total contract value to the shipyard is about $1.5 billion, and it will support 1,200 local jobs.

Member Programs and Services

The biggest news at the Exchange in 2020, just as at most other businesses, was an operational shift to accommodate a suddenly teleworking customer base. Another factor that compelled changes to the way we serve members has been the degradation in the U.S. postal system.

Process Changes for Publications – Eliminating the paper version of *The Beacon* was a necessary decision given that so few recipients were working in their offices. It is a pleasure to report that this move turned out to be an unqualified success. Online readership grows with each issue, allowing us to expand distribution without substantial cost increases. We also adjusted our port directory production schedule to accommodate a January publication date — and we introduced an "early bird discount" to give advertisers a break in ad costs. These turned out to be very welcome changes.

Increased Online Payments – Members had a new option in November when we distributed membership renewal notices for 2021 via email that allowed for online payment via credit card. Increasing numbers of members are also using automated clearinghouse payments to eliminate the need to prepare and mail checks. Over the coming year, we will continue to explore opportunities to streamline accounting functions via automation.

Engagement a Priority – When face-to-face meetings halted, the Exchange and its members lost one of the most valuable vehicles to stay connected. Last year we developed a schedule of activities designed to engage with members and retain their interest in our efforts. The program includes more frequent email communications from the president, virtual training and meetings on topics of interest, Maritime On-Line user group meetings, and other tactics. No doubt many of these new programs will remain in place even after we resume normal operations.

PBD Review Panel Selects Vendor – The Private Berth Dredging (PBD) Review Panel worked for over a year to define parameters needed to conduct a Delaware River Ecosystem Data Gathering project. When complete, the study will streamline permit application and review processes for berth maintenance, pile driving, and similar waterside operations. In 2020, the panel developed a request for proposals, evaluated seven responses, and selected Mott MacDonald to complete the work. For now, the search for funding remains ongoing.

Operations and Information Technology

Since Exchange vessel dispatching and Maritime On-Line system support have always taken place remotely, COVID-19 restrictions did not alter any external aspect of these operations. Virtual radios, remote PC connectivity, IP phones, and online meetings have allowed the Exchange to maintain 24/7 operations throughout the ongoing crisis.

And the pandemic did not stop the organization from implementing other projects in 2020. The Exchange strengthened its infrastructure by implementing new storage and switching hardware to provide enhanced redundancy and performance, and it upgraded servers to maintain industry compliance and a strong cybersecurity posture. We also conducted a comprehensive audit of the firewall and intrusion detection and protection systems, which led to several important security improvements.

When CBP began flooding the trade community with additional cargo status messages related to its Section 321 initiative (supporting low-value, high-volume e-commerce shipments as discussed above), the team quickly upgraded its communications software and made other procedural and system changes. These adjustments allowed TRACS to effectively handle the additional messages for its nearly 300 system participants.

The Exchange had planned for a major announcement at the launch of the export manifest system in 2021, and staff worked diligently during the first quarter to meet this goal. Unfortunately, problems with CBP documentation and unresolved system bugs we identified within the CBP system during testing hampered further progress. We look forward to releasing the program in the coming year.

In Closing

COVID-19, while a most worthy opponent, was no match for the determination of the Exchange and its members. Our mission remains steadfast: to protect and promote commerce on the Delaware River and Bay. With the continued support of our board and our valued membership, we are poised to once again successfully meet this mission in 2021. We look forward to continued effective representation of our members and Delaware River ports. Rolling up our collective sleeves and working together, we will face whatever obstacles 2021 has in store.



Delaware Maritime Hall of Fame

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Even a pandemic won't slow her down. For the past year Lisa has hosted and organized a variety of virtual meetings bringing together the most informed players. On a recent Innovations Working Group webinar, she virtually navigated the participants through topics such as international standards for phytosanitary measures and compliance programs, partnerships with CBP and USDA, evaluating alternatives to methyl bromide, improving chain of custody, and AQI treatment fees invoicing.

Her contributions continue to help build the maritime industry . . . but let's set anchor to recognize her latest accomplishment.

The Delaware Maritime Hall of Fame

The Delaware Maritime Hall of Fame, sponsored by the Overfalls Maritime Museum Foundation, honors those who have given uniquely and generously of their skill, energy, heart, and time in building Delaware's maritime heritage. The foundation is a volunteer organization committed to preserving one of America's last remaining lightships, the Lightship Overfalls.

On Lisa's selection, Elaine Simmerman, Co-Chair of the Delaware Maritime Hall of Fame, said, "Lisa Himber has made a lifelong career of promoting maritime business on the Delaware River. Her impact will be felt by the business community for decades."

Lisa was nominated by Capt. Stephen Roberts, a river pilot since 1984 and former chairman of the Mariners' Advisory Committee. In his nomination, Capt. Roberts said, "Lisa has been able to effect lasting policy changes at both the local level and nationwide." He added, "She co-led an effort to improve processing of agricultural products through regional ports which resulted in a new national USDA policy in 2016. She also successfully implemented a regional community automation system designed to more quickly clear cargo with Customs at a time when most port business had not yet embraced computer technology — today about 300 individuals use that system and others Lisa helped to develop. Effecting positive change amid the federal bureaucracy has been among the foremost obstacles she has faced."

When hearing of Lisa's induction, Capt. Roberts, himself a Delaware Maritime Hall of Fame inductee, stated, "I've known Lisa since the early 90s when I first started to get involved in port affairs. She was everywhere and often was the only woman at the table. I got to know her much better when I became MAC chairman in 2009. Her deeply informed counsel helped keep me off of the shoals of port politics and made my job as chairman much easier. But, it was her friendship that helped make the job fun."

Lisa has dedicated her career to building the maritime industry along the Delaware River. Through that dedication, she has accumulated an impressive list of accomplishments and awards. So many, that we had to separate them. Please see the accompanying box, *"Lisa Himber: Accomplishments and Awards."*

When asked of her proudest accomplishment, in typical "Humble Himber" fashion, she said, "The members of the Delaware River maritime industry have racked many successes over the years. Yet no single accomplishment makes me prouder than the way everyone works together all the time, most frequently under the umbrella of the Maritime Exchange. When members come to the table prepared to collaborate with not only peers and customers but also with competitors, there is no limit to what we can achieve. It works so well because we're all part of the same team, pulling together to meet common goals."

