



# THE BEACON

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## Celebrate Maritime Day May 22, 2024

### Himber honored as PPMS "Person of the Year"



Ports of Philadelphia Maritime Society President Lynn Cointot (left) presents Maritime Exchange President Lisa Himber with the Stephen Girard Person of the Year Award at the Society's awards dinner on April 18, 2024.

Joining a distinguished roster of past recipients, Maritime Exchange President Lisa Himber accepted the "Person of the Year" award from the Ports of Philadelphia Maritime Society on April 18, 2024. The award recognizes outstanding achievement and commitment

to fostering growth at ports in Pennsylvania and New Jersey, and Himber's leadership role in the port embodies the definition and spirit of the award.

"Lisa exemplifies the character, integrity, and dedication of a person deserving of the Society's award," said Lynn Cointot, Maritime Society President. "She has been integral in the development, guidance, and management of many projects and initiatives that have benefited the entire port, including the 45-foot channel deepening project, Delaware River ID—the precursor to the national Transportation Security Administration credential for port access, and the Physical Oceanographic Real-Time System that provides tide, current, and weather information to mariners, just to name a few."

As president of the Maritime Exchange, Himber is responsible for meeting the organization's mission to promote and protect maritime commerce at Delaware River ports. She leads government affairs and public policy initiatives and works directly with legislative, regulatory, and enforcement agencies, including Customs, Coast Guard, USDA, the Army Corps of Engineers, and the Environmental Protection Agency.

*continued on page 10*

### Interview with Bayard Hogans President, Enstructure Mid-Atlantic



Bayard Hogans joined Enstructure as president of Enstructure Mid-Atlantic in 2023. As an industry veteran with over 25 years of experience in marine terminals, transportation, and supply chain logistics, he is responsible for overseeing operations and commercial activities across Enstructure's Mid-Atlantic businesses. He previously served as vice president for Ports America Chesapeake, where he was responsible for all its container, auto/RoRo, and breakbulk operational and commercial activities in the Port of Baltimore. Despite his busy schedule, Mr. Hogans recently took the time to share some insights with The Beacon.

**Q: You had a proven career in the transportation sector before joining Enstructure. Given your time here, what would you say is Port Wilmington's biggest challenge, and how will your experience help you overcome it?**

**A:** Consistent investment in port transportation infrastructure has always been a top priority and continues to be my area of greatest concern in our industry. It has been great to see the focus from a federal level on port infrastructure investments. As with any marine terminal facility, maintaining and upgrading aging infrastructure will be the top priority for Enstructure and the Diamond State Port Corporation. We continue to invest in providing great solutions for importers and exporters through new equipment, warehousing, and container terminal infrastructure.

**Q: Many terminals in the region, including the Port of Wilmington, have begun implementing green solutions. Do you plan to expand on the initiatives already implemented at the port, and if so, which is your highest priority?**

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### FMC continues quest for information

After holding a series of invitation-only meetings with the maritime industry that culminated in a report with views and recommendations, the Federal Maritime Commission published another request for industry comments on April 16, 2024.

The commission is seeking answers to specific questions related to maritime data accuracy, focusing particularly on container movements through marine terminals. The current data call asks vessel and terminal operators, importers, and exporters to discuss the data elements communicated between transportation service providers and importers/exporters.

The FMC also seeks information on how changes to information are conveyed and where communication is most likely to break down or information is most likely to be conveyed inaccurately.

In a related statement, Commissioner Carl Bentzel, who has spearheaded the Maritime Transportation Data Initiative, said, "It has always been my intention to release at least two RFIs [requests for information] to allow for much greater public input on how shipping information should be shared to improve operational efficiency. . . . The questions contained in the just-released second RFI focus

more on recommendations contained in the MTDI Report addressing transparency, data accuracy and cargo availability." He also noted the possibility of issuing a third RFI before releasing a final report.

The Maritime Exchange drafted extensive comments on Commissioner Bentzel's report, "Recommendations on the Maritime Transportation Data System Requirements," after its release last spring. While lauding the desire to improve information sharing among commercial maritime partners, the Exchange found much of concern in the report.

"Our first question was 'Why a MTDS?'" said Exchange President Lisa Himber. "The need for a new maritime data system is unclear given that several other data sharing programs are already in use or in development. If we need to improve data exchange, let's expand one of the existing systems, such as the Customs Automated Commercial Environment, rather than building yet another system in a silo."

Of equal concern, Himber said, is that the FMC has limited the maritime sector players who are participating in this process. "The fact that the latest RFI is directed only to the same people who previously partici-

*continued on page 11*

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## Talking Baltimore strong

As I draft this column, the allision at the Key Bridge is about a month past. Responders opened three temporary channels, with depths of 20, 14, and 11-feet fairly 11 and 15 feet fairly quickly. These routes were necessary to provide access for the armada of workboats needed to recover the wreckage, find the missing personnel, and ultimately clear the main shipping channel. Container removal has started, and the Unified Command has announced plans to reopen the main shipping channel by the end of May. A temporary 35-foot channel opened in late April to allow the movement of at least some commercial cargo traffic. This all in advance of the colossal effort that will be necessary to rebuild the bridge.

The work is moving fast, and much may happen between today and the day this newsletter is published. No matter what happens next, we have learned some serious lessons over the last several weeks.

Most compelling has been the sheer outpouring of support for the families of the de-

ceased and missing workers as well as the Baltimore community as a whole. The first thing we did was to reach out to our counterpart at the Baltimore Maritime Exchange to offer assistance. Needless to say, the BME crew was still in shock. Though obviously there was nothing we could do at that time, they were extremely grateful for the show of solidarity.

As we soon learned, this was just the tip of the iceberg. If ever we needed an example of how social media can bring people together, this was certainly it. Expressions of support immediately began pouring in from all over the country and throughout the world.

Unfortunately, these same social media channels spawned hundreds of thousands of posts and reports spouting various conspiracy theories—suggesting terrorism, DEI, the president, and a host of other equally ridiculous factors caused the accident.

The loss of the road crew working on the bridge remained uppermost in our minds. While the swift action to halt bridge traffic that early morning does nothing to assuage their families' grief, knowing so many other lives were saved is a comfort.

Our thoughts turned to the hundreds of people engaged in investigating and recovering from the collapse. The Coast Guard, Army Corps of Engineers, NTSB, FBI, Maryland and Baltimore officials, and others have risked their safety to do what needs to be done. For them all, we are thankful.

We then considered the Baltimore port community. So many people deprived of their live-

lihoods. The seafarer welfare organizations in Baltimore immediately engaged, seeing to the needs of the crewmembers stranded aboard their ships. Their work is essential, and helping them financially is something we can do.

But what about everyone else? The economic loss to the port and its business community cannot yet be estimated, but we know it will be devastating.

Under the auspices of security training, maritime communities across the country regularly drill on port closures from terrorist actions, and other exercises test various all-hazards scenarios. Yet no planning can adequately prepare any port to face such an extended period of inactivity.

Yet reason for hope remains. As we in Philadelphia learned when a section of I-95 had to be rebuilt in June of 2023, our system can work implausibly fast when events demand it. The federal government is pledging to fund much of the costs, though that too may change over time.

And as bad port news always does, this incident again raised public interest in and focus on our industry and its importance. We know it will be fleeting, but we appreciate it for as long as it lasts.

The people and the port of Baltimore are strong. I have no doubt they will overcome the challenges they now face and emerge stronger yet.

*Lisa Humber*



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# Connect, learn, thrive, make a difference: Join the Exchange today

Much has changed since the Exchange was first organized as a trade association in 1875. Sail and steam have given way to combustion engines and now clean fuel. The Delaware River is 45 feet deep, and along the way, Otto Frederick Rohwedder—the most famous name you never heard—came up with the idea for sliced bread.

What has not changed in all this time is our commitment to keeping this port community strong.

If you are reading this, you may already be a Maritime Exchange member. What you might not know is just how many amazing services the Exchange offers and how diverse those offerings are.

## Information is everything

Ensuring Exchange members have the latest information—whether its ship schedules, industry news, new regulations, or community updates—drives everything we do.

Members have many options to stay up to speed through the Exchange. All those years ago, the Exchange's role in the port started with ship reporting, and it remains the heart of the organization even now. Members can take advantage of Maritime On-Line,® a user-designed system that includes advanced vessel schedules, historical reports, real-time vessel tracking, TRACS cargo manifesting, stow plan filing, and many other features. All backed by 24/7/365 support. At any time of the day or night, weekend or holiday, members can talk to a live person at the Maritime Exchange.

Real-time alerts, regular broadcasts, and numerous publications help keep our members up to date with information directly pertinent to them. Whether you want daily highlights from the *Federal Register* and maritime news clips, the quarterly deep-dive that is the publication you are reading right now, or operational alerts as they happen, keeping our members up to date is the Exchange's core function.

## Engaging with policymakers

Advocacy is another central aspect of the Exchange that provides tangible value to Exchange members. We have spent decades fostering critical relationships with regulators, legislators, administrative agencies, and other industry leaders in the tristate area and throughout the U.S. Joining the Exchange allows members to amplify their voices on issues that matter and make sure their views reach the ears of people who have the power to make changes that directly affect their businesses.

## Collaboration and community

Community is what makes the Delaware River port industry. This sense of association extends to Exchange committees and working groups, making them a vital part of the more comprehensive port network. Each committee serves a clear purpose and involves key players in specific industry areas, allowing partners and competitors, private sector and public, and colleagues and potential customers to come together to share their concerns, needs, and plans under the Exchange umbrella.

## And so much more

The Exchange offers learning and training opportunities, can answer your phone, post your job opening, notarize your documents, and help with compliance. And members receive discounts on all programs that are not already exclusive to them.

But most important: we listen.

Let us know if you have an idea for a service that is not currently available. Members' experiences are always the first priority, and you can help make the service even better.

If you are not yet a member, please visit [www.maritimedelriv.com](http://www.maritimedelriv.com). Or contact Yair Farkas at [yfarkas@maritimedelriv.com](mailto:yfarkas@maritimedelriv.com) or 267-670-7946 for more information.

We cannot wait to work with you!



## Welcome New Members

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201 North Armenia Avenue  
Tampa, FL 33609  
813-47-4550  
[savship@arsavage.com](mailto:savship@arsavage.com)  
<https://www.arsavage.com>

**Camden County College**  
1889 Route 70 East  
Cherry Hill, NJ 08003  
856-227-7200  
[tradetraining@camdencc.edu](mailto:tradetraining@camdencc.edu)  
<https://www.camdencc.edu>

**Cormac Global Logistics, LLC**  
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Reading, PA 19605  
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[gemccarthy@cormacgl.com](mailto:gemccarthy@cormacgl.com)

**Philadelphia International Airport**  
Department of Aviation Operations  
2 International Plaza  
Suite 400  
Philadelphia, PA 19113  
215-937-6800  
<https://www.phl.org>

## We will miss you, Senator



Exchange President Lisa Himer was honored to introduce Delaware Sen. Tom Carper at the American Association of Port Authorities' Legislative Summit on March 19, 2024. Sen. Carper has been a staunch supporter of the Delaware River port community during his over 50 years of public service, championing many port-related initiatives and projects. He announced his retirement at the end of the current term in November. The Exchange, its board of directors, and its many members sincerely thank Sen. Carper for his many years of service and his dedication to the port.



