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MOMENTUM !!!

Work Continues on 45' Channel Deepening

Building on the completion of the first two contracts in 2011 to deepen the Delaware River main shipping channel from 40 to 45 feet, additional progress is now being made in two other sections of the river. The first two contracts deepened the channel between the C&D Canal and Claymont, Delaware.



Great Lakes Dredge & Dock's Company cutterhead suction dredge ILLINOIS deepening the Delaware River Main Channel near the Navy Yard.

Just completed in January of 2013 is an 11-mile section of the channel between the Walt Whitman Bridge to just south of the Philadelphia International Airport.

In February of this year, work on the fourth section of the channel was initiated between the C&D Canal and Woodland Beach, Delaware. "With the completion of this fourth contract, approximately half of the 46 linear miles of channel not naturally deeper than 45 feet will have been dredged to 45 feet," said Maritime Exchange President Dennis Rochford. The two recent contracts totaled $33 million and will have removed an estimated 2.7 million cubic yards of material when completed this April.

"This marks another major milestone towards the completion of the deepening project and moves the Delaware River port complex closer to realizing its full potential to compete for cargos arriving at East Coast ports through the expanded Panama Canal," said Charles Kopp, Chairman, Philadelphia Regional Port Authority (PRPA), the local project sponsor. "There has been a lot of effort and hard work among so many people to get us to this point, but there is still a lot more to do."

As of the end of 2012, the project had received approximately

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Grape Update: Improved Practices

With a commitment to worker safety, a coalition of Chilean grape-handling stakeholders came together under the Maritime Exchange leadership umbrella in the fall of 2011 to work with the U.S. Environmental Protection Agency (EPA). A productive and cooperative year has passed since then, and progress is measurable.

In response to an EPA mandate, starting with the 2011-2012 fruit season, the Cold Storage Facility Task Force (CSFTF) created and implemented standardized Best Management Practices (BMP) plans. The plans were developed collaboratively over a three-month period and finalized prior to the arrival of the first Chilean grapes of the winter season.

"There were definitely some initial implementation pains, but the Task Force members were able to effectively execute the plan requirements last season," said Maritime Exchange Vice President Lisa Himber, Task Force Co-Chair. The Task Force, charged with implementing measures designed to enhance worker safety, worked with the EPA and others to establish new training protocols for workers and truck drivers and developed new sampling and record-keeping procedures.

Recognizing the critical nature and the value of the effort, the Chilean Exporters Association (ASOEX) lent its support and the financing to make the program a reality. "We have great confidence in the unique capabilities of the Maritime Exchange to lead the Delaware regional task force in resolving the issues with EPA," said Ronald Bown, Chairman of ASOEX.

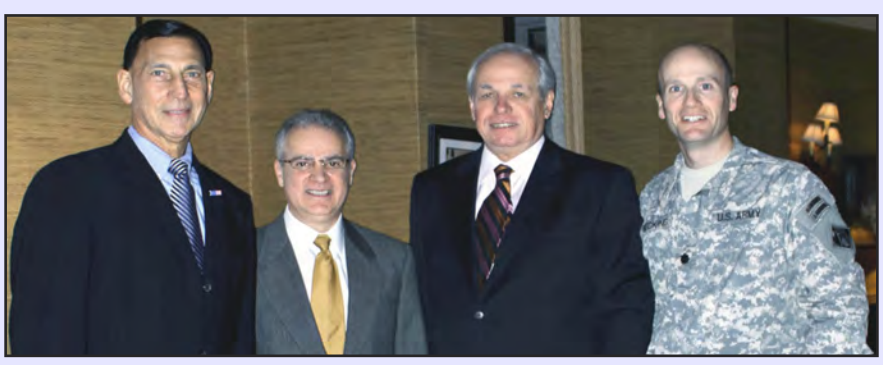
An independent audit completed last June recommended additional steps that could be taken to further improve processes. "Task Force members readily incorporated the changes into the plans for the current season," Himber said. "Members have displayed a willingness to accommodate reasonable requests by EPA to ensure the importation and movement of this important commodity can continue unhampered."

Last November, the Exchange reconvened with EPA to review the audit results. Kevin Costello of the Office of Pesticide Programs said that "The Agency appreciates the cooperation of the Delaware River [Cold Storage Facility] Task Force." He indicated that the submission of cold storage facility data provides EPA with valuable information on these facilities. The dialogue continues to be open and positive.

The Maritime Exchange is committed to working with this important market segment on all issues which may impact the fruit trade on the Delaware River. The Exchange is uniquely positioned to provide that leadership as it can fairly represent the three states in a dialogue with regulators and with the members of the tri-state Congressional delegation who understand that Delaware River Ports receive more perishable cargo than any other port in the nation.

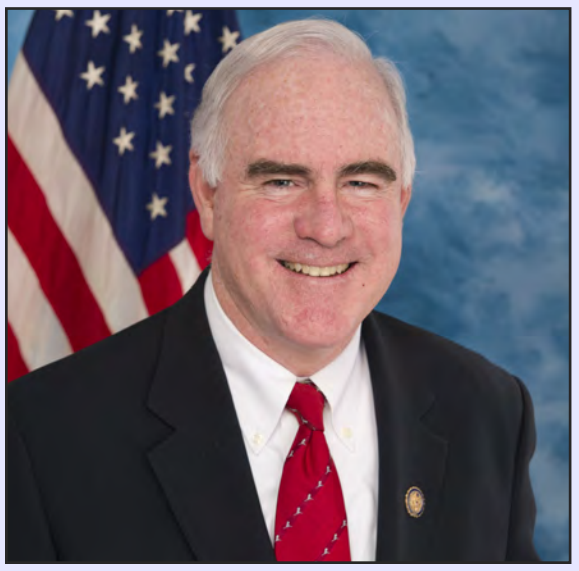
The Exchange and Task Force members look forward to a successful 2012-2013 season.

Mike Arabatzis Retires from the COE



Attending the retirement luncheon for Mike Arabatzis, Chief, Planning Division, Philadelphia District, U.S. Army Corps of Engineers on January 24 are l-r: Congressman Frank LoBiondo, Mike Arabatzis, Exchange President Dennis Rochford, and LTC John Becking, Commander of the Philadelphia District, U.S. Army Corps of Engineer.

Interview with
Congressman Patrick Meehan



Patrick Meehan represents Pennsylvania's 7th Congressional District in the U.S. Congress. Currently serving his second term, Rep. Meehan serves on the Oversight and Government Reform, Homeland Security, Transportation and Infrastructure, and House Ethics Committees. We asked the Congressman to share his thoughts and views on some issues of importance to the Delaware River Maritime community.

Q: You were instrumental in the turnaround of the refinery situation last year. What in your opinion does the future hold for Pennsylvania's refineries?

A: Pennsylvania's refineries have tremendous potential. They benefit from a highly-skilled and dedicated workforce, links to some of the largest and most economically significant pipelines on the East Coast and easy access to crucial rail hubs and seaports.

Our refineries are also uniquely situated to take advantage of the coming boom in natural gas production, particularly from the Marcellus Shale deposits in Western Pennsylvania and Upstate New York. The potential economic impact of the gas reserves on our region is enormous, and we're just beginning to fully understand the scope of the shale deposits.

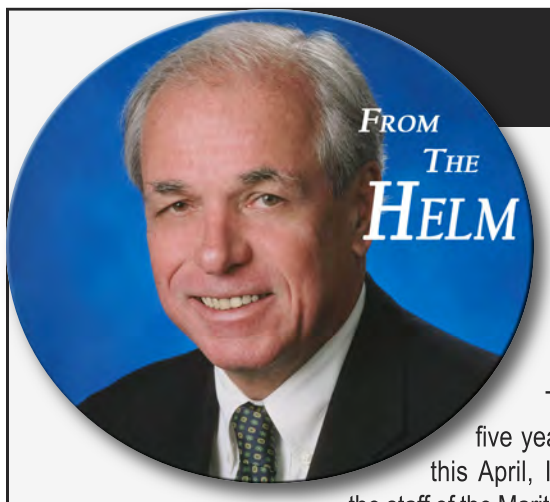
In order to fully reap the benefits of the opportunity the Marcellus Shale presents our region, our leaders must continue to work together without respect to party or ideology to attract investment. Last year's refinery effort was a model for business leaders, labor groups, and elected officials from both parties working together with a unified sense of purpose to save jobs. I'm confident that if we continue to put the needs of our region first, the Philadelphia area can be at the forefront of the natural gas economy.

Q: You have been supportive of the 45' Main Channel Deepening Project. Why do you view this as an important issue to our region?

A: Our area's maritime activity generates $2.4 billion in economic output annually and supports thousands of jobs. But Philadelphia is the only major East Coast port with a shipping channel less than 42 feet deep, and as cargo ships continue to increase in size and displacement, we run the risk of losing much of this cargo traffic to other states. The widening of the

continued on page 9

25 Years at the Helm



Twenty five years ago this April, I joined the staff of the Maritime Exchange; my job was to develop the TRACS system. This system was the brainchild of Dennis Colgan, then Chairman of BARTHCO International, a Customhouse broker and freight forwarding company.

A month later Lisa Himber joined me at the TRACS Division of the Exchange. Over the years this system, originally designed to electronically receive and transmit import cargo manifests through Customs and then notify carriers of the cargo release status, has morphed into the Exchange's Maritime On-Line (MOL) vessel, manifest and crew list information system. The expansion of the Exchange's traditional role as port-wide community information center through the MOL system paved the way for our current position as the electronic information communications hub for the tri-state port business community.

Concurrent with the work to implement new tools port businesses can use to streamline their operations, the Exchange began to engage the regional Congressional delegation at levels never before seen in its past. Some of our more (ahem) venerable members may remember the monthly breakfast meeting series we hosted; we brought in speakers and used the meetings as a mechanism to identify issues of importance to Exchange members. Though now lost to the mists of time, this initiative started the ball rolling such that the Exchange could fill the important role it does today: serving as the "Switzerland of the Delaware" by bringing competing interests together to solve common problems.

