



CORBA
Central Ohio River
Business Association

THE LATEST NEWS
FROM OUR REGION
AND HOW CORBA
IS WORKING
FOR YOU!

MEMBER UPDATE: SUMMER 2024



CHAIRPERSON REPORT: ERRIN HOWARD

Although we were disappointed to announce the cancellation of our summer quarterly networking meeting, we completely understand that summer is a busy time for vacations and other commitments.

The topic we had planned, *How to Install an Ohio River Bridge in One Day: The Wellsburg Bridge Project*, presented by Dr. Waseem Khalifa and Adam Lytton from the Ohio Department of Transportation, is still incredibly exciting. We're thrilled to let you know that we've rescheduled this presentation for our fall meeting on October 24, 2024. Please mark your calendars and plan to attend—and plan to bring a friend!

In addition, our biggest annual fundraiser and social event is the Member Golf Outing, traditionally held the first Monday after the Masters. We're already gearing up for our 2025 outing on Monday, April 14. Our current Golf Outing Chairs, Doug Ruschman and Bill Kinzeler, have done a fantastic job and have committed to one more year before transitioning the role in 2026. We're seeking enthusiastic future leaders to step up now, with Doug and Bill ready to mentor you this year. If you're interested in taking on this role and being part of a great team, please contact us.

We're excited to announce that we'll be enhancing our communication by highlighting events and important updates on our social media platforms—Facebook and LinkedIn. We encourage you to follow us on these platforms to stay engaged and informed about all the latest happenings within CORBA. It's a great way to keep up with our events, share news, and connect with fellow members.

Finally, as Tim Cahill announces his retirement after four impactful years as Executive Director of the Paducah-McCracken County Riverport Authority, we want to extend our best wishes. Tim's leadership has been instrumental in rejuvenating the port and advancing critical projects, including the Riverport West expansion and the bulk yard rehabilitation. Tim's dedication and collaboration with federal, state, and local officials have set a strong foundation for the future. We wish Tim a well-deserved and fulfilling retirement.

Thank you all for your continued support and involvement. We look forward to seeing you at our upcoming events and staying connected through our social media channels. If you have any questions or need further information, please don't hesitate to reach out.



The Value of CORBA

DOUG RUSCHMAN & ERRIN HOWARD

When CORBA was founded, it addressed a significant issue: the marine industry wasn't receiving the recognition it deserved. A dedicated group of marine industry representatives recognized this gap and undertook the challenge of correcting it. Thus, CORBA was born.

Support for this initiative was garnered from government agencies in and around Cincinnati, including the Ports of Cincinnati and Northern Kentucky. By rallying counties on both sides of the river and working with the United States Coast Guard, CORBA achieved a new port designation stretching from [specific point] to [specific point]. This designation made the Ports of Cincinnati and Northern Kentucky the leading port in the nation—an extraordinary achievement!

But CORBA's mission didn't stop at mere recognition. The goal was to become a powerful voice for the industry. To that end, CORBA and OKI introduced the CORIS system, a comprehensive resource highlighting docks, piers, and businesses within the new port area. This system provided crucial information for potential shippers to find and contact relevant businesses. Since its inception, CORIS has continued to evolve and has become an invaluable resource.

The success of the CORBA model attracted attention from others seeking to replicate its achievements. Government agencies, media outlets, and various organizations looked to CORBA for guidance and leadership. As a result, CORBA became known as the go-to authority for achieving impactful results in the marine industry.

Over the years, the demand for CORBA's expertise has only grown. CORBA now provides input on a range of issues and participates in influential organizations. Membership in CORBA offers a valuable marketing tool and a chance to be part of a dynamic, influential network.

As we continue to evolve, we are at a pivotal moment where your involvement can make a significant difference. CORBA is currently poised to become actively engaged in the Regional Maritime Committee (RMC). This committee includes high-ranking officials from key industry groups, and your participation could greatly enhance CORBA's influence. Meetings are held via Zoom, making it easy to contribute without the need for travel.

**JOIN
TODAY**
and make
an impact!

To our current members and especially to the younger generation, I urge you to seize this opportunity to be a part of something impactful. Joining CORBA not only allows you to contribute to the marine industry's growth but also helps you build a name for yourself in a field that is both challenging and rewarding.

