

*Fairbank,
Maslin,
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Associates*

*Opinion Research &
Public Policy Analysis*

PierPASS

Los Angeles/Long Beach Harbor Truckers Survey

Summary Report

630-145

**LOS ANGELES/LONG BEACH HARBOR TRUCKERS SURVEY
SUMMARY REPORT
PierPASS OffPeak Program**

Introduction and Methodology

PierPASS, Inc. a not-for-profit company created by marine terminal operators, commissioned this survey regarding the perceptions of and participation in the OffPeak Program for truckers serving Los Angeles and Long Beach harbors. The survey was conducted between May 18 and 27, 2006.¹

Survey interviews were completed face-to face in either English or Spanish by interviewers intercepting potential respondents at terminal gates and waiting areas. Interviews were conducted during day and evening shifts as well as the Saturday shift. In all, 480 truckers offered their opinions. Assuming the respondents represent a random sampling of truckers serving the two contiguous ports, the margin of error for the sample as a whole is plus or minus 4.6 percent. The error margin is greater for subgroups of the sample as the error margin increases as the sample group decreases in number.

A standard questionnaire was utilized for all interviews, and the interviews averaged between 10 and 15 minutes per respondent.

Findings

More than eight in ten truckers say they are familiar with the OffPeak Program. Among those familiar with the Program, nearly two-thirds have a positive opinion of OffPeak on an overall basis. Many truckers also attribute personal benefits to the OffPeak Program, including more productivity and higher earnings, as well as work and life style improvements.

Four in ten truckers have a “very positive” view of the OffPeak Program, nearly twice as many as have a “very negative” opinion of the Program. On a net basis, more than half (55 percent) of all truckers working in the two ports, including those who are not familiar

¹ This survey was conducted by Fairbank, Maslin, Maullin & Associates, an independent public opinion research company. See Page 16 for information about the Company.

with the Program or its name, have a generally positive opinion of the OffPeak Program ten months after its initiation in July 2005. (See Figures 1 and 2.)

Figure 1
Familiar with OffPeak Program?

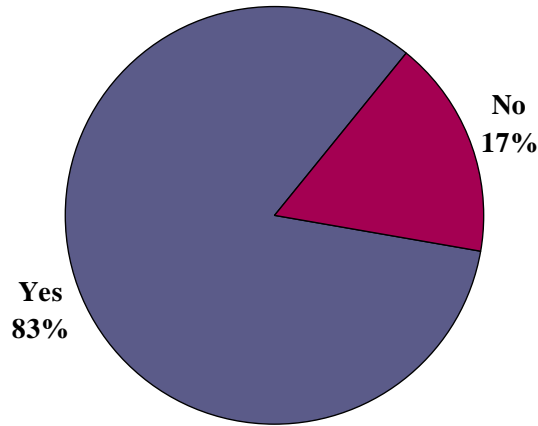
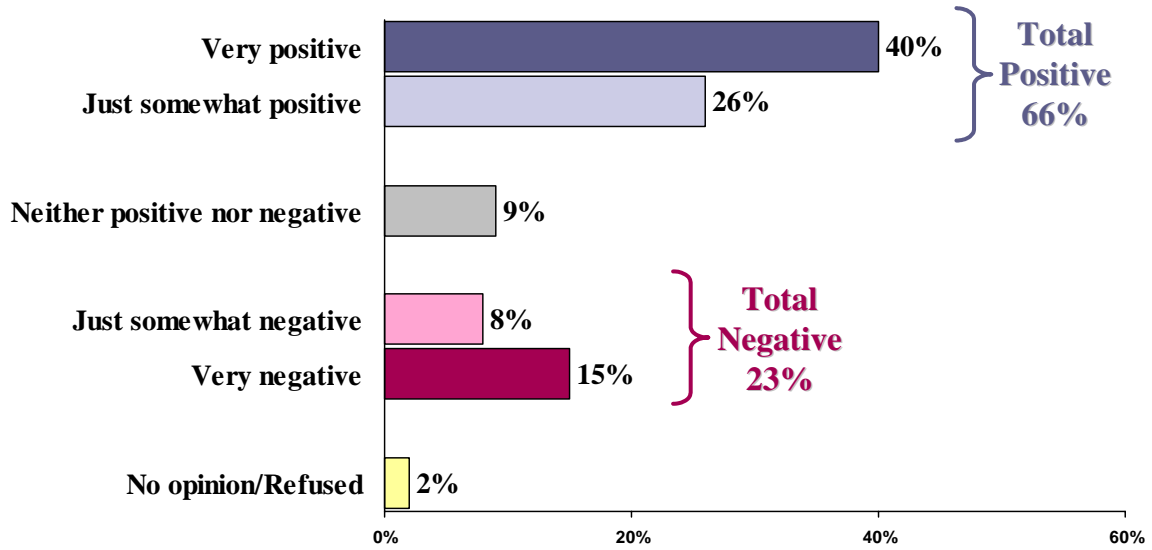


