



AgTC Ag Shipper Workshop - Portland

Portland, OR - Tuesday, January 27, 2015

9 AM -- Registration, Coffee and Danish, Workshop: 9:30 AM to 2 PM (lunch served)

Sheraton Portland Airport Hotel*, 8235 NE Airport Way 503.281.2500 *FREE PARKING

AgTC Member Fee: \$25 Non-Member Fee: \$125

[Register Here](#)

The Ag Shipper Workshops are a great opportunity for off the record, informal, round table style discussions, with **no press, and no carriers**, [with the exception of the invited carrier discussion leaders]. Discussion continues over lunch, which will be served mid-day. Gain valuable insight, and address each attendee's concerns. *Always a lively discussion:*

- **Ed Zaninelli, VP of Trans-Pacific Westbound Trade, OOCL-** ocean and rail capacity, rates, equipment, surcharge in the TransPacific trade lanes, etc.
- **Karen Zima, Area Director, Operations, West Coast Region, RoadOne**– National /regional trucking realities facing ag and forest products shippers. Impact of new Hours of Service, weight limits, port truck drayage, and chassis.
- **Port of Seattle and Tacoma representatives** to discuss the "Alliance"
- **Peter Friedmann, Executive Director, AgTC** will lead discussion of the West Coast port disruption, efforts to protect ag exporters.
- **Union Pacific Rail Executive:** Rail capacity for oil, coal, and agriculture.

The Workshop will focus on concerns of West Coast-based ag shippers:

- **West Coast Port Disruption:** In depth discussion including the latest in contract negotiations between PMA and ILWU. What are the issues? What are the impacts? What are we doing about it? What is the impact, now and in the future on ability to move exports?
- **Ocean-forecasting, service equipment and availability, and costs** for West Coast shippers. What is the impact of the Alliances, the 2M and the G6? Mega-ships may save fuel, and reduce carriers' costs, but seem to make it more difficult and expensive for everyone else.
- **Carriers Getting out of the Chassis Business.** Like the mega-ships, reduced costs for carriers, and increased cost for everyone else. Confusion reigns.
- **Ports.**
 1. **The Chaos of Mega Ships.** Can ports handle the huge volumes?
 2. **Columbia River: T-6:** How long can carriers/shippers tolerate this? New Services Possible?
 3. **Tacoma and Seattle** – Just dating, or engaged?
- **Export Documentation Requirements.** What will replace Option 4? How is the AES pilot for post departure filing working? Phytosanitary certificates.
- **C-TPAT for exports?** What is being considered, will it really be voluntary, will it burden exporters?
- **Trucking.** Hours of service regs cut drivers' time behind the wheel, driven up trucking costs, created new shortages. HOS impacting ability to access Puget Sound ports from Oregon and Idaho.
- **What are YOUR concerns?**

Questions? Call Abigail at 202 783 3333 or info@agtrans.org. Click [here](#) to register.

