



IANA

INTERMODAL ASSOCIATION
OF NORTH AMERICA

Operations Committee Meeting

The Westin Chicago Lombard, Grand Ballroom EF
Tuesday, May 7, 2024
3:00 PM to 4:00 PM

AGENDA

Tuesday, May 7, 2024

3:00 PM – 4:00 PM

I. [3:00 to 3:10 PM] Call to Order

- Welcome and Introductions
- Safety Briefing
- Antitrust Guidelines
- Determination of Quorum
- Approval of February 27, 2024, Meeting Minutes

Mark McKendry, NFI Industries, Chair
IANA Staff
Marc Blubaugh, IANA Counsel:
Benesch, Friedlander, Coplan and Aronoff
IANA Staff

Sherie Costa, Mastery Logistics, Vice Chair

II. [3:10 PM to 3:30 PM] Task Force and Working Group Updates

- Data Exchange Working Group
- Toll Attribution Working Group
- Joint Safety & OPS Committee
Misreporting Working Group

Matthew Wittemeier, INFORM Software
Stephanie Bewick, NavTrac
Bernie Vaughan, Panus USA, LLC

Jeremy Hayden, Union Pacific Railroad Company

III. [3:30 to 3:50 PM] FMCSA Update

Darrell Ruban Associate Administrator for Safety
Federal Motor Carrier Safety Administration

IV. [3:50 PM to 3:55 PM] Old Business

V. [3:55 PM to 4:00 PM] New Business

Chair/Vice Chair

- Items from the Floor
- Next Meeting:
 - OPS Committee Speed Meeting, 6/25/24 at 2PM EST
 - IANA Intermodal EXPO
Long Beach, CA
September 9 -11, 2024

VI. [4:00 PM] Adjourn

Chair

Call to Order

- Welcome
 - Reminder of expectation for Committee members
 - Meetings include deliberation of issues, education, and discussion of recommended practices
 - Solicitation of business is not allowed during meetings
 - Members must abide by antitrust guidelines
 - Actively participate in Committee

Housekeeping



- Turn Cell Phones to Vibrate or Off
- **Please** No Side Bar Conversations
- When Speaking
 - Use a Microphone
 - Identify Yourself and Company Affiliation

Safety Briefing

Current Location:

- The Westin Lombard Chicago, Grand Ballroom EF
- 70 Yorktown Ctr, Lombard, IL 60148

Hotel Security:

- Security phone number is 630-361-7091

911 Assignment:

- Dial “0” from any Hotel Phone for Operator or “911” for Emergency Line;
Front desk can call 911 to Lombard Police Department

AED Assignment:

- AEDs are located in Fitness center, lobby by front desk, side by parking garage elevators, and security office.

First Aid Kit Assignment:

- 8 First Aid Kits locations: Sales office, security office, kitchen, front desk by the back offices, pool, fitness center, service express, housekeeping office

CPR Assignments:

- Primary?
- Secondary?

Safety Briefing - Continued

Evacuation Assignments:

- Primary?
- Secondary?
- Evacuation Routes – Nearest exit to Target parking lot
- Rally Point
 - Target parking lot
- Chairs pushed in – **Avoid Tripping Hazards**

Fire Extinguishers:

- Located in each alcove to the right and left of all entrances into the Grand Ballroom EF

Tornado Evacuation Route:

- Stairwell to basement, Stairwell 1 & 2 from the 18th floor to the lower level/basement.

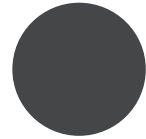
Drills Scheduled or Planned for the Day:

- None scheduled or planned

A large container ship is docked at a port at night. The ship is covered in stacks of colorful shipping containers. Several large gantry cranes are positioned around the ship, with their lights illuminating the scene. The water in the foreground is dark and reflects the lights from the ship and cranes. The overall atmosphere is industrial and brightly lit by artificial lights.

Antitrust Guidelines

Antitrust Guidelines



Marc Blubaugh

IANA Counsel

**Benesch, Friedlander, Coplan and
Aronoff**



The background image shows a large cargo ship docked at a port at night. The ship's deck is filled with numerous colorful shipping containers. Several large gantry cranes are visible, some with their lights on. The scene is illuminated by the port's lights, creating a blue and white color palette. A semi-transparent dark blue rectangle is overlaid on the image, containing the text.

