

Current State of Drayage and Trucking in Southern California

Challenges and Solutions

Vic La Rosa



Harbor Trucking Association

Who Speaks for the Truckers?

- Historically, truckers have not had a seat at the table
- Since intro of Clean Trucks Program in 2008, trucking industry has become more organized



Major Challenges

- Misclassification Efforts
- Turn Times
- Chassis
- Hours of Service



Harbor Trucking Association

Challenge One: Misclassification

- Ramped up efforts by Federal DOL and State DSLE
- Administrative and Financial burden
- Organized efforts by organized labor



Challenge Two: Turn Times

video



Challenge Two: Turn Times

- Cost of Emissions
- The Effect on Contractor Pay
- The Cost to the Shipping Public



Harbor Trucking Association

HTA Turn-Time Study

Date Range: February 1 to February 28, 2013

- Number of Active Trucks:
1,285
- Number of Active Records:
24,735



Harbor Trucking Association

Total Visit Time Summary

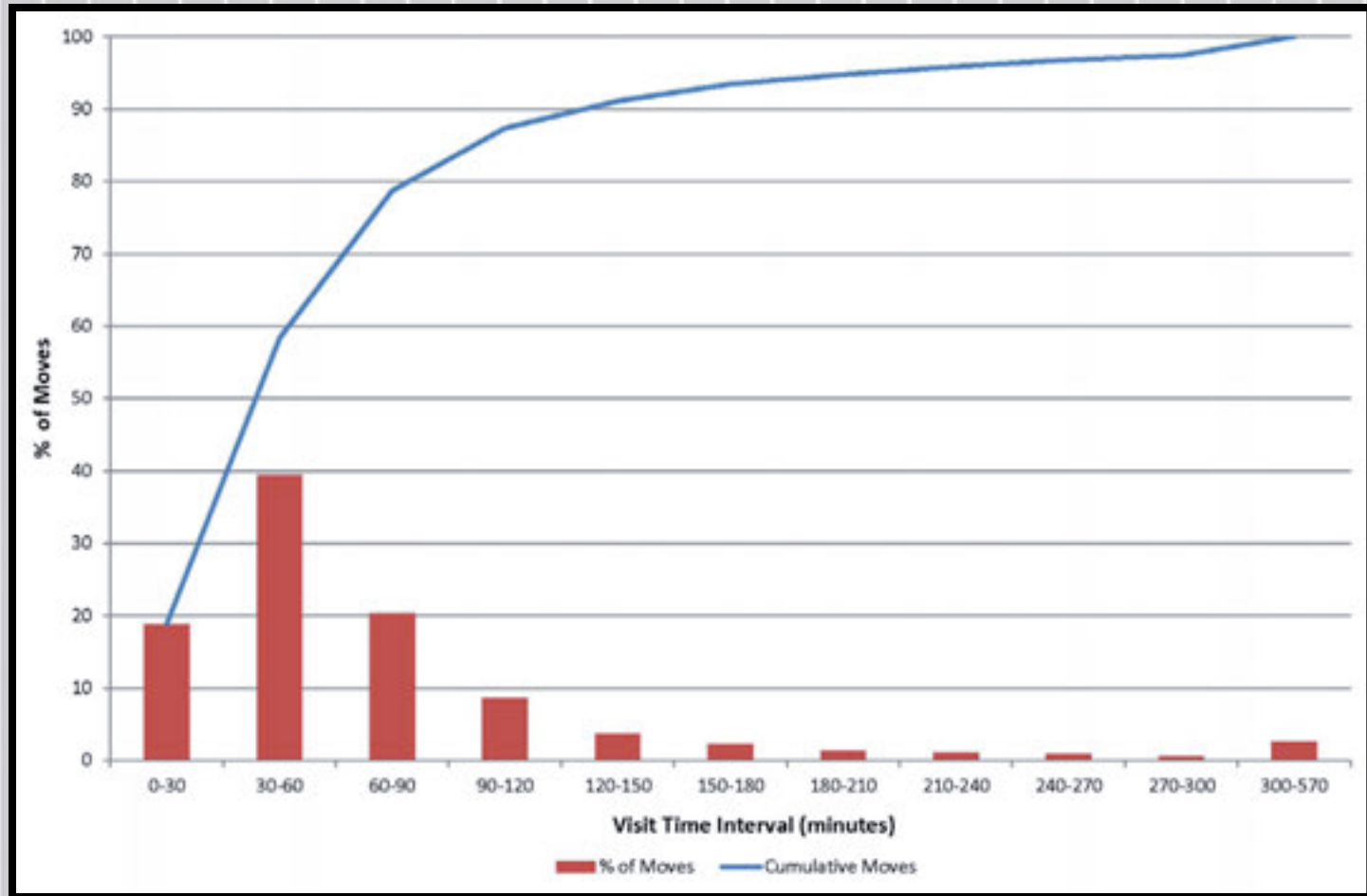
February 1 – February 28, 2013

Terminal	Visit Time Average	Visit Time Median	% of Moves Under 1 Hour	% of Moves between 1 and 2 Hours	% of Moves Over 2 Hours
Terminal A	73	51	58%	29%	13%
Terminal B	74	54	54%	30%	16%
Terminal C	78	63	47%	37%	16%
Terminal D	84	66	46%	32%	22%
Terminal E	91	65	47%	29%	24%
Terminal F	91	71	41%	36%	23%
Terminal G	92	78	37%	36%	28%
Terminal H	96	74	40%	35%	26%
Terminal I	96	64	46%	31%	23%
Terminal J	98	84	29%	42%	29%
Terminal K	98	60	51%	18%	31%
Terminal L	107	86	31%	38%	31%
Terminal M	116	101	21%	40%	39%



