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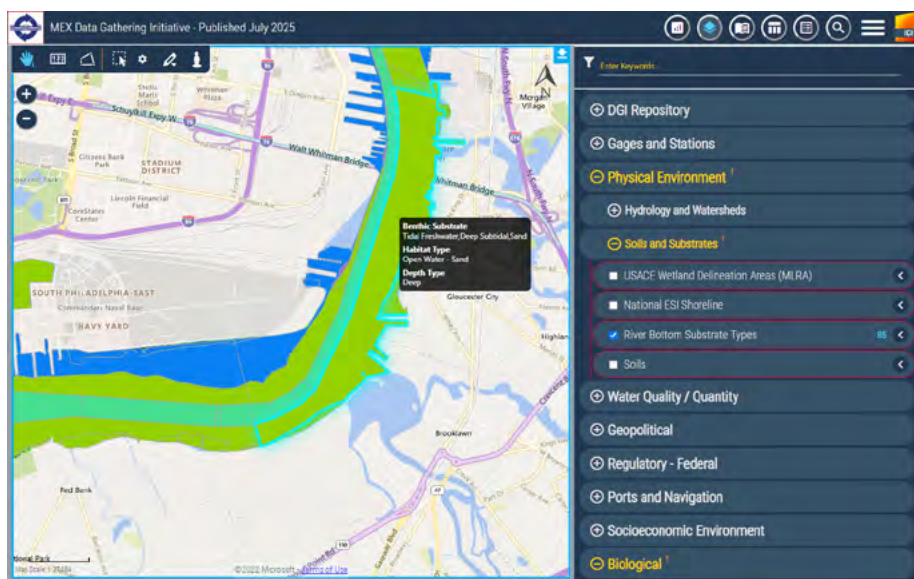
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Data Gathering Initiative system goes live!

DGI to help expedite waterfront construction project permitting

It has been years in the making, but a brainchild born from the Exchange's Private Berth Dredge committee finally came to fruition on July 29, 2025. On that date, the Exchange granted access to the first round of invitees to the finalized Delaware River and Estuary Ecosystem Data Gathering Initiative program, or DGI for short, a system designed as a centralized repository containing vetted scientific, environmental, and industry data that can reduce the level of effort required to apply for and approve development projects on the river. The Exchange worked with Mott MacDonald, the prime contractor tasked with identifying, collecting, and vetting the data, and ICI Innovations that developed the DGI interface.

"The permitting process for waterfront construction and dredging projects can be onerous and time consuming to say the least," said Exchange President George McCarthy. "The goal of the DGI system is to help our members and port partners reduce the effort involved in the permitting process by centralizing as much of the information required



to develop the permit applications as possible. That involves reporting on potential impacts to endangered species, water quality, economic and social considerations, and a host of other required data. DGI will help streamline this process."

The project officially started in 2018 when the Private Berth Dredge committee conceived the idea and began exploratory efforts to determine the potential scope of such a project and identify possible funding sources.

What started as a white paper developed by the committee turned into a formal request for proposals and a drive to identify federal funding. Then in 2023, with the support of Delaware Senators Tom Carper and Chris Coons, the Exchange was successful in obtaining funding to launch the project which ultimately took the form of a grant through the National Oceanic and Atmospheric Administration.

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Thank you for a memorable evening!

Celebrating the last 150 years and looking forward to the next

Those of you who joined the Maritime Exchange at its 150th Anniversary Gala dinner know what an incredible experience it was because you helped to make it just that. With over nearly 250 members of our maritime community in attendance, the event was a testament to what can happen when our industry bands together to get work done. Though our small Maritime Exchange team did amazing work to stage the event, we could never have done it on our own. This is to thank all of those who helped make the event what it was, first and foremost among whom, dear reader, is you.

In singling out a few folks in particular who helped make the 150th what it was, we must start with the imitable **Caroline Levkulic**. In her capacity as professional liaison for local event-planners **Original Events Company**, to say that she played a key role in creating a memorable experience for us and our guests would be an incredible understatement. Her consistency at our weekly meetings, problem-solving abilities, patience, and support helped the Exchange coalesce disparate ideas into a coherent vision and from there to a very real event.

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The calm before the storm. Historic displays and photos featured at the Exchange 150th Gala. More photos on pages six and seven.

The President ends de minimis exemption

A nearly century-long provision comes to an end

Amid the tariff turmoil that played out over the past several months, President Trump took aim at de minimis shipments and ended the duty-free exemption for cargo valued at less than \$800. Under de minimis, a provision on the books since the 1930s, U.S. Customs and Border Protection has not collected duties on low-valued packages because the effort to collect the fees presumably costs more than the duties themselves.

The U.S. raised the exemption threshold from \$200 to \$800 in 2016 as part of the Trade Facilitation and Trade Enforcement Act of 2015, and it has been a contentious issue of late due to the dramatic increase of low value shipments (especially from China), the complexity of implementation given that rise, and potential loopholes used to take advantage of the exemption. CBP and industry have long grappled with the nuances and technical challenges of determining how the daily de minimis threshold is calculated, but the July 30 decision by the President seems to have made the point moot.

According to the White House, the volume of de minimis shipments entering the U.S. increased from 134 million shipments to over 1.36 billion shipments between 2015 and 2024. On average, CBP processes over 4 million de minimis shipments into the U.S. each day. The President claims that packages entering the U.S. using the duty-free de minimis exemption are typically subject to less scrutiny than traditional imports and his order is an attempt to close the loophole that poses health, safety, national, and economic security risks.

President Trump had already ended de minimis exemptions from China and Hong Kong in May 2025, but this new decision expands that ruling to all countries. For goods shipped through the international postal system, packages will instead be assessed duties according to an ad valorem or specific duty, an attempt to close a loophole many believe China was using to circumvent the May ruling.

It is likely that Americans will feel the brunt of the change as importers will pass along at least some of increased cost in the way of higher prices. The Tobin Center for Economic Policy at Yale University estimates that ending the de minimis exemption could cost U.S. consumers approximately \$13 billion annually.

It remains to be seen the impact on not only U.S. consumers and importers, but also the federal agency now tasked with collecting duties on the myriad shipments that have until this point remained tax free.



The human relationship factor

Having recently had the privilege of accompanying Western Fumigation on their trip to Chile to meet with fruit exporters, brokers, key trade association leadership, and ship operators, your Exchange president was reminded of the unchanging value in personally visiting trade partners in their own neighborhoods.

While seeing things firsthand (a good mariner's habit) including the locations where some of our Chilean fruit imports are created, handled, and exported is certainly of great value, of equal importance is building personal relationships and trust between trade logistics partners.

AI and Zoom meetings notwithstanding, global logistics remains a human-based ac-

tivity requiring in-person interfacing. As Margaret-Ann Cole put it in a Forbes Article way back in January of 2018: "Humans bring a unique skill set that a machine cannot, against persistent disruptions."

While the nature of maritime logistic disruptions is always changing, the need for personal relationships in advance of the unpredictable remains key to quickly finding workable solutions.

Within our own local maritime community, the Exchange's efforts to re-energize our relationships with members like the Pilot's Association of the Delaware Bay and River already show the benefits of frequent open dialogue.

Earlier this year, a representative from the National Oceanic and Atmospheric Administration (NOAA), through the Pilot's Association, asked the Exchange to consider providing a review of the status of its Physical Oceanographic Real-Time System (PORTS®) program here along the Delaware. Such an effort would be to provide suggestions on improving the program.

USCG Sector Delaware Bay recently requested that the Pilot's Association and the Exchange take a joint look at improving the visual picture of the River and Bay. This possible public/private partnership is yet another

example of the benefits that stem from closer relationships and collaboration amongst Exchange members.