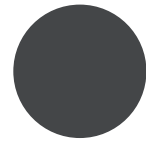
Determination of Quorum

Approval of February 27, 2024, Meeting Minutes



Task Force and Working Group Updates

Data Exchange Working Group



Matthew Wittemeier
**INFORM Software
Corporation**



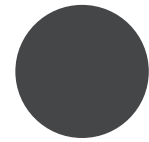
Thank you to the Participants

- Matthew Wittemeier, INFORM Software Corporation
- Dan Blackburn, NC Ports Authority
- Dominik Browne, Amazon.com
- Sherie Costa, Mastery Logistics Systems
- Terry Gummersheimer, Container Port Group
- Mark Higgins, Virginia International Terminals, LLC
- Dave Kalata, Terrier Transportation, Inc.
- Walter Kemmsies, The Kemmsies Group
- Chris Machut, SiteTrax.io by Netarus
- Meghan Nesta, DrayNow, Inc.
- Mike Paolella, FYX, Fleet Roadside Assistance
- Christopher Plaat, BlackBerry Radar
- Ted Prince, Tri-Cities Intermodal, LLC
- Nathan Pung, BlueCargo
- Stephan Rauch, South Carolina Ports Authority
- James Shargay, TRAC Intermodal

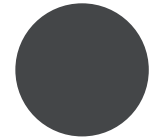
Data Exchange Working Group



Toll Attribution Working Group



Stephanie Bewick
NavTrac



Bernie Vaughan
Panus USA, LLC



Thank you to the Participants

- Stephanie Bewick, NavTrac
- Bernie Vaughan, Panus USA, LLC
- Andrew Bozak, Reliable Transportation Specialists
- Mike Burton, C & K Trucking
- Mark Chandler, US 1 Network
- Annette Davis, STG Logistics
- Aaric Harvey, Ports America
- Dave Hensal, Eagle Systems, Inc.
- Todd Keenan, STG Logistics
- Lindsay Keen, TRAC Intermodal
- Steve Kemp, South Carolina Ports Authority
- Steven Kobak, ContainerPort Group, Inc.
- Holly Middleton, Norfolk Southern Corporation
- Val Noel, TRAC Intermodal
- James Norman, DCLI
- James Palmer, CSX Intermodal Terminals, Inc.
- Christopher Plaat, BlackBerry Radar
- Mark Smith, FYX Fleet Roadside Assistance
- Jay Windsor, Virginia International Terminals, LLC

Toll Attribution Working Group

Working Group Goal:

The objective of this working group is to understand the effects that incorrect toll attribution has on the intermodal industry. We aim to learn the underlying methods Tolling Authorities use to assign tolls associated with intermodal equipment. The ultimate goal is to determine a more efficient process for assigning tolls and collaborate with Tolling Authorities to decrease the downstream effects of incorrect toll assignment.

Toll Attribution Working Group

Working Group Initiatives:

Motor Carrier Education

- Highlight industry wide financial implications of non-compliance at tolls
- Educate motor carriers on driver responsibilities
- Provide best practices on transponder management and unpaid balances
- Consequences of unpaid tolls

Tolling Authority Collaboration

- Survey chassis providers and motor carriers
- Discuss downstream effects of incorrectly assigning tolls and their financial implications
- Understand methods Tolling Authorities' use to identify and assign responsible parties
- Identify opportunities for improvement in toll attribution process

Toll Attribution Working Group

Desired Outcome:

The desired outcome of this task force is to reduce the frequency of incorrectly attributed tolls in the New York and New Jersey markers by improving the process used to identify the responsible party. Ultimately, we would like to meet with Tolling Authorities to discuss the effects that mis-assignment of tolls has on the intermodal community and work together to establish a path forward to eliminate these errors.

In addition, this task force intends to not only educate motor carriers on driver responsibilities when accessing tolls but the implications of failing to meet these obligations. We anticipate this initiative will result in a better prepared driver community.

Joint Safety and Operations Misreporting Working Group

● **Jeremy Hayden, co-Leader**
Union Pacific Railroad Company

● **Alan Tyson, co-Leader**
C & K Trucking



Thank you to the Participants

- Alan Tyson, Working Group co-Leader, C & K Trucking
- Jeremy Hayden, Working Group co-Leader, Union Pacific Railroad Company
- Gerry Bisailon, REMPREX, LLC
- Andrew Bozak, Reliable Transportation Specialists, Inc.
- Jarod Brown, South Carolina Ports Authority
- Scott Brown, NCB
- Tolga Cankurtaran, NC State Ports Authority
- Bill Hamlin, Gray Wolf Group LLC
- Thomas Jackson, The Greenbrier Companies
- Dave Kalata, Terrier Transportation, Inc.
- Jeff Kidd, Eagle Systems, Inc.
- Murat Koksel, NCB
- Donna Lemm, IMC
- Calvin Lin, Ventra Technology Inc.
- Chris Machut, SiteTrax.io by Netarus
- Meghan Nesta, DrayNow Inc.
- Elizabeth Ogard, Prime Focus LLC
- James Palmer, CSX Intermodal Terminals, Inc.
- JJ Pascente, Legend Trucking Inc.
- Ted Prince, Tri-Cities Intermodal, LLC
- Louis Testa, TRAC Intermodal
- Jay Windsor, Virginia International Terminals, LLC