And of course, who can forget Maritime Day? A major initiative celebrating the port and its importance. Unfortunately, it too went by the wayside, overshadowed by the events of 9/11 and purposely not resurrected in recognition of the need to utilize the vast human and financial resources required elsewhere.

Another major undertaking occurred in 2007 when the Area Maritime Security Committee asked the Exchange to serve as Fiduciary Agent for the federal Port Security Grant Program. This responsibility entails providing fiscal services for over 100 sub-grant projects which cross state, county, municipal, port authority, and business boundaries and affect multiple disciplines.

More recently, in 2011, the Exchange was asked to facilitate the Cold Storage Facility Task Force. The Task Force includes as members all major facilities that off-load, store and ship Chilean grapes. Decision making and implementation of best practices are the responsibility of the Task Force members.

The Exchange has either supported or opposed any number of issues over the past twenty-five years on behalf of its members. Clearly, the most critical of these has been the deepening of the Delaware River main shipping channel from 40 to 45 feet. The genesis of the project occurred shortly before my time, in 1986 when the Exchange and the totality of the port community leadership embarked on a journey to secure support for the project. Six years later, the project was authorized in the Water Resources Development Act of 1992. The twenty years since then have been a roller coaster ride of overcoming challenges and obstacles that are all too common for projects of this magnitude.

Over the last quarter century, we've witnessed myriad other changes and circumstances that have impacted the profile of the port complex.

While port unification between Philadelphia and Camden did not come about as originally envisioned at the 1988 summit of the Governors of Delaware, New Jersey and Pennsylvania, three Class I railroads opened intermodal yards in Philadelphia. Port Operations in both Philadelphia and Wilmington passed from city to state ownership.

In 1988, the Delaware River was home to eight major oil refineries that consumed a million barrels of crude oil a day. As a core constituency of the port community for reasons too numerous to mention, there was valid concern over the closure of three of these refineries within the last several years. However, with the re-opening of two of these to refine crude oil and the third being retrofitted to re-process various gas products associated with the Marcellus Shale exploration in Pennsylvania, the Delaware River is re-emerging as a strong petrochemical complex in the U.S.

There have been many changes at the Maritime Exchange itself. Twenty five years ago, the Exchange was housed at the Lafayette Building, along with many other shipping businesses. While automation has allowed many of these companies to move outside of the Philadelphia limits – away from the Customhouse – the Exchange has elected to remain located in the Olde City area, as it is most centrally located to our membership. In 1999, we purchased a building at 3rd and Cherry Streets. And in 2000, the Exchange leased space at the Port of Wilmington to better serve our members in Delaware, as well as to provide an off-site location and backup facility for MOL servers and telecommunications infrastructure. The Exchange, along with the Pilots Association for the Bay and River Delaware, continues to operate the ship reporting tower in Lewes, Delaware, which was modernized in 1985.

There can be no recapping of the last twenty five years without referencing the strong working relationship on so many fronts with the Pilots' Association. Suffice to say we jointly look for opportunities to better serve our port businesses and their customers. Over the years, I have had the opportunity to work closely with the Presidents of that Association: Captains Jack Sparks, Paul Ives, Bill Poulterer, Mike Linton and the current Association President, Jim Roche.

So much of what has been accomplished since the Exchange's founding in 1875, and of course, in the past two and a half decades, is due to and built upon the credibility of the Exchange working in direct concert with its valued membership.

Many of the business leaders I met in 1988 are no longer with us: Bill Harrison (my predecessor as President of the Exchange), Gus Anderson, Joe Balzano, Al Castagnola, Hank Corry, Larry Giglio, Sr., Tom Holt, Sr., the Meyles, Sam Schellenger, and Jim Young. These and so many other people have contributed to the success of the port in good years and the sustainability of the port in challenging years.

You'll note a common thread running through this retrospective. Everything the Exchange does results from the joining together of individual members of our community into a united group to solve problems, share information, and improve our business climate. It's what the Exchange was about in the late 1800s, and it's what we did in the late 1900s too, although we certainly did more of it. Looking through to the 21st century, we're maintaining course, though perhaps increasing speed.

Thanks to our members for a great 25 years!

Jean Rochford

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AMSC and Area Committee Hold Annual Combined Meeting

By: LCDR Kevin McCormack
USCG Sector Delaware Bay

On February 13, 2013 the Area Maritime Security Committee for the Delaware Bay hosted the annual combined meeting with the Area Committee for Sector Delaware Bay at the new Delaware Valley Intelligence Center located on S. 20th Street in Philadelphia. The two committees have many parallels and meet together once a year to understand the issues facing each group, develop professional networks, and reaffirm the commitment to the ideals of public service.

The committees are mandated by Congress and consist of volunteer participants from federal, state, and local agencies as well as industry stakeholders from virtually all possible activities associated with the ports and waterways of the Delaware River and Bay area. Area Committees were formed in accordance with Section 4202 of the Oil Pollution Act of 1990 which was passed following lessons learned from the Exxon Valdez oil spill in Prince William Sound, Alaska. The primary focus of the Area Committee is to maintain the Area Contingency Plan (ACP). The ACP is a blueprint designed to ensure the initial actions taken in response to an oil spill or other hazardous material release that occur in the maritime environment are effectively managed through developed mitigation strategies and offer responders input and awareness to tailor their tactics to match the reality of the situation.

Area Maritime Security Committees were established in accordance with the Maritime Transportation Security Act (MTSA) of 2002 and receive regulation under 33 CFR 103.300 (b). The committee members assist in the development, review, and update of the Area Maritime Security Plan (AMSP) which outlines scalable security procedures to be taken by law enforcement and MTSA regulated entities at each Maritime Security (MARSEC) level.

The ability of local responders to conduct multi-agency response operations is absolutely essential to minimizing loss of life, damage to the environment, and loss of property. Port stakeholders have worked together to enhance all hazards response preparation and provide for well-coordinated response efforts. In April of 2012, after a year's worth of planning, the two committees joined forces and jointly hosted the combined Preparedness Response Exercise Program (PREP)/Area Maritime Security Training Exercise Program (AMSTEP) exercise to test the strategies outlined in each committee's plan. The Joint PREP/AMSTEP exercise spanned four weeks and included 650 participants from 79 different federal, state, and local agencies as well as other industry port partners. The exercise scenario began with a Joint Intelligence Bulletin from the Joint Terrorism Task Force and culminated with a hijacked tug boat and a response to a 300,000 gallon oil spill on the Delaware River during an elevated level of maritime security. Participants conducted joint communication testing, helicopter vertical insertion, booming of sensitive areas, command and control functions, and a complete transition drill in which the established Incident Command Post was packed and moved to a new, larger location. The result was improved overall mission performance and preparedness for the Department of Homeland Security, the Coast Guard, the states of Pennsylvania, New Jersey, and Delaware. The success of this exercise was a derivative of the relationships developed and issues discussed at the annual combined Area Committee and Area Maritime Security Committee meeting.

The committee participants' preparation efforts also enhanced responses to the real world events of Hurricane Sandy and the East Jefferson Street Bridge Train Derailment in Paulsboro, New Jersey in 2012. "The time to meet emergency disaster management personnel is not when a large Category 2 hurricane decides to follow the extremely unusual path into the Jersey Shore," said Coast Guard Captain Kathleen Moore, Commander Coast Guard Sector Delaware Bay.

For more information on either committee contact Tom Warwick, Executive Secretary for both committees, at Thomas.E.Warwick@uscg.mil.

Palaima Recognized by Philadelphia Traffic Club



The Traffic Club of Philadelphia honored Robert W. Palaima (right), President, Delaware River Stevedores, Inc., with its Transportation Person of the Year Award at the Club's 105th Annual Dinner. William Halloran, Traffic Club President presented the award on January 22 at the Hyatt Regency, Penn's Landing, Philadelphia. Founded in 1908, the Traffic Club of Philadelphia is one of the nation's oldest transportation clubs. It promotes transportation and logistics in the Philadelphia, Camden, and Wilmington region through a broad base of members, sponsors, and volunteer officers.

Local Artist's Work to be Showcased at ISM

Tugboats: The Art of Dave Boone Exhibition Opens February 22

The Independence Seaport Museum will open a new exhibit *Tugboats: The Art of Dave Boone* on February 22, 2013. The exhibition, presents the journey of one man's lifelong love of tugboats. *Tugboats: The Art of Dave Boone* is curated by Dave Boone, an award-winning artist who built two careers from a single boyhood experience with a tug. The Exhibit will be on display until August 4, 2013.

