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Exchange opposes tariffs on blueberries

Section 201 investigation underway at ITC



Imported blueberries ready for processing at the port of Wilmington, Del.

In an unusual move, the U.S. Trade Representative asked the U.S. International Trade Commission to start an investigation into increased imports of blueberries under Section 201 of the Trade Act of 1974. The hearing took place on January 12.

Section 201 authorizes the president to implement temporary trade measures, often known as safeguards, to support national industries that are suffering significant damage caused by imports in the same industry. An investigation generally begins with a written request from a trade association, union, or other entity alleging damage or threats of damage caused by an increase in imports.

"What is startling about this is that the supposed injured parties — the domestic blueberry growers — did not request the inquiry, as is typically the case," said Gary Horlick, counsel for Chilean blueberry exporters.

Instead, according to an analysis provided to the Chilean & American Chamber of Commerce, the effort resulted from a commitment that USTR Robert Lighthizer made to Florida and Georgia representatives to obtain their approval of the U.S.-Mexico-Canada trade agreement.

"The Republic of Chile is a trusted U.S. ally and a valued trading partner for our region. CACC will vigorously resist any attempt to imperil this important commodity," said CACC board President Robert Palaima.

In yet another departure from tradition, some domestic growers and shippers have allied with importers and retailers under the Blueberry Coalition for Progress & Health in "supporting cross-border trade . . . and the desire to avoid restrictions and tariffs on products U.S. consumers are demanding year round." Supermarket chains need supply 52 weeks a year to meet consumer demand, which is growing rapidly as consumers aim for a healthier diet, but blueberries do not grow in the U.S. in the winter months. The coalition formed to oppose limitations on blueberry imports, including the current Section 201 investigation.

A Section 201 review is different than an anti-dumping and countervailing duty investigation, which seeks to determine an unfair or anti-competitive foreign trade practice. Section 201 only looks at whether the local industry has suffered significant injury.

According to Customs and Border Protection data, the Delaware River is the largest gateway for U.S. blueberry imports. With a value of $481 million in 2019, Delaware River ports handled more than double the level of their nearest competitors at ports in Southern California. The sig-

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Interview with

Steinar Nerbovik

President and CEO
Philly Shipyard



Steinar Nerbovik was appointed president and chief executive officer of Philly Shipyard ASA and Philly Shipyard, Inc. in November 2014. Nerbovik first joined Aker Philadelphia Shipyard in 2003 as vice president of projects.

Q: Please tell us about the shipyard's pivot to government work and the major training ships contract won in 2020.

A: Since our founding about two decades ago, Philly Shipyard, Inc. (PSI), situated in the Philadelphia Navy Yard complex, has mainly built container ships and tankers for the commercial side of the Jones Act market. By law, ships that transport goods between two points in the United States must also be constructed in the U.S., but that market is only so big, and building demand has peaks and valleys. While we are still pursuing commercial work, we have made a shift toward demonstrating our value as a reliable partner to the government in the new build market as well as in repairs and conversions.

In 2019, we competed for and won dry-docking contracts for two large government cargo ships. This represented our first foray into government work.

In April 2020, PSI was awarded a contract for the construction of up to five National Security Multi-Mission Vessels from TOTE Services. TOTE is managing the vessel construction on behalf of the U.S. Department of Transportation'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.

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Corps FY21 work plan supports 45-foot project

A bit of great news to kick off 2021.

The U.S. Army Corps of Engineers FY21 work plan released January 20 makes $53.2 million additional funding available for the 45-foot channel project. This supplements the $22.5 million operations and maintenance funding included in the recently approved FY21 budget.

"This additional funding will support the continuing progress to bring this project to fruition," said Exchange President Dennis Rochford. The priority now is to transition from construction to maintaining areas of the channel that have shoaled in since they were originally deepened to 45 feet. These non-contiguous areas, identified as "ranges" in the Corps work plan, run from just north of the Walt Whitman Bridge to just south of the Delaware Memorial Bridge.

"This is great news and the result of stakeholders, the Corps of Engineers, and our regional Congressional delegation working together to advance this project, which is so critical to the viability and future of our port," said Pilots' Association for the Bay and River Delaware President David Cuff.

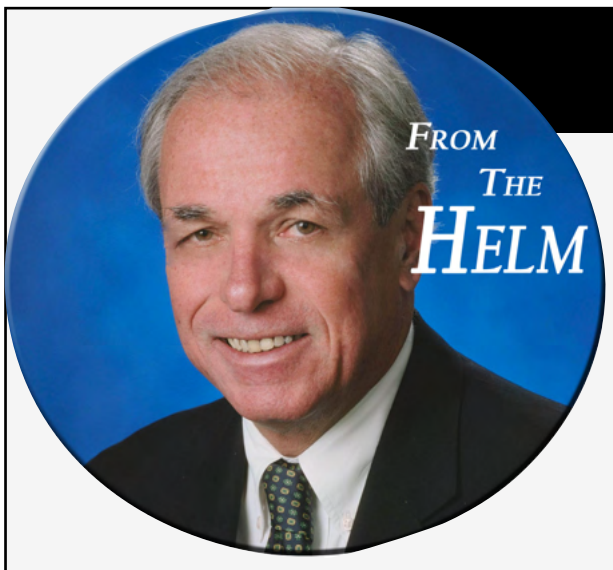
The supplemental funds will also support the effort to upgrade a number of dredge material placement facilities. Having adequate facilities is critical to keeping the main channel and river tributaries maintained to their authorized levels.

"This is a major step forward for a project the Commonwealth of Pennsylvania has invested upwards of $150 million to match the federal funding for this project. It complements other investments the Commonwealth has recently made in port infrastructure improvements," said Jeffrey Theobald, Executive Director of PhilaPort, local sponsor for the project.

Maintenance dredging the new priority



With the project priority shifting from construction to maintenance, work has not diminished. The Corps' Hopper Dredge "McFarland" successfully dredged two separate ranges of the channel this past fall. Following completion of dredging Wilmington Harbor, Norfolk Dredging is under contract to dredge Marcus Hook Range with scheduled completion by mid-March.



Looking to 2021 and beyond

The zeitgeist of the moment is one of utmost relief that 2020 is finally behind us. By the middle of last year, everyone was convinced that 2021 must certainly bring much needed relief, and by fall — when we were sure that at least one vaccine and possibly two were imminent — that hope for a swift reprieve from our trials soared as if on wings.

It didn't take too long for the balloon to pop.

It started when we learned that only 2 million Americans of the expected 20 million received vaccinations by year's end. The good news is that the system is starting to gain ground; by late January about 24.5 million people have received at least their first shots.

But we are far from out of the water. Health experts agree that until at least 70% of the population is inoculated, we must continue to wear masks, maintain physical distance, and take all other precautions to prevent infection. Even those who have received vaccinations.

The appearance of multiple variants has alarmed health officials and the general public. As has the news that some people who were vaccinated tested positive for coronavirus.

This leads to increasing concerns that many Americans, far too many, may be reluctant to take the vaccine. One recent study found that nearly 30% of healthcare workers — those who need it most — are hesitant to receive it.

So what does that mean for our economic recovery?

At the January Chamber of Commerce of Greater Philadelphia Economic Outlook '21 webinar, experts Joe Davis, Vanguard's global chief economist, and Pat Harker, president and CEO of the Federal Reserve Bank of Philadelphia, agreed on many things. Yet they particularly shared one overarching expectation: we simply cannot expect economic recovery until we get COVID-19 under control. If the pandemic starts to escalate again, this will stall progress. They also believe additional stimulus measures will help.

New administration – new plans

Whether you agree with his policies or not, it's clear Joe Biden has a carefully developed strategy to attack the virus and get the economy back on track. Even before taking office, he announced plans for a $1.9 trillion stimulus package. On his first day in office, he mandated mask wearing on all federal properties. From an economic perspective, these are much needed steps. Yet there's even better news.

Joe knows the port.

In his lengthy Senate career, Biden was a staunch supporter of Delaware's ports, and by extension, the entire Delaware River port industry. As Vice President, he continued efforts to champion projects like the Delaware River channel deepening.

Though we don't yet have visibility into the Biden trade agenda, we know he will seek to re-establish positive relationships with U.S. allies and trade partners. We can be hopeful that part of that must include a rollback of restrictive tariffs.

No doubt we will find much to debate as President Biden launches new programs and policies. But one thing is certain: he is laser focused on ensuring Americans can get out of their homes, back to work, and are sufficiently confident to start spending.



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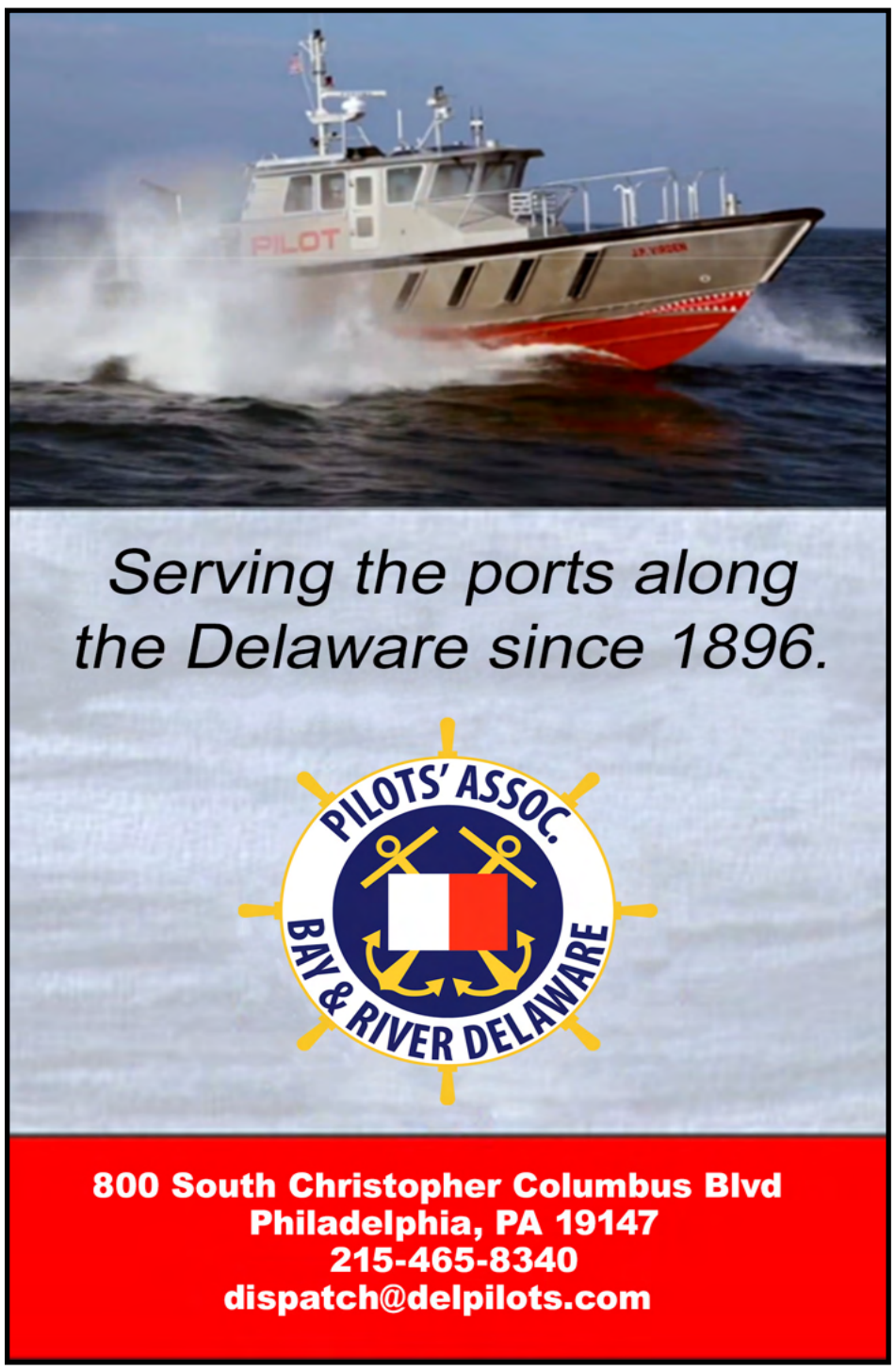
"Global maritime transportation systems are evolving rapidly as technology & advanced analytics drive innovation & challenge existing approaches to risk management. The art of the possible is changing. We must change with it."
ADM Thad Allen
(23rd Commandant U.S.C.G., Senior Advisor HudsonAnalytix)

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Exchange membership: A lot of bang for your buck!

Without fail, when we talk to members about their experiences with the Exchange, we invariably hear "I didn't realize you do all that!"

So as we head into a new year, what better time to shine a spotlight on the undeniable value and many benefits of membership with the Maritime Exchange.

The Exchange's core mission has not wavered since its incorporation in 1875: to protect and promote commerce on the Delaware River and Bay. This remains the guiding principle by which the Exchange develops and operates its many programs and services.

Critical port information: Most members are familiar with Exchange ship reporting activities, the reason the Exchange was first established and our "bread and butter" even now. Exchange members are eligible to subscribe to Maritime On-Line,® which includes 24/7/365 support and has grown far beyond vessel schedules and reports to include TRACS cargo manifesting and stow plan filing, NOA/D (notice of arrival/departure) filing, and access to real-time vessel tracking.

An aggressive public policy agenda: Members' voices ring loud and clear through the Exchange's government affairs program. We work collaboratively to promote positive change at all levels of government.

A full committee roster: If there's a need, chances are the Exchange has a group to tackle it. Standing and ad hoc committees offer Exchange members a venue where dialogue with government officials, peers, and business partners is not only encouraged, but leads to real problem solving and solutions.

Information is everything: Numerous members-only publications, like our daily clips and *Federal Register* Highlights, President's Report, and broadcast alerts with weather, safety, security, and policy updates, help ensure members get important news as it breaks.

So much more: Members receive reduced rates for advertising and training programs, free notary service, access to our jobs board, an answering service, and staff support to meet a host of needs from regulatory compliance and research to graphic design.

Members know the Exchange offers many benefits, but they may not be aware of the full range of possibilities. And we stand ready to add new programs to meet evolving member needs. All you have to do is ask.

Thank you for your continued support of our entire slate of services — a program that has contributed to the past and future success of our port community.

If you are not a member, feel free to visit www.maritimedelriv.com or contact Beverly Ford at exchange@maritimedelriv.com for more information. And if you would rather talk to a person than read a computer screen, give us a call. We are always on duty.

