



Harbor Trucking Association  
Trucking in California's Ports  
By  
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Harbor Trucking Association

# BACKGROUND

The **Harbor Trucking Association** (HTA) is a coalition of Los Angeles, Long Beach, and Oakland intermodal carriers whose purpose is to advocate, educate and promote strategies with other goods movement stakeholders and policy makers that will sustain emission reductions, provide a dialog for intermodal truck efficiency, and to return cargo and jobs to California ports.



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# CHALLENGES FACING THE INDUSTRY

- Shortage of Drivers
- Evolution of Chassis
- Turn Times and Congestion



# HOW HAS HTA ADDRESSED THESE CONCERNS?

**DRIVER TRAINING PROGRAM-** HTA has partnered with LBCC to create a program to help train individuals who have been unemployed and underemployed. Thus far we have graduated over 100 drivers with a 70% placement rate. The program received a \$300,000 grant from the Walmart Foundation and Jobs for the Future to train 300 more drivers with 25% of these drivers being women. HTA is now exploring a second school in Northern California.



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**HTA Members Chassis Pool** - HTA has partnered with Trucker Chassis Connection to develop a members only chassis pool to service the Ports of Long Beach, Los Angeles, and Oakland. The pool is managed using Chassis Finder.



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**Truck Mobility Data-** HTA has contracted with E2 Managetech to develop and industry first turn time study. TMD has become the industry metric in measuring turn times and is being used by the Port of Long Beach, IANA, and the FMC in the creation of policies that look to optimize port productivity.

## Truck Mobility Data is **HERE!**

Interactive Charts for turn-time performance  
of container movement in the southern  
California Ports.

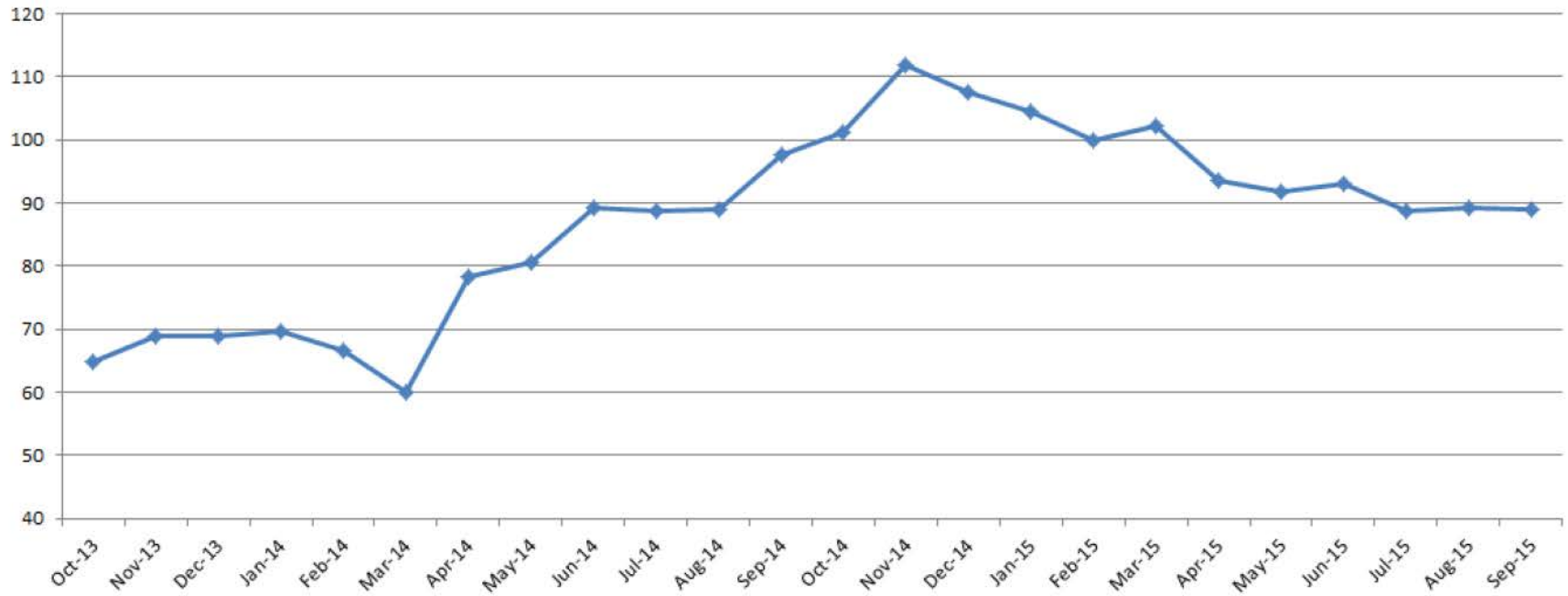
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# HTA Truck Mobility Data (TMD)

Visit Time (minutes)  
October 2013 - September 2015



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# INDUSTRY CHANGES RESULTING FROM CONGESTION

- **More Competition** - As a result of the congestion and the regulatory climate the industry has become very competitive in the recruitment and retention of drivers, as well as the necessity to optimize efficiencies for operations.
- **Better Pay for Drivers** - HTA member companies have been fighting to raise rates and increase pay for owner operators for decades. The conditions created by congestion finally allowed for carriers to gain traction in accomplishing this, as well as changing how drivers are compensated.
  - Higher Rates Per Load
  - Port Congestion Fee
  - Wait Time Compensation for Drivers
- **More Opportunity for Drivers** - Historically, drivers were unable to drive for multiple companies due to a federal mandate. California has challenged this under their independent contractor requirements. California's Owner Operators can now drive for multiple LMCs giving them more flexibility and greater financial opportunity.





# **CLEAN TRUCKS PROGRAM**

## **Clean Trucks Program 2008**

**Trucking companies calling on the Ports of Los Angeles and Long Beach have invested over \$1 Billion of private equity as an industry to move towards lower emissions and cleaner air since 2008.**

## **Clean Trucks 2.0**

**The industry would like to see regulators remain technology agnostic and allow the best new technology to be utilized once it is proven. In addition, industry would also like to see investments in new systems and existing infrastructure efficiencies that incentivize companies to implement new technologies because it is a good business practice, rather than mandate private investment.**



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QUESTIONS?



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