Misreporting Working Group

Misreporting scenarios that Motor Carriers and Facility Operators experience

- Frequency
- Anecdotal
- Financial Burden
- Processes in place for identifying misreported containers
- Processes in place for handling/resolving issues
- Organizational risk

Data Collection

IANA Joint ISC & OPS Misreporting Working Group Survey

Search for tools, help, and more (Alt + Q)

File Home Insert Share Page Layout Formulas Data Review View Automate Help Draw Table Design

Comments Catch up Editing Share

Undo Paste Clipboard Font Alignment Number Styles Cells Editing Add-ins

	A	B	C	D	E	F	G	H	I	J
	Id	Start time	Completion time	Email	Name	What is your organization?	If you answered "Other", please specify:	misreporting? (i.e. a container reported to be an empty is found to be loaded or a container reported to be loaded)	Does your organization report misreporting?	Does your organization report misreporting?
2	1	3/27/24 14:14:30	3/27/24 14:17:35	anonymous		Motor Carrier		Rarely - a few times a year	I don't know	According to my operations, same
3	2	3/27/24 14:17:10	3/27/24 14:19:09	anonymous		Other	Shipper/ equipment owner	Frequently - several times a year	Both Domestic and International	We have mechanisms in place to prevent misreporting. Just rare
4	3	3/27/24 14:20:17	3/27/24 14:27:24	anonymous		Railroad		Occasionally - a few times a year	Both Domestic and International	We would inspect the container. Shipper
5	4	3/27/24 14:32:39	3/27/24 14:35:08	anonymous		Terminal/Port Operators		Often - a few times a month	International - Import/Export	
6	5	3/27/24 16:47:40	3/27/24 16:51:07	anonymous		Terminal/Port Operators		Occasionally - a few times a year	International - Import/Export	
7	6	3/27/24 20:00:47	3/27/24 20:04:23	anonymous		Vendor/Supplier		I don't know	I don't know	N/A
8	7	3/28/24 16:15:33	3/28/24 16:17:04	anonymous		Vendor/Supplier		Occasionally - a few times a year	I don't know	No
9	8	3/29/24 11:02:08	3/29/24 11:05:29	anonymous		Motor Carrier		Occasionally - a few times a year	Both Domestic and International	Most of the misreporting is on a small scale -
10	9	3/27/24 17:29:43	4/1/24 7:53:17	anonymous		Motor Carrier	I selected "Other" as Terminal/Port Operator	Rarely - a few times a year	International - Import/Export	It is "informal" as, as a result, it is "f
11	10	4/2/24 1:11:10	4/2/24 1:12:30	anonymous		Vendor/Supplier		I don't know	I don't know	NA
12	11	4/12/24 11:09:09	4/12/24 11:23:45	anonymous		Terminal/Port Operators		Occasionally - a few times a year	International - Import/Export	We have a tolerance for misreporting. The pr
13	12	4/19/24 10:28:37	4/19/24 10:31:34	anonymous		Equipment Owner/ Provider		Often - a few times a month	International - Import/Export	Comparing recent and historical data. Ensure
14	13	4/19/24 10:36:12	4/19/24 10:42:02	anonymous		Other	SSL/Carrier	Occasionally - a few times a year	International - Import/Export	No. Cargo will be at an empty. Yes. CI
15	14	4/19/24 10:15:37	4/19/24 11:52:20	anonymous		Terminal/Port Operator	Cargo Readiness	Frequently - several times a year	Domestic	Mainly

Sheet1

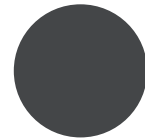
Misreporting Survey



A large container ship is docked at a port at night. The ship's deck is filled with stacks of colorful shipping containers. Several large gantry cranes are positioned along the pier, their structures illuminated by bright lights. The scene is reflected in the calm water in the foreground. A semi-transparent dark blue rectangle is centered over the image, containing the text "FMCSA Update" in white.

