

PORT TOPICS Aug. 14. "If they talk to one of our drivers and they're not clear about the driver being under contract, . . . we have a single point of contact who can verify the driver's status with CRST."

Werner, Omaha, Neb., said in a statement that the terms of its settlement with CRST were "favorable" and helped the company avoid steep court costs, although the carrier was "confident it would have ultimately prevailed in

proceedings that began in 2004, when CRST sued Werner in a California district court for hiring drivers who had completed the CRST training program but had not yet fulfilled the terms of their contracts.

A judge initially dismissed the suit, but an appeals court in March reversed the decision and sent the case back to the district level for trial, stating that "CRST [had] adequately alleged a violation of intentional interference with contract"

program to train prospective drivers free of charge.

CRST sends prospective drivers to a trucking school to earn their commercial driver license, then candidates are put through a one-week orientation process, followed by up to six weeks of on-the-road training with a more experienced driver, Rasch said.

Training each driver costs about

(See CRST, p. 19)

SeaBridge Retains Adviser to Raise Funds

By Daniel P. Bearth
Staff Writer

New York investment firm Jeffries & Co. has agreed to help raise up to \$500 million for a company that wants to build a new type of high-speed ferry to carry passengers and freight along U.S. coastal waterways.

Mark Cleveland, president of SeaBridge Inc., Arlington, Va., said the company retained Jeffries & Co.

as a financial adviser to raise funds to build the first two ferries, each designed to carry up to 1,500 passengers, 300 cars and 150 tractor-trailer rigs.

SeaBridge wants to put as many as 12 ferries into service along the East Coast and Gulf Coast to provide an alternative to highways for travelers and freight shippers.

"This is the beginning of a new maritime highway," Cleveland said in a telephone interview from Italy, where he was traveling to inspect

similar European ferry networks.

Cleveland is a former executive at Trip-Pak Services and information services provider ACS Inc. He joined SeaBridge last year and has been working to develop commitments from trucking companies and shippers for the new freight service (S-2S-06, p. 6).

"The rest of the world has a critical resource we don't have: hundreds of marine highways

(See FERRIES, p. 19)

filed Aug. 6 by Global Wire Inc. in federal district court in New Haven, Conn., stated.

"This case is brought as a class action on behalf of all persons who, from at least as early as June 15, 2003, to the present, purchased LTL and paid a 'fuel surcharge' directly to one or more of the defendants," the filing stated.

Spokesmen for the defendants either could not be reached or had no comment.

"Because of defendants' unlawful conduct, plaintiffs and the members of the class have paid unlawful, artificially high prices

in the new lawsuit.

"I know the law firm in Connecticut," Burke said. "They're good lawyers, but I haven't seen the Connecticut case. I don't want to say anything more about it."

He said he was "fairly certain that other law firms are looking into this and probably more lawsuits will be filed."

"I expect that, eventually, they'll be consolidated into one case at a location that the federal judicial system chooses," Burke said.

He added that no court dates have been set. "It's way too early," Burke

(See LTLs, p. 20)

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TRANSPORTATION STOCKS

Symbol	52-Week			Aug 15 Weekly	
	High	Low	PE	Close	Change
LESS-THAN-TRUCKLOAD					
ABFS	49.81	34.32	12	34.52	-1.10
DNW	57.81	42.09	12	44.63	-1.59
ODFL	34.03	24.94	14	26.81	-3.53
SAIA	36.17	15.88	10	17.72	0.91
VTRC	23.35	15.76	16	20.66	-0.34
YRCW	47.09	36.06	8	30.14	-1.61

TRUCKLOAD					
GLDN	21.00	14.52	16	15.53	-1.99
CVTI	13.33	6.18		6.75	-1.51
FFEX	10.91	7.03	25	8.86	0.40
HTLD	18.92	14.25	20	14.90	-1.24
JHHT	31.94	18.77	18	26.96	-2.03
KNDX	20.77	15.84	21	18.26	-1.19
LNST	52.19	37.75	21	42.42	-0.59

Symbol	52-Week			Aug 15 Weekly	
	High	Low	PE	Close	Change
PACKAGE					
DDMX	29.00	19.26	20	23.98	-1.72
FDX	121.42	97.81	16	106.67	-3.42
UPS	79.72	68.01	19	74.23	-4.14
VEXP	2.14	0.60		0.63	-0.08