Thank you ASOEX!

The Exchange extends its sincere appreciation to the Asociación de Exportadores de Frutas de Chile, known as ASOEX, for its continued support of the Delaware River Ports Cold Storage Facility Task Force.

Since 2011, ASOEX, the Chilean fruit exporters association, has provided funding for the independent audits of the Best Management Practices plans developed and implemented by task force members. It has also supported task force administration.

The goal of the task force is to support worker safety by ensuring proper training for operations following treatment of certain imported fruit products. The annual audits have shown increasing improvement over the years, with the group hitting near 99% compliance with their plans in recent years.

"The success of this program is attributable to the dedication of our port operators, but none of it would be possible without ASOEX. We are indebted to them for their faith in our work and commitment to helping us achieve our collective goals," said Exchange President Dennis Rochford.



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www.cardno.com

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dispatch@maranoco.net
www.maranoco.net

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973-379-3400
americas@mottmac.com
www.mottmac.com

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lynnkrueg@outlook.com
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CBP gets a handle on ACE delays

Over the course of several months in 2020, cargo flow throughout the U.S. frequently ground to a slow crawl.

The culprit? An overloaded Automated Commercial Environment system that resulted in lengthy delays in transmitting cargo clearance messages from Customs & Border Protection to waiting carriers and importers.

The slowdowns were largely due to an unanticipated volume of e-commerce shipments arising from what are known as Section 321, Type 86 entries. These allow import of goods valued at less than $800 without payment of duties and taxes.

After an extended period with no improvement, members asked the Exchange to take action. Working with the Philadelphia Customs Brokers and Freight Forwarders Association, the Exchange asked Area Port Director Joseph Martella for help. "We recognize that local CBP has no control over ACE system operations," said Exchange VP Lisa Himber, "so our goal was to identify local procedures we could follow during system slowdowns."

Following multiple ACE outages in 2017, the Exchange, its members, CBP, and Coast Guard developed local procedures to use during system downtimes. The hope was to invoke these or similar procedures during the delays.

In response to the letter, CBP Area Port of Philadelphia hosted a meeting for Delaware River stakeholders to share concerns with HQ personnel. James Swanson, director of Cargo Security and Controls for Cargo and Conveyance Security at CBP, announced that recent technical and procedural changes vastly reduced the delays, though they did not completely resolve the problem. Swanson said the agency is looking to implement additional changes to further improve processes.

"Fortunately, the system delays are far less frequent. We and our members are grateful to CBP for their responsiveness to a problem that was quickly becoming near catastrophic," said Exchange IT Director Michael Fink.

The Exchange first noticed the slowdowns when CBP transmitted to its TRACS manifesting system triple the number of messages in a single hour that it typically receives in an entire day. TRACS is used by nearly 300 ocean carriers to clear U.S.-bound cargo.

Like many other ACE participants, the Exchange's IT and Operations staff went into action to upgrade software and hardware and to modify processes to accommodate the increase in message volume and associated slowdowns. The team also identified additional programming changes that could be implemented if needed.

"Fortunately, it doesn't look like we'll need to undertake any new programming at this point," Fink said. "But we are prepared if needed."

CBP encourages stakeholders to contact their client representatives if they encounter delays in status messages that are not announced through official CBP channels. Though CBP monitors its systems for backlogs and other glitches, users may identify a problem unnoticed by CBP.

For more information on TRACS or any of the other Maritime On-Line services, including access to vessel schedules, Coast Guard notice of arrival and departure processing, and real-time vessel positions, please contact 215-925-1524 or ops@mxops.org.

Maritime On-Line®

Did you know the Exchange operates the information superhighway of the Delaware River maritime industry and beyond? Providing real-time vessel positions, schedules, and tools to file crew and cargo manifests, Maritime On-Line is your one-stop source for port information.

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

Meet your Exchange staff

Exchange staff are our most valued asset. Because we are a service organization, satisfying members, advertisers, and all constituents is a primary focus for everyone on the crew. Since much of our communication takes place by phone, email, and VHF radio, members rarely have an opportunity to meet our staff face to face.

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



Meet Darleen Michalak

IT/Operations Coordinator

Darleen Michalak began her career at the Exchange in February 1992 as assistant to then-Vice President Dennis Rochford. In addition to the administrative duties, Darleen was tasked with learning and operating TRACS, the cargo manifesting component of the Exchange's Maritime On-Line® system.

Then, only a handful of companies participated in TRACS. The system grew exponentially in 2004 when Customs & Border Protection mandated electronic manifesting. TRACS now serves nearly 300 steamship lines/agents who are meeting government requirements for submission and receipt of manifest information for cargo imported into the U.S.

Over the nearly 30 years Darleen has been assisting TRACS users, she has developed a unique expertise in troubleshooting the most complex system inconsistences.

As IT/Operations Cordinator, Darleen continues to provide training and technical support to fellow staff and to system users. She helps draft technical documentation for system enhancements, tests new programming, works with CBP and other help desks, and coordinates problem-resolution efforts.

Like most Exchange staff, she wears several hats. Darleen also organizes the Exchange's Maritime Operations Committee and helps maintain the Exchange website.

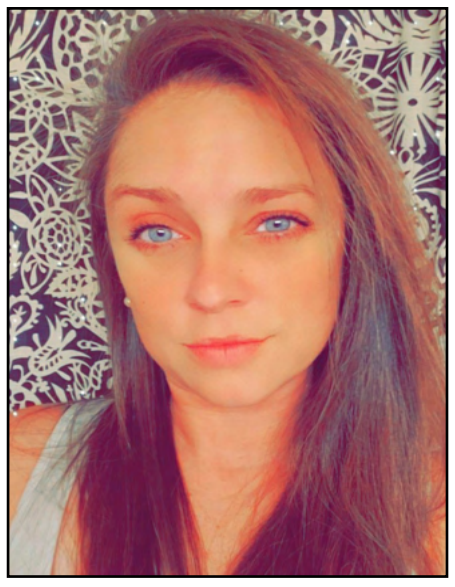
Darleen feels that the world of maritime is in her blood. Her maternal grandfather was a Swedish ship captain who met Darleen's grandmother while his ship was docked in Port Richmond. Her father enjoyed fishing and often took Darleen and her younger siblings to the pier on Allegheny Avenue in Port Richmond to watch the "boats and water." Two of her sisters are also in the industry.

Darleen said, "I'm starting my 29th year at the Exchange and have enjoyed the fact that something different happens all the time and it's never boring. I've developed many relationships over the years with colleagues that are truly heartening."

In her spare time, Darleen enjoys the beach, gardening, and spending time with her three children and their families, her husband Tom, and her sisters and their families.

Meet Laura Miller

Maritime On-Line Account Manager



Laura Miller recently celebrated her eighth anniversary at the Exchange, having started in December 2012. Following a long stint of banking and retail jobs, Laura needed a change and started looking for something new and exciting.

She began her career at the Exchange as an Operations Specialist with no prior maritime experience. Her strong customer service background provided the skills needed to assist members and Maritime On-Line® system participants. Because the Exchange is almost purely service oriented, Laura quickly proved herself to be a valuable member of the team.

As part of her role at the Exchange, Laura interacts daily with members seeking information on port operations. She responds to internal and external requests for information or assistance on all aspects of Maritime On-Line, including vessel schedule information, position information, and crew and cargo manifest data.

"I learn something new every day and feel a sense of community in the maritime industry. It is one of the reasons I enjoy my job and the people so much," Laura said.

When she advanced to her current role as Maritime On-Line Account Manager, Laura's responsibilities grew to include providing input on system functionality, testing new programs and enhancements, and a assuming a broader role supporting TRACS customers. This includes working behind the scenes with Customs and Border Protection to resolve technical manifest issues.

Most recently, Laura has been instrumental developing the Exchange's Delaware River 101 training program, which provides a high-level introduction to port operations and the maritime industry on the Delaware River.

Away from the Exchange, Laura loves being a mother to her son, Liam, and a "ciocia" or aunt to her nieces, Raighan, MacKenzie, and Mila. Together with her fiancé, Ryan, she enjoys spending time with family, hiking, and appreciating a good movie or TV series. Laura attended Camden County College and resides in New Jersey with her family.

Meet Robb Reyes

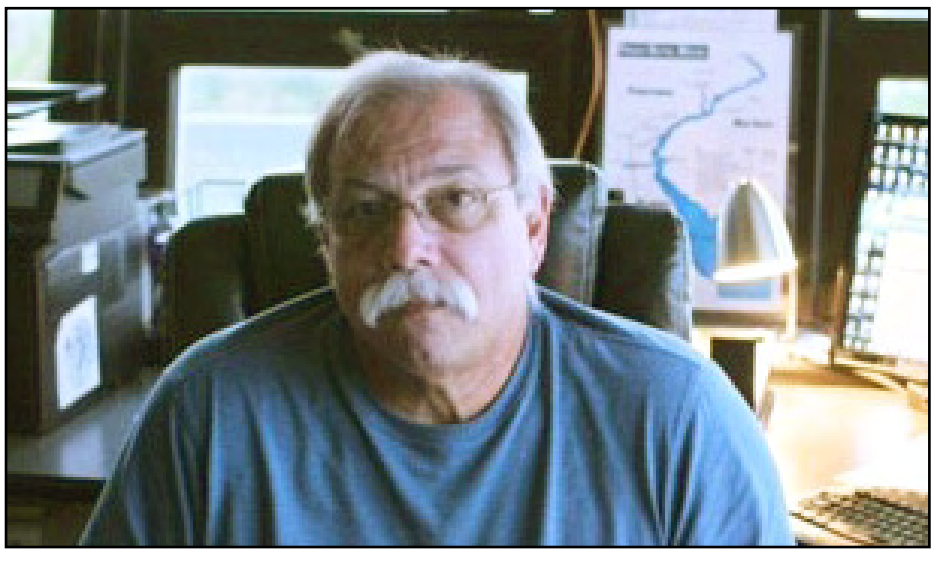
Operations Specialist

Robb Reyes started his tenure at the Exchange as a part-timer in August 2004 working night/weekend/vacation relief shifts at the Exchange Ship Reporting Tower. He left briefly and rejoined the staff as a full-time Operations Specialist in November 2014.

While on watch, Robb assists Maritime On-Line® users and members and provides vessel movement information to the maritime community. "There is always something new to learn and something I didn't expect as vessel schedules change," said Robb. "I like seeing what the industry changes mean for the local economy."

While on duty, Robb interacts with the different people that make up the maritime community on the Delaware River, and he has enjoyed being able to assist them over the years. Robb recalled a time recently when he passed along a simple schedule change. "It's always great when someone calls back on your next watch thanking you for the help the night before, saying they got an extra hour of sleep because of you," he said.

Before coming to the Exchange, Robb served in the U.S. Navy for six years in three different helicopter squadrons serving in Southeast Asia, South America, the Mediterranean, and San Diego. He remembers buzzing President Nixon on the beach at San Clemente. "It didn't go over well with NCIS or the Secret Service," Robb said. He was also a firefighter/EMT for over 20 years. During this time, he's seen life and death and everything in between. He's delivered over 100 babies and said he focuses on the good, not the bad.



While in public safety, Robb helped create the San Diego Water Rescue and Dive Team, sitting on the Occupational Safety and Health Administration and National Fire Prevention Association committees that formed the confined-space safety regulations for both.

Robb enjoys photography, fishing, and organic gardening. He also raises chickens. Robb went to San Diego City College and Southwestern College for emergency medicine, nursing, and fire science. He also attended the University of Maryland's fire science instructor course and the California Institute of the Arts and studied graphic design.

Robb lives in Lewes, Del. He has two daughters and three granddaughters. His son-in-law is currently serving in Afghanistan.



Meet Paul Myhre

Director of Operations

Paul Myhre is one of only two current Exchange staff members with "on the water" maritime experience. Before joining the Exchange in 2008, he worked for the Sandy Hook Pilots Association on its station boat maneuvering around Ambrose Light outside New York Harbor.

"I worked for the Pilots for eight years as a messman and chief cook," Paul said. "It's a little different than what I do at the Exchange," he joked. Paul noted that he is the third generation of his family to work in the maritime industry.

While he's not preparing meals at the Exchange, as the director of operations, Paul oversees the Operations Department and its functions. With six direct staff reports, he is responsible to ensure the crew has what it needs to serve the Exchange members and Maritime On-Line® users.

"The people that make up the Operations Department are real superstars," he said. "Their overarching commitment to customer service, dedication, and ability are what allows the Exchange to perform so well."

Paul's job requires close collaboration with the IT staff and programmers, as he is an integral part of the system development design team. And he jumps in to provide IT and system user support when needed as well.

Paul is a member of the Coast Guard Area Committee and the Area Maritime Security Committee, occasionally assisting its Port Security Grant Sub-committee, and participates in the Mariners' Advisory Committee for the Bay and River Delaware.

Paul also worked in the IT industry as a systems engineer before joining the Exchange.

He earned the rank of Eagle in 1994 and continues his scouting career today as an assistant scoutmaster in his son's troop and a committee member with his daughter's Cub Scout pack. He also sits on the board of his neighborhood association.

When not on the clock, Paul enjoys traveling with his family in their RV. "We like to stay in or near national or state parks and explore," he said. Hiking, exploring, and seeing the beauty of the nation are some of Paul's interests. His family recently completed a three-week journey through 14 states and visited many memorable sites, including Badlands National Park, Mount Rushmore, Glacier National Park, Yellowstone, and Grand Teton National Park.

Paul lives in Middletown, Del. with his wife, two children, and two dogs. He holds a Bachelor in Information Resources Management and a Master of Homeland Security, both from Wilmington University. He also has a Master in Emergency Management from Millersville University.

Meet Karen Scotton

Operations Specialist



Karen is another long-time member of the Exchange team, starting with us in February 1993.

As Operations Specialist, one of Karen's primary responsibilities is to collect vessel movement information and distribute it throughout the Delaware River maritime community. She is one of the friendly voices on the VHF radio or the phone when mariners, government officials, and other Exchange members need up-to-the-minute information. Her history and knowledge of the river allow Karen to excel in her job, and the Exchange routinely receives compliments on her customer service from members.

During her tenure at the Exchange, Karen has assisted the masters of countless vessels, as well as the agents that represent them, as they transit throughout the Delaware River.

She also supports Maritime On-Line® users, tracking down missing cargo releases, answering questions, and providing instructions to ensure system participants are able to effectively meet their own job requirements.