The Exchange's core strengths lie in its ability to view issues as a neutral, non-competitive entity, to gather a team of knowledgeable interests to discuss possibilities, and to garner the needed approvals resulting in region-wide improvements to the trade industry.

In the coming months and beyond, expect to see more of your Exchange team out and about learning from our members and improving our portfolio of services—endeavors which we cannot accomplish alone.

Speaking of the relationship factor, many thanks to everyone for their support and attendance at the Exchange's 150th celebration, where 248 of this maritime community's closes friends and neighbors gathered to reflect on the past and, most importantly, enjoy each other's company and humanity in a great venue. May the team planning the next milestone gala appreciate the new standard now established for such events!

George E. McCarthy

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Ports brace for new USTR fees and taxes

Fees on Chinese built and operated vessels commence in October

While the country grapples with the ever-changing tariff landscape imposed by the Trump Administration, the maritime industry is also poised for the United States Trade Representative to impose its fees and taxes stemming from the Section 301 investigation on “China’s Targeting the Maritime, Logistics, and Shipbuilding Sectors for Dominance.”

The first and potentially largest change will take effect on October 14, 2025, when the USTR will implement significant new port service fees on Chinese-built and Chinese-operated vessels.

The highest rates will be assessed against Chinese-operated vessels, but ships built in China, regardless of the current owner/operator, will also be taxed. The U.S. will issue a \$50/net tonnage capacity fee on all vessels owned or operated by Chinese companies at the first port of entry per voyage. The USTR will increase the fee incrementally to \$140/net tonnage capacity by April 17, 2028. Each vessel can be taxed up to a maximum of five times a year.

Chinese-built ships will incur a net tonnage capacity or number of containers discharged fee; whichever is higher. That rate will begin in October at \$18/net tonnage capacity

per voyage or \$120 per container and will increase through April 2028 to \$33/net tonnage capacity or \$250 per container. MARAD security program vessels, ships arriving empty, small vessels, voyages of less than 2,000 nautical miles, vessels owned by U.S. companies, and certain specialized export vessels are exempt.

From the period beginning January 1, 2024, through the first quarter of 2025, the Exchange tracked approximately 29% of vessels arriving to Delaware River ports as Chinese built, with only slightly more than 1% being of U.S. manufacture. South Korea surpassed China with over 31% of arriving ships built there, and Japan came in third at nearly 27% of vessels.

The USTR also specifically targeted the vehicle trade for additional taxes. Although it seems to have backed down on its plan to charge all foreign-built car carriers \$150 per car equivalent unit per voyage, the USTR proposed a fee of \$14 per net ton of the vessel, which could be substantially lower than the original tariff rate.

The USTR action also focused on Liquefied Natural Gas exports and the corresponding shipbuilding industry in its decisions. Beginning in

April 2028, it mandates that 1% of all LNG exports must be carried on U.S.-built ships, and annual increases will increase this mandate to 15% by 2047. Providing the USTR LNG ruling stands and given the first deadline is only three years away, companies may need to take advantage of a proposed waiver that grants a three-year extension if said companies place orders for U.S.-built LNG vessels.

In a revised decision, the USTR did shift the burden of LNG export shipping compliance from the terminal operator to the vessel operator and removed clauses that would have revoked LNG export licenses from non-compliant companies.

Ship to shore cranes, many of which are built in China, also face potential steep increases in fees. In addition to tariffs already placed on Chinese goods by both the Biden and Trump administrations, ports face an additional 100% USTR fee on Chinese-built cranes. These fees are still under consideration and no timetable or final determination has been set.

The maritime industry certainly faces numerous challenges in the months and years ahead as the U.S. attempts to regain at least some semblance of maritime dominance and tries to rebalance trade deficits. But

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Guy Buck

given that the shipbuilding industry, other infrastructure providers, and manufacturers may take years, if not decades, to retool in the U.S. and away from a China-dominated market, the financial burden for such a shift will fall on importers, shippers, vessel owners, terminal operators, the existing U.S. maritime industry as a whole, and ultimately the U.S. consumer.

Closing out another rewarding trip to Chile

By: Christina Lista, International Business Development Manager, Western Fumigation
Director, Chilean & American Chamber of Commerce

This past June, I had the pleasure of returning to the beautiful country of Chile and was reminded of the unique and deep connections the Delaware River and the country share.

This mission was particularly special, as I had the honor of bringing George McCarthy, President of the Maritime Exchange for the Delaware River and Bay, along for his first visit to Chile, in addition to my colleague Dr. Shannon Sked, Director of Western Fumigation. Our trip’s purpose: to reflect on the most recent Chilean grape season, share updates on eFume™, and discuss potential challenges and opportunities with the upcoming season.

Fruitful discussions

Our visit included a packed itinerary of meetings and programming—including attending Yentzen Group’s informative GrapeTech Convention, a high-level technical event with an emphasis on innovation and efficiency within the Chilean grape industry. In Santiago and Valparaíso, we met with Frutas de Chile, Fundación para el Desarrollo Frutícola, and a variety of exporters and shipping lines, among others.

Our conversations with exporters shared common themes: shipping delays, late-developing grapes, and congested ports caused significant headaches. Everyone had trouble navigating a tricky season due to delays in Peru, potential labor strikes, and logistical missteps—not to mention tariffs. Storage space was also extremely



George E. McCarthy, Maritime Exchange President, Dr. Shannon Sked, Director of Western Fumigation, and Christina Lista, International Business Development Manager of Western Fumigation met with representatives of Frutas de Chile to discuss the successes and challenges faced during the 2024-2025 fruit season and to plan for 2025-2026. Shown here are (l-r) Francisco Letelier, President of Fundación para el Desarrollo Frutícola, Miguel Canala-Echeverría, General Manager of Frutas de Chile, Iván Marambio, President of Frutas de Chile, Dr. Shannon Sked, Christina Lista, Ignacio Caballero, Marketing Director of Frutas de Chile, and George McCarthy.

limited in the flooded market. And the omnipresent comparison is always discussed: containers vs. breakbulk vessels. Fast but costlier breakbulk ships compete with slower, cheaper containers, making timing a constant juggling act.

Although the primary yield of Systems Approach grapes to the U.S. fell short of expectations, success stories of its first season were shared by a panel of industry experts at the

GrapeTech conference. The Systems Approach program adds another prong to enable the safe and pest-free delivery of fresh fruit to the U.S. market.

eFume™ update

A new, innovative method to reach the U.S. market is with the use of eFume™ (which

Maritime Exchange brings you back to school

Get caught up with your industry with our educational programs this Fall

If you are new to membership with the Maritime Exchange, you may only know us as historians and gala throwers. Luckily, we offer so many more programs and opportunities for our community.

The Exchange's year-round programming is designed to educate and engage our maritime trade community. From organized lessons to valuable certifications, and even community events, if the Exchange does not yet have the programming you're looking for, we are here to make it happen.

Hazmat Transportation

On September 25, 2025 the Exchange plans to hold an all-important Hazardous Materials Transportation Training session, run in partnership with the National Cargo Bureau. The training is a requirement for all individuals involved with transporting hazardous materials or handling related documentation. New hires must receive training within 90 days with recertification required every three years. The virtual session is a day-long event, and—as is true for most Maritime Exchange events—tickets are available to members at a reduced rate. Registration is open now on the Maritime Exchange website.

Delaware River 101

The Exchange's most in-demand educational series, Delaware River 101, is back! This educational program is just as appropriate for a maritime newcomer as it is for even the most seasoned industry veteran. The program offers a broad overview of port economic, operational, and regulatory ecosystems. This year's panels will feature speakers from a variety of fields including pilots, agents, brokers, stevedores, as well as representatives from Customs and Border Protection, the Coast Guard, and the Department of Agriculture among others. The class will take place on October 23, 2025, at Geodis's offices in the Philadelphia Navy Yard, and registration is available on the Maritime Exchange website now.