Accolades away!

Lisa's accomplishments speak for themselves, but that didn't stop some of the most respected people in the Delaware River maritime industry from also speaking up.

"As a former merchant mariner, I often look at things in a nautical way. If you consider the Maritime Exchange to be a large ship steaming on the ocean, Lisa Himber is the rudder that keeps the ship on course. Without that rudder, the ship would be helpless.

"Like the rudder, Lisa is always there for the Exchange and its members, 24/7. If she doesn't have the answer to your question (a rare occurrence), she will get it for you ASAP. Her induction into the Delaware Maritime Hall of Fame is well deserved, and we are proud of her."

John Reynolds
Chairman, Maritime Exchange for the Delaware River and Bay

"When I first got to know Lisa Himber, the industry was bereft of fully recognizing the talents of women. Lisa cut a trail for many others to follow. As a person, she has a strong command of facts and an unusually good understanding of procedures regarding policymaking at both the state and federal levels. Her knowledge and professionalism are respected by all who have worked with her, and they have contributed to making the Maritime Exchange an indispensable organization for anyone in the international trade community in the tristate area."

Robert Palaima
President, Delaware River Stevedores, Inc.

"I have been working in the maritime industry since the 1980s and it seems like at every turn, Lisa has been there to help. We've relied on her to help understand regulatory and security issues. She was instrumental in guiding our BMPs [best management practices] as our business grew to include new commodities and locations. Lisa is always ready to assist and is our voice on local and federal political issues. Lisa is absolutely worthy of this award and honor."

John Achzet
Regional Manager, Ecolab (formerly Royal Fumigation)

"The Hickman Rowland Seafarer's Friend Award, which Lisa won along with her Maritime Exchange colleagues in 2013, is given annually to a deserving individual, church or business that embodies the spirit of the mission. Lisa served as vice president and a member of the SCW Board of Directors for over 20 years and as president for four years. She volunteers as a host in the building and has had an enormous impact in our fundraising endeavors. SCW has been blessed to have had Lisa as part of our team."

Joan Lyons
Former Executive Director, Seamen's Center of Wilmington

So Lisa, what does this honor mean to you? "My induction into the Delaware Maritime Hall of Fame recognizes the importance of the Maritime Exchange to the local maritime community. Essentially, it validates the necessity of what I have done every working day for more than half my life. Yet an even greater honor is joining such distinguished ranks as the previous inductees, who have made such important contributions to Delaware's rich maritime traditions."

On a personal note, I have known Lisa for only around 10 years. In that short time, I have come to realize why she has earned all the awards and accolades she has achieved. She has generously taken the time to share her knowledge of the wonderful world of maritime. When asked to write this article, they asked me to do them a favor. I consider it an honor!

Congratulations, Lisa, on your well-deserved induction into the Delaware Maritime Hall of Fame. Don't sail off into the sunset anytime soon.

Lisa Himber: Accomplishments and Awards

- Appointed by the U. S. Secretary of Homeland Security to the National Maritime Security Advisory Committee in 2005. Served as its chair and held other leadership positions until her term expired in December of 2015.
- Member of the Sector Delaware Bay Area Maritime Security Committee Managing Board.
- Served as President of the Seamen's Center of Wilmington board since 2017.
- Member of the Seamen's Church Institute of Philadelphia and South Jersey board.
- Sits on the Ports of Philadelphia Maritime Society board.
- Member of the New Castle County Chamber of Commerce board.
- Holds leadership positions within the National Association of Maritime Organizations (NAMO) and Maritime Information Services of North America (MISNA).
- Founding member of the Delaware Bay Chapter of the Women's International Shipping & Trading Association.
- **As part of the Maritime Exchange team, received:**
  - Water Resources Association for the Delaware River Basin Achievement Award, March 2019
  - Chilean & American Chamber of Commerce Visionary Award, April 2018.
  - Seamen's Center of Wilmington Seafarers' Friend Award, November 2013.
- **Individual awards include:**
  - U.S. Coast Guard Meritorious Public Service Award, May 2010.
  - Seamen's Church Institute, Spirit of the Port, March 2010.
  - All Hazards Consortium, Leadership Award, October 2009.
  - U.S. Coast Guard Public Service Commendation, December 2007.
  - U.S. Coast Guard Meritorious Team Commendation, November, 2006.
  - U.S. Coast Guard Meritorious Team Commendation, May 2005.
  - U.S. Customs Service, named "Honorary Customs Officer. October 1995.
- **Other professional affiliations:**
  - The American Association of Port Authorities Information Technology Committee
  - The Customs Electronic Systems Action Committee
  - ACE Trade Support Network
  - The Wilmington Maritime Society
- **The Delaware Maritime Hall of Fame**

Congrats class of 2024!

In conjunction with the 146th annual meeting, members elected the following to serve on the Exchange board for three-year terms. Thank you for your service!

John Brennan
John Gazzola
April A. Hale
Joseph C. Hare
Robert A. Herb
Eugene Mattioni
George C. Murphy
Michael Nesbitt
Jeff Raven
Uwe Schulz
Richard Venuti

Next up in May, the board chooses its officers.

Thanks also to those members who voted. We appreciate your participation and support!

Q&A with Helene Pierson of SCI

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short time alongside. In other words, technology has created more isolation for seafarers, and their need to interact with others has grown. While we believe in-person communication is vital, and a smile from another human being, indeed a stranger, can have profound effects on keeping seafarers in a positive state of mind, we too are utilizing technology to interact with seafarers in a big way, especially since the COVID-19 pandemic began.

We use email and Facebook heavily to communicate directly with ships' captains and crews. There are some big pluses to communicating electronically, including removing the language barrier, allowing more of the crew to reach out to us, and communicating their needs sometimes as much as a month in advance of their arrival.