Your involvement can drive CORBA's mission forward, and we welcome your fresh perspectives and ideas. Let's continue to build on our achievements and shape the future of the marine industry together.

We will be sharing this message through our newsletter and social media channels to reach a broader audience. We encourage you to review this message, provide feedback, and consider how you can get involved. Together, we can continue to make a difference. Thank you for your ongoing support and dedication.

**Learn more
about CORBA
becoming a
member at
CORBA-usa.org**

CORBA's Regional Maritime Committee (RMC)

ERIC THOMAS



The RMC is a great opportunity to stay abreast of current maritime freight issues and to exchange information with fellow RMC participants. The RMC represents the only meeting of its kind that includes local freight and transportation experts focused on maritime issues. Regular participants include OKI (Robyn Bancroft), the maritime coordinators from the DOTs of both Kentucky (Jeremy Edgeworth) and Ohio (Randy Lane), as well as representatives from U.S. D.O.T.'s maritime administration – Marad - (Chad Dorsey), and others. RMC represents a significant opportunity for the voices of CORBA's members and the entire Ohio River business interests to hear and to be heard. Be sure that you and your firm are represented at this highly informative, bi-monthly meeting!

The RMC continues to meet via ZOOM on the first Wednesday of every other (odd numbered) month. The next meeting date and time is **September 4, 2024 at 11:00**. If you are on the CORBA roster, you should receive an emailed invitation for the RMC from CORBA. Whether you wish to actively participate, or you just want to be a fly-on-the-wall, you will ALWAYS learn something new from the RMC meeting. In only one hour every other month, from the comfort of your favorite place to ZOOM, RMC provides the best opportunity anywhere to get a hands-on update from some of the leading maritime professionals and agencies from around the region.

MARINE SAFETY BULLETIN COAST GUARD



PHISHING EMAILS IMPERSONATING U.S. COAST GUARD



The Coast Guard, in conjunction with the maritime community and the UK Department for Transportation, has been made aware of several phishing attempts by nefarious actors impersonating Coast Guard port state control (PSC) authorities. These incidents range from unsophisticated attempts asking for vessels to urgently contact PSC teams at a malicious hyperlink, to more sophisticated and targeted "spear phishing" attempts, which include details such as the ship name and IMO number to appear legitimate. Phishing is a common form of social engineering that uses email or malicious websites to solicit personal information or to get a victim to download malicious software by posing as a trustworthy entity. Email correspondence from the Coast Guard will always be from the "uscg.mil" domain, will NOT include links requesting information, and will typically copy the vessel's agent in the port of destination.

Emails claiming to be from the Coast Guard or PSC teams that do not state the specific purpose of the correspondence and/or are not from the uscg.mil domain should be regarded with suspicion. If you have received correspondence that is suspicious or has left you unsure of its legitimacy, please contact your agent or call the Coast Guard Sector Command Center at your port of destination.

Additionally, the Coast Guard encourages vessel operators to keep the following in mind regarding correspondence that may be phishing attempts:

- Do not click on any links or attachments that may appear suspicious.
- Take time to evaluate a suspicious email or correspondence, as victims of phishing tend to be those who go through emails quickly.
- The Coast Guard will not request personal information via email.

Per 33 CFR § 101.305, an owner or operator that is required to have a security plan shall report activities that may result in a transportation security incident or is a breach of security to the National Response Center. A successful phishing attempt may result in a Transportation Security Incident or Breach of Security, as defined in 33 CFR § 101.105, and is a Cybersecurity Incident per the Coast Guard Navigation and Vessel Inspection Circular No.02-24.

Accordingly, a Transportation Security Incident or Breach of Security resulting from Cybersecurity Incidents on MTSA-regulated vessels shall be reported to the National Response Center at 1-800-424-8802.

The Coast Guard strongly encourages vessel operators to provide regular phishing and cybersecurity awareness training to all employees to identify and report suspicious correspondences. Additionally, the Coast Guard encourages all international partners to pass on information relating to suspicious behavior observed in the Marine Transportation System to their respective regulatory organizations.