As always, the best way to learn about events like these and others that the Exchange puts on every year as soon as details are available—and the only way to access reduced-rate tickets—is to become a member.

Please contact Yair Farkas at yfarkas@maritimedelriv.com to learn more about these events and the other benefits of Exchange membership.

The Operations team: dedication personified

It can often be easy to identify one or two people from a given team who exemplify dedication. At the Exchange, however, that is true for the entire staff, especially the Operations team.

For over 150 years, Exchange operations staff have fulfilled the organization's mission to promote and protect maritime commerce. As part of meeting those goals, the Operations team plays an essential role and has provided information to the Delaware River port community for just as long. Functioning 24/7/365, the Operations Department ensures members get the information they need when they need it.

Consisting of eight full-time employees, with over 74 years of combined experience, the operations team disseminates ship movement information throughout the Delaware River port community. "The team is the only source of information critical to private and public sector entities with an interest in the cost-efficiency, safety, security, and environmental health of the region," said Paul Myhre, Exchange Director of Operations.

Operations monitor activity, providing schedule information, customs bulletins, Coast Guard navigation restrictions, and other information critical to the safe and efficient operation of Delaware River ports.

This interaction between the Exchange and ship agents, pilots, pier facilities, tug companies, stevedores, line runners, and a host of other maritime partners helps keep the port running smoothly.

And if that were not enough, the staff also provides help desk support to Maritime On-Line participants.

Maritime On-Line is the suite of applications offered by the Exchange to provide advanced and historic vessel movement information, submit inbound and outbound electronic cargo manifests to Customs and Border Protection, and operate the Exchange's Automatic Identification System to provide real-time vessel positions.

"MOL helps us keep track of vessels, file notice of arrival and departure records, and manifests. It also allows us to get port updates and keep our port operations safe at all times," said Captain Kubilay Ulucan, Port Manager, CAG North America – Shipping Philadelphia.

To meet the growing needs of our users and to minimize downtime, the operations staff function at two locations: the main office in Philadelphia and the Ship Reporting Tower in Lewes, Delaware. "Many of our users and members don't know that the team operates in different locations," said Myhre. "They just know that if they call, no matter what the time, our dedicated team will pick up the phone and that's something that's important to us."

Give the operations staff a call at 215-925-1524 to find out what we can do for you. No matter what time, someone is there to help.



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Cheers to 150 years

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Any event, of course, must take place in...well...a place. We are so grateful to the amazing owners and staff of **The Switch House by Ces-caphe** for their hospitality and the use of what could not possibly have been a more ideal venue in which to host this event. The historical nature of the building along with the modern realization of what it has become complemented the themes of the night beautifully.

In all the beauty and space of the venue, our wonderful speakers and entertainers for the evening could have been lost or overshadowed had it not been for our friends at **Illuminaire** who provided the lighting and sound for the entire evening. Their team was expert, professional, and collaborative to a person, and no part of the night would have been possible without their work.

The opening of the festivities featured an exhibition of historical charts, photos, and documents and the stories that went along with them. That exhibit would never have been possible without the help, guidance, and enthusiasm of **Sarah Augustine**, archivist at the **Independence Seaport Museum**. She curated the “Faces of the Port” photo series that comprised the bulk of the exhibit and was invaluable in collecting and contextualizing all things historical for the evening.

The dinner itself reached its pinnacle with a speech from **Captain Kate Higgins-Bloom**, our area’s very own U.S. Coast Guard Captain of the Port and the regional maritime community’s most in-demand keynote speaker. Captain Higgins-Bloom was funny, inspiring, and moving—a perfect fit for the evening.

Finally, we, along with our guests, were treated to what may well be the most singular musical experience in the country. **Darcy Nair** and the **Ship’s Company Chanteymen** brought us all sailing through time and space with songs and instruments of an era we can only ever experience through incredible acts like theirs.

To thank everyone who deserves to be thanked for making the evening what it was would take more time and column inches than are possible. It takes so many people to put together anything on the scale that 150 years individually deserves, and that is so much truer of our port and its people. It is also true, though, that it was much more joyful and special because it was those very people who were there to do the work. It takes a port to make a gala, and to the port community who made this gala what it was: Thank you!

If you were unable to join us on the day, or if you want to reminisce, check out our photo spread from the evening on page 6. Thank you to **Hana Cho Photography** for the incredible pictures.

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MARITIME EXCHANGE 150TH GALA

In these pages you will find the Maritime Exchange’s contribution to the legacy featured in “[Faces of the Port](#).” In celebrating 150 years of the Maritime Exchange, the goal was always to celebrate the entirety of our community. Without the port, there is no information to Exchange; without its people, there is no port. Thank you to all of those whose faces appear in these photos. You are the faces of the port and you make the Maritime Exchange what it is.









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Coast Guard cyber requirements commence

Incidents for regulated entities must now be reported

In July, the maritime industry witnessed the first implementation stage of the U.S. Coast Guard’s requirements to increase cybersecurity practices in the transportation sector. The Cybersecurity in the Marine Transportation System final rule, published on January 17, 2025, is the culmination of years of work by the Coast Guard along with cyber experts and industry feedback.

It establishes minimum cybersecurity requirements for U.S.-flagged vessels, Outer Continental Shelf facilities, and facilities subject to the Maritime Transportation Security Act of 2002 regulations, or MTSA. The deployment of the regulation spans the next 24 months.

The first deadline occurred on July 16, 2025, when the final rule went into effect. As of that date, all entities subject to the regulation must report cyber incidents to the National Response Center, which in turn will report the incidents to other federal agencies such as the Department of Homeland Security and the Cybersecurity and Infrastructure Security Agency.

Reportable cyber incidents include those that lead to substantial loss of confidentiality, integrity, or availability of a covered Information Technology or Operational Technology system, otherwise known as IT and OT systems; disruption or significant adverse impact on an entity’s ability to engage in business operations or deliver goods or services; disclosure or unauthorized access directly or indirectly of personal information of a significant number of individuals; other potential operational disruption to critical infrastructure systems or assets; or incidents that otherwise may lead to a transportation security incident.

The second implementation, beginning January 12, 2026 primarily involves cyber training. All personnel will be required to undergo training including recognition and detection of cybersecurity threats and all types of cyber incidents, techniques used to circumvent cybersecurity measures, and procedures for reporting a cyber incident to the company’s Cybersecurity Officer, or CySO. Key personnel must also complete advanced training about their roles and responsibilities during a cyber incident and how to maintain current knowledge of changing threats and countermeasures.

Lastly, by July 16, 2027, two years after the initial rule implementation, owners and operators will need to formally designate their CySO by name, conduct a full cybersecurity assessment, and develop and submit a cybersecurity plan to the Coast Guard for approval. The plan must include basic account security measures incorporating automatic account lockout for failed login attempts, minimum password standards, least privileged account policies, separate credentials on critical IT and OT systems, and account revocation policies for when a user leaves the organization.

It must also include plans to maintain a list of any approved hardware, firmware, and software that may be installed on critical systems, disable applications running executable code by default, maintain an accurate inventory of network-connected systems, and document the network map and OT device configuration information. Entities will be required to ensure that logs are securely captured, stored, and protected, and use encryption to maintain confidentiality of sensitive data and system integrity.

Although industry can develop and submit its plans, the Coast Guard is not yet approving them as it is currently developing review and approval procedures to ensure consistency.

Even though the Coast Guard rule applies to those facilities and vessels covered by MTSA, all port partners are encouraged to review their cybersecurity strategies, policies, internal training, and system security measures on a regular basis. Authorities strongly encourage that all entities in the maritime industry, regulated through the MTSA or not, report cybersecurity incidents to the Coast Guard National Response Center at 800-424-8802.