TRUCK LEASING/CONTRACT CARRIAGE					
R	57.70	47.88	13	52.00	-3.92

CANADIAN COMPANIES (in Canadian Dollars)					
CKO	11.25	5.26	8	9.00	-1.13
CSS-UN	14.50	9.10	8	9.29	-1.23
LIV-UN	24.48	16.24	23	16.46	-1.76
MTL-UN	27.00	17.00	15	18.90	-6.10

Symbol	52-Week			Aug 15 Weekly	
	High	Low	PE	Close	Change
MULTIMODAL (Air/Rail/Truck)					
FWRD	41.90	28.06	22	33.80	-5.19
KHK	1.13	0.13		0.17	0.00
PACR	33.80	19.41	12	19.59	-2.46
TRBR	13.50	6.16	27	11.76	-1.04

LOGISTICS					
AUTO	1.40	0.70	12	0.71	-0.01
CHRW	58.19	39.44	27	46.65	-4.77
EXPD	54.46	38.31	40	45.31	-7.33
XPO	1.60	1.10	21	1.26	-0.02
GLA	7.91	7.40		7.78	-0.01
HUBS	39.39	29.89	25	32.42	-1.71
SHI	4.48	0.52		1.03	0.13
TLL	3.35	1.03	21	1.90	-0.10

...FleetSuite also leverages the company's PC Miler mapping software to provide turn-by-turn directions for drivers, fleet location displays for fleet managers and arrival time notification for customers.

"With ALK FleetSuite, drivers can navigate efficiently while avoiding low bridges, weight limits and other truck restrictions," said Ed Siciliano, the company's vice president of sales and marketing.

FleetSuite also allows fleet managers to track anything "from

...time.

In addition, the software can update a shipment's ETA in real time, based on changing road conditions, and issue an alert when a truck deviates from an assigned route, the company said.

ALK said its FleetSuite software draws from a database containing information on truck restrictions and allowances for more than 460,000 miles of North American highways.

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CRST Settles With Werner

(Continued from p. 8)

\$3,600, which the company recoups by requiring candidates who complete its program to sign an eight-month contract with CRST, Rusch said.

Drivers who want to leave the company before the contract expires must reimburse CRST for the training they received, Rusch said.

Werner also operates a driver training program, but does not require trainees who complete the course to sign a contract with the

carrier, Richard Reiser, Werner's executive vice president and general counsel, told TT.

"We will hire a driver who has received a CDL from some of the truck driving schools . . . Werner thinks are good schools . . . and we put them out with one of our trainers for 260 hours of time behind the wheel," Reiser said.

Werner ranks No. 14 on the TRANSPORT TOPICS 100 list of the largest U.S. and Canadian for-hire carriers. CRST is No. 30 on the TT list, and J.B. Hunt, Lowell, Ark., ranks No. 9.



Tom Bury — Team Pro

Werner Enterprises has reached a settlement with CRST Inter-

...replaces Thomas Glaser, who is retiring, a company spokesman said.

Glaser will remain with Celadon as a consultant to assist Hines. He joined Celadon as executive vice president of operations in 2001.

In addition, Celadon said Aug. 9 that Paul Will, its executive vice president and chief financial officer, has been appointed vice chairman and elected to the company's board of directors.

Will, who joined Celadon in 1993 as controller, also is chairman of American Trucking Associations' National Accounting and Finance Council.

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Ferries

(Continued from p. 8)

operating successfully and providing freight capacity," Cleveland said.

Jeffries & Co. has been involved in raising funds for a number of transportation projects, according to Cleveland, including Hawaii Super Ferry, an inter-island ferry service scheduled to begin operating in September.

Hawaii Super Ferry's first vessel is a 350-foot-long catamaran-style boat that can cruise at 35 knots. The average load per trip is expected to be about 110 vehicles of various sizes — including motorcycles, cars, trucks and buses — plus 400 passengers.

Cleveland said he expects to begin offering coastal ferry service approximately two years after boat construction begins. Water routes being considered include links between Connecticut and Florida, Houston and Tampa, and Mexico and the Gulf

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