



MARITIME EXCHANGE  
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# THE BEACON

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## Enstructure assumes Wilm. Port operations



The Port of Wilmington, Del.

With the May 2023 meeting of the Diamond State Port Corporation board came a bombshell announcement: Enstructure would become the new operator at the Port of Wilmington.

Over the next two months, talks took place between the DSPC, Enstructure, and GT USA Wilmington, which held the concession to operate the port since 2018, to hammer out terms and pave the way for a smooth transition.

Members of the Delaware legislature also had a say in the decision and gave their approval on July 11.

Those efforts reached their intended conclusion when Enstructure assumed port operations on August 1, 2023.

“We are very pleased to have found a partner company that has a great reputation for working with customers and is committed to the success of the port along with its workforce,” said DSPC Executive Director Gene Bailey.

The 55-year concession agreement will run through October 1, 2078. Enstructure will pay \$1 million to DSPC annually, an amount that will increase each year by either 5% or the Consumer Price Index, whichever is lesser. Enstructure will also invest at least \$87 million in port infrastructure.

“Enstructure is excited to partner with the DSPC and begin operations at the Port of Wilmington, where we will bring our experience in national and local markets, best-in-class service, and comprehensive terminal and logistics solutions to our customers,” said Matthew Satnick and Philippe De Montigny, Enstructure Co-CEOs. “Additionally, we will be working alongside the International Longshoremen’s Association, the Delaware Building and Construction Trades Council, and the Teamsters to grow operations at the port, revitalize port facilities and infra-

*continued on page 8*

## Refiners see hope for RINS relief

*Del. River legislators propose legislation to limit uncontrolled cost*

“Reasonable minds might differ on the best ways to achieve cleaner energy, but it’s unlikely they would want to drive energy companies out of business before we have achieved the transition to zero-carbon emissions,” said Exchange President Lisa Himber.

Yet independent refiners such as those operating on the Delaware River have been facing that very possibility for almost two decades, as the federal Renewable Fuel Standard, or RFS, has placed a disproportionate financial burden on the last remaining refiners in the region.

The RFS places an obligation to blend renewable fuels like ethanol with gasoline on independent refiners who have little or no control over the amount of renewable fuel blended into the transportation fuels they produce—that step occurs long after the fuels depart the refineries. So, in order for these refiners to comply with the RFS, they must purchase large quantities of compliance credits known as Renewable Identification Numbers—RINs—on the open market, regardless of the price. “In recent years, the program has cost Delaware River refiners hundreds of millions

of dollars each per year, with one refiner stating that its cost was almost double the purchase price of its entire company,” Himber said. “This unpredictable burden has placed significant financial strain on these companies and delayed additional investments in technologies that would allow these refiners to produce the greener fuels of tomorrow.”

The law is not operating as Congress intended, and RIN prices have fluctuated wildly over the years. “The skyrocketing price of RFS compliance is threatening our nation’s refining capacity and the futures of thousands of skilled union workers and their families across the Northeast,” said Sen. Bob Casey (D-PA).

Due to a number of complex structural problems with the RFS, the price of the credits has soared to unsustainable levels. RINs traded for just a few cents when the program started in 2007 and in June of this year, the cost of rose to around \$1.70. Delaware River-based refiners have spent billions on RFS compliance costs in the past decade alone. In some cases, the credits can cost refiners more than the combined cost of salaries, benefits, utilities, and capital expenses.

*continued on page 14*

*Interview with*

### Iván Marambio

**President, Asociación de Exportadores de Frutas de Chile (ASOEX)**



*After serving seven years on the ASOEX Board of Directors, Iván Marambio was named as the organization’s president in May of 2022 and took the helm in September of 2022, following the retirement of his predecessor, Ronald Bown. Marambio has over 20 years’ experience in the fruit industry and spent much of his career with Dole Food Company. The Exchange and ASOEX have worked closely together since 2011 to help maintain worker safety through the Cold Storage Facility Task Force.*

**Q:** Iván, thank you for taking time to share your insights with our readers. Would you start by telling us a little bit about ASOEX, its mission, and why it is important to Delaware River port businesses?

**A:** ASOEX is a non-profit private entity representing the Chilean fresh fruit industry. It was established in 1935 and has over 200 members who represent +90% of the total fresh fruit volume exported from Chile, all over the world, and 57% of the fruit growing surface.

ASOEX groups all fresh fruit species exported, a unique feature at the global level. Its board is composed of large, medium, and small size companies and organizes its work through specialized committees (blueberry, cherry, kiwifruit, citrus and table grapes). Our mission is to facilitate and support the productive process and the international trade of our products, defending our associates’ interests, in a generic way, no discrimination, and stimulating the free competition among our internal and external stakeholders.

**Q:** During your seven years with ASOEX, what have you seen as the biggest innovations in the fruit trade with Delaware River ports and Chile’s other partners?

*continued on page 13*

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## Celebrating our rich maritime traditions

*In My Wheelhouse*

A circular portrait of a woman with blonde, wavy hair and bangs. She has blue eyes and is smiling slightly. She is wearing a dark blazer over a white lace top and a gold chain necklace. A small gold brooch is pinned to her lapel. The background is a deep blue with a subtle gradient. The text "In My Wheelhouse" is written in a white, cursive font at the top of the circle.

This issue of *The Beacon* features an update on the epic celebration of the Navy's and Marine's 250th anniversaries, "Homecoming 250," to take place here in 2025. The Navy and Marines were born at Independence Hall and launched their first ship and amphibious mission

## The Philadelphia Navy Week event calendar

The Delaware River region teems with maritime history, culture, and opportunity. The Exchange is proud to be a part of this essential community.

*Lisa Himber*

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# The many wonders of the Exchange

*With prorated dues, second part of the year is a great time to join!*

Ahoy there, maritime professionals! If you want to chart a course toward unparalleled success in the maritime industry, look no further. The Exchange invites you to join our esteemed ranks and be a part of an influential community that is propelling the maritime sector forward!

Established almost 150 years ago, the Maritime Exchange for the Delaware River and Bay has been at the forefront of fostering growth, innovation, and collaboration within the maritime industry. An unwavering commitment to excellence and a membership base of passionate individuals and companies have made the Exchange a force to be reckoned with in the Mid-Atlantic maritime landscape.

Why join the Exchange? With nearly 300 members, the Exchange offers an extensive network of port industry professionals, including port operators, logistics experts, maritime authorities, equipment companies, and technology providers, just for a start. Forge valuable connections that can open opportunities for your organization.

Stay ahead of the curve with access to exclusive industry insights, research, and best practices. Our committees, events, webinars, and workshops provide a platform for learning, sharing ideas, and staying informed about the latest trends.

Stand shoulder-to-shoulder with industry leaders as we advocate for the interests of our members at the local and national levels. The Exchange works diligently to shape policies and regulations that support a thriving and sustainable maritime industry.

Join us today, become an integral part of the maritime community, and help chart the course for a brighter tomorrow. Together, we will shape the future of the port industry and create a stronger, more prosperous community.

Smooth seas and fair winds await you as a member of the Maritime Exchange for the Delaware River and Bay! For inquiries or further information, feel free to contact the Exchange at [exchange@maritimedelriv.com](mailto:exchange@maritimedelriv.com).



### Welcome New Members

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[www.dandminc.com](http://www.dandminc.com)

**Normandeau Associates, Inc.**  
400 Old Reading Pike  
Building A, Suite 101  
Stowe, PA 19464  
610-705-5733  
[www.normandeau.com](http://www.normandeau.com)

**Ports of Philadelphia Maritime Society**  
P.O. Box 1374  
Linwood, PA 19061  
[info@portsofphilamaritime.com](mailto:info@portsofphilamaritime.com)  
[www.portsofphilamaritimesociety.com](http://www.portsofphilamaritimesociety.com)

**World Affairs Council of Philadelphia**  
One Penn Center  
Suite 1055  
1617 JFK Boulevard  
Philadelphia, PA 19103  
215-561-4700  
[hboyle@wacphila.org](mailto:hboyle@wacphila.org)  
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## Members: Start thinking about those heroes!



Designed to honor the many members of our port community who are dedicated to the success of our port but never seem to get quite the recognition they deserve, the Exchange’s Unsung Heroes program for 2024 will kick off this fall.

*The Beacon’s* faithful readers have met some extraordinary women and men through this program. The Exchange’s goal is to continue to introduce the countless individuals who make this port region a great place to do business, work, and live.

The requirements are as simple as can be: sponsor and nominee must be Exchange members, and nominees may not have been previously recognized publicly by any company or organization. To be eligible, nominees must either have a) demonstrated consistent, dedicated, “above and beyond the call” service over time, b) identified and implemented a fresh new program or service, or c) recently taken some action that solved or prevented a problem or been responsible for a proven achievement.

Sponsors may name up to three individuals per cycle for Unsung Hero recognition. Co-workers, colleagues, vendors and suppliers, employees, volunteers, board members—all are candidates.

The Exchange will put out the call for next year in a few weeks, but feel free to email [hero@maritimedelriv.com](mailto:hero@maritimedelriv.com) anytime you run across a hero in our port.

We look forward to hearing from you!

## Army Corps awards contract for design and construction of new dredge

A process that was several years in the making came to a close in July 2023 when the U.S. Army Corps of Engineers awarded Eastern Shipbuilding Group, Inc. of Panama City, Fla., a \$256.9 million contract to design and construct a medium class hopper dredge to replace the dredge “McFarland.” Now in its 57th year of operation, the “Mac” is one of four ocean-going hopper dredges owned and operated by the Corps and is essential to timely channel maintenance in the Delaware River channel and beyond.

The new dredge will play a critical role in enabling the Corps to continue to deliver its navigation mission and provide for safe, reliable, effective, and environmentally sustainable waterborne transportation systems for vital national security, commerce, and recreation needs.

The contract calls for vessel delivery in 2027.

After being out of commission while in drydock for repairs for two years, “McFarland” returned to the Delaware River in June and will be deployed on the river through the remainder of the summer. It is the only dredge



After an extended time at Colonna’s Shipyard in Norfolk Virginia, the dredge “McFarland” began her first mission back at home on July 14, 2023. Shown here, the “McFarland” is dredging shoals to keep the federal channel open for maritime commerce. Photo courtesy of Dave Evinger.

in the world with triple capability for direct pumpout, bottom discharge, and sidecasting or boom discharge. Designed by the Corps’ Marine Design Center, it was built in April 1967 and was named for the late Arthur McFarland, a Corps of Engineers authority on dredging.



# New Exchange AIS update enhances stability

The Exchange has always strived to improve its offerings, and this year is no exception.