Working from the Exchange Ship Reporting Tower in Cape Henlopen State Park, Karen serves as part of the night/weekend crew that keeps the Exchange running 24/7/365. "Karen has proven her dedication time and time again and is always willing to lend a hand when needed," said Maritime Exchange Operations Director Paul Myhre. "It is a true pleasure to have her as part of our crew."

Karen loves horses and has raised several over the years at her farm in Willards, Md. She especially enjoys riding on the beach in Cape Henlopen State Park, with the Tower as a backdrop. She also enjoys raising chickens.

She has three grown children and a grandson she adores.

Members-only Trivia Challenge

Join the Exchange for a moment of frivolity by playing our trivia game. The first member to respond correctly will receive a $50 Wawa gift card, and we'll publish the answer — and the names of all who get it right — in the next issue of The Beacon.

Q: What Delaware River terminal was once the largest shipbuilding facility in the world?

Send your guesses to exchange@maritimedelriv.com. Good luck!

Meet Donna Stargell

Publications/Office Administrator

Donna epitomizes the work ethic and dedication that is consistent among all Exchange staff and that reflects the organization's core values. She started at the Maritime Exchange in November 1996 as the receptionist, when the Exchange operated from the top floor of the Continental Building at 4th & Market Streets.

Donna quickly took on additional responsibilities, and she became the office administrator in 1998. "One of the main focuses at that time was restructuring the Exchange database as we transitioned to Microsoft Access. That's when I added database administration to my responsibilities," Donna said. From its small beginnings, the Exchange database has grown to include nearly 100 different lists, including committees and working groups, port directory listings and categories, and Maritime On-Line users, just to name a few. The database is the lifeblood of the Exchange, and without it, we would not be able to communicate effectively with members, port stakeholders, government representatives, the media, and the many other Exchange constituents.

Changes and opportunities for Donna continued. In 1999, the Exchange moved to its current Cherry Street location. It was at that time that Donna added board liaison and publications administration to her ever-expanding list of responsibilities. Donna produces the annual port directory almost single-handedly, from content to layout, and does the initial layout for *The Beacon*, including coordinating advertising for both. "Crafting ads and other design elements for our publications is one of the more creative and interesting aspects of my job, and one I really enjoy," Donna said.

More recently, she assumed some accounting functions and helps maintain the Exchange website.

Like other staff members, Donna appreciates the different aspects of her work. "One of the main reasons I've been at the Maritime Exchange for the last 24 years is the diverse nature of my job. That I get to wear so many different hats and fill a variety of roles means a more fulfilling workday. And it certainly contributes to keeping things interesting," she said.

Donna earned a B.A. in History from Temple University and lives in Northeast Philadelphia. Some of her favorite pastimes include reading, dancing, and jewelry making. Donna also loves



animals and has rescued and fostered many kittens over the years, including one who was trapped in a storm drain and found freedom thanks to Donna's intervention — along with help from fellow staffers Beverly Ford and Michael Fink (and a Philadelphia police officer with a crowbar). "That was a real team effort with an excellent outcome. Stormy was adopted within days," Donna said.

MARITIME ON-LINE®

24/7/365 Service to the Delaware River and Beyond

Promotes Commerce

Communicates vessel movement information

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Improves worker productivity by sharing info electronically, minimizes errors by eliminating multiple, redundant communications

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Provides a common operating picture to all port partners

Government agencies with a right to know are provided free access

SHIP REPORTING

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TRACS®

Gives government agencies, ship agents and lines, terminal and warehouse operators, and other partners 24/7 access to cargo manifest information and CBP cargo clearance status, includes ISF and stow plan filing options

NOA/D ON-LINE

Allows filers to submit mandatory 96-hour advance vessel arrival and departure information, including crew/passenger manifests, to the Coast Guard and CBP

Automatic Identification System

Offers real-time vessel position information, significantly improving vessel and cargo operations and enhancing maritime domain awareness, and provides customizable alerts and replay

Contact ops@mxops.org or visit www.maritimedelriv.com to learn how to put Maritime On-Line to work for you!

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APHIS receives much-needed COVID relief

U.S. Senators and House members made history on December 21 when they agreed on the longest bill ever to pass the Congress: the $2.3 trillion Consolidated Appropriations Act combined $900 billion in COVID-19 stimulus funding with a $1.4 trillion omnibus spending bill.

Of particular interest to readers of *The Beacon* and Exchange members is the news that the bill includes an emergency operation appropriation of up to $635 million for the Animal and Plant Health Inspection Service Agriculture Quarantine Inspection program. The funds are expected to help cover operations through the end of FY22.

"The federal budget for fiscal year 2021 included some good news for the Agricultural Quarantine Inspection program, which has seen significant user fee shortfalls due to the severe pandemic-related reduction in international travel," said Osama El-Lissy, deputy administrator of the APHIS Plant Protection and Quarantine office. "These funds will be distributed to APHIS and U.S. Customs and Border Protection and will help keep the program fully operational for that period."

In late 2020, the Exchange met with APHIS officials and discussed the severe drop in AQI revenues. On learning that the APHIS financial situation could severely jeopardize cargo inspections and release, the Exchange asked members of the tristate Congressional delegation to support APHIS operations. At stake are the $143 million a year in fruit and other agricultural products moving through Delaware River ports as well as the health of the U.S. ecosystem.

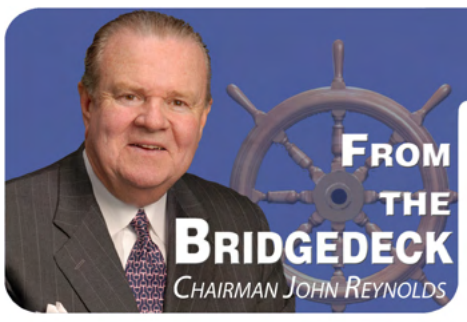
"We are extremely grateful to the members of our regional Congressional delegation for leading the effort to secure this funding. They recognize the importance of the fruit trade to the Delaware River port community," said Dennis Rochford, Maritime Exchange president.

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"Known but to God:" The Unknown Soldier and the "USS Olympia"

This year marks the 100th anniversary of the Tomb of the Unknown Soldier and the "USS Olympia" voyage that brought home those sacred remains.

The U.S. lost approximately 77,000 soldiers during the First World War. To commemorate the supreme sacrifice made by these brave service members, officials decided to re-inter in Arlington National Cemetery one of the many unidentified bodies buried in American military cemeteries in France. The official records of the Army Graves Registration Service, deposited in the National Archives, describe the selection of America's first Unknown Soldier.

Bodies of four unknown soldiers from four separate French cemeteries were brought to Chalons, France. All forms regarding the transfer of each body were burned, along with any other records in the files describing the selection of the remains. These actions assured the destruction of a paper trail that might reveal the site from which the remains came.

On Oct. 3, 1921, the "USS Olympia" sailed from Philadelphia for Le Harve, France, arriving on Oct. 24. That day, U.S. Army Sargent Edward Younger was tasked to select one of the unidentified American servicemen to become America's unknown soldier, meant to represent all of America's unidentified war dead. Younger, himself a twice-wounded veteran of World War I, laid a bouquet of white roses on one soldier's casket, designating him as the Unknown Soldier. On Oct. 25, the remains were brought aboard the "USS Olympia" at Le Harve for the final journey home.

Setting sail on Oct. 25, the "Olympia" had a full crew and a Marine detachment whose duty it was to guard the Unknown Soldier until their safe arrival in Washington, D.C. Due to the size restrictions of the doorways aboard the "Olympia," the crew were unable to place the casket below deck without disturbing the remains. This meant it had to be stowed topsides in a secure location for the rough crossing ahead.

The "Olympia" encountered two hurricanes and weathered tropical gales all across the Atlantic during her westerly voyage but arrived safely at the Washington Navy Yard on Nov. 9, 1921. Greeting the ship and her precious cargo were Secretary of War John Weeks, Secretary of the Navy Edwin Denby, and Gen. John Pershing.

Navy sailors and Marines carried the Unknown Soldier over the side and placed him on a caisson. Gen. Pershing selected eight decorated World War I veterans to serve as pallbearers. The pallbearers were led by Medal of Honor recipient Army Sargent Sam Woodfill, who accompanied the Unknown Soldier to the Capitol, where he laid in state for two days.

On Nov. 11, 1921, the Unknown Soldier was transported to Arlington for final burial. At the ceremony, President Harding awarded the Unknown Soldier the Medal of Honor and the Distinguished Cross. From that day forward, the Tomb of the Unknown Soldier would be an honored resting place for all fallen service members "known but to God."

We are so fortunate to have the "USS Olympia" here in Philadelphia and docked at the Independence Seaport Museum. Please check her visiting hours during the coming year and think about this national treasure at Penn's Landing. Armistice Day, now known as Veterans Day, is Nov. 11 and should never be forgotten.

We wish the "USS Olympia" fair winds and following seas and best of luck to Peter Siebert, the new president and CEO of the Independence Seaport Museum.



ITC investigates blueberries

continued from page 1

nificant majority of the berries comes to the Delaware River from Chile, Peru, and Argentina.

"Imported blueberries add hundreds of direct jobs to the local port industry," said Maritime Exchange President Dennis Rochford. "Needless to say, the Exchange strongly opposes efforts to place additional tariffs or quotas against these imports. What decision makers often fail to consider when they raise the alarm on behalf of U.S. industries are the over 30 million U.S. port and related jobs associated with international trade."

Palaima, whose company Delaware River Stevedores operates at ports in Philadelphia, South Jersey, and Delaware, said, "We in the tristate port community are proud of the role we have played in keeping the supply chain flowing during the COVID crisis. We are especially proud of the trade with Chile that allows Americans to consume fresh fruit, including nutritious blueberries, year round."

Current law requires the ITC to evaluate many factors as part of its analysis, including changes within the affected industry and broader economic considerations. "Americans may be consuming more of the fruit than U.S. growers can supply now or have the expansion capacity to provide," Rochford said. "These and any number of other circumstances could be responsible for the increase in imports."

The Exchange submitted written comments to the ITC in advance of the January 19 deadline.

When this article went to press, 18 members of Congress, including Delaware Sen. Chris Coons, had also expressed concern about the investigation. The bicameral, bipartisan letter to USTR Lighthizer noted that "international trade is critical to our food supply," and that "the market disruptions felt at the onset of the COVID-19 crisis highlighted the fragility of our supply chain. Working with our international partners strengthens those supply chains and ensures a reliable food supply for Americans across the country."

The ITC must now decide by February 11 whether significant damage has occurred. "If there is a negative finding, the case ends, and there is nothing further for us to do. Otherwise, the ITC must present recommendations to the president, and attention will turn to the White House," Horlick said.

Presidential options available for mitigating the damage are numerous, though the most frequent remedy is to impose tariffs, quotas, or a combination of the two. The president has 60 days to implement new measures, and he must notify the Congress of his action on the same day. Congress then has 90 days to issue a rejection resolution.

"The Exchange has been down this road previously, fighting 201 tariffs against imported steel in 2001," Rochford said. "We are in this for the long haul if necessary."

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Key to WPM compliance is at origin

Wood packing materials are the backbone of international ocean shipping, and they come in all shapes and sizes. As dunnage, they brace steel cargos in a ship's hold, wooden pallets allow for standard-sized loading of cartons, and all types of goods are packed in wooden boxes, crates, skids, and drums for shipment.

Wood materials are more economically friendly and less costly than other packing materials. But there is a down side.

Unprocessed wood can be a pathway for the introduction of pests harmful to the agriculture of the importing country. According to a 2014 study by R. A. Haack and others, about 0.1% of shipments to the U.S. with wood packing material have an insect infestation. At this rate, the U.S. could see up to 13,000 potential new introductions of wood-boring insects each year.

To combat the risk, the U.S. and other countries adopted the International Standards for Phytosanitary Measures, known as ISPM 15. The standard requires that regulated wood packing materials be either heat treated or fumigated. Service providers performing these treatments must be accredited, and inspectors at ports of entry must be able to see the certifying markings on treated products.

"Though the U.S. adopted ISPM 15 in 2004, we still see non-compliant materials arriving at U.S. ports," said Lisa Himber, vice president of the Maritime Exchange. "Sometimes the IPPC [International Plant Protection Convention] logo, which is part of the marking, isn't visible because a piece of wood has broken off the whole. Or we may see a single unit inadvertently unmarked. And sometimes the wood has not been treated and is truly non-compliant."

Reputable shippers have taken extreme measures to comply with the international requirements. Some have even increased the temperature above the requirement for heat treatment. "Despite their best efforts, pests will get through from time to time," said Richard Brazzale, managing director of Lake Shore Associates, an industry consulting group.

Taking action

Though USDA and CBP have worked with the maritime industry to identify methods to dispose of non-compliant material in the U.S. rather than requiring immediate re-export, Brazzale and his fellow stakeholders at the Port of Houston think more can be done.

After identifying a workable solution for incineration, members of the Houston port community formed a steering committee to look at other options.

"Clearly, the best solution is to eliminate the entry of non-compliant wood altogether," Brazzale said.

Clipper ships have been among the most diligent in working to prevent the introduction of pests through dunnage. "What we're trying to do is focus more on inspecting the dunnage before it gets on the ship," said Peter Svensson, senior vice president, head of Clipper Americas Inc. Chartering – USA. "Once it's aboard, it's too late."

The first step is to pick the right dunnage — to ensure only treated materials are used. Beyond that, stevedores loading Clipper vessels in Antwerp have partnered with an organization supporting autistic workers who manually inspect every piece of dunnage. "It seems to be working well. We haven't seen an EAN [emergency action notice] for more than a year," Svensson said. But he recognizes that just because CBP pest interceptions have slowed does not mean they cannot increase again.

The Houston group has proposed a program that will confirm the compliance of ISPM 15 at origin, enable a more seamless entry into the U.S., and better protect America's forests.