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# TRACS grows to meet user needs

Submitting electronic import cargo manifests to U.S. Customs and Border Protection has been a requirement since the late 1980s, and the Maritime Exchange's TRACS system has been along for the ride since the beginning.

Originally developed and operated by the Maritime Exchange for the Delaware River and Bay on behalf of the Delaware River port community, the system now helps 750 carriers across the globe meet electronic filing requirements. Through the years, TRACS has expanded its functionality to include stow plan, ISF5 [Importer Security Filing 5], and export manifest submissions. Participants can check cargo release status and provide that information to terminals, brokers, truckers, and others with a need to know.

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

"What sets TRACS apart is its 'port authority' status with CBP," said Exchange Director of Operations Paul Myhre. "Unlike other service providers, TRACS allows subscribers to share manifest data and status messages not only for carriers that use the system but for all carriers calling any terminal throughout the port."

This feature allows ocean carriers and their local agents to authorize electronic data transmission to local terminal operators, brokers, importers, and others without requiring those parties to certify on the CBP Automated Commercial Environment (ACE) system, assume programming time and expenses, or install the costly infrastructure necessary to communicate with ACE.

Filers who input or upload manifests can create relationships with their supply chain partners that gov-

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

TRACS users can also participate in the Customs and Border Protection Electronic Export Manifest pilot program, a feature added in 2022. The Exchange encourages agents and other filers to get on board as soon as possible.

"The arguments for early adoption are twofold," Myhre said. "The most compelling benefit is the opportunity to participate in developing the new system as it evolves." Being on the front end of new processes to ensure system participants have a say in what happens has always been a key Exchange priority.

The second driver is that participants can streamline internal business processes to provide the best service to their customers.

Then is the benefit of avoiding being a technology laggard, the last holdouts to adopt new technology. In the case of CBP filing, participation gives users a significant leg up compared to those scrambling to comply once electronic submission becomes mandatory. Anyone involved in manifesting in 2004 will recall the real challenges of transitioning from paper to electronic import manifest filing with very little notice.

"The last few months have allowed us to go from requirements

## Top Cargoes Over the Years

The Delaware River port complex handles a varied list of cargoes, with the leading import commodities shifting only slightly over the past 20 years. Here are the top five imports (by number of vessels) over the past two decades.



# Export manifest DIS filing has a shelf life

Customs and Border Protection and some in industry are hopeful that 2024 may be the year yet another paper document or email workaround goes the way of the dodo.

Today, ship agents, lines, and other filers can satisfy the ocean export manifest reporting requirements by submitting paper documents at the U.S. Customhouse,

emailing manifest attachments through the Document Imaging System, known as DIS, or participating in the Electronic Export Manifest pilot program. But CBP may limit the options this fall, recently suggesting it will discontinue DIS processing in the near future—likely before it mandates electronic export manifest submissions through a final rule.

CBP is trolling for additional participation in the Electronic Export Manifest pilot, a critical process to help identify programming and business rule issues that may need attention. The agency believes the impetus for filers to join the voluntary pilot is relatively low as long as DIS is an option.

DIS was scheduled for shutdown in October 2022, but the deadline has since been extended multiple times. The latest postponement al-

lows DIS export manifest filing until October 1, 2024, after which filers must submit paper or be enrolled and certified in the electronic pilot. While CBP may further delay the DIS expiration, officials noted that once the notice of proposed rulemaking is promulgated, future extensions are less likely.

Though the proposed rule timeframe is not yet clear, that DIS and paper filing will become a thing of the past is certain. CBP urges filers to begin migrating to the electronic as soon as possible.

Contact [ops@mxops.org](mailto:ops@mxops.org) or 215-925-1524 to learn more and let Maritime On-Line and TRACS work for you.

### The Exchange can help

The Maritime On-Line® TRACS system is certified in the export pilot, and the Exchange staff stands ready to assist filers to make the digital transition. Contact [ops@mxops.org](mailto:ops@mxops.org) or 215-925-2615 to learn more.

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# MACH2 on its way

Regional clean hydrogen hub nearing Phase 1 startup

By: George Murphy, Owner  
South River Maritime

With much excitement and fanfare on October 13, 2023, the Mid-Atlantic Clean Hydrogen Hub, known as MACH2, was chosen as one of the seven finalists within the Department of Energy Regional Clean Hydrogen Hubs (H2Hubs) program. It was a great day for the region as President Biden announced the recipients from Tioga Marine Terminal in Philadelphia.

Funded through the Bipartisan Infrastructure Law, the nation's H2Hubs will form the foundation of a national clean hydrogen network that will contribute substantially to

decarbonizing multiple sectors of the economy, like heavy industries such as steel and cement production and heavy-duty transportation including marine, trucking, rail, and airplanes.

Our MACH2 hub encompasses all of Delaware, Southeastern Pennsylvania from Harrisburg east and Allentown south, and Southern New Jersey from I-195 south and will grow into adjacent geographical areas.

Once the hub was chosen, we began the arduous pre-award period. During this process, MACH2 must show the Office of Clean Energy Demonstration (OCED), an office

within the Energy Department, that our hub has in place all aspects of a fully functioning organization that can successfully manage the \$750 million MACH2 will receive from OCED over approximately a ten-year period. The pre-award stage started immediately after the October 13 announcement, and the hub plans to submit all the necessary documentation to OCED by mid-May. OCED will then begin its roughly six-week final review process.

The hub anticipates signing the cooperative agreement with OCED around July 1, 2024 and commencing the first of the four project phases. Phase 1, which will encompass further engineering studies and more refined project cost estimates, is anticipated to take approximately 15 months. During this time, the MACH2 will also begin to roll out

the necessary community benefits programs mandated for all hubs in order to receive funding.

In Phase 1, MACH2 will receive \$20 million, which will go to formally standing up the MACH2 organization and to supporting our partners in their engineering and community benefits efforts.

This is an exciting time for our Delaware River and Bay port community and the larger Delaware Valley. We have reached out to many members of the port community and will continue to do so as we build our MACH2 Hub.

Please feel free to contact me at [georgemurphy@southernrivermaritime.com](mailto:georgemurphy@southernrivermaritime.com) or call 610-220-1437 with any questions. I look forward to working with you on this important project!

## Here's what people are saying about Delaware River 101

The Exchange hosted one of its most well-attended annual Delaware River 101 General Port Awareness training sessions on April 18, 2024. Many thanks go out to PSA Penn Terminals for the excellent accommodations and to Seamen's Church Institute for providing transportation for the port tour. Most of all, thank you to all the speakers who donated their time and expertise to ensure a successful program!

Every speaker was very informative. I learned a lot.

All topics were incredibly valuable. Piloting is always very interesting and dredging was very informative.

I found the information regarding the diverse jobs and action needed to ensure the vessel (and crew) gets from point A to point B most valuable. I also appreciated the details of what each job entails.

It provided insight into the many different aspects involved in moving cargo through our ports.

Having little knowledge of port operations, I found the entire program valuable.

All aspects and the level of detail and enthusiasm by each speaker were outstanding. The mix of ops, business, and government was great.

Thanks so much for the binder with key maritime terms.

I appreciated that it covered a wide range of operations and how it all interlaces together.

Quality of presenters, the range of their knowledge was excellent.

The pilot's presentation showed the unpredictability each ship can experience.



# N.J. Wind Port moves toward Phase 1 completion

With offshore wind such a hot topic in maritime areas throughout the globe, the Delaware River port community is keenly following wind energy development in the tristate region.

Faithful readers of *The Beacon*, as well as anyone who pays even the most remote attention to current events, know that the New Jersey Economic Development Authority (NJEDA) is developing the New Jersey Wind Port in Lower Alloways Creek, Salem County. The terminal will be the first purpose-built offshore wind port in the country.

The goal is to provide a hub for collocating offshore wind marshaling and manufacturing facilities. The NJEDA plans to develop this asset to position the authority to support New Jersey offshore wind and proj-

ects and activities across the Eastern Seaboard.

The New Jersey Wind Port project is divided into Phases 1 and 2. Phase 1 is currently under construction and anticipates substantial completion in fall 2024. This phase includes a 30-acre marshaling space containing a heavy-lift wharf and uplands that will facilitate the offloading, testing, inspection, and pre-assembly of wind turbine generation components before their installation offshore. This process is commonly referred to as OSW [offshore wind] Marshaling.

The wharf is 1,080 linear feet and comprises delivery and installation berths to support load-in and load-out operations. Further, the pile-supported pier has a load-bearing capacity of 6,200 pounds per square foot at the concrete deck surface. The port



Figure 2. NJWP main substation construction progress (Photo Courtesy of AECOM-Tishman)

has also been future-proofed with the inclusion of a breasting dolphin and two mooring dolphins to accommodate a wind turbine installation vessel once a U.S.-flagged vessel becomes available.

To date, all dredging associated with Phase 1 has been completed in coordination with NJEDA partners, the NJDOT Office of Maritime Resources and AECOM-Tishman. The access channel and berth areas are dredged to -35.5 feet, with an installation berth pocket of -47.5 feet.

The Parcel A uplands have received subbase and base course layers of aggregate that reflect the finished product (see fig. 1). Upon completion, the uplands area is rated for 3,000 psf long-term and 4,800 psf short-term (~1 year) static loading of wind turbine generation components. Substantial completion of Parcel A is slated for April 2024, with full closeout to follow shortly after that. NJEDA is currently soliciting for port usage with a notice that can be found at <https://www.njeda.gov/realestate/>.

Another critical part of Phase 1 is the completion of the wind port's main electrical substation, which will provide power to Parcel A and all other future parcels planned in the property's total development. Figure 2 shows the current construction status of the main substation as of April 2024.

This work will include the substation and the duct bank that houses the conduit for transmission power from the substation to the various wind port parcels. To receive power, Atlantic City Electric is constructing approximately 13 miles of new transmission line from an existing substation in Quinton Township, New Jersey to conduct power to the port. The expected completion of all work associated with power transmission to the wind port is in the fall of 2024. To date, Phase 1 has utilized over 450,000 trade hours and hundreds of vendors to construct the project.

The New Jersey Wind Port will provide an excellent opportunity for trades and business in Salem County, Southern New Jersey, and the Delaware Valley region as a whole.

The team is also excitedly anticipating further development in Phase 2 of the project, slated to begin in 2025. This phase will see the development of parcels to house manufacturing tenants for the development of Tier 1 wind turbine generation components (nacelles, towers, or blades) and the expansion of the marshaling facility. Some early works associated with Phase 2 have already begun at the site.

Stay tuned for a Phase 2 update in a future issue of this newsletter.