FMCSA Update

FMCSA Update



Darrell Ruban

**Associate Administrator for Safety
Federal Motor Carrier Safety Administration**



FMCSA - Office of Safety

Darrell Ruban, Associate Administrator for Safety



U.S. Department of Transportation
Federal Motor Carrier Safety Administration



National Roadway Safety Strategy (NRSS)

The NRSS is a DOT-wide Safe System Approach that incorporates the following principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial



NRSS is arranged around five complementary objectives corresponding to the Safe System Approach



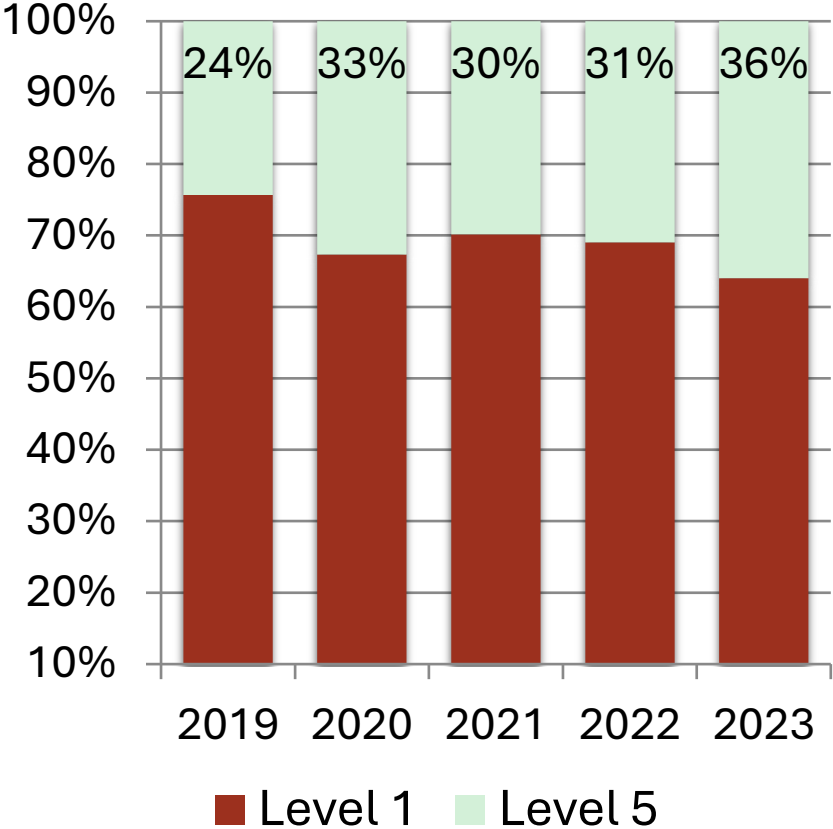
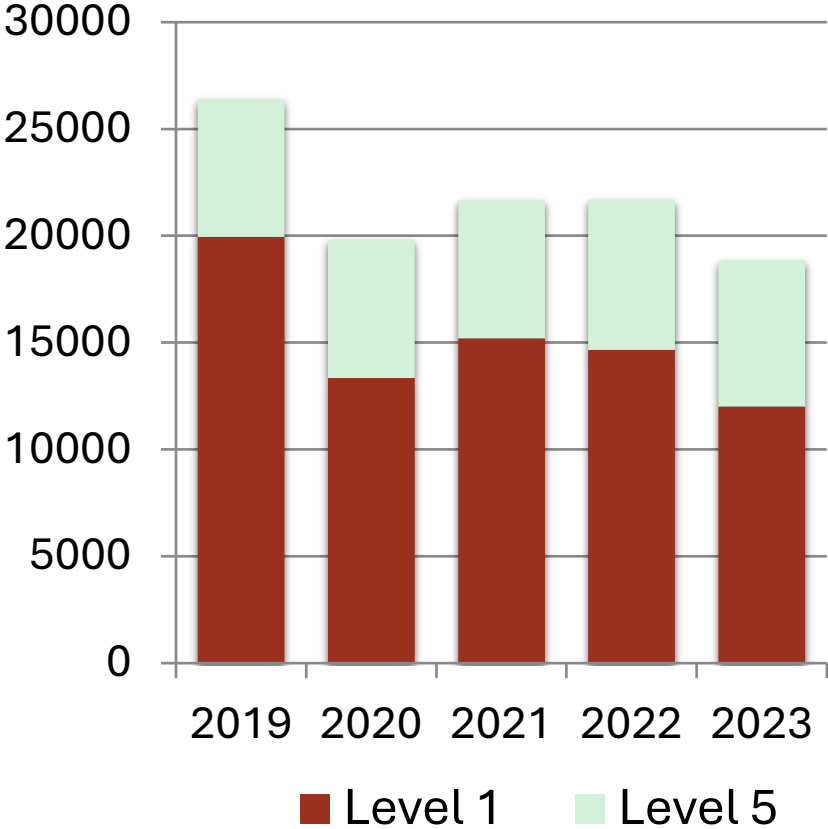
FMCSA Inspection Metrics for Intermodal Equipment (IME)