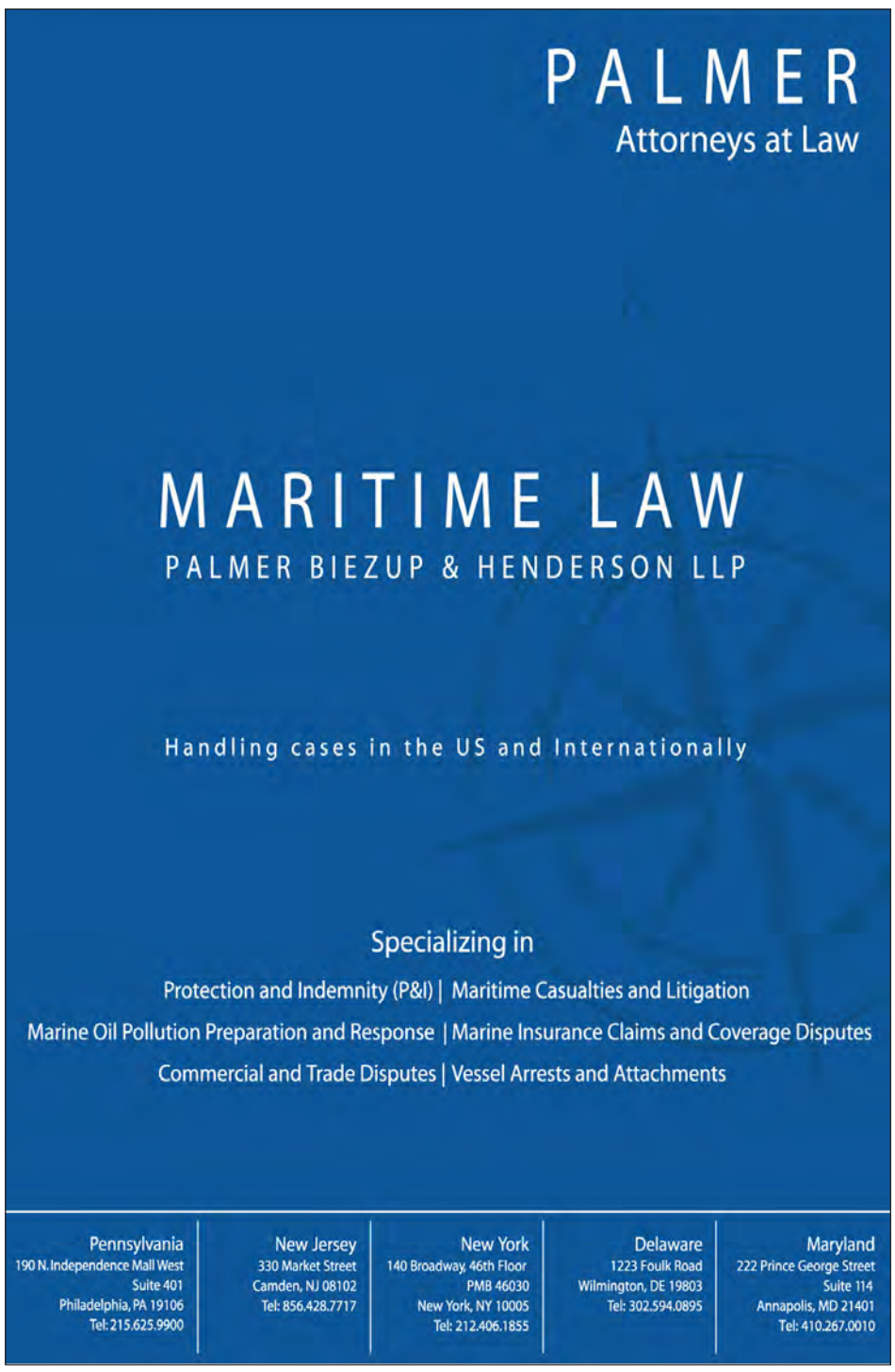
The exhibit will not only showcase his beautifully detailed artwork, but also portray the life and progression of his passion for tugboats. Boone has honed his self-taught skills to produce vivid, well-detailed watercolor paintings of contemporary and historical ships and tugboats. He continues to paint commissions for the maritime community – including some work for the Maritime Exchange – and his extensive knowledge and artistic ability combines to make his maritime subjects come alive.

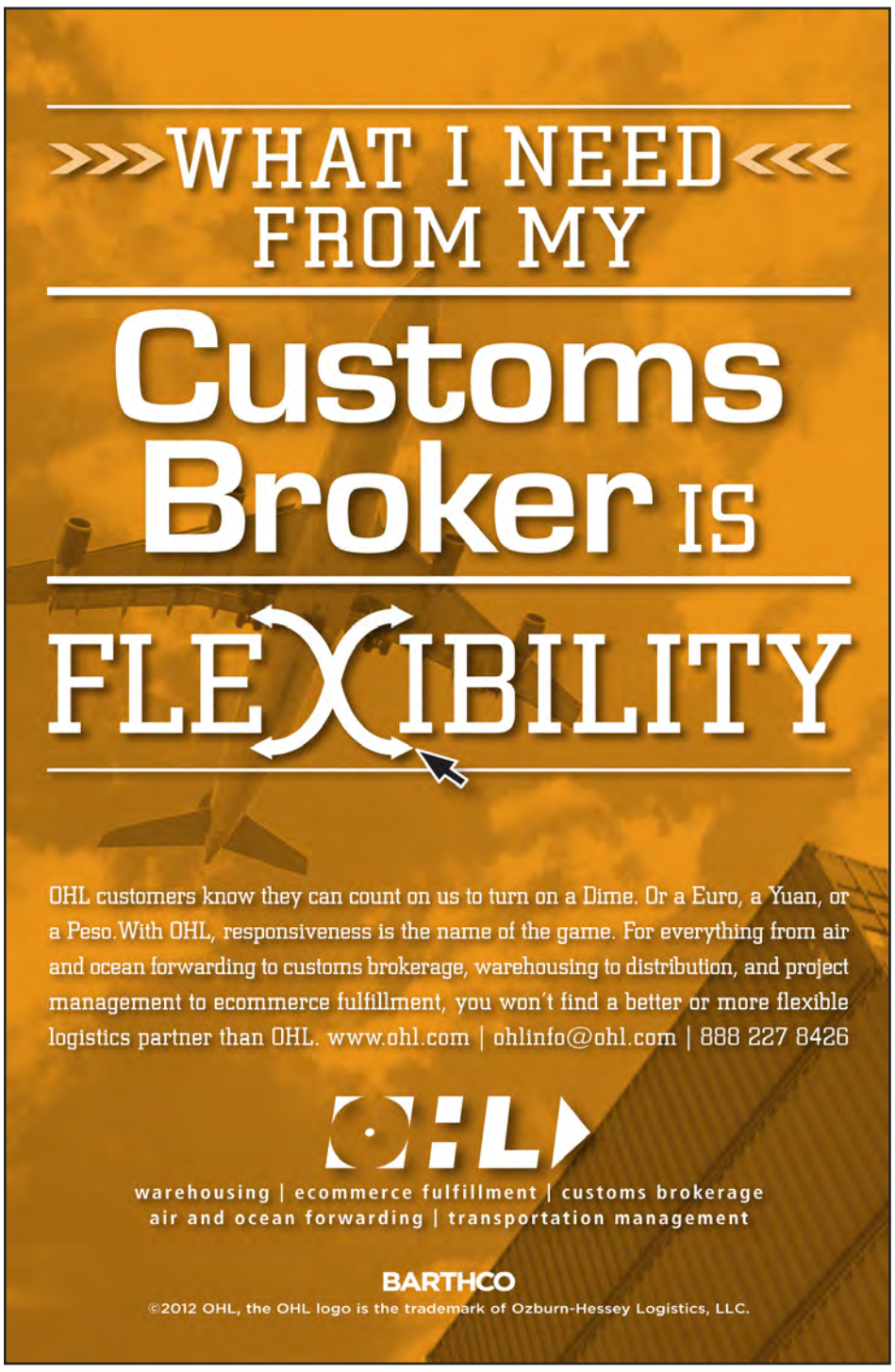
Boone, from Camden, New Jersey, knew at the young age that he would find his place in the maritime community. As a young boy he would venture along the Newton Creek in his father's homemade rowboats and capture the river traffic. From ships to the ever-present tugboats, Boone would sketch what he saw in pencil.

In 1960 Boone showed his painting for a ride on the Curtis Bay Towing Company tugboat *Reedy Point*. In March, 1971, Boone started full-time employment with Curtis Bay as a dispatcher. Rising through the ranks, he was promoted to Operations Manager in 1992. After 28 years, he retired at the end of 1999.

The Exchange encourages its members to get out to the museum to see Dave's work.

Visit www.phillyseaport.org for more information.





Carper Takes Helm at Homeland Security/ Government Affairs

The Exchange and its members can be grateful the port industry has such a staunch supporter in Delaware's Senator Tom Carper. As Governor of Delaware during the transition of the port from municipal to state ownership, Carper not only quickly recognized the importance of the port to the economic wellbeing of the state and its residents, but also how it positively affects the quality of life for millions of consumers. His efforts in both Dover and Washington are a testament to his keen recognition of the challenges and opportunities associated with maritime commerce and transportation.

Last December, the Democratic Steering Committee approved Senator Carper's assignment as Chairman of the Committee on Homeland Security and Governmental Affairs, and the full Democratic caucus approved it in January.

"I am honored to be selected by my Democratic colleagues to become the Chairman of the Homeland Security and Governmental Affairs Committee," Carper said in a prepared statement. "Our nation has faced some significant challenges in the decade since this committee was reorganized to encompass both Homeland Security and Governmental Affairs, and I know there are numerous challenges that still lie ahead – whether it is securing our nation's borders and ports, protecting our critical infrastructure from cyber-attacks, reducing wasteful and fraudulent spending or getting better results from ineffective programs." He noted that enhancing our nation's security at home and abroad will remain the core of the committee mission, along with work that must be done to make federal agencies work better and more efficiently.

"With so much of our and our members' focus on maritime security issues, having someone with Senator Carper's understanding of border issues as Chairman of this committee will benefit the region – and the nation as a whole," said Exchange President Dennis Rochford. "The Exchange looks forward to continuing the positive working relationship we established in the early 1990s when he was Congressman Carper."



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Independent Container Line - Success on the North Atlantic

As a young Chartering Manager for E.I DuPont de Nemours in the mid-1970s, working out of The World Trade Center in New York, I was tasked to find someone to take over DuPont's small steamship line between Richmond, Virginia and Antwerp, Belgium. DuPont had several large plants in the Richmond area and operated the line for many years, using chartered break bulk ships and a charter operator.

As years passed, the charter operator closed shop and DuPont was left to operate its own time chartered ships. By 1977, DuPont decided it no longer wanted to be in this business, and I found a new operator named Bill Gohlke.

Bill was [he has since passed away] a sharp, flamboyant entrepreneur working in the North Atlantic Trade and was ready to start his own steamship line on the promise of a cargo contract with DuPont. He called his new line Contract Marine Carriers (CMC). Along with his equally capable colleague, Jesse Pope, the line was launched in June of 1977, between Richmond and Antwerp, using the MV "Marlene S," with a capacity of 140 40-foot containers.