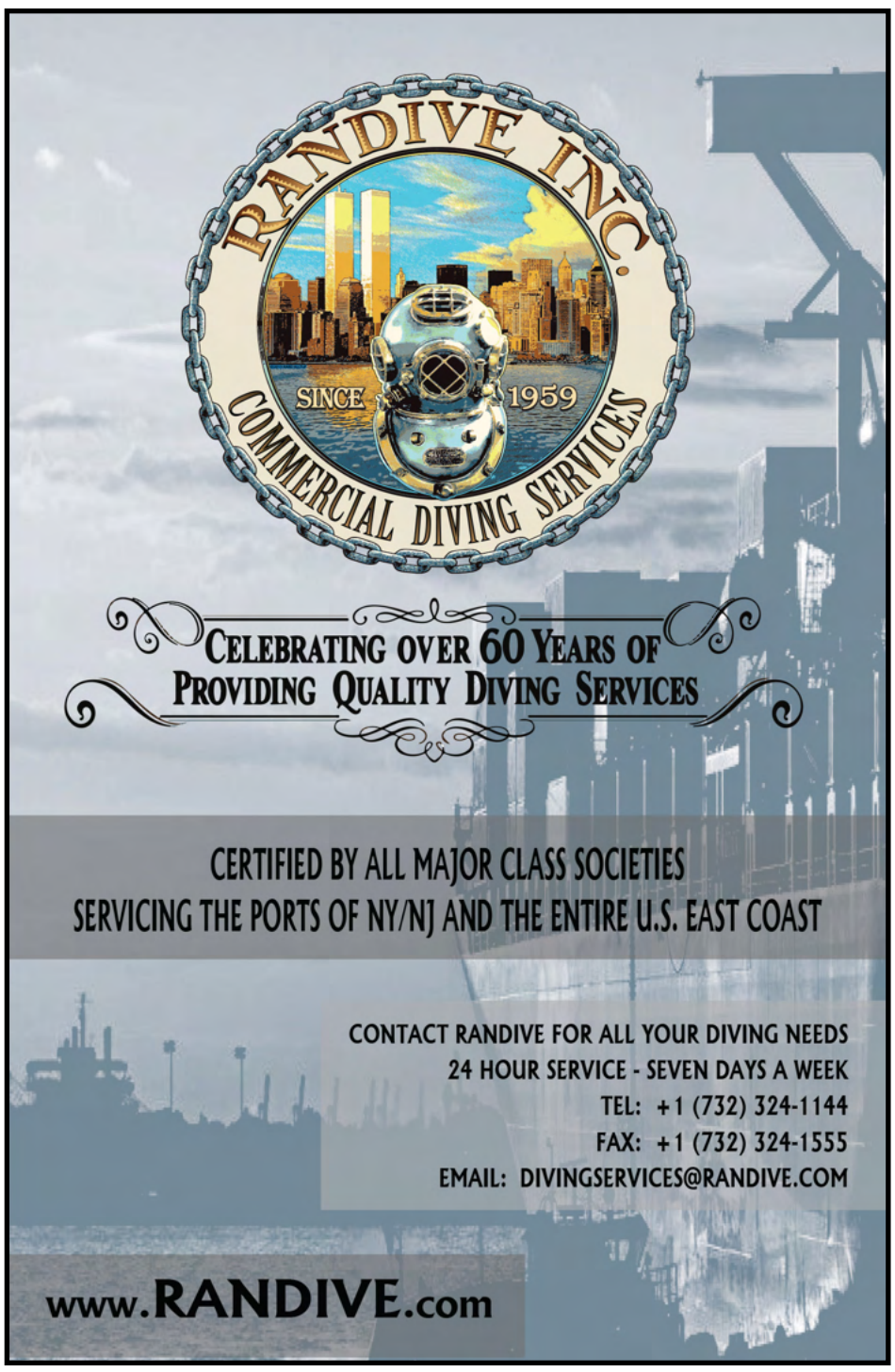
At the heart of the program, stakeholders believe, is training. "Despite our best efforts, CBP can find pests after we've completed our inspection," Svensson said. "We want them to tell us what they do to find pests so we can train the people overseas to do it the same way." Brazzale said that initial discussions with USDA and CBP have been positive.

Other ideas include incorporating certifications of compliance into the cargo survey process and potentially making ISPM 15 compliance part of the C-TPAT program. The Customs-Trade Partnership Against Terrorism outlines a series of steps shippers, carriers, terminal operators, and others must take and in return offers expedited vessel and cargo clearance in the U.S.

The group is also working with insurers to include ISPM 15 compliance in marine insurance packages.

"This will be a long-range program. Things are moving, but like many new ideas, progress can be slow," Brazzale said. "This program builds on what started in the Delaware River. It is so important, and it'll become even more critical when cargo volumes start rebounding."

"The Maritime Exchange supports the proposal, and we believe there are positive synergies between what's happening in Houston and the activities here on the Delaware River," Himber said. "We look forward to working collaboratively to improve operations at both ports."





Exchange launches innovations group

In keeping with its mission to promote maritime commerce, the Maritime Exchange inaugurated a new working group that will embrace innovation and creativity. In this case, the focus is on processes and technologies to improve agricultural product processing.

"Our goals are as simple as they are important," said Exchange Vice President Lisa Himber. "The Innovations Working Group will develop and implement ideas to control costs, increase efficiencies, and ultimately keep user fees low."

Members include representatives from the USDA Animal and Plant Health Inspection Service, or APHIS, and local terminal operators, brokers, and treatment providers.

Topics at the October 2020 inaugural meeting included alternatives to methyl bromide, such as vacuum steam and irradiation, for treating products. The group also considered options for non-compliant wood material disposal and remote transmission of in-transit cold treatment data designed to reduce the need for onsite personnel.

"The USDA is constantly looking at ways to leverage new technologies to help achieve its mission of protecting American agriculture while facilitating safe agricultural trade. The Innovations Working Group is a perfect venue to help the agency identify and validate where technology can be used to streamline our work, processes, and inspection procedures" said USDA Associate Deputy Administrator Carlos Martinez.

The second bi-monthly meeting took place on January 19. In addition to status updates, discussions focused on the successful completion of a Maersk pilot program to test remote data transmission directly with USDA. In the pilot, USDA and Maersk successfully completed 10 trials, uploading voyage data from Maersk's Remote Monitoring Program into USDA's 556 program for cold treatment management and clearances. On the heels of the successful trial, Eric Holt, chief commercial officer at Holt Logistics Corp., mentioned that the Packer Avenue Marine Terminal is now in the position to follow suit and set up its new remote reefer monitoring system to communicate directly with USDA in a similar fashion.

"All these technology enhancements are meant to make our customers more successful by giving them the transparency into cargo status and ultimately putting them in a position to succeed by increasing their speed to market," Holt said. "The remote data transfer program dramatically increased our internal efficiency. Now we need to take it to the next level and use the new tools to help communication with our line and government. As a next step, we hope to begin sending information in real time using an XML format to improve operations, communication, and clearances even further."

A history of success

Ramping up the new working group was the next logical step for an organization whose members had previously racked up two wins partnering with USDA.

The Exchange Agriculture Working Group led an effort that directly resulted in changes to national USDA policy in 2016. The updated policy allowed for incineration as a secure disposal option for non-compliant dunnage from maritime cargo at U.S. ports of entry. "Dunnage is wood material used to brace cargo in the ship's hold. It's mind-boggling to think about the huge impact this little-known instrument of trade can have on port operations," Himber said. Dunnage and other wood packing materials must meet international standards for treatment, known as ISPM 15, to prevent the international transport and spread of disease and insects that could harm the environment.

Prior to the new policy, the only authorized treatment for non-compliance was re-exportation. Costs could run into the hundreds of thousands of dollars if a shipowner had to add a port call to its schedule to dispose of the material.

"We were extremely pleased with the spirit of partnership that characterized our initial discussions with USDA and CBP officials," said Robert A. Herb, agency director at Terminal Shipping Company/John S. Connor. "Their willingness to work with stakeholders was a great help to us in guiding our principals on the updated USDA methods and remedies, especially here on the Delaware River."

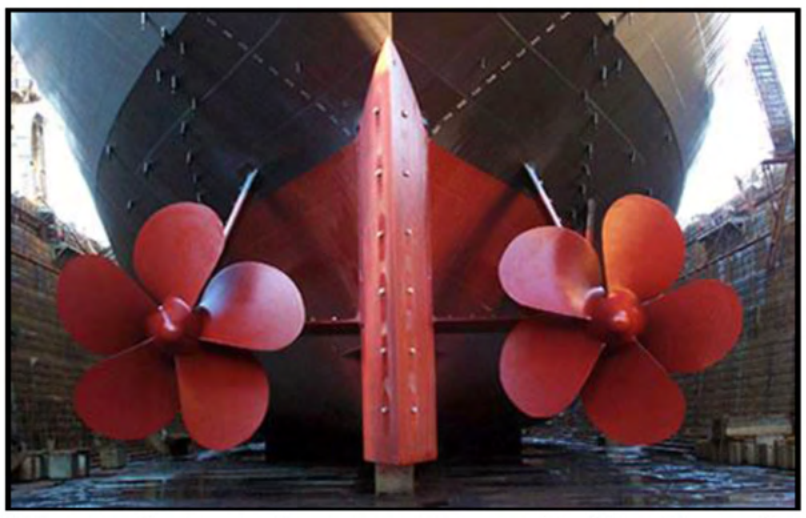
That effort led to another Delaware River ports program to test incineration as a treatment for additional forms of wood packing materials, such as pallets or crates. That two-year effort finished in March of 2020. "The information gained from the project will help APHIS and CBP make informed decisions about the potential for using incineration as a secure disposal method for all forms of non-compliant WPM," Martinez said.

With APHIS now reviewing costs for treatment-monitoring user fees, the new efforts are timely. "Anything we can do to help keep costs and fees down is a win for Exchange members, a win for Delaware River port customers, and a win for APHIS," Himber said.

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Greetings from the new SCW Executive Director

Dear friends of the Seamen's Center of Wilmington,

Hello, my name is Christine Lassiter.

Dec. 31, 2020 marked the end of an era at Seamen's Center of Wilmington, Inc. After an exemplary 20-year career as executive director, Joan Lyons retired.

I am honored and humbled to share with you that SCW board members selected me to serve as their next executive director. I look forward to carrying on SCW's legacy of welcoming and assisting seafarers from all over the world to ports in the state of Delaware and building on the strong foundation that Joan carefully developed. Although I will miss her greatly, I wish Joan health and happiness in her new adventures with family and friends.

In my five years at the Center prior to my promotion, I rose through the ranks from executive assistant to office manager. I had come to SCW as a stay-at-home mom raising my two sons, Josh and Ben, with my husband Ron. Before having children, I had a 20-year career with Wyeth Pharmaceuticals (Pfizer) where I held various roles, such as managed care national accounts, contract specialist, national accounts group, national accounts coordinator associate, customer information group, and business analyst. While there I designed and assisted in the development of instructor-led training materials to support a company-wide SAP implementation.

All of this led me to SCW where I could apply my skill set and grow into new roles.

I hold an MBA in Pharmaceutical Marketing from St. Joseph's University in Philadelphia, a B.S. in Business Administration with a minor in Human Resource Management from Cabrini (College) University, and I am currently working to obtain a Non-Profit Management Graduate Certificate from the University of Connecticut.

Along with raising a family, working, and attending school, I volunteer for my community civic association board and serve on the board of trustees as vice president at Aldersgate UMC in Wilmington. I enjoy spending time with my "boys," family, and friends golfing, skiing, camping, and playing board games. Oh!!! And of course . . . long walks on the beach.

Please allow me to thank all our supporters who allow us to continue our mission of serving mariners visiting Delaware ports.



Though we are still in semi-lockdown conditions, the Center is open and helping seafarers. I look forward to having the opportunity to make new friends within the Delaware River port community when we can all get together again.

Seafarer experiences improve at Del. River ports

While the worldwide humanitarian crisis affecting the world's mariners is far from over, it is a pleasure to report that seafarers arriving on ships at ports in the tristate region are now finding a smooth homeward path.

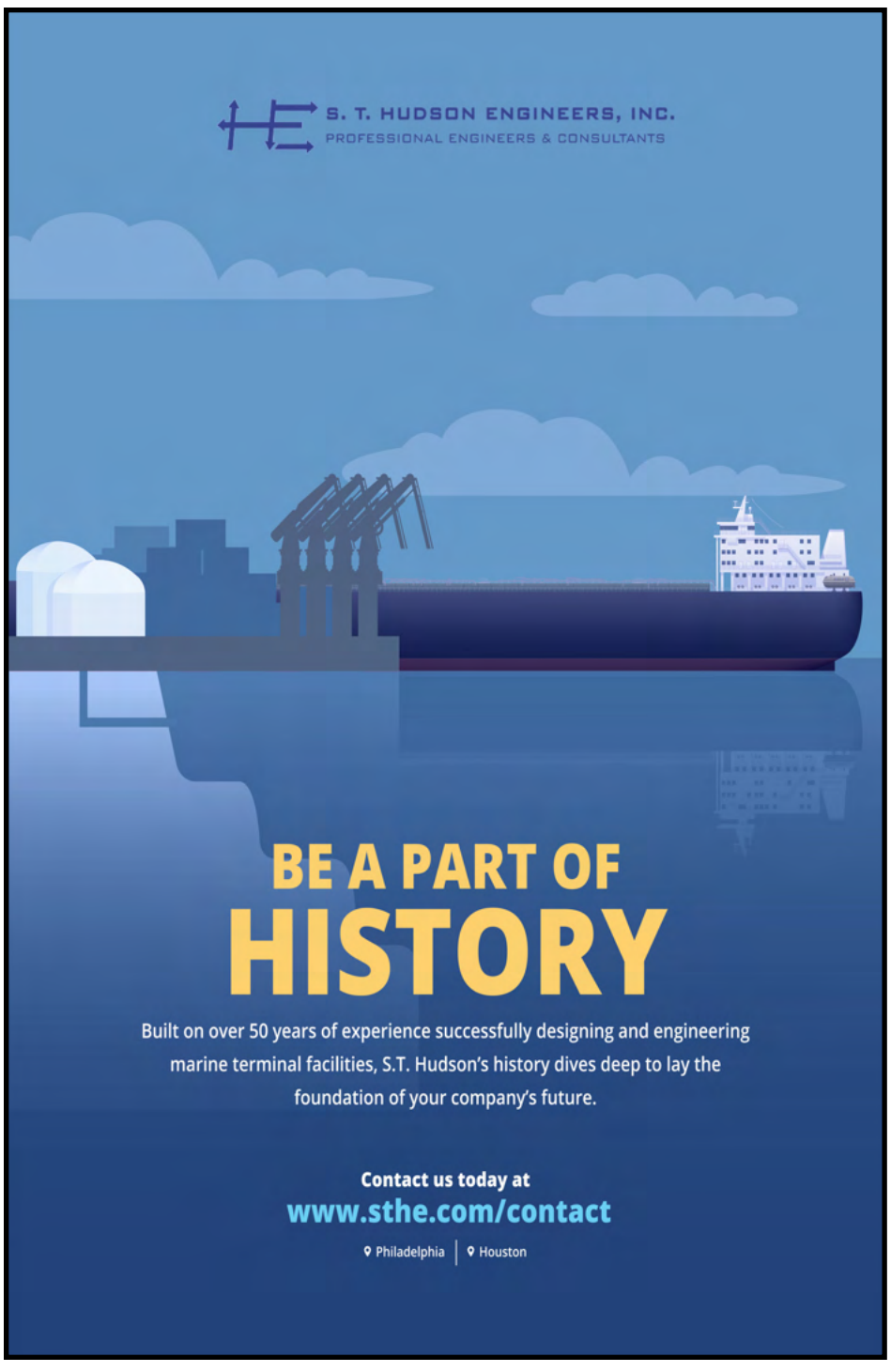
The Maritime Exchange extends a sincere thank you to the personnel at U.S. Customs and Border Protection, both locally and at Headquarters, for their willingness to work with industry to seek a solution to the problem that respects seafarers' rights while maintaining safety for CBP personnel and security at our nation's ports.