Chassis Inspections

Level 1 & Level 5 Inspections

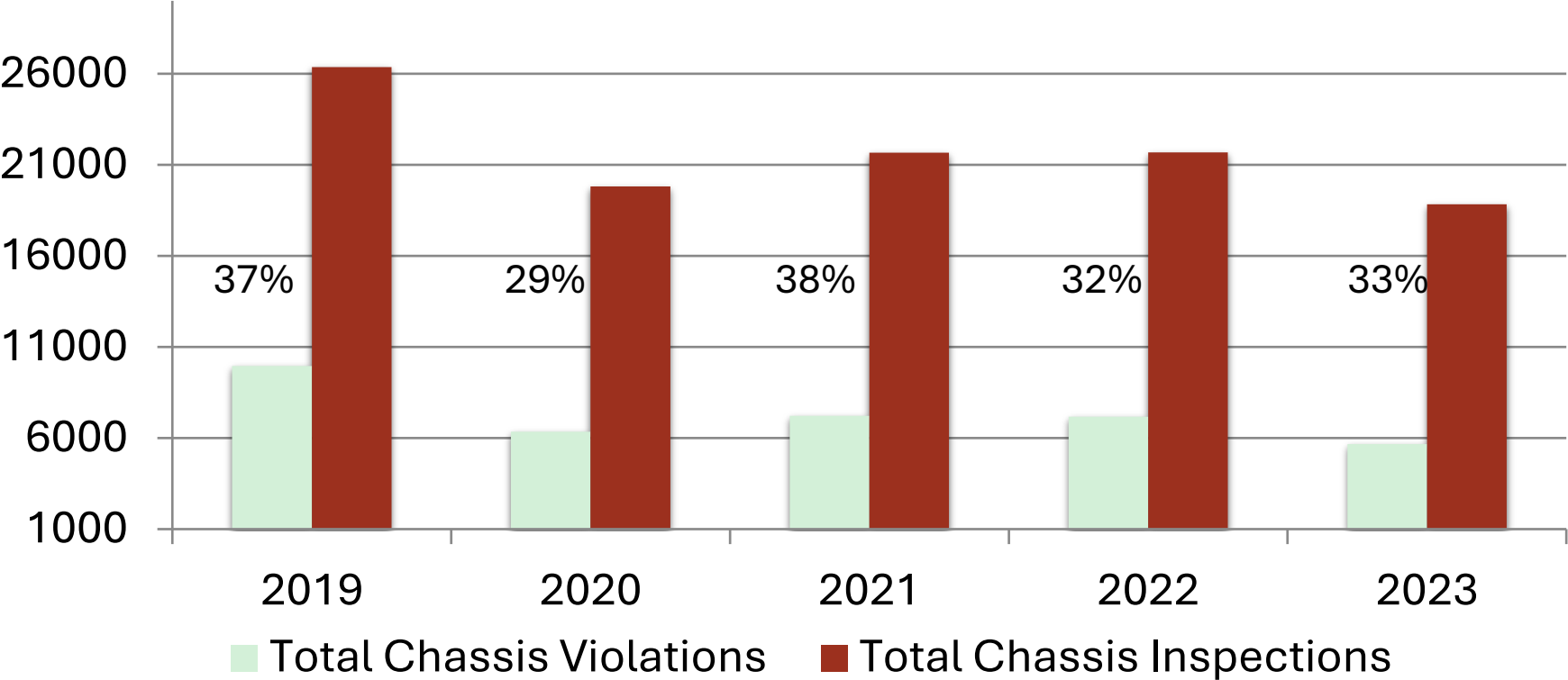
18,835 inspections in 2023; 36% were Level 5