CMC continued to operate up to the mid-1980s, when a new entity came along in 1985 called Independent Container Line (ICL). To no one's surprise, Bill Gohlke and Jesse Pope were the principal owners! The great thing about the new line was it added the Delaware River to its port calls and soon joined the Maritime Exchange, becoming an early user of TRACS and other services. What was even better was the line called the Delaware River twice each voyage (first and last U.S. Port), as the Port of Richmond did not have sufficient water to sail the ship to Antwerp at maximum draft.

So ICL was launched in 1985 with its first Delaware River port call, using the MV "Heinrich Heine." She called at Petty's Island New Jersey with 55 containers! Well the rest is history. ICL would continue to grow, offering a first class quality service with constant improvement. The first major change was a move from Petty's Island to Penn Terminals at Chester, Pennsylvania in March of 1988. The first ship to call at Chester was the "Toamasina" with 230 containers.

ICL continued to grow as a new group of young executives came on stream: John Kirkland, Dale Ross, Guillermo Esteves and Jan Kendrick.

Besides getting larger and larger ships, probably one of the biggest changes to come along was the port move from Richmond in March of 2009 to the deeper draft Port of Wilmington, North Carolina. This move did not come easy as the roots of the Company were in Richmond and today its headquarters remains there. As we well know here on the Delaware, it is all about deeper water to keep the business coming. While this move to North Carolina cut out the double port call on the Delaware, we recognize the need to keep moving forward, and we were very happy for ICL.

Today, ICL operates a fleet of four modern 2500-TEU capacity container ships calling Chester and Wilmington in the U.S. and Antwerp, Belgium and Liverpool UK. The Quality System first implemented back in 1985, when many of us did not know what "Q" meant, is still going strong. ICL continues to receive the support of many of the first-class shippers who started with them in the beginning.

We wish ICL continued success in the stormy North Atlantic trade.

PPMS to Offer Scholarships

The Ports of Philadelphia Maritime Society is pleased to announce that it is offering three $1,000 dollar scholarships to aid students and individuals to advance their education and professional skills in the maritime industry.

Scholarships will be awarded to applicants for the following purposes:

- Tuition for Maritime School {Academic Degree}.
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- Tuition for USCG required training for Maritime Original License, Document or Upgrade {No Renewals}.
- Tuition for a maritime-related professional development training course.

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In Memoriam: James F. Young, 1927-2013

Legal Ease



By: A. Robert Degen, Esq., Law Office of A. Robert Degen and Mary Elisa Reeves, Esq., Reeves McEwing LLP

Jim's lifelong association with the maritime industry began early with his attendance at the then recently formed U.S. Merchant Marine Academy at Kings Point, New York. After eight weeks of shore training, Jim shipped out for the scheduled six months of sea training which stretched into several years. Having accumulated enough sea time to take his license exam, Jim was issued his Third Mate's license and never returned to Kings Point. He swallowed the anchor in 1948 and attended Duke University, receiving his law degree in 1954. He began his legal career with a brief stint at the maritime firm of Clark Ladner Fortenbaugh and Young before joining Krusen Evans & Byrne. In 1995, he was instrumental in merging the firm's maritime practice into Fox Rothschild LLP.

We have known Jim for all of our professional careers, starting with Krusen Evans & Byrne, a well known maritime law firm in Philadelphia, where Jim was managing partner. He quickly became a mentor to each of us in our time, providing guidance in the art of good lawyering by example and also by having faith in our work. As new lawyers (with not much of an idea of what we were doing), he would review our briefs, memos or report letters, provide thoughtful advice, say "good job" and send it off to client or court rather than returning it covered in red ink. This trust placed on us a heavy responsibility, and as a result promoted the utmost care in our work.

Jim also had the rare ability to cut through the myriad facts and issues in a complicated matter to get right at the heart of the dispute. He was not a "no stone unturned" type of lawyer, but rather gave his client direct and practical advice and encouraged the parties to work things out amicably, rather than spend their time and money on litigation and lawyer's fees. Jim had two favorite sayings in cases where the client was taking a business dispute personally: "you can't even afford to take pictures!" (for a case with little monetary value) and "it's the price of peace" (for a reasonable settlement which the client was reluctant to adopt). Another favorite saying when encountering an associate buried under books in the library, (before Lexis and Westlaw) was "what's the matter, no facts?" He was also resourceful and when confronting a knotty problem with either the facts or law would seek another way to "skin the cat."

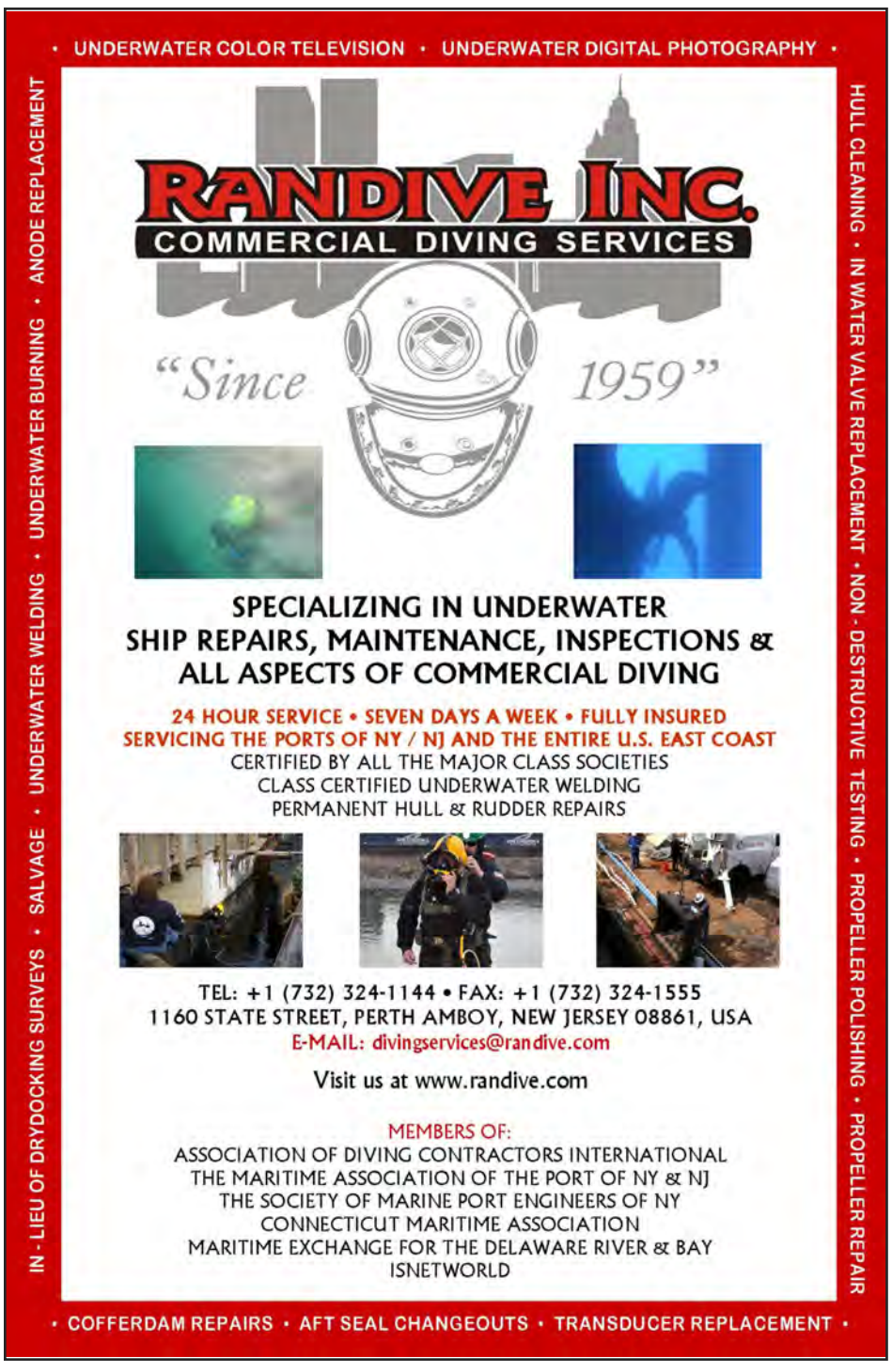
More importantly, he treated us as equals from day one. He was not just willing, but enthusiastic in introducing us to clients, other lawyers and members of the port community, not as an employee or associate, but as his "colleague."

Throughout his legal career, Jim was involved, usually representing the shipowner, in some of the major maritime casualties of the day, not just in the Delaware River, but elsewhere. Some of the more significant matters include:

- The 1974 collision between the SS KEYTRADER with the SS BAUNE in lower Mississippi River. The collision and resulting fire caused pollution, extensive damage to both vessels and significant loss of life.
- The 1974 explosion and fire involving the MT ELIAS, while discharging at the ARCO Ft. Mifflin facility which caused significant property damage and loss of life.
- The 1975 collision in which the SS EDGAR M. QUEENY struck the moored ST CORINTHOS while she was discharging at the BP dock in Marcus Hook. The resulting explosion and fire caused the loss of 29 lives, in excess of $20 million in property damage and extensive pollution.
- Representation of the owners of the SS POET in the 1980 Coast Guard Board of Inquiry following her unexplained loss in the Atlantic after loading a cargo of bulk corn at the Girard Point Terminal in Philadelphia.
- In an unusual case, representation of Delmarva Power and Light in a 1984 allision in which the MV SEAPRIDE II struck an electric tower in the Delaware River just below the Delaware Memorial Bridge causing an extensive power outage and in excess of $20 million in damages.
- Representation of the Owners of the MV PRESIDENTE REVIERA in the 1989 pollution incident in the Delaware River when the vessel ran over her own anchor which had been inadvertently let go.

In addition to being an excellent attorney, Jim was a wonderful person. He treated everyone with the same respect, from secretaries to surveyors to the president of the Maritime Law Association. Everyone was equally important in his view.

As many will know, he was the longtime Solicitor and Secretary to the Maritime Exchange, active in all port related activities and recipient of the Boy Scouts' Scout Mariner, Seamen's Church Spirit of the Port, and the Port of Philadelphia Maritime Society's Person of the Year Awards, each a fitting tribute as Jim was the heart and soul of the port community, a true gentleman and an excellent lawyer. His friendship and counsel will be missed by all who knew him.





