APPENDIX B: *FAST ACT* SECTION 6018

SEC. 6018. PORT PERFORMANCE FREIGHT STATISTICS PROGRAM.

(a) In General. — Chapter 63 of title 49, United States Code, is amended by adding at the end the following:

Sec. 6314. Port performance freight statistics program

(a) In General. — The Director shall establish, on behalf of the Secretary, a port performance statistics program to provide nationally consistent measures of performance of, at a minimum —

(1) the Nation's top 25 ports by tonnage;

(2) the Nation's top 25 ports by 20-foot equivalent unit; and

(3) the Nation's top 25 ports by dry bulk.

(b) Reports. —

(1) Port capacity and throughput. — Not later than January 15 of each year, the Director shall submit an annual report to Congress that includes statistics on capacity and throughput at the ports described in subsection (a).

(2) Port performance measures. — The Director shall collect port performance measures for each of the United States ports referred to in subsection (a) that —

(A) receives Federal assistance; or

(B) is subject to Federal regulation to submit necessary information to the Bureau that includes statistics on capacity and throughput as applicable to the specific configuration of the port.

(c) Recommendations. —

(1) In General. — The Director shall obtain recommendations for —

(A) port performance measures, including specifications and data measurements to be used in the program established under subsection (a); and

(B) a process for the Department to collect timely and consistent data, including identifying safeguards to protect proprietary information described in subsection (b)(2).

(2) Working group. — Not later than 60 days after the date of the enactment of the *Transportation for Tomorrow Act of 2015*, the Director shall commission a working group composed of —

(A) operating administrations of the Department;

(B) the Coast Guard;

(C) the Federal Maritime Commission;

(D) U.S. Customs and Border Protection;

(E) the Marine Transportation System National Advisory Council;

(F) the Army Corps of Engineers;

(G) the Saint Lawrence Seaway Development Corporation;

(H) the Bureau of Labor Statistics;

(I) the Maritime Advisory Committee for Occupational Safety and Health;

(J) the Advisory Committee on Supply Chain Competitiveness;

(K) 1 representative from the rail industry;

(L) 1 representative from the trucking industry;

(M) 1 representative from the maritime shipping industry;

(N) 1 representative from a labor organization for each industry described in subparagraphs (K) through (M);

(O) 1 representative from the International Longshoremen's Association;

(P) 1 representative from the International Longshore and Warehouse Union;

(Q) 1 representative from a port authority;

(R) 1 representative from a terminal operator;

(S) representatives of the National Freight Advisory Committee of the Department; and

(T) representatives of the Transportation Research Board of the National Academies of Sciences, Engineering, and Medicine.

(3) Recommendations. — Not later than 1 year after the date of the enactment of the *Transportation for Tomorrow Act of 2015*, the working group commissioned under paragraph (2) shall submit its recommendations to the Director.

(d) Access to Data. — The Director shall ensure that —

(1) the statistics compiled under this section —

(A) are readily accessible to the public; and

(B) are consistent with applicable security constraints and confidentiality interests; and

(2) the data acquired, regardless of source, shall be protected in accordance with the *Confidential Information Protection and Statistical Efficiency Act of 2002* (44 U.S.C. 3501 note; Public Law 107-347).".

(b) Prohibition on Certain Disclosures; Copies of Reports. — Section 6307(b) of such title is amended, by inserting ``or section 6314(b)" after ``section 6302(b)(3)(B)" each place it appears.

(c) Clerical Amendment. — The table of sections for chapter 63 of such title is amended by adding at the end the following:

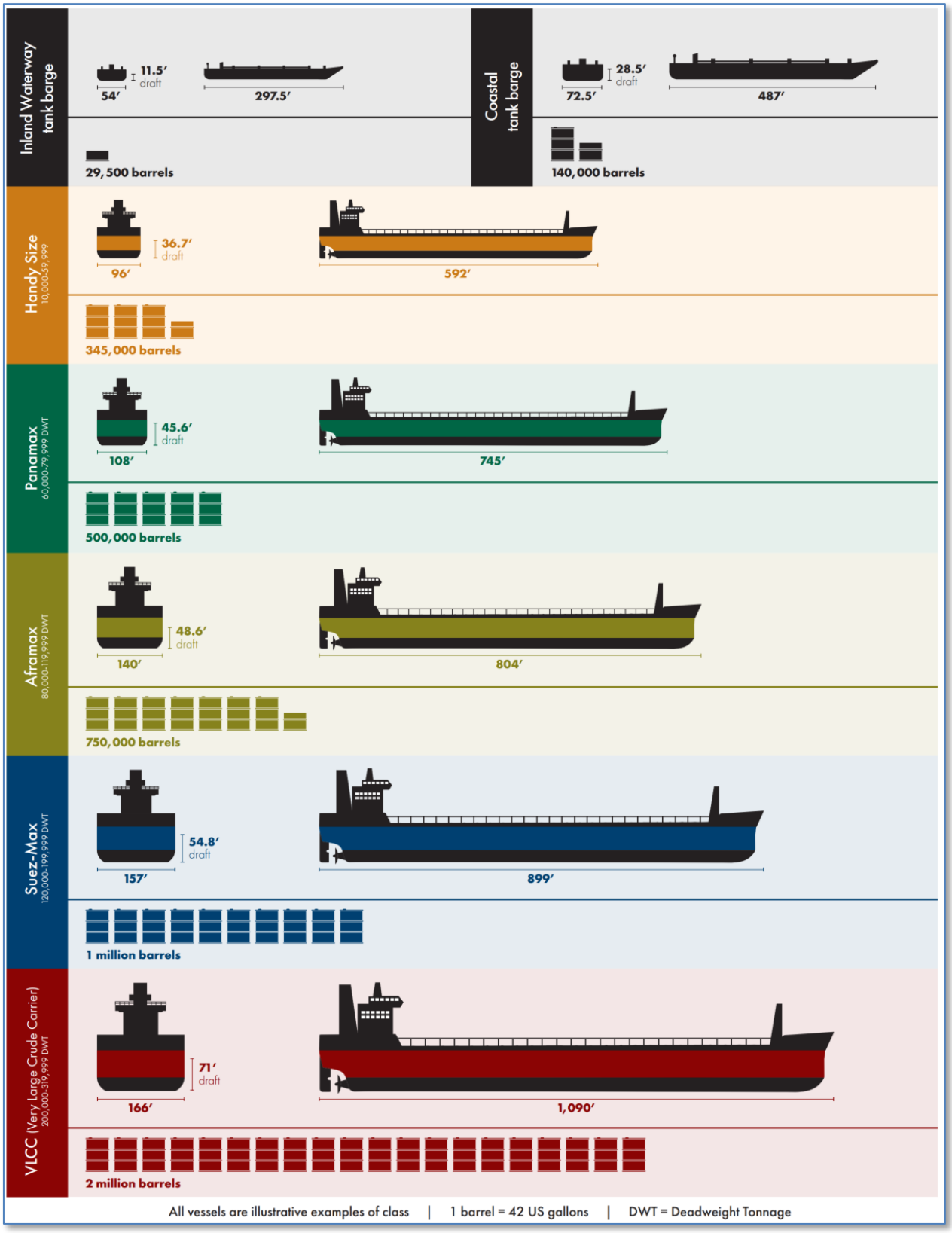
6314. Port performance freight statistics program.

APPENDIX C: CLASSES OF TANKER VESSEL

Liquid bulk vessels that carry crude oil and refined petroleum products range in size from unpowered river barges to large ocean-going vessels capable of carrying over 100 million gallons of crude oil. Figure C-1 depicts the primary class sizes used to define tanker vessels and includes an illustrative example each class. Deadweight tonnage (DWT) is a measure of a vessel's carrying capacity and is used to delineate the class of ocean-going vessels. The capacity and physical size of vessels within each class varies, so the dimensions of the illustrative vessels in Figure C-1 should be considered representative rather than definitive.

Multiple inland waterway barges linked together are pushed or pulled by tugs and connect river ports to each other and to coastal ports. Coastal barges move individually and serve coastal ports. Articulated tug-barges (ATB) are large coastal barges that are undergoing rapid increases in capacity, with the most recent vessels capable of transporting 327,000 barrels of petrochemical products and rivaling Handymax vessels in length and breadth. Aframax vessels can transit the new Panama Canal locks, whereas Suezmax, Very Large Crude Carriers (VLCC), and Ultra Large Crude Carriers (ULCC, not illustrated) are unable to transit the Panama Canal. ULCC vessels have a DWT of over 320,000 and can carry 3 million barrels of crude oil but are currently unable to call at any U.S. coastal port. ULCC vessels can be serviced at deep-water mooring stations, such as the Louisiana Offshore Oil Port, that use hoses connected to land-based pipelines and pumping stations.

Figure C-1: Classes of Tanker Vessels with Illustrative Examples



SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and Volpe Center, November 2018.