Figure 1. NJWP Parcel A construction progress (Photo Courtesy of AECOM-Tishman)

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## APHIS, CBP expand risk-based sampling

*Program allows reduced inspections of bananas, plantains*

The USDA Animal Plant Health Inspection Service Plant Protection and Quarantine office and the DHS office of Customs and Border Protection expanded risk-based sampling at U.S. seaports of entry for fresh banana and plantain shipments starting March 25, 2024.

These are important cargoes for Delaware River ports. In 2023, over \$2.2 billion worth of bananas and plantains moved through regional marine terminals.

The goals of program are to reduce inspections on entities importing commodities compliant with current pest and disease regulations and to provide incentives for producers to increase the quality of their goods.

The program now encompasses bananas and plantains from such ports as

Belize, Colombia, Costa Rica, Dominican Republic, Ecuador, Guatemala, and Honduras.

No entry paperwork is required, however the agencies recommend trading partners file entry paperwork prior to arrival if possible and include APHIS Core Message Set data to ensure their shipments are processed according to program procedures.

For questions about this announcement please contact the Risk-Based Sampling at Ports of Entry Team at [PPQ.RBS@USDA.GOV](mailto:PPQ.RBS@USDA.GOV) or the CBP Information Center at <https://help.cbp.gov/s/questions>.

For more information on risk-based sampling please visit Risk-Based Sampling at Ports of Entry.



## Annual report outlines 2023 successes and challenges

Following is the Report of the Board of Directors delivered by Chairman John Reynolds at the Exchange's 149th Annual Meeting on March 13, 2024.

The Exchange enjoyed yet another successful year in 2023, with vessel calls continuing their upward trend of recent years, a new energy among its member-based committees, increasing programs and events, and expanding participation in the Maritime On-Line® system.

The U.S. generally saw greater economic growth, a more resilient labor market, and a slower rate of inflation than many other industrialized nations. The Delaware River was no exception: vessel arrivals increased by 5% from 2022 to 2023, and the value of goods imported through our ports totaled more than \$12 billion in 2023—an 11.2% gain over the previous year.

With the 45-foot channel bringing increasingly larger ships to the Delaware River, several new services to our port last year, funding approval for the Mid-Atlantic Clean Hydrogen Hub, continuing development of the New Jersey Wind Port, and recent infusions of federal infrastructure grant dollars to our ports, 2024 holds great promise for our port community.

Throughout 2023, the Exchange remained vigilant in its efforts to promote and protect Delaware River maritime trade. Following are some of the year's highlights.

### ADVOCACY/PUBLIC POLICY

**“McFarland” Repairs and Replacement** – The “McFarland” returned to the Delaware River in June 2023 after undergoing extensive repairs, conducting critical maintenance on its arrival. Although the “MAC” has served the region admirably for many years, the dredge was designed for a 50-year service life and has already exceeded that by seven years. Fortunately, a replacement is on the way. The Corps awarded a \$257 million contract to construct a new medium-class hopper dredge to replace the “McFarland” and deliver it in the fall of 2027.

**Exchange Opposes Drastic AQI Fee Increases** – The Maritime Exchange strongly opposed the Animal and Plant Health Inspection Service's proposal to increase fees for the Agricultural Quarantine and Inspection program, remove some fee exemptions, and restructure the treatment-monitoring fee. If implemented, the new vessel fee will increase by nearly 300%. The Exchange and its Maritime Operations Committee and AQI Fee Working Group collaborated to develop comments on the proposal.

**Drought Affects Panama Canal Transits** – The Panama Canal Authority was forced to substantially reduce the number of commercial vessel

booking slots beginning in October due to severe drought conditions that continued through the beginning of 2024. The Exchange engaged its tristate delegation, asking members to urge the Panama Canal Authority to prioritize movement of perishable cargo through the canal.

**The FMC Continued to Beat Its Drum** – The Federal Maritime Commission continued to stretch its Ocean Shipping Reform Act—OSRA 22—reach throughout 2023. Among the new initiatives were several policy actions, such as ruling that terminal operators may not charge detention and demurrage on days ports are not open and modifying civil penalty rules to hold violators of the Shipping Act liable for the refund of charges.

In addition, FMC Commissioner Carl Bentzel issued his Maritime Transportation Data Initiative Recommendations and Views Report. The report discusses mandatory information sharing and standardizing an industry lexicon to help streamline the U.S. supply chain and avoid future bottlenecks. While applauding the intent and deliberative approach to developing the recommendations, the Exchange expressed numerous concerns about redundant global and national development efforts, potential conflicts, and unintended consequences.

**USTR Delays Decision on Tariffs** – The U.S. Trade Representative delayed issuing a long-term decision on Section 301 tariffs on Chinese imports. The USTR has yet to release the

results of its statutory four-year tariff review and instead extended COVID-era product exclusions in February, May, September, and December of 2023. The Exchange and many others requested that the USTR release its findings, and at a minimum announce exclusion extensions well in advance of their expiration.

The U.S. International Trade Commission reported that U.S. importers have paid most of the costs of the Section 232 (steel and aluminum) and Section 301 (goods from China) tariffs. The report shows that Americans have borne the brunt of the more than \$175 billion tariff burden.

**NOAA Still Considering Right Whale Rule Update** – The National Oceanic and Atmospheric Administration has yet to finalize a 2022 proposed rule designed to reduce ship strikes against right whales. The proposal would impose speed restrictions on vessels between 35–65 feet, extend restriction timeframes, and create a larger area in which restrictions would apply. The Exchange, along with a large number of local and national maritime businesses and associations, continued to oppose the measure throughout 2023, citing significant safety concerns.

Opposition to the proposal has grown, with several members of Congress coming to the support of industry. A Senate report encourages NOAA to use previously appropriated funds to develop whale-monitoring technologies, and the House version went a

*continued on page 8*

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## Report of the Board

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step further with a proposal preventing changes to the current rule until NOAA implements a pilot tracking program.

**CBP Funding Gained Some Traction** – The Exchange continued efforts in 2023 to secure funding for additional U.S. Customs and Border Protection officers and administrative staff to meet growing demands and fill gaps. The Exchange wrote to the Senate Committee on Homeland Security and Governmental Affairs in support of the Securing America's Ports of Entry Act, which would have increased the authorized number of CBP officers by 600 annually. It also contacted the Senate and House Appropriations Committees urging members to fund the 1,000 new CBP officers included in the President's fiscal year 2024 emergency supplemental request. The Exchange remains committed to advocating for these much-needed increases.

**Local CBP Personnel Changes Stunt Interaction, Growth** – In April 2023, CBP reassigned both the Area Port Director and Assistant Area Port Director to temporary duty elsewhere and brought in new leadership from other port regions—also on temporary duty. Exchange members were concerned not only about losing key leaders simultaneously and the institutional memory they represented but also that CBP did not communicate the changes in advance; this was contrary to the historical spirit of cooperation between local CBP and industry. On behalf of members, the Exchange contacted the Director of Field Operations in Baltimore and the Executive Assistant Commissioner for Field Operations in Washington, D.C. to express concerns.

After a series of Acting Assistant Area Port Directors, that position was filled permanently by the fall of 2023. However, the Area Port Director position remains vacant, continuously filled by a rotating cohort of acting personnel.

**TWIC Reader Rule Delay Ongoing** – The National Defense Authorization Act of FY23 delayed the Transportation Worker Identification Credential reader requirements for covered facilities until at least May 8, 2026. In 2023, the National Maritime Security Advisory Committee TWIC working group, of which the Exchange is a member, recommended a further delay until 2029 to allow the Coast Guard time to better justify the benefits, analyze threat and vulnerability information, and identify mitigated security risks.

### ENERGY FRONT AND CENTER IN 2023

**Mid-Atlantic Wins Hydrogen Hub Bid** – President Biden announced from the Tioga Marine Terminal that the Department of Energy selected the Mid-Atlantic Clean Hydrogen Hub and six others to receive a combined \$7 billion to launch regional clean hydrogen hubs across the U.S. The mid-Atlantic hub will focus on the industrial and transportation sectors, and program managers expect the project will create 20,800 direct jobs—14,400 in construction and 6,400 permanent positions. The Exchange and several members are project partners; beyond

opportunities to fuel heavy terminal and yard equipment, interest in producing more energy than needed for use locally is high as it will allow for clean hydrogen export cargoes.

**Task Force Supports LNG Export Terminal** – The Delaware River gained support for a liquefied natural gas export terminal in 2023 when Pennsylvania Rep. Martina White (R-Phila.), who chaired the LNG Export Terminal Task Force, recommended developing a new LNG terminal in Southeastern Pennsylvania. Exchange President Lisa Himber, Pilots' Association President Capt. David Cuff, and others testified before the task force to discuss economic, safety, and security considerations.

**Wind Farm Development Continues Despite Setbacks** – Following the discontinuance of the Ocean Wind 1 and 2 projects, Atlantic Shores Offshore Wind submitted a proposal to the New Jersey Board of Public Utilities to build another wind farm off the coast of New Jersey, with construction of its first 1.51 GW project expected to begin in 2024. It also signed a 35-acre lease with the New Jersey Wind Port to support the project. The Bureau of Ocean Energy Management proposed holding Atlantic Wind Lease Sale 10 to offer two lease areas for commercial wind power development, one of which is approximately 26.4 nautical miles from Delaware Bay. A decision will follow the comment-period close in February 2024.

Unfortunately, offshore wind farms remain under fire from some legislators and environmentalists. U.S. Representatives Jeff Van Drew (R-NJ) and Chris Smith (R-NJ) introduced legislation requiring new studies into the adverse effects of offshore wind installations. Refuting these concerns, the New Jersey Department of Environmental Protection issued a statement that it is unaware of credible evidence that offshore wind survey activities cause whale mortality, and a NOAA report disputed claims that site preparation activities are responsible for whale deaths.

Offshore wind faces continued labor and equipment challenges throughout the U.S. Industry advocates are working to identify opportunities to overcome these hurdles.

**Regional Lawmakers Propose RFS Relief** – Independent refiners have long attempted to gain relief from costly Renewable Fuel Standard (RFS) requirements, which places the obligation to blend renewable fuels like ethanol on merchant refiners or force refiners to purchase expensive compliance credits known as Renewable Identification Numbers. In many cases, the credits cost more than all other operating costs combined.

Tristate legislators introduced the Safeguarding Domestic Energy Production & Independence Act in July to bring down rising RFS compliance costs. The Exchange, the Pilots' Association for the Bay & River Delaware, Diamond State Port Corporation, PhilaPort, South Jersey Port Corporation, and the Delaware Bay and River Cooperative were among the many supporters of the bill.

**DOE Updates Decarbonization Strategy** – The U.S. Department of

## CACC honors a port legend



April 23, 2024 was a night to remember as the indomitable Eugene Bailey, Diamond State Port Corporation executive director, received the Chilean & American Chamber of Commerce Visionary Award for 2024. Gene joined the Wilmington port in 2003 and has led the team with grace, honor, energy—and a lot of humor—from the minute he first crossed through the gate.