In July 2023, the team completed an update of the Automatic Identification System back-end code. Initially written in 2009, the code was part of a complete overhaul of the platform that merged AIS with Ship Reporting, TRACS,® and eNOA/D into a single-window Maritime On-Line® portal.

Like all websites, MOL consists of back-end code no one sees and the front-end interface that drives the user experience and interaction. Since the Exchange launched its first custom AIS module, developers have patched the code that receives and interprets the raw AIS data stream to take advantage of changing technologies. This keeps code current as incremental rewrites allow developers to replace existing code strings gradually.

“We try to keep up with the latest technology, especially updates to protect against cyber threats, and provide top-notch products and services to our members,” said Exchange Director of Operations Paul Myhre. “We are able to do this in large measure with the financial support of system users, who subscribe to the products, and grants from Delaware,

Pennsylvania, and New Jersey, allowing us to keep those subscription costs at a minimum.”

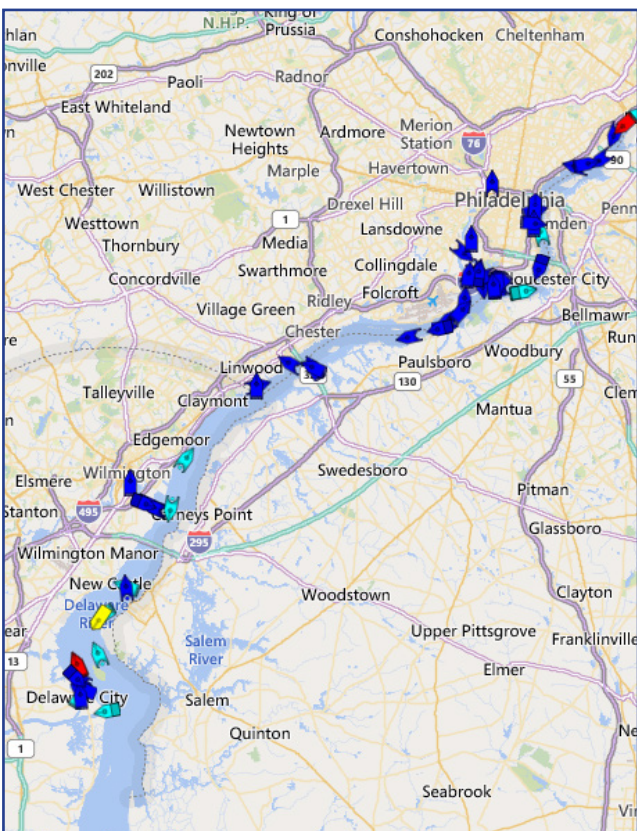
Eventually, developers can no longer patch the software as the existing code is too difficult to debug, and a rewrite is the only way to meet current standards,

The recent project completely rewrote the code, eliminating obsolete and troublesome lines. “This time, we redeveloped all the back-end services, streamlining processes and bringing the code base up to the latest technology,” Myhre said.

The result has proven successful, producing a more stable environment with fewer server resources consumed. “The AIS offered by the Exchange is a key tool that helps us to be successful in what we do,” said Bobby Griggs, owner and president of Griggs Marine. “Since the upgrade, AIS has been rock solid.”

By the end of the summer, the Exchange will release a new version of the front-end interface that includes minor bug fixes and additional enhancements.

For more information about AIS or Maritime On-Line, contact Paul Myhre at [pmyhre@maritimedelriv.com](mailto:pmyhre@maritimedelriv.com).



## Exchange hosts International Smart Ports Delegation



Coordinated in partnership with the World Affairs Council, the Exchange welcomed a delegation of approximately 20 participants in the U.S. Department of State-sponsored International Visitor Leadership Program. Through short-term visits to the U.S., the professional exchange program allows a diverse global group of individuals interested in port innovation to cultivate lasting relationships with their American counterparts. Exchange President Lisa Himber briefed the participants on port operations and the Exchange’s many roles in the port community and its commitment to facilitating waterborne commerce in the region.

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## CBP VECS pilot coming to Del. River

*Agents, other filers need to register in ACE*

The Maritime Exchange is pleased to inform the community that CBP is gearing up to deploy the Vessel Entrance and Clearance System at Delaware River ports. The Exchange strongly advocated for a program to modernize vessel entrance and clearance processes and worked closely with CBP on the initial system design and development.

VECS is designed to digitize, automate, and streamline the vessel entrance and clearance process for CBP and the vessel industry.

To be ready for the deployment, vessel agents and operators can start by ensuring they have ACE Top Accounts and create their Vessel Agency sub-accounts.

Prospective participants are encouraged to review <https://www.cbp.gov/VECS> for more information on this process and VECS in general.

Members are welcome to contact [ops@mxops.org](mailto:ops@mxops.org) to learn more and for additional assistance.

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# Offshore wind continues to blow

The mid-Atlantic offshore wind sector is growing as a player in the renewable energy market as proposals turn to reality in the region. Pushed by the Biden administration’s goal of 30 gigawatts of offshore wind energy nationwide by 2030, the region announced big plans to produce a lot of power. Now one year later, how is it going?

“Many of the planned wind ports throughout the county still lack funding, though we have seen some federal and state investments,” said Matt Shields, senior offshore wind analyst at the National Renewable Energy Laboratory. The Delaware River region is one area seeing those investments with local organizations engaged on multiple fronts.

Construction continues at the New Jersey Wind Port, a dedicated marshaling and manufacturing terminal ready to serve wind energy projects along the eastern seaboard. About three-quarters of the way through the four-year plan for phase I, current developments include dredging from the Delaware River main channel to the terminal, completing the heavy-lift wharf and delivery berths, and finalizing the

30-acre marshaling area for assembly and staging use.

“Ørsted signed the first sublet agreement for land within the terminal at the end of July,” said Exchange Director of Operations Paul Myhre, “and this will bring up to 200 jobs as Ørsted ramps up its operations in the area.” Phase II of the project will finish in 2026 and add marshaling and manufacturing space.

In early July, the Bureau of Ocean Energy Management approved the construction and operation plan for Ørsted’s Ocean Wind 1 project off the coast of Atlantic City, N.J. The site will include 98 turbines and generate 1,100 megawatts of clean, renewable energy—enough electricity to power approximately 380,000 houses.

With the approval in place, Ørsted indicated that producing electricity would take two to three years. During construction, Ørsted will monitor the area and introduce mitigation steps to limit impacts to wildlife if warranted. The company worked with various stakeholders to implement vessel speed restrictions and fisheries mitigation programs.

On the heels of the BOEM approval, New Jersey Gov. Phil Murphy held a bill-signing ceremony

at the Paulsboro Marine Terminal, the South Jersey Port Corporation facility handling the monopiles for Ocean Wind 1. “Today represents a pivotal inflection point not just for Ørsted but for New Jersey’s nation-leading offshore wind industry as a whole,” Murphy said.

The Port Corp. continues to improve the Paulsboro terminal and add manufacturing space as the EEW Group, a monopile manufacturer, is replicating its German monopile factory at the facility. Until completed, EEW is manufacturing the New Jersey monopiles in Germany and shipping them to Paulsboro for finish welding and coating before deployment.

“South Jersey Port Corporation’s terminal facilities are strategically positioned to take full advantage of offshore wind development, and we intend to pursue these opportunities,” said Brendan Dugan, assistant executive director/chief development officer at SJPC.

The wind energy sector continues its growth in the mid-Atlantic region, and BOEM approval is a crucial piece, bringing with it increased ship traffic and revenue to the Delaware River port community.

## NJBPU approves nation’s largest combined offshore wind award

The New Jersey Board of Public Utilities recently awarded a combined 2,658 MW of offshore wind capacity to EDF/Shell’s Atlantic Shores Offshore Wind and Ørsted’s Ocean Wind II, bringing the state’s total planned capacity to over 3,700 MW and moving New Jersey closer to Gov. Phil Murphy’s goal of 7,500 MW of offshore wind by 2035.

In addition to strong environmental protection plans, each project has committed to investing in New Jersey’s burgeoning offshore wind industry by building new manufacturing facilities at the New Jersey Wind Port, utilizing the foundation manufacturing facility at the Port of Paulsboro, creating tens of thousands of jobs, and injecting billions of dollars in economic benefits into the state.

“Expanding New Jersey’s offshore wind industry is a major component of achieving our goal of 100 percent clean energy by 2050, while providing significant opportunities and economic benefits for our state,”

said Gov. Murphy. “By leveraging a whole-of-government approach and the strengths of our state, this award ensures that our investment in clean energy is also an investment in our communities and will generate good-paying union jobs and bring valuable investments to New Jersey.”

Former Senate President Steve Sweeney, who sponsored the state’s first offshore wind tax credit law as Senate President in 2010, said, “It is appropriate that Governor Murphy chose to sign the tax credit bill at the EEW AOS plant in Paulsboro because investments like this ensure that offshore wind farms up and down the Atlantic Seaboard will be built with components manufactured by New Jersey workers and shipped out of New Jersey ports.”

Developing New Jersey’s offshore wind resources is a core strategy of Gov. Murphy’s Energy Master Plan, which identifies the most ambitious and cost-effective ways of reaching 100 percent clean energy by 2050. This includes developing the New

Jersey Wind Port in Salem County, establishing a WIND Institute to coordinate workforce development and research and development in offshore wind, and investing in the Port of Paulsboro for turbine component manufacturing.

“This is where the dream of protecting our planet, creating family-

sustaining jobs, and building a new industry is becoming reality,” said Andy Saporito, CEO and executive director of the South Jersey Port Corporation, which owns the Paulsboro terminal. “It becomes a reality because of the vision and long-term commitment of our elected officials at every level.”



Monopile at the EEW AOS wind component manufacture plant at the Port of Paulsboro was a first step in establishing the region as a hub in the offshore wind industry in New Jersey.

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# Well past time for feds to fully fund NOAA PORTS®

Aug. 24 workshop will provide an opportunity to weigh in

Welcome back to a subject this newsletter has not discussed much in recent years but one that has never been far from the thoughts of port community leadership here and throughout the country: full federal funding for the NOAA Physical Oceanographic Real-time System.

“For anyone not familiar with the PORTS system, it is a mission-critical program that fosters navigational safety by measuring tide and weather information in real time and disseminating it through a public web portal,” said Exchange President Lisa Himber. PORTS offers data such as water levels, wind speed, currents, and air drafts under bridges, and mariners rely heavily on this tool to maneuver huge cargo ships, workboats, commercial fishing vessels, and even pleasure craft as they transit the Delaware River.