The last year brought additional challenges. There were times when no seafarers at all were allowed off ships per the policy of their owners or captains or the policy of the U.S. government early in the process. Today, some ships are allowing some seafarers shore leave though some still are not. A big challenge was trying to get crew changes for seafarers as they became stuck on their ships and away from their families, and since many are young, away from their young children. We were grateful for our local group of the Maritime Exchange, agents, and other advocates who came together to press where we could in a difficult worldwide situation. We are grateful that things are much better in this regard now as well.

Q: What further changes do you see coming in the next few years?

A: Since our mission is to serve the seafarer, we have decided to dedicate a full-time person to seafarer shopping. We are currently serving about 30 ships per month with personal shopping and averaging about $50,000 a month in shopping. As far as other changes, we let the seafarer guide us.

Q: What are the SCI's greatest challenges, and how can our readers help?

A: Certainly, as for all non-profits, the shutdown of interaction with our supporters is an incredible challenge. Seafarer missions are heavily reliant on events, and the inability to have them was difficult. We are going to start by hosting our 10th Annual Golf Tournament on May 24 at the Manufacturer's Country Club in Fort Washington. Golf has proven to be one of the safer activities during the pandemic. See our website at sciphiladelphia.org to learn how you can support this event.

In addition, our annual ditty bag distribution needs reenergizing donations after so many supporters did not meet live to collect items. If your organization can collect items for ditty bags in the fall, please email me at hpierson@sciphiladelphia.org to collaborate.

Thank you to all who support our mission.







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Farewell to long-time employee Beverly Ford



The Exchange bids fond adieu to Beverly Ford, who served as government affairs coordinator, after 21 years of dedicated service.

Beverly began her tenure at the Exchange as right hand to Dennis Rochford and gradually expanded her portfolio of responsibilities to include government affairs and membership. Like many Exchange staff members, she juggled and executed many tasks, such as planning the annual Membership Appreciation event and Unsung Hero Awards and crafting articles for *The Beacon*.

Beverly's vivacious personality and energetic work ethic will be sorely missed. The Exchange board and staff wish her the best of luck in her future endeavors.

MAC chock full of critical info

"Our paramount concern is the safety of navigation on the Delaware River, and we recognize that providing timely, relevant information is key to ensuring mariners can operate in the safest manner possible," said Capt. J. Stuart Griffin, who has chaired the Mariners' Advisory Committee for the Bay and River Delaware since 2017.

The MAC brings members together each quarter to share information and best practices, to make recommendations on safe transit guidelines, to consider the data available from current hydrographic surveys, and to discuss the status of aids to navigation. "These are just a few examples of the types of issues our members tackle," Griffin said. "The MAC is seen as the authority on a host of matters that affect waterway operations."

MAC is also the place where government officials and industry members meet to build the relationships so necessary to developing positive working relationships.

"The MAC . . . facilitates a dialogue between the operators and the regulators, and it provides a conduit to establish relationships and have effective discussions on relevant issues in the local port community," said Capt. Rick Iuliucci, Vice President of Operations at The Vane Brothers Company. "Vane also realizes the benefit of the MAC as it is another resource for advocacy and for outreach for us we as reap the benefit of being associated with all MAC members rather than having to act alone on issues within the port."

Despite the restrictions of the COVID pandemic, the MAC has not skipped a beat. The agenda at the March 2021 meeting was as full as ever. Members heard from the Army Corps of Engineers on dredging and surveying, and the National Oceanic and Atmospheric Administration discussed charting, the Physical Oceanographic Real-Time system, and tidal current surveys.

While that may seem like a full update, the Coast Guard also briefed members on waterways management, the possible establishment of shipping fairways, potential new anchorage grounds off the Delaware Bay, port access routes studies, ice alerts, and right whale restrictions — in addition to the normal updates on navigation aids.

"Coast Guard, the Army Corps, and NOAA provide updates at every meeting," Griffin said. "The members then discuss current projects underway or planned for the future."

Current issues on the MAC radar include the multiple offshore wind projects from Ørsted, U.S. Wind, and other developers as well as the deepening transition plan and upriver maintenance dredging, to name a few.

"I am constantly amazed at the depth and breadth of the topics the MAC has on its plate and walked away from the recent meeting learning a great deal about the river and its operations," said Exchange President Dennis Rochford. "The content, getting together with the people who govern the waterway or are responsible for its upkeep, and the ability to collaboratively solve problems make participation in the MAC invaluable."

"Collaboration is the key to our success, and new members are always welcome at the MAC," Griffin said. "The more people who participate, the more successful we all will be."

To learn more, visit www.macdelriv.org.

Safety concerns on the Delaware River

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Even people who earn their livings from the waterway may not realize how busy the Delaware River can be. In a two-week period at the end of March, the Exchange automatic identification system logged nearly 7,000 ship transits through the 27 miles under consideration. "This includes vessels of all types, not only cargo ships and workboats but fishing and pleasure craft as well. The Delaware River is truly a highway, and people who take their recreation on the water need to understand that," Himber said.

The issue stems from Clean Water Act goals that seek to make the nation's waters "drinkable, fishable, and swimmable." While few citizens would oppose such an objective, the Act recognizes that its aims are a desired end state but not a mandate.

"Maintaining our existing infrastructure keeps bacteria levels in the river in compliance with secondary contact standards. In the 1970s and '80s, federal grant funds supported the construction of many public wastewater treatment projects. Should billions of dollars be made available again to fund massive infrastructure projects to reduce bacteria even further, these waterways would still remain unsafe for area residents to swim and paddleboard," Cammarata said.

The Philadelphia Water Department also recognizes that the maritime industry is critical to so many jobs in the regional economy. "Maritime workers and organizations using the river are also safety experts. This is why we are working closely with the Exchange and its members to formally document safety considerations in the Philadelphia reach of the Delaware River," said Cammarata.