The Visionary Award recognizes extreme dedication and a remarkable vision to carry out the Chamber's mission to foster increased and improved trade and commercial relations between the Greater Philadelphia region and the Republic of Chile.

The award ceremony was part of the 15th Annual "Experience the Taste of Chile" event, an evening of authentic Chilean food and wine celebrating trade partnerships. Gene (*right*) received the award from The Honorable Jeffrey W. Bullock, Delaware Secretary of State and Diamond State Port Corp. chairman, with CACC President John Ercolani (*at podium*) emceeding the night's program.

Congratulations, Gene, on this much-deserved recognition!

Energy released its 2023 decarbonization strategy that sets a goal to cut all greenhouse emissions from the transportation sector by 2050. Among other technologies and initiatives, the strategy promotes development and adoption of sustainable liquid and gaseous fuels such as ammonia and hydrogen.

**New Jersey Adopts Equipment Regulation** – The New Jersey Department of Environmental Protection finalized the Mobile Cargo Handling Equipment at Ports and Intermodal Rail Yards rule that will force ports and intermodal rail yard operators to implement environmental controls on diesel-fueled machines, including forklifts, cranes, trucks, and rail engines. The compliance deadlines vary—from 2025 to 2028—based on the model year of the equipment.

### FEDERAL PROCESS AND TECHNOLOGY IMPROVEMENTS

**VECS Goes Live on the Delaware River** – Customs and Border Protection launched the Vessel Entrance and Clearance pilot to allow vessel masters, operators, and agents to submit vessel entry requests electronically rather than via paper forms. The Exchange facilitated a CBP VECS training course when the system went live on the Delaware River, and the ship agent community has embraced the pilot since its release.

**CG Updates ACP Architecture** – Representing the first overhaul in 25 years, the Coast Guard released a new Area Contingency Plan (ACP) architecture covering the coastal zones of the U.S. and its territories. ACPs encompass response planning for oil and hazardous substance incidents at the area level, and the Coast Guard expects a complete transition into the new architecture by October 2026.

**NOAA Continues Digitizing Charts** – The Marine Chart Division within NOAA's Office of Coast Survey released a new NOAA Nautical Charting Plan. Among its many initiatives, including enhancing electronic navigational chart products, NOAA plans to end the production of traditional paper and raster nautical charts and services by January 2025.

**APHIS Finishes eFile System** – The USDA Animal and Plant Health Inspection Service completed its eFile system, an online platform for all APHIS-issued registrations, permits, and other licenses. The system allows stakeholders to apply for and manage permits and licenses online and provides real-time tracking of application status.

### MAJOR FUNDING FOR THE DELAWARE RIVER

**Exchange Data Gathering Study Gets Green Light** – In late December of 2022, the Maritime Exchange received notification that it would receive \$356,000 to fund the Delaware River and Estuary Ecosystem Data Gathering Initiative (DGI). An idea developed by the Exchange's Private Berth Dredging Committee, the DGI will collect real-time information about the habits and critical habitats of endangered species such as Atlantic sturgeon to inform permitting decisions for berth dredging, pile driving, and other construction activities.

The Exchange and its Private Berth Dredging Committee met with the prime contractor to discuss program specifics, and efforts to finalize the contract to develop the DGI web platform are nearing completion.

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## Report of the Board

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**Numerous Stakeholders Receive Federal Grants** – The Federal Emergency Management Agency awarded roughly \$3.26 million in Port Security Grant Program funds to 13 recipients in the region.

PhilaPort benefited from federal infrastructure investments. The port authority was awarded over \$13 million in funding from the INFRA (Nationally Significant Multimodal Freight and Highway Projects) grant program for its Packer Avenue Marine Terminal Connector Bridge project. INFRA is funded through the Infrastructure Investment and Jobs Act.

The South Jersey Port Corporation announced \$750,000 in new funding through the FY23 omnibus package. SJPC will use the money to stabilize Berth 1 at the Balzano Marine Terminal. The New Jersey Department of Transportation also awarded funds to SJPC: a \$1.1 million Rail Freight Assistance Program grant will help the port purchase an electric rail car mover and two mobile loading docks.

The Port of Wilmington received \$50 million under the USDOT/Maritime Administration Port Infrastructure Development Program toward development of the Edgemoor terminal. The Wind Port at Paulsboro received nearly \$20.5 million from the same program to construct a main terminal sanitary pump station and offsite conveyance, install stormwater collection and treatment infrastructure, and complete several other improvements.

## AROUND THE PORT

**Port of Wilmington Takeover Finalized** – Enstructure assumed operations of the Port of Wilmington from GulfTainer USA Wilmington in 2023.

**PhilaPort Marks Auto Record** – Glovis America, Penn Auto, the International Longshoremen's Association, and Teamsters celebrated a huge milestone: two million cars handled through Philadelphia.

**New Service to Philadelphia** – In late April, PhilaPort celebrated the maiden call of a new service to the Packer Avenue Marine Terminal when the M/V "Em Spetses" arrived as part of the "ZIM Colibri Xpress" service connecting the U.S. East Coast and the West Coast of South America with a focus on refrigerated cargo.

**It's a Record** – The 14,000+ TEU ship "CMA CGM J. Madison," the largest container ship to call the Delaware River to that date, docked at the Packer Avenue Marine Terminal in December to discharge and load containers.

**Dole Begins New Fruit Service** – In December, Dole Food Company launched a new weekly service to the Port of Wilmington to increase its capacity of tropical fresh fruits, including bananas, pineapples, dragon fruit, mangoes, and limes.

**PMTA Leadership** – Brian Casal took the helm as Executive Director of the Ports of the Delaware River Marine Trade Association following Pat Dolan's retirement.

**Significant Activity at Philly Shipyard** – Philadelphia Shipyard celebrated the delivery of the first of five purpose-built National Security Multi-Mission Vessels the shipyard is

constructing for America's state maritime academies, and it held keel laying ceremonies for the third and fourth vessels. President Biden attended the steel-cutting ceremony at the yard for the Jones Act-compliant Subsea Rock Installation Vessel. When complete, it will be the first such ship to enter the U.S. offshore wind market. Philly Shipyard also announced a contract award to conduct a hospital ship feasibility study to replace two current hospital ships—"USNS Mercy" and "USNS Comfort."

## OPERATIONS AND INFORMATION TECHNOLOGY

**Infrastructure Upgrades a Priority** – In 2023, the Exchange updated some critical infrastructure, including replacing end-of-life firewall technology and backup power equipment. The new devices and software provide enhanced visibility into potential cyber threats and better control to add security layers to protect internal and Maritime On-Line systems. The Exchange also replaced legacy circuits to improve throughput and service reliability, running new fiber through the Cape Henlopen State Park to the Exchange's Ship Reporting Tower in Lewes, Delaware.

**Significant Updates to Maritime On-Line** – Last year saw several Maritime On-Line enhancements to improve the overall user experience and to ensure system stability. Upgrades to the Automatic Identification System core backbone complemented front-end updates completed in 2022. The system now includes new TRACS functionality requested by users to enhance the permit to transfer processes

and additional draft information is now available in Ship Reporting.

The Exchange also upgraded system-wide user controls and replaced the legacy engine for Maritime On-Line reports, deploying these enhancements for testing.

## MEMBER PROGRAMS AND SERVICES

**Exchange Members, CBP Consider Operational Improvements** – To circumvent miscommunications stemming from changes in local CBP practices, the Exchange coordinated a meeting with ship agent members and CBP to discuss suggestions for improving vessel, cargo, and crew processing. The participants also clarified expectations on practices such as crew guard requirements, repatriations, forms completion, inspections, and information needs. CBP and industry viewed the informal meeting as an excellent forum for positive communication and relationship building.

**Supporting the Chilean Fruit Trade** – Through the Chilean Fruit Working Group, the Exchange supported members throughout the 2022-23 Chilean fruit season. Committee members reported a successful season and thanked the Exchange for facilitating the open dialogue and information sharing that contributed to smooth operations. With avid encouragement from participants, the Exchange reconvened the committee in the fall in advance of the 2023-24 season.

**Government Affairs Committee** – The recently formed Government Affairs Committee is designed to facilitate cooperation and communication

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## PPMS recognizes Exchange president

*continued from page 1*

Himber takes pride in the many relationships she has built over the years, fostering an air of cooperation and dialogue between the private and public sectors. Through active working groups like the Maritime Operations Committee, the Chilean Fruit Working Group, the Private Berth Dredging Committee, and others, she has been instrumental in leading forums through which members discuss issues, air grievances, explore solutions, and affect positive change.

“Lisa’s unwavering dedication and commitment to the Maritime Exchange and the port has been invaluable to all hands. From government affairs, to port automation, to community engagement and relationship building, and so much more, she has led by example to help keep the region competitive and its members engaged,” said John Reynolds, Maritime Exchange Chairman. “Her professionalism, enthusiasm, and commitment to the Delaware River port community cannot be overstated and are sincerely appreciated by the Exchange board and her colleagues.”

Prior to her appointment as President, Himber was responsible for the initial design, development, implementation, and operation of Maritime On-Line,® the region’s port com-

munity system for vessel and cargo information. She spearheaded efforts on the Delaware River to develop TRACS, the automated manifesting system to communicate with CBP’s then fledgling Automated Commercial System. Over the years, Himber led the Exchange through projects to modernize TRACS and meet evolving federal requirements including 10+2 Security filings, stow plans, and most recently, the electronic export manifest.

The Exchange’s communication program, with its timely dissemination of regulatory, navigation, and safety alerts, and its publications, including this newsletter, are a direct result of Himber’s vision to help members make the best business, safety, and navigational decisions possible through information sharing.

She serves on the boards of numerous national and regional organizations, including the North Atlantic Ports Association, National Association of Maritime Organizations, the Seamen’s Church Institute of Philadelphia and South Jersey, the Chilean & American Chamber of Commerce, and the New Castle County Chamber of Commerce. She is a past president of the Seamen’s Center of Wilmington and Maritime Information Service of North America. Himber was appointed by the U. S. Secretary of Homeland Security to the National Maritime Security Advisory Committee in 2005, and she served as its



The Exchange staff joined Lisa Himber to celebrate her receipt of the prestigious Maritime Society Person of the Year award. Shown here are (back row, l-r) Donna Stargell, Taylor Kirk, Grace Lee, Laura Miller; (front row, l-r) Yair Farkas, Michael Fink, Himber, Paul Myhre, and Candace Stanford.

Chair and in other leadership positions until her term expired in December of 2015.

Her awards and recognitions include the prestigious Coast Guard Meritorious Public Service Award, induction into the Delaware Maritime Hall of Fame, and being named an Honorary Customs Officer.

“It is an honor to join the list of extremely distinguished individuals who have received this award in the past, and I am at once thankful for

and humbled by my selection,” Himber said. “Any successes I may have achieved are only due to the spirit of mutual support and private-public collaboration that exists in this port community.”

The Exchange directors and staff are extremely proud that the Maritime Society bestowed this honor on Himber, without whom many of the organization’s programs and initiatives would not have been possible.

