

Shifting Gears: Trucking challenges amid supply chain disruptions

Moderator: Evey Hwang CHB

Panelist:

- Matt Schrap, Chief Commercial Officer, Forum Mobility
- Peter Schneider, Executive Vice President, IMC Logistics





Matt Schrap is Chief Commercial Officer at Forum Mobility Inc. and leads the sales and origination team to ensure fleet customers experience seamless transitions and operations.

Prior to joining Forum, Matt was the CEO of the Harbor Trucking Association (HTA), the largest Drayage focused Association in the United States. Matt worked closely with fellow supply chain stakeholders along with local, state and federal regulators on a multitude of issues impacting drayage movements on the USWC.

Forum Mobility delivers turnkey zero-emission solutions to help freight carriers confidently electrify their fleets. Backed by deep expertise in logistics, infrastructure, and policy, we provide charging depots, grant navigation, and innovative financing. From small fleets to large operators, we're building a cleaner, more reliable future for freight.



As Executive Vice President at IMC Logistics,, Mr. Schneider is focused on sales and overall growth for the pacific region, and also some advocacy and association duties.

Previously, Mr. Schneider worked at TGS Logistics 32 years, finishing his role there as president. Mr. Schneider and IMC are active partners with the CTA & HTA, but also the FMC, IANA and California ports as well as many shipper related associations.

IMC Logistics is the largest marine drayage provider in the United States. With a fleet of 2,200 asset drivers and contracted carriers, and more than 50 strategically located offices across major ports and rail hubs, we have the extensive network and resources necessary to solve your supply chain challenges.

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Regulatory, Operations Issues and Industry challenges



- Air quality – CA and LA basin
- AB5 and CARB mandates
- How regulatory issues have hurt the industry
- No enforcement for things like AB5
- Long established companies going bankrupt or closing,
- Longest “freight recession” since birth of containerization in the 50s
 - Rates lower, for longer, with no end in sight
 - Costs continue to increase: all insurances, wages, and operational costs.
- Offshoring a huge new component in drayage to save costs.
- Broker Effect changed the landscape
 - Brokers couldn’t compete with large trucking companies until software caught up, which it did since the pandemic.
 - Bad brokers use bad truckers and keep costs/rates down to unsustainable levels.
- Latest and greatest challenges - updates from
 - Intermodal Association of Northern America (IANA)
 - Uniform Intermodal Interchange Agreement (UIIA)
 - Intermodal Interchange Executive Committee (IIEC)



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QUESTION?

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