



Harbor
Trucking
Association

5/1/18

Federal Maritime Commission
Rachel Dickon
Commission Secretary
secretary@fmc.gov

Re: Comments to Amendment No. 17 to West Coast MTO Agreement
FMC No. 201143-017

Honorable Commissioners:

This letter is being sent jointly on behalf of the respective memberships of the California Trucking Association's Intermodal Conference ("CTA") and the Harbor Trucking Association ("HTA"), in conjunction with the petition filed before the FMC by the West Coast Marine Terminal Operators (WCMTOA) regarding requested changes to the current discussion agreement governing the operation of the Pier Pass "off-peak" gate program at the Ports of Los Angeles and Long Beach ("Pier Pass").

As you may know, our two organizations represent a vast majority of the drayage truck operations at the two Ports. Over the last several years, we have collectively advocated for changes to the current administration of the Pier Pass program including a re-structuring of the Traffic Mitigation Fee ("TMF") as well as other efficiency measures to improve the performance of gate operations at marine terminals throughout the San Pedro Bay Port complex.

Consistent with our previous advocacy positions, we are generally supportive of the petition before you regarding amendments to the Pier Pass program. We see the efforts to smooth out truck traffic between day and night shifts, the re-application of the TMF to all cargo at a lower price and the emphasis on appointments to ensure smooth operations at the Ports' container terminals generally constructive. We also support the outreach efforts of WCMTOA members in engaging the trucking community throughout their process leading to the proposed amendments before you.

We also want to take this opportunity to encourage you to consider additional language or guidance that you may include in the petition finding or decision before its final adoption.

The CTA and HTA both encourage the FMC to address the following as part of its determination on the Pier Pass petition:

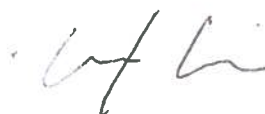
- Potential inclusion of language addressing and supporting the need for “peel off” programs (dedicated piles of containerized cargo administered by MTOs) through a fee exemption or reduction to encourage more efficient truck flow;
- Potential inclusion of language encouraging the use of a whole or round number (as opposed to the number currently set forth in the petition) for the TMF in order to ease the accounting and payment of the Pier Pass fee
- Potential language to migrate from a Twenty-foot Equivalent Unit (“TEU”) to one flat reservation/appointment fee;
- Potential inclusion of language encouraging the move toward a uniform, fair/unbiased and non-discriminatory use of port-wide appointment systems as the mechanism to regulate traffic and throughput through the marine terminals. Both the Port of Los Angeles (through the adoption of its GE Portal Pilot Program) and the Port of Long Beach have signaled their support for such a common portal concept and inclusion of language in this petition approval by the FMC would further support those efforts;
- Potential inclusion of language encouraging the petitioners (WCMTOA) to regularly meet with the trucking community and set the stage for future, regular updates to the discussion agreement governing Pier Pass in an effort to adapt and avoid unintended consequences that could result from an ever-changing port ecosystem.

While we are generally supportive of the petition, we feel that addressing those issues enumerated above would further the goals of both the terminal operators and the drayage community in successfully implementing an off-peak program that is sustainable. We are also happy to provide additional comments should you require them.

Respectfully,



Weston LaBar
CEO
Harbor Trucking Association



Alex Cherin
Executive Director
California Trucking Association Intermodal Conference

Cc:

Gene Seroka, Port of Los Angeles
Mario Cordero, Port of Long Beach
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