Licking River Added to M-70 Marine Highway

WATERWAYS JOURNAL (SUMMARIZED)

On June 11, the Kentucky Transportation Cabinet received notice that the 7 navigable miles of the Licking River, a tributary of the Ohio River, had been added to the Ohio River's M-70 marine highway designation, said Jeremy Edgeworth, the agency's freight, rail and waterways coordinator.

"Being on a designated route helps open up access to grants to help move freight," he said.

By the end of the year, transportation officials hope to apply for marine highway designations on the Cumberland, Big Sandy and Green rivers, said Jake Rice, project manager. Kentucky is co-sponsoring the Big Sandy River application with the West Virginia Department of Transportation and the Cumberland River project with the Tennessee Department of Transportation, since the rivers also travel through those states.

To be eligible for grants through MarAd's United States Marine Highways Program, projects must move freight on a designated



marine highway route. The program is among few that offer government-funded grants not only to public entities but also to private entities that have a letter of support from a sponsor, Edgeworth said. Additionally, while some grant programs may focus on projects at larger, coastal ports, the Marine Highways Grant Program also allows development at smaller facilities on inland routes.

Kentucky officials see the marine highway route designations as a potential economic recruitment tool. Kentucky also became a co-sponsor of the marine highway project on the Ohio River, which was designated as a marine highway route on December 8, 2023. Edgeworth said the co-sponsorship helps make it easier for any Kentucky grant applicants to receive letters of support from sponsors.

Corporate Transparency Act

DINSMORE SHOHL LAW FIRM



In the calendar year 2024, roughly 32.6 million companies will be required by the Corporate Transparency Act (“CTA”) to report personal information about their beneficial owners. The report must be made to the Financial Crimes Enforcement Network (“FinCEN”), a bureau of the U.S. Department of the Treasury.

The information below provides an overview of the requirements for our business clients that were created or registered prior to January 1, 2024. Unless your business is exempt from reporting requirements (which we consider in more detail below), it will be required to file a Beneficial Ownership Information Report (“BOI Report”) with FinCEN.

This report is due by January 1, 2025.

Who is required to file with FinCEN?

All Reporting Companies not exempt from the requirements of the CTA must file a BOI Report with FinCEN that provides certain information about their Beneficial Owners.

A “**Reporting Company**” is a corporation, LLC or other entity created in the United States by filing a document with a secretary of state or similar office under the law of a state or Indian tribe. A Reporting Company can also be a foreign company registered to do business in any U.S. state or Indian tribe through a filing with a secretary of state or similar office.

Most importantly, unless a Reporting Company qualifies for one of 23 exemptions from the reporting requirements of the CTA, it must submit a BOI Report to FinCEN. The availability of an exemption depends on many factors, is unique to each entity and may involve complex legal analysis.

What is a Beneficial Owner?

A “Beneficial Owner” is an individual who:

- (1) owns or controls (directly or indirectly) at least 25 percent of a Reporting Company; or
- (2) has substantial control over a Reporting Company.

Determining a Beneficial Owner through ownership interests requires a two-step process:

- (i) identifying and classifying the various equity interests and rights to acquire equity interests in the Reporting Company; and
- (ii) calculating whether the holder of those equity interests meets the threshold to be considered a Beneficial Owner.

The determination of a Beneficial Owner is unique to each company with respect to both governance structure and organizational structure. It can be complex to determine if executives and employees with decision-making authority have substantial control over a Reporting Company. This is especially true when a holding company owns part of the Reporting Company. There are also countless other scenarios affecting this determination. The analysis regarding beneficial owner status is not a clear-cut determination and guidance from legal counsel is advised before preparing and filing a BOI Report.

AMSC Report

BARRY WHITTON

As always, the summer and fall months are very busy on the Ohio River with all the added recreational boaters, enjoying the beauty of our waterway. Safety is paramount during this time, allowing everyone to enjoy the River while keeping business, commerce and transportation needs flowing through the Ports of Cincinnati and Northern Kentucky. There are many festivities that attract folks to the River. In addition to those listed below, there are concerts at Riverbend, Great American Ballpark, Paycor Stadium and the Andrew J Brady Outdoor Music Stage at the Banks. Our neighbors on the south shore also have every-weekend events along the Covington and Newport riverfronts.

PADDLEFEST

occurred on 8/3/24 with all paddlers landing safely at Riverside Gilday Park after shoving off from Schmidt Launch Ramp.