Since the onset of the pandemic, airport closures, national and local restrictions, and difficulties obtaining authorization to leave their ships, whether internal or external, have conspired to prevent seafarers from repatriating when their contracts expire.

Today, the backlog of crewmembers looking to go home still numbers in the hundreds of thousands. Over the last seven months, international agencies such as the United Nations, International Maritime Organization, International Labor Organization, and others have pleaded with Nation States to facilitate crew changes, the lack of which not only causes severe mental distress for those left aboard but leaves an equal number of seafarers stuck at home with little hope of work or pay.

Most recently, the global business community has entered the conversation. In mid-January, a group of international investors managing more than $2 trillion of assets called on world leaders to designate seafarers as essential and establish processes for safe crew changes.

Money talks. Here is hoping for a speedy end to this ongoing global emergency.





The view from the rear of the taxi

By: Rev. David Reid, MA FNI

As seafarers, one of our favorite sayings was that the best view of the ship was from the rear window of the taxi as you headed home.

Sadly, this euphoric feeling of being homeward bound has been under threat due to the COVID-19 pandemic, with seafarers enduring extended periods of service that are well beyond their original contracts. There is also a flip side to this story: for every seafarer that must remain at sea, another is stuck ashore unable to work — desperate to return to a ship to earn a living.

For many who are reading this, the idea of serving in a job which requires you to spend many months away from family, friends, and community is an alien concept. A few have been on extended business trips that might have been delayed or missed a birthday at home. How do we grasp the impact of being forced to be away? What does it do to the wellbeing and mental health of the individual? Does this increase the risk of an accident? What can the rest of us do to help?

In my early days serving on a British cargo ship, I experienced the full effect of having to stay longer than expected. In the 70s, the normal contract under ship's articles was for about six months. British shipowners were mindful of keeping their crew travel expenses on a tight budget. They achieved this with different zones for repatriation; for a ship at any U.S. East or Gulf coast port, crew would be flown home after six months. However, if the ship were on the West Coast or in Asia, crew had to wait for nine months.

Our ship was under time charter to American shipping line States Marine Lines to provide added capacity to States Marine's busy USA-Asia-USA service. The Vietnam War was ongoing, and business was robust. Typically, it took about five to five-and-a-half months for a complete cycle from New York outbound to the return. So, it was normal to expect a single round trip and then be flown home for leave.

As we headed back to New York, our first U.S. port after clearing Panama, I waited expectantly for news of my relief, packing with thoughts of being home for the Christmas holidays. No such relief materialized. We discharged our cargo in New York, Philadelphia, and Baltimore then began loading in Tampa and throughout the Gulf for South Vietnam. As we sailed for Panama my heart sank because I knew that not only was I not going home, I would be stuck at sea for another five months.

I experienced weeks of depression as a result of this extended duty. Looking back now, I realize that like many who suffer some form of mental health issue, I felt alone. Onboard a merchant ship there was nobody who I could share my feelings with. Instead, those feelings cycled around and around in my mind. I came out of this on my own while we were discharging at Cam Ranh Bay in Vietnam where the sounds of war broke my cycle of depression. By the time I left the ship in New York, I had been away for 11 months.

These are the realities our seafarers today are experiencing. All of us, whether we are from seafarer missions, stevedores, agents or surveyors, can make a difference by our interactions with the seafarers we meet.

I learned the importance of social interaction while training as a hospital chaplain. A simple technique known as "the 10 and 5 rule" works like this: when approaching people, engage with eye contact at 10 yards and acknowledge their presence at 5 yards by giving a greeting.

So, on your next visit onboard a ship at one of the great terminals within our port, use the 10 and 5 rule to engage positively with all the seafarers you meet. They will feel the difference, and you will know that you have made a contribution to social interaction that really does matter.

Seafarer organizations keep crew connected

Internet access a growing demand among seafarers

An intensifying global discussion has focused on unwarranted extensions of seafarer contracts. While the world debates, staying connected is paramount for those stuck aboard their ships.

For many people, the physical isolation caused by the pandemic is somewhat offset by the ability to communicate with colleagues, friends, and family with Zoom, FaceTime, and other remote communication platforms. But many seafarers cannot enjoy the simple luxury of talking with loved ones until they reach a port of call, if even then.



So what are their options?

While at sea, where crewmembers spend a majority of their time, seafarers are limited to the communication services provided by the ship owner or personal satellite devices. Just as with any employer, work conditions and agreements vary. While one shipping line may provide Wi-Fi internet connectivity at sea and in port, others may only provide common-area computers for email.

Yet one trend has emerged for communication in port and while at sea — using the internet as the primary method to communicate home. Younger mariners, who tend to be more digitally adept, are prioritizing the availability of shipboard internet access when seeking contracts.

Both seafarer organizations in the Delaware River region report that the most requested item by visiting crew is SIM cards. These cards can connect personal devices to the internet and include a pre-paid data allowance. The cards work in multiple countries and provide a good alternative for mariners while in port.

"Communicating with home has become more important than ever. Most crews are not allowed off their ships due to COVID restrictions set in place by the ship's captain or steamship line," said Seamen's Center of Wilmington Executive Director Christine Lassiter.

Seafarers can purchase satellite connectivity when not provided by the ship. While the costs have come down in recent years, prices still remain comparatively high, and internet remains the preferred method to communicate with loved ones and to conduct personal online business.

"In addition to SIM cards, we provide internet hotspots to the vessels," said Helene Pierson, executive director of the Seamen's Church Institute of Philadelphia and South Jersey. "Typically we deliver three hotspots to the vessels so crewmembers have unlimited internet access while in port. We used to bring rolls of quarters for public phones. Then we delivered phone cards. Now we provide hot spots and SIM cards."

Good news for seafarers may be on the horizon. A few companies, including SpaceX, Amazon, and OneWeb, have begun projects to provide global internet access via thousands of microsatellites. SpaceX has already launched hundreds of these satellites into low earth orbit as part of its Starlink endeavor, with a goal of operating up to 12,000 satellites. But it may be many years before seafarers can take advantage of this technology in the open ocean.

"It is wonderful that SCI, SCW, and the many others like them around the world provide these communication services," said Jason Zuidema, executive director of the North American Maritime Ministry Association. "Driving 20 or 30 miles to deliver SIM cards to a ship may be a poor business model for the commercial industry, but this simple act of kindness that seafarer organizations perform every day means so much to the people who deliver our cargo."

Whether at sea or in port, seafarers' shift to the internet has been definitive. While at sea, connection speeds may not be adequate for many young men and women joining the ranks of the ocean bound. Ship owners will need to increase internet availability for their crews at sea and while in port to continue to attract employees willing to sign on for lengthy contracts. More and more lines are stepping up to provide this service, but as SCI and SCW can attest, the industry in general has a long way to go.

Seeking alternatives to methyl bromide

By: Miriam Borja-Fisher, Senior Business Development and Marketing Manager
Western Fumigation

Methyl bromide is an odorless, colorless gas used to control a wide variety of pests in agriculture and shipping. It has also been found to be dangerous to the environment.

As a result, the U.S. and other countries phased out the use of this fumigant starting in the mid-1980s, disallowing it altogether in 2005. Fortunately for international shipping, signatory countries recognized the importance of the chemical and allowed continued use for quarantine and preshipment purposes.

For the last four decades, Western Fumigation has worked to identify other options for treating cargo.

Western became a structural partner in the rise of fruit imports to the Delaware River by providing fumigation services, mandated by USDA since 1980. Methyl bromide, the only USDA-approved treatment at the time, also played a key role in this growth by allowing USDA to fulfill its mission to protect U.S. agriculture from invasive pests that have cost U.S. producers $137 billion a year in damages.

While Western began a search for new treatments and technologies, it at the same time spearheaded the battle to preserve methyl bromide until economically and technologically feasible alternatives became available. In 1984, Western Fumigation, in partnership with USDA and the National Institute of Technology in Chile, organized a team of international researchers, U.S. regulators, and industry stakeholders to present potential alternatives to Chilean exporters.

Among the options was C60 irradiation technology, which could potentially preserve the cold chain and possibly extend the shelf life of perishables. Yet it presented two significant challenges: high acquisition and ongoing maintenance costs and very limited throughput, particularly worrisome given ever-increasing import volumes. The stationary systems also meant an additional footprint at a port facility or elsewhere along the supply chain that could introduce a significant bottleneck in cargo flow. Low consumer acceptance of irradiated food at the time also hampered its viability.

The electronic beam irradiation process, known as E-Beam, has increased capacity over the older technology. Yet throughput is still relatively low for today's volumes.

The "systems approach," which focuses on pest mitigation before export rather than treatments at ports of entry, is another potential methyl bromide alternative that has gained wider acceptance, mainly in Chile's more disperse growing areas. On the downside, many have found the USDA program too rigorous and demanding too high a capital investment in pre-harvest pest mitigation. It may also require more soil-based pesticides and stringent management, as participant fields are sampled weekly. If one failure is identified during sampling, the field is considered non-compliant and unable to continue in the program for the remainder of the season. Even with this significant risk, a diverse group of exporters is successfully working within the program and avoiding fumigation requirements upon arrival.



Exchange Director Barbara Hunter (front row, second from the right) represented Western Fumigation at its conference in Santiago, Chile in 1984. Also pictured are seminar speakers (l to r) Dr. Luciano Campos, Horst Berger, Dr. Gordon Mitchell, Albert Marulli, Dr. Theo Ouwerkerk, Dr. Jack Armstrong, and J. Edwin Sameth, founder and Chairman of the Board of Western Industries.

The most promising alternative is a new fumigant that would rival the efficacy of methyl bromide, with significantly more eco-friendly attributes. This product is called EFUME™ by Draslovka Services Group. The molecule itself, ethyl formate, is naturally occurring, and it has been commercially available since the 1950s as a flavor enhancer. While effective against a broad range of invasive pests, it poses very low risks to humans and the environment and has no ozone depleting potential. Sourced naturally, ethyl formate could potentially be used to treat organics. It is possible the product will be available within two export seasons.

The initial target of EFUME was to offer a solution to California citrus exports that were denied entry to Asia following the ban of methyl bromide. Western saw this as an opportunity to marry the needs of U.S. exporters with the needs of its import customers. Thus, Delaware River Chilean fruit imports have become a key stakeholder in this project. Through Western Fumigation's founding membership and current chairmanship of the Crop Protection Coalition, the Delaware River port community has a voice at the table.

Western pledges its continued support and commitment to the Delaware River port community and will continue its advocacy on behalf of its customers. For any questions, please contact Miriam Borja-Fisher at mborja@westernpest.com.

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MARAD authorizes construction of two more NSMVs

The U.S. Maritime Administration announced it has authorized the construction of two additional National Security Multi-Mission Vessels. The ships will replace aging training vessels at Maine Maritime Academy and Texas A&M Maritime Academy. MARAD authorized the first two NSMVs, destined for SUNY Maritime College and Massachusetts Maritime Academy, in April 2020.

"The NSMV is part of a strategy to bolster maritime education, revitalize U.S. shipbuilding, and provide a much-needed shot in the arm to the U.S. maritime industry," said Doug Burnett, MARAD chief counsel. "America must be a maritime nation if it is to continue to lead the world in this century."

With this action, recapitalization of the nation's aging maritime training fleet is nearly complete. Construction of all authorized vessels at Philly Shipyard will also strengthen America's industrial base while supporting more than 1,200 shipyard jobs in Philadelphia.

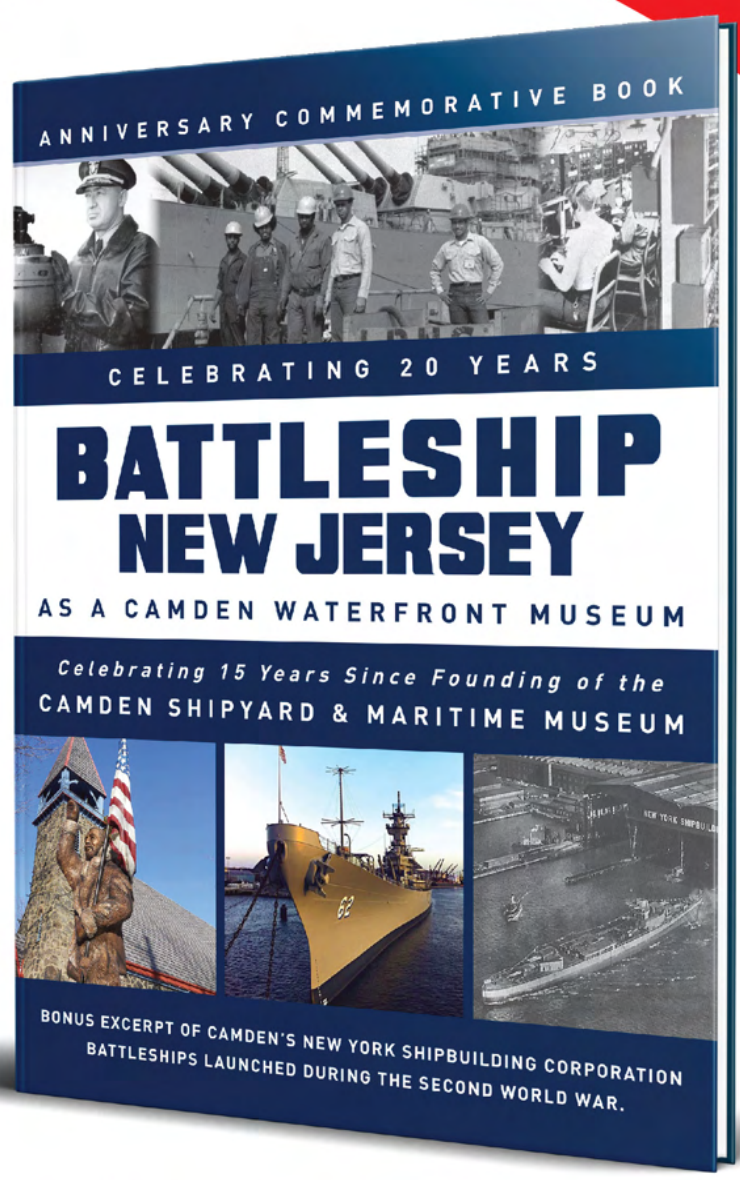
The NSMVs will include numerous instructional spaces, a full training bridge, and space for up to 600 cadets. State maritime academies graduate approximately 70% of all new officers each year, and many support national security by crewing military sealift vessels.