Information sharing is critical in the fight against cyber attacks, and participation by all port partners can inform others in region and throughout the U.S. of new attack vectors and criminal strategies as they emerge before they do wide-spread damage.

For guidance on the Cybersecurity in the Marine Transportation System requirements, please visit the U.S. Coast Guard web site <https://www.uscg.mil/MaritimeCyber/>.



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Capt. Cuff named WTA ‘Honoree of the Year’



The World Trade Association of Philadelphia is pleased to announce that it has named Capt. David Cuff, President of the Pilots’ Association for the Bay & River Delaware as its 2025 Honoree of the Year. The award recognizes an individual who consistently strives to improve the port and its business climate and has demonstrated distinguished and devoted service to the

port of Philadelphia and the trade community. Capt. Cuff has served as President of the Pilots’ Association since May 2020, and in this capacity he works closely with port partners to ensure the safe and efficient pilotage of commercial vessels throughout the Delaware River and Bay. His leadership also extends beyond the Pilots’ Association. Capt. Cuff served for ten years on the Board of Directors of the Seamen’s Church Institute of Philadelphia and South Jersey, is an active member of the PhilaPort Board of Directors, and currently serves as Vice Chairman of the Maritime Exchange for the Delaware River and Bay. A deeply involved member of the port community, Capt. Cuff is committed to the continued safety, growth, and success of the maritime industry in the region. The Association will honor him at its 92nd Annual Dinner Banquet on September 24, 2025 at the Switch House by Cescaphe at 1325 Beach St, Philadelphia, PA 19125. Please visit the WTA web site to register.

DGI up and running

continued from page 1

Once the grant funding was received, the Exchange and the PBD committee wasted no time in developing the system itself. Officially begun in October 2024 with a two-day workshop of Delaware River stakeholders, DGI quickly took shape and was completed less than 10 months later. As participants will see when they access the system, DGI contains information on endangered species and their habitats, wetlands, submerged previous permitting studies, water quality and salinity reports and boundaries, river and stream gauges, soil and substrate data, previous NEPA assessments, jurisdictional boundaries, existing permits, pier and bulkhead line documents, and an enormous amount of other data and permitting resources. “Developing the DGI was a unique experience confirming an anticipated wealth and depth of available information. Some of this data was hidden in agency documents and websites, information that is now included in the Geographic Information System and the database,” said senior project scientist at Mott MacDonald Jane Rowan. “The DGI will not make the permitting process ‘easy,’ but we believe the system will make permitting easier. Most importantly, it will inform the agencies and regulators of the essential needs of the river’s water users and inform the water users of the uniqueness and value of this great river from which they are privileged to benefit.” The system itself includes two components, a visual map layer and a searchable document library. By providing access to the vast library of information in different formats, participants have the maximum level of flexibility to find and extract needed information. “ICI set out to work on DGI with the vision of creating a system

that provided members with a hub for data and information related to various aspects of the river as well as permitting processes for several activities. We believe we have achieved that,” said ICI Innovations President Corey Tucker. “Through working with the Exchange and Mott Macdonald, ICI was able to deploy its RIVAS software and develop a database and spatial mapping tool that is designed to connect all spatial and non-spatial data together. This allows for one portal to contain the relevant information needed for permitting processes along the River.” “The Exchange held a beta test of the DGI system with a group of stakeholders in May and the feedback was very positive,” said Exchange Chief Administrative Officer Michael Fink. “At that time, we had already populated the system with a good portion of the data that would end up in the final version, so the group got a good taste for what was coming. The session also allowed us to identify potential issues with setting up access for our members.” The development team extends a special thanks to the many stakeholders who made the project a success including Todd Schaible, U.S. Army Corps of Engineers, Philadelphia District; Randy Brown Pennsylvania Department of Environmental Protection; John Yagecic, Delaware River Basin Commission; Julie Molina, Delaware Department of Natural Resources and Environmental Control; Mark Davis, New Jersey Department of Environmental Protection; Chris Linn, Delaware Valley Regional Planning Commission; PhilaPort; the U.S. Environmental Protection Agency, Region 3; and the members of the Water Resources Association of the Delaware River Basin. Port stakeholders and members involved in the waterfront construction and dredging permitting process are encouraged to contact the Maritime Exchange at ops@maritimedelriv.com to request access to the system.

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Corps Phila. District welcomes LTC Baum

In a change of command ceremony on July 16, 2025, the Corps of Engineers, Philadelphia District, welcomed LTC Ryan A. Baum as its new commander. He relieved LTC Jeffrey M. Beeman, who served as district commander since 2023, in a change of command ceremony presided over by Brigadier General John P. Lloyd.

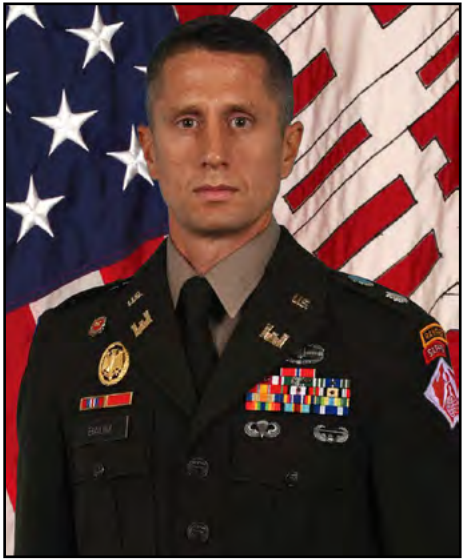
Baum is originally from Carlisle, Pennsylvania and was commissioned as a Second Lieutenant in the engineer regiment from Drexel University ROTC in 2007. He began his career with the 7th Engineer Battalion, Fort Drum, New York, where he served as a platoon leader in the 630th Engineer Company and deployed to Afghanistan in sup-

port Operation Enduring Freedom. Baum later served as the executive officer of the 642nd Engineer Support Company while deployed to Iraq in support of Operation Iraqi Freedom.

Following the Infantry Captain's Career Course, Baum was assigned to Schofield Barracks, Hawaii where he commanded both the 66th Engineer Company and Headquarters Company, 2nd Stryker Brigade Combat Team, 25th Infantry Division. Upon completion of graduate school and the Command and General Staff College, Baum served with the U.S. Army Corps of Engineers Seattle District, as a deputy district commander. LTC Baum was then assigned to Fort

Carson, Colorado where he served as the Battalion Operations officer of the 299th Brigade Engineer Battalion and the brigade executive officer of 1st Stryker Brigade Combat Team, 4th Infantry Division, where he deployed in support of Operation Inherent Resolve. Most Recently, Baum served as the deputy engineering division chief for the U.S. Army Intelligence and Security Command, Fort Belvoir, Virginia.

Baum's education includes a Bachelor and a Master of Science degree in Mechanical Engineering from Drexel University. He is a Project Management Professional and a licensed Professional Engineer in the state of Missouri. His military education includes Rang-



er Leader Course, Sapper Leader Course, Air Assault School, Airborne School, and Winter Mountain Warfare School.

Welcome back to Philadelphia, LTC Baum.

The Corps Philadelphia District has a long and distinguished history

For more than a century and a half, the U.S. Army Corps of Engineers' Philadelphia District has been developing and maintaining navigable waterways, managing water resources, and building military facilities in the heart of the northeast corridor. The District was established in 1866, but the Corps' local legacy starts with Army engineers planning the encampment and defense of Washington's colonial army at Valley Forge.

But from its inception, the District's foremost mission has been navigation. During World War II, the Delaware River federal channel was deepened to 40 feet along more than 100 miles from Philadelphia to the sea, with a recent multi-year project further deepening it to 45 feet. In total, it is responsible for some 500 miles of navigable waterways.