Chassis Inspections

Level 1 & Level 5 Inspections

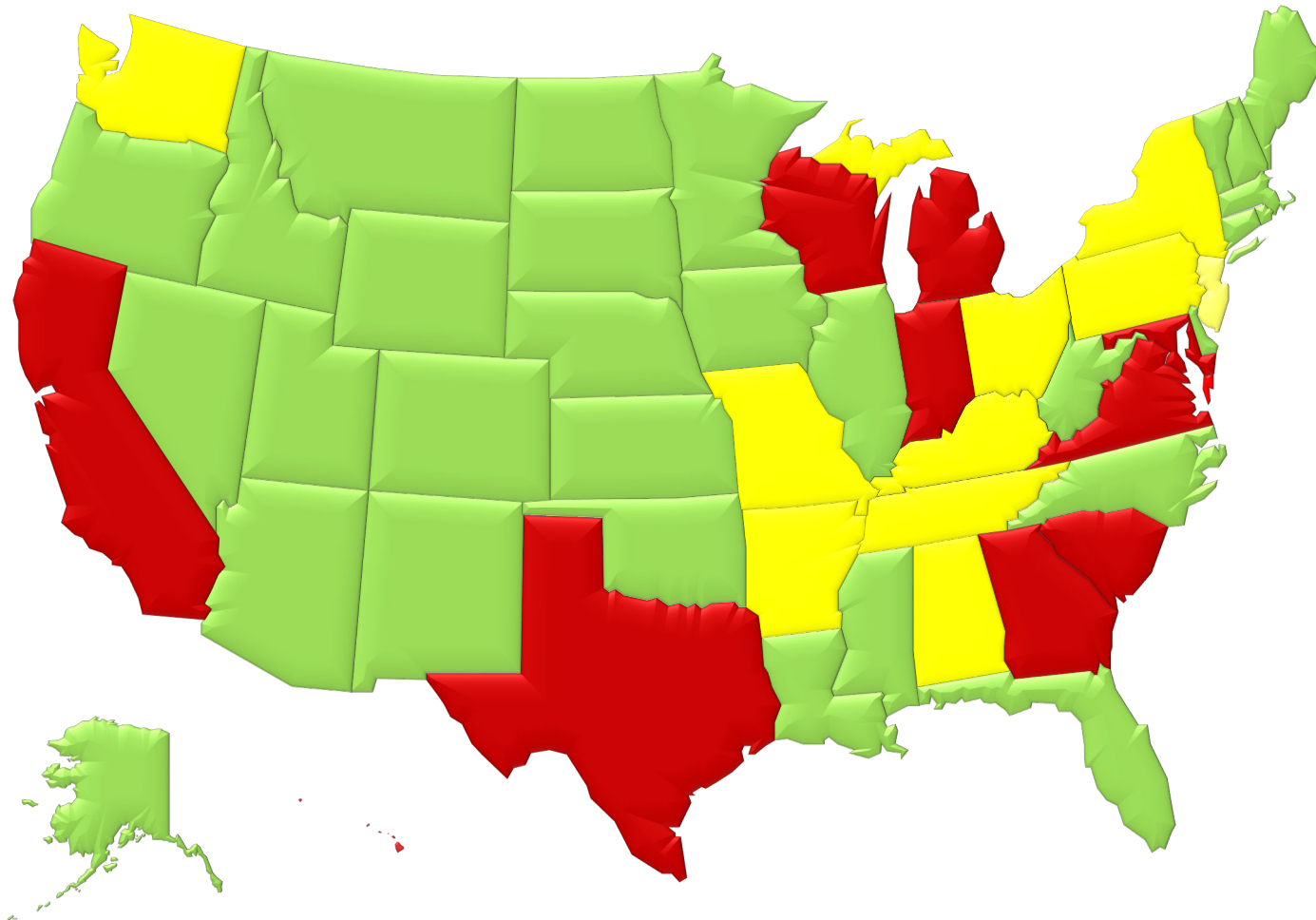
30% of total chassis inspections in 2023 had a violation



Chassis Inspections

Level 1 & Level 5: 2023

Red: Top 10 States
Yellow: 10 through 20
States
Green = Below Top 20



Top 10 Jurisdictions for Chassis Inspections

2022 vs. 2023

State	2022	% of Total	State	2023	% of Total
CA	13,708	63%	CA	11,830	63%
TX	1,524	7%	VA	1,357	7%
VA	1,063	5%	TX	1,215	6%
MD	565	3%	Federal	562	3%
Federal	459	2%	SC	351	2%
IN	439	2%	MD	321	2%
GA	355	2%	IN	278	1%
SC	346	2%	HI	273	1%
HI	328	2%	GA	264	1%
WI	313	1%	WI	256	1%