The NSMV is also a highly functional national asset that includes modern medical facilities, a helicopter pad, accommodations for up to 1,000 people in times of humanitarian need, and roll-on/roll-off and container storage capacity for use during disaster relief missions.

In May 2019, MARAD awarded TOTE Services a vessel construction management contract for the NSMV program. In April 2020, TOTE selected Philly Shipyard to construct up to five NSMVs with fixed prices and schedules.

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Towing industry continues push for expansion of safety fairway

By: Brian Vahey, Senior Manager – Atlantic Region
The American Waterways Operators



In the summer of 2020, the U.S. Coast Guard published its long-awaited proposal to create a series of navigation safety fairways for shallow- and deep-draft vessels transiting the Atlantic Coast.

The advance notice of proposed rulemaking was the culmination of years of collaboration between the Coast Guard and maritime industry stakeholders, beginning with initial development of the Atlantic Coast Port Access Route study more than a decade ago. The Coast Guard began the ACPARS with the recognition that an ever-increasing number of waterways users, combined with competing demands for offshore space, could negatively impact navigation safety if traditional transit lanes were not protected from offshore obstructions.

The Coast Guard published its comprehensive ACPARS final report in 2017. Included within the recommendations is the creation of vessel fairways for tugboats and deep-draft vessels. Fairways are not physical boundaries, and vessel operators are not mandated to use them, but they are an important regulatory tool at the Coast Guard's disposal to protect navigation safety by identifying historic vessel transit lanes and prohibiting the development of obstructions within those lanes.

The fairway proposal published last June is consistent with the ACPARS recommendation in all but one important respect: it does not include 9 NM for the proposed towing vessel safety fairway as recommended in the ACPARS.

The towing industry has advocated for a 5 NM navigation route plus a 2 NM safety buffer on both sides of the navigation route. This spacing would be enough to potentially accommodate three towing vessels transiting abreast of each other while accounting for a variety of possible sea state conditions. By contrast, the Coast Guard proposal would only give towing vessel operators 5 NM to operate within the fairway.

Delaware Bay area requires buffer

Ensuring that towing vessel operators have sufficient room to navigate safely is especially important for operators transiting offshore Delaware Bay. Towing vessels transiting north and south past Delaware Bay regularly meet fishing vessels leaving Cape May and tankers and passenger vessels congregated at the Bay's entrance. It is in this area that navigation is most congested, and conditions are made more complex for tug operators because tug and barge units cannot hug the Cape May coastline closely inshore as they enter or exit the Bay. Navigation space will become increasingly critical to safety as offshore wind development projects move forward.

The American Waterways Operators has urged the Coast Guard to prioritize safety when it finalizes the fairway rulemaking by expanding the proposed fairways to 9 NM, and we are working closely with the Delaware Bay maritime community to reconcile our respective interests while being mindful of safety. Fortunately, the Delaware Bay port area enjoys a spirit of collaboration and communication that goes back more than a century: the Maritime Exchange and the Mariners' Advisory Committee both bring together area stakeholders to work through conflicts and arrive at solutions that facilitate the safety and economic health of the port area.

AWO engages regularly with these two groups, and we look forward to continuing to do so, both on the fairway and on other issues that impact the safety of port operations.

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PPMS increases scholarship awards for 2021

Among its other organizational goals, the Ports of Philadelphia Maritime Society is committed to helping strengthen tomorrow's maritime workforce.

"To achieve this goal, the society has awarded over 30 scholarships since 2012," said Board President Nathan Hauser. In 2021, the Society will grant five scholarships of $2,000 each, a 33% increase over last year's awards.

Students pursuing maritime, transportation, or logistics degrees and those seeking to update or obtain Coast Guard licensing are eligible to apply. Scholarships are also available to individuals already employed in the industry for professional development coursework.

Applications, which are due by April 15, 2021, are available on the Maritime Society website at www.portsofphilamaritimesociety.com.

Maritime Day dinner plans underway

The Society plans to bestow the awards at the 2021 Maritime Day dinner in May. Since the program began, event sponsors have largely funded the scholarship program.

"Last year Maritime Day sponsors nearly matched 2019 giving levels, despite the challenges of the pandemic," Hauser said. "Without their generosity, we could not fund the future successes of the individuals who benefit from the program."

Randive introduces new tech for underwater inspections

Due to the ongoing worldwide health crisis, access to maritime vessels, marine facilities, and waterfront worksites has become extremely difficult. A large part of the problem is restrictions on travel.

"In response to these challenges, Randive, Inc. has developed a safer, more economical solution for underwater inspection needs and requirements," said Kurt Erlandson, president & CEO. Recently developed and successfully field-tested, L.O.U.I.S., the Live Off-site Underwater Inspection Services, allows vessel superintendents, class surveyors, owners, and other interested parties who wish to or are required to attend inspections to do so from the safety and convenience of their homes or offices."

With approval pending by several classification societies, Randive is using L.O.U.I.S. in its related Class and Non-Class dive survey operations.

The system allows for live viewing of inspections from anywhere across the globe using a desktop computer, tablet, or smartphone. Those attending will also have a direct line of communication via online chat with the on-site dive supervisor, allowing for questions and requests just as if they were there in person with real-time diver interaction. Multiple representatives of interested parties can witness the inspections, which increases continuity of information in less time and cost to all involved.



Randive's dive supervisor monitors and communicates with divers while performing in-water repairs at a local shipyard. The video images can be broadcasted and viewed live by multiple interested parties in different parts of the world.

"Additional benefits of L.O.U.I.S. are schedule flexibility and maximizing time management while having limited personnel availability," said Keith Michalski, vice president of Marine Operations. In the event a marine casualty requires an emergency inspection, a dive team can perform a survey quickly, eliminating the delay of international travel for on-site representation while expediting the decision process for repair remediation and insurance claims.

"We are extremely excited about this new service and look forward to a successful launch on behalf of our customers," Michalski said.

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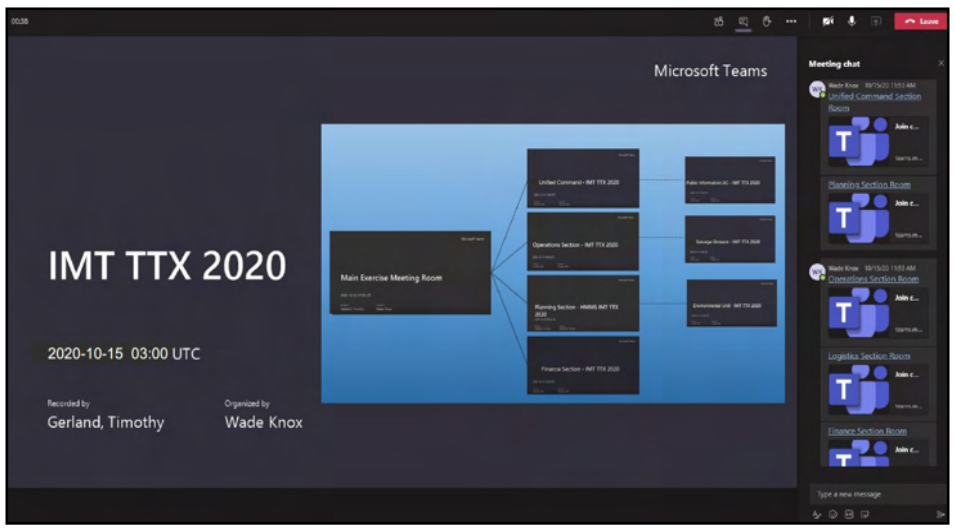
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The viability of virtual response management

By: Timothy M. Gerland, Vice President
Hudson Marine Management Services



How can the marine industry respond to marine incidents such as oil pollution in the COVID-19 environment? Hudson Marine Management Services, HMMS, addressed this challenge by conducting its annual Incident Management Team tabletop exercise completely virtually. This fulfilled Oil Pollution Act of 1990 requirements that vessels and marine transportation facilities conduct at least one such exercise annually.

Traditionally, these exercises take place in person. They include the Coast Guard, state authorities, the Qualified Individual, Incident Management Team, and other participating port partners, all of whom gather at an Incident Command Post. Using the Incident Command System, the Unified Command then leads a response to an evolving scenario. HMMS engages our approximate 250-client OPA'90 plan holders representing over 1,575 vessels through the entire process as the exercise unfolds.

However, the ongoing COVID-19 pandemic necessitated significant changes in marine incident response. During 2020, the HMMS Incident Management Team responded to incidents around the U.S. that involved components of a remote "virtual" Unified Command and Incident Command Post, deploying/directing response resources onsite, particularly for cleaning spilled oil, making repairs, etc.. HMMS used this "hybrid" response model to address and resolve responses quickly, to the satisfaction of the Unified Command, and identified lessons learned specifically related to remotely/virtually managed incidents.

Erik Sunde, HMMS Response Manager said, "One of the biggest challenges encountered was the real-time collaboration needed to maintain accurate situational awareness. Conference calls with follow up emails did not always provide an accurate timely representation of the realities unfolding in the response." Answering the challenge, HMMS designed a method to enable real-time collaboration for the Incident Command Section breakout rooms and large group common room for group meetings and discussions.

The objective was to satisfy the Incident Management Team's OPA'90 obligation and to prove the viability of standing up a virtual command post and maintaining situational awareness and real-time collaboration within the Incident Command System.

HMMS and the HudsonAnalytix IT department developed a virtual Command Post that simulated the physical command post, leveraging the MS Teams virtual platform. This included virtual areas where the Unified Command, Operations, Planning, Logistics, and Finance sections could effectively recreate the physical environment. HMMS provided access to the Main Incident Command Post virtual room where all participating partners gathered at the start of the exercise.

Over the course of the exercise, the Incident Command sections broke out into their respective rooms for collaboration using open video discussion, sharing screens, and editing documents in real time. Additionally, HMMS used and developed a situation display solution and documentation repository to keep all parties informed throughout the exercise. As the exercise progressed, HMMS followed protocol with scheduled meetings taking place and the development of plans.

To conclude, HMMS held a 'hot wash' to provide a vehicle for all participants to voice the positives and identify challenges and opportunities for change uncovered during the exercise. While participants did identify challenges, positive feedback focused in particular upon the open, effective collaboration as a key feature of the virtual command post. U.S. Coast Guard Sector Delaware Bay Captain of the Port Jonathan Theel stated, "Hudson's use of the Microsoft Teams platform enabled federal, state, and local partners to collaborate with key stakeholders by allowing all participants to communicate freely and effectively. This exercise proved to me the viability of this virtual conferencing option to successfully manage an oil spill response in a pandemic environment."

Cynthia Hudson, HudsonAnalytix CEO said, "We were proud that Hudson successfully designed and conducted the exercise in the virtual environment and was able to maintain situational awareness and real-time collaboration, all while following the ICS principals and protocols."

"Through innovation and technology, Hudson was able to bring together their experts with port partners to address protection, mitigation, response, recovery, and salvage operations that not only focused on how to overcome today's problems, but also propelled our area contingency planning forward regarding public communications, using volunteers, and understanding the impact of drones on airspace management," CAPT Theel said.

In this changing world, it is clear that our industry must pivot to embrace technology in order to maintain the most efficient use of resources and protection of our critical environmental resources.

Hudson Marine Management Services is a wholly owned subsidiary of HudsonAnalytix, based in Cherry Hill, N.J.

Q&A with Nerbovik

continued from page 1

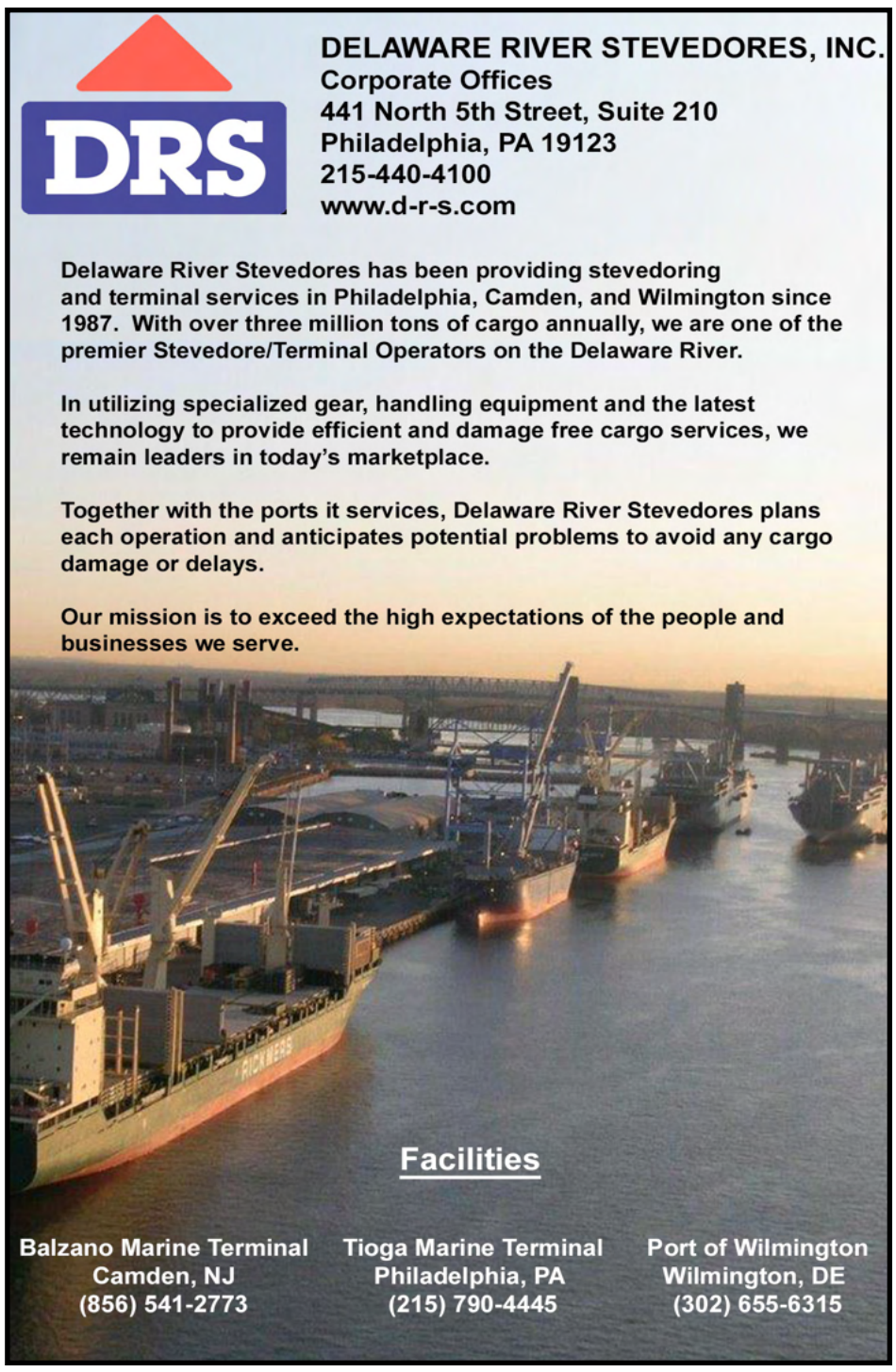
So far, TOTE has ordered the first four ships in the NSMV program. These ships are destined for the state maritime academies in New York, Massachusetts, Maine, and Texas. TOTE retains an option for the fifth vessel for the state maritime academy in California. If all five NSMVs are ordered, then the total contract value is about $1.5 billion with deliveries lasting into 2025.