Figure 2
Overall Opinion of OffPeak Program
(Asked Only of Those Familiar with OffPeak)



More than four in ten truckers say they are able to make more trips per shift because of the OffPeak Program, and 60 percent of those with greater productivity also report higher earnings. Overall, among the Program-aware truckers, a third said they have higher earnings because of the OffPeak Program. (Figures 3 and 4 report these responses.)

Figure 3

Personally Experienced Benefits of OffPeak Program?

(Asked Only of Those Familiar with OffPeak)

| Benefits | Yes | No | No Opinion |
|------------------------------------------|-----|-----|------------|
| Reduced traffic congestion | 71% | 27% | 1% |
| More flexibility with your work schedule | 65% | 33% | 2% |
| More trips per shift | 43% | 55% | 2% |
| Higher earnings | 33% | 67% | 1% |

Figure 4

Other Personal Benefits from OffPeak Program

(Open-ended, Volunteered Responses; Asked Only of Those Familiar with OffPeak)

| Additional Personal Benefits | % |
|------------------------------------------|-----|
| Hours more flexible/More rest | 12% |
| Traffic flow better/Faster turnaround | 12% |
| More time with family/Better social life | 11% |
| More money/More trips per shift | 8% |
| Less stress | 4% |
| Misc. positive comments | 14% |

Younger and middle-age truckers and port truckers with ten years or less of work experience are more likely to have a positive opinion of the OffPeak Program.

Nevertheless a majority or plurality of each age group, among those aware of the Program, have a favorable opinion of the Program, as does each set of drivers grouped according to how long they have been on the job.

There is no meaningful difference of opinion regarding OffPeak according to whether the interview was conducted in Spanish or English. Truckers who reported positive effects on their work and quality of life – more income, work routine changes for the good and more flexibility in work schedule, for example -- are the most likely to hold a more positive opinion of the Program overall. (See Figure 5.)

Figure 5

Overall Opinion of OffPeak Program: By Demographic and Attitudinal Groupings

| Demographic Group | Total Positive | Total Negative | Neither |
|--------------------------------------------------|----------------|----------------|-----------|
| OVERALL | 66% | 23% | 9% |
| Age | | | |
| 18-29 | 79% | 16% | 5% |
| 30-39 | 71% | 21% | 8% |
| 40-49 | 66% | 22% | 9% |
| 50-59 | 47% | 35% | 13% |
| 60-74 | 67% | 22% | 11% |
| Years Working As Truck Driver in the Port | | | |
| Working 0-2 yrs | 88% | 10% | 2% |
| Working 2-10 yrs | 64% | 21% | 14% |
| Working 10+ yrs | 60% | 31% | 5% |
| Interview Language | | | |
| Spanish | 65% | 23% | 10% |
| English | 68% | 23% | 7% |
| Work Schedule Changes? | | | |
| Yes, good | 94% | 4% | 3% |
| Yes, not good | 38% | 48% | 12% |
| Total Yes, work schedule changes | 70% | 22% | 6% |
| No work schedule changes | 56% | 24% | 14% |
| Higher Earnings? | | | |
| Yes | 89% | 7% | 4% |
| No | 55% | 31% | 11% |

Figure 5, Continued

Overall Opinion of OffPeak Program: By Demographic and Attitudinal Groupings

| Demographic Group | Total Positive | Total Negative | Neither |
|-------------------------------------------|----------------|----------------|---------|
| More Flexibility in Work Schedule? | | | |
| Yes | 77% | 14% | 8% |
| No | 45% | 41% | 11% |
| Work Start Time | | | |
| Start 5am-10am | 65% | 22% | 11% |
| Start 11am-3pm | 76% | 19% | 4% |
| Start 4pm-4am | 64% | 31% | 4% |
| Saturday Work? | | | |
| All/Most of the time | 66% | 20% | 12% |
| Just sometimes | 72% | 21% | 5% |
| Hardly ever/Never | 59% | 28% | 10% |

Isolating truckers with a positive opinion of the OffPeak Program (67 percent) from those with a negative assessment (23 percent) shows that younger drivers and truckers who have been working at this job for less than ten years make up the bulk of those with a more positive opinion of the OffPeak Program. More than three-quarters (76 percent) of those with a positive view of OffPeak are between ages 30 and 49. By comparison, 68 percent of those with a negative opinion are in that age range. More than two in ten in the negative opinion group are between 50 and 59 years of age while only one in about ten of those with a positive opinion are in that age range.

