

Agriculture Transportation Coalition

Agriculture Exporters' International Transportation Priorities

AgTC 34th Annual Meeting June 14-17, 2022
Tacoma, WA

- Enactment and implementation Ocean Shipping Reform Act of 2022; ocean carrier compliance with provisions to support US exports, ending unreasonable demurrage/detention practices, etc.
- Assure ocean carriers provide adequate capacity, equipment and service needed by exporters, fully utilizing the space available on the 'backhaul' routes.
- Ocean carriers disincentivizing railing containers to inland points-- inducing importers to transfer container contents into trucks near ports, reducing empty containers available for ag exporters in the heartland.
- Identification of available containers throughout the country for loading with ag exports, specifically the location and carrier; the Ocean Shipping Container Availability Report (OSCAR) expanded to include essential information.
- Work with terminal operators and labor to increase the number of hours the terminal gates are open (e.g., 2 more hours each morning would be a helpful start)
- Best efforts to avoid West Coast port disruption due to longshore contract negotiations.
- Ocean carriers, terminal operators, rails must contribute data necessary to establish data portals at gateway ports, to enhance efficiency of port operations, reduce costly duplicative drayage, etc.
- Address chassis shortages; assure that carrier-chassis provider arrangements accommodate competition, flexibility, efficiency, increased chassis supply at seaports and inland rail terminals.
- Increase allowable gross (loaded) truck weights, to reach global standards and reduce the number of trucks on the road and the need for chassis, trucks, drivers.
- Assure that shippers are not restricted by ocean carriers, in choice of service providers (such as customs brokers, forwarders) in order to be assured space/equipment for their bookings.
- Prevent reimposition of VGM (Verified Gross Mass) documentation mandates on exporters – already declared unnecessary/inappropriate by USCG and FMC.
- Discourage cities/ports from reducing the nation's available international trade capacity, for instance, eliminating currently operating facilities (e.g., Howard Terminal)?
- At the seaports: review policies on automation of marine terminals, and eliminate government fees that increase cost without demonstrated trade or environmental benefits (e.g., CA port emission fees)?

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