“Mariners rely on PORTS every single day,” said David Cuff, President of the Pilots’ Association for the Bay & River Delaware. “We need a reliable source of funding to ensure it is fully operational at all times. And we need to continue to build on it by adding capabilities when the need is identified.”

PORTS data products deliver essential decision support in real time. “The system provides a view of the marine conditions in high traffic channels where just a few feet of available underkeel clearance or air draft can be of great concern,” said Chris DiVeglio, NOAA PORTS® Program Manager.

With the financial support of the Delaware River Port Authority, the Maritime Exchange was able to partner with NOAA starting in 2002 to install the Delaware River and Bay PORTS system. Following the installation, the Philadelphia Regional Port Authority paid the \$400,000 per year necessary to maintain the system for the next eight years, and the Diamond State Port Corporation and South Jersey Port Corporation joined PhilaPort in 2013, splitting

three ways what is now an annual cost of between \$250,000 and \$300,000.

“PhilaPort and its partners South Jersey Port Corporation and the Diamond State Port Corporation have worked together to fund the local share to operate and maintain the Deliver River PORTS. We acknowledge the benefits of PORTS to the local maritime transportation community. However, given the transportation and potential national security benefits of the system, I believe the federal government should fully fund the PORTS operations and maintenance requirements,” said PhilaPort Executive Director and CEO Jeff Theobald.

NOAA has always required the local communities to pay for system operations and maintenance while NOAA funds the back-end database and data quality assurance. “The success of PORTS over the last 30+ years wouldn’t be possible without strong and valuable partnerships with the private sector, state agencies, other federal partners, nonprofit, and academic partners & stakeholders,” DiVeglio said.

“Though we appreciate the idea of the public-private partnership and understand NOAA’s rationale, this is not and has never been an appropriate program to apply this particular funding model,” Himber said.

The most compelling argument against the cost-sharing approach comes from the fact that PORTS is designed to monitor conditions in the federal navigational channel. Just as the Coast Guard maintains navigation aids in the federal channel and the Army Corps maintains the channel depth, industry stakeholders believe NOAA should be responsible for ensuring PORTS remains operational and functions at capacity at all times. “The system is seen as ‘nice-to-have’ rather than the integral component of port infrastructure it is,” said Himber, noting instances when sensors were down due to lack of funding.

Equally relevant is that users far beyond commercial mariners rely on PORTS data—including the National Weather Service and the Coast Guard. Scientists, academicians, municipal water agencies, pleasure boat operators, and a host of others access the information for research, planning, and operations.

Despite this widespread user base, NOAA does not allow local sponsors to charge access fees for the system to offset the O&M costs. NOAA cites the fact that PORTS is a public system and must be available to all interested parties. The port community agrees. PORTS is a public system and must be funded by taxpayer dollars, not a single small group of waterway users.

## Aug. 24 workshop seeks stakeholder input

NOAA’s National Ocean Service Center for Operational Oceanographic Products and Services, known as CO-OPS, is holding a series of PORTS-related virtual workshops to better understand the data and gauging needs and funding required to expand, enhance, or implement PORTS at all U.S. seaports.

The agency is seeking input from existing PORTS stakeholders and those in areas needing concentrated PORTS gauging.

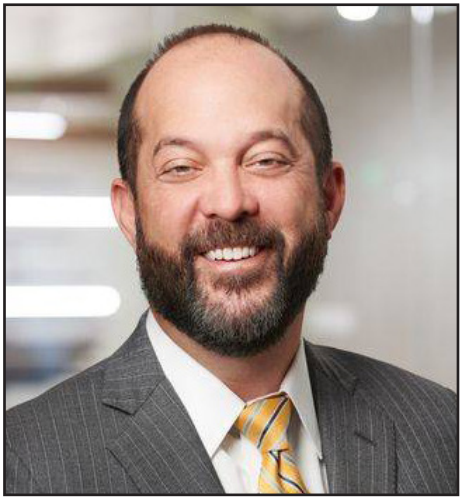
“The many workshops held so far this summer have had great turnout and provided diverse perspectives from a wide range of stakeholders in the maritime community, along with rich discussion about the needs and requirements for successful, long-term program growth,” DiVeglio said.

The Mid-Atlantic workshop will take place virtually on Aug. 24, 2023 from 9:00 to 11:00 a.m. Interested parties may register at <https://www.zoomgov.com/meeting/register/vJlscuGuqD8qEtFX0nNAO-jThr5s6IPytc0>.

## PMTA welcomes Brian Casal as new president

The Ports of the Delaware River Marine Trade Association, known as the PMTA, appointed Brian Casal as president of the organization to succeed retired president Pat Dolan. Incorporated in 1947, the PMTA is an industry trade and employer association responsible for promoting the interest of the Delaware, Southern New Jersey, and Southeastern Pennsylvania ports and representing its member stevedoring employers. The PMTA primarily is responsible for making and maintaining the collective bargaining agreements between its member employers and the International Longshoremen’s Association.

In addition to serving as president of the PMTA, Casal is a partner with Fisher Phillips in the firm’s Philadelphia office. He is a skilled counselor and litigator who focuses his practice on traditional labor and employment matters arising under state and federal laws. He counsels management on day-to-day issues affecting the employer-employee relationship with a focus on build-



ing and maintaining positive employee relationships.

He also serves on the Maritime Exchange board of directors, elected to position at the May 2023 board meeting.

Prior to attending law school, Casal served as legislative director and Appropriations Committee associate staff to U.S. Rep. Jay W. Dickey II, from the Fourth Congressional District of Arkansas and as a staff assistant in the Office of the Majority Whip. As legislative director, he oversaw Rep. Dickey’s appropriations and legislative agendas and managed his legislative staff in Washington, D.C.

Welcome aboard, Brian!

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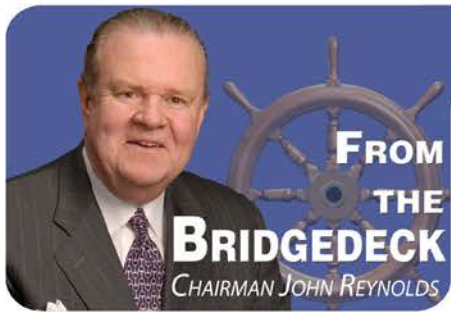
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# Moran Towing—Excellence since 1860

My first sighting of a Moran tug was on July 3, 1952, when the “SS United States” sailed on her maiden voyage from New York City. While my focus was probably on this great ship leaving the berth, I can still remember all the tug boats assisting her with the big M on their stacks.

About 100 years earlier in 1850, a 22-year-old Irish immigrant named Michael Moran had saved enough money to become a canal boat owner in upstate New York. That first winter when the upstate canals froze over, Michael headed to New York City, where he saw steamships replacing clipper ships and realized that steamship towboats would be in great demand.

By 1860 Michael Moran had enough money to purchase a half share of his first steamship towboat called the “Ida Miller” for \$2,700. By 1880, he would paint the signature M on the stack.

The company expanded into many ventures during its first 75

years of operation,. When Moran Towing was incorporated in 1905, Michael Moran was 75 and serving as president, and his son, Eugene Sr., then 33, was vice president. Michael Moran died a year later, and Eugene Sr., quickly assumed command.

With World War I approaching, Eugene Sr. was commissioned a Lieutenant in the Naval Reserve at the direction of Franklin D. Roosevelt, then Assistant Secretary of the Navy. Soon after, he was appointed to a commission to provide the French and English with boats for submarine patrols as quickly as possible. Under his direction, the commission purchased 50 yachts, tugs, and fishing boats from private owners, had them armed and painted gray, and sent them overseas. When the war ended, Eugene Sr. returned to run Moran Towing.

Eugene Sr. stepped down as president in 1941, continuing as chairman, and was succeeded by his nephew, Edmond. But his semi-retirement was short lived. When the U.S. entered World War II, Edmond resigned to go on active duty as a Lieutenant Commander in the U.S. Naval Reserve and Eugene Sr. resumed the responsibilities of president.

During the Allied invasion of Normandy in 1944, Edmond commanded an armada of tugs and barges that spent ten days ferrying concrete caissons and steel piers across the English Channel to establish man-made harbors. For his role in the D-Day invasion, Edmond was promoted to Rear Admiral and awarded the Legion of Merit by the United States and the Croix de Guerre by the French government. He was also named Honorary Commander, Military Division, Order of the British Empire. He resumed the presidency of Moran Towing in 1946.

Following the war, Moran expanded rapidly, building modern tugs and purchasing smaller tug companies. Moran acquired the EE Barrett Co. in 1949, the Olsen Water and Towing Co. in 1950, the Meseck Towing Co. in 1954, the Dauntless Towing line in 1955, and the Curtis Bay Towing Company in 1956.

With these acquisitions, Moran Towing had become the largest commercial fleet in the world with 50 tugs and 19 barges. When Eugene Sr. died in 1961, Edmond became chairman and president. Three years later, Edmond turned

over the presidency to his son, Thomas, who had spent 18 years with Marine Transport Lines before joining the family business. Moran would further expand with more new buildings in the 1960s and 1970s and a new business mix to include salvage, oil pollution cleanup, and ocean engineering services.

Thomas Moran stepped down as president of Moran Towing in 1987 but remained chairman, and CEO Malcolm MacLeod, the first person from outside the Moran family, would be named president. In 1994, Paul Tregurtha and James Baker, principals in the Mormac Marine Group, acquired Thomas Moran’s 75 percent in Moran Towing.

When the Tregurtha family took the time to personally visit every ship agent after the acquisition, this writer knew the company was in good hands. Northeast Regional VP Nathan Hauser represents the company with the finest traditions set by founder Michael Moran in 1860 and is very active in our marine community. We wish them well in their next 100 years of operation.



## NCB, WWF collaborate to combat illegal wildlife trade


National Cargo Bureau has joined forces with the World Wildlife Fund in a ground-breaking not-for-profit partnership aimed at tackling the pervasive issue of illegal wildlife trade. The collaboration takes a significant step forward in detecting misdeclared and undeclared goods associated with the illegal wildlife trade.

WWF considers container shipping as the dominant method for smuggling large volumes of non-live, non-perishable wildlife parts and products, including elephant ivory, pangolin scales, and timber. It believes container shipping provides ample opportunities for illicit activities due to its vast scale, “just in time” shipping practices, sophisticated concealment methods, and a lower likelihood of detection.

Ian Lennard, NCB President and CEO said, “This is an exciting collaboration that brings us closer to effectively detecting illicit goods and addressing the illegal wildlife trade.”

