Retrograde of Trailers

Regardless of the ownership, it is critical that trailers be processed and expeditiously discharged and immediately returned to the owning carrier.

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Hurricane "Sandy" TimeLine

Last empty trailers leave Lakehurst and Floydd Bennett **Jan 23**

Hq Trans host daily empty trlr telecon **Dec 17**

Plan to close FSA Floyd Bennett **Dec 15**

FSA Republic closes **Dec 11**

Plan to close ISB Lakehurst **Dec 7**

DM host daily retrograde telecons **Nov 27**

Peak delivery of requirements **Nov 16**

Hq Trans begins pushing carriers to pick up empty trls **Nov 13**

Steady flow of retrograde empty FEMA trls **Nov 13**

Carriers begin identifying missing trls **Nov 12**

Trans Reservist arrives to work empty trls **Nov 12**

FSA Westover closes **Nov 10**

Retrograde of FEMA empty trls begin **Nov 6**

Carriers notified to pick-up empty trls **Nov 5**

Retrograde of commodities begin **Nov 2**

Sandy hits land at NJ **Oct 29**

Begin deliveries of FEMA requirements **Oct 26**

Wng Order to activate the NRCC **Oct 25**

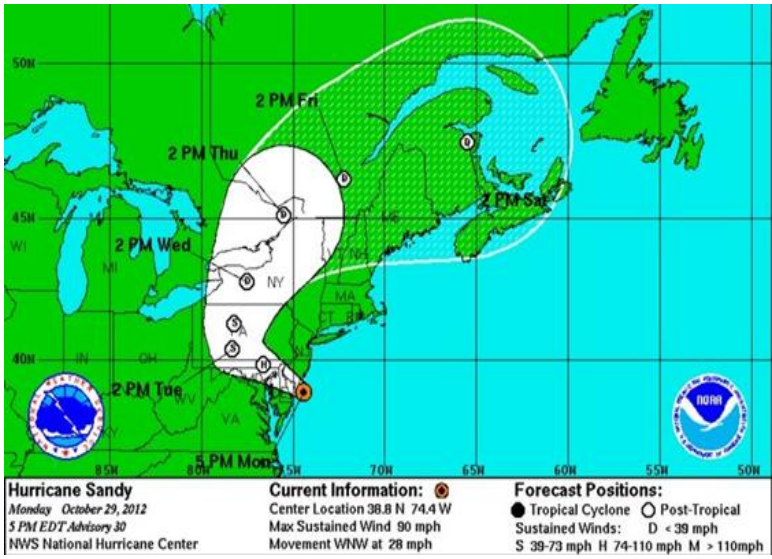
1615 total requirements moved in response to the disaster

708 commodities retrograded

1479 trl requirements delivered

Majority of initial commodities/gens to Lakehurst, NJ; Farmingdale, NY; and Westover, Ma

1275 trl requirements delivered



Carriers ability respond to requirements within 24 hours or sooner and meet RDD was absolutely superb!!!!

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Challenges

526 Major Disasters since 2005

- No specific doctrine/process for recovery of empty trailers (retrograde operations)
- Reoccurring problem with disasters operations
- Varying levels of accountability, visibility and transparency in the trailer management process
- No leverage over GSA commercial carriers…cannot hold carriers liable
- Other FEMA Strategic Partners in the mix…challenges with picking up of carrier owned trailers
- Prevent leaders from making data-driven decisions for efficient management of trailers
- Lack of a training program for personnel working at Regional ISB/FSA level
  - ❑ Lost trailers….trailer transponders indicating its location when it's not/carriers calling where their trailer is located
  - ❑ Inability to track and maintain accurate trailer reporting (duplicate trailer numbers or trl reported on list but not there)
  - ❑ Lack of appropriate resources for documentation (record keeping)
  - ❑ In gating and out gating procedures
  - ❑ Removal of transponders

After "free" period, daily detention charges are incurred until the trailer is returned to carrier custody (carrier is notified the trailer is ready for pick-up).

The Way Forward

- Develop doctrine/process for recovery of empty trailers
- Establish SOP for Transportation Operations in contingencies at all levels
- Begin retrograde operations at the onset of response operations. Notify the owner to pick-up the trailer once the trailer is available for release
- Improve accuracy of accounting for trailers; includes availability and location of trailers. Additionally, verify trailers are empty before notifying carriers for pick-up
- Trailer accountability must be accomplished at the entrance point by capturing trailer number, trailer license plate number, trailer name, FEMA BOL number, commercial carrier, point of contact for trailer pick up, the GSA carrier and strategic partners that contract for trailers
- Must establish an incentive for carriers to pick-up trailers such as some type of monetary penalty if the trailers are not picked-up by a specific time after notification within 48 hours
- Trained transportation personnel are essential to resolving any transportation issues
- Daily transportation boards with the supported Region(s), supporting Regions and strategic partners to discuss issues and gain a common situational awareness or common operational picture. This can be done in the TMCG
- Established OPT with FEMA team and Strategic Partners to resolve this recurring issue

Questions?