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What is Transloading?

Transferring a shipment from one mode of transportation to another.



Three definitions of the transload process from the west coast.

1. Direct Transload

One container in to one outbound trailer for one destination-limited application.

2. Deconsolidation Transloading

Direct unload of multiple container loads sorted by product Stock Keeping Unit (SKU) or Purchase Order (PO) in to multiple trailers destined for many Distribution Centers nationwide - very large percentage cross docked and shipped immediately.

3. Container Transport

From port to Inland Distribution Centers of Beneficial Cargo Owner for short term warehousing. Goods are stored to fill orders by vendors to retailers or retail firms to their own Distribution Centers nationwide - large volume.

Transloading is the process of transferring a shipment from one mode of transportation to another. It is most commonly employed when one mode cannot be used for the entire trip, as for instance when goods must be shipped internationally from one inland point to another.

WHY TRANSLOAD?

Inventory Issues

- Inventory controlled flow to DC or Store
- Inventory placement in the right DC market
- Financial impact of reducing carrying cost on inventory
- Reduce inventory transfer from DC to DC service market

Stop in Transit Issues

- Allows last minute deployment of goods to right market at the right time
- Redirect DC merchandise to store level to reduce shelf stock out
- Perform Value Added Service (VAS)
 - Product labeling
 - Product price tagging or ticketing
 - Quality control inspection
 - Change flat pack merchandise to on hangar

Transportation Impact Issues

- > Reduce number of ocean containers moving to destination from port rather than domestic intermodal containers.
- > Minimal cost savings in using high cube domestic containers intermodally rather than ocean containers intact.
- > Time savings by over the road truck or intermodal rail move.

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What is the Real Value of Transloading?

- Adds flexibility to the time sensitive Supply Chain
- Better inventory deployment and allocation
- Reduces inventory carrying costs
- Speeds the right product to the right market at the right time

Port of Entry Transporting Trends

- Single port of entry west coast was the original transload model by Intermodal domestic 53' containers and over the road truck.
- Two port of entry west coast model developed to spread cargo volume and take pressure off limited domestic container and trailer capacity.
- Two coast single port of entry model followed in order to avoid being trapped by ILWU labor on the west coast.



- Two coast four corner port of entry model is the newest hybrid to the Supply Chain to get closer to the DC network. Both two coast approaches are having a major impact on rail intact container and transload intermodal.

WHERE TO TRANSLOAD?

West Coast Ports

- Major markets west of the Mississippi River intermodal - Dallas, Denver, Kansas City
- Small markets west of the Mississippi River over the road truck
- Major markets east of the Mississippi River move Intermodal Rail

East Coast Ports

- Major market areas east of the Mississippi River by intermodal rail or over the road truck

What to Transload?

Consumer retail merchandise

- Apparel
- Shoes
- Furniture
- Consumer electronics
- General merchandise for Big Box Retailers

Specialized cargo

- Machinery
- Metal products
- Project cargo
- Vehicles

Overweight cargo

- Paper
- Plywood/lumber
- Liquor, beer, beverages, canned goods, bottled water
- Tile and wood flooring
- Chemical hazmat and non hazmat

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