**Bravo Zulu, Lisa!**

## Report of the Board

*continued from page 9*

among members on federal, state, and local legislative and regulatory matters. Throughout 2023, the committee met to discuss issues such as NOAA PORTS funding, CBP staffing, FMC data sharing mandates, and the Pennsylvania Liquefied Natural Gas Export Terminal Task Force.

**Continuing Programs** – The Exchange offered in-person and virtual events to foster information sharing, training, and networking in 2023. Delaware River 101 and 102 training offered general port awareness, and Maritime Matters seminars focused on legislative issues, freight planning, offshore wind, and current legal developments. In addition, the Maritime Operations, AQI Fee Working Group, 45-foot Channel Stakeholders, and Cold Storage Facility Task Force continued activities in 2023 to address local and national issues.

## IN CLOSING

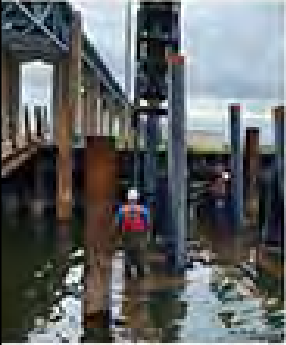
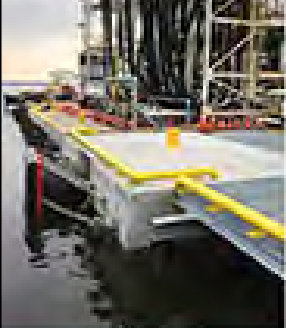
The Delaware River once again faced stiff challenges and saw substantial opportunities in 2023, and the energy sector in particular is opening new doors for port businesses. Members see clean hydrogen, LNG, and wind as positive developments to help meet climate goals and support new economic activity. The port community is fortunate to have leaders and talent who are positioning our port to take advantage of these advances.

USDA APHIS and NOAA are poised to implement rules in 2024 that may significantly affect many Exchange members. The Exchange stands ready to meet these regulatory challenges and the many others that will undoubtedly arise.

The Exchange board and staff look forward to another successful year in 2024.

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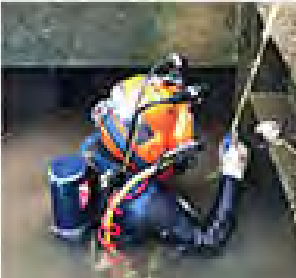
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# Making Delaware River permitting easier

*DGI a win-win for the port and scientific communities*

Want to hear the worst-kept secret in the maritime industry? Obtaining permits for maintenance dredging, berth construction, pile driving, and other waterside development activities is challenging, tedious, repetitive, and costly—at best.

Some Exchange members have come together to try to change that.

The Exchange's Private Berth Dredging Committee members are looking to tackle the issue through the Delaware River and Estuary Ecosystem Data Gathering Initiative, known as DGI for short. The committee, comprising government officials and maritime stakeholders who are committed to promoting the sustainable growth and development of industries that rely on the Delaware River, originally conceived the project in 2019.

"Permit applicants experience numerous challenges when pursuing dredging, construction, and rehabilitation projects," said Michelle Meyer, Chief Commercial Officer, PSA Penn Terminals. "Foremost among these are uncertainty over expected response dates and delays that extend into environmental windows when such activity is prohibited."

The project is a win for the industry and the environment. DGI will enhance visibility into the habitats of the Atlantic sturgeon and other aquatic species. "Couple this data with previous studies, permitting roadmaps, and existing construction activity information, the commercial and scientific communities stand to gain a great deal," said Michael Fink, Exchange CAO and director of information technology. "The initial information collection will focus on existing, publicly accessible, online literature and information, and then expand it through direct contact with public agencies, academia, and the maritime business community."

Seeking to eliminate duplicative efforts and to address short permit windows, the initiative will collect and centralize data on endangered species and their habitats, prior permitting efforts, and permitting requirements, all with the goal to shorten the time frame and reduce the financial burden to acquire authorization to conduct critical work along the river.

"Many data sources exist but not in one comprehensive database, and some of the best data is old and hard to find, or it exists in reports or as part of

a permit document," said Jane Rowan, Senior Project Scientist at Mott McDonald. "Without a centralized repository, each applicant must search for and draw from data sources independently. Information like the presence of endangered species, their habitats, their likely locations, and other physical and biological information important to accurately characterizing project sites and adequately assessing impacts that may occur. The more knowledge the better when applying for a permit from the U.S. Army Corps of Engineers or the state regulatory authority. The permitting process in the Delaware estuary is already lengthy and challenging, and a misdirected or inadequate read of river biological characteristics or potential impacts could result in missed construction windows or inadvertent environmental harm. We are confident the DGI effort will help to inform permitting applicants and result in a better permit package."

Rather than using a traditional database, the Exchange will develop DGI in a map-based platform to visually locate available data, information that may apply to specific sites on the river or may apply to larger regions. By developing the project geospatially, visitors can quickly identify all the available data for a specific project without the risk of missing available information. The Exchange will use the software platform that hosts its existing Automatic Identification System.

"Although reporting on environmental and endangered species is new to the Exchange, we have a lot of experience in geospatially based platforms, having developed the river's first AIS system in 2007. We also have a development team that has successfully developed similar projects using our software platform. We're confident we can bring the port a useful tool to shorten the permitting process and help facilitate construction and dredging projects," Fink said.

The Exchange received a grant through the National Oceanic and Atmospheric Administration to accomplish the work and expects to begin data collection this summer. Delaware Sens. Tom Carper and Chris Coons were instrumental in helping the Exchange secure these funds.

For more information on the DGI, contact Michael Fink at [mfink@maritimedelriv.com](mailto:mfink@maritimedelriv.com).

gate a lot of the conflict that leads to demurrage and detention charges. Better communication in the scheduling of cargo operations and during the movement cargo, will ultimately provide all concerned parties better efficiencies and reduced demurrage and detention charges," the Commissioner said.

The Maritime Exchange has spent the last 35 years developing and operating maritime-related data systems and helping other organizations and agencies build theirs. "This is an area we know something about," Himber said. "Our hope is that the FMC expands its information collection efforts beyond the obvious and talks to the many others involved in the process."

## FMC requests industry comments

*continued from page 1*

pated in the process and does not attempt to reach out to the many other businesses involved in the close choreography needed to effect smooth vessel and cargo processing is troubling," she said.

That Commissioner Bentzel and his staff are working to be as thorough as possible is clear. "A well thought out and implemented information sharing process, such as the MTDI, will miti-




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# Delaware River Unsung Heroes

## Linda Greene

**Office Manager/  
Administrative  
Assistant (recently  
retired)  
Delaware Bay & River  
Cooperative**



With some people, getting involved is simply who they are. As is well known to just about everyone who has been a part of the Delaware River port community for any length of time, Linda Greene is just such a person.

Since 2009, Linda worked at DBRC at a job that involved numerous tasks all designed to make sure the office hums each and every day. Until her retirement in the spring of 2024, Linda was responsible for accounting duties such as payroll, billing, and financial statements. She also kept the office stocked, ensured the copiers and other equipment were maintained and operational, and organized events and training programs. She distributed the Oil Spill Response Organization documentation to members, coordinated quarterly membership meetings, and she was also the first-level go-to person for IT support. Not a job for the faint of heart.

The DBRC fills the important functions of training, planning for, and responding to oil spills and other hazards in the tristate region, and Linda helped make it look effortless.

“Linda Greene has played a critical role in the growth of the Delaware Bay & River Cooperative for the last 15 years,” said DBRC President Bob Poole. “Her positive attitude and professionalism have resounded throughout our organization and always lifted everyone’s spirits. She has also been very active in relationship building with the maritime community . . . always doing whatever we asked to help out and make a project or event successful.”

One thing immediately noticeable on meeting Linda is how friendly and personable she is, always making people feel welcome. “I loved interacting with the DBRC members and training crew and always felt I had the support of the entire staff,” Linda said. “We got to know each other over the years, becoming friends as well as colleagues and talking about each other’s personal lives.”

Beyond the DBRC, Linda has long volunteered with the Ports of Philadelphia Maritime Society. She has cheerfully taken on the sometimes thankless task of organization secretary, coordinating minutes and voting among innumerable other tasks. As the person responsible for handling reservations for events such as the annual Crab Feast, Linda interacts with just about everyone in the port community.

“Linda’s countless hours of dedication and commitment to the Maritime Society show her ability to go above and beyond. It is always a pleasure to work alongside Linda. No matter the task, she has a way to bring fun and laughter to the table. She is truly an Unsung Hero,” said Colleen Kirk, Maritime Society treasurer.

The Exchange is also grateful to Linda for volunteering as a teller for the Maritime Exchange annual election.

Part of what kept her energized at the DBRC was—as she put it—“the whole feel of the organization.” Just as at other places she worked, she often faced deadlines, “But the DBRC environment was generally pretty stress free. Everyone was always so accommodating,” Linda said. She also appreciated the diversity of the work. “Though certain things had to be done on schedule, my days were always different. I really enjoyed the variety.”

She started in the maritime industry in 1979 at BDP, a customs broker/freight forwarder. She then went on to work at Fritz Companies and John A. Steer Co. before joining the Miller Environmental Group. Linda was there in 2004 when the “Athos 1” oil spill occurred on the Delaware River.

She enjoys Broadway shows, plays, concerts, and sporting events. She also attends yoga classes and book club meetings, and continues her volunteer work with the Maritime Society.

Linda and her husband, Tom, have been married for over 35 years and have four children, all boys.

You represent the true spirit of the Unsung Hero, Linda. Many thanks for your commitment and dedication to our port for all these years!

## Dominic O’Brien

**Senior Marketing Manager  
PhilaPort**



It is always such a pleasure to recognize someone the Exchange has worked with closely for years, and Dominic O’Brien is a quintessential example. Not only has he been active in so many port organizations and supported so many port events, but he has also helped the Maritime Exchange in numerous ways. For instance, he consistently promotes Exchange work on social media and has moderated our Delaware River 101 program.

This is a classic example of a person being absolutely suited to his job. As senior marketing manager for PhilaPort—The Port of Philadelphia—Dominic has over 23 years of experience promoting the port’s services to shippers, ocean lines, and other supply chain professionals. Promoting the port is about interacting with decision makers all over the globe, and that Dominic is truly a people person is exceedingly clear.

“I am fortunate to work with great people both at PhilaPort and in the broader port community. I get to work with such a variety of people! Just recently, I communicated with a metals shipper, a very large retailer, an agriculture staffer from the Peruvian Embassy, a USDA official, an industrial real estate agent, a short line railroad sales guy, a trucker, a barge operator, a warehouse company, and a few marine terminal people,” he said.

Sales and marketing are not for everyone. Always under pressure to be in top form, and always running the risk of rejection, it takes a special kind of person to pitch products and services. Dominic O’Brien faces the hurdles with grace, style, and wit.

“Getting shippers to consider our port is a challenge,” he said. “For as much as I praise them as people, transportation pros can be pretty stubborn. If they are used to a port outside our region, they tend to stick with that port, even if we can offer them a better option here in the Philadelphia region. Those who make the switch are always happy, but getting them to make the jump is tough.”