By developing an industry source for historical data from past seizures that can integrate with a container line’s internal cargo screening or third-party system, WWF aims to enhance the screening efficiency of bookings and shipments. This data-driven approach will enable the detection system to accurately identify potential illegal wildlife shipments, bolstering the detection capabilities of carriers and contributing to the fight against the illegal wildlife trade.


Nicole Wong, WWF Hong Kong CEO, lauds the project’s inclusive approach and sees the participation of industry partners and regulatory bodies as pivotal in securing additional funding from the WWF’s Cross-Practice Innovation Fund. “The current system and practice of cargo screening is not enough,” she said, “and the shipping and maritime container industries need a shared technology solution to effectively screen shipments. And this is what the partnership aims to accomplish.”



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Borja-Fisher casts off from Western



Miriam Borja-Fisher (second from right) organized a meeting-packed trip to Chile in August 2022 for Delaware River port stakeholders to meet with partner shippers, growers, exporters, and a host of others. Joining her were (l-r) Exchange President Lisa Himber, Western Director Shannon Sked, and Spenser Walse, research chemist at the USDA Agricultural Research Service.

So many people working in the Philadelphia global supply chain—and everyone in the perishable trades—knows the name Miriam Borja-Fisher. She’s a one-of-a-kind personality in a one-of-a-kind job.

Borja-Fisher’s role has primarily been one of support. Her very *raison d’etre* has been to ensure products get where they need to go in the most timely, safe, and efficient manner possible. “Miriam’s special expertise is in building the relationships that are so critical to effective goods movement,” said Exchange President Lisa Himber. “She has been instrumental in linking importers to exporters to shippers, to government agency representatives, to brokers, to truckers, to terminal operators and stevedores. It’ll take me a couple more hands to count the number of business relationships I’ve developed over the years due to Miriam’s efforts.”

However, like all good things, her tenure as marketing manager for Western Fumigation is coming to an end. Borja-Fisher has announced she will retire at the end of 2023.

“Though her direct role with Western will wane, her legacy will endure,” said Western Director Shannon Sked. “She doggedly persisted at numerous projects over the years that helped bring fresh perishables . . . at higher rates into the Philadelphia ports, ensured compliance programs with state and federal regulators, allowed commodities requiring fumigation to be done here in Philadelphia, and cham-

pioned innovative technologies such as air monitoring systems, novel chemistries, and recapture systems. Her imprint can be found everywhere among our trade.”

Borja-Fisher joined the port community in April 2002 as Western’s marketing manager, taking over the role from Barbara Hunter. Her fluency in multiple languages gave her an instant boost with international partners. Almost immediately on her arrival, she jumped in with both feet to help importers at home, exporters overseas, freight forwarders, brokers, and others find solutions to get their commodities in to port and out to markets. “Since then, she has negotiated so many agreements that it’s nearly impossible to list them,” Sked said.

Beyond helping Western, its customers, and its partners, Borja-Fisher has been one of the most active volunteers in the tristate community. Most notably, she has long served on the Chilean & American Chamber of Commerce board of directors in leadership positions. She is also a past president of the World Trade Association of Philadelphia, a founding member of the Exchange’s Chilean Fruit Working Group, and a member of Ship Philly First and the Women’s International Shipping & Trading Association.

So it is with fond gratitude that we bid her goodbye, adios, adieu, auf wiedersehen and send best wishes for a long, happy, and healthy retirement.

Enstructure is in

continued from page 1

structure, and maximize economic development and union job growth opportunities along the way, all while improving the experience for the long-standing customers of the Port of Wilmington.”

Enstructure is a privately-held company formed in 2016. It owns and operates a network of marine terminals, rail terminals, warehouses, and truck fleets throughout the East and Gulf Coasts.

Beyond Wilmington port operations, Enstructure has made a one-time \$21.5 million payment toward the new container terminal in Edgemoor, Del. Satnick and De Montigny are “excited to continue working with the DSPC to

bring the potential Edgemoor development project to life.”

Port officials have received the necessary approvals and permits to begin construction at Edgemoor and expect it to be operational by 2025 or 2026. “Edgemoor presents a unique opportunity to build the facility with deep water access from the ground up,” Bailey said.

Enstructure estimates it will invest as much as \$65 million over the next five years, depending on growth.

“The DSPC stated its intention to bring the process to closure by the end of July, though the complexities of the three-way deal might have demanded a longer time frame,” said Maritime Exchange President Lisa Himber. “The speed of the process shows the dedication to purpose and collaborative spirit of all involved.”



# Beeman to lead Corps Phila. District



The U.S. Army Corps of Engineers' Philadelphia District ushered in new leadership as LTC Jeffrey Beeman (left) assumed command from LTC Ramon Brigantti (right) during a ceremony in the Wanamaker Building Crystal Tea Room. Beeman became the 62nd commander in the District's 157-year history. COL John P. Lloyd (middle), Commander of the North Atlantic Division, presided over the ceremony.

LTC Jeffrey Beeman took command of the U.S. Army Corps of Engineers Philadelphia District from LTC Ramon Brigantti during a July 7, 2023 Change of Command ceremony.

“The command of a district goes beyond accountability for projects, people, and money. It’s about innovation at the ground level, developing future leaders, and serving as a first line of defense—guardians if you will—of USACE’s world-class reputation,” said presiding officer COL John P. Lloyd, Commander of the North Atlantic Division. “Lieutenant Colonels Ramon Brigantti and Jeffrey Beeman are proven agents of credibility, leaders who develop solutions for the nation’s toughest challenges while taking care of their number one asset—their people.”

Lloyd added that LTC Brigantti led the District through a challenging two-year period that included a move to new headquarters, executing Operation Allies Welcome, maintaining a 45-channel depth on the Delaware River, and navigating the aftermath of the pandemic.

Brigantti reflected on his time with the Philadelphia District and thanked his family, teammates, and partners for their support during his tenure. He will next serve at USACE headquarters in Washington, D.C.

Beeman now oversees a 500-person workforce responsible for managing the water resources of the Delaware River basin, building facilities for the Army and Air Force, and providing engineering and environmental services for other agencies. “COL Lloyd, thank you for your trust and confidence in assigning me this incredible responsibility, one I know will be challenging as we together write the next chapter for this storied and accomplished District,” Beeman said.

Beeman is originally from San Diego, Calif. and earned his commission in the Corps of Engineers through Claremont McKenna College Army ROTC. His education includes a B.S. of Science in Civil Engineering from California Polytechnic University, an M.S. in Engineering Management from Missouri University of Science and Technology, and an M.S. in Construction Management from the University of Hawaii. He is a licensed Professional Engineer and a Leadership in Energy and Environmental Design Green Associate. Most recently, he served as deputy commander of the USACE Los Angeles District and has served in numerous other operational assignments throughout his military career.




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# Can I park my ship here?

Local nonprofit assists Navy and Marine Corps with Navy/Marine Week 2023 planning

By: Monica Hallman, Vice President  
Homecoming 250 Navy Marine Corps



For three years, Homecoming 250 Navy Marine Corps has been advocating and planning for the Navy and Marines 250th birthday celebrations to be held on the Delaware River, in Philadelphia and Camden in 2025.

Homecoming 250 gained the stamp of approval from the Secretary of the Navy, who also scheduled a Navy/Marine Week this year to practice for the bigger event in 2025. Homecoming 250 has been an integral part of the planning and recently hosted Navy and Marine personnel during their site visits in June.

“The Delaware River has been the centerpiece of this effort since the beginning,” said George Leone, president and chair of Homecoming 250. “It’s the only place in the country where we can fulfill our core resolution—to assemble ships from every Navy conflict from the American Revolution to present day.”

In June, Leone and other Homecoming 250 members assisted Navy and Marine planners with suggested site visits, liaisons with local offi-

cials, connections with veteran organizations, city officials, museum curators, and more. The goal was to scout sites for public and private events, activities, and community service projects. Marine Corps officials are seeking a site where visiting Marines can paint a mural and found Fort Mifflin to be ideal.

A team of Navy experts viewed potential berthing sites for Navy vessels in 2023 and 2025 on both banks of the Delaware River. The Navy needs to know the water depth and air drafts to determine which ships can pass under the bridges and dock in areas accessible to shore facilities and the public for ship tours. One highlight of the visit was a pilot boat tour of the banks of the Delaware River to assess possible berthing locations, arranged by Homecoming 250 board member Leo Holt of Holt Logistics and conducted by David Cuff of the Pilots’ Association for the Bay and River Delaware. The Navy was impressed with the ability to host ships on the Delaware.

“The purpose of our recent visit to Philadelphia was to conduct an ini-



The SS New Jersey will be among the many ships open for tours during the Navy/Marine Homecoming 250 celebrations in 2025.

tial site visit ahead of Philadelphia Navy/Marine Corps Week, scheduled for Oct. 9-15,” said Cmdr. Anthony Falvo, director, Navy Office of Community Outreach. “Initial site visits allow NAVCO planners to meet with appropriate organizations, scout potential locations for outreach opportunities, and make personal contacts in a given area to better position our planners for success in execution.”

NAVCO said the week of Oct. 9-15 is the 13th Navy Week of the calendar year. Philadelphia Navy Week will bring between 50 and 75 sailors from across the nation to volunteer throughout the community and discuss why the Navy matters to Philadelphia. This will be the second Navy Week hosted by Philadelphia and the surrounding communities. The program last visited Philadelphia in 2011.

Navy planners hope to bring two ships for Navy/Marine Week 2023. The Littoral Combat Ship, which operates close to the shore, is an obvious choice, while a Navy destroyer or frigate could also fit. For the Navy and Marine Corps 250th celebration in 2025, Homecoming 250 plans to assemble ships representing 250 years of Navy and Marine Corps history, including historical and replica ships, a cruiser, and perhaps an amphibious assault ship, which would dock at the Navy Yard due to its height.”

Homecoming 250 Navy Marine Corps is a 501(c)(3) nonprofit dedicated to celebrating the 250th anniversary of the U.S. Navy and U.S. Marine Corps in their birthplace in Philadelphia, Camden, and the Delaware River—as a grand opening event of the semiquincentennial of the United States.

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# Delaware River Unsung Heroes



## Meet Gavan Dunleavy

**Docking Pilot, Wilmington Tug**

For such a relatively young member of our port community, Gavan Dunleavy has already built a reputation for himself as a doer.

Among the herculean tasks he has recently taken on is chairing the Ports of Philadelphia Maritime Society House Committee. That means he is now the go-to guy for all the Society's dinners and other events, including the annual Crab Feast—which can be a full-time job in and of itself during the months leading up to the party. He is also a member of the Society's scholarship committee, which helps with fundraising, determining sponsorship award levels, and picking awardees.