Nearly half (47 percent) of the negative opinion group have been working for ten or more years as a trucker in the ports, but only a third of the positive opinion group have that much experience at this job. (See Figure 6.)

Figure 6

Overall Opinion of OffPeak Program: Cross-Tabulations By Positive and Negative Opinions of OffPeak Program

| Demographic Group | Total Positive | Total Negative | Neither |
|--------------------------------------------------|----------------|----------------|-------------|
| OVERALL | 100% | 100% | 100% |
| Age | | | |
| 18-29 | 11% | 7% | 6% |
| 30-39 | 40% | 34% | 31% |
| 40-49 | 36% | 34% | 37% |
| 50-59 | 11% | 23% | 23% |
| 60-74 | 2% | 2% | 3% |
| Years Working As Truck Driver in the Port | | | |
| Working 0-2 yrs | 19% | 7% | 3% |
| Working 2-10 yrs | 49% | 46% | 77% |
| Working 10+ yrs | 32% | 47% | 20% |
| Interview Language | | | |
| Spanish | 61% | 63% | 71% |
| English | 39% | 37% | 29% |
| Work Schedule Changes? | | | |
| Yes, good | 57% | 7% | 11% |
| Yes, not good | 17% | 62% | 40% |
| Total Yes, work schedule changes | 74% | 68% | 51% |
| No work schedule changes | 25% | 32% | 49% |
| Higher Earnings? | | | |
| Yes | 44% | 10% | 14% |
| No | 56% | 90% | 86% |
| More Flexibility in Work Schedule? | | | |
| Yes | 76% | 40% | 57% |
| No | 22% | 59% | 40% |
| Work Start Time | | | |
| Start 5am-10am | 63% | 62% | 83% |
| Start 11am-3pm | 16% | 11% | 6% |
| Start 4pm-4am | 18% | 25% | 9% |
| Saturday Work? | | | |
| All/Most of the time | 31% | 27% | 43% |
| Just sometimes | 41% | 35% | 23% |
| Hardly ever/Never | 27% | 37% | 34% |

As figure 6 shows, interview language – Spanish or English -- has no bearing on the composition of either the positive or negative opinion groupings.

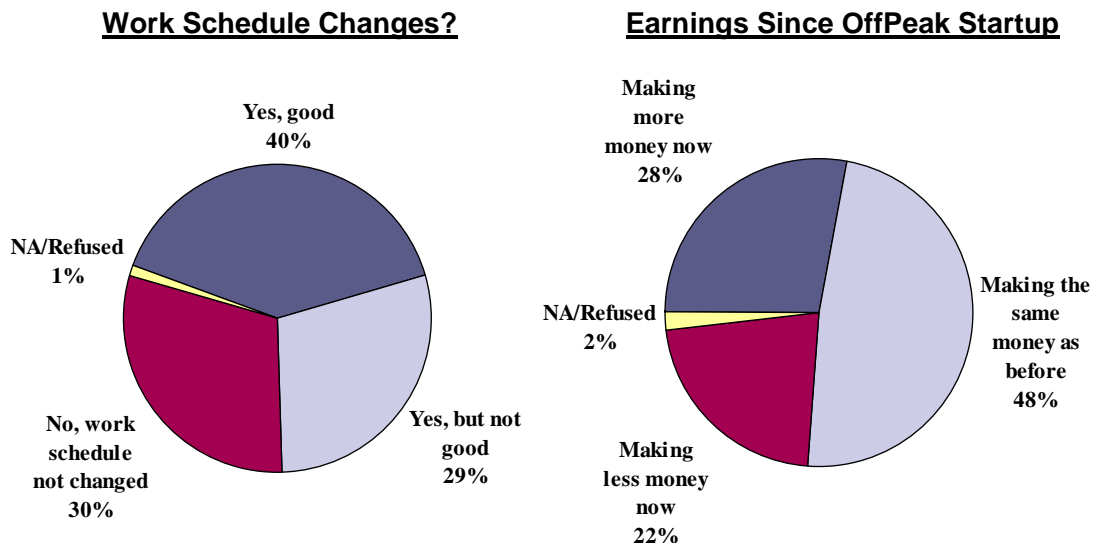
Overall, nearly seven in ten truckers aware of the Program reported a work schedule change since the inception of the OffPeak Program. Fifty-eight percent of those reporting a change qualified it as “for the good” while 42 percent said change has not been beneficial. On an overall net basis for the entire sample, a third said there has been a work schedule change for the good, 24 percent reported a change but not for the good, 25 percent indicated no change in their work schedule and the balance offered no report or are among those unaware of the Program.