Delaware River Port Rallies to Support Sandy Relief

October 28, 2012 seems like a long time ago. But for the many victims of Superstorm Sandy, its memory is not nearly distant enough.







"We're still in recovery mode," said Ed Kelly, Executive Director of our sister Maritime Exchange in the port of New York/New Jersey, whose offices are in lower Manhattan. "Power was only restored to our building in late January – and that was only generator power. We're still not yet at full restoration."

Most of those in the Delaware River maritime community were touched in some way by the storm – either directly or through a family member, close friend or colleague who was severely affected. While residents of the mid-Atlantic region are attuned to harsh weather, no one was prepared for the magnitude of the storm or the devastation it caused to so many throughout the area.

It was with that in mind that the members of the Delaware River port community came together in support of their neighbors to the east. "We were much more fortunate than so many others," said Exchange Vice President Lisa Himber, "and we felt compelled to try to help in any way possible."

Himber, along with Kurt Ferry of Greenwich Terminals and Lisa Conte of the New Jersey Office of Homeland Security and Prevention, helped organize a multi-location relief drive on November 17. Held at locations in Gloucester City, Philadelphia and Wilmington, the event raised over 400 tons of donated goods for hurricane victims.

"All we had to do was ask, and the port community rallied to help," Ferry said. Gloucester Terminals, the Philadelphia Wholesale Produce Market, and Chase Center on the Riverfront provided space for the drop-off centers. Dole Fresh Produce and Hamburg Süd donated containers for storing and moving the goods, and Trinity Distribution Services, Transmode and Northstar trucking and Quaker City Produce provided transportation services. Members of ILA locals 1694-1 and 929 and workers representing port business in each of the three states provided labor for receiving, sorting and packing the donated goods and supplies. Lodge 5 of the Fraternal Order of Police and local media, such as KYW, 94-WYSP, WILM and the News Journal, helped get out the word.







Yet, according to Ferry, "it was the individual members of our port community who made the event such a success. People came out in droves in support of the effort."

The drive supported charitable organizations in some of the hardest hit areas of New Jersey.

"The members of our port community have always collaborated on business issues affecting the port," Himber said. "and now they've demonstrated their willingness to work together to help people when they need it most."

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Markell Welcomes First Chilean Fruit Vessel for the 2012-2013 Season



(L-R) Chilean Ambassador Felipe Bulnes and Delaware Governor Jack Markell welcome this season's first shipment of Chilean winter fruit to the U.S.

Chilean Fruit is big business at Delaware River ports. Like any other aspect of our business, when there are problems, it gets a lot of attention. But trade with Chile is so important it gets attention when things are going well too.

Expectations for the 2012-2013 season are high, and a host of dignitaries was on hand in Wilmington to welcome its arrival.

Chilean Ambassador Felipe Bulnes, Delaware Governor Jack Markell, Chile's Exporters Association (ASOEX) President Ronald Bown, Pacific Seaways Executive Director Francisco Labarca and port officials welcomed this year's first shipment of Chilean winter fruit to the U.S. onboard Pacific Seaways' (PSW) chartered refrigerated breakbulk vessel *M/V Polarstream* on December 17. Wilmington is a major port of entry and distribution center for Chilean fruit. This is the third consecutive Chilean fruit season that Delaware's seaport has enjoyed the prestige and honor of receiving the season's first ship call to the U.S.

Chile's harvest period in the Southern Hemisphere is between late November and April complements the North American consumer demand for high quality imports of fruit. *M/V Polarstream* discharged nearly 6,600 pallets of table grapes, blueberries, cherries, peaches, nectarines, apricots and plums at the Port of Wilmington.

"We are gathered here today to commemorate the strong fruit trade partnership that exists between Chile and the state of Delaware, reflected by the arrival of the first vessel of the season carrying Chilean fruit at the Port of Wilmington, one of the main gateways in the East Coast for shipments of Chilean fresh fruit. Over the past decades this industry has been one of the most dynamic and innovative sectors of the Chilean economy and the U.S. is the main destination market for our agricultural products. We look forward to further strengthening the relationship between Chile and the State of Delaware," said Ambassador Felipe Bulnes.

"Delaware's seaport is the doorway through which Chilean fruit enters into North American homes this holiday season," said Governor Jack Markell. "Our robust bilateral trade and long and strong friendship with Chile create many good jobs and stimulates the economies on both sides of the equator, and we are working to continue growing it into the future," he added.

The Port of Wilmington handled 15.9 million cases of Chilean fruit at an estimated retail value of $600 million during the 2011-2012 season. The cargo was stored in the Port's 800,000 sf on-dock cold-store, North America's largest, before distribution as far north as Canada's maritime provinces and as far west as the Mississippi River. Chilean fruit trade via Delaware's seaport annually supports 750 quality, family sustaining jobs, and generates $40 million in personal income, $42 million in business revenue and $4 million in tax revenue for the State and the region.

A Toast to Twenty Five: Wines of Chile Experience



The Chilean & American Chamber of Commerce of Greater Philadelphia (CACC) celebrated 25 Years of contributing to the progress and economic strength of the Philadelphia Region with a Chilean wine reception. In attendance was (left) Pennsylvania State Senator Michael Stack who wished CACC President Robert Palaima congratulations on the organization's anniversary.

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Aker Philadelphia Shipyard Starts Construction of Second Aframax Tanker



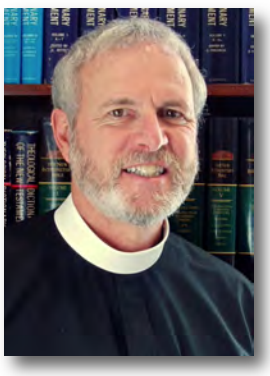
From left to right: Tam V. Dinh, SeaRiver Maritime, Inc. Planning and Schedule Lead, Jack Buono, SeaRiver Maritime, Inc. President, Jon Evans, SeaRiver Maritime, Inc. VP of Operations, Scott Clapham, Aker Philadelphia Shipyard SVP New Business, Tom Wheaton, SeaRiver Maritime, Inc. VP of Marine Services, and Jim Thomson, Aker Philadelphia Shipyard, Project Manager.

Aker Philadelphia Shipyard, Inc., the sole operating subsidiary of Aker Philadelphia Shipyard ASA, recently began production activities on the second of two Aframax tankers it is building for SeaRiver Maritime, Inc. (SeaRiver), Exxon Mobil Corporation's U.S. marine affiliate. The construction of the two tankers, valued at $400 million, will create more than 1,000 jobs.

A small ceremony was held in the shipyard's Fabrication Shop to commence cutting on the ship's first steel plate. These plates will become part of the double hull of the tanker that protects the cargo tanks. When completed in 2014, the vessels will be 820 feet long and be capable of carrying 115,000 tons of crude oil. The tankers are intended to be used to transport Alaskan North Slope crude oil from Prince William Sound to the U.S. West Coast

In addition to the two Aframax tankers for SeaRiver, Aker Philadelphia Shipyard is also currently constructing one 46,000 deadweight ton product tanker for delivery in early 2013 to Crowley.

SCI Names Stube as New Executive Director



Father Stube

The Rev. Canon Dr. Peter B. Stube, a veteran Episcopal priest whose parents, grandparents and brothers were missionaries overseas, has been named Executive Director and Port Chaplain of the Seamen's Church Institute of Philadelphia and South Jersey. For the last decade he has been Rector of the Christ Church of New Bern, which has an annual budget of $1 million and is the second largest parish in the Episcopal Diocese of East Carolina.

He will begin work in February, succeeding the Rev. Canon James D. Von Dreele, who retired in November.

In Philadelphia he will lead an organization supported by many faith traditions that visits each cargo ship that docks at the more than 30 marine terminals it serves, providing a variety of spiritual and social services – working for world peace one seafarer at a time. For 13 years Father Stube was Rector of the Episcopal Church of the Redeemer of Springfield, Delaware County, in suburban Philadelphia.

The announcement was made by Thomas E. Johnston, President of the Seamen's Church board and Port Manager for Norton Lilly International. He described Father Stube as a man of "humble self-confidence."

Father Stube, 61, was selected after an extensive search by a board committee chaired by Henry J. Holcomb, retired longtime staff writer for the Philadelphia Inquirer. The committee included Captain Greg Adams, retired commander of the Philadelphia U.S. Coast Guard station, Roy Denmark, Ray Heinzelmann, Rick Sperry, Mary Ruth Talley and Johnston. "Father Stube has significant experience at selecting, training and managing a staff and in working with a diverse volunteer board," Holcomb said. "He works well with people at all levels of an organization. And has extensive study and experience in working across cultural boundaries, including spending three weeks of his foundation-funded sabbatical in 2011 at Cambridge University in England. While there he worked with several professors who are doing good work on establishing common ground and mission among Abrahamic faiths — Judaism, Christianity and Islam."

Father Stube has been a priest for 33 years and holds a Masters of Divinity and Doctor of Ministry degrees from Virginia Theological Seminary and a bachelor of science in Biblical Education, Scripture and Theology from Columbia International University. He also has 30 credit hours in pastoral counseling and theology at Eastern Nazarene College. He was ordained priest in 1980 in Montana and has served parishes in Montana, Oklahoma, Arkansas, Atlanta, and Philadelphia. In his current diocese, he is Canon Theologian.

Please join the Exchange in welcoming Father Stube to our port community.

Q&A with Meehan

continued from page 1

Panama Canal will increase the traffic of even larger ships to ports on the Eastern Seaboard, and unless we act quickly, those ships will go elsewhere.

Deepening the shipping channel will bring three million tons of new cargo per year to Delaware River seaports, create and support thousands of new jobs, and expand opportunities for local businesses to participate in global trade. I worked across the aisle last year to secure federal funding for the deepening. It's a project that's critical to economic growth in our region and I'm proud to support it.