"The Maritime Society is always looking for new, young, energetic members who are willing to get involved," said Bill Anderson of General Marine Refrigeration, a long-time Society board member who nominated Gavan. "We are extremely grateful that Gavan jumped in to lead the House Committee, and he even brought his wife, Michelle, into the fold to provide another pair of hands. Now that's dedication."

In his day job, Gavan is a docking pilot at Wilmington Tug. He started with the company in 2008, spending his summer breaks as a deckhand, and returned in 2021 to begin a docking pilot apprenticeship. With assistance from tugboats, he is responsible for docking and undocking large ocean-going vessels to/from berths along the Delaware River.

While this may sound like a position that is relatively isolated from other maritime community members, Gavan would disagree. At the top of the long list of things he really likes about his job is "the satisfaction that comes from being a valued member of the team of individuals that it takes to safely navigate a vessel within our port. Fulfillment comes from working alongside the crewmembers onboard the ship, the river pilot, and the crew of the tugboats."

Safe navigation is paramount to all conscientious mariners as they confront narrow navigation channels, ice, fog, significant tides and currents, and other obstacles. "Each docking and undocking of a ship at the various piers within our port has its own unique set of challenges," Gavan said, "and my goal is always to mitigate risk."

Gavan learned his craft at Massachusetts Maritime Academy, graduating in 2010 with a B.S. in Marine Transportation. Upon graduation, he worked for Philadelphia Ship Repair in the Navy Yard as head of Safety & Environmental. A year later, he began sailing with U.S. Shipping onboard various types of tankers, spending his time off working in the shipyard as well as at a local refinery as a pollution safety advisor.

While sailing, he obtained a Ship Superintendency/Marine Technical Management diploma from Lloyds Maritime Academy, and he holds a marine coatings inspection certificate. He finished his shipping career as a chief officer, having obtained his unlimited Master's license and an unlimited Master of Towing Vessels license.

Gavan is also an advisor to the International Maritime Organization on behalf of the Association for Materials Protection and Performance and takes part in focus panels alongside other maritime industry experts from across the globe on hull biofouling. If that weren't enough, Gavan also enjoys writing editorials and op-eds on current maritime subjects—including several contributions to this newsletter—in his spare time.

Gavan first met wife Michelle in grade school, and they have been married for five years. They have a one-year-old daughter, Molly.



## Meet Chris Nass

**Office Manager, Reeves McEwing, LLP**

Some of the best heroes are home-grown. Chris Nass is a Philadelphia native who has become the backbone of the law offices of Reeves McEwing, LLP and a dedicated member of the maritime community.

A South Philly-bred administrator, Chris has worked in the legal field for over 35 years with some of the best attorneys in Philadelphia. During that time, she has done everything from simple legal filings to facilitating White House visits with local authorities and Secret Service.

Over a dozen years ago, an opportunity presented itself to branch off and support two talented attorneys providing services to the maritime community. Chris joined Reeves McEwing, LLP in January 2011.

As the office manager, paralegal, and Notary Public, she handles a variety of responsibilities. Although paralegal duties are her specialty, she also oversees accounting, payroll, and building maintenance. More importantly, she tracks relevant developments in the maritime sector.

Chris' hard work does not go unnoticed. Reeves McEwing President Brian McEwing raved about her impact on the firm. "Chris is the most important person at our law firm! She is smart as a whip, humble as can be, and knows what is important without being told. She finds solutions. She handles every back office business matter and is very good at nagging her colleagues to do that which we would rather put off. She is pleasant to everyone, and we are honored to have her as our colleague and friend to help us attorneys do our best work for those we assist in the maritime community," he said.

Where most would cite job and networking benefits as a favorite part of their work, Chris credits the sense of duty and sincerity from Reeves McEwing, LLP as her primary driver. "I work with three highly qualified attorneys who genuinely care about their clients and this branch of law. They work tirelessly to provide the best representation for their clients, which motivates me to work just as hard," Chris said. However, the work does not come without its challenges. Maintaining a ship-tight operation with three busy attorneys ensures there is never a dull day at the office.

Family and community are paramount for Chris. When not spending time with Bill, her husband of 40 years, she stays busy coordinating neighborhood block parties or meeting new neighbors via the community Facebook page she manages. Chris previously lent her administrative talents to St. Stanislaus Church in Queen Village as a volunteer. There, she often assisted people with their ancestry research and corresponding information related to baptism and marriage records.

Chris's benevolent spirit extends throughout the maritime industry. She finds great joy in helping her team support charitable organizations like the Chapel of Four Chaplains, the Seamen's Center of Wilmington, and the Independence Seaport Museum.

## THE BEACON

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# Higgins-Bloom takes command at SecDelBay

CAPT Kate Higgins-Bloom is the new Commander of U.S. Coast Guard Sector Delaware Bay, where she oversees more than 815 active duty, reserve, and civilian personnel, 2,100 Coast Guard Auxiliary volunteers, and 17 Coast Guard field units. Sector Delaware Bay is responsible for all Coast Guard missions—ranging from search and rescue to securing a marine transportation system that contributes over \$88 billion annually to the U.S. economy—across much of Pennsylvania and New Jersey, and all of Delaware out to 200 miles offshore.

Before serving as Deputy Commander at Sector Delaware Bay, CAPT Higgins-Bloom was

the Chief of the Office of Emergency Management and Disaster Response (CG-OEM), which sets service-wide policy and doctrine for Coast Guard emergency management and incident response. Just before assuming leadership of CG-OEM, she was a member of the Coast Guard’s Office of Emerging Policy (CG-DCO-X), where she led the service’s strategic foresight program, Project Evergreen, and spearheaded the creation of enterprise strategies such as the 2019 Coast Guard Arctic Strategic Outlook and the 2020 tri-service maritime strategy, “Advantage at Sea.” Previous staff tours include Executive Fellow at the Brookings Institution

and Acting Chief of Staff for the DHS Office of Legislative Affairs. As a White House Fellow in the Executive Office, she built national public-private partnerships to overcome veteran employment and mental health challenges.

CAPT Higgins-Bloom has held a variety of operational leadership roles afloat and ashore. She led the Sector Hampton Roads Command Center to coordinate over 1,200 “all hazards” maritime responses by 35 government agencies, saving 713 lives and safeguarding more than \$95 billion in commerce. She also served as Incident Management Chief at Sector Boston, coordinating interagency maritime safety and security operations from Boston Harbor to the high seas. Afloat, she commanded USCGC BARANOF (WPB-1318) during a yearlong deployment in the Arabian Gulf to support Operation Iraqi Freedom. She also served as Executive Officer of USCGC TYBEE (WPB-1330) and deck watch officer on USCGC BEAR (WMEC-901).

CAPT Higgins-Bloom graduated from the U.S. Coast Guard Academy in 2000 with a B.S. of Science in Civil Engineering and from the Harvard Kennedy School



of Government in 2011 with a Master of Public Administration. She recently completed the Massachusetts Institute of Technology Seminar XXI, the Johns Hopkins SAIS National Security Scholars and Practitioners Program, and the DHS Executive Leaders Program. Her military decorations include the Coast Guard Legion of Merit, the Coast Guard Meritorious Service Medal, the Coast Guard Commendation Medal, the Coast Guard Achievement Medal, and numerous Unit and Service awards.



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# U.S. candidate Ian Saunders elected Secretary General of the World Customs Organization



On June 24, 2023, Ian Saunders, the United States’ candidate and current Deputy Assistant Secretary at the U.S. Department of Commerce’s International Trade Administration, was elected to become the next Secretary General of the World Customs Organization.

“On behalf of U.S. Customs and Border Protection, we are deeply proud and honored that Mr. Ian Saunders will represent the United

States of America as the newest Secretary General of the World Customs Organization,” said Troy A. Miller, Senior Official Performing the Duties of CBP Commissioner. “We look forward to Saunders’ leadership of this important body, where he has pledged to strike the balance between tradition and innovation, safety and facilitation, and national interests and global cooperation for the improvement of global customs practices. We have every confidence in his leadership of and commitment to our customs community.”

Saunders, with over 20 years in customs during a 30+year career in international relations, promised continued commitment to all member countries of the WCO and advocacy for diverse perspectives to shape and inform the work of the organization. Saunders has pledged to uphold the principles of inclusivity, diversity of thought, and transparency, recognizing these are essential to achieving a safe, prosperous, and inclusive future.

## Q&A with ASOEX’ Iván Marambio

continued from page 1

**A:** I would highlight the implementation of better infrastructure, but especially the strong relationship that has been built, which has allowed us to seek quick and timely solutions when there are logistical difficulties, such as those experienced during the COVID-19 pandemic.

After the very bad season 2021-2022, a lot of groups started moving to coordinate new ways to work together, with more transparency in the information and more coordination to prevent logistical issues of the past. We believe that the Delaware River ports and all the members of the chain were key to improving the logistical back-to-normal levels we saw in season 2022-2023. Everyone worked together with periodic meetings, and the flow of information was crucial to benefit business.

**Q: What are your key priorities for ASOEX over the next few years, and what challenges are they designed to tackle?**

**A:** The Chilean fruit industry has earned an important place in international markets. Climate diversity of the country, its favorable condi-

tions for fruit growing activity, the capacity of Chilean exporters and growers, and their commitment to innovation have contributed to this success. However, to maintain and expand its position in the world market, the sector must adopt a solid strategy that allows us to face new environmental challenges and changes in the business landscape globally.

For this reason, ASOEX has defined some priority issues such as sustainability, diversification and deepening of markets, active and well-focused promotional activities during the season, phytosanitary control and infrastructure and logistics, particularly at domestic level.

**Q: Any final message for the Delaware River port community?**

**A:** Delaware River ports are the #1 ports destination of Chilean fresh fruit, and they have been very important in the development on our industry. Consumers and technology are changing, and markets are more sophisticated, so we need in this new age to work together to adapt to this era and maintain the success of the Chilean fruit industry and the Delaware River port community.

We are committed to delivering quality, safety, and tasty fruit in the counter-season.

"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 Tread Aiken  
(23rd Commandant U.S.C.G., Senior Advisor HudsonAnalytix)

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# Collegiate Consortium offers resources for employers and students

The network of community colleges that make up the Collegiate Consortium for Workforce and Economic Development offers an extensive catalog of employment services to students, graduates, community members, and employers. Below is a small sampling of opportunities.

Online Job Board	Students and alumni can view job openings and post resumes; employers can view resumes and post openings free of charge.
Career Fairs	Community colleges host career fairs throughout the year where local employers can meet job seekers.
On-campus recruiting	Companies can set up on-campus recruiting stations to interview students for full- and part-time positions.
Employer Panel Presentations	Students hear from human resource professionals from local businesses when they come to campus for panel presentations.
Co-op and Internship Programs	Students gain hands-on work experience while earning academic credit and often getting paid, and employers can bring in talent for short projects with the opportunity to hire the intern full time after graduation.
Work Study	Students can earn extra money while in school, and employers gain access to an untapped employee pool.

