



**United States - Exporters
Competitive Maritime
Council (ECMC)**

WASHTO

**Committee on Highway
Transport**

Reno, Nevada

October 21, 2010



WHO IS ECMC ?



SOME OF US ARE PROJECT OWNERS



SOME OF US ARE PROJECT DESIGNERS



**ALL OF US ARE TRANSPORTATION
BUYERS**





PURPOSE

Exporters Competitive Maritime Council

To represent the interests of United States Exporters and Suppliers with respect to project cargo, export trade, and transportation issues.

To focus attention and seek positive results, ECMC establishes working groups to foster and support initiatives of critical interest to the international shipping community as a whole.



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Our Current Working Groups / Initiatives

SUBSTANDARD VESSEL CLAUSE

(Policy which guarantees that vessels comply fully with the International Safety Management (ISM) Code)

SUBSTITUTION ISPS CLAUSE FOR CHARTER PARTIES

(Policy relating to the International Code for the Security of Ships and of Port Facilities and the relevant amendments to Chapter XI of SOLAS (ISPS Code) in relation to the Vessel)

SPECIALIZED FREIGHT MOBILITY INITIATIVE



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We seek methods of change and clarification within existing commercial and statutory regulations relating to transport issues.

We are NOT LOBBYISTS

We are an industry group that will offer expert opinion to facilitate positive change in the transportation function within established parameters.



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WHY HAS ECMC PROPOSED A SPECIALIZED FREIGHT MOBILITY INITIATIVE ?

CONFIDENCE BY SHIPPERS IN THE CURRENT PERMITTING AND HIGHWAY TRANSPORT MANAGEMENT SYSTEM FOR SUPERLOADS IS VIEWED AS FAILING AND ECMC BELIEVES A STRUCTURED APPROACH TO REVERSE THIS TREND IS REQUIRED



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WHAT WE AS SHIPPERS NEED

As shippers, we must **GUARANTEE** to our customers, that an oversize load being planned for installation into a plant three or four years from now can in fact be transported into that plant from a manufacturing site or a port of import/export.

IF WE CAN'T GURANTEE THE TRANSPORT, WE CAN'T GUARANTEE THE INSTALLATION.

IF WE CAN'T GURANTEE THE INSTALLATION, THE DOMINO EFFECT TAKES OVER

NO US MANUFACTURING AND SUPPORTING SERVICES REVENUE

NO US JOBS REVENUE

NO US TAX REVENUE

LOSS OF GLOBAL COMPETITIVENESS



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A REASONABLE LOOK AT ALTERNATIVES

IF WE MUST GUARANTEE TRANSPORT OF A SUPERLOAD AND INITIALY HAVE NO HIGHWAY ROUTE :

WE INVESTIGATE BARGE TRANSPORT

IF WE HAVE NO REASONABLE WAY TO GET TO / FROM A BARGE LANDING SITE....WE LOOK AT RAIL

IF WE HAVE NO REASONABLE WAY TO GET TO / FROM RAIL WE REVIEW THE HIGHWAY OPTION – AGAIN

IF WE STILL CANNOT OBTAIN THE GUARANTEE OF HIGHWAY TRANSPORT, WE LOOK OTHER PLACES GLOBALLY FOR SOURCING

IF THE FREIGHT IS DESTINED TO A US MANUFACTURING, REFINING OR POWER PLANT SITE LOCATION AND WE HAVE NO GUARANTEE WE CAN GET THE FREIGHT TO THAT SITE

THERE IS NO TRANSPORT

AND AGAIN – THE DOMINO EFFECT TAKES OVER - NO REVENUE



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PROOF OF CONCEPT

I-10 CORRIDOR:

Improve over the road freight mobility

**Improve transportation safety, asset utilization; permitted loads;
infrastructure.**

**Single source user payment system for permits and disbursement
to States.**

User friendly Web based platform

Cost free geographic information modeling capability



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BENEFITS

Reallocate State resources from routing and permitting activity

More efficient use of resources and improved quality

Increased predictability in routings

Reduction in duration

Increased utilization/capacity of the transport equipment

Reduction in fuel consumption



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BENEFITS

Increased safety

Preliminary route work is in place

Improved cash flow for States

Improved customer service levels

Improved compliance with State permitting rules and regulations



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STAKEHOLDERS

Industrial Manufacturing Base

Engineering, Procurement and Construction

Department of Transportation

State Highway Administrations

Ocean Ports and Terminals

US Department of Commerce

Specialized Carriers and Riggers

US Federal Highway Administration

US Department of Transportation



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SUMMATION

ECMC STANDS READY TO PARTICIPATE IN ANY DISCUSSION WHICH WILL RESTORE SHIPPER AND RECEIVER CONFIDENCE IN THE TRANSPORT OF OVERSIZE/OVERWEIGHT GOODS ON THE US NATIONAL HIGHWAY SYSTEM.

ECMC BELIEVES OUR HIGH – WIDE – HEAVY INITIATIVE PROMOTES NOT ONLY THE ECONOMIC STABILITY OF THE UNITED STATES, IT PROMOTES SAFETY FOR THE GENERAL MOTORING PUBLIC ON OUR NATIONS HIGHWAYS AND WILL ULTIMATELY INCREASE THE UNITED STATES COMPETITIVE ADVANTAGE GLOBALLY.



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THANK YOU