Authorities are aware that people enter areas of the river that are unsafe for human contact based on the bacteria levels at times, and the law does not automatically change the designation to reflect current activity. The Pennsylvania Department of Environmental Protection and the other member states of the Delaware River Basin Commission have extensive regulatory processes that allow for considerations of waterway safety and water quality attainability and affordability. Policymakers must maintain the appropriate designation based on the science and associated safety considerations.

"We can be proud of the efforts to clean the Delaware River — even just a short time ago primary contact would have been ill-advised anywhere. Regulations governing ships' ballast water, wastewater, and even rain runoff from land-based facilities have met the challenge," Nesbitt said. "We should always keep striving for a cleaner river with help from technology and innovation, but we are not ready to make wholesale changes that would affect the commerce or life blood of the port."



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New book commemorates local treasures

Battleship New Jersey Museum & Memorial and Camden Shipyard & Maritime Museum celebrate major milestones

By: Phil Rowan, Battleship New Jersey and Kevin Castagnola, Camden Shipyard & Maritime Museum



The Battleship New Jersey is docked just north of the Balzano Marine Terminal in Camden, N.J.

In January 2000, U.S. Secretary of the Navy Richard Danzig announced that Camden would receive the USS "New Jersey" to establish a museum and memorial on the Camden waterfront in New Jersey. The Battleship New Jersey Museum & Memorial opened on October 15, 2001 in spectacular fashion, moored on the dramatic pier purposely constructed to anchor the BB62.

Among those founding trustees of the Home Port Alliance for USS New Jersey, Inc., the late Joe Balzano of the South Jersey Port Corporation was a major force in bringing the battleship to Camden. He was also instrumental five years later planning for the creation of the Camden Shipyard & Maritime Museum, which opened in 2016. Both historic museums will celebrate their founding in a new commemorative book and are now accepting placements for advertising. The book will be unveiled at an event on the battleship this fall, and all proceeds will benefit the two nonprofit museums.

Congressman Donald Norcross (NJ-1), who just received the American Shipbuilding Suppliers Association's Cochran Leadership Award for his dedication and commitment to a robust American shipbuilding supplier industrial base, will write the forward to the commemorative book. The association established this annual award to honor the leadership of the late Sen. Cochran for his unwavering support to those large and small businesses that provide the technologies and components necessary to build the Navy and Coast Guard ships so critical to U.S. national security.

The Battleship New Jersey Museum & Memorial provides an intimate look at our nation's largest and most decorated battleship. The museum is a unique blend of history, education, entertainment, and hospitality.

While historic preservation and restoration are key missions, exhibitions and tourism are integral to the mission of the Home Port Alliance. From World War II to Korea, Vietnam and active duty during the 1980s, she is a living history experience that is unparalleled. Not only is the Battleship New Jersey Museum & Memorial among the best museums in New Jersey, she is among the best military museums in the world.

Camden Shipyard & Maritime Museum highlights the history and technologies applied during this period. The museum explores local maritime history, including the New York Shipbuilding Corp. It has also been the home of the Urban BoatWorks since 2013, normally teaching over 100 students per week about science, technology, engineering, and mathematics through the hands-on boatbuilding program.

Contact Shipyard Museum Executive Director Jack O'Byrne at camdenshipyardmuseum@gmail.com for information about advertising in the new book.

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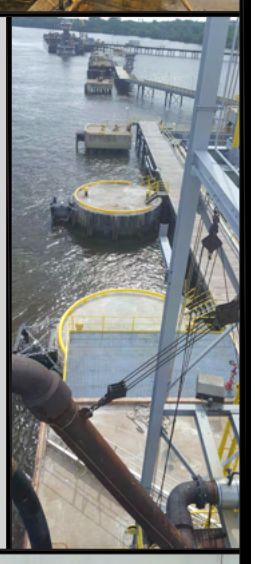
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Maritime Society getting back on track

With roots dating back to 1935, the Ports of Philadelphia Maritime Society enjoys a long tradition of providing opportunities for members to gather. Yet the society's goals go well beyond that. Included among its aims are to aid, advance, and promote the development of the Port of Philadelphia. It also seeks to further the American Merchant Marine and undertake other initiatives that ultimately promote the port.

But what best distinguishes the society are its unceasing efforts to promote sociability, develop a fraternal spirit, and exchange information and ideas among those engaged in maritime activities. It is a social networking site of the human variety.

Another primary goal is raising funds to support its scholarship program, which this year will offer five $2,000 awards to deserving students or industry members seeking to further their educations.

"As it has been for so many organizations, finding ways to connect with members has been a particularly difficult goal to achieve over the last year," said President Nathan Hauser. "But we are extremely proud of the support we received for the scholarships. We received similar funding in 2020 compared to past years, thanks to the dedication of our sponsors and several new sponsors. As a result we have been able to increase the scholarship amount for this year."

With growing numbers of members receiving vaccinations and ready to get out and about, the society and its committees are hard at work planning upcoming events. The community as a whole is eagerly anticipating this year's crab feast in September, an event that was sorely missed in 2020.

To learn more about the society and to become a member, visit www.portsofphilamaritimesociety.com.

Exciting software announcement from SCW

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

After over a quarter of a century in operation, SCW found just the right tool to modernize our internal databases, enabling us to focus more energy on our mission of assisting seafarers. Our main goal is to save time and money on administrative tasks so that we can better offer the mariners who call at Delaware's ports a respite from the dangers and loneliness at sea.

To meet these goals more efficiently, we launched DonorPerfect, a nonprofit donor management software package that will improve SCW's operational, fundraising, and community engagement efficiency. The software replaces our 25-year-old database management system that was antiquated and required duplication of efforts. Now we can do more with less by integrating our donor data entry processes with our email and banking programs. This software helps to ensure higher-quality data and improved data analytics. It saves our staff's most precious resources — time and money — allowing us to focus more directly on seafarer services.

This upgrade is not all about SCW. The new software gives SCW members greater control over how they donate and receive communications. Donors can give online with better security and new options such as recurring donations by credit card. Visit scwde.org and click on the Donate button to explore these options.