Inspections vs. OOS Rates

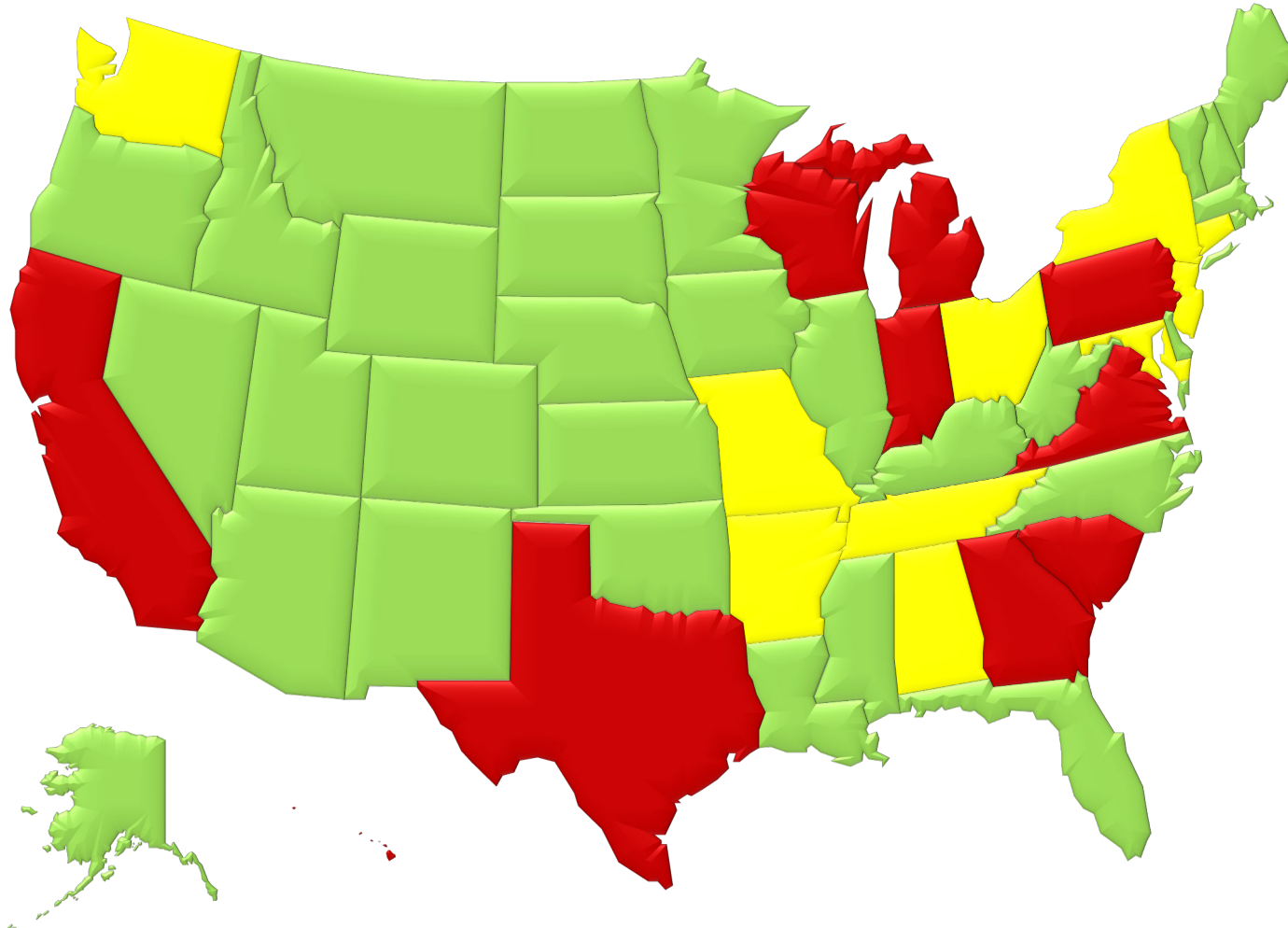
2023

State	2023	% of Total	OOS Rate
CA	11,830	63%	10%
VA	1,357	7%	11%
TX	1,215	6%	26%
Federal	562	3%	26%
SC	351	2%	23%
MD	321	2%	21%
IN	278	1%	35%
HI	273	1%	27%
GA	264	1%	38%
WI	256	1%	31%

Chassis Violations

Level 1 & Level 5: 2023

Red: Top 10 States
Yellow: 10 through 20
States
Green = Below Top 20



Top 10 Jurisdictions for Chassis Violations

2022 vs. 2023

State	2022	% of Total	State	2023	% of Total
CA	5,090	32%	CA	3,725	30%
TX	2,459	16%	TX	1,925	16%
IN	863	5%	VA	682	6%
WI	722	5%	Federal	644	5%
VA	670	4%	WI	580	5%
PA	617	4%	IN	478	4%
HI	523	3%	MI	412	3%
Federal	462	3%	HI	388	3%
MD	458	3%	GA	380	3%
GA	404	3%	SC	333	3%