Q: Tell us a little more about your goals going forward as a Congressman from the great state of Pennsylvania.

A: I want to continue working on issues that have a real impact on the economic wellbeing of families in our region. Projects like the Delaware River deepening, the expansion of Philadelphia International Airport and the continued revitalization of our refining industry will have a crucial impact on the economic health of Pennsylvania for decades to come. These projects mean jobs for our residents, and I look forward to working with elected officials from both parties to ensure they move forward in a responsible manner.

Sulzer Appointed to Seaway Development Corp Board



Last August President Barack Obama announced his intent to nominate long-time Exchange member Captain Arthur H. Sulzer, USN (Ret.) to the Saint Lawrence Seaway Development Corporation Advisory Board. The nomination was subsequently confirmed by the Senate, and Sulzer was sworn in by Department of Transportation Secretary Ray LaHood on January 23, 2013.

Sulzer is President of Arthur H. Sulzer Associates, Inc., active in the SUNY Maritime College Alumni Association, and a founding member of the Maritime Academy Charter School in Philadelphia.

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Breadth: 37.8m (125 ft.)
Crane Capacity: 65 tons
Channel Draft: 12.2m (40 ft.)

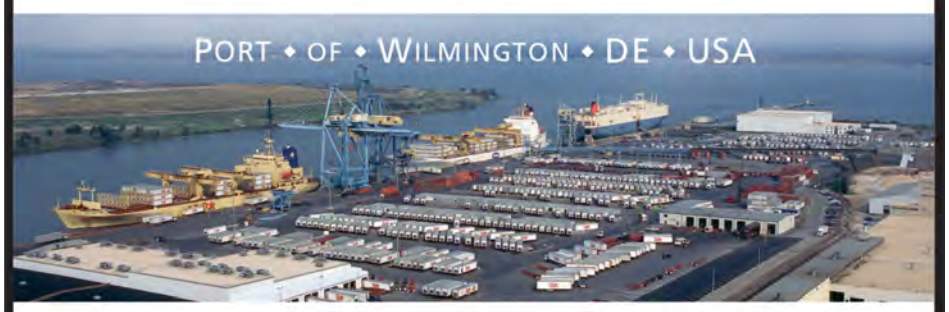
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PRPA Reports 10% Gain in Cargo Tonnage in 2012

Steel, Project Cargoes, Cars, Liquid Bulk Among Cargoes Showing Big Gains

With 4,418,674 metric tons of cargo handled at the Port of Philadelphia in 2012 compared to the 4,001,759 tons handled in 2011, the maritime facilities of the Philadelphia Regional Port Authority (PRPA) showed a healthy 10.42% gain in cargoes handled last year.

"While the national and world economy still challenges our efforts in many ways, our most recent annual cargo statistics again demonstrate that the Port of Philadelphia is on the right track," said PRPA Executive Director James T. McDermott, Jr. "Our 2012 cargo figures not only represent the third year in a row where we've seen double-digit growth, but it also means that since 2009 we've experienced a more than 30% increase in tonnage. And that's not only a solid indicator that the economy is improving, but especially great news for the thousands of jobs generated by port activity for our region, and the numerous other economic benefits the Port of Philadelphia provides."

Highlights among the Port's 2012 cargo statistics include the following: with 197,854 tons handled last year**,** steel was up 21%. With 47,457 tons handled, project cargo was also up 21%. Sugar, a brand new cargo for the Port of Philadelphia in 2012, weighed in at 24,331 tons last year.



Sugar, a new cargo at the Port of Philadelphia in 2012, arrives at the Tioga Marine Terminal

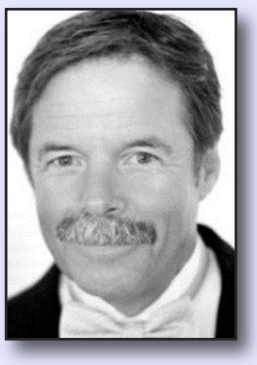
Other cargoes may not have increased as much on a percentage basis, but the sheer amount of cargo handled made their performance just as dramatic, if not more so. This was especially true for automobiles.

Automobiles, specifically new Hyundai and Kia cars from South Korea, continue to be a big success story for the Port of Philadelphia since the cargo began arriving here in 2010. With 192,918 metric tons (representing 143,258 individual units) of cars coming into the Port in 2012 compared to the 174,978 tons (127,406 units) that arrived here in 2011, cars were up a healthy 10.25%. In a cooperative effort regularly demonstrating speed, efficiency, and attention to detail, auto cargoes are unloaded by the ILA and processed for eventual shipment inland by the Teamsters.

Liquid bulk cargoes also showed healthy gains, *both* on a percentage basis and amount of cargo handled. With 1,227,095 metric tons of liquid bulk arriving at the Port of Philadelphia's Kinder Morgan tank facility in 2012 compared to the 740,890 metric tons that moved through the facility in 2011, liquid bulk – already a healthy cargo – was up a dramatic 65.62%.

Mr. McDermott said that "It's exciting because we're currently working to deepen our main shipping channel to 45 feet and build Southport, the first major marine terminal at the Port of Philadelphia in decades. With continuous cargo gains being seen before these projects are even completed, we truly look forward to the day in the near future when deeper water and more facilities are added to our cargo-building arsenal."

In Memoriam



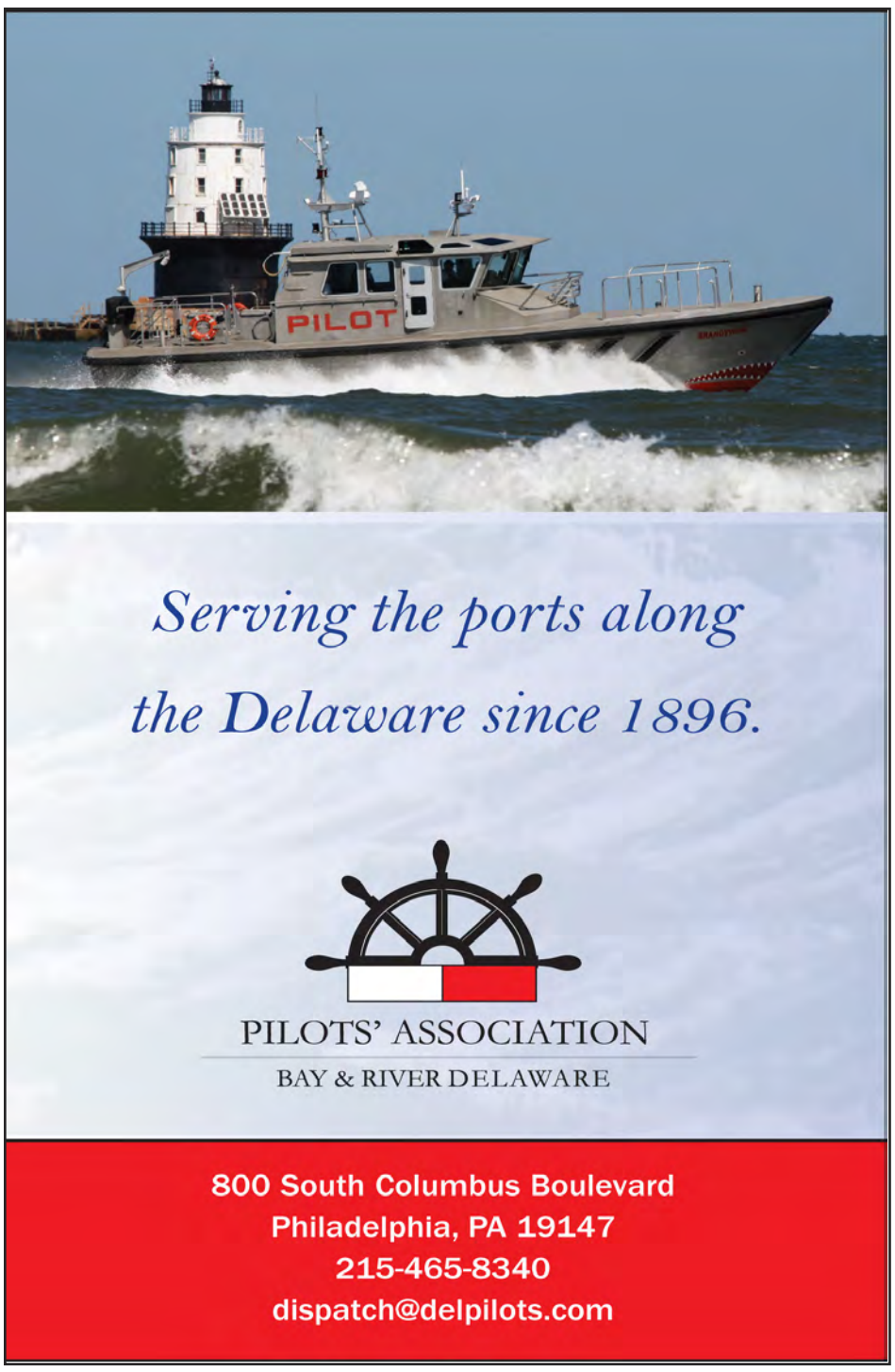
William H. Meyle III

It is with regret that we report the passing of William H. Meyle III, 61, of Mantua Township on December 29, 2012. Bill was the Director, Southern Hemisphere Fruit Operations, at Holt Logistics in Gloucester City since 1995. He joined Holt from Independent Pier Company in Philadelphia, a company founded by his great-grandfather, Emil Meyle in 1895. The Independent Pier Company was a cornerstone of the Philadelphia shipping community in the 19th and 20th centuries that employed generations of port workers. Bill's uncle Kenneth Meyle was on the Exchange Board of Director's in the 1980s.

Bill is survived by his wife of 12 years, Rebecca, and three children, Harrison, Sally and Freddy, his mother Isabel Meyle-Keller and sister Colleen Chance.

Bill was an avid golfer and a member of Pine Valley Golf Club for 32 years. In addition to golf, he was passionate about rock music and the Grateful Dead, traveling to see the band in concert around the world.