Reported income effects were not as positive as work schedule changes. Nearly half of all respondents aware of the Program said that they are making the same money as before the Program’s start-up. Nearly as many reported making less income (22 percent) as those reporting making more (28 percent). Again, there is an age effect. For example, almost a third of those between 30 and 39 reported making more money since the beginning of OffPeak while only 25 percent of those between 50 and 59 reported more income. Nearly twice as many newer drivers -- those with two years or less experience at this job -- reported more income than those with greater longevity as a port trucker. (See Figure 7.)

Figure 7

Personal Impact of OffPeak Program

(Asked Only of Those Familiar with OffPeak)



Truckers aware of the OffPeak Program perceive less traffic congestion outside and inside port terminal gates since the inception of the OffPeak Program. For both locations, drivers say there is less congestion during both the day shift and the off peak shift, which begins at six in the evening. Sixty-seven percent perceived an overall reduction in congestion outside terminal gates, and 55 percent inside the gates. While very few said that congestion has increased outside terminal gates (6 percent), nearly two in ten said it has increased inside the terminal gates. These variations in perception notwithstanding, a majority of truckers aware of the OffPeak Program concur that traffic congestion in and outside the terminal gates has reduced appreciably since the inception of the OffPeak Program. (See Figures 8 and 9.)

Figure 8

Perceptions of Traffic Congestion Outside Terminal Gates Since Inception of OffPeak
(Asked Only of Those Familiar with OffPeak)

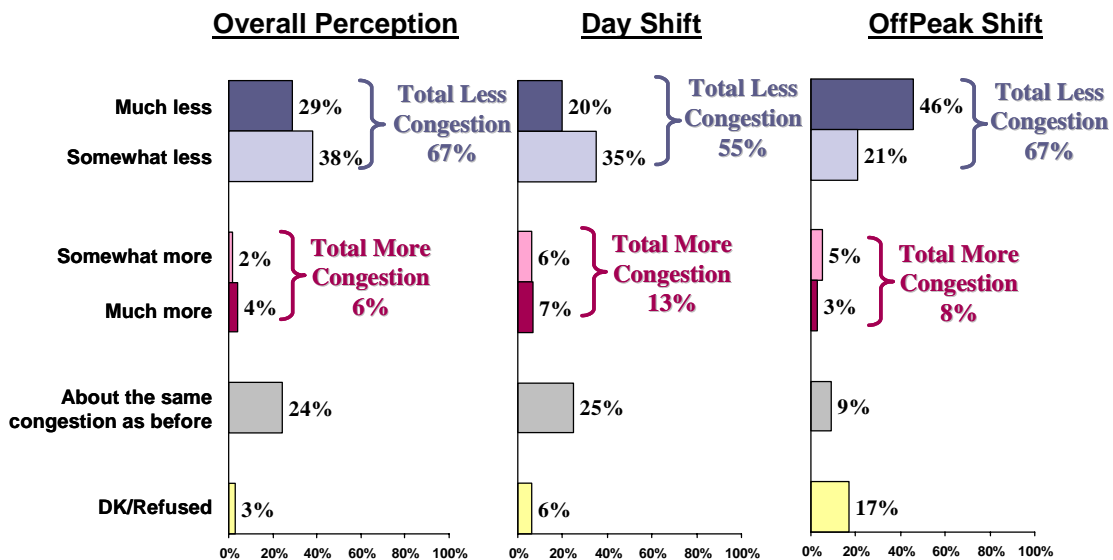
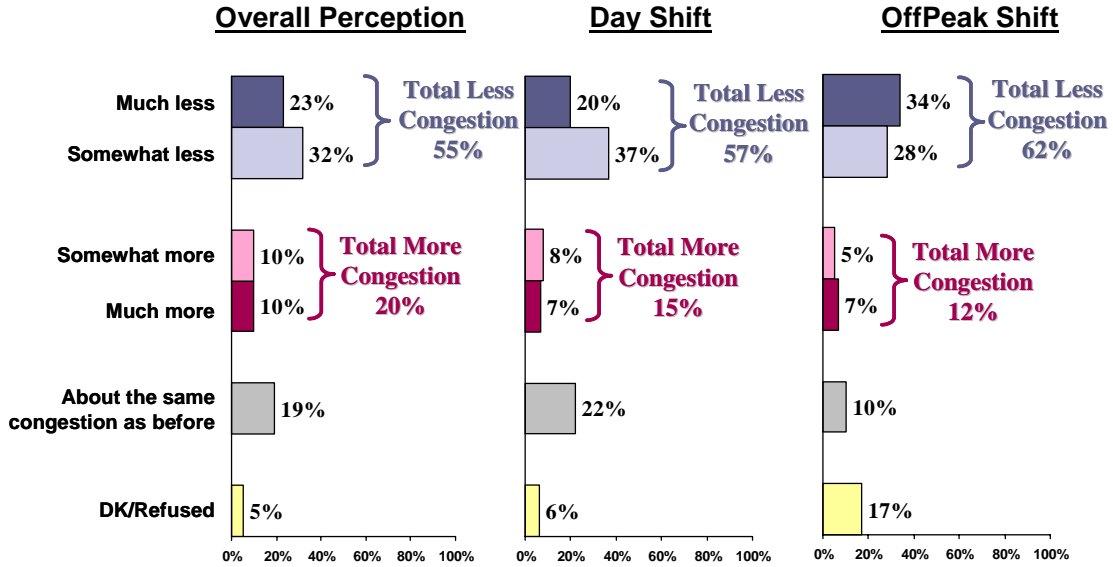


