

Freight Issues In Disaster Response

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Agenda

- Background
- Asset Tracking
- Security
- Regulations/Waivers
- Identification
- Delays



Background

- ESF-1 under the NRP is responsible for providing transportation
 - Other ESFs have their own transportation
- We have moved approximately 16,000 truckloads in response to Hurricane Katrina
- Sources have been all over the nation



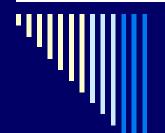
Asset Tracking

- Often requests are made under dire conditions
- Storage space is scarce in a disaster zone
- DHS is interested in a "just in time" logistics concept
- Knowing where every asset is becomes critical
- Loads may be "redirected" or may need to use alternate routes due to damage/debris/fuel issues
- That capability may need to operate without landline/cellular communication



Security

- Localized lawlessness does occur in disaster zones
- Local authorities may "appropriate"
- Security applies to the operator, the power unit, the trailer, the load, and the staging area
- Security is an issue en route and at destination



Regulations

- Regulation comes from multiple levels
 - Federal
 - State/Local
- Often operators are scarce, so extended hours may be appropriate
- Often overloads are appropriate
- Use of untaxed fuel may be necessary
- Access to waivers is key
- Waivers may be needed far outside the disaster zone
- □ The Katrina waiver period is much longer than previously experienced; waivers must be maintained



Identification

- Disaster response loads should receive appropriate treatment
- Many private sector haulers get involved
- Sometimes multiple levels of contracting occur
- During Katrina, a "FEMA letter" was provided to verify the mission
- A separate letter was provided to certify access to scarce fuel supplies



Delays

- Disaster logistics is an inexact science
- Politics may outweigh expertise, resulting in complications and challenges
- Delays may result from processing time
- Delays may result from labor shortages
- Delays may result from routing problems
- Delays may result from lack of communication of key issues or information



Conclusions

- Disaster response is:
 - Somewhat like regular hauling
 - Somewhat unlike regular hauling
- Flexibility is key
- Understanding the process is essential
- Communication makes it much easier to do