

TESTIMONY

before the

**TRANSPORTATION COMMITTEE
PENNSYLVANIA HOUSE OF REPRESENTATIVES**

Submitted by

**LISA B. HIMBER
PRESIDENT**

**MARITIME EXCHANGE FOR THE
DELAWARE RIVER AND BAY**

Supply Chain Issues in the Commonwealth

November 17, 2021

**Testimony of Lisa B. Humber
Maritime Exchange for the
Delaware River & Bay
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Thank you, Chairmen Hennessy and Carroll, for allowing the Maritime Exchange for the Delaware River and Bay to submit written testimony for this important meeting of the Pennsylvania House Transportation Committee. The Maritime Exchange is a nonprofit trade association representing almost 300 members of the commercial maritime industry in Southeastern Pennsylvania, Southern New Jersey, and Delaware. Our mission is to promote the safety, security, economic viability, and environmental health of the Delaware River port complex.

Among other responsibilities, the Exchange serves as the unified voice of the maritime industry on a variety of legislative, administrative and regulatory matters. On behalf of the membership, the Exchange engages primarily at the federal level, such as with members of the federal Congressional delegation and agencies such as Customs & Border Protection, the Coast Guard, and the U.S. Army Corps of Engineers. We also work with state and local elected and appointed officials when appropriate.

In this role, the Maritime Exchange has been monitoring the effects of the global supply chain crisis on the tristate port. It is a pleasure to report that, while the region has not been immune to the problems that have plagued other areas, the ramifications have been far less severe. Delaware River ports have seen moderate delays caused by worker and equipment shortages, and a tour through some area marine terminals shows cargo stacked in parking lots—due to lack of warehouse space—awaiting pickup by trucking companies for inland destinations. Because of this congestion, some marine terminal operators have, unfortunately, had to turn away new business. But we have not seen ships backed up at anchorage outside the port waiting for free berthing space.

On the positive side, however, the Exchange can report that vessel calls to local ports are up significantly compared to 2020. As of the end of October, 1,928 ships arrived at Delaware River ports, nearly 100 more than last year at the same time, or an increase of 5.4%. Currently, we are just shy of the 2019 pre-pandemic vessel activity levels. In 2021 1,248 ships called Pennsylvania ports, an increase of 130 ships compared to 2020, or 11.6%.

The Maritime Exchange has no direct role in marine terminal operations and thus no direct visibility into the breadth and depth of the supply chain disruptions. However, the Exchange does fill an operating role in the port through its maritime intelligence system, known as Maritime On-Line (MOL), and its 24/7/365 Operations Desk. The Exchange functions as the information and electronic communications hub of the Delaware River by coordinating and communicating specific vessel movement information between all partners in the transportation chain. MOL is used by hundreds of private and public maritime organizations each day to help them meet their statutory missions or achieve business goals.

Through MOL, Exchange watchstanders provide information to port partners, such as ships currently in port, where they are, the cargo they are loading and discharging, and a host of other critical data points. We also collect information about ships due to depart and arrive in the near and longer-term future. This information is necessary for planning and preparedness during normal port operations, and it is absolutely paramount in any crisis situation, including this one.

Over the years, MOL has expanded dramatically. The system supports commerce by sharing vessel movement information among transportation partners; Coast Guard, Customs & Border Protection, and the USDA use the system to schedule inspections and authorize vessel entry. The private sector uses it to arrange for necessary cargo and vessel operations, such as labor, docking tugs, and line handlers. MOL boosts navigational safety by providing mariners data to create safe transit plans, allowing for deep-water anchorage management, and disseminating vital navigational alerts. It enhances the region's security posture by providing a common operating picture to all port partners. State, local, and federal agencies use MOL to inform their targeting, monitoring, and patrolling activities. MOL also supports environmental protection by including detailed cargo manifest information, including hazardous materials, local contacts, designated response organizations, and individuals qualified to make decisions in the event of a spill.



MOL Screenshot: November 10, 2021

Maritime On-Line is critical to the safety, security, and commercial activity of the Delaware River maritime transportation industry. It is as important a component of the region's port infrastructure as deep water, berths, warehouses, and cranes and is essential for efficient cargo, vessel, and crew processing.

The Exchange stands ready to serve as a resource for this committee, elected officials, and other policymakers throughout the Commonwealth who may be interested in exploring problems and opportunities for improvement in the maritime supply chain in greater detail.

Thank you for the opportunity to provide this testimony. If you have any questions, please feel free to contact me at lisa.himber@maritimedelriv.com or 267-974-0488.

**MARITIME EXCHANGE FOR THE
DELAWARE RIVER AND BAY**



MARITIME ON-LINE

Leading the way to port progress

Our Mission	Since 1875, the nonprofit Maritime Exchange has worked to promote and protect waterborne commerce within the Delaware River port complex.	
How we meet it	<ul style="list-style-type: none"> ✓ Advocating on issues that matter to nearly 300 members. ✓ Staffing a 24/7/365 watch center and operating Maritime On-Line 	
What is Maritime On-Line?	<p>A maritime intelligence system providing vessel, cargo, and crew information to private and public stakeholders. Supports:</p> <ul style="list-style-type: none"> • Commerce: Communicates vessel movement information to all partners in the transportation chain to facilitate planning. Coast Guard, CBP, and USDA use the system to schedule inspections and authorize vessel entry into port. • Safety: Allows mariners to use data to create safe transit plans. Supports deep-water anchorage management operations to ensure space is available to cargo ships without unnecessary maneuvering. Disseminates navigational alerts and warnings. • Security: Provides a common operating picture to all port partners. State and federal agencies use MOL to inform their targeting, monitoring, and patrolling activities. Exchange staff coordinate information throughout the port community and monitor activity 24/7/365. • Environment: Includes information on local contacts, designated response organizations, and individuals qualified to make decisions in the event of a spill. 	
Modules	<p>Ship Reporting – The system provides advance scheduling information on expected ship arrivals and departures as well as real-time and historical ship movement information. Standard and custom reports are available on demand.</p> <p>TRACS® & Stow Plan – All supply chain partners with a right to know have 24/7 access to Customs and Border Protection cargo manifest information and clearance status. Carriers can clear cargo with CBP and meet the carrier Importer Security Filing and stow plan submission requirements. They can also share information with transportation chain partners to speed processing and throughput.</p> <p>NOA/D On-Line – An electronic tool for filers to submit 96-hour advanced vessel arrival and departure information, including crew/passenger manifests, to the Coast Guard and CBP.</p> <p>Automatic Identification System – Real-time vessel positions throughout the port region, including exact vessel location, name, current speed, and other information. When used in conjunction with the other modules, AIS provides subscribers with a comprehensive and common picture of Delaware River maritime operations.</p>	
Infrastructure	<p>Network includes two data centers to minimize downtime for mission-critical functions, VHF radio for ship-to-shore communications, and multiple receivers to track ship movements in real-time.</p>	
Benefits	<ul style="list-style-type: none"> ✓ Conveyance, cargo, crew info through a single window ✓ Real-time alerts – cargo exams, vessel arrivals, etc. ✓ Electronic data sharing among transportation chain partners ✓ And a whole lot more! 	
Info/Questions?	<p>Paul Myhre ♦ ops@mxops.org ♦ 215- 925-1524</p>	