Figure 9

Perceptions of Traffic Congestion Inside Terminal Gates Since Inception of OffPeak

(Asked Only of Those Familiar with OffPeak)

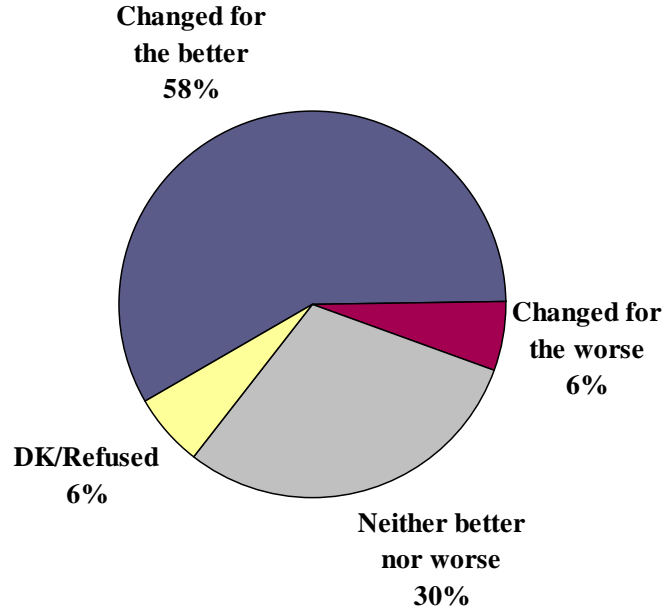


Nearly two-thirds of truckers aware of the OffPeak Program say that there has been a change in daytime traffic on the 110 and 710 Freeways, and by a ratio of ten to one, they say that this change has been for the better. The age affect seen in many of the perception questions is again present in response to the freeway traffic question, but the differences between age groups and trucker longevity groups are too small to be of much importance. (See Figure 10.)

Figure 10

Perception of Traffic on the 110 and 710 Freeways

(Asked Only of Those Familiar with OffPeak)

