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December 21, 2011

Karen V. Gregory
Secretary
Federal Maritime Commission
800 North Capital Street, NW
Washington, D.C 20573
e-mail: Secretary@fmc.gov

Dear Ms Gregory:

This letter is in response to the FMC Docket No. 11-19 "Notice of Inquiry; US Inland Containerized Cargo Moving Through Canadian and Mexican Seaports."

I am the President & CEO of CenterPoint Properties, the largest owner, manager and developer of inland intermodal business parks in North America. We have significant projects in most major port and inland markets that handle a large volume of import container traffic.

We favor the repeal of the HMT as well as any extension of this levy to traffic originating in Mexico or Canada. From our vantage, the allocation of HMT funds is not driven by efficiency, but by other factors. Rather than the flawed HMT, each port should impose charges it deems appropriate for the maintenance improvement or expansion of its facilities. The level of such charges will be appropriate and acceptable to port users. Container traffic moves in the most efficient fashion for the end user. Ultimately market factors, including port specific charges, locally determined, should dictate product flow. The HMT only distorts goods movement and ultimately hurts U.S. competitiveness.

Sincerely,

Paul S. Fisher
President & CEO
CenterPoint Properties