## Contacts

Interested in learning more about opportunities to partner with area community colleges? Here is what you need to know.

**Bucks County Community College, Pennsylvania**  
Janet Brachman, Project Liaison for Career Service  
janet.brachman@bucks.edu  
215-968-8081  
<https://www.bucks.edu/resources/career/>

**Camden County College, New Jersey**  
Derena Shafer, Career Services Director  
dshafer@camdencc.edu  
856-374-4854  
careerservices@camdencc.edu

**Community College of Philadelphia, Pennsylvania**  
Michelle Talbert-Horsey, Director, Career Connections  
mtalberthorsey@ccp.edu  
215-496-6169  
[www.ccp.edu/student-support/career-connections](http://www.ccp.edu/student-support/career-connections)

**Delaware County Community College, Pennsylvania**  
Jennifer Orazi, Director, Student Employment Services & Co-Op  
jorazi@dccc.edu  
610-359-5306  
[www.dccc.edu/student-employment](http://www.dccc.edu/student-employment)

**Delaware Technical Community College, Delaware**  
Deneice Berry, Career Services Counselor  
w-careercenter@dtcc.edu  
302 573-5464  
<https://www.dtcc.edu/student-resources/career-services>

**Montgomery County Community College, Pennsylvania**  
Student Success Center  
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215-641-6577  
<https://www.mc3.edu/choosing-montco/resources-for-students/career-services>

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## Legislators push for RINs relief

*continued from page 1*

### Help may be on the way

To bring some desperately needed relief, several lawmakers across the tristate region have introduced legislation to bring down RFS compliance costs and ensure the nation’s independent refiners can afford to continue production.

On July 11, 2023 U.S. Sens. Casey and Chris Coons (D-DE) and Reps. Brendan Boyle (D-PA), Brian Fitzpatrick (R-PA), Donald Norcross (D-NJ), and Mary Gay Scanlon (D-PA) introduced the “Safeguarding Domestic Energy Production & Independence Act.” The legislation is designed to protect the jobs of refinery workers while also establishing a new revenue stream that would fund investments in conservation, agricultural production, and advanced bio-fuel development.

“The RFS program continues to create significant uncertainty and high compliance costs for small refineries . . .,” Sen. Coons said. “We can and must do more to address volatile and soaring compliance costs driven by fuel mandates that are out of step with domestic fuel demand.”

The proposed measure will reduce the cost of the RFS without adversely impacting ethanol consumption. It directs the Environmental Protection Agency to issue and sell “conventional biofuel waiver credits” at a low, fixed price for refiners to use for RFS compliance if they cannot obtain RINs cost effectively in the marketplace. The program would operate similarly to EPA’s waiver credit program for cellulosic biofuel.

“While I support the intention for RINs to be an eco-friendly policy that facilitates the transition to renewable fuels, the outdated RIN system isn’t working,” said Rep. Norcross. “This arbitrary system has led to sky-high compliance costs that threaten our economy, national security, and union workers at these refineries.”

“The Exchange and its members are grateful for the efforts of Sens. Casey and Coons and Reps. Boyle, Fitzpatrick, Norcross, and Scanlon,” Himber said. “Their support on this pressing issue is very timely and greatly needed because refiners are an important partner for us. Their presence in our region ensures that we maintain fuel production diversity in the Northeast, which is a matter of national security.”



# Water sector workforce development

By: Skelly Holmbeck, Executive Director  
Water Resources Association of the Delaware River Basin

The Water Resources Association of the Delaware River Basin works to solve challenges important to our members. Did you know the Maritime Exchange is a member?

One problem facing a majority of members is attracting and retaining talent. From municipalities to ports, WRA members face challenges filling critical roles. The Silver Tsunami—the large percentage of workers at or near retirement age—contributes to organizations’ inability to maintain full crew. According to Forbes, “One-quarter of the U.S. labor force is expected to be 55 years of age or older by 2030, presenting new challenges for employers—with many boomers exiting the workforce and taking the knowledge, skills, and experience built up over decades with them.”

The Global Maritime Issues Monitor 2022 reports that workforce and skill shortages were ranked fourth on the list of issues the maritime industry is least prepared to deal with (autonomy technology being first).

In partnership with the Delaware Valley Regional Planning Commission, the Philadelphia Water Department, and the Partnership for the Delaware Estuary, WRA is spearheading a Workforce Development Initiative for the Delaware River Basin. The overall

initiative, Water Table 2, grew from findings based on Water Table 1, which brought together the water user community, governmental organizations, and nonprofits to identify shared priorities and potential areas for collaboration.

The workforce initiative launched in July with a virtual round table. Participants included municipalities, universities, nonprofits, and industrial representatives. We are just getting started, but already we can share some good news: organizations throughout the basin have launched programs to attract workers to the water sector and support workforce development.

The challenges? So far, we have identified a few.

**We need to get the word out about working in the water sector!**

The water sector offers many benefits employers can tout to candidates. First, many of our participants note the sense of satisfaction they get from being part of a critical service (can you imagine one day without water, or shipping?). They also point to the fact that jobs provided by the water sector support families and offer a multitude of opportunities for advancement.

While the basin has myriad workforce development programs, many

## Del. River Welcomes RDML Gilreath for CG Birthday



The Coast Guard celebrated its 233rd birthday on Aug. 2, 2023 at the Union League in Philadelphia. During the ceremony, Fifth District Commander RDML Shannon N. Gilreath commended Sector Delaware Bay Commander CAPT Kate Higgins-Bloom and her team for the diligent work they perform to fulfill the many Coast Guard missions. Exchange Chairman John Reynolds (left) and President Lisa Humber (right) joined Admiral Gilreath at the celebration. Happy birthday, Coast Guard!

- gaps exist. Any individual program alone can be significant, yet we quickly saw the advantage of integrating these stand-alone programs to create an extensive and effective workforce development ecosystem.
- To retain talent, career paths need to be clear so workers can stay enthusiastic about career growth and supported with training and mentoring.
- How to get involved**
1. Help us understand the needs in your organization and your sector.
  2. If you know of workforce development programs, connect us so we can bring them into the network.
  3. Please get involved with our working group!
- Finally, we are grateful to the William Penn Foundation for generously supporting this work.
- To learn more about the WRA, visit [www.wradrb.org](http://www.wradrb.org) or contact Skelly Holmbeck at [ed@wradrb.org](mailto:ed@wradrb.org).



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# In Memoriam

Joseph F. Petruzzi

The Exchange is saddened to report the passing of Joseph Petruzzi, 55, on July 16, 2023, after a short illness.

Joe earned his MBA and then served as the Director of Information Services at Phila-Port for over 22 years. He was an active and well-regarded member of the Philadelphia

port community, serving on the Ports of Philadelphia Maritime Society board and chairing its IT committee.

Joe was a man of many talents, interests, and communities. His dedication to his church, music, garden, and friends showed his love for creating beauty in the world. For the past two years, as a volunteer, he created a beautiful garden at The Funny Farm Rescue, providing immense joy to visitors. His passion for boating, crabbing, traveling, golfing, and performing exemplified how he cherished having fun in his everyday life. Above all, his love for God and his family were of utmost priority in his life. No matter how busy he was, he was always there for his parents, sisters, niece, and nephew and supported them in every aspect of their lives. He loved his niece and nephew, Daniel and Alyssa, as his own children, attending every one of their events, performances, awards, recitals, sports games, and graduations. His spirit will live on in his family’s hearts forever.

Joe was more than a colleague; he was a friend to all. He was passionate about his work and his relationships. Joe was a true gentleman who treated everyone as someone special. Beloved by so many, we are all fortunate to have had Joe as a part of our lives.

# Love crabs ’n golf? Hold Sept. 15

Maritime Society Crab Feast returns to historic Ft. Mifflin

Always one of the most highly anticipated events of the year, the 2023 Ports of Philadelphia Maritime Society Crab Feast promises to surpass all expectations.

“We are so excited to be going back to Ft. Mifflin,” said Society President Nathan Hauser. “Our members told us what a great time they had last year and how much they enjoyed the historic venue, its views of the Delaware River, and site tours.”

Hundreds of people flock to the annual event, and the Society looks to improve each gathering over the year before. Considering the 2022 crab feast took place at a new location, organizers said everything generally went very well. “Of course we had a few hiccups with a new facility, as could be expected, and the committee is taking steps to enhance the overall guest experience this year,” Hauser said.

Tickets are available via [www.portsofphilamaritimesociety.com](http://www.portsofphilamaritimesociety.com).

Fort Mifflin is located at 6400 Hog Island Road, near the Philadelphia International Airport. Gates to the Crab Feast open at 12 noon. The golf outing at Springfield Country Club will begin with a shotgun start at 8:00 a.m.

## Joe Petruzzi will be sorely missed

The Maritime Society joins the rest of the port community in grieving over the sudden passing of board member Joe Petruzzi.

“Joe was our IT specialist, volunteering his time and talents to maintain our website and social media accounts—and he also handled AV for the crab feast,” said Lynn Cointot, Society VP. “But he brought so much more to our group than that. His infectious smile and unwavering humor, his unfailing willingness to help anyone anytime, and his common sense and pragmatic approach to Society programs were appreciated by all. We will miss him tremendously.”



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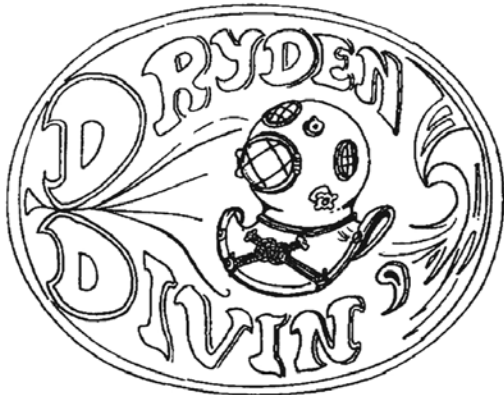
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# Kinky takes the helm at WISTA DelBay



The Delaware Bay Chapter of the Women’s International Shipping & Trading Association is pleased to announce that Lauren Kinky of Hudson Marine will serve as its next president.

Kinky succeeds founding co-presidents Cynthia Hudson and Lisa Reeves, who led the organization from the ground up and served the region at the national and international levels with distinction.

In her day job, Kinky is an accomplished maritime compliance manager specializing in emergent

environmental and MARPOL cases, leading Hudson Marine’s technical and training team.

