



**IMMEDIATE RELEASE**

**Contact:** Gail Toth, Executive Director  
732-254-5000 or gtoth@njmta.org

**New Jersey Motor Truck Association Responds to the PANYNJ Port Performance Task Force Report**

East Brunswick, NJ- The New Jersey Motor Truck Association (NJMTA), the largest and oldest trucking association in New Jersey, has released its response to the *Port Productivity Task Force Report* issued by the Port Authority of New York/New Jersey.

Members of the NJMTA did participate in the PPTF the working groups and discussions with the goal of finding solutions to relieve the congestion that has plagued the port since Hurricane Sandy. Due to the severe congestion at the port, drayage drivers do not want to work the piers, trucking companies are losing revenue and customers are moving freight to less congested ports.

While the report has some long-term recommendations that may help, NJMTA was greatly disappointed that there is no immediate relief for the trucking industry.

"We were surprised to see that the PANYNJ and terminals are continuing to pursue policies detrimental to the trucking industry. Long-term planning is great when you have the time. But time is running out. We need solutions now" said, Gail Toth, NJMTA Executive Director.

The recommendation for continuing the Clean Truck Program and financing it with a container fee is not supported by the industry and we do not know how this will help increase productivity. In fact it will create an overnight driver shortage and destroy many trucking companies if implemented!

NJMTA does not support the mandatory program to ban trucks because we believe it is not based on facts and is also a violation of the Commerce Clause. NJMTA does not support adding costs (container fee) to move freight through our port since we are already the most expensive port in the nation. These additional fees get added at the cash register for all consumers to pay. If they want to reduce truck emissions all they need to do is improve productivity at the terminals.

"The bottom-line - if nothing changes, our state's economic engine will be in serious jeopardy, including the many thousands of jobs that depend on our port. The cost of congestion is

destroying the port drayage industry. It may sound trite, but without trucks the port stops”, said Ms. Toth.

There are steps that could be done fairly quickly that would provide some relief:

- Amend the terminal tariff to compensate for detention times to cover the wait time from entrance on to property until exit. Install the RFID tag readers at the beginning of the terminal property not at the gate. Provide the trucking industry with the real queue times.
- Amend the terminal tariffs to provide a provision that if there the terminal is congested and the trucking company cannot pick-up or return of equipment on time due to the congestion, then the trucking company will not be charged for detention.
- Amend the terminal tariffs to modify the free times to accommodate for any congestion that precludes the timely delivery of containers from the terminal.
- Amend the Uniform Intermodal Interchange Agreement (UIIA) to provide that in the event of congestion at the terminal and the return of equipment is impossible due to no fault of the trucking company, then the trucking company is not liable for the per diem.
- We support a grey chassis pool provided that the chassis tendered are in full compliance of the federal laws governing the safety and roadability of the equipment.
- The Truck Management System being suggested is an appointment system. There are too many issues, such as a lack of chassis that would preclude having an appointment system. The terminals can reduce congestion by controlling the number of containers released on a daily basis. If you have 10,000 containers and can only process 3,000 you should only release 3,000 per day that you know you can handle. This would immediately reduce the congestion.

*NJMTA was founded in 1914 to protect and promote the interests of the New Jersey trucking industry. The association represents over 400 fleets operating in New Jersey that employ well over 40,000 people, as well as, 125 Allied Members that serve the trucking industry. Our mission is to foster and promote sound economical and efficient service by motor carrier transportation; to promote safety and courtesy in highway transportation; to foster and support beneficial laws and regulations affecting the motor carrier industry and to engage in any and all activities that will advance the interests of highway transportation and highway users generally.*