We are utilizing our commercial best practices for this important federal shipbuilding program. Design, engineering, and planning activities are progressing in accordance with plan. We celebrated our first construction milestone on Dec. 15, 2020 with a virtual steel-cutting ceremony.

Q: What other projects are in the works?

A: We are also currently working on industry design studies for three U.S. government shipbuilding programs, including the U.S. Navy's Auxiliary General Ocean Surveillance T-AGOS(X) program, the U.S. Navy's Common Hull Auxiliary Multi-Mission Platform program, and the U.S. Coast Guard's Offshore Patrol Cutter program.

These industry design studies are the precursors for the future detail design and construction contracts for the respective programs. Participating in the design phase is key if we choose to one day compete for the detail design and construction contract.



ISM announces new president & CEO



The Independence Seaport Museum board has selected Peter Seibert as the museum's new president and CEO. He will succeed John Brady, who has retired.

Seibert previously served as executive director and CEO of the Buffalo Bill Center of the West. He brings an award-winning, three-decade career from other notable institutions, including the Colonial Williamsburg Foundation, National Council for History Education, and Heritage Center of Lancaster County, Inc.

A Pennsylvania native, Seibert earned a Bachelor of Science and a Master of Arts in American Studies from Penn State University. He has authored several books and articles, including *Fraternally Yours: American Fraternal Regalia of the 19th and 20th Centuries* and *The Arts in Lancaster,* and has lectured at institutions throughout the region.

His dedication to history and education earned Seibert numerous distinctions that include the City of Harrisburg Distinguished Service Award, Community Leader Museum Professional Award from the Pennsylvania Federation of Museums and Historical Organizations, and Penn State's Distinguished Alumni Award.

Seibert's first year will coincide with a historic moment in the ISM's history as it prepares to commemorate the 100th anniversary of the return of the Unknown Soldier aboard the Cruiser "Olympia." A National Historic Landmark, "Olympia" is currently the oldest steel warship still afloat. The significance of this occasion is not lost on the museum's new president.

"History as a discipline is really about our identity — individually and collectively — as people and a nation," Seibert explained. "We are all ultimately the product of those who made sacrifices in war and peace in order to ensure who we are today."

"Olympia," along with the submarine "Becuna" and schooner "Diligence," represent the museum's commitment to preserving and sharing the nation's naval history. With Seibert at the helm, the ISM looks forward to announcing this year's slate of educational programming and, eventually, safely reopening its doors to visitors.



South Jersey poised to become offshore wind epicenter



The largest industrial offshore wind investment in the U.S. broke ground in January 2021 and will create hundreds of high-paying jobs. Shown here is a rendering of the state-of-the-art factory that will be a catalyst for change in Paulsboro and the surrounding area.

New Jersey is putting down a $1 billion public-private marker assuring South Jersey becomes the epicenter of the job-rich offshore energy industry.

"This is where the dream of protecting our planet, protecting and creating family-sustaining jobs, and building a new industry becomes reality," said Andy Saporito, CEO and executive director of the South Jersey Port Corporation.

The state and SJPC recently announced the largest private investment in industrial offshore wind energy in the U.S., earmarking $250 million in manufacturing facilities at the Paulsboro Marine Terminal for Ørsted and EEW to develop and support wind-energy turbine farms off the Atlantic coast. Construction started in January 2021, with production scheduled to begin in 2023.

To land the two international wind energy giants, New Jersey had already invested an initial $350 million to develop Paulsboro Marine Terminal into a major general cargo deepwater port. The site also included a manufacturing hub of huge monopiles for offshore wind energy farms and staging of the turbines. The steel monopiles tower hundreds of feet from the ocean floor to support the wind blades and the world's biggest — and most powerful — turbines. The New Jersey Wind Port in Lower Alloways Township, currently under development, will deploy the massive wind blades to power the turbines.

New Jersey Governor Phil Murphy said, "This is the largest industrial offshore wind investment in the United States to date, and [it] will create hundreds of high-paying jobs. Coupled with the creation of the New Jersey Wind Port, this investment will . . . cement New Jersey as the leader in offshore wind in the United States."

"Wind energy is our future — it's clean, it's safe, and it offers the opportunity for New Jersey to be a dominant leader in creating a new sector of our economy," added New Jersey Senate President Steve Sweeney, who has been on a 20-year quest to transform the defunct petrochemical tank farm along the banks of the Delaware River in Paulsboro into a regional economic engine.

Crowley forms New Energy division

Crowley Shipping has formed a new division strategically focused on services supporting the emerging energy sectors in the U.S. and adjacent regions. Concentrating in offshore wind and liquefied natural gas, the new division builds on the company's 53-year history of support in the oil and gas industry with U.S.-flag vessel assets, engineering, and logistics services.

"At Crowley, we have a strong company culture of environmental stewardship and sustainability in not only our own operations, but in our services to customers," said Chairman and CEO Tom Crowley. "The New Energy division captures our commitment to those cultural principles while delivering the innovative solutions that help customers in these emerging sectors succeed."

Crowley has provided LNG distribution services since 2013, when it acquired Carib Energy LLC, the first company to receive a small-scale LNG export license from the U.S. Department of Energy for LNG transportation from the U.S. into free trade agreement countries.

PhilaPort touts recent accomplishments

Despite the sharp economic declines brought by the COVID-19 pandemic, Philadelphia volumes in 2020 were up 7% over 2019, which was one of the best performances of any major U.S. East Coast port. Over the past nine years, PhilaPort has enjoyed compound annual growth of over 11%. In addition, it is working to build on these accomplishments.

"We are investing significant capital dollars to build better infrastructure for growth," said PhilaPort CEO Jeff Theobald. "In real estate markets, they talk about location, location, location." In supply chain, we talk about velocity, velocity, velocity."

Theobald highlighted a number of port infrastructure projects designed to maintain the current high-speed throughput:

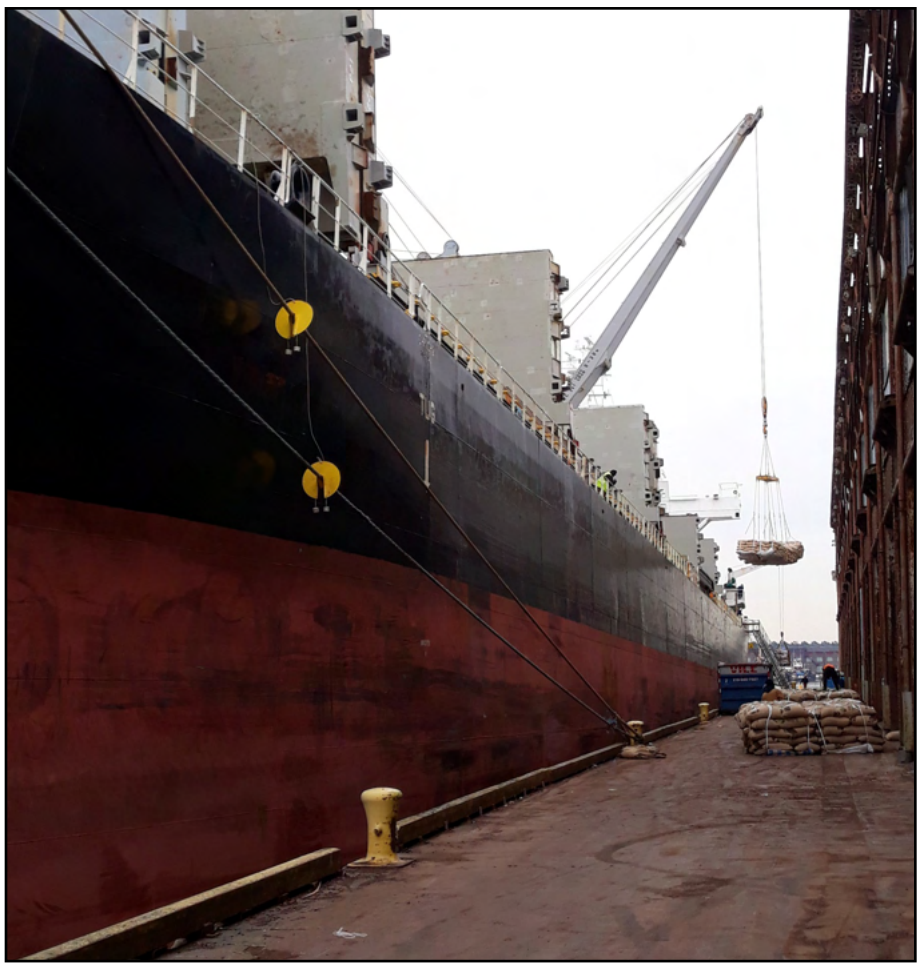
- The new 400,000 sq. ft. PhilaPort Distribution Center. Phase 1 will break ground in the first quarter of 2021. When finished, it will include dry and refrigerated sections.
- A new berth at the Southport marine complex.
- Working on $400 million in new investments, including acquisition of additional land and road and rail improvements.

Because of this public investment, private sector companies have also seriously expanded warehouse and terminal capacity in the region. Auto volumes are bouncing back, largely due to activity at the Southport Auto Terminal due to the proximity of CSX and NS rail ramps.

Forest products continue to be one of the main commodities at the port. Raw materials for personal hygiene products, packaging materials, health and medical related items, and lumber are the main segments, largely due to COVID related changes in consumer behavior. The port handled over one million tons of forest products last year.

PhilaPort is an independent agency of the Commonwealth of Pennsylvania charged with the management, maintenance, marketing, and promotion of publicly-owned port facilities along the Delaware River in Philadelphia as well as strategic planning throughout the port district.

"Giulia I": largest cocoa bean ship to call Philadelphia



PhilaPort's Pier 84 recently worked the largest cocoa bean ship ever to call the Port of Philadelphia. The M/S "Giulia I," at 591 feet long and 98 feet wide, arrived on Jan. 6 from the Ivory Coast and sailed on Jan. 13. The staff at terminal operator Dependable Distribution Services unloaded 14,782 tons of cocoa beans for storage at the pier and at inland warehouses. DDS' expertise on storage and transportation makes Philadelphia the premier cocoa bean destination in the U.S.

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Editorial

Policymakers still don't get it

Despite the fact that maritime commerce is one of the oldest professions known to man, port industry leaders must still expend tremendous effort educating government leaders about the importance of waterborne commerce and those who keep it running. For reasons that remain elusive, maritime workers are often invisible to the outside world.

The latest affront is easily seen in the CDC vaccination guidelines. Understanding that healthcare workers and nursing home residents must receive the first vaccinations — classified as group 1a — is easy. Placing front-line workers, including police and other emergency responders next in line, is equally understandable.

Group 1b includes a number of other workers in addition to emergency responders, but not port personnel. This is inconceivable.

Who do policymakers think are responsible for ensuring those healthcare workers get the personal protective gear they so desperately need? And who are keeping store shelves stocked this winter with the fresh fruits and vegetables necessary to bolster our immune systems? And, not to put too fine a point on it, who are preventing an increasingly fragile economy from crumbling altogether by ensuring goods are available to buy and sell?

Port workers, that's who.

According to the American Association of Port Authorities, 31 million Americans owe their livelihoods to maritime cargo activity, which is responsible for about $5.4 trillion to the U.S. economy. That translates into 26% of U.S. GDP, a number that should make policymakers take notice, but often does not.

Nearly 30 years ago, the Maritime Transportation System National Advisory Committee attempted to tackle the task of raising awareness of the importance of maritime commerce. Needless to say, that effort fell short of the mark. We suspect our predecessors have been fighting this battle since the age of the Phoenicians. As those of us in the industry well know, seaports are only considered when something bad happens — an oil spill, a major weather event, a work stoppage.

But each and every day beyond those terrible events, port workers brave the elements, the sometimes dangerous work, and yes, even a public health crisis to keep cargos moving. Unlike many other industry sectors, the ports never missed a day during the pandemic. Where is the recognition? Where is the appreciation?

According to the Centers for Disease Control and Prevention priority schedule, which most states have adopted, transportation and logistics workers fall within category 1c, the third group to receive vaccinations, right up there with construction workers and the media.

In response to the Exchange's inquiry, CDC Director Robert Redfield said essential workers "perform duties across critical infrastructure sectors and maintain functions that U.S. residents depend on daily." Surely this describes port workers to a tee.

We know decisions are not easy when demand for the vaccines is so high and supply so limited. And we sympathize with the people placed in the gut-wrenching position of triaging an entire population.