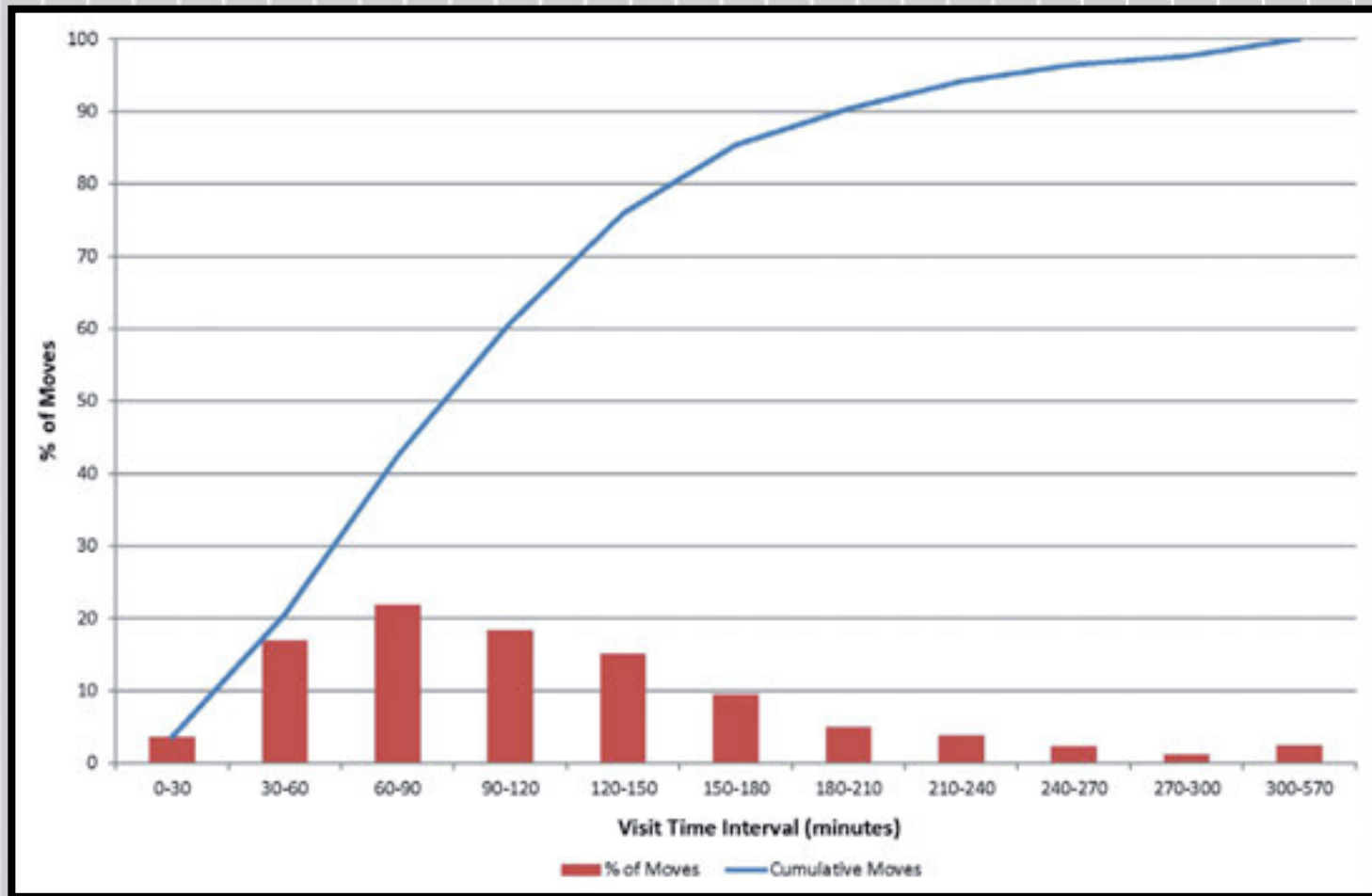
Terminal A

% Moves by Visit Time



Terminal M

% Moves by Visit Time



Pier Pass Statistics

- Turn Time
 - Day: 41.2 minutes (82.4 for dual transaction)
 - Night: 43.2 minutes (86.4 for dual transaction)
- Moves Per Day
 - **12% of trucks get 5 five moves per day**
 - 88% of trucks get 2 roundtrips or less per day



Pier Pass Statistics

- Day vs Night
 - 23 Day gates and 16 night gates
 - 49% of moves are at night
 - 41% of gates are at night
- Moves Per Shift
 - Day Shift Move Average = 597
 - Night Shift Move Average = 834



Challenge Three: Chassis

Current Market Model

- 24 Steamship Lines
- 13 Terminals
- 10 Chassis Pool
- Variable Gates



Harbor Trucking Association

Chassis Issues

2 Week Survey: 3/5 – 3/20

Code	Definition	Results Per Category	Category %
10	Chassis not available/low inventory	4	2%
20	Chassis roadability issue - OWN Chs	5	3%
30	Chassis roadability issue - pool chs from terminal	0	0%
40	Chassis Split - planned prior to dispatch	24	13%
50	Chassis stacked - no terminal support to unstack	0	0%
60	Dry Run - SSL/terminal error	81	43%
70	Equipment Diversion (less than 24 hours notice)	26	14%
80	Gate Closed to SSL	49	26%
		189	100%
**	Estimated Costs per rough calculations	189	\$28,550



Challenge Four: Hours of Service

- 34 hours off before restart
- Two nights off between the hours of 1 am and 5 am



Solutions

- Chassis
 - Gray pool
- Dynamic Appointment System
- Changes to Hours of Service Rule
 - Daily Driver Rule



Harbor Trucking Association

Results

- Gain productivity
- San Pedro Bay Seaports remain competitive
- Potential diversion of cargo is eliminated
- Greater efficiencies throughout supply-chain