Beyond making the sales pitch, Dominic is responsible for all the prep work that goes before it. He creates and delivers presentations, manages the PhilaPort customer database, makes introductions, provides supply chain advice, hosts port tours, coordinates film and photo projects, and gives media interviews. He has spoken at large conferences and before legislative committees about the port.

“Dominic epitomizes unwavering commitment to the Port of Philadelphia. His dedication to promoting and supporting the port and its regional supply chain is unmatched. With boundless enthusiasm, he showcases the Port of Philadelphia’s offerings to customers and port stakeholders alike. Those fortunate enough to accompany Dominic on these ventures witness firsthand his passion and tireless efforts in spreading the good word about Philadelphia,” said Amanda Prinski, Graphic Design & Social Media Manager at PhilaPort, who nominated Dominic.

Beyond his day job, Dominic is a frequent lecturer on port and transportation issues, speaking to trade groups, university classes, and civic associations in the U.S. and internationally.

While all of this sounds exhausting just to read, Dominic is also involved in numerous community, industry, and civic organizations. He serves on the board of the District Export Council—Mid-Atlantic, is a member of the Temple University Supply Chain Program Advisory Board, and is a former president of the World Trade Association of Philadelphia. He also belongs to Saint David’s RC Church and volunteers at Saint Francis Inn, which serves meals to the poor in Kensington.

When he has free time, Dominic likes to spend it reading, biking, and yelling at the television during Eagles games.

A graduate of LaSalle University, he lives in Abington, Pennsylvania with his wife of 19 years, Marnie, and their 18-year-old daughter, Noelle.

Thank you, Dominic, for your constant cheerleading of our port, its people, and the many features that make the Delaware River so special!

# Diana Schiller

**Supervisor of Containers  
Customer Service  
PSA Penn Terminals**



When the world throws you lemons, make lemonade. That is just what Diana Schiller did when she returned to maritime customer service after a lengthy change in career. She had a short stint with Penn Terminals beginning in 1993 before leaving to pursue another opportunity.

Diana, her mother, and her sister operated a family-run cafeteria for the next 25 years. Unfortunately like so many other small businesses, it was forced to close in 2020 due to the pandemic. As luck would have it, a part-time position opened at PSA Penn Terminals, and Diana returned to the port. The part-time job quickly turned into a full-time position as lead clerk, and within the next year, Diana was promoted to supervisor of Containers Customer Service.

“I jumped at the chance to return, coming back to some familiar faces as well as family and friends that work here,” Diana said about her return to PSA Penn Terminals. “I laugh because the supervisor at the time told me he hoped I would be back; I don’t think he expected it to take so long!”

Diana manages her customer service team in the U.S. and in Panama, and she sincerely appreciates the hard work of her well-seasoned group. Her department is responsible to facilitate the truck movements through the port, and Diana enjoys the fast-paced environment.

“The ‘why’ of a task or a problem has always intrigued me, and I feel that understanding the why makes tasks more meaningful and easier to tackle,” said Diana. “When looking at the big picture of moving cargo across the world, our small part of ship-to-truck and vice versa is a critical step in ensuring people everywhere receive the goods they need. By challenging myself and my team to provide the best customer service to drivers, shipping lines, and clients, we can guarantee we have done our part!”

She noted that her biggest difficulty may be coordinating a staff that works in person as well as remotely. Diana tries to create a sense of connection among team members so everyone is working together for a common goal, a particular challenge when working with many personalities from different locations and even separate countries.

“Diana is my go-to when I need to laugh, vent, or need help working through a challenge. She cares so much about her team and goes above and beyond to ensure that people feel appreciated. I’m not sure what I would do without her support,” said Kelly Burns, PSA Penn Terminals head of Customer Service. “Even when things aren’t technically her responsibility, she is willing to jump in and do what she can to help. She is a delight to work with.”

When Diana is not working, she dedicates herself to family, especially her son, Daniel, and her nieces and nephews. From building sets and props for plays, to attending sporting events too numerous to mention, and vacationing at the Jersey shore, she thrives on the chaos, love, and laughter of three generations building memories she knows will last a lifetime.

Diana graduated from Widener University with a Master of Education degree, is a lifelong member of St. Madeline Parish in Ridley Park, and volunteered for many years with Catholic Community Choir. She belongs to the Down Syndrome Interest Group of Delaware County, a member since her son was born in 2014, and is a proud Special Olympics mom.

Glad to have you back with us, Diana. Thanks for all you do to make our port a great place to do business!



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## “USS New Jersey” moves to dry dock

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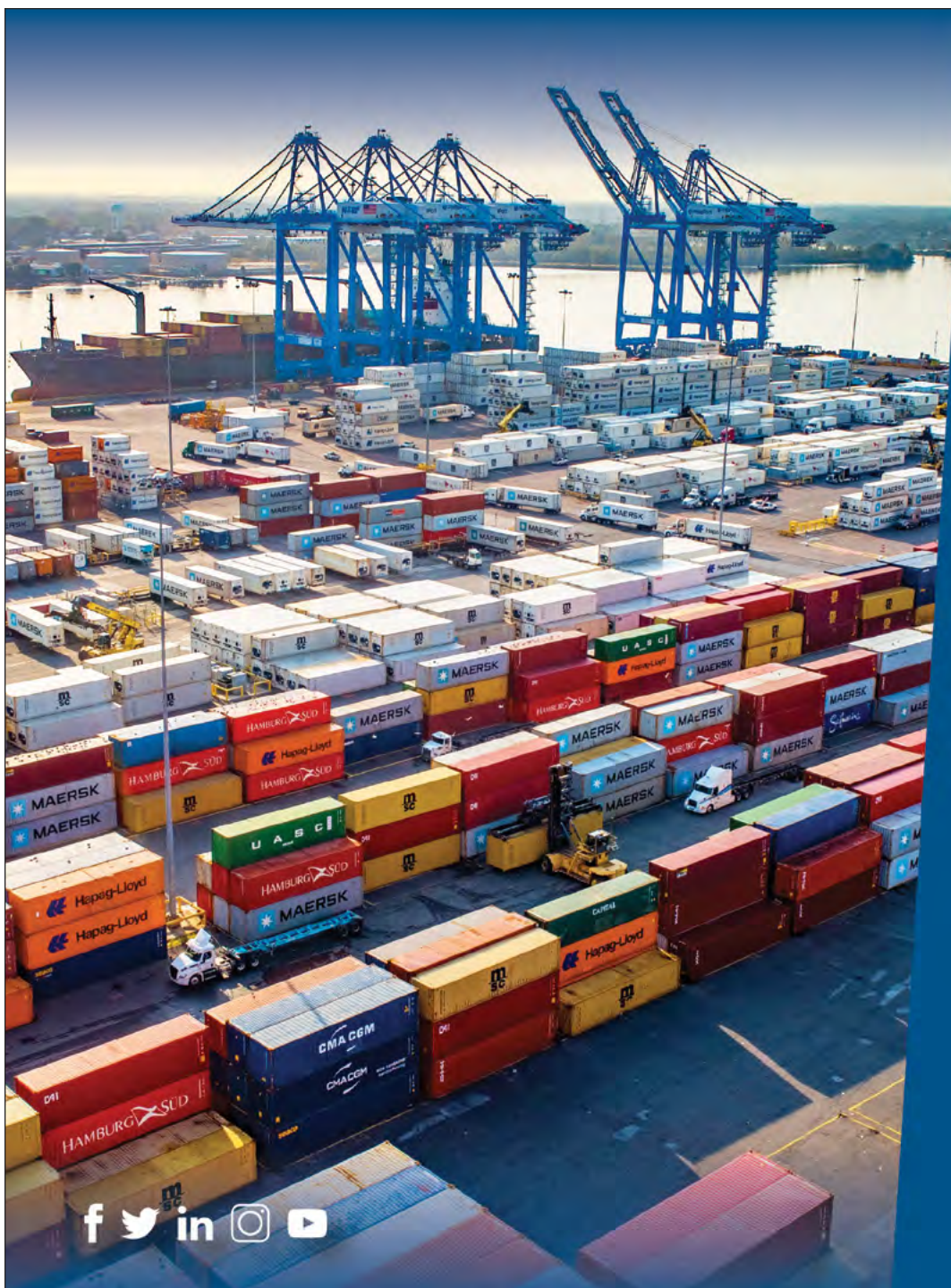
The “Big J” is a local treasure, homeported at Camden, New Jersey as a museum ship since 2001 after a contentious battle with Bayonne in North Jersey for the rights to claim her. The Delaware River port community remains in awe of this illustrious addition to the waterfront landscape.

The “New Jersey” had one of the most celebrated careers among ships of her class. She earned more battle stars for combat actions than the other three Iowa-class battleships, was the only U.S. battleship used to provide gunfire support during the Vietnam War, and is one of the largest ever built.

Using four tugs, McAllister Towing moved the ship from Camden to the Paulsboro Marine Terminal in New Jersey for preliminary work before towing her to the Philadelphia Navy Yard for preventive maintenance for the first time in over 30 years. The Navy’s most decorated battleship returned to dry dock #3, the same berth she launched from on December 7, 1942.

The battleship is expected to be in dry dock for 60 days.

Guided tours are available on Saturdays and Sundays while the ship is at the Navy Yard. Visitors can take advantage of this unique opportunity to see the massive propellers, the underside of the ship, and more. See [www.battleshipnewjersey.org/drydock/](http://www.battleshipnewjersey.org/drydock/) to learn more and to get tickets.



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# Our New Staff Member

## Meet Yair Farkas

### Administrative Coordinator

Yair Farkas is a new addition, not only to the Maritime Exchange team but to the maritime industry as a whole.

As a part of his role as Administrative Coordinator, Yair organizes many member-based programs, events, and committees. As his inauguration to life at the Exchange, he helped plan and execute the Exchange's recent Delaware River 101 program, which provided nearly 50 industry newcomers and veterans alike with an overview of port operations.

"It was a perfect introductory project for me," Yair said. "Not only was I able to interact directly with so many of our members, but I also got the chance to participate during the event and learn about this industry."

Yair is the first point of contact for new Exchange members, helping orient them to the organization, answering questions, and briefing them on the programs that may best suit their needs. At the same time, he learns about their interests and concerns and can translate those conversations into action. "I'm excited to implement new programs and ideas that will allow the Exchange to serve its membership as effectively as possible," he said.

Odds are that you have already heard from Yair. He prepares the daily *Federal Register* and news



clips highlights distributions and drafts many other alerts and broadcasts members receive from the Exchange. Yair is also responsible for the Exchange's social media activity.

Prior to starting with the Exchange in February, 2024 Yair worked for the Greater Philadelphia Chamber of Commerce as a part of the Arts + Business Council. He comes from a background in the arts, having earned his B.A. in music from Binghamton University. He has always been a singer, participating in a litany of choirs and a cappella groups throughout the years. Lately, though, he is happy to limit his singing to the shower and occasional karaoke nights.