This District has always been closely identified with dredging. Once part of the District and still co-located here, the Marine Design Center (MDC) designs and delivers dredges, survey and work boats, barges and other vessels for the Corps, Army, and other agencies. Philadelphia is homeport to the "McFarland," one of only four Corps-owned seagoing hopper dredges with the distinction of being the oldest. The MDC's biggest active project recently began with construction this year on the "McFarland's" replacement. The medium class hopper dredge "Donnelly," due for completion in late 2027, is named after

the late Ray Donnelly, the District's longtime chief financial officer who was instrumental in making this new vessel a reality.

Since the 1990s, dredging has also gained visibility through replenishing beaches and dunes with sand to help protect New Jersey and Delaware coastal communities from storms. Since Hurricane Sandy, the District has constructed 16 federally authorized coastal storm risk management projects along the ocean and bay coastlines of New Jersey and Delaware.



Long before replacement dunes there were dams. After the back-to-back 1955 floods that claimed almost 100 lives, the Philadelphia District performed the nation's first-ever comprehensive river basin study, followed by construction of five dams in eastern Pennsylvania that the District operates for flood risk reduction.

Then in the early 1970s, the District, like the Corps as a whole, began growing greener as its jurisdiction expanded beyond waterways to wetlands. Four decades of support to EPA have made Philadelphia the Corps' leader in Superfund remediation. The added mission of ecosystem restoration has led to projects from dam removal to fish ladders to a dune system near Cape May that shelters a freshwater stopover for birds along the North Atlantic flyway.

Just within the past year, Philly District added yet another type of work to its portfolio, providing design and construction assistance on local water and wastewater infrastructure projects for seven individual municipalities within its civil works boundaries.

Finally, the District has a proud record of military installation support, most recently at Dover Air Force Base, Tobyhanna Army Depot, and Joint Base McGuire-Dix-Lakehurst. After 9/11, Philadelphia became the Corps' center for global power contracting, particularly in Iraq and Afghanistan, and its microgrid center of expertise. The District holds similar designations for expertise in coastal planning, bridge inspections, and groundwater modeling.

Today, as always, the soldiers and civilians of the Philadelphia District proudly serve this region and the nation with the responsiveness and reliability for which they are so well known.

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Port Wilmington, Chiquita sign long-term agreement

Enstructure announced a new long-term agreement with Chiquita Brands to continue and further expand its partnership at Port Wilmington, Delaware as its mid-Atlantic distribution hub. The long-term agreement builds upon an existing partnership established in 1988 when Chiquita first consolidated its mid-Atlantic supply chain operations at Port Wilmington.

Since then, Port Wilmington has become Chiquita's largest port operation in North America, handling a fully containerized service between Central America and Wilmington, which regularly discharges bananas, pineapples, and other tropical fruits and vegetables, supplying more than 200 million U.S. and Canadian consumers. Chiquita currently makes a weekly vessel call to Port Wilmington.

Port Wilmington is a leading gateway for imported perishable cargo and operates one of North America's largest on-dock cold storage complexes.

The port is operated by Enstructure under a long-term concession agreement as part of a public-private partnership at Port Wilmington with the owner, Diamond State Port Corporation.

"This agreement marks a significant milestone for Enstructure, the State of Delaware, and DSPC. We are reinforcing our commitment to the perishable fruit industry, investing in the port's customers and infrastructure, and increasing job opportunities for our workforce, all while enhancing the quality of service we provide to long-standing partners like Chiquita," said Enstructure Co-CEOs Matthew Satnick and Philippe De Montigny. "We are grateful to the State of Delaware and the ILA for their support and look forward to ensuring the continued success of Chiquita's mid-Atlantic supply chain operations and Delaware's maritime industry."

"We win the future when Chiquita, among the world's leading global fruit

producers, again chooses the Port of Wilmington," said Delaware Governor Matt Meyer. "This agreement will fuel job growth and prosperity for Delawareans for years to come."

"We are thrilled to continue our longstanding partnership with Chiquita Brands at the Port of Wilmington," said Charuni Patibanda-Sanchez, Chair, Diamond State Port Corporation. "This renewed commitment underscores Delaware's strategic role in fostering sustainable supply chains. Chiquita's investment strengthens the Port's position as North America's leading banana gateway while supporting hundreds of good-paying, local jobs, which contribute to our regional economy."

"By strengthening our longtime partnership with Chiquita, Enstructure has demonstrated an ongoing commitment to the growth and sustainability of operations at the Port of Wilmington—which plays a pivotal role in the mid-Atlantic's commerce

industry," said Senator Darius Brown, member of the Diamond State Port Corporation and chair of the Port of Wilmington Expansion Task Force. "The Port has long been considered one of the biggest drivers of economic development and sources of good-paying jobs for families living not just in the Second Senatorial District—but across the State of Delaware."

"Delaware may be a small state, but we have earned our place on the map," said District 16 Representative Frank Cooke. "The entire country relies on the Port of Wilmington for the goods that come through it, and our communities rely on it for the jobs that it provides. Enstructure's new long-term agreement with Chiquita to continue and expand its 37-year-long partnership with the port is something to be celebrated, and I cannot wait to see how this positively impacts the 16th District and Delaware as a whole."

Trip to Chile worth the effort

continued from page 3

contains ethyl formate)—an alternative fumigant that was recently listed for public comment in the EPA's Office of Pesticide Programs Dock-

et. Western Fumigation is working diligently and directly with Intreso Group, the registrant and manufacturer, and the USDA on research in the United States to navigate within the complex regulatory landscape. Once registered and approved by the USDA, Western will use eFume™, a novel and safer alternative to traditional methyl bromide

fumigation, on Chilean fruit that requires a Quarantine Pre-Shipment treatment for entry into the country—primarily table grapes. Western has invested significantly in the development of this new treatment, including in capital equipment and infrastructure to begin operations using eFume™. We're planning to utilize eFume™ for at least one of the fumigation chamber gantries at Gloucester Marine Terminal this upcoming Chilean season, providing final approvals by EPA and USDA are obtained.

Excitement for eFume™ was shared among various members of industry, including Frutas de Chile, Chile's fruit exporters' association. The organization's research agency, Fundación para el Desarrollo Frutícola, has conducted research on the effects of ethyl formate on a variety of Chilean fruit exports and proudly reported there were no quality issues detected.


Final reflections

From a personal perspective, nothing reprioritizes my tasks and

brings more clarity to my role like my annual trip to Chile. It is a voyage I truly look forward to each year. Representing both Western Fumigation and the Chilean & American Chamber of Commerce, the time spent in Chile—which usually feels too short—reinforces my commitment to the surrounding trade and community and reminds me why I, and many others, enjoy the rollercoaster: because of the friendships that are formed along the way. Though many of our meetings are focused on business, I'm pleased to report there were very few visits that didn't include laughs.

Although I can't speak for him, I hope George enjoyed his first taste of Chile (and Carmenere, pisco, and empanadas...)

And of course, while many questions were answered and concerns were aired, there is always another that beckons: another Chilean grape season... what will it bring? I can't say for sure, but I know the Delaware River will be poised and ready to handle whatever may come our way.



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Coast Guard renames geographic operational districts



In an effort to more accurately identify the regions they serve and represent, the U.S. Coast Guard is renaming its operational districts from numerical to geographic designations, a key initiative under Force Design 2028, or FD2028.

Renaming operational districts revises a numbered system established during World War II, when the Coast Guard operated as part of the Navy to ensure alignment between the services. In the 80 years since the Coast Guard separated from the Navy, the Service has maintained the numbered districts. However, the Navy stopped using numbered districts over 25 years ago.