ROCK THE RIVER

8/17 10AM to 9PM with Manhattan Harbor, Dayton Kentucky is the host harbor. No closure for this Mid-Summer Cincinnati Powerboat Fun Run but plan on a lot of recreational boaters in the downtown area port.

GREAT OHIO RIVER SWIM

8/25 Sunday 7AM until approximately noon at Cincinnati Public Landing. River closures as swimmers go back and forth across the River.

RIVERFEST FIREWORKS EVENT

Sunday, 9/1. Very large on water, shore event for Cincinnati, Newport and Covington KY. Lots of recreation boaters before and during the event. River traffic is usually maintained with recreational boater spectators kept in safety zones but there will be River closures throughout the day.

The Southeast Indiana Northern Kentucky Area Maritime Security Committee (SOSINK AMSC) met on July 25th at the Kenton County Government Center. Highlights and topics covered were:

FY24 Port Security Grant Program (PSGP) Update

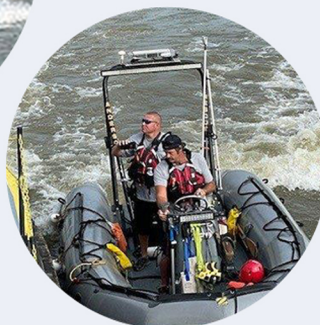
On 7/8/24 SOSINK AMSC Members met, scored and ranked 12 local security projects, sponsored by nine Law Enforcement, Fire and Rescue agencies. The projects totaled just over 2 million dollars and with the agency's 25% grant match the FEMA federal request was just over 1.5 million dollars. This is quite a bit considering this year's PSGP is \$90,000,000 nationwide, down from \$100,000,000 in previous years. On the positive, hopeful side, our local AMSC Port received close to a million (\$943,000 for FY23) each of the last four years. The requests included two new full-size boats, a refurb of another and a Zodiac Style quick response watercraft. Final award information is expected from FEMA on 8/23/24.

SOSINK AMSC Area Maritime Security Training and Exercise Program (AMSTEP)

The US Coast Guard discussed the final plans for the Drill/Exercise on Wednesday, 14 August with the commercial passenger vessel BELLE OF CINCINNATI, while the vessel is underway on the Ohio River. Scenario is a terrorist type takeover of the boat and local law enforcement; tactical teams will board her while underway on the River. This will also be a test of local public safety Fire/Rescue Boats with simulated casualties in the water. There may be an opportunity for local Ohio River US Regulated Facility Operators and businesses to participate as the MARSEC level will be raised (simulated) and those businesses may be able to get credit for their required port safety/security plans. Pictures from previous drills on the B&B Belle and C&B Atlantis below.



First Responder Boats
Lining Up



Anderson Township
OH Approach



Cincinnati PD SWAT Team
Preparing to Board the
Belle of Cincinnati

Who Works the Waterways

We Work the Waterways (WWW) is excited to invite your business to participate in the upcoming "**We Work the Waterways Industry Interaction Day**," scheduled for **September 17th in Cincinnati, OH**, aboard BB Riverboats. This event aims to bring maritime careers and opportunities to life for students through interactive activities and stations.

WWW is seeking area businesses to engage with students by setting up interactive stations or activities that showcase various maritime careers and industry opportunities. This is a fantastic chance to inspire the next generation and highlight the diverse career paths available in the maritime field.

For more details on how you can get involved, please contact info@corba-usa.com or call 513-403-9312. Additionally, feel free to review the attached flyer for further information about the event.

WE WORK THE WATERWAYS

FALL 2024 PROGRAM



We Work the Waterways Industry Interaction Day!

- September 17, 2024
- On board BB Riverboats
- 9 am - 1 pm
- Lunch provided

Students will participate in:

- Immersive Tours
- Hands on Activities
- Engaging Presentations
- Interacting with Industry Professionals

We Work the Waterways (WWW) is a national education outreach program of Inland River Ports & Terminals, that exists to build lasting connections between communities and the people who make up the maritime, shipping, and logistics industries.



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WWW IS A REGISTERED 501(C)(3)



SCAN HERE TO
REGISTER

Learn more about becoming a member at
www.CORBA-usa.org

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