



TIA ON THE HILL

The Latest News and Updates from TIA's Government Affairs Department



WE NEED YOU

IN THIS ISSUE

**SENATE COMMERCE
COMMITTEE BILL - DISPATCH
SERVICES**

**T&I COMMITTEE MARK-UP OF
THE INVEST IN AMERICA ACT**

**SENATE COMMERCE
COMMITTEE PREPARES FOR
MARKUP**

**FMC OPENS THE NOMINATION
PROCESS FOR ENTITIES FOR
ADVISORY COMMITTEE**

Senate Commerce Committee Bill - Dispatch Services

The Senate Commerce, Science and Transportation Committee released their bill text last week for their portion of the surface transportation re-authorization bill. This is a bipartisan agreement between the Democrats and the Republicans and does not contain any "controversial" provisions. Noticeably absent from the bill was the bipartisan language that was included in the House bill that requires the FMCSA to issue guidance on dispatch services and defines their role as it relates to brokerage and reaffirms penalties for brokerage freight without a license. In talking with Committee staff, come to find out OOIDA intentionally killed this provision.

Paraphrasing what the Committee staff told us on why OOIDA opposed, "This is an attempt by TIA to eliminate competition who are in the digital freight matching business and dispatch services who represent multiple motor carriers are good for OOIDA members." We are actively working with Committee staff to have the House language inserted in the text via an amendment prior to the markup next Wednesday. We will keep members updated on the progress of those negotiations.

We need your support on these efforts. Please reach out to your Senators on this issue ([we can help on this](#)) and please [donate to the PAC](#)! Donations assist us in our efforts in our advocacy efforts and educating Members of Congress. We need to win this battle with OOIDA! Donate TODAY.

House T&I Committee Mark-Up of the INVEST in America Act

TIA closely monitored the House Transportation and Infrastructure Committee Markup of the “INVEST in America Act, the surface transportation re-authorization. The re-authorization would overhaul our country’s surface transportation and infrastructure. The 19-hour marathon markup that finished past midnight was ripe with drama, emotion, partisan politics and yes still some Zoom issues. Some of the most heated exchanges stemmed from issues such as law enforcement funds relating to traffic stops, child labor laws as it relates to mining in foreign countries and National Environmental Policy Act (NEPA)/ permitting process.

As TIA has previously stated our membership has secured multiple victories in this legislation that you can be proud of, including the clarification of dispatch services in the industry, and the replacement of the current rating system which leaves 90% of carriers unrated, to an updated system, which will reduce the confusion and give you clarity in your carrier selection process.

There is also victory in what was not included. The rate transparency issue that lingered in the middle of the COVID-19 pandemic was left out and remained untouched during the amendment process. However, Congressman Hank Johnson (D-GA) took the time during a debate on minimum insurance to call your business a racquet, correlating the 3PL space to an underground mob business. These are very unfortunate comments and go to the core of our member’s value it brings to the trucking industry and the American economy. It was brokers who partnered with motor carriers in the heart of the pandemic to ensure that essential goods were being delivered to the end users.

Next steps for infrastructure bill: members, over the next couple of weeks we all must do our part in the legislative process, as the House of Representatives are scheduled to move the bill to the floor of the House during the week of June 28th . Your government affairs team in Washington D.C., will be monitoring developments every day. However, there is a role for you as well. We were disappointed to not see the interim selection standard was not in the legislation, as this is our top legislative priority. We are implementing a robust and strategic path forward to have this language included through an amendment on the House floor. There are several ways for you to help on this issue. First, we have our active call to action, that allows you to message your Member of Congress directly. We also have the TIAPAC which assists the Association in our advocacy efforts, by enabling us to have a voice on Capitol Hill and a seat at the table.

Less than 4 spots remain!

TIAPAC
Transportation Intermediaries Association

2021
DOVE HUNT

ADDITIONAL DETAILS
TO BE ANNOUNCED
SPRING 2021

Powered By:
TRIUMPH PAY

14-15
SEPTEMBER
ALBANY, TEXAS

the **save the date**

Senate Commerce Committee Prepares for Markup

Next week, the Senate Commerce Committee will be releasing and voting on their portion of the bill. This comes after the Senate Environment and Public Works Committee passed their portion of the legislation a couple of weeks ago. The Senate procedure is different because their infrastructure legislation is split between four committees and then joined on the floor, where it is voted on as a package. Our legislation falls under the Commerce Committee which is chaired by Senator Maria Cantwell (D-WA) and Senator Roger Wicker (R-MI) as the Ranking Member. When both chambers of Congress, pass their respective bills, it will go to what is called a Conference Committee. There will be conference from each party, from each chamber meeting to reconcile their differences on the legislation. The bill must be identical and pass through each chamber, the House needing just a simple majority, and the Senate needing 60 votes then the legislation will go to the President's desk for signature.

The reality is if we are going to have our top priority legislation included in the Bill that gets sent to President Biden's desk, we must be part of the House text. This is due in large part because of the 50-50 breakdown in the Senate, and the high likelihood that nothing "controversial" will be included in the Senate version. Now is the time to have your voice heard, if you want to protect your business from confusion and conflicting information in the motor carrier selection process.

FMC Opens the Nomination Process for Entities for Advisory Committee

The Federal Maritime Commission (FMC) is now accepting applications for its newly created National Shipper Advisory Committee. This new advisory group opened for applications just days after TIA's Airfreight and International Conference Committee met with Commissioner Carl Bentzel who spent almost an hour explaining his role in the Federal Government, what issues are facing the supply chain and answering questions directly from TIA Members.

In 2020, the 116th Congress passed the National Defense Authorization Act (NDAA) which include the creation of a National Advisory Committee to be placed under the FMC. Today, we are inviting TIA Members to formally apply for a seat at the table and join the [National Shipper Advisory Committee](#). The purpose of the committee is as stated on the FMC website:

"The Committee will provide information, insight, and expertise pertaining to conditions in the ocean freight delivery system to the Commission. Specifically, the Committee will advise the Commission on policies relating to the competitiveness, reliability, integrity, and fairness of the international ocean freight delivery system."

The committee will consist of 12 members who import goods and 12 that export. As always TIA will be happy to walk you through this process and assist in any way possible to navigate this process. If interested, please contact TIA at advocacy@tianet.org. The [application](#) window closes **June 30, 2021**.