Our sympathies go out to the Meyle family.



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Channel Deepening Moving Forward

continued from page 1

$60.5 million in federal funds and an additional $50 million in state funds, provided by the Commonwealth of Pennsylvania through the PRPA.

Last year, Kopp and Rochford sent a letter to President Obama requesting funding of $48.65 million in the Administration's FY14 budget. More recently, the Exchange and PRPA also communicated to Assistant Secretary of the Army for Civil Works Jo-Ellen Darcy and Lieutenant General Thomas Bostick, US Army Chief of Engineers, re-emphasizing the commitment of local businesses, labor leaders and other commerce related organizations.

"The support for this project among port stakeholders continues to grow throughout our tri-state region," Rochford said, "and along with the strong support among our federal and state elected officials, we need to continue to reinforce with Administration and Corps of Engineers' officials why this project is critical to both the regional and national economies."

Captain James Roche, President of the Pilots Association for the Bay and River Delaware recently noted the turnaround of events following the impact of the Great Recession on port business and why completing this project is so important.

"Three or four years ago, in the aftermath of the recession, we saw ship arrivals drop, oil refineries closing, and cargo tonnages and related manhours reduced," said Roche. "Now, good things are happening. Oil refineries are coming back on line, vessel arrivals have rebounded, and the prospect for hundreds of millions of dollars in new port infrastructure investments are under consideration. Deepening the main shipping channel to 45 feet is critical to sustaining and expanding on this progress."

Elected Officials Who Support the Project

Pennsylvania

Governor Tom Corbett (R)
Senator Robert Casey (D)
Senator Patrick Toomey (R)
Representative Robert Brady (D)
Representative Chaka Fattah (D)
Representative Mike Fitzpatrick (R)
Representative Allyson Schwartz (D)
Representative Patrick Meehan (R)

Delaware

Governor Jack Markell (D)
Senator Tom Carper (D)
Senator Christopher Coons (D)
Representative John Carney (D)

John Carr, PPMS Man of the Year



John Carr, Director of Marketing, Holt Oversight & Logistics Technologies, will be honored as Man of the Year by the Ports of Philadelphia Maritime Society at its annual meeting. The event will be held on May 2, 2013 at the Cescaphe Ballroom, 923 N. 2nd Street, Philadelphia, PA.

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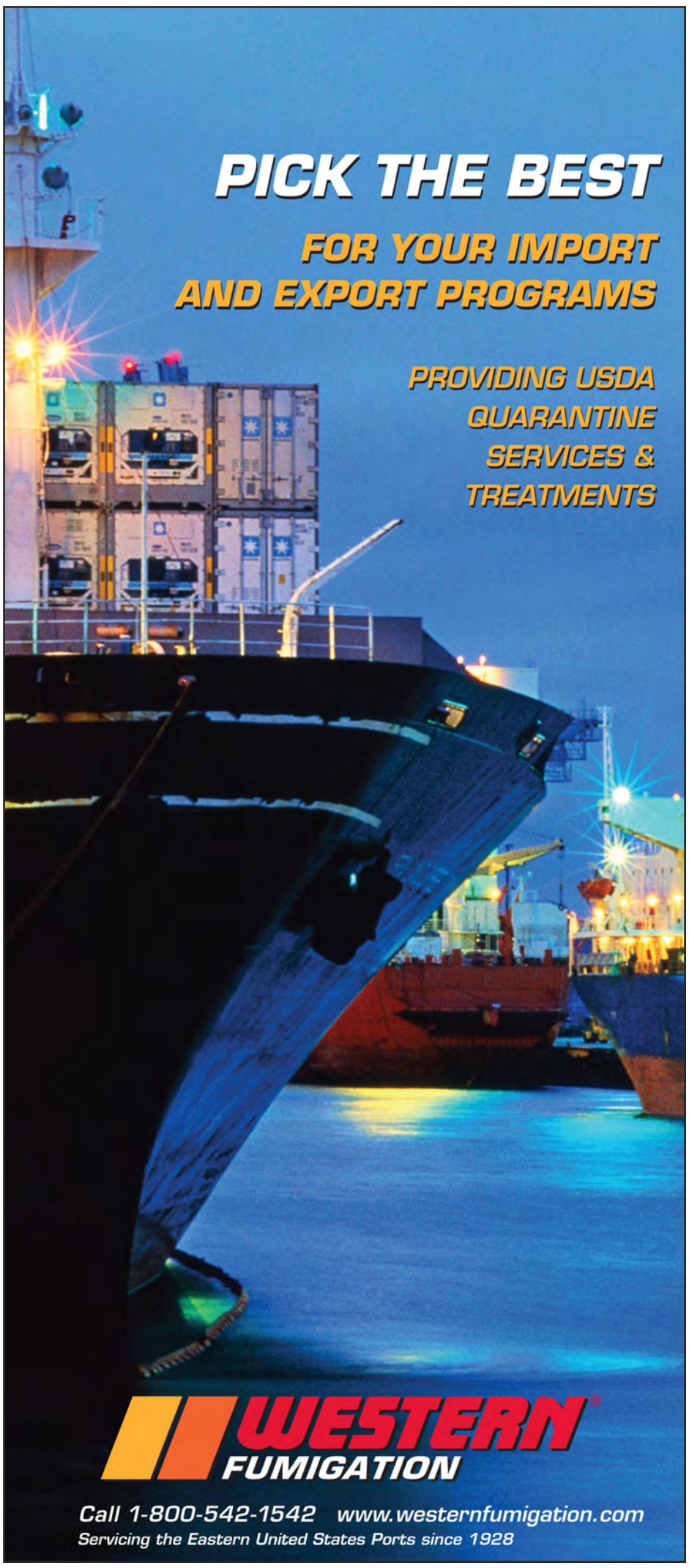
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Editorial

Help Us to Help You

It is certainly an exciting time to be involved in the shipping industry, especially for those of us involved in the automation end of the business. We are seeing more and more processes and paper forms being migrated to an electronic platform. These are changes that, for the most part, industry welcomes in expectation of greater cost savings, increased productivity, and more efficient cargo operations. Rather than an enormous effort being dedicated to manually compile, complete, stamp, copy, fax, and file paperwork, automation can and has reduced or eliminated many of these burdens and has allowed us to more focus on our core business missions.

This is certainly true within the private sector, but over the past decade it has become one of the most important initiatives of federal government as well. While agencies with port governance and enforcement responsibilities are still largely paper intensive, the Coast Guard, Customs, and USDA and other agencies which mandate reporting of vessel, cargo, crew, and other information for the clearance and movement of cargo have begun to embrace technology. There is still much to do and no technological shift is without growing pains, but we have seen great strides with the implementation of the Custom and Border Protection Automated Commercial Environment and Automated Export System, and U.S. Coast Guard's electronic Notice of Arrival and Departure system.

But as we celebrate this transition to an automated environment, there are times when a collective cry of frustration can be heard resounding from IT staff around the country.

This frustration stems not from the "mandate" of the automation requirements itself, but rather at the method in which some automation changes are put in place. In particular, unannounced and undocumented changes to system rules and reporting requirements continue to plague those of us responsible for maintaining federally compliant systems.

While our federal partners have generally taken heed of industry's concerns by actively involving the trade in system design and rule discussions, by providing adequate documentation for our programmers, and by giving enough lead time to make the necessary changes to our systems, we occasionally see the opposite.

It is never more exasperating than to receive errors or message rejections on electronic transactions for no apparent reason, and that previously were processed without issue. A mad scramble thus ensues to review all internal processes. Communications lines are up? Yes – Check. Any code changes on this end? No – check. Are outgoing and incoming file transmissions corrupt? No – check. Contact the federal agency technical support, are they having an issue...? "What do you mean that the rule for submitting this data has changed?"

Clearly, it is understandable that system modifications will be made from time to time to accommodate new requirements or business rules. However, modifications made to mission-critical systems without prior notice is unacceptable. Even the most minor programming change that has not been accommodated can have dramatic effects that can delay vessel and cargo processing for hours or even days. What might seem like an innocuous modification to, let's say a change to an acceptable date range by only as much as a day or two, can create havoc with electronic partners that have no idea the playing field has been altered.

With reasonable notice, industry can accommodate new rules and procedures. However, we should not be expected to make system changes post implementation. And reasonable notice includes detailed documentation. Programmers hate to guess, and more importantly business owners hate to pay for the same programming more than once.

This obviously affects resources at the federal level that result from unannounced and undocumented changes. Effort must now be dedicated to everything from tech support fielding and troubleshooting the inquiries from the trade, inspectors that are forced to hold vessels and cargo due to late or missing information, administrative staff that must respond to the ensuing complaints and requests for fine waivers, etc.

Fortunately, the instances of unannounced and undocumented federal agency system changes are much fewer and farther between than they used to be, but they have not yet gone the way of the dodo. Neither government nor industry has the time to expend valuable resources troubleshooting issues that can be easily avoided through proactive communication and planning. While industry may not always agree with federal policy decisions, we certainly cannot comply without the tools to do so.

Help us to help you, and all of our jobs may just be a little easier.

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 or inquiries regarding the contents of this newsletter to:

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Use the HMT for Its Intended Purpose

In the last session of Congress, remarkable progress was made in both the Senate and House to draft legislation that would direct Harbor Maintenance Tax revenues collected from shippers be used for their intended purpose – maintenance of shipping channels and related projects at our nation's 361 deep sea ports. More than 2 billion tons of import cargoes move through U.S. ports and waterways annually. Maintaining these harbors to their authorized depths is vital in terms of keeping the U.S. competitive in the ever expanding global economy.

In fiscal year 2013, the Harbor Maintenance Trust Fund (HMTF) collected $1.8 billion in tax revenues. Of this amount, approximately $850 million is expected to be expended by the Corps of Engineers on coastal harbors and related projects. The so-called top-priority harbors (those that handle about 90 percent of the nation's commercial traffic), are dredged to their authorized depths and widths *only 35 percent of the time*. Inadequate funding has resulted in channels getting narrower and shallower due to inadequate dredging, which has resulted in ships having to light-load, increasing the cost of shipping, the risk of vessel groundings, collisions, and pollution incidents – clearly an unacceptable and untenable situation.

