



Midwest Association of Rail Shippers

Issues and concerns for the Trucking and Intermodal Industry

January 14, 2009



Capacity Concerns – Fallout from 2008

- Credit availability for smaller carriers
- Lower Freight volumes
- Reduced International freight flows
- Lack of Investment in new Trailers/Tractors
- Trade offs between Construction and OTR jobs
 - Good for OTR capacity in 2007-2008
 - Could shift with new stimulus package spending



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General Concerns for 2009 and Beyond

- California Port Restriction and Regulations
 - Beyond clean air- regulation of access
 - If LA, then why not NY, Chicago, any town USA
 - Resulting in undue restrictions to transportation solutions
- Pro-Regulation Legislative Climate
 - Pressure to re-regulate transportation
 - Potential to restrict competition, reduce capital investment
- Advocating efforts to Organize the Unorganized
 - Employee free choice – Check Cards/Binding Arbitration
 - RESPECT Act – Redefinition of a bargaining unit
 - Ledbetter Fair Pay Legislation and others
- The next round of fuel increases
 - Fuel already on the rise again for 2009
- Construction may add pressure to driver capacity



Green Issues and Carbon emissions

How Green is Green for Each Mode ?

- 0-600 miles is short haul
 - Truck is probably the best option
- 600 – 1000 is a “tweener”
 - Maybe Truck, Maybe Intermodal – Back drayage Issues?
- Greater than 1000 miles
 - Intermodal is probably the best option if service available
- Heavy weight bulk moves
 - Rail Car is probably best option if facility is Rail served
- 2010 New Engine Changes
 - Little pre-buy – “wait and see” as well as soft market
 - Potential for resolution of problems on the 2007 engine design





New Economic Stimulus Package –

“The world’s greatest opportunity to screw up the world’s greatest opportunity”

- Will we spend to relieve congestion/capacity constraints, or build “Bridges to nowhere”
- Need for Metro capacity and bypasses, not just bridge improvements
- Need for expansion of Intermodal footprint to enhance regional options, highway access, metro by-passes
- It is critical for transportation to speak with a coordinated voice to insure the biggest bang for the buck
 - Provide direction on where the greatest need is
 - Each group knows their greatest need
 - Truck, Intermodal, Rail, Steamships, Barges
 - Use of existing industry representation
 - ATA, IANA, AAR, NARS, MARS...
- Can we provide feedback for each discipline to develop a concise set of directions for Congress?

2009 Can Be :

A Year of Disaster

OR

A Year of Renewal



What that future looks like - is largely up to us



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