She graduated from the U.S. Merchant Marine Academy with a Third Mates Unlimited Tonnage Oceans license, including endorsement for Tankerman, and a B.S. in Logistics and Intermodal Transportation. Upon graduation, Ms. Kinky was active duty Coast Guard hailing with qualifications including, among others, Incident Command System roles and responses, vessel inspections for foreign freight, chemical carriers, oil carriers, LNG and LPG vessels, and small passenger vessels. During her time with Hudson, Kinky has led multiple MARPOL and environmental compliance cases, whistleblower activities, vessel examinations, crew interviews, crew training, and evidence handling, among many other activities.

“I am so impressed by our members’ breadth and background of experience in the maritime industry and am extremely excited to have this opportunity [to lead WISTA], to be able to welcome women of all avenues, and to best support personal and professional development for all our members,” Kinky said.

# HudsonAnalytix platform wins cybersecurity award



The BPI and Hudson team together with Mona Swoboda from CIP-OAS.

HudsonAnalytix announced that its PortLogix™ platform won the Cybersecurity in Ports and/or Terminals award for the 2023 CIP Maritime Award of the Americas for its implementation in Barbados Port Inc.

PortLogix is a cloud-based cyber risk management tool that supports port and terminal leaders in assessing, benchmarking progress, and developing sustainable cyber security capabilities through tailored, actionable recommendations. Its work with BPI displayed how PortLogix fosters organization-wide engagement and advances cybersecurity capability maturity in the port, which port community system users can scale to their needs.

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# Volunteers are the backbone of America

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

Being a volunteer-driven organization, we at the Seamen’s Center of Wilmington understand the value of volunteers. Without them SCW cannot accomplish its mission of greeting and assisting seafarers, something they so desperately need.

Pre-pandemic, the SCW corps of 40-45 volunteers averaged 3,000 volunteer hours a year. In 2022, the volunteers and hours were half that. The reduction in hours is due to two main factors: first, seafarers were still struggling to gain shore leave, and second, some volunteers were unable to return after the pandemic.

Based on articles in *Philanthropy News Digest* from April 23, 2019, and April 23, 2023, if SCW had to employ workers for the 3,000 volunteer hours in 2018, it would have cost the Center \$76,290 at a rate of \$25.43 (including fringe benefits). In 2022, with half of the volunteer hours at 1,500 and an updated rate of \$31.80 (also including fringe benefits), the Center would have paid \$47,700.

“It is impossible to place a true dollar amount on the immeasurable contributions of time and effort that volunteers give freely to communities around our nation, whether during times of national disasters, or in daily acts of service,” said Akilah Watkins, President and CEO, Independent Sector. “We do know that without their empathy, bravery, and willingness to risk their lives to ensure residents continued to receive vital services throughout the COVID pandemic, many in our communities would not have fared as well. Volunteers are the ties that bind us as a nation and deserve our highest praise . . .”

This is true; seafarers would not have fared well at all without SCW’s community of volunteers during COVID. SCW was their link from ship to shore. Nor could we have added the Seafarer Vaccination Program, a service that enabled seafarers to get home to their families.

As the State of Delaware enters a new public-private partnership with Enstructure, LLC to operate the Port of Wilmington and expand operations to Edgemoor, there’s no doubt ship traffic and cargo will steadily increase. There will be many changes coming to the ports in Delaware and in turn to the Seamen’s Center of Wilmington. As we face these new challenges it is going to be critical that we expand the SCW Corps of volunteers.

Most of our volunteers have had long careers at the Center—a testament to the joy they find in our mission and the seafarers they encounter from around the world.

Together we can be the positive change. Please consider helping a stranger in a strange land.

We need your help on our volunteer crew. To learn more about joining the SCW family, or if you know someone who might be interested, contact Christine Lassiter at [Classiter@scwde.org](mailto:Classiter@scwde.org), 302-575-1300 ext. 103, or visit [www.scwde.org](http://www.scwde.org).

We look forward to hearing from you!

# WTCGP appoints Thomas N. Young as new president and CEO

Thomas N. Young became the president and CEO of the World Trade Center of Greater Philadelphia effective August 1, 2023, following predecessor Linda Conlin’s retirement in January 2023. WTCGP is a nonprofit organization with a mission to bring growth, prosperity, and peace to businesses, communities, and neighborhoods in Greater Philadelphia and worldwide through global trade and investment.

With more than a decade of experience in legislative affairs, policy advising, and public engagement, Young joined the board of directors of WTCGP in September of 2022, where he served on the Global Diversity Advisory Council and the Selling to the World program.

The Exchange and its members wish Mr. Young the best of luck in his new position and look forward to working with him to achieve common goals.



## WTCDE's Stone named to EXIM Advisory Council on Small Business

The Export-Import Bank of the U.S., more commonly known as EXIM Bank, recently announced the appointment of Carla Stone, president of World Trade Center® Delaware, to its Advisory Council on Small Business. In this capacity, Stone will offer assistance to the board of directors and staff at EXIM on ways to meet the needs of small business exporters and to expand their services to make sure they reach all who can benefit from them.



"I am honored to be named to this position among such a distinguished group of international trade and financial experts from across the country," said Stone. "I look forward to working with them and learning much that I can share with local companies, particularly those that export services. They may not realize that they also can qualify for EXIM financing."

WTC Delaware works closely with EXIM and is Delaware's only member of the EXIM Regional Export Promotion Program, an EXIM partnership that provides additional personnel support and resources to small businesses. Each year, the WTC Delaware brings high-level officials from EXIM to Delaware and conducts training for local businesses about EXIM products.

This year, WTC Delaware hosted Reta Jo Lewis, president and chair of the board of directors and Congresswoman Lisa Blunt Rochester in a half-day forum featuring information sessions and a "fireside chat" about expanding EXIM resources to underserved communities. This was followed by its yearly training program for selected targeted exporting companies, where they learned about new product offerings and met with EXIM staff and local EXIM bankers and brokers about their specific needs. Even during COVID, WTC Delaware continued to offer programs with EXIM that included the previous EXIM chair.

"Carla's appointment to this council is an extraordinary opportunity," said Lisa Himber,

president of the Exchange and WTCDE board member. "It places her squarely in position to inform EXIM programs to help meet the needs of Delaware businesses as well as ensure exporters in our region have access to every possible resource at their disposal."

WTC Delaware works with EXIM to make sure companies understand how to use EXIM resources to their best advantage. EXIM products allow companies to price exports at more competitive rates by offering financing packages with more competitive terms or by protecting their transactions through various risk reduction and insurance instruments. WTC Delaware refers companies to EXIM staff in Washington and local financing and risk reduction experts throughout the year.

Founded in 1987, the WTCDE is Delaware's leading partner in international trade. One of 320 world trade centers in 100 countries, the WTC Delaware is Delaware's bridge to an international community of trade experts, making it extremely agile in meeting Delaware's need for trade assistance. Its goal is to help Delaware's and other companies in the region to benefit from their unique place in the world and expand the scope of their business leading to increased revenue, profitability, and numbers of employees.

For more information about EXIM financing, email [info@wtcde.com](mailto:info@wtcde.com) or call 302-656-7905.

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# Editorial

## FMC report raises many questions

In April 2023, Federal Maritime Commissioner Carl W. Bentzel released his highly anticipated report to the Commission titled “Recommendations on the Maritime Transportation Data System Requirements.” The report includes recommendations generated through the Maritime Transportation Data Initiative and calls for establishing the Maritime Transportation Data System.

The Commissioner acknowledges the wide variety of MTS participants and unique market and geographical considerations within each port. He indicates the recommendations will continue to evolve but that the primary focus is to create in-transit visibility and fully implement a track-and-trace methodology to provide terminal access and container status information.

We commend Commissioner Bentzel and his staff on the immense effort necessary to understand what can be very complex processes and the thoughtful approach to developing the recommendations.

Taken at face value, most of the recommendations are commendable. Standardizing the lexicon and bringing industry together to identify opportunities for improvement are laudable efforts. Yet further dialogue is necessary before moving to a regulatory framework—or even a voluntary program—and the desired objective needs clarification.

During the public meetings, Commissioner Bentzel consistently stated that his idea was only to develop data exchange and nomenclature standards, contradicting the written recommendations. Reconciling this divergence seems to be in order.

The report recommends a data coordination role for port authorities, in which they would be responsible to coordinate information from ocean carriers, terminal operators, and intermodal rail carriers and to disseminate berthing, access, and other general port-wide information. Turning this recommendation into a regulatory requirement means that most port authorities would either have to expand their current capabilities or create entirely new systems. Among the challenges is that some private marine terminals and railyards do not fall within port authority governance. Beyond that, many port authorities are neither organized nor funded to fill such a role.

Additionally, since the maritime transportation system is global, building new systems that do not incorporate International Maritime Organization, World Customs Organization, and other international standards is questionable.

Once the U.S. adopts international standards, it must take steps to implement them. Building on the existing Customs Automated Commercial Environment—and integrating systems such as the Coast Guard Notice of Arrival, USDA Commodity Treatment Information System, and the FLOW (Freight Logistics Optimization Works) network, which appears to be gaining momentum, is the only sure way to achieve true single-window visibility.

To address cost concerns, the report suggests that system participants seek grants to help defray costs and incentivize implementing best technologies. Should it become a regulatory requirement, this recommendation would be at best an unfunded mandate. At worst, it would create an environment where only certain public port operators can access competitive grant funding, leading to even greater economic and competitive disparity than currently exists under federal grant protocols that neglect smaller public ports and leave private ports ineligible.

These are just a few of the concerns that arise from the recommendations. And the questions are myriad: Would the recommendations achieve the FMC’s goals if implemented? Do they fully consider protecting commercially or security-sensitive data? Are other options available beyond those outlined in the report? Would all ports be included in any future requirement? How would private terminals outside public port authorities participate in an MTDS? How would mandatory creation of and access to unconnected individual port authority systems affect companies that operate in multiple ports? Is there a process in place to “evolve” the recommendations in a structured manner? These are just for a start.

The work completed to date is an excellent beginning. Still more is needed to ensure all stakeholders have a voice, the FMC clarifies its goals, additional processes are considered, and, most importantly, new electronic systems potentially costing millions of dollars each are not mandated in a silo when existing data sources could be utilized or expanded.

The Exchange looks forward to the opportunity to continue this important discussion.

## Emergency response in the marine environment should be a priority

By: Douglas Dillon, Executive Director  
Tri-State Maritime Safety Association

Everyone in the maritime industry should be aware of the recent deadly fire in the Port of Newark in which two firefighters lost their lives responding to a fire on board a ConRO vessel loading vehicles.

