



Facts & Reality Drayage Crisis 2014

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What is actually taking place at the ports in the U.S.

DRAYAGE FLASHPOINTS



VANCOUVER	Port drivers strike to protest pay and turn times at Port Metro Vancouver				
LOS ANGELES/ LONG BEACH	Terminals struggle with long turn times, chassis dislocations, yard congestion, volume spikes				
OAKLAND	Drivers strike to protest pay, costs of newer trucks				
CHICAGO	Intermodal rail terminals slowed by chassis shortages, winter weather				
NEW YORK/ NEW JERSEY	Chassis shortages, weather disruptions hit port that endured weeks of gridlock last summer				
VIRGINIA	Port task force discusses trucker complaints about turn times, chassis, appointment system				



Design: Sue Abt, JOC Group Inc.





Drayage Crisis – West Coast

- Focus – West Coast Ports
 - Vancouver Issues
 - Port Strike and what the solution was.
 - LA/Long Beach Issues
 - Severe Congestion, Major Chassis Problems, Yard Dis-allocations, Volume Spikes
 - Oakland Issues
 - Extreme Terminal Migration, Severe Congestion, Driver Protests, CARB fall-out, Chassis Situation





Drayage Crisis in Detail

- Vancouver – Port drivers strike for 4 weeks
 - 3-6 hour turn times, low pay & low fuel pay
 - No pay for waiting time in the terminals
 - Solution was a 14 point Joint-Action Plan
 - 12% increase in pay
 - Doubling fuel surcharge
 - Reducing turn times to less than an hour
 - Penalties if turn times go over 90 minutes
 - The plan was worked out by Federal & Provincial Governments, the transportation industry and labor.





Drayage Crisis in Detail

- LA/Long Beach – Issues on a GRAND scale

Quick Stats

- LA/LB account for 40% of all US imports
- LA/LB account for 27% of all US imports and exports
 - #2 – NY/NJ at 10.8% of all US imports and exports
- LA/LB terminals have over 32,000 gate moves per day

Growing Issues

- 10,000+ TEU vessels have created volume spikes
- Terminal Turn times – 45 minutes to 4 + hours.
 - Turn times increase as larger vessels are being serviced
- Chassis locations – change daily & information is not timely.





Drayage Crisis in Detail

- LA/Long Beach – Issues - continued
 - Chassis (Lack) of availability – due to shortages, out of service or chassis repos not being done.
 - Empty returns to terminals & yards change daily adding to the dynamics of the supply chain and diminishing HOS.
 - Teamsters now leading the charge to get subhaulers misclassified, start frivolous lawsuits.





Drayage Crisis in Detail

- Oakland – Port issues going back to Nov 2012
 - Occupy protests in 2012 and early 2013
 - Oakland terminal migration
 - 8 terminals in 2010 – now 5 terminals as of July 2013
 - SSA & PAOH account for 75-80% of the volume
 - SSA & PAOH account for 95% of the terminal problems
 - Oakland terminal congestion
 - Turn times are averaging 2-5 hours
 - Depending on type of transaction(s)
 - Containers in non-deliverable locations for days, even weeks.





Drayage Crisis in Detail

- Oakland – Port issues - continued
 - Terminal hours diminishing over time
 - 8am to 5pm – We wish!!!
 - Port driver protests in 2013
 - CARB compliance hurtles from 10/2008 to 1/2014.
 - The average age of a truck was 15 years. Now the average age is 3 years old and it was done in the middle of the worst economic times since the great depression.
 - Cost of CARB for the Port of Oakland - \$125,000,000.00.





Drayage Crisis in Detail

To Recap...

Port	Awful Turn Times	Port Strikes	Chassis Issues	Increased Costs	Volume Spikes	Daily Repo Issues
Vancouver	✓	✓	✓	✓		
Seattle	✓	✓	✓	✓		
Tacoma	✓	✓	✓	✓		
Portland	✓	✓	✓	✓		
Oakland	✓	✓	✓	✓	✓	✓
Long Beach	✓	✓	✓	✓	✓	✓
Los Angeles	✓	✓	✓	✓	✓	✓

