



Union Pacific Railroad Surcharge Starts July 5th



Effective July 5, the peak season surcharge is no longer a small-shipper problem.

It now hits any Southern California shipper going above their weekly contractual caps on rail-owned containers. If this impacts you, the math just changed for your supply-chain. Here is how to get out from under it:

- **CONSOLIDATE!** Three international 40s become two domestic 53s. You remove a full container from the move, cut the per-box handling, and reduce your cost before the surcharge ever applies.
- Eliminate the penalty. The surcharge is assessed at the box level. Fewer boxes means less exposure. Transloading is how you sidestep the box-level penalties altogether.
- **LOCATION! LOCATION! LOCATION!** Every mile between the terminal and your transload facility is dray cost and dwell risk. Waterfront Logistics sits directly adjacent to the Port of Los Angeles and Port of Long Beach, and directly across from the Union Pacific Railroad - Intermodal Container Transfer Facility (ICTF). That adjacency is what makes this consolidation math hold up in practice.
- **AGILITY & SPEED!** When the rules change mid-season, the shippers who win are the ones who can react. Our 85-acre campus was built to turn boxes quickly, right where the ports and the rail meet.

The surcharge pressure is not going away this season. Your exposure to it can.

Reach out for a quote TODAY!

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