The Coast Guard states that updating operational districts to regional names will more clearly align districts with their areas of responsibility, facilitate collaboration with interagency partners, and ensure the American public and maritime stakeholders can easily find and understand the districts in which they live, recreate and operate. This change is a direct action

within FD2028’s organization campaign, which is focused on adapting the Coast Guard’s structure to remain effective and responsive.

“This renaming is more than just a change in labels; it’s a critical step in our journey to become a more agile, capable, and responsive fighting force,” said Acting Commandant Kevin E. Lunday. “Under Force Design 2028, we are driving fundamental changes to speed decision-making, improve strategic alignment, and ultimately best serve the American people for decades to come. This initiative underscores our commitment to ensuring that change is lasting and has an enduring impact on the Service and the Nation.”

The change will not impact operations or change existing geographical district boundaries. To memorialize the updated names for operational districts, the Coast Guard is undertaking the process of formally changing district names in the Code of Federal Regulations.


The new geographic names are as follows:

- District 1: USCG Northeast District
- District 5: USCG East District
- District 7: USCG Southeast District
- District 8: USCG Heartland District
- District 9: USCG Great Lakes District
- District 11: USCG Southwest District
- District 13: USCG Northwest District
- District 14: USCG Oceania District
- District 17: USCG Arctic District

CG Marine Safety Unit Lewes Change of Command




Recently Captain Kate F. Higgins-Bloom (*center*), Commander, Sector Delaware Bay presided over the change of command at U.S. Coast Guard Marine Safety Unit Lewes. Lieutenant Danielle P. Taylor (*left*) relinquished command to Lieutenant John R. Crow (*right*). The unit inspects smaller commercial vessels and is responsible for investigating marine casualties and hazmat spills from the Chesapeake and Delaware Canal to Fenwick Island.





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Crowley launches inaugural route connecting U.S. Northeast and Central America

In June, Crowley, an international leader in logistics, marine, and energy solutions, announced a significant expansion of ocean shipping services with its first-ever route between the U.S. Northeast and Central America. Utilizing Crowley’s new, state-of-the-art Avance Class vessels, the five-day transit between the Port of Philadelphia’s Gloucester Marine Terminal and ports in Guatemala and Honduras enables deliveries of food, apparel, industrial products, and consumer goods to and from the Central America Northern Zone, which also includes El Salvador and Nicaragua. Crowley’s “Copán” container ship conducted its first voyage from Central American to Gloucester City, New Jersey, operated by Gloucester Terminals LLC, a client company of Holt Logistics Corp. The vessel arrived on July 18, quickly discharged its cargo, and set sail the following day. “Customers can count on us to support their growth wherever they operate, including now between Central America and the U.S. Northeast. This best-in-class, non-stop service with our

new LNG-powered vessels will deliver the fastest transit times in the market,” said Reinier van Delden, vice president of commercial operations at Crowley Logistics. “This means less inventory idle time, lower supply chain costs, and longer shelf life for critical products like fresh produce. With significant booking commitments already, we’re excited to bring these vessels to Philadelphia to connect our global customers with access to the regional market using superior, reliable operations provided by Crowley and Gloucester Terminals.” Powered by liquefied natural gas, the Avance vessels reflect Crowley’s commitment to the maritime industry’s innovation and environmental efficiency. It’s new fleet of LNG ships are named to pay homage to the local communities Crowley serves in Central America. Copán is one of the most important archaeological sites of the Mayan civilization in the Copán Department of western Honduras, not far from the border with Guatemala. The ruined citadel and imposing public squares reveal the three



main stages of development before the city was abandoned in the early 10th century. “Marine service is an important pillar of Philadelphia’s economy, and Gloucester Terminals is proud to be a partner with Crowley to accomplish this milestone for U.S-Central America trade,” said Christian Holt, sales representative for Gloucester and Holt. “This new route creates faster and more efficient pathways connecting Northeast Atlantic business owners to international customers. We are thrilled to partner with Crowley, another generational family-owned busi-

ness. Together, with over 200 years of dedicated customer service, we focus on creating jobs, driving economic growth, and making a positive impact in the Philadelphia-South Jersey communities.” The new route between Philadelphia and Central America expands on Crowley’s operations in the Northeast Atlantic, where it has served Puerto Rico, the Eastern Caribbean, and the Virgin Islands with a regular container service for more than 70 years.

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The Delaware City Refining Company logo is positioned above a photograph of a large industrial refinery at night. The refinery is illuminated with many lights, showing various distillation columns and storage tanks. The sky is dark, and the overall scene conveys a sense of industrial activity and energy.

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**Junior and Senior Members
Cut U.S. Coast Guard
Birthday Cake**

A group of people are gathered around a table in a formal setting. In the foreground, a large rectangular birthday cake with white frosting and red decorations is on the table. Several people are standing around the table, some in U.S. Coast Guard uniforms. One person is cutting the cake. The background shows a room with wood paneling and a large window.

The U.S. Coast Guard celebrated its 235th birthday this year, and the Delaware River maritime community marked the occasion at the Union League in Philadelphia on August 6. CAPT Kate Higgins-Bloom, U.S. Coast Guard Captain of the Port, Sector Delaware Bay (right) led a long-standing tradition during which the most senior officer on deck and most junior enlisted member cut the Coast Guard Birthday cake. Happy Birthday Coast Guard!

Cheesesteaks anyone?



Capt. David Cuff, President of the Pilot’s Association for the Bay and River Delaware surprised the crew of the U.S. Coast Guard Cutter “William Tate” with some Philly hospitality when he recently delivered cheesesteaks. The 175-foot buoy tender’s primary missions are aids to navigation, law enforcement, ice operations, search and rescue, and marine environmental protection.

A sincere thank you to the crew of the “William Tate” for all that you do to keep us and our waters safe.




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Bringing Together Delaware Communities for the benefit of visiting Seafarers

By: Kathryn Bradley, Executive Director
Seamen’s Center of Wilmington

Everyone in the maritime industry is aware that the seafarers who ply their trade on the world’s oceans are the unsung heroes of our global economy. Spending months away from their families, braving the unpredictable nature of some of the most dangerous waters on earth, they ensure that the commodities on which we all rely reach our shores and our stores on time. These men and women endure isolation and homesickness while working in extremely challenging conditions.

The Seamen’s Center of Wilmington’s mission is simple yet powerful: providing seafarers with a welcoming environment at the ports in Delaware where they can relax and rejuvenate—a home away from home. SCW offers essential services such as free Wi-Fi and computers to contact loved ones, transportation to and from their ships, as well as shopping for their essential needs. Beyond these tangible services, the Center offers something even more valuable—human connection.

What makes the Seamen’s Center really special is that it is driven entirely by volunteers. Those volunteers are the heart and soul of the Center. They listen to the seafarers’ stories, share their joys and sorrows, and remind them that they are not alone. They come from all walks of life, united by a common desire to help others. It is their light, their kindness, and their unwavering commitment that makes everything we do possible.

The volunteers are the first to greet seafarers with a warm smile when they arrive at our center. They drive the vans that transport seafarers to and from ships and stores seven days a week and in all kinds of weather. They assist in and around the center by donating a few hours of their time each week, ensuring that seafarers have access to everything they need be it a warm coat, a ride to local stores or medical services, or just a listening ear.



SCW Executive Director Kathryn Bradley kicked off the festivities at the 2024 fall fundraising event which included the ever-popular raffle.

Running an organization solely on volunteer power is no small feat. The volunteers give their time selflessly, balancing their personal commitments with their desire to make a difference. They are the embodiment of compassion in action.