We're also excited to announce that our members can choose to go paperless with us! Members can contact us at scw@scwde.org or 302-575-1300 to update their communication preferences: paper, email, or both.

Please bear with us during these exciting changes as we are still in the beginning phases of implementation. We apologize for any mistakes or lags in response times as we familiarize ourselves with the system, adjusting our workflow and habits. We appreciate all comments to help improve the process and to correct any data errors.



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And the winner is . . .

Members have fun with Exchange trivia contest

Thanks to those members who participated in the Exchange's first trivia contest. As a reminder, here is the question:

What terminal, most recently used as a petrochemical facility, was once the largest ship building facility in the world?

Most players (not unsurprisingly) offered "PSA Penn Terminals," well known in its heyday as one of the nation's premier shipbuilding facilities. Unfortunately, that response is incorrect.

***The answer is* … Hog Island.**

As the U.S was entering World War I, the federal government contracted with American International Shipping to create a shipyard at Hog Island. The first ship completed was the "SS Quistconck," which President Wilson's wife, Edith, christened on August 5, 1918.

Congratulations to our winner, Kubilay Ulucan of GAC North America – Shipping, first in with the correct answer. Kubi receives a $50 Wawa gift card.

Honorable mention also goes to Gil Benjamin of Warehouse Service, Inc. who also answered correctly.

SJPC awarded $6.6M for carbon footprint reduction

It is part of the New Jersey governor's $100 million initiative to reverse the scourge of climate change by turning to clean energy alternatives and see New Jersey fully powered by clean energy by 2050.

Gov. Phil Murphy is funding this initiative by leveraging proceeds from the state's re-entry into the Regional Greenhouse Gas Initiative and money from the Volkswagen Mitigation Trust Fund.

With this $6.6 million investment, SJPC will replace 23 pieces of older gasoline and diesel forklifts and cargo handling equipment with new electric-powered units and associated charging stations. SJPC aims to systematically convert all its energy-consuming assets to zero carbon within the next decade as suitable replacements become commercially available.

"Our prime mission is the creation of family-sustaining jobs by attracting cargo through international maritime trade," said SJPC CEO Andrew Saporito. "But as Gov. Murphy warns us, there will be no jobs if we destroy our planet and communities in the process. Jobs are inextricably connected to how we protect our environment and shrink our carbon footprint to zero. We strive to make our operations cleaner and greener while also building the green economy on initiatives such as off-shore wind development."

From steps as simple as planting trees in its host cities to beautifying neighborhoods while capturing pollutants and stormwater to switching warehouse lighting from incandescent to LED and investing millions in improving direct ship to rail access, South Jersey Port Corp. has been working aggressively to reduce its carbon footprint. Instead of retrofitting its vehicles, it now can afford to start converting its fleet from carbon fuels to electric.

SJPC has become the cornerstone of New Jersey's growing green energy economy. Its location, available land and warehouse space, and an integrated network of highway, rail, and marine facilities provide the needed infrastructure to support offshore wind energy investments along the East Coast. Its Paulsboro Marine Terminal has already emerged as the prime manufacturing site for offshore wind turbine farms.

"Like our mission, this grant received the strong support from our partners in the state legislature, especially Senate President Stephen Sweeney, Sen. Nilsa Cruz-Perez, and Assembly members John Burzichelli, Adam Taliaferro, Bill Spearman, and Bill Moen," said Saporito.

Implicit in these new grants is SJPC's commitment to sustainability and being a better neighbor.

"Camden Mayor Frank Moran . . . has been a great partner in our efforts to grow jobs and reduce our carbon footprint at our Camden facilities," Saporito added. "As we work to build new jobs, we remain steadfast in our commitment to creating more sustainable port operations."

PhilaPort breaks ground on new warehouse

In March, Pennsylvania Gov. Tom Wolf, Philadelphia Mayor Jim Kenney, and senior PhilaPort leadership led a groundbreaking ceremony for a new near-dock warehouse. The new PhilaPort Distribution Center will fuel the next phase of development for Philadelphia ports.

"In the plan to grow the Port of Philadelphia as rapidly as possible, this new warehouse is a critical component," Gov. Wolf said. "As a result of our infrastructure improvements, the same large ships that have been calling neighboring ports can now call the Port of Philadelphia."

PhilaPort is expected to continue to propel growth. Last year, the port moved a record 640,000 TEUs and achieved 7% growth during a difficult global economic environment. Compound growth over the past 10 years has been 10%.

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 one mile from the marine terminal and will help the port attract new shippers and ocean lines.

"We will leverage this building to bring new ocean carrier services to Philadelphia and to bring major new beneficial cargo owners to our port," said PhilaPort Executive Director and CEO Jeff Theobald. "Our proximity to the Lehigh Valley and other major distribution center hubs cannot be overstated. But for some shippers, the need for near-dock warehousing like the PhilaPort Distribution Center is critical."

Holt Logistics Corp. will operate the new building, which will serve as a major adjunct to the container operations at the Packer Avenue terminal. The warehouse will allow the Holt organization to move containers off the marine terminal rapidly and into a state-of-the-art facility. Containers can then go directly back to the terminal or transit to a Pennsylvania factory for loading with exports, further expanding opportunities for local and regional commerce.



On a windy day in March, local government and maritime industry officials broke ground at the site of the new PhilaPort warehouse. As a sign of the times, rather than hosting a large gathering, PhilaPort streamed the event live so members of the port community could attend.

"We often use the phrase 'a rising tide lifts all boats,' but in this case our rising land-based infrastructure will lift the entire Philadelphia region to new heights," said Leo Holt, President of Holt Logistics Corp. "As a marine terminal operator, one of the main pillars of our service profile is velocity. Today's shippers demand it. It is essential to our aspirations to grow the Port of Philadelphia's throughput by 100%."

"We have spent the last few years building the port's ship-side infrastructure — berths, cranes, terminal reconfiguration — now it is exciting to see the port's newest phase commence," said PhilaPort Chairman Jerry Sweeney.

