



## **MINUTES**

### **OPERATIONS COMMITTEE**

**INTERMODAL ASSOCIATION OF NORTH AMERICA**

**FRIDAY, NOVEMBER 9, 2007**

**3:30 p.m. - 5:30 p.m.**

**ROOM A411  
GEORGIA WORLD CONGRESS CENTER  
ATLANTA, GEORGIA**

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Committee Vice-Chairman Ed McQuillan of Optimization Alternatives opened the meeting at 3:35 p.m. He began with a safety briefing and identification of individuals who are CPR certified. After self-introductions, it was determined that a quorum was present following a roll call. The antitrust guidelines were reviewed by John Bagileo, IANA general counsel.

IANA Staff Member Tom Malloy summarized the minutes of the Committee meeting at the May 2007 Operations & Maintenance Seminar. The minutes were approved after a motion by Scott Smith of APL, which was seconded by James Shondel of Nascent Technologies.

McQuillan then called upon Tony Furst for a briefing on the activities of the IFTWG, but was advised that due to travel delays Tony was not present at this time. McQuillan described the activities of the Intermodal Freight Technology Working Group, or IFTWG, and its efforts as a public-private partnership to address industry wide issues such as cross-town drayage in Kansas City. He recommended that Committee members attend the IFTWG sessions being held in Atlanta on the following two days.

#### **Legislative/Regulatory Update**

Malloy updated Committee members on legislative and regulatory activities. He highlighted the latest information, which is available on the IANA Website through the Federal and State sections. He also told Committee members that the Breaking News section of the home page contains links to critical industry issues, such as the Transportation Worker Identification Credential (TWIC). In addition, he described the expected schedule for completion of the roadability rules, as follows: December 10 submission to the Secretary of Transportation's office from the Federal Motor Carrier Safety Administration (FMCSA); forwarding to the White House Office of Management and Budget on January 10; return to the Transportation Department on April 10 and publication on April 24, 2008.

#### **Task Force Updates**

##### **Terminal Efficiencies Task Force**

Ben Shelton of Union Pacific began the Task Force Updates portion of the meeting by describing the railroad's progress in introducing its Automated Gate System, or AGS. The system uses a digital recording

system with the ability to detect damage as small as ½ inch. The gate process is simplified with AGS from 15 events to five. AGS eliminates manual inspections that do not record damage in 80 percent of cases. Trucks can now enter and leave terminals in a total of 40 seconds, including 20 seconds each at entry and exit. Average times through the gate for entrance and exit currently are 2.5 minutes, largely due to documentation issues that account for the vast majority of delays. In addition to its speed, AGS provides advantages such as improved security, reduced staffing and fewer delays for motor carriers. Tom Kelly of BNSF Railway praised Union Pacific's system, saying other railroads have benefited from their research and reduced terminal through put time significantly.

## **Security - Transportation Worker Identification Credential (TWIC) Task Force**

James Shondel provided the update for the TWIC Task Force, whose primary goal is outreach to key intermodal stakeholders affected by this mandatory federal rule. IANA is a centralized information source for members, posting information on the Website, including a Frequently Asked Questions section, to make certain that members are aware of the most recent developments and the steps that are required to obtain the card . The Task Force conducts regular conference calls to discuss TWIC developments. Information updates are obtained from TSA through IANA's participation in a TSA-sponsored TWIC Stakeholders' committee and through receipt of advisory e-mails from TSA and USCG.

After outlining the Task Force's basic mission, Shondel requested committee approval to advance construction of a formal charter. Pat Valentine of Maersk made a motion to endorse the direction that the Task Force is taking and Bob Huffman of Norfolk Southern seconded it.

Malloy made a more formal presentation on the TWIC process including the pre-enrollment process for obtaining the document, which includes the supply of personal information and background checks against criminal, immigration and terrorist watch lists. An estimated one million users will receive a card. The U.S. Coast Guard will enforce the requirement to carry the card in order to have unescorted access in secure areas. When enforcement begins at an unspecified future date, the card will initially function as a "flash pass", containing a photo and fingerprints, with some actual testing of planned mobile reader technology. Malloy also provided specific details on establishing an online TWIC personal account and the difficult process of establishing a password online.

A series of questions from Committee members and other attendees followed with regard to enforcement, rejection rates, pre-enrollment procedures, the need to carry a TWIC if an employee already has a port-specific identity card, the enrollment of multiple drivers by a single company, payment procedures and the security of the enrollment process itself.

Malloy and Shondel answered the questions, with brief assistance from IANA staff member Rip Watson. Committee members were told that enrollment has begun at some ports, but there is no enforcement yet. There will be 90 days' notice before enforcement begins at each individual port. Since enrollment has just begun, there is scant information about rejection rates, or any indication of how many persons may not be willing to apply for the card because of questions about their eligibility. Members were told that TSA is working to promptly address procedural matters with regard to enrollment of multiple workers by a single company and payments that would be made by a company on behalf of its employees or contractors. It was noted that the TWIC would be required, even if workers already have identification documents issued by single ports.