One of the most remarkable aspects of the organization is that genuine relationships are formed between volunteers and seafarers. These connections rise above cultural and linguistic barriers. They are rooted in a shared compassion and mutual respect. Seafarers often express their gratitude by sending texts, emails, and cards reminding the volunteers that their efforts truly matter to them.

In addition to the volunteers, there are many sponsors, donors and supporters in the local business and church communities around Delaware who also regularly answer God’s call to welcome the stranger. The Seamen’s Center of Wilmington could not provide the services they do without the support and dedication of so many who believe in this mission. They are the heart of the Seamen’s Center of Wilmington, and their dedication ensures that the Center can continue to fulfill its mission.

To be able to say a huge thank you face to face with our sponsors, donors, volunteers, and local businesses, the Seamen’s Center of Wilmington hosts an annual networking event. This year, SCW will once again hold the event at the

Docklands restaurant against the picturesque backdrop of the Wilmington riverfront.

A Celebration of Community and Support

This annual event is a vibrant networking opportunity designed to foster relationships among key stakeholders in the Delaware River port community. On Tuesday September 9, from 4:30 p.m. to 7:30 p.m., attendees will come and unwind after work and immerse themselves in an evening filled with great food, delightful drinks, and uplifting music.

The event always has an amazing raffle where guests will have the chance to win fantastic prizes donated by local businesses. With each ticket purchased, you are not only giving yourself a chance for some incredible rewards but also ensuring that the center continues to provide essential services.

Located conveniently on the Wilmington Riverfront, the Docklands restaurant offers ample parking, making it easy for everyone to join in on the fun. Whether you are a local business looking to connect with others, a donor interested in supporting the cause, or a volunteer wanting to engage with fellow community members, this event has something for everyone.

Tickets are available for purchase on our website at www.scwde.org.

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Crab Feast offers fun in the sun in a historical setting

Now in its 56th year, the Ports of Philadelphia Maritime Society Crab Feast is once again returning to historic Fort Mifflin in Philadelphia on September 12, 2025 to cap off the summer and celebrate with good food, camaraderie, and some fun in the sun on the banks of the Delaware River.

The Society has held the eagerly anticipated event at the Philadelphia landmark since 2022, and hundreds of people from all segments of the port community attend the signature celebration. Although the crab feast officially starts at noon, the festivities begin much earlier in the day as golf enthusiasts and amateurs alike take to the links at the Springfield Country Club for a relaxing scramble-format outing.

“We are looking forward to once again bringing the community together at the historic landmark on the waterfront,” said Society President Lynn Cointot. “Fort Mifflin has played a valuable role in our nation’s history since Revolutionary War times, and we are happy that we can bring the maritime community together to celebrate our achievements in such a unique setting.”

Fort Mifflin indeed played a pivotal role in 1777 as American troops held off British attempts to resupply its garrisons in Philadelphia for six weeks, giving General George Washington and his troops time to arrive safely at Valley Forge. In

November of that year, severely outgunned American troops in the fort held out against British naval forces for five days before setting fire to the fort and retreating.

During the Civil War, the fort served as a prison, and during WWI, the War Department and District Engineer repaired the fort to once again aid the nation. In 1918, it served as part of the Fort Mifflin Naval Ammunition Depot, a large facility that stored millions of pounds of ammunition. At the time, naval engineers connected Fort Mifflin to the adjacent Army Corps of Engineers Depot and the Naval Ammunition Depot by rail.

Its role in storing ammunition continued into WWII, and it also housed several anti-aircraft guns. After 183 years of service, the federal government finally decommissioned the fort in 1954.

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

Tickets will be available via www.portsofphilamaritimesociety.com. Please contact the Society at info@portsofphilamaritimesociety.com for more information and sponsorship opportunities for both the Crab Feast and the golf outing.

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Shots ring out over the Battleship New Jersey



The Battleship New Jersey Museum and Memorial welcomed 80 competitors aboard the ship on June 26, 2025 for the First Annual Sporting Clay Invitational, an unprecedented event held right on the deck of America’s most decorated battleship. The event brought together enthusiasts, veterans, and corporate teams in a spirited showcase of marksmanship and camaraderie—all in support of preserving the Battleship and its mission of education and remembrance. Live music and cigar rolling topped off the event.

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Teambuilding at the Ballpark




The Exchange and the Pilots’ Association took time out of their busy schedules in August for some team-building at a Philadelphia Phillies baseball game. While the staff of both organizations communicate on a daily basis via phone and VHF radio, they don’t often get a chance to put a face to the voice on the other end of the line. The Exchange and Pilots work together to help communicate vessel schedules, guide legislative issues, and help ensure the safety and efficiency of the port.

The Phillies soundly beat the Seattle Mariners 11-2 so it was a pretty good day for all ! Go Phillies!



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Editorial

Security is not one size fits all

The Exchange doesn’t often get embroiled in city politics, as federal and sometimes state legislation has the greatest impact on the maritime industry. And more often than not, federal regulations far outweigh state mandates with the potential exception of permitting and some grant funding.

But occasionally, a city ordinance or policy comes to the forefront that could impact our sector. In this case, the City of Philadelphia has proposed legislation that would impose certified training requirements for all security officer/guard personnel operating in the city limits. It applies to all companies that employ more than 15 security employees performing more than 40 hours of security-related duties per year. And the requirements can be onerous.

Among them, companies must engage a certified organization to conduct 40 hours of in-person initial training with additional annual requirements. “Certified” training companies must be 501(c)(3), 501(c)(4), or 501(c)(5) organizations, be approved by an undefined city agency, and must have five years of experience providing the training services. The program must include instruction in first aid, cardiopulmonary resuscitation (CPR), use of automated external defibrillators (AED), and administering opiate antagonists training.

First of all, the Exchange is certainly not adverse to properly trained security personnel, whether they be police officers, first responders, cyber specialists, traditional security guards, people monitoring security cameras, or others. But one size does not fit all. The city bill does not consider the many different types of security responsibilities and instead seems to apply comprehensive requirements regardless of the job title. And it is silent on the topic of armed vs. unarmed security personnel.

It is unclear at this point if federally regulated facilities, such as the terminals governed by the Coast Guard, are exempt. But if not, facility security officers, gate personnel, third party security guards escorting crew members, personnel monitoring cameras, and others working in the port would need the city-mandated training.

Second, many companies already conduct in-depth security training programs that include specialized curriculums for specific functions. Requiring additional city-certified training will not replace existing programs, but in many cases will only place unneeded financial and operational burdens on employers through redundant and unneeded instruction. And limiting certified training companies to 501(c)(3), 501(c)(4), or 501(c)(5) organizations may make it difficult to even obtain these services.

Our ports take security, whether it is physical, operational, or cyber very seriously. And so do many of the other industries and companies in the region that might be affected. Many hotels, entertainment venues, and a host of non-maritime industries may also be affected.

If the city requires certified training, it must be cognizant of the fact that each security position can be vastly different, and the requirements to be capable of performing these duties may vary immensely. A blanket list of certified training requirements makes little sense, and restricting training companies to charitable, social welfare, and labor nonprofit organizations will severely limit options and potentially create expensive monopolies.

Barring the proposal’s outright dismissal, the city should provide the option for companies to self-certify their own training programs as well as develop reasonable expectations based on the multitude of different areas of security responsibility.

The little administrative things matter

In a recent overseas meeting with one of our trading partners at their headquarters in South America, it became apparent to me that the current lack of clear policy regarding renewing visas for foreign business visitors to the United States is leading to dire situations.

The process contains a host of pitfalls that are only being added to. Applicants now need to be re-interviewed in person for a visa renewal, but the centers of working visas at the local U.S. embassy and Consulates are perennially understaffed. In more drastic cases, applicants are turned away at the boarding gate from a flight to the U.S. even with a renewed visa. All the above reflects poorly on those of us who work to promote U.S. foreign trade.