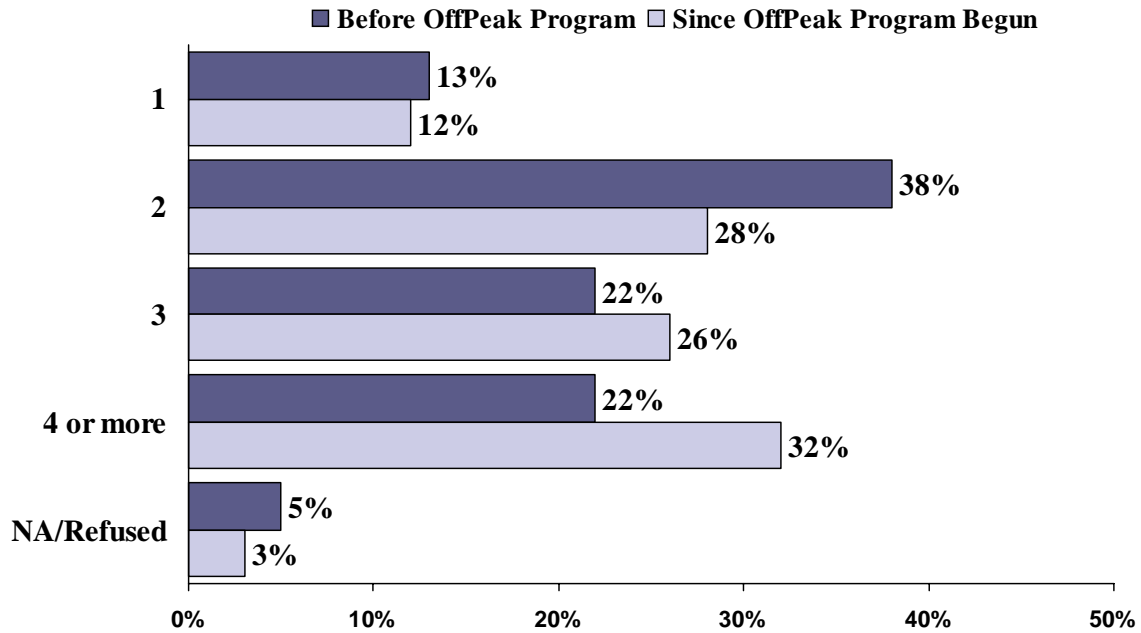


Reflecting the perceived reduction in traffic and less congestion at the terminal gates, the number of truckers reporting that they make four trips or more per shift has increased since the inception of the OffPeak Program by a substantial margin compared to pre-Program days. Ten percent more truckers are making four or more trips per shift since the Program started, and four percent more report making three trips. The percentage making only two trips per shift has diminished ten percent, while those making one trip a day has not changed but is only about one in ten overall. (See Figure 11.)

Figure 11

Roundtrips Per Shift

(Asked Only of Those Familiar with OffPeak)



The vast majority of truckers report that they pick up and deliver containers at many terminals as opposed to one in particular. TTI, ITS and WBCT dominate the lengthy list of terminals served by the Ports’ truckers. Check-out times at marine terminal gates were reported to be somewhat faster than check-in. (See Figures 12, 13 and 14.)

Figure 12
Normally Pick-Up/Deliver Containers
at a Particular Terminal or at Many Terminals?
(Asked of Everyone)

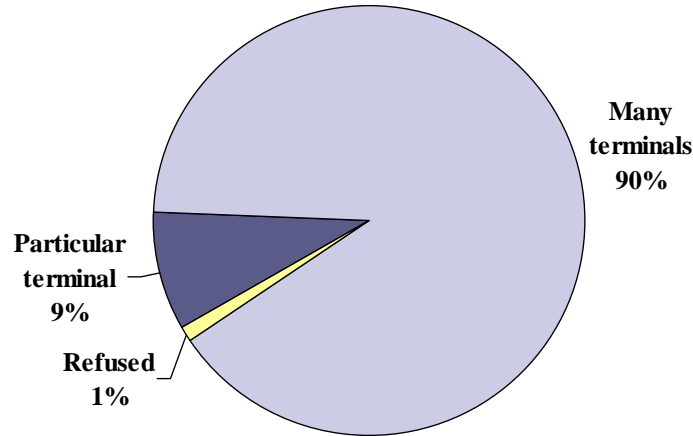


Figure 13
Names of Terminals Visited by Respondents
(Asked of Everyone)

| Names of Terminals (Major carrier) | % |
|------------------------------------|-----|
| TTI (Hanjin) | 42% |
| ITS (K-Line) | 36% |
| WBCT (Yang Ming) | 34% |
| SSA - Pier J (Cosco) | 25% |
| YTI (NYK) | 18% |
| APM (Maersk) | 18% |
| STS (Evergreen) | 14% |
| LBCT (OOCL) | 14% |
| SSA - Pier A (MSC) | 13% |
| EMS (APL) | 13% |
| TRAPAC (MOL) | 10% |
| CUT (Hyundai) | 4% |
| ALL | 24% |
| No Answer/No response/Refused | 0% |

Figure 14

Length of Check-In/Check-Out Times at Marine Terminal Gate
(Asked of Everyone)