## Other Business

### Global Intermodal Equipment Registry

Catherine Tiersten of TransTech Partners offered a brief description of the Global Intermodal Equipment Registry (GIER) project. The Equipment Data Issues Task Force of the Operations Committee originated the idea of a consolidated equipment file in 2006. The need for such a database has been validated by the anticipated roadability rules.

The project is based on an industry consensus to centralize intermodal chassis and trailer identification information in a single database that would facilitate compliance with FMCSA's final roadability rules. The GIER will contain key data elements for use by all parties, including a cross reference between the Intermodal Equipment Provider's (IEP) six-digit, Department of Transportation number and the trailing equipment for which the IEP has care and custody, with the purpose of enabling law enforcement to identify the proper responsible party. She said IANA's goal is to have the GIER ready at least two months before the first possible effective date, which could be as early as October, 2008. **(Subsequently at a November 10 meeting, IANA's board approved the development of an RFP for design of the GIER and the filing of a request with the FMCSA to conduct a pilot of the GIER that would result in a "proof of concept" of the equipment registry as a means to match the IEP with its specific equipment. The pilot program application will be jointly filed by IANA and the Commercial Vehicle Safety Alliance (CVSA), the association representing the state enforcement organizations).**

She responded to a question regarding GIER's cost by saying that it should be minimal and based on final development and operating costs.

### Motor Carrier Service Directory

Malloy gave a live web demonstration of the Motor Carrier Service Directory, or MCSD, which will be linked to the Rail Intermodal Terminal Directory on IANA's Web site. The MCSD can be developed into a valuable tool to aid members and other users of IANA's Web site, thereby adding value for all users of intermodal service. He showed the potential for the Motor Carrier Service Directory by demonstrating its capabilities for intermodal facilities in Atlanta. The directory, now in a test phase as data is collected and functions are tested, includes information such as carrier name, contacts, number of available trucks and special services that are available. The MCSD, which is intended to be rolled out after January 1, is working smoothly in the technical test process. Malloy advised that the next step will be to obtain information from motor carriers other than a few that submitted their data to test the system.

Barry Michaels of Union Pacific noted difficulty in obtaining updated terminal information for the Rail Intermodal Terminal Directory, such as volume, that could be used to illustrate the importance of intermodal transportation in a specific area and across a network. Malloy answered that options to accomplish that goal were to make a more urgent and frequent requests to rail carriers that don't currently provide volume information.

### AAR Intermodal Operations Subcommittee

Norfolk Southern's Paul Dean updated the Committee on the activities of the Intermodal Operations Subcommittee (IOSC) of the Association of American Railroads. He said that the interchange rules,

updated in 2007, now are available on the Chicago Car Interchange Bureau Website, which is [www.theccib.com](http://www.theccib.com). The bureau is responsible for collecting requests for rule changes and publishing changes that are approved by the IOSC. At present, updates to the M930 Domestic Container Specifications have been approved by the IOSC and have been circulated for comment by subscribers. The M9931 Private Trailer Specifications remain under review, particularly the requirements for lifting over-the-road trailers on and off railcars. An appendix of the M931 Domestic Chassis Specifications will be considered at a future review and M952 Interbox Connector standards have been approved and will be sent to subscribers for comment. He reported that the Peck & Hale 2004 Interbox Connector has been approved for use. This connector offers the advantage of installation; operation and use from the ground, eliminating the need for a worker to climb onto a railcar in order connect and disconnect containers.

### **Intermodal Freight Technology Working Group Update**

Ed McQuillan advised the group that Tony Furst had arrived and called upon Tony to update the committee on IFTWG activities. Furst said that in a test of the US DOT’s Electronic Freight Management System that a 12 percent improvement in transit time was achieved because the equipment that was being monitored could be located at all times. He also said a test of the Cross-town Improvement Project in Kansas City is being advanced. IFTWG projects under consideration include steps to address congestion management and terminal reservations systems.

### **Concluding Business**

McQuillan then solicited ideas from attendees regarding the formation of additional Task Forces, noting that the GIER and the MCSD were the direct results of earlier activities by those groups. He said the Committee will collect and review suggestions, which should be sent to Malloy, and then determine which ones to pursue. He observed that those who suggest a Task Force will be presumed to have given their agreement to participate actively in it. Ted Prince of Consolidated Chassis Management recommended that the Committee collect more detailed data information for the Rail Intermodal Terminal Directory in order to make it more valuable.

### **Next Meeting/Adjournment**

The next meeting of the Committee was scheduled to take place on April 30, 2008 during the 2008 Operations & Maintenance Seminar, in Oak Brook, Illinois. Since no further business was raised , a motion to adjourn was entertained. After Prince’s motion and Michaels’ second, the meeting was adjourned at 5:47 p.m.

### **Operations Committee Action Items**

<b>Subject</b>	<b>Item Description</b>	<b>Name</b>	<b>Due</b>
TWIC Implementation Task Force	Continue to monitor TWIC enrollment/implementation to facilitate Best Practices and smooth introduction of the federal program.	James Shondel	May, 2008