A planned second phase for the development of the site includes a 217,000 square foot refrigerated building, making it a truly multi-purpose facility. The port authority is also planning road and rail improvements, again designed to increase cargo velocity to the final customer. PhilaPort is also planning densification improvements to the Packer Avenue Marine Terminal — reconfigurations that will allow more container moves per acre per year.

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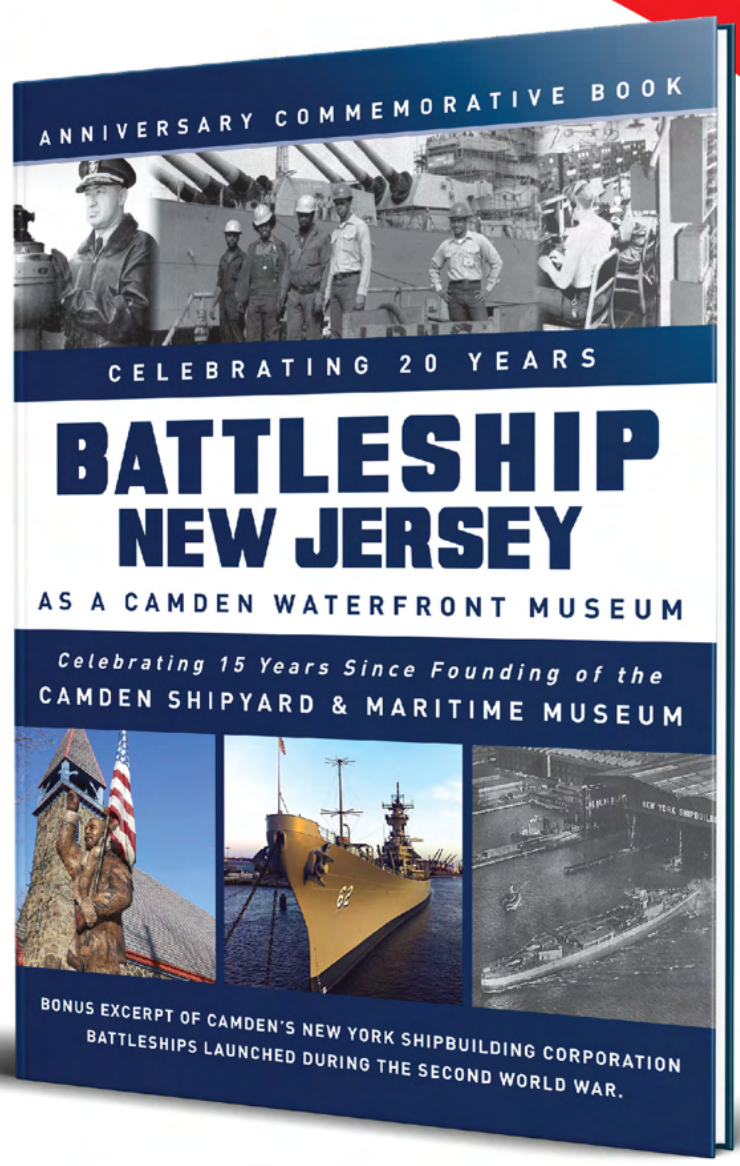
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CACC announces new coordinator



The board of the Chilean & American Chamber of Commerce of Greater Philadelphia has selected Caroline Bullock as the organization's new coordinator. She succeeds Christina Lista, who has been working for the Exchange as communications manager since March 1.

Bullock joins the CACC after receiving her Bachelor's degree in Public Relations — including time studying in Dublin and London — from Boston University in May 2020. She honed her public relations and marketing skills while interning at the Delaware Department of Tourism and La Touche Legal Training Ireland.

Bullock's history of community service includes a unique connection to South America: a multi-month immersion in Chile's neighboring country of Peru as Rainforest Conservation Volunteer in 2016.

On her new role, Bullock exudes enthusiasm. "I am thrilled to be a part of the Chilean & American Chamber of Commerce as the new coordinator and begin this next chapter," she said. "Chile and Philadelphia are both remarkable places, and the strong relationship we share reflects this. I'm confident that . . . we will continue to successfully foster this connection through collaboration and with care."

Please join the Exchange in congratulating Caroline Bullock on her new role and welcoming her to the maritime community.



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Editorial

Coast Guard deserves Joint Chiefs membership

At long last the United States Coast Guard will be recognized for the significant contribution it makes to our nation's national security. U.S. Reps. Charlie Crist (D-FL) and Steven Palazzo (R-MS) announced the introduction of legislation to elevate the Coast Guard Commandant to a full voting member of the Joint Chiefs of Staff. The Commandant today is only a *de facto* member of the Joint Chiefs, disregarding the Coast Guard's unique perspective on the full range of national security issues that confront our country on a daily basis.

The Coast Guard plays a vital role in protecting our nation's ports and the international and domestic commerce that moves through them. On the Delaware River, and at ports around the country, Coast Guard personnel inspect vessels for operational safety and security purposes. They interact with all manner of port operators and stakeholders, working to ensure everyone is operating from the same playbook.

Coast Guard personnel engage in a host of other activities they are uniquely qualified to perform. These include overseeing commercial fishing and recreational boating, search and rescue, icebreaking, managing hazardous releases, and maintaining navigational aids.

And these activities are equally important to a voting role within the Joint Chiefs, where "sustaining our values" and "taking care of our people and families" are among the key focus areas. The Coast Guard is well known for its core values: honor, respect, devotion to duty. And to a person, the Coast Guard officials we have worked with at Sector Delaware Bay, the Fifth District, and Coast Guard HQ have epitomized those values.

Just as important, if not more so, is the Coast Guard's dedication to protecting human life. We in the maritime industry are so keenly focused on commercial issues — weather alerts, security zones, anchorage management — that we are less aware of the time and energy these dedicated public servants spend conducting search and rescue missions.

Yet as critical as these domestic responsibilities are, of equal measure is the undisputed role Coast Guard plays internationally.

When our military deploys overseas, in many cases the Coast Guard is deployed along with the Army, Navy, Air Force, and Marine Corps. Perhaps not in the same numbers, but at a force level consistent with its mission to support the other forces in a particular operational theater.

