

September 14, 2022

Mr. William Cody  
Secretary  
Federal Maritime Commission  
800 North Capitol Street NW  
Washington, DC 20573-0001

Re: Docket No. 22-19: Request for Information - whether supply chain congestion has created conditions warranting the issuance of an emergency order requiring common carriers and marine terminal operators (MTOs) to share key information with shippers, truckers, and railroads.

Dear Secretary Cody:

Thank you for the opportunity to comment on this important issue pursuant to the invitation for comments published in the Federal Register concerning the Request for Information on “whether supply chain congestion has created conditions warranting the issuance of an emergency order requiring common carriers and marine terminal operators (MTOs) to share key information with shippers, truckers, and railroads.”

Trade Tech, Inc., headquartered in the United States with offices located around the globe, specializes in Supply Chain Management solutions for the international logistics industry. Trade Tech, a privately-owned company, has created world-class applications linking all aspects of international ocean and air transportation (including sales, operations, FMC Tariff filing, Customs compliance, accounting and more) in a single, cloud-based environment. These applications are proven to help streamline freight forwarders' and shippers' supply chains, cut total transportation costs, manage exceptions, deliver visibility, and provide higher levels of customer service to help supply chain participants compete in today's complex logistics environment.

Representing a community of over 1000 NVOCCs moving cargo to the USA, we concur that there have been substantial problems within the global supply chain. The problems emanated from the unprecedented volume of goods procured by the US retailers as American consumers shifted their spending from services to consumer products during the pandemic. However, the evidence that we see is that this cargo surge is abating.

The weekly shipment volumes that we see moving through our system as declarations to US Customs prior to loading on board container vessels at foreign ports, show a significant downturn from the historic levels of the past 24 months and they are returning to levels more in line with 2019 volumes. Reports of vessels backed up in San Pedro Bay, freight rates dropping substantially, and congestion easing in the West Coast ports all support our findings that volumes are returning to levels that were historically manageable by the ports.



We do not feel that the information sharing effort will have a positive impact but will rather cause substantial additional work on behalf of the common carriers and marine terminal operators (MTOs) with no benefit to show for the effort. Sixty (60) days is not enough time for an industry of this size to react in preparation to comply with the ruling let alone for the common carriers and MTOs to gather the data. Gathering post-facto statistics is not going to contribute to the solution. It is clear to everyone that the ports have been overwhelmed; statistics will simply give a more granular accounting of the extent to which they are overwhelmed but will provide no meaningful data-based solution to the problem at hand.

We believe that the FMC's time and efforts would better serve the industry if they were focused on new data-based efforts rather than on the gathering of post movement statistics. New data-based efforts would focus on advanced data sharing (leveraging Advanced Manifest System filings regulated and mandated by US Customs' 24 Hour Rule) combined with early Customs Clearance of the cargo and the advanced declaration of intent and timing of container pickup through the terminal appointment systems well in advance of vessel arrival would give the terminals the data they need to gain efficiency in the formation of their container stacks. This usage of advanced data availability in an industry data standard would provide a meaningful data-based solution to the productivity issues facing the industry today.

Should you require additional information, please do not hesitate to contact me at any time.

Sincerely,

Bryn E. Heimbeck  
President