Yair is a relatively recent transplant to Philadelphia. He moved to the region almost two years ago from Chicago and lives in South Philly with his partner, Anisha, and their dog, Ginny.

Welcome aboard, Yair!

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# Largest vessel in Port of Philadelphia’s 300-year history arrived in March

The Delaware River port community buzzed with excitement as the largest vessel to ever call the East Coast arrived at PhilaPort’s Packer Avenue Marine Terminal. The M/V “CMA CGM Marco Polo,” spanning 1,300 feet and boasting a capacity of 16,020 containers, arrived on March 8, 2024, welcomed by a Philadelphia Fire Department Marine Unit water cannon shower.

The ship is 180 feet longer than Philadelphia’s tallest building, and the length would span nearly three Philadelphia city blocks, more than four NFL football fields.

“We are thrilled to finally bring a vessel of this size up the Delaware River,” said Capt. David Cuff, President of the Pilots Association for the Bay and River Delaware. “We always knew that we could pilot this size of ship up the Delaware River—safety was and is the highest priority. To be sure it could transit safely, a dozen of our most experienced pilots spent valuable hours training in the simulator at MITAGS [Maritime Institute of Technology and Graduate Studies].”

The “Marco Polo” is part of CMA CGM’s NAMEX service, and PhilaPort expects it to have an economic impact on the Delaware port region of \$34-81 million yearly and provide up to 600 direct and indirect jobs for greater Philadelphia. NAMEX connects PhilaPort with growing markets across the Asia-Mediterranean region and is a direct result of the hard work, dedication, and drive of port leadership taking the necessary and



arduous steps to prepare the port and Delaware River for a ship of this size.

“This vessel is the manifestation of years of hard work preparing for this newer class of vessels,” said Jeff Theobald, Executive Director and CEO of PhilaPort. “It has always been our goal to be able to handle these vessels which have become the workhorse of maritime trade around the world.”

The new service will bring consumer goods and cold cargoes from Southeast Asia and fruit

from Morocco. Typically, food products valued at over \$5 billion move up the Delaware River per year. The new service will provide substantial export opportunities as well.

The Port of Philadelphia has experienced a container growth of 74 percent since 2015. Vessels like the “CMA CGM Marco Polo” can generate up to 565 direct and indirect jobs and \$5 million in state and local taxes.

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# SJPC taps Altomare to lead safety, security

The South Jersey Port Corporation welcomed Richard F. Altomare to its team as the newly appointed general manager for Security, Public Safety, and Emergency Management and Facility Security Officer. As the former head of the TSA's Federal Air Marshal Service in Philadelphia, Altomare brings a wealth of law enforcement expertise and decades of experience to his new role.

"We're delighted to have Rich's extensive and impressive decades of law enforcement expertise leading our security team and emergency management efforts," said Andrew Saporito, SJPC's executive director and CEO. "He not only enforced the regulations, tactics, strategies, and policies to protect America's air flights and borders, he wrote them at the TSA and taught them as an adjunct professor."

Altomare's career includes serving as a military policeman in the Army, a police officer in Brigantine, New Jersey, and then rising through the ranks at the Transportation Security Administration. In 2023, he was awarded the Secretary of the Department of Homeland Security's Exceptional Service Gold Medal in recognition of his exceptional leadership.

He led law enforcement and security operations over numerous maximum transportation security/mass-



attendance events, including Super Bowl LI, the 2016 NCAA Final Four Championship Game, and "Operation Allies Welcome."

While simultaneously performing his duties with the Transportation Security Administration, from 2013 to 2023 he served as adjunct professor/course developer at the Florida Institute of Technology in Melbourne, Florida, delivering graduate-level lectures on Homeland Security and Criminal Justice studies.

Altomare holds a Master of Science in Administration from Fairleigh Dickinson University and a Bachelor of Arts in Criminal Justice from Stockton University.

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## SCW helps family reunite

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

In the bustling Port of Wilmington, amid the comings and goings of ships laden with cargo, one seafarer's journey stood out recently. The Seamen's Center of Wilmington helped to facilitate an extraordinary family reunion between Muktar, a first officer aboard the "M/V CS Celeste," and his family located in Baltimore, Maryland. This reunion truly warmed the hearts of all who witnessed it.

Hailing from Ethiopia, Muktar had traversed oceans to fulfill his duties aboard the M/V "CS Celeste," which brought nitrates to the port. But what made this stopover remarkable was the arrival of Muktar's relatives from Baltimore to whisk him away for a brief but memorable family reunion. Muktar's next port of call was Baltimore, but other obligations would not permit the family to see him while the ship called the closer port.

Driven by love and determination, Muktar's relatives embarked on a journey to Wilmington, eager to embrace him after his long stint at sea. Their reunion was short lived, however, as the ship's imminent departure meant Muktar had to return early the next morning.

Despite the fleeting nature of their time together, Muktar's joy was palpable upon his return from Baltimore. With a sparkle in his eyes, he recounted how his relatives had prepared all his favorite Ethiopian dishes, creating a warm and familiar atmosphere that he cherished deeply.

For Muktar, those precious hours spent with his family were a source of



*Facilitated by the Seamen's Center of Wilmington, a family member meets Muktar (left), ready to take him to a much-appreciated family reunion.*

immense happiness and rejuvenation. Though separated by the demands of the sea and the obligations of seafaring life, the bond of family remained unbreakable, igniting a sense of joy and gratitude that resonated within him and those around him.

In a world marked by constant motion and separation, Muktar's story serves as a poignant reminder of the enduring power of familial love and the profound joy that comes from even the briefest moments spent together. As he set sail once more, Muktar carried with him the warmth of his family's embrace, fueling his spirit on the journey ahead.

The Seamen's Center of Wilmington is proud to have played a small part in facilitating this heartwarming reunion. It is moments like these that remind us of the importance of human connection and the profound impact it can have on our lives.

## Q&A with Bayard Hogans

*continued from page 1*

**A:** Enstructure has invested in green solutions across its terminal network, including new electric cranes and forklifts, LED lighting conversions, and various recycling initiatives, through products such as scrap metal and wood waste. At Port Wilmington specifically, we have invested in additional refrigerated container electric plugs (moving away from diesel generators), improved cold storage systems in our warehouses, and utilized new RTG cranes to reduce traffic in our yard. We continue to evaluate opportunities to reduce emissions, and electrification of cranes and other cargo handling equipment will be a primary focus.

**Q:** **The most important keys to the future of any port involve infrastructure improvements and intermodal connections. Can you describe your port in these terms today and what you see coming in the future?**

**A:** Port Wilmington is a full-service marine terminal that offers container, bulk, breakbulk, and auto/RoRo solutions with superior connectivity to the

Mid-Atlantic, Northeast, Midwest, and Canada. Our facility is located less than a mile from I-495 with close proximity to I-95 and the NJ and PA turnpikes. From a rail perspective, we have direct access to Class-I rail (Norfolk Southern) and are located nearby CSX and NS rail yards. Investing in infrastructure that maintains and expands Port Wilmington's connectivity is a top priority for Enstructure, and intermodal connection is an important part of that.

**Q:** **With the \$50 million in federal grant money, the Edgemoor expansion is closer to fruition. What steps are next in the Edgemoor project timeline?**

**A:** Enstructure is continuing to work closely with our partners at the Diamond State Port Corporation to move the Edgemoor project forward. A new container terminal at the Edgemoor site will have significant positive economic impacts for Delaware and the broader Mid-Atlantic region. This will allow for an expansion of trade capacity, reduced carbon footprint with a state-of-the-art facility, improved supply chain efficiency in the region, and the ability to handle Neo-Panamax vessels to achieve economies of scale in directly serving the region.

# In Memoriam

## William F. Carroll, Jr.

The Exchange is sad to report that William F. Carroll, Jr. passed away on March 22, 2024, following a long illness.

Bill lived a full life with amazing accomplishments, the proudest of which was his 47-year marriage to the love of his life, Rosemary, and the eight children they shared, including river pilot Capt. Kelly McCandless.

Bill was an innovator and entrepreneur. Among other endeavors, he and Rosemary founded the Delaware Maritime Education nonprofit organization to help young people learn about and pursue maritime careers.

Bill was an ardent supporter of the Seamen's Center of Wilmington for many years. He was a stalwart at St. Ann's Catholic Church in Bethany Beach, where he served as a Eucharistic Minister for many years.

He was a member of Southern Sussex Rotary, Lions Club, and the State of Delaware's Bethany Beach/Fenwick Island, Rehoboth Beach/Dewey Beach, and greater Millsboro Chambers of Commerce. He volunteered at the CHEER center, Meals



on Wheels, Habitat for Humanity, and Contractors for a Cause.

Bill also served in the Maryland House of Delegates as Counsel to the Minority Delegation. He was a U.S. Senate intern for an independent member from New York, served as a campaign consultant to national and state campaigns throughout the U.S., and was Republican Party Chairman for Howard County, Maryland. Bill was the youngest elected member of the Maryland Republican State Central Committee in 1970 and served as chairman of the Sussex County Republican party from 2012 to 2018.

The Exchange extends its heartfelt condolences to Rosemary, Kelly, and the entire Carroll family.

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# Editorial

## Tariff policy on the wrong track

Many of us were surprised that President Biden failed to reverse the Trump-era Section 301 tariffs on imported steel when he first took office. So his April 17, 2024 announcement that he intends to raise the existing Section 301 tariffs on steel from China to 25% was a real shock.

Aggravating the total impact are the Section 232 tariffs on Chinese steel and aluminum imports. If U.S. Trade Representative Katherine Tai follows through on the president's call to in effect triple the 301 tariffs, the cumulative effect of the two measures means Chinese steel and aluminum would face tariffs of 50% and 35% respectively.

President Biden claims the move is necessary to combat China's heavy subsidies of its steel industry and to protect domestic steel production and U.S. manufacturing. This is in line with his focus on infrastructure investment—and he wants to use U.S.-made steel to build those roads, bridges, and railways.

Unfortunately, he has it wrong.

A robust economic recovery requires the U.S. to create and expand import and export opportunities for American businesses to reach new markets, create jobs here at home, and compete globally. It also requires the U.S. to craft a defined China policy that addresses unfair trading practices but removes ill-conceived tariffs that continue to harm all American businesses.

CBP records show that U.S. importers have paid over \$211 billion on covered products (that is, those not expressly excluded from the tariffs) from China. Disguised as an action against the PRC, these are in actuality a tax on American businesses, preventing them from investing in their companies with new technologies and additional workers. We know at least some of those additional costs are passed on to U.S. consumers.

One model shows that the existing tariffs will reduce long-run GDP by 0.2%, wages by 0.14%, and employment by 166,000 full-time equivalent jobs. Retaliatory tariffs can exacerbate the effect by reducing U.S. GDP a further 0.04% and eliminating another 29,000 FTE jobs.

One thing abundantly clear is that American companies bear the economic burden of this U.S. trade policy and its associated increase in the cost of doing business here.