This was just one of several fires onboard RORO/PAXROs that have occurred worldwide over the past few years. It is the fourth significant ship fire in the U.S. recently but the first with fatalities. This tragic incident has raised awareness of the capabilities of local responders to respond effectively and safely to these types of incidents in our ports and who are ultimately responsible to ensure this happens.

If you operate a terminal or a vessel, you should be evaluating this. The truth is, many ports are unprepared for this kind of event, as was demonstrated by this tragic incident. There is much finger pointing at the moment, and the jury is out on who will ultimately end up holding the stick. In truth, every port is different. What works for one doesn’t work for another.

The Oil Pollution Act of 1990 requires vessels to address fire response in their Vessel Response Plans. While this allows for some response activities, it is not likely to provide the resources as rapidly or in sufficient numbers in the early stages of a fire in port. This requires local responders and port officials to deal with the situation, usually for the first 24+ hours, and any firefighter will tell you that the first response actions can dictate how well a fire response will go.

Much has been written lately about port authorities bearing the financial burden to provide these capabilities, but port authorities seldom own all facilities in a port, nor do they own the vessels. While some provide significant financial support to their local responders, many do not. And though many ports are struggling with this issue, one fact is clear: those who will be responding to a vessel fire need adequate and effective training to do it safely. In the Delaware River and Bay, an organization exists that provides this important training.

The Tri-State Maritime Safety Association was formed in 1999 as a joint effort of then-Captain of the Port John Veentjer and the three state offices of emergency management with the support of many key port stakeholders like the Maritime Exchange. One of the primary objectives of this organization was to find a home for the marine firefighting program that had previously been coordinated by the U.S. Coast Guard Sector Delaware Bay (then the MSO/Group Philadelphia) staff. The goal was to ensure that this important training would continue regardless of the support the Coast Guard could provide. This turned out to be prescient because shortly after 9/11, Coast Guard priorities shifted more to port security and less on consequence management. TMSA then found itself shouldering most of this responsibility.

Today, TMSA is one of the country’s primary providers of this shipboard training. While our focus is still local, the lack of training available elsewhere has led to a demand that has taken our instructors to both coasts and as far south as the Panama Canal. In recent years we’ve trained 500 firefighters in Philadelphia and also nearly 300 in Los Angeles and many other areas throughout the nation.

The largest hurdle for first responders is finding funding to pay for the training as well as to support costs associated with sending the firefighters to the program, like backfill overtime.

We are currently very busy dealing with numerous inquiries from departments all around the U.S. to address this dangerous shortfall. The tragic event in Newark is likely to have a significant effect on how we address shipboard firefighting in our ports across the nation and how to address the impacts on our crucial Maritime Transportation System if we fail to find an answer.

To avoid paying in lives for lack of training, we need to find a way to pay for the training for those who need the training to protect our ports.




**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



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# Increasing SASH requirements in maritime

Employers now required to report sexual assault/sexual harassment to the Coast Guard and to update vessel surveillance systems

Legal Ease

By: Lisa Reeves, Esq.  
Reeves McEwing, LLP

The duty to report sexual assaults that occur on board U.S. flag vessels is not new. For decades, federal law has required captains and masters to report sexual offenses on board their vessels to the Coast Guard.

The term “sexual offense” is defined in the federal criminal code that applies to merchant vessels, federal prisons, and other facilities where individuals are held in custody.

At the end of 2023, amendments to the statute broadened the scope of the reporting requirement significantly, regarding who has to report and what has to be reported. As amended, the statute now reads:

“The responsible entity of a vessel shall report to the Commandant any complaint or incident of harassment, sexual harassment, or sexual assault in violation of employer policy or law, of which such entity is made aware.”

Whereas previously the master or person in charge of the vessel had the duty to report, now this duty also rests upon the owner or managing owner of any documented vessel engaged in commercial service or the employer of any seafarer on such a vessel.

More importantly, the types of incidents that must be reported are far broader than sexual crimes and now include harassment (sexual or otherwise) in addition to sexual assaults that violate the employer’s policy or any law, as well as complaints of such incidents. Finally, within 10 days of its initial report, the company must provide detailed information on the steps taken to investigate the complaint or incident and any action taken against the offender. Failure to comply will subject the company to signif-

icant civil penalties not to exceed \$50,000 per violation.

Although no regulations have yet been promulgated to further advise marine employers on these requirements, the Coast Guard issued a Marine Safety Information Bulletin on February 9, 2023 to provide contact information for reporting incidents or complaints by phone, via email, or through the CGIS Tips App. Unfortunately, this bulletin offers little guidance on exactly what type of incidents and complaints need to be reported.

The duty to report criminal activity, sexual or otherwise, on board a merchant vessel is fairly straightforward. In the author’s view, it is the sexual (or any other) harassment that is problematic, because it extends to such conduct that violates the company’s internal policies (which also could lead to Suspension and Revocation proceedings against the acting crewmember credentials), as well as any state or federal law.

While violations of a company’s internal policies often play a role in civil litigation, it is highly unusual for a corporation’s responsibility to the federal government to be triggered by its own internal policies. Moreover, this will lead to disparate reporting and investigatory burdens on maritime entities—a small company with a few vessels and employees may have few or no written harassment policies, while a large marine operator, or one which is a division of a larger organization, may have an entire manual devoted to anti-harassment, non-acceptable fraternization, and workplace conduct.

Another gray area is that the statute now includes complaints of “harassment” in addition to sexual assault and harassment. The company may have a duty to report

all forms of harassment, such as bullying or hazing a new crewmember, allegations of derogatory remarks based on gender, age, sexual preference, race, creed, or ethnicity, and myriad other conduct or words that the complainant subjectively views as offensive.

Consider too that the term “in violation of law” is very broad and not limited to criminal violations. These could include state and federal laws against discrimination, both statutory and at common law.

Vessels documented with overnight accommodations for ten or more must, by December 2024, install audio and video surveillance in passageways to staterooms capturing every stateroom door and retain the video and audio for one year. The owner must also post notices that the surveillance is present and train its employees on federal, state, tribal and local laws and regulations regarding sexual assault and harassment investigations and reporting requirements.

In conclusion, the subject of harassment in general, and sexual harassment in particular, is a nuanced one. Vessel owners, opera-



tors, and marine employers must move forward cautiously in drafting and amending their internal policies and are encouraged to engage counsel in drafting policies and whenever an incident or complaint is brought to their attention.


*Lisa Reeves is the senior partner at Reeves McEwing LLP, a maritime and transportation firm handling commercial disputes, injury and death claims, employment law issues, casualty investigations, and advice on best practices to vessel owners, logistics providers, terminals, and their insurers. This article is for general information only and should not be construed as legal advice.*

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Notes & News

World Trade Center Miami recognized **Patricia Compres**, founding and managing member of **Advance Customs Brokers & Consulting**, as one of five outstanding women in the international trade arena. The International Women's Achievement Award honors women practitioners who have made outstanding efforts in field of international trade for South Florida. Well done, Pat!

Exchange member **Verdantas**, a private-equity-backed provider of sustainable infrastructure engineering, planning, and environmental science, announced that **Jesse Kropelnicki** will succeed Gerry Salontai as CEO effective September 1, 2023. Congratulations, Gerry!

**Western Fumigation** hired **Christina Lista** as International Business Development Manager effective August 1, 2023. Christina remains the Chilean & American Chamber of Commerce executive director. Good luck, Christina!

Members on the Move

Seamen’s Church Institute of Philadelphia and South Jersey

Philadelphia Navy Yard  
1321 Intrepid Avenue  
Suite 310  
Philadelphia, PA 19112  
<https://www.sciphiladelphia.org>

Teminal Shipping  
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1226 Forest Parkway, Suite 500  
West Deptford, NJ 08066  
<https://jsconnor.com>

Calendar of Events

- 08/23 Seamen's Center of Wilmington Board Meeting, noon – 1:00 p.m.  
Contact: Christine Lassiter
- 09/06 Ports of Philadelphia Maritime Society Board Meeting, noon – 1:00 p.m.  
Contact: Nathan Hauser
- 09/12 Seamen's Center of Wilmington Annual Last Bash of Summer Fundraiser  
4:30 p.m. – 7:30 p.m.  
Docklands Riverfront, 110 West Street, Wilmington, DE 19801  
Contact: Christine Lassiter
- 09/13 Maritime Exchange Board of Directors Meeting, 11:00 a.m.
- 09/15 Delaware Bay AMSC General Members Meeting, 9:30 a.m. – noon  
Sector Delaware Bay, 1 Washington Avenue, Philadelphia, PA  
Contact: Glena Tredinnick
- Ports of Philadelphia Maritime Society Golf Outing, 7:30 a.m.  
Springfield Country Club, 400 West Sproul Road, Springfield, PA 19064  
Contact: Michael Scott
- Ports of Philadelphia Maritime Society Crab Feast, noon – 6:00 p.m.  
Fort Mifflin, 6400 Hog Island Road, Philadelphia, PA 19153  
Contact: Theresa Penot or Linda Greene
- 09/19 Maritime Exchange Delaware River 102, 9:00 a.m. – noon  
John Heinz National Wildlife Refuge at Tinicum  
8601 Lindbergh Boulevard, Philadelphia, PA 19153  
Contact: Kianna Price
- 09/20 Seamen’s Church Institute Board Meeting, noon
- 09/21 Water Resources Association of the Delaware River Basin  
40th Annual Awards Gala, 6:00 p.m. – 9:00 p.m.  
Fairmount Water Works, 640 Waterworks Drive, Philadelphia, PA 19130  
Register
- 09/27 World Trade Center Greater Philadelphia 21st Annual World Trade Centers Day Awards Celebration, 6:00 p.m. – 9:00 p.m.  
Fairmount Water Works, 640 Waterworks Drive, Philadelphia, PA 19130  
Register
- 09/29 World Trade Association of Philadelphia Annual Banquet  
The Down Town Club by Cescaphe, 600 Chestnut Street, Philadelphia, PA 19106
- 10/03 CBP Quarterly Trade Meeting, 1:00 p.m., U.S. Customs House  
200 Chestnut Street, Room 235, Philadelphia, PA 19106
- 10/11 Maritime Exchange Executive Committee Meeting, 11:00 a.m.  
Traffic Club of Philadelphia Mega Meeting, 4:45 p.m. – 8:45 p.m.  
William Penn Inn, 1017 Dekalb Pike, Gwynedd, PA 19436  
Register

For a complete schedule and event details, visit [www.maritimedelriv.com](http://www.maritimedelriv.com).

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