But a certain logic is missing. Teachers are clearly essential personnel, but is it sensible to vaccinate them before their students are immunized? Ditto for the correctional officers, also included in Phase 1b, who are inoculated prior to their wards. Not to mention that those immunized food and agricultural and manufacturing workers in group 1b will have problems getting their products to market if the transportation sector is still at high risk.

Once again, we see that port workers are out of sight, out of mind.

MARITIME EXCHANGE
for the Delaware River and Bay

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The Beacon is the official newsletter of the Maritime Exchange for the Delaware River and Bay. The Exchange encourages its readers to submit letters to the editor at any time in response to articles that appear in *The Beacon* or to address other topics of interest to the port community.

Please direct any correspondence, comments, or inquiries regarding the contents of this newsletter to:

exchange@maritimedelriv.com

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

Guest Editorial

The health of our maritime industry will lead our economy back

By: Carl W. Bentzel, Commissioner
U.S. Federal Maritime Commission



The year 2020 illustrated our nation's reliance on maritime transportation and international trade. Our society has adopted necessary, but dramatic, changes in how we work, travel, and go to school. The transportation sector has not been without impact. Aviation is down close to 50%, and the cruise industry has been literally docked because of COVID-19. But the endurance of the maritime industry has kept our supply chain moving and our economy connected, and it will serve as a foundation as we look to recover as a country in 2021.

I would like to extend my sincere appreciation to the workers and businesses that comprise the Delaware River maritime industry. Our nation owes a debt of gratitude to the longshoremen, truckers, railroad workers, and all the different companies that comprise the maritime industry for remaining on the job daily to continue to deliver cargo essential for our nation's survival.

Looking ahead to 2021, the maritime industry and supply chain still face challenges. We must vaccinate maritime and transportation workers as quickly and efficiently as possible. If we do not adopt policies recognizing the maritime workforce as essential workers and implementing a plan to protect them, we risk a potential COVID-19 workforce disruption that might cause an enormous risk to our economy and to overall economic recovery.

To drive this point home, last month I and my fellow FMC Commissioner Dan Maffei sent a letter to the MARAD Administrator and CDC Director requesting that the maritime and supply chain workforces be vaccinated quickly. Specifically, we encouraged those federal agencies to take a proactive approach, engaging with states and local governments for funding and initiating partnerships to better facilitate the distribution and administration of vaccinations for maritime workers.

I appreciate Maritime Exchange President Dennis Rochford and his team weighing in with MARAD and CDC. Similarly, I applaud the Delaware River maritime industry leadership and labor organizations for coordinating closely on weekly calls and actively working with each port authority to coordinate timelines to vaccinate the maritime workforce with the hope of setting up a mass vaccination event. Your local partnerships set a strong example.

A healthy economy begins locally. Last month at the ports of Philadelphia, Delaware, and South Jersey 50 International Longshoremen's Association members tested positive for COVID-19. Ports and the maritime workforce connect communities and businesses. If one part of the supply chain is weak, then the entire supply chain is weak — and vulnerable to COVID-19.

Throughout the entirety of the pandemic, the maritime industry has continued to function. Freight volumes have remained steady and, in some cases, increased over last year's numbers. The industry continues to battle through unprecedented cargo volume surges while addressing the operational challenges of chassis and container availability.

We can expect big things this year in the maritime industry, but the first few months of 2021 are critical. With the Biden Administration taking office last month, I expect that infrastructure, trade, and strengthening our supply chain will be top priorities. However, our country cannot fully embrace and build on the strength of our maritime industry until we ensure the health and safety of our workforce.

Finally, I recommend taking a moment to view this two-minute film (https://www.youtube.com/watch?v=DOP3hH4O2tU), which reinforces the importance of all the maritime industry does each day.

The comments expressed here are those of Commissioner Bentzel and do not necessarily represent the position of the Commission.

Rawle & Henderson: the Exchange's longest-standing member

Legal Ease

The year 1783 was most notable for the end of the Revolutionary War. It also brought the nation's first law firm when William Rawle founded what would become Rawle & Henderson in Philadelphia.

Rawle studied law at Middle Temple in London in 1781, travelling to Paris the following year. He left France in late 1782 and arrived in Philadelphia in January 1783, aided by Benjamin Franklin, then American Ambassador to France, who provided Rawle's handwritten passport. He was admitted to the bar and opened the Rawle Law Offices in Philadelphia on Sept. 15, 1783.

Rawle quickly took his place among Philadelphia's legal elite, managing a successful law practice and participating in the formation of the new republic. His reputation as a lawyer vaulted him into the position of delegate to the Pennsylvania Constitutional Assembly of 1789. His public service continued when he accepted President George Washington's request to become the first U.S. Attorney for the District of Pennsylvania in 1791. In that position, Rawle was instrumental in suppressing the Whiskey Rebellion in Western Pennsylvania and prosecuting the leaders of the insurrection.

Rawle became the first chancellor of the newly founded Philadelphia Bar Association in 1822, a position he held until his death. He was a member of the American Philosophical Society, a trustee of the University of Pennsylvania, President of the Pennsylvania Abolition Society, founder and President of the Pennsylvania Historical Society, and counsel for the First Bank of the United States.

William Rawle, Jr. joined his father's practice in 1813. To meet the growing need for official published reports of Pennsylvania decisions, Rawle, Jr. spent time away from the law to co-edit, along with Thomas Sergeant, the Sergeant and Rawle Reports, beginning in 1814. He also served as President of the Pennsylvania Historical Society and was elected in 1835 to the first of five terms as a member of the Philadelphia Common Council, over which he presided from 1836 to 1840.

William Henry Rawle joined the Rawle Law Offices in 1844. He became well known as a trial lawyer in high-profile and constitutional cases. Examples include the Registry Act cases, the Public Slaughterhouse cases, and the Burd Orphan Asylum case. He was a member of the Philadelphia Board of City Trusts and represented the Philadelphia Centennial Commission in the United States Supreme Court.

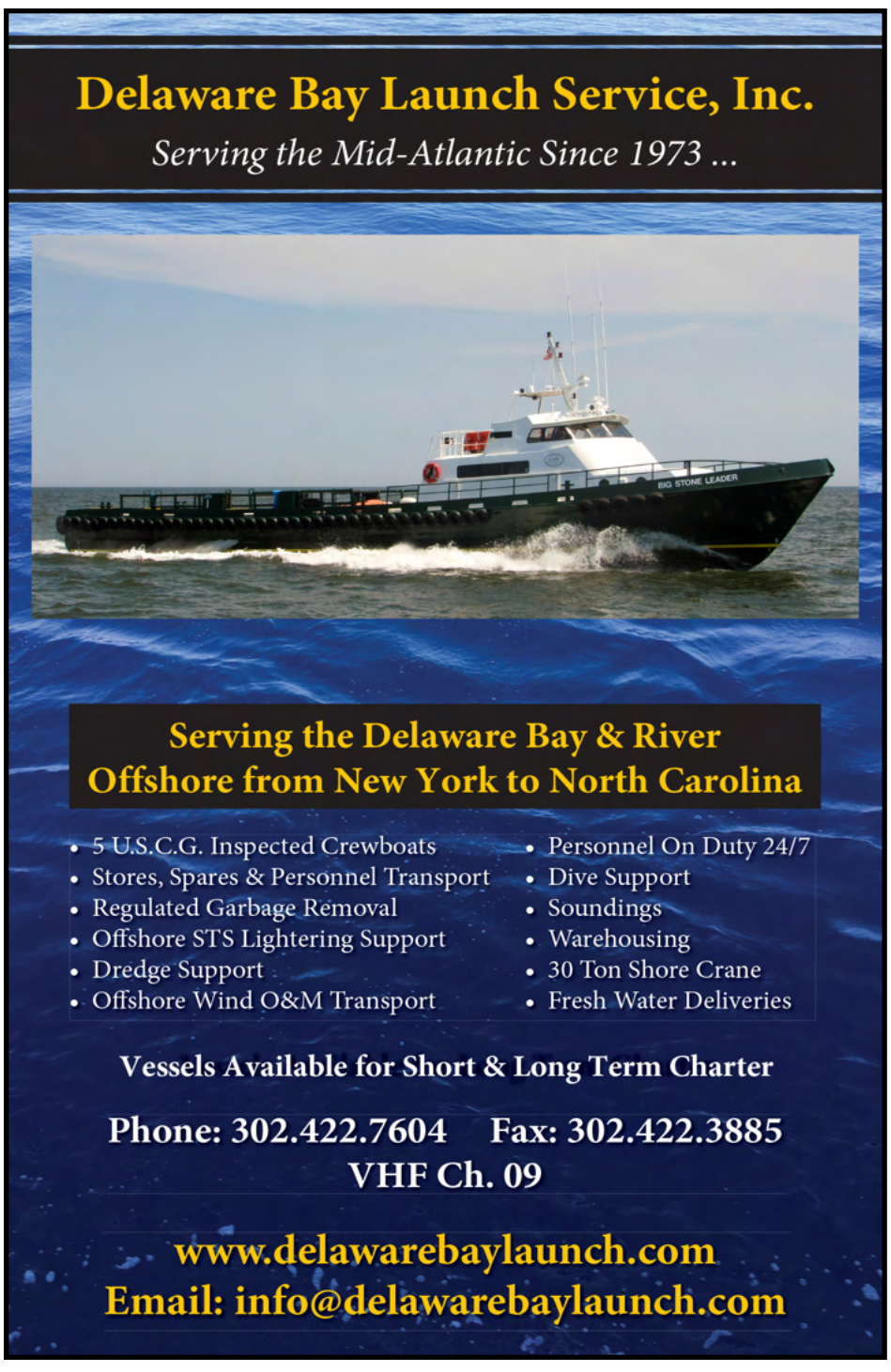
William Rawle's grandson, Francis Rawle, took over the firm in 1871. One of his areas of expertise was maritime law, and he joined the Maritime Exchange in 1875. In 1878, Francis Rawle became one of the founders of the American Bar Association and its first Secretary and Treasurer. In 1902, he became its President.

Joseph Henderson, the first non-Rawle family member to join the firm, became a partner in 1917. In the 1920s, Henderson expanded the firm's admiralty practice, one that continues to this day. He was a member of the Executive Committee of the American Maritime Law Association of the United States, became President of the American Bar Association in 1943, and served on the Board of Philadelphia City Trusts.

The firm continues to be a thriving and dynamic player in the Mid-Atlantic legal community. With offices in Pennsylvania, New Jersey, New York, Connecticut, Delaware, and West Virginia, Rawle & Henderson provides representation in litigation matters in diverse areas of the law, including product liability, insurance, commercial motor vehicle defense, health care and professional malpractice, just to name a few. Its lawyers continue to practice law in the best tradition of the firm's founders and are dedicated to the highest standards of the legal profession.


William Rawle

The Exchange congratulates Rawle & Henderson for its long, successful history and takes this opportunity to say "thank you" for nearly 150 years of Maritime Exchange membership!





Notes & News

In October 2020, **Western Fumigation** welcomed **Shannon Sked**, BCE, A-SQF, as its new fumigation director. Shannon took over from the highly respected Kurt Reichert, who retired after 32 years. Shannon is a board-certified entomologist who specializes in food safety related entomology, specifically in domestic and international supply chains. His research focuses on the spatial dynamics of economically important pests and how that knowledge can be used to manage them through trade initiatives. Shannon hopes to utilize his knowledge and experience in novel technologies, combined with global food logistics systems and pest management, to create a holistic approach in sustainable commodity management systems for all Western Fumigation customers. Welcome aboard, Shannon!

The "Philadelphia Business Journal" honored **PhilaPort Chief Counsel Colette Pete, Esq.,** as one its 2020 "Women of Distinction." She joined PhilaPort in March 2019, following a distinguished career with Philadelphia Gas Works. Collette is a graduate of the University of Virginia and the University of Maryland, Carey School of Law. Congratulations, Colette!

Congratulations are also due to **Joan Lyons**, recently retired executive director of the **Seamen's Center of Wilmington.** Joan was named as a Delawarean most influential in the realm of social justice and activism by the "News Journal." Bravo Zulu!

Calendar of Events

02/05	USCG AMSC Managing Board Meeting, 9:30 a.m. Contact Glena Tredinnick, glena.t.tredinnick@uscg.mil, 215-271-4891
02/09	**Maritime Exchange Virtual Meeting: Grants for Private/Public Sector** **Guest speaker Amanda Rutherford, MARAD Gateway Director** **10:00 a.m. – 11:00 a.m.** **Contact Darleen Michalak, dmichalak@maritimedelriv.com**
02/10	**Maritime Exchange Executive Committee Meeting, 11:00 a.m.**
03/02	**Maritime Exchange Maritime Operations Committee, 10:00 a.m.** **Contact Darleen Michalak, dmichalak@maritimedelriv.com**
03/05	USCG AMSC Meeting, Sector Delaware Bay, Philadelphia, PA, 9:30 a.m. Contact Glena Tredinnick, glena.t.tredinnick@uscg.mil, 215-271-4891
03/09	**Maritime Exchange Innovations Working Group Meeting, 10:00 a.m.** **Contact Darleen Michalak, dmichalak@maritimedelriv.com**
03/10	**Maritime Exchange Board of Directors & Annual Meetings, 11:00 a.m.** **Maritime Exchange Annual Election, Noon – 2:00 p.m.**
03/25	World Trade Center Greater Philadelphia 17th Annual Global Business Conference Temple University, Alter Hall, Philadelphia, PA, 7:45 a.m. – 12:30 p.m. Register at www.wtcphila.org
04/07	Vessel Owners' & Captains' Association Dinner Sheraton Philadelphia Society Hill Hotel, Philadelphia, PA Contact Bill Anderson, mail@generalmarine.org, 856-488-8300
04/13	U.S. Customs & Border Protection Quarterly Meeting, 10:00 a.m. Contact Chief Sean Butler, sean.e.butler@cbp.dhs.gov
04/14	**Maritime Exchange Executive Committee Meeting, 11:00 a.m.**
05/07	USCG AMSC Managing Board Meeting, 9:30 a.m. Contact Glena Tredinnick, glena.t.tredinnick@uscg.mil, 215-271-4891
05/11	**Maritime Exchange Innovations Working Group Meeting, 10:00 a.m.** **Contact Darleen Michalak, dmichalak@maritimedelriv.com**
05/12	**Maritime Exchange Executive Committee Meeting, 3:00 p.m.**
	Maritime Exchange Board of Directors & Organizational Meetings, 4:00 p.m.
	Maritime Exchange Membership Reception & Unsung Hero Award Presentation **5:00 p.m.**

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