There are any number of examples where the Coast Guard plays an increasingly important role in our nation's defense, from countering China, to protecting national security in the Arctic, to preventing illegal fishing and drug smuggling.

Including the Coast Guard among the other military branches mentioned above, along with the National Guard and Space Force, as a full voting member of the Joints Chiefs of Staff is long overdue. The world has changed dramatically over the past twenty years and will continue to do so in the years to come. We must muster our military resources in a manner consistent with these changing times and challenges. Denying the Coast Guard full membership in the Joint Chiefs minimizes the importance and benefit of this military force rather than capitalizing on this asset to meet our national security needs.

Just as we seek to take full advantage of our nation's economic resources to compete in the global economy, we should take the same approach to marshal our military resources to meet the challenges of the global military and security threats that our country faces every day — and that must include the Coast Guard.

Treat uniformed personnel equally

A final thought. Another necessary step to recognizing the importance of the Coast Guard is to take care of them during government shutdowns, as is the case with other uniformed services. During the last shutdown, other military personnel were paid (as they should be) but not Coast Guard personnel. This is wrong, unfair, and ill-advised. Congress should resolve this in either the next Coast Guard authorization or appropriations bill.

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Letters

Thanks for *The Beacon*!

I appreciate and support T*he Beacon's* efforts to extend its readership beyond the tristate area. The publication is a valued asset to the port and its businesses.

For me, spending half of the year at sea away from Philadelphia and its surroundings, *The Beacon* keeps me informed on the port's activities and of key individuals within the geographic area. Whether the subject is the river dredging project, question and answer sessions, or local maritime business updates, T*he Beacon* blends these subjects in a readable, informative, and succinct fashion to fulfill the needs of its readers. I look forward for each new issue to arrive in my inbox and keep me informed on recent events and local news.

As Mass. Maritime's local chapter president, I am anxious to hear of Philly Shipyard's new building program for the U.S. maritime academies. It is an achievement to have such a vital construction project awarded to a local business. The creation of new jobs and recognition of the port's prominence will grow exponentially with this project. The ships will provide a first-class opportunity for cadets from the various academies to be educated and gain experience on a modern, state of the art vessel.

To the staff of the Exchange and editors of *The Beacon,* I can assert that your efforts and responsibility to promote and campaign for the port are noticed and appreciated, and we are grateful for being kept informed.

Capt. Gavan Dunleavy

Delaware River 101 very helpful

Delaware River 101 presented by the Maritime Exchange was not only informative but also fascinating. The event was presented by industry leaders who provided great insight into the inner workings of the Delaware River.

The presentation touched on various topics such a port geography, cargo facilities, types of ships and their cargos, physical and cyber security threats, maritime risk management, U.S. Customs brokerage/ freight forwarding, regulatory environment, and key issues facing the maritime industry. The presentation also covered different maritime jobs along the Delaware River and their functions, including river pilots, the U.S. Coast Guard, tug operations, marine terminal management, and longshore labor.

While certain topics were more applicable to my role within the maritime industry, all topics provided an understanding to the Delaware River and Bay's geography and operations that can be applied to my career. The presentation depicted how each role, location, occupation, and function plays an important part to the success along the river and bay.

I would recommend this event to all individuals who want to broaden their knowledge and further comprehend the maritime industry within the Delaware River.

Nicholas D. Marini, ARM
Manager – Risk & Insurance
PhilaPort

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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Taking it all the way to the Supreme Court

Legal Ease

By: Daniel Wooster
Partner, Palmer Biezup & Henderson LLP

On a brisk fall morning in 2019, the Supreme Court heard arguments in the "Athos" oil-spill case. After nearly 15 years of litigation, the case came down to a single sentence in a charter party. Did the charter party's safe-berth clause make the charterer liable for over $140 million in cleanup costs after the ship struck an abandoned anchor and spilled some 6,000 barrels of crude oil? The clause required the ship to "load and discharge at any safe place or wharf . . . which shall be designated and procured by the Charterer, provided the Vessel can proceed thereto, lie at, and depart therefrom always safely afloat." For 60 minutes, counsel and the nine Justices debated whether the clause amounted to a guarantee by the charterer that the riverbed would be free of unknown hazards.

Several months later, the Court held in a 7-2 decision that the clause was indeed a guarantee and the charterer was liable, and the long-running dispute came to an end.

As a busy commercial waterway, the Delaware River sees its share of mishaps. Many of the ensuing disputes are settled amicably or sent to private arbitration, while others are decided in the region's trial and appellate courts. Rarely does a case originating in the Delaware River or Bay make it to the Supreme Court. The "Athos" was the most recent, but far from the first.

Cooley v. Board of Wardens (1852)

Probably the most consequential case was not a maritime dispute but rather a constitutional one. In 1803, Pennsylvania passed a law that required most vessels entering or leaving Philadelphia to take a pilot. A vessel failing to take a pilot was obliged to pay half the regular pilotage fee to the board of wardens for the benefit of disabled pilots and their families.

Two coastwise-licensed vessels running from Philadelphia to New York refused to take pilots, and the board of wardens sued the vessels' consignee, Aaron Cooley, to recover the half-pilotage fees. Cooley argued that the Pennsylvania law was an unconstitutional infringement on the federal government's power to regulate interstate commerce. The state courts rejected Cooley's arguments, and he appealed to the Supreme Court.

In an opinion by Justice Curtis, who would later dissent in the infamous *Dred Scott* case, the Supreme Court ruled that Pennsylvania's pilotage law was constitutional. Although pilotage was part of interstate commerce, a subject that Congress had constitutional authority to regulate, the states themselves remained free to impose pilotage requirements.

In fact, the first Congress had passed a law in 1789 stating that pilots "shall continue to be regulated in conformity with the existing laws of the states, respectively, wherein such pilots may be, or with such laws as the states may respectively hereafter enact for the purpose, until further legislative provision shall be made by Congress."