The Americans for Free Trade coalition has worked diligently since 2018 to shed a light on the fallacy that the tariffs do anything but stifle economic activity. The AFT goes on record at every possible opportunity and has maintained a clear and consistent message to Congress and the USTR about the urgent need to complete the four-year tariff review and release the findings. Equally critical is the necessity of renewing expiring exclusions in a timely manner. As the most recent example, the USTR last extended the exclusions on December 26, 2023, just a few days before their December 31 expiration. Failure to provide greater notice on whether the exclusions would be extended created untenable uncertainty among importers on whether they must pay tariffs on products already purchased.

From a practical perspective, it also meant that Customs & Border Protection was denied sufficient time to program its automated system to reflect the extension. So importers had to pay the duty on the products until CBP could make the change, then they had to apply for refunds. Such inattention to the urgent nature of USTR actions and their ramifications creates significant, unnecessary administrative expense as well as cash flow challenges for affected companies.

Rather than the current obfuscated trade policy, the AFT has instead pressed for a strategic tariff realignment away from goods that are unavailable in sufficient quantities from sources beyond China. It has also urged the administration to partner with allies to more effectively work against China's trade posture and support U.S. supply chain diversity through a variety of measures.

While President Biden's efforts to promote domestic industry are understandable, they neglect to consider the significant economic burden the tariffs place on American businesses and consumers. More importantly from our perspective, they fail to account for the loss of U.S. maritime-related jobs and economic impact associated with a decrease in the volume of imported cargos.

Other options to fight unfair trade practices exist. The Biden Administration should take immediate steps to implement them.

## President should reconsider LNG moratorium

*Executive decision hurts domestic production, foreign relations in times of crises*



By: Kurt Knaus, Spokesman  
Pennsylvania Energy Infrastructure Alliance

President Joe Biden would do well to reexamine his decision to order a moratorium on all future liquefied natural gas export projects in the United States. The halt, even if temporary, is foolish, dangerous, and harmful to the U.S. economy and our allies overseas.

When the Biden administration announced in January via executive order that it was pausing approvals of new U.S. LNG export projects to examine the environmental, economic, and climate impacts of the businesses, the reaction was swift, bipartisan, and global in scale.

It's no wonder. Conflicts overseas have made it abundantly clear how critical our domestic energy production is—not just for our own independence but for security and political stability around the world.

The U.S. recently became the world's leading LNG exporter. It makes little sense to withhold such an important resource from our allies. When they are more reliant on energy supplies from our adversaries than us, the world is less secure. American LNG can change the equation.

Even Pennsylvania's two Democratic U.S. senators, Robert P. Casey Jr. and John Fetterman—stalwarts of the president—broke rank. They understand what this decision means not only for our allies in need but on the home front as well.

They issued a joint statement expressing concern about the president's action, noting that "Pennsylvania is an energy state" and that the "industry has created good-paying energy jobs in towns and communities across the Commonwealth and has played a critical role in promoting U.S. energy independence."

Based on independent polling, Pennsylvanians agree.

According to a poll by co/efficient, two-thirds of Pennsylvania residents support expanded LNG exports to help create energy sector jobs. The poll found that 87% see energy security as vital to national security, with natural gas vital to Pennsylvania's economy and domestic and global security.

A second and separate statewide poll by Axis Research found 58% of Pennsylvania voters oppose the LNG export moratorium after learning more about it, with 41% less likely to vote for the president because of it. Notably, 57% of poll respondents were Democrat and Independent voters.

Pennsylvania is the U.S.' second-largest producer of natural gas behind only Texas. Future natural gas exports could add billions of dollars to the U.S. economy and create as many as 453,000 American jobs.

An LNG export terminal in Philadelphia, for example, would create thousands of good-paying union jobs, reassert Pennsylvania's leadership on the world stage, and increase the global supply of clean-burning, affordable, abundant, reliable energy, according to the final report of the bipartisan Philadelphia LNG Export Task Force.

On Feb. 15, 2024 the U.S. House of Representatives voted, 224-200, in favor of a measure ("Unlocking our Domestic LNG Potential Act," H.R. 7176) that would overturn the Biden administration's temporary pause of new LNG terminals. Nine Democrats crossed party lines to join the GOP majority. The Senate has introduced a measure but has yet to take action.

Later that same month, the American Petroleum Institute and six other trade groups called for a rehearing on the pause. They argued the move is "arbitrary and capricious" and goes against the federal statute governing administrative agencies. The Department of Energy declined the request. The filing by API and the other groups is the first step toward a legal challenge that makes the same argument.

Meanwhile, 16 states filed a lawsuit to challenge the Biden administration's suspension of approving new licenses to export liquefied natural gas, arguing the federal government lacks proper authority to unilaterally deny the permits, even on a temporary basis. The lawsuit also claims the pause will harm the U.S. economy and undermine efforts to supply allies in Europe with steady supplies of LNG.

Energy is sometimes a divisive issue, especially during campaign season, but even more so during a presidential election year. But politics alone does not change the fact that the president's decision isn't simply unpopular; it's just plain wrong.

*The Pennsylvania Energy Infrastructure Alliance supports investments to modernize energy infrastructure to ensure reliable access to low-cost energy to power our local economy and ensure the utmost safety and health of our communities. Contact Kurt Knaus at [kurt@ceislermedia.com](mailto:kurt@ceislermedia.com).*

*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](mailto:exchange@maritimedelriv.com)

Maritime Exchange, Attn: Beacon Editor  
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# The Corporate Transparency Act: Are you ready to disclose?

## Legal Ease

By: Danielle Py-Salas, Esq.  
The Danneman Firm, LLC

Is your business prepared for the monumental changes brought forth by the Corporate Transparency Act (CTA)? As you may already know, the U.S. Department of Treasury has implemented this crucial legislation to combat corruption, money laundering, and terrorism. As a result, many companies are now required to disclose the ownership details of their businesses.

The CTA proposes to prevent illicit activities through anonymous and shell companies by requiring certain corporations, LLCs, LPs, and similar entities operating in the United States to disclose their beneficial owners to the U.S. Treasury's Financial Crimes Enforcement Network (FinCEN). The implications for your business due to the CTA's new reporting provisions will depend on your entity type and ownership structure. Certain types of domestic and foreign companies doing business in the U.S. may be required to disclose the identities of their beneficial owners to FinCEN,

which could mean additional compliance and reporting obligations for your company. Thus, it is crucial for all businesses to be aware of their obligations under the CTA and to ensure compliance with the reporting provisions to prevent any legal or financial consequences.

### Who is required to file the BOI Report?

Companies required to file the Beneficial Owners Information or the BOI Report with FinCEN are referred to as "Reporting Companies," and they include any company that is (1) a corporation, a limited liability company (LLC), a limited partnership (LP), or an entity that was otherwise created in the U.S. by filing a document with a secretary of state under the laws of any U.S. state or Indian tribe; or (2) a foreign company that was registered to do business in any U.S. state or Indian tribe by any such filing. Reporting Companies do NOT include general partnerships, trusts not involving a creation filing, or any foreign enti-

ties that do not choose to register to do business in a U.S. state or Indian tribe.

While various types of entities are exempt from filing, such as publicly traded companies, nonprofit companies, and certain large operating companies, most small businesses structured as corporations, LLCs, or LPs will likely need to report.

### When does the BOI Report need to be filed?

All Reporting Companies that have been registered or created before January 1, 2024 must file the BOI Report before the end of the 2024, but any newly created or registered companies must file the report within 90 days from the date the company was created.

In addition, Reporting Companies must file an update or correction to the report within 30 days of receiving notice of the error or within 30 days of any material change to the company. Operational changes to a company or any change to a Beneficial Owner's name, address, or unique identifying number may necessitate an update to a company's BOI Report.

**Alert.** Protect your business from fraudulent messages. FinCEN



does not send unsolicited requests, so please be wary of companies that claim to be specialists in this area. If in doubt, contact us directly.

Attorney Danielle Py-Salas is Senior Counsel at The Danneman Firm, LLC, where she leads the firm's Corporate Transparency Act BOI Reporting. In addition to the CTA, Danielle advises on residential and commercial real estate transactions, including sales, investments, joint ventures, legal due diligence and acquisition, property management and leasing, structured finance, and title and survey analysis. You can reach her at 302-793-9660 or at [Danielle@DannemanFirm.com](mailto:Danielle@DannemanFirm.com).

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## Notes & News

**Gawthrop Greenwood** business attorney **Gordon W. Prince** was elected to the Board of Directors of the Greater West Chester Chamber of Commerce. Prince is a member of Gawthrop Greenwood's Business Department, where he supports a broad range of transactional and general business entity matters, including the drafting and negotiation of contracts, business acquisition, and sale agreements, as well as helping clients navigate business compliance with state and federal law, real estate transactions, and corporate governance. Congratulations!

**Yvonne Deadwyler** was appointed as the new President of the **New Castle County Chamber of Commerce**. She was Vice President before becoming Interim President in January 2024 upon Bob Chadwick's retirement. Best of luck in your new position, Yvonne!



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## Calendar of Events

05/08	Maritime Exchange Board & Organizational Meeting 11:00 a.m.
05/09	Traffic Club of Philadelphia National Transportation Week Luncheon 11:30 a.m. – 3:00 p.m. Chart House, 555 South Columbus Boulevard, Philadelphia, PA 19106 <a href="#">Register</a>
05/16	Independence Seaport Museum Cocktails & Crustaceans Summer Kickoff Lobster Boil, 6:00 p.m. – 9:00 p.m. Independence Seaport Museum, 211 South Columbus Boulevard Philadelphia, PA 19106. Click <a href="#">here</a> for tickets.
05/20	Massachusetts Maritime Alumni Ship Tour - "Patriot State" Training Ship 4:30 p.m., Philly Shipyard Click <a href="#">here</a> for more information
05/22	<b>National Maritime Day</b>  Seamen's Center of Wilmington Board Meeting, Noon  Ports of Philadelphia Maritime Society National Maritime Day Celebration 4:00 p.m. – 7:00 p.m. Pier 6, 5195 19th Street, Philadelphia, PA 19112 Contact <a href="#">Lynn Cointot</a>
06/05	Ports of Philadelphia Maritime Society Board Meeting Noon – 2:00 p.m.
06/06	Maritime Exchange Government Affairs Committee Meeting 10:00 a.m. – 11:30 a.m. Contact <a href="#">Yair Farkas</a>
06/08	Seamen's Center of Wilmington Annual Tug Cruise 5:30 p.m. – 7:30 p.m., The Port of Wilmington Contact <a href="mailto:scw@scwde.org">scw@scwde.org</a>
06/12	Maritime Exchange Executive Committee Meeting 11:00 a.m.
06/19	Seamen's Church Institute Annual Board Meeting, Noon
07/10	Maritime Exchange Board Meeting 11:00 a.m.
07/31	Traffic Club of Philadelphia, Phillies vs. Yankees Game - Businesserson Special 11:00 a.m., Citizens Bank Ballpark, Philadelphia, PA <a href="#">Register</a>

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

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