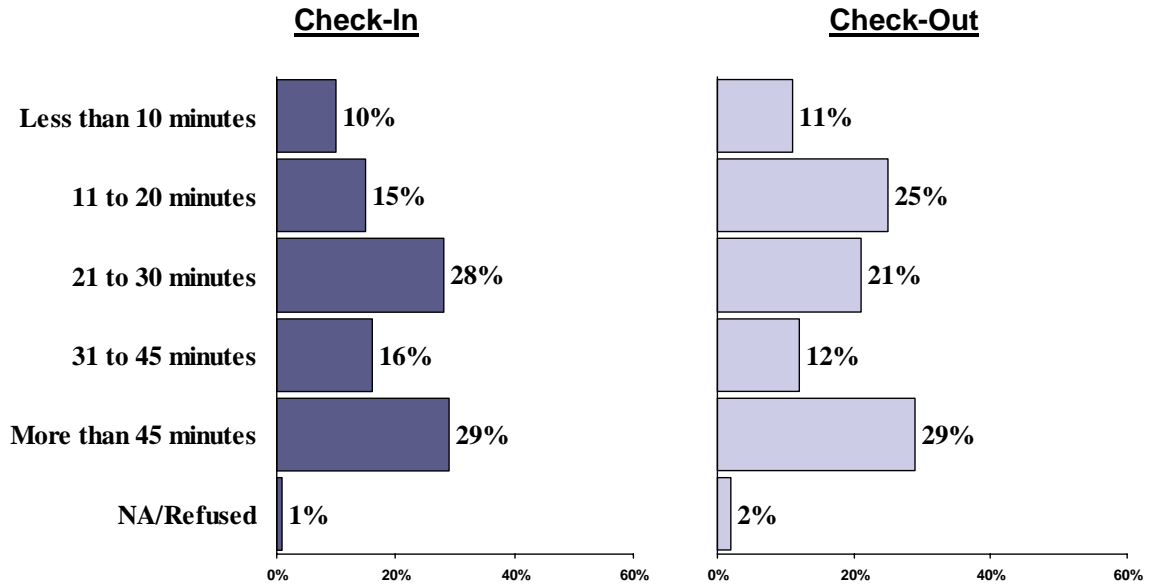
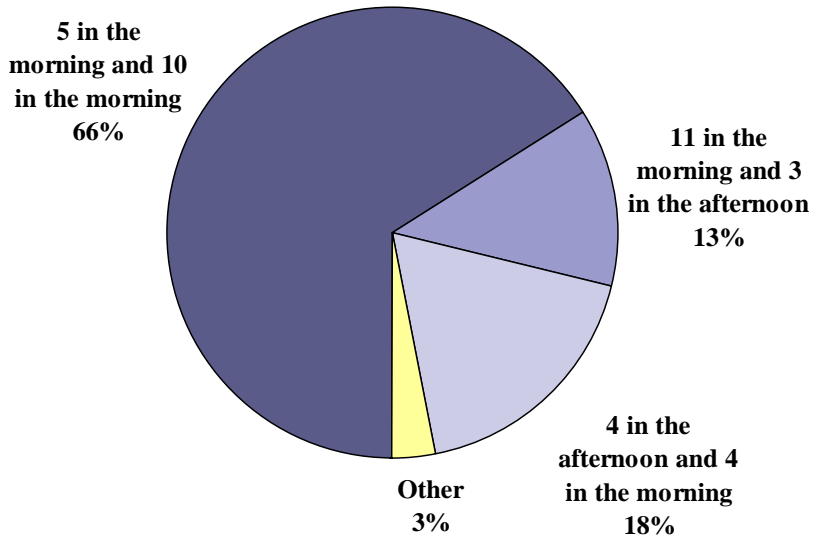
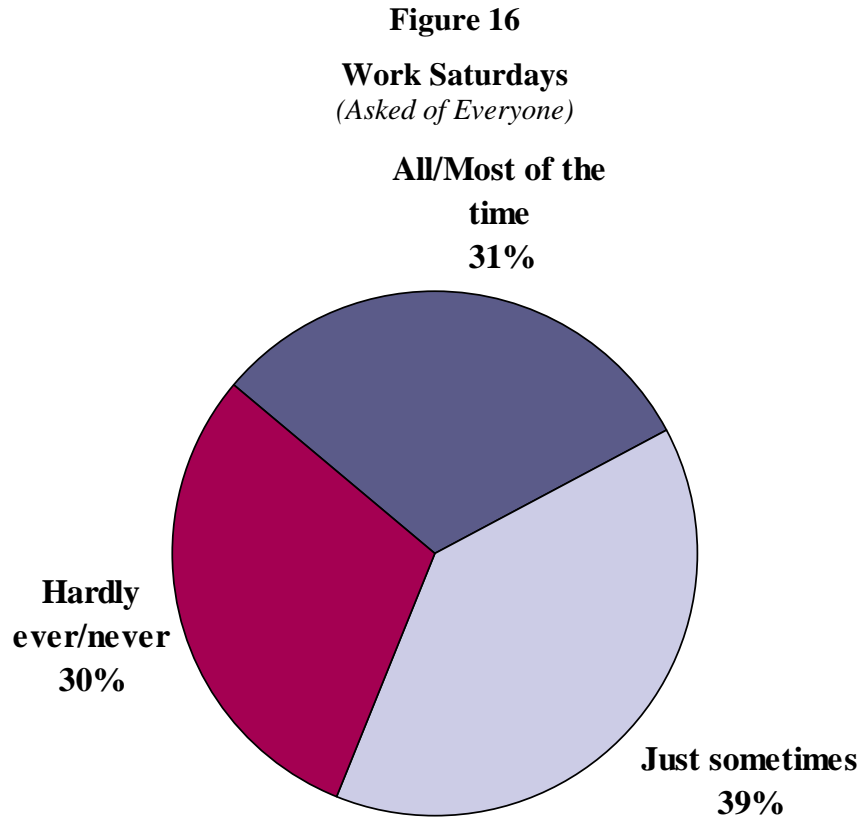