Although Congress later clarified that "any vessel coming into or going out of any port situate upon waters which are the boundary between two states" could not be compelled to pay for a pilot from both states, Congress had not otherwise addressed the topic of pilotage. This meant that the states retained the power to impose their own pilotage requirements according to local needs and conditions. As Justice Curtis explained, "the mere grant to Congress of the power to regulate commerce did not deprive the states of power to regulate pilots." Aside from eliminating double-pilotage, Congress had left pilotage regulation to the states.

Before *Cooley*, there had been considerable doubt whether the states had any authority to regulate interstate commerce. *Cooley* answered yes to that question, though the boundaries between state and federal power over commerce are still being worked out, nearly two centuries later.

Canadian Aviator v. United States (1945)

Moving from weighty issues of state vs. federal power to a workaday question about liability for a grounding, this case stemmed from the U.S. Navy's decision during the Second World War to order a passing steamship into Delaware Bay. The steamship was ordered to follow directly astern of a Navy yard-patrol boat. While following the Navy boat near the bay's entrance, the steamship struck a submerged wreck. Claiming the Navy was at fault for leading the steamship into danger, the steamship's owner sued the United States.

Although the federal government is generally immune from lawsuits, the Public Vessels Act allows the government to be sued for "damages caused by a public vessel of the United States." The lower courts decided that this law did not allow the steamship owner to sue the government, because the damage to the steamship was caused by the grounding and not by any physical contact with the Navy boat itself.

The Supreme Court disagreed with this rather cramped reading of the law. Writing for a unanimous Court, Justice Reed explained:

> The use of the phase "caused by a public vessel" constitutes an adoption by Congress of the customary legal terminology of the admiralty law, which refers to the vessel as causing the harm, although the actual cause is the negligence of the personnel in the operation of the ship. Such personification of the vessel, treating it as a juristic person whose acts and omissions, although brought about by her personnel, are personal acts of the ship for which, as a juristic person, she is legally responsible, has long been recognized by this Court.



Since admiralty law did not distinguish between the fault of the Navy boat itself and the fault of the crew while operating it, the steamship owner could proceed with the suit. This decision was consistent with common usage in the maritime industry. The Rules of the Road, for example, impose duties on "vessels" — a word that is well understood to mean not just the vessels themselves but also the people navigating them.

In a future column, we will look at some collisions that took place on the Delaware River that found their way to the Supreme Court.

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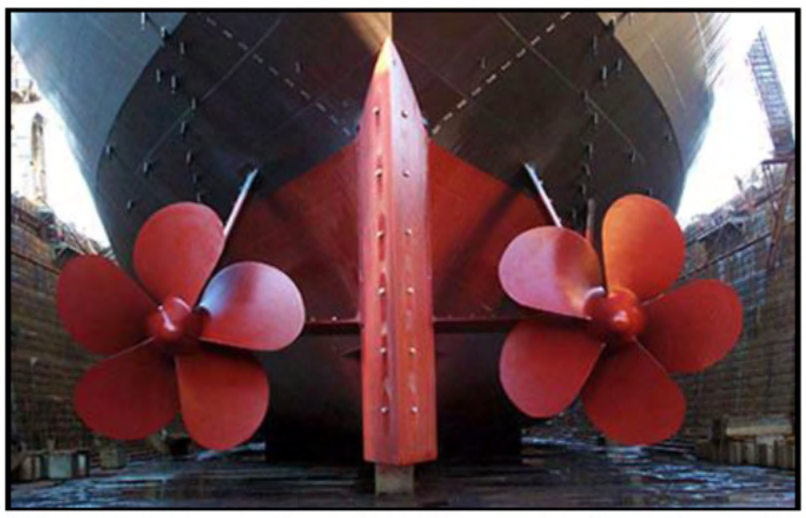
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Calendar of Events

05/07	USCG AMSC Managing Board Meeting, 9:30 a.m. Contact Glena Tredinnick, 215-271-4891, glena.t.tredinnick@uscg.mil
05/11	Maritime Exchange Innovations Working Group Meeting, 10:00 a.m. Contact Christina Lista, clista@martimedelriv.com
05/12	Maritime Exchange Board of Directors & Organizational Meetings, 11:00 a.m.
05/15	Four Chaplains Memorial Foundation Lost at Sea Memorial Ceremony Chapel at the Navy Yard
05/18	Seamen's Church Institute Executive Committee Meeting
	PhilaPort Board Meeting
	World Trade Center Delaware, Getting Goods from Here to There: Lessons Learned from the "Ever Given," 10:30-11:30 Visit www.wtcde.com
05/22	Ports of Philadelphia Maritime Society Maritime Day Dinner Visit www.portsofphilamaritimesociety.com/events.html
05/24	Seamen's Church Institute Annual Golf Outing Manufacturers' Golf & Country Club, Fort Washington, PA Contact 215-940-9900, Register at www.sciphiladelphia.org/golf-classic/
05/26	Seamen's Center of Wilmington Board Meeting, noon
06/09	Maritime Exchange Executive Committee Meeting, 11:00 a.m.
06/11	USCG AMSC Meeting, Sector Delaware Bay, Philadelphia, PA, 9:30 a.m. Contact Glena Tredinnick, 215-271-4891, glena.t.tredinnick@uscg.mil
06/15	PhilaPort Board Meeting
	Seamen's Church Institute Annual Board Meeting, Noon, SCI Office
07/13	U.S. Customs & Border Protection Quarterly Meeting, 10:00 a.m. Contact Chief Sean Butler, sean.e.butler@cbp.dhs.gov
07/14	Maritime Exchange Board of Directors Meeting, 11:00 a.m.
07/20	Maritime Exchange Innovations Working Group Meeting, 10:00 a.m. Contact Christina Lista, clista@martimedelriv.com
	PhilaPort Board Meeting
07/30	USCG AMSC Managing Board Meeting, 9:30 a.m. Contact Glena Tredinnick, 215-271-4891, glena.t.tredinnick@uscg.mil

The events listed above are subject to change. For a complete schedule and event details, visit www.maritimedelriv.com.

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