

MOTION

Goods movement depends on intermodal freight transportation, which involves the movement of goods using multiple modes of transportation, including ship, rail, and truck. If the container is being moved out of a terminal by truck, an "intermodal chassis" (or "chassis") is then required between terminals and shipping facilities. A chassis is the supporting frame of a truck's structure. Current law establishes varying safeguards and confirmation procedures regarding chassis inspection. Irregular and non-standardized regulation for the inspection and maintenance of chassis used and dispatched across California ports is a growing public safety hazard that can lead to dangerous events for the drivers, surrounding commuters, and the community.

A model legislative response was proposed last session, Assembly Bill 3151 (Gipson), would have required "port terminals", defined as an ocean marine terminal or other terminal within a port master plan area, to conduct intermodal roadability inspection program requirements. It would have *required- and not just simply authorized-* an inspection of all chassis received by or dispatched from port terminals to be completed by either the port terminal operator or an authorized representative. Additionally, defects noted on the chassis would have to be repaired before leaving the port terminal.

Standardizing safety rules for intermodal freight transportation would provide for safer goods movement for the essential workers and local communities impacted by port activities. There is a critical need to amend California Vehicle Code § 34505.0 and 40000.21 to extend protections for intermodal chassis activity coming in and out of the Port of Los Angeles. By implementing a systematic inspection procedure, we can ensure that intermodal chassis are kept in a safe and proper operating condition, leading to safer conditions for everyone and more efficiency in our goods movement.

I THEREFORE MOVE that the City Council request that the Port of Los Angeles, with assistance from any other department, report on the protocols as prescribed by current laws for inspecting chassis entering and exiting Port of Los Angeles facilities. This should also include a report on the number of chassis that have failed inspection in the past 6 months.

PRESENTED BY: 
TIM McOSKER
Councilmember, 15th District

SECONDED BY: 



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