Figure 15

Time Usually Start Work
(Asked of Everyone)





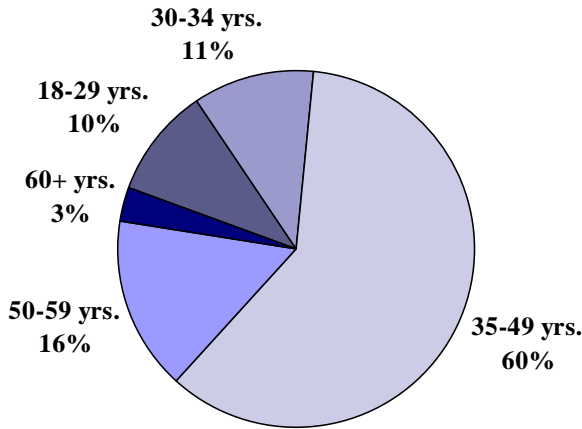
Considering both the Program aware and unaware segments of the sample together, two-thirds say they start work between five and ten in the morning, and nearly a third say they work all or most of the time on Saturday. (See Figures 15 and 16.)

A majority of truckers are between the ages of 35 and 49, and almost half have been driving a truck serving marine terminals between two and ten years. Only three percent are age sixty or more and ten percent are under thirty years old. Ninety-three percent say they support a family with their income as a trucker, and only one percent of drivers are female. (See Figure 17.)

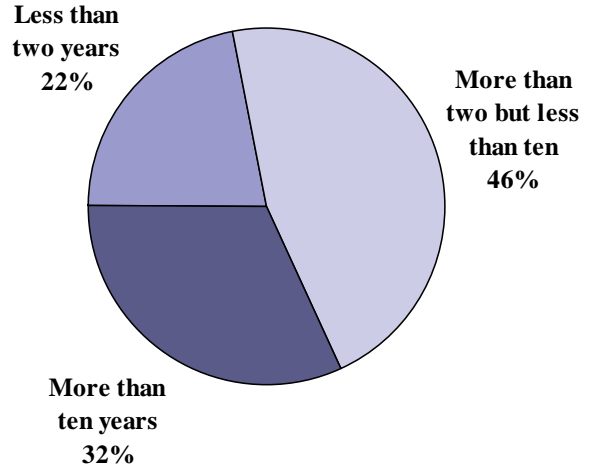
Figure 17

LA/LB Port Trucker Demographics
(Asked of Everyone)

Age Distribution for Port Truckers



How Long Working as a Trucker in the Ports



Fairbank, Maslin, Maullin & Associates (FMM&A), a California corporation, has specialized in public policy-oriented opinion research since the company was first organized in 1981. The firm offers a full range of opinion research, communications strategy and consulting services to assist public agencies, private corporations, government and community leaders and political candidates. FMM&A conducts opinion research studies throughout the United States, Latin America and Europe.

FMM&A has previously executed opinion research studies for the cities of Los Angeles and Long Beach, including work for their respective harbor departments, the South Coast Air Quality Management District, CalTrans and other public agencies and private parties with an interest in policy matters and operations affecting the Los Angeles/Long Beach harbors complex.