

# Creating a Resilient and Reliable Supply Chain



## Quick Facts

- 82% of members report that labor shortages were a major challenge to their business
- 82,000 driver shortage in the United States
- Cost increase of 40-60% in trucking cost
- 100-500% increase in Marine Freight Cost
- West Coast US Export Bookings are delayed 30+ days due to the inbound vessel congestion

## Background

COVID-19 and its fallout have greatly impacted the fresh produce supply chain. As a result, there are significant delays in delivering fresh produce to customers, both at the retail level and wholesale level. Many of these challenges are rooted in the lack of labor, port congestion, input cost, road transportation, as well as some regulatory challenges. In 2021, the industry came together to collectively assess the challenges and develop solutions that can help address these supply chain challenges.

First and foremost, it is vital that the

Administration and Congress take action to respond to both the immediate and long-term needs of the fresh produce industry's supply chain. A first step has been made with the passage of the bipartisan Infrastructure Investment and Jobs Act. This law contains critical funding that will address many of the challenges the industry has faced moving product domestically, and well as internationally, by dedicating federal resources to roads, bridges, ports, and waterways, border crossing, as well as needed infrastructure to address western water conveyance systems.

## Supply Chain Reform Today

Building on this historic investment into the country's infrastructure, the International Fresh Produce Association will look to further address critical challenges by working to ensure that we have a workforce that meets the needs of our industry and our consumers from farm to fork. This includes:

- 1.** Swift passage of the Ocean Shipping Reform Act. Now that it passed in the House and Senate, we encourage negotiators to work out the differences and send the final bill to the President.

- 2.** Encourage the Department of Transportation to accept applications for the Safe Driver Apprenticeship Pilot

Program (SDAP), which was included in the infrastructure and similar to the IFPA-supported DRIVE Act legislation.

- 3.** Encourage the House to consider the Strengthening Supply Chains Through Truck Driver Incentives Act which would create a two-year refundable tax credit for up to \$7,500 for truck drivers who carry a CDL and drive at least 1,900 hours a year. In addition, it would help create incentives for Americans to enter registered trucking apprenticeships.