



**Seamen's Church Institute
of Philadelphia & South Jersey**

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The Port We Serve

- Globally, 90% of everything moves by ship.
- The Maritime Exchange for the Delaware River and Bay estimates that the port and related enterprises generate 134,945 jobs, paying \$7.8 billion in wages and salaries annually.
- The Seamen's Church Institute of Philadelphia and South Jersey plays an important role in the operations and security of the port.

The Region's Maritime Industry Includes:

Deep sea marine terminals that load and unload 100 million tons of cargo each year - imports and exports of cars, trucks, fruit, steel, wood, paper, scrap, crude oil, refined petroleum products, chemicals, cocoa beans, and military cargo.

Refineries that supply three-fourths of the energy the Northeast United States requires.

Aker Philadelphia Shipyard, a busy commercial shipyard building container ships and tankers on the site of the former Philadelphia Naval Shipyard (the Navy's first shipyard).

Rhoads Inc., a ship repair yard at the former naval shipyard.

Law enforcement and safety: U.S. Coast Guard, U.S. Customs and Border Protection, U.S. Army Corps of Engineers, U.S. Department of Agriculture, U.S. Food and Drug Administration, Delaware River Port Authority police, the FBI, and others.

Retail sales. Seamen's Church Institute transports crews daily to stores and restaurants throughout the region. Just as one example of their impact on our local economy, a survey we took recently indicates that seafarers spend over \$1 million a year at Best Buy stores alone. **Lightering operations.** The biggest oil tankers

transfer part of their cargo to another tanker or barge so they won't hit bottom coming up the river.

Navigation and docking assistance provided by the Pilots' Association for the Bay and River Delaware, and tugboat operations.

Ship supply. Many of the ships we visit make regular round trips from here to Central America and Africa where it is impractical to buy fuel, lubricants and food, so they do most of their buying here. When a big cargo ship refuels, it's a big purchase.

Ship maintenance. A ship is like a small floating city. It has just about everything a city does, and all of it needs to be maintained and repaired. Many of the ships carry cargo that requires precise temperature controls, for example, so refrigeration companies receive a lot of business from the port.

Fumigation services. Wood, fruit and other cargo must be made insect-free before it leaves the port.

Marketing services. Imports such as fresh fruit keep large marketing operations busy.

Legal and accounting services that support international trade.

Customs brokerage and freight-forwarding companies that manage complex shipments involving land, air and water transportation, and handle the paperwork required by governments in countries the shipments pass through.

Terminal management. Large, complex terminal facilities employ, train, and manage many types of workers. They deal with an array of state and federal laws for which compliance procedures require vigilance, challenging weather problems, technology that needs wise and cost-effective updating, fierce competition for business, and a wide variety of cultures and business practices that must be understood and handled with great skill.

Dockworkers who handle a wide variety of tasks related to loading and unloading ships and transferring cargo between ships and trucks or railcars. Many types of cargo and cargo-handling equipment (cranes, top-loaders, etc.) require a high level of skill and specialized knowledge.

Warehouse workers with special skills. Cargoes like fruit, paper and specialty steel require a high degree of training and knowledge.

Commercial divers who inspect hulls of ships, piers, docks, bridge supports, and other structures for damage after accidents and also must be qualified as expert witnesses testifying in court to what they see under water.

Environmental cleanup equipment that must be kept ready to contain and clean up oil spills without delay.

Pipeline companies such as Sunoco Logistics Partners L.P., which has a busy tanker terminal adjacent to the Philadelphia International Airport that feeds its growing pipeline network extending to the Midwest and Texas.

Railroad workers at three major railroads and several short-line rail companies. They earn good wages handling cargo moving to and from the port and include train crews, dispatchers, inspectors, yard maintenance, business development and customer service personnel, and management.

Truck drivers who transport cargo to and from terminals and reposition cargo within terminals.

Military. Members of the armed services and civilian employees maintain four Military Sealift Command ships based in Philadelphia in a state of perpetual readiness. In addition there are personnel here on temporary duty when military cargo is arriving or departing. Philadelphia is one of the nation's Strategic Military Seaports.

Dredge operators. Dredges remove shoals that develop as hazards to navigation and silting that blocks docks, dry-docks at the shipyard, and municipal water inlets.

Container and chassis inspectors who check for defects and wear that would damage cargo and compromise safety while the containers are being handled on the docks and transported over highways.

Employment lawyers playing a variety of roles. There are union contracts to be negotiated and enforced, injury claims and other employment disputes to be resolved.

Union contract administration. Skilled personnel are needed to deal with complex issues under collective bargaining agreements related to the work at the port.

Insurance brokers, inspectors, and surveyors help keep commerce flowing.

Banking. The maritime industry requires a wide variety of banking services and finances.

Private security personnel. Security is vitally important to patrol terminals, enforce safety regulations, and assure that everyone who enters or leaves has the proper credentials.

Engineering. New docks and improvements to terminal facilities must be

designed, and the integrity of existing structures must be evaluated.

Architects. The port is constantly being expanded and improved.

Construction: The port is in a constant state of expansion and renewal, generating many construction jobs.

Consultants. Experts and consultants in many fields provide a wide range of expertise, from security and technology to long-range market analysis and logistics innovation.

Information technology. Businesses and governmental operations in the maritime industry rely on sophisticated and secure information technology systems. This requires skilled software and hardware technicians, and major equipment purchases