Such embarrassing circumstances are made so much worse in the countries that lack an assigned ambassador while the nominated individuals await Senate confirmation, lost in the continuing high school antics of our Congress and Senate. As of August 4, 2025, there are 44 nations for which the President has nominated an ambassador, yet they continue to await Senate confirmation, and 36 of those host country locations remain vacant of an ambassador pending a replacement. Additionally, there are 16 countries for which no nomination has even been proposed. (See <https://afsa.org/list-ambassadorial-appointments>)

Yes, some specific nations are left with vacant U.S. ambassador positions by design (for political and other reasons). However, considering that the confirmation process is lengthy in the best of times, the current Washington political climate in which working together for the good of the nation seems all but impossible serves to delay the process that much more.

The recent U.S. State Department lay-offs of over 1,500 personnel from embassies and consulates around the globe have not helped either.

The value of a well-staffed embassy/consulate should not be underestimated by anyone in foreign trade. Our embassy offices and their representatives work to advance, among other things, U.S. business and economic interests in the host country.

To quote President John F. Kennedy, “Geography has made us neighbors, history has made us friends, economics has made us partners, and necessity has made us allies.”

The United States is and has always been a trading nation within an ever-expanding global economy. While simple administrative hold-ups such as the renewing of business visas may seem trivial, the currently undefined visa quagmire is at the very least counterproductive. More to the point, in too many cases it sends the message to our long-time trade partners that they are no longer good enough to come to our country to discuss business matters in person.

Making the federal government more efficient is a good thing but pulling it backwards into becoming an even greater impediment to common sense business practices is foolhardy.


The Beacon is the official newsletter of the Maritime Exchange for the Delaware River and Bay.

The Exchange encourages its readers to submit letters to the editor at any time in response to articles that appear in *The Beacon* or to address other topics of interest to the port community.

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

exchange@maritimedelriv.com

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



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Quarantine on the Delaware River



While gathering historical information for the 150th anniversary, the Exchange staff came across more than they could ever fit into the gala exhibit or the pages of the commemorative Beacon. In this edition, we are proud to introduce “From the Archives,” a column where we will feature some of the deep cuts from Delaware River maritime history. The following is an excerpt from “88 Nautical Miles on the Delaware River,” a 1950 unofficial history of the Delaware River which the Exchange recently republished as part of this year’s celebration.

Another important subject which held the attention of the Exchange for many years was that of quarantine on the Delaware. The Exchange’s interest in quarantine can best be summed up by quoting from a letter of the Exchange’s president to the Mayor of Philadelphia in 1893 when he said: “Our motto is, ‘Protect health and foster commerce.’ Health first by all means, but do not lose sight of or ignore commerce.”

It may be mentioned in passing that the Exchange’s protestations, regarding a quarantine had been so vigorous that there had been some criticism of its position with the implication that the Exchange was interested only in the dollars and cents effect on shipping. It was this circumstance which led the Exchange president to say that all the Exchange wanted was modern quarantine methods and a modern man to enforce them “... excepting to be allowed the privilege of its own identity, and that it may not be mistaken for the mouthpiece or tool of any corporate or private interest of any kind.”

During the course of the Exchange’s seventy-five years, quarantine on the Delaware has been in the hands of three authorities: the Philadelphia municipal authorities, the State of Pennsylvania authorities, and the Federal authorities. It is only since 1919 that quarantine has been performed exclusively by the Federal authorities-the U.S. Public Health Service. Between 1893 and 1919, there

was inspection by both the Federal authorities and the authorities of the State of Pennsylvania. The National Quarantine Bill was approved February 15, 1893. This act, while making quarantine inspection mandatory for ships arriving from a foreign country, did not preclude the continuance of quarantine inspection such as that authorized under the State of Pennsylvania’s regulations. Prior to the passage of a state quarantine bill in 1893, the authority to perform a maritime quarantine had been vested in the Board of Health of the City of Philadelphia under an 1818 Pennsylvania statute. As of the start of state inspection under the act of 1893, the authority of Philadelphia’s Board of Health was abridged.

Until 1895, quarantine was performed at the Lazaretto, which was in Tinicum Township, about three miles south of the Philadelphia city limits. Until 1893, the inspection was by representatives of the Philadelphia Board of Health, who also had a joint responsibility of the state authorities. Upon the discontinuance of municipal inspection in 1893, the state continued this inspection at the Lazaretto until 1895 when the so-called “Farson property” was leased at Marcus Hook as a quarantine site. Starting with Federal inspection in 1893, ships arriving foreign at Philadelphia were sub-

jected to dual quarantine inspection. The Federal authorities made their inspection at the Breakwater at first, and the ships had also to stop at the Lazaretto and, subsequently, at Marcus Hook.

Inasmuch as there was considerable difficulty in boarding vessels with regularity and dispatch at the Breakwater for quarantine inspection, the Exchange agitated for the construction of a Federal quarantine station at Reedy Island. Such a station was constructed in 1894. In 1913, the Federal quarantine inspection at Reedy Island was discontinued and both the Federal and state quarantines were performed jointly at Marcus Hook. In 1919, the Pennsylvania State quarantine was discontinued and the facilities at Marcus Hook were acquired by the Federal Government. In 1939, some consideration was given to the establishment of a quarantine station at Fort Mifflin, on the edge of Philadelphia. The Exchange was opposed to the establishment of such a quarantine point.

Another example of the Maritime Exchange’s diverse interests is the resolution it adopted in 1897 endorsing the proposal of the American Public Health Association to send a commission of expert bacteriologists to Havana to study the cause and prevention of yellow fever.



Immigrants come ashore from the sanitarium ship “Relief” after clearing quarantine at Tinicum in 1884. Photo from the collection of the Independence Seaport Museum.

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Calendar of Events

08/26

South Jersey Port Corp Board Meeting, 12:30 p.m.

08/27

Seamen's Center of Wilmington Board Meeting, Noon

09/03

Ports of Philadelphia Maritime Society Board Meeting, Noon

09/09

Seamen's Center of Wilmington Last Bash of the Summer

09/10

Maritime Exchange Board Meeting, 11:00 a.m.

09/12

Ports of Philadelphia Maritime Society Annual Memorial Golf Outing
Springfield Country Club, Springfield, PA
Contact: [Mike Scott](#)

Ports of Philadelphia Maritime Society Annual Crab Feast
Ft. Mifflin, 6400 Hog Island Road, Philadelphia PA
Contact: [Emily Roberts](#)

09/17

PhilaPort Board Meeting, 9:00 a.m. – 11:00 a.m.

09/16

World Affairs Council of Philadelphia: What's Next for U.S.-South Korea Relations
5:30 p.m. – 7:30 p.m.
1617 JFK Boulevard Philadelphia, PA
[Register](#)

09/20

Kalmar Nyckel Foundation 18th Annual King Neptune Gala, 5:30 p.m.
124 East 7th Street Wilmington, DE 19801
Visit the [Kalmar Nyckel Website](#)

09/24

World Trade Association Annual Banquet, 6:00 p.m.
The Switch House, 1325 Beach Street, Philadelphia, PA
[Register](#)

09/25

Maritime Exchange Virtual HazMat Seminar
[Register](#)
Contact: [Yair Farkas](#)

09/30

South Jersey Port Corp Board Meeting, 12:30 p.m.

10/08

Maritime Exchange Executive Committee Meeting, 11:00 a.m.

10/15

PhilaPort Board Meeting, 9:00 a.m. – 11:00 a.m.

10/23

Maritime Exchange Delaware River 101, 8:00 a.m. – noon
GEODIS, 5101 South Broad Street, Philadelphia, PA
[Register](#)
Contact: [Yair Farkas](#)

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

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