The fact is that since the Trust Fund was established in the Water Resources Development Act (WRDA) of 1986, over half of the taxes collected have, in effect, been diverted from it and expended for other purposes. Today, the HMTF is sitting on a balance of almost $7 billion, or should we say almost $7 billion of IOUs.

At long last, the seriousness of this issue has been recognized and acted upon by an ever increasing number of members of Congress. In the 112th Congress, 37 Senators, including Robert Casey (D-PA), Christopher Coons (D-DE) and Robert Menendez (D-NJ), and 196 Congressman, to include Robert Brady (D-PA), Michael Fitzpatrick (R-PA), Patrick Meehan (R-PA), Frank LoBiondo (R-NJ) and John Carney (D-DE), cosponsored legislation to remedy this problem.

Unfortunately, a WRDA was not passed by Congress in the closing days of the last session, so the battle will be taken up again in the 113th Congress which convened this past January. Already on board for H.R. 335, the Realize America's Maritime Promise (RAMP) Act, are 65 co-sponsors.

The momentum is clearly on our side.

Senate Environment and Public Works Chairwoman Barbara Boxer (D-CA) and Ranking Member David Vitter (R-LA) at the first Environment and Public Works (EPW) Committee hearing in January stated categorically that they intended to balance the government's annual spending on harbor maintenance with the revenues collected by the HMTF. They also indicated such reforms would be included in the first piece of legislation that will be voted out of the EPW Committee, the upcoming WRDA legislation.

For our tri-state port complex, resolving this issue is critical to our overall competitiveness. The shipping lanes of the Delaware, Schuylkill, Christina and Salem Rivers, along with the C&D Canal, are the life blood of our port. The Delaware River main shipping channel is being deepened to 45 feet, and hundreds of millions of dollars in port investments in infrastructure are either under construction or being contemplated by both the private and public sectors. Add to this the expansion of the Panama Canal and the rapid globalization of the international shipping industry and one has to wonder why these taxes are used for any purpose other than maintaining our harbors to 21st century standards.

And if all that weren't reason enough, we must also acknowledge that here is a tax that directly leads to the creation of jobs – good-paying, family-sustaining, blue collar jobs.

We encourage Congress to act on this legislation with all due speed.



Letters...

Dear Editor,

I wanted to take a minute to let you know how responsive and helpful the Exchange (in particular Darleen) was when called on for help and guidance recently.

One of our customers, a major importer of steel, was confronted with an issue regarding wood packaging material and was not getting any response from USDA.

Darleen stepped in very pro-actively and the situation was resolved within 36 hours. They left the customer feeling that they had gotten the attention needed and that the situation had been dealt with in a most professional manner.

Our thanks to the Exchange and for being so helpful.

All the best,

James D. Schine
Delaware River Stevedores

Mariner East Provides Boost to Port

By: Joseph McGinn, Jr., Manager, Public Affairs
Sunoco, Inc. and Sunoco Logistics Partners L.P.

Despite recent cold weather and snow, spring will soon be upon us and with it, new developments and jobs at the former Marcus Hook refinery and along the Delaware River. Late last year, Philadelphia-based Sunoco Logistics Partners announced that the company would be moving forward with a project to deliver propane and ethane from the liquid-rich Marcellus Shale areas in Western Pennsylvania to the Sunoco, Inc. facility in Marcus Hook, Pennsylvania. There it will be processed, stored, and distributed to various domestic and waterborne markets.

"We're excited to be moving forward with Mariner East. This is a great project that uses existing assets in new and creative ways. By reversing an existing pipeline and capitalizing on Marcus Hook's base infrastructure, we believe we can give producers the most attractive and efficient solution for bringing their propane and ethane to market," said Michael J. Hennigan, President and Chief Executive Officer of Sunoco Logistics.

Mariner East is a project to build and connect an approximately 50-mile pipeline with existing lines to move ethane and propane from operations in Western Pennsylvania to the Marcus Hook facility along the Delaware River, where the products will be processed and sold in the United States and abroad.

Ethane and propane are byproducts of natural gas development and used as feedstocks for the chemical industry. In order to utilize these byproducts, a new pipeline to transport ethane and propane as natural gas liquids (NGLs) from a MarkWest facility in Houston, Pennsylvania to Delmont, Pennsylvania will be built as part of the project. It will link with an existing pipeline that runs from Western Pennsylvania to the approximately 800-acre Marcus Hook facility, which straddles the Pennsylvania and Delaware border.

"I have long held that the Marcellus Shale is an important resource that over time would benefit the entire Commonwealth. By literally linking western Pennsylvania resources to markets in eastern Pennsylvania and beyond, this project represents the first step in achieving that vision," said Pennsylvania Governor Tom Corbett. "It has the added benefits of creating jobs across Pennsylvania and breathing new life into the former Marcus Hook refinery site."

Mariner East and its sister project Mariner West, will bring $600 million in investments with a significant portion being invested in the Delaware Valley and directly at the Marcus Hook facility. "This project opens opportunities to meet domestic demand, as well as supply propane and ethane to various waterborne markets, including Europe," said Hennigan.

Local officials such as Marcus Hook Mayor Jay Schiliro and Pennsylvania State Senate Majority Leader Dominic Pileggi are thrilled with the opportunities the project brings to the area. "The project takes a portion of the former refinery site, an asset that many people had written off, and brings it back to life with new investment and jobs," said Schiliro.

Ultimately, the $600 million projects will preserve full-time jobs at the facility, create 450 construction jobs, and bring greater ship traffic to the Delaware River with up to 50 marine transportation jobs expected to be created. Pileggi, whose senate district includes the Marcus Hook facility said, "This project shows what's possible when companies take the long view. It also opens the door to other potential investments at Marcus Hook."

The project is anticipated to have an initial capacity to transport approximately 70,000 barrels per day of natural gas liquids and can be expanded to support higher volumes. Mariner East is expected to be transporting propane by the second half of 2014 and to be fully operational to deliver both propane and ethane in the first half of 2015. This new capacity will enhance the current propane export capabilities at Marcus Hook.

Delaware DOT Secretary Board Chair of I-95 Corridor Coalition



Shailen Bhatt, the Secretary of Delaware Department of Transportation, assumed the Board Chairmanship of the I-95 Corridor Coalition Board in January. Secretary Bhatt brings a wealth of knowledge to this position and will provide the leadership towards achieving our vision of a seamless, efficient, and sustainable transportation system within the I-95 Corridor Coalition region.

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Notes & News

The **World Trade Center of Greater Philadelphia** announced the election of three new members to its Board of Directors: **Julie Mostov, Ph.D.**, Vice Provost for Global Initiatives, Drexel University; **Herman J. Saatkamp, Jr. Ph.D**., President, The Richard Stockton College of New Jersey; and **Joseph J. Scalio**, Partner, KPMG LLP. In addition, **Gary Biehn**, Partner, White and Williams LLP, was elected Vice Chairman and **Martin Belisario**, Partner, Panitch Schwarze Belisario & Nadel LLP, was elected **Secretary**. **Anthony Bartolomeo**, president, Pennoni Associates, was reappointed to serve as Chairman of the Board. The following Directors were reappointed to the board for an additional two-year term: **Nissen Isakov** of LCR Electronics, Inc., and **Michael Schmittlein** of Wells Fargo, N.A.

AAPA announced the retirement of **Dave Sanford**, Director of Navigation Policy and Legislation. Dave has been a great resource for AAPA's Government Relations program and its members. On January 16, during AAPA's Quality Partnership Initiative meeting in Oxnard, CA, Dave Sanford was also recognized by Assistant Secretary of the Army (Civil Works) Jo-Ellen Darcy for his eight years of service as a Commissioner of the World Association for Waterborne Transport Infrastructure (PIANC). Dave's successor as Director of Navigation Policy and Legislation will be Jim Walker, who retired from the U.S. Army Corps of Engineers in January. Jim begins his work with AAPA on February 11.

Welcome Aboard

Capt. Dennis P. Tully, NJSP (Ret.)
15 Lafayette Avenue
Haddonfield, NJ 08033
Dtully9@verizon.net

HELP WANTED

Did you know... industry job postings and

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Please visit often to check out the latest opportunities! For information on listing your resume or job posting, please contact
Donna Stargell, 215-925-2615 x 208 or dstargell@maritimedeliv.com

Upcoming Events

03/12/13	Tri-State Maritime Safety Association Board Meeting
	Seamen's Church Institute Spirit of the Port Award Luncheon Sheet Metal Worker's Union Hall, Philadelphia, PA Contact Ronnie Barlow: 215-940-9900 x 106 or barlow@sciphiladelphia.org
03/13/13	**Maritime Exchange Board & Annual Meetings**
	Maritime Exchange Annual Election - Polls Open
03/14/13	Mariner's Advisory Meeting La Veranda, Philadelphia, PA Contact Scott Anderson: 215-925-1524 or marinersadvisory@yahoo.com
03/19/13	Seamen's Center of Wilmington Board Meeting
03/20/13	DRPA/PATCO Board Meetings, Followed by Committee Meetings
	Philadelphia Regional Port Authority Board Meeting
04/03/13	Vessel Owners Dinner Sheraton Society Hill, Philadelphia, PA Contact Eileen Bartlomiejus: 215-922-6293 or mail@generalmarine.org
04/10/13	**Maritime Exchange Executive Committee Meeting**
04/17/13	DRPA/PATCO Board Meetings, Followed by Committee Meetings
	Philadelphia Regional Port Authority Board Meeting
04/29/13	Seamen's Church Institute S.H.I.P. Invitational Golf Classic DuPont Country Club, Wilmington, DE Contact Ronnie Barlow: 215-940-9900 x 106 or barlow@sciphiladelphia.org
05/08/13	**Maritime Exchange Board of Directors' and Organizational Meetings**

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

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