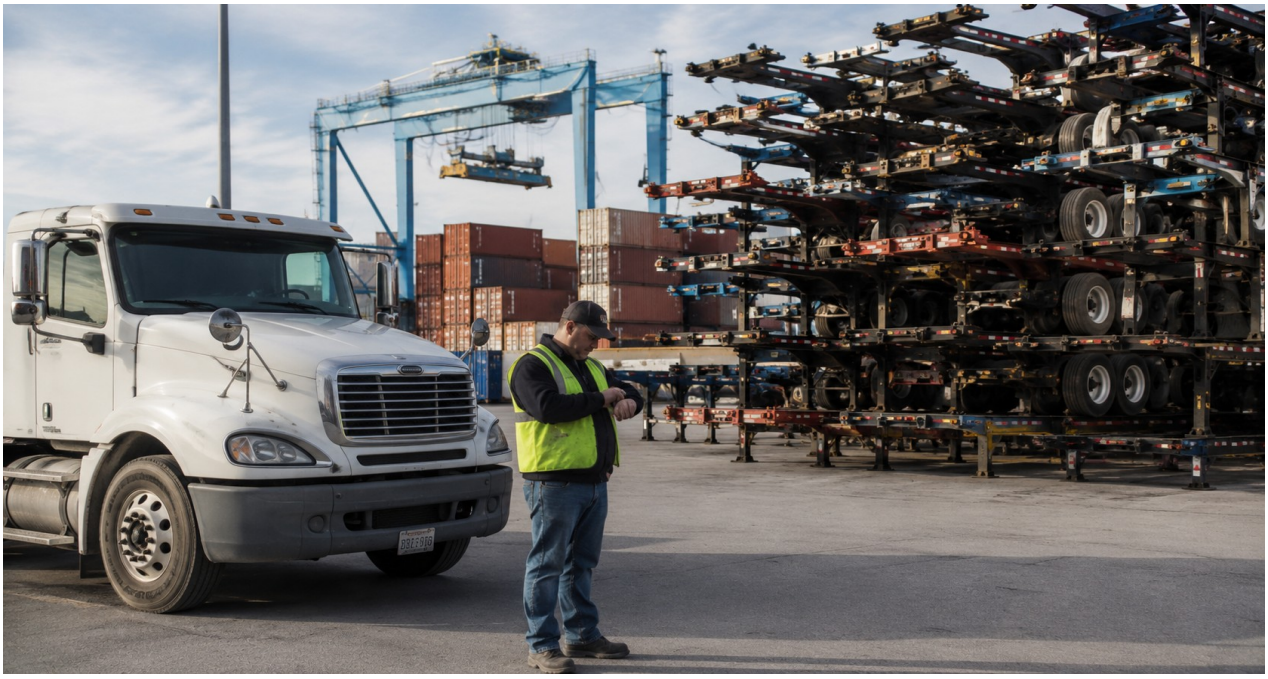


FMI Examines Coordination Pressure Across Drayage Operations

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Freight Management Inc. (FMI), a U.S.-based freight brokerage with more than 40 years of experience, is examining growing coordination pressure across drayage operations as logistics teams manage tighter scheduling windows, localized congestion, changing cargo patterns, and continued exposure to container-related accessorial charges.

The company said the current drayage environment is not being shaped by one single disruption. Instead, pressure is building from several smaller operational variables that can affect container movement at the shipment level. These include rail ramp performance, warehouse appointment availability, chassis access, terminal conditions, driver scheduling, empty return requirements, and the timing of last free day deadlines.

Recent market reporting reflects that uneven operating environment. C.H. Robinson?s April 2026 drayage update noted that the broader U.S. port network remained generally balanced, while localized constraints continued to create execution risk in specific markets. The report cited Jacksonville truck turn times averaging

three to four hours because of gate limitations, high yard utilization, and constrained landside infrastructure. It also noted that Chicago?s Norfolk Southern Landers ramp had stabilized near a 48-hour dwell by late March, while remaining dependent on weather and throughput consistency.

FMI said these examples show why container coordination has become more complex even when the broader freight market appears stable. A drayage move may look straightforward in a rate quote or shipment plan, but execution often depends on several parties completing the right steps in the right sequence.

?Drayage pressure is usually not caused by one problem,? said Bob Mayo, CEO of Freight Management Inc. ?It is the combination of timing issues that creates the larger operational challenge. A container may be available, but the chassis may not be in position. A driver may be ready, but the appointment window may be limited. The warehouse may be able to receive freight, but not at the same time the ramp or terminal can release it.?

The company said coordination issues become more costly when they affect demurrage, detention, per diem, pre-pull, chassis rental, driver wait time, or storage exposure. The Federal Maritime Commission has previously estimated that five to ten percent of containers moving in U.S.-foreign trade may receive a demurrage or detention invoice annually. FMI said that figure reinforces the importance of early planning, clear documentation, and better communication between parties involved in container transportation.

The company also pointed to import volume volatility as another factor affecting drayage planning. The National Retail Federation?s Global Port Tracker projected April 2026 import volume at 2.08 million TEU, down 5.6 percent year over year, followed by projected increases in May and June. FMI said changes in cargo volume can create uneven pressure because capacity constraints often appear by lane, ramp, port, or inland market rather than across the entire network at once.

Additional information regarding drayage coordination and freight management operations is available through Freight Management Inc.

FMI said many logistics teams are still coordinating container movements through disconnected systems, including emails, phone calls, spreadsheets, carrier portals, warehouse schedules, terminal notices, and customer updates. When these details are not centralized or reviewed early, transportation teams can lose valuable time responding to preventable issues.

Mayo said many freight teams are now being evaluated less on whether they can simply arrange a truck and more on whether they can manage the timing and communication surrounding the move.

?The market is forcing logistics teams to think more carefully about timing, not just transportation,? Mayo

said. ?The companies that perform better are usually the ones that identify risks before the container becomes urgent. That means confirming availability, understanding accessorial exposure, watching appointment timing, and making sure the right parties are communicating before the move is already under pressure.?

The company said coordination pressure is also changing how businesses evaluate drayage providers and freight partners. Price remains important, but FMI said many shippers and forwarders are also paying closer attention to response time, rate clarity, market knowledge, document accuracy, carrier communication, and the ability to manage exceptions when conditions change.

FMI recently published additional analysis on drayage booking workflows and how centralized access to pricing and operational information can affect freight coordination.

Freight Management Inc. said coordination pressure across drayage operations will likely remain an important issue throughout 2026 as cargo patterns fluctuate, inland rail performance varies by market, and logistics teams manage tighter margins for error across ports, ramps, warehouses, and final delivery points.

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Freight Management Inc.

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