Top 10 Jurisdictions with Lowest Chassis OOS Rates*

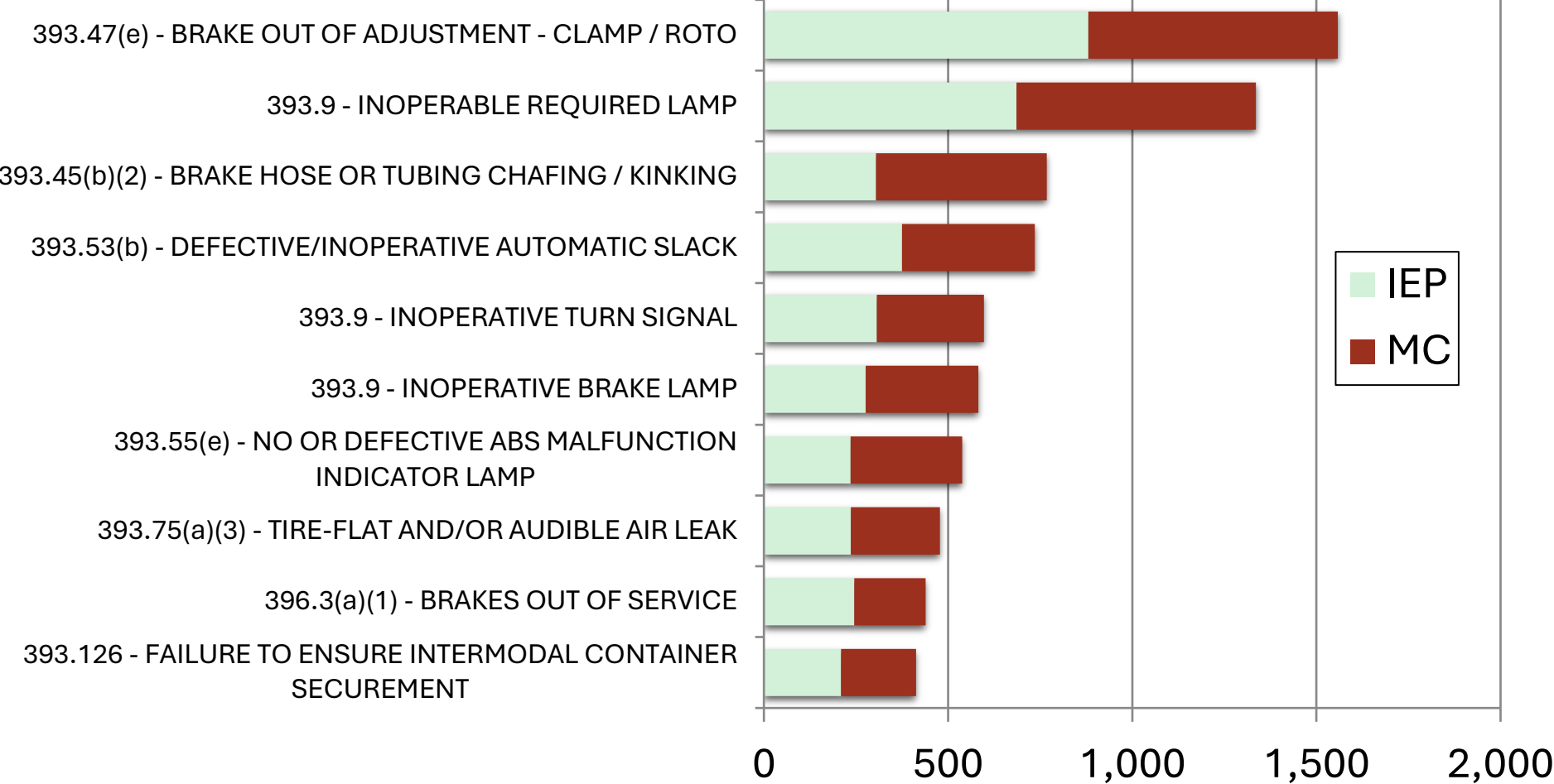
2023

State	Inspection Total	OOS Rate
California	11,830	10%
Virginia	1,357	11%
Arizona	58	19%
Kentucky	78	21%
Maryland	321	21%
New Jersey	74	23%
South Carolina	351	23%
Illinois	57	25%
Federal	562	26%
Texas	1,215	26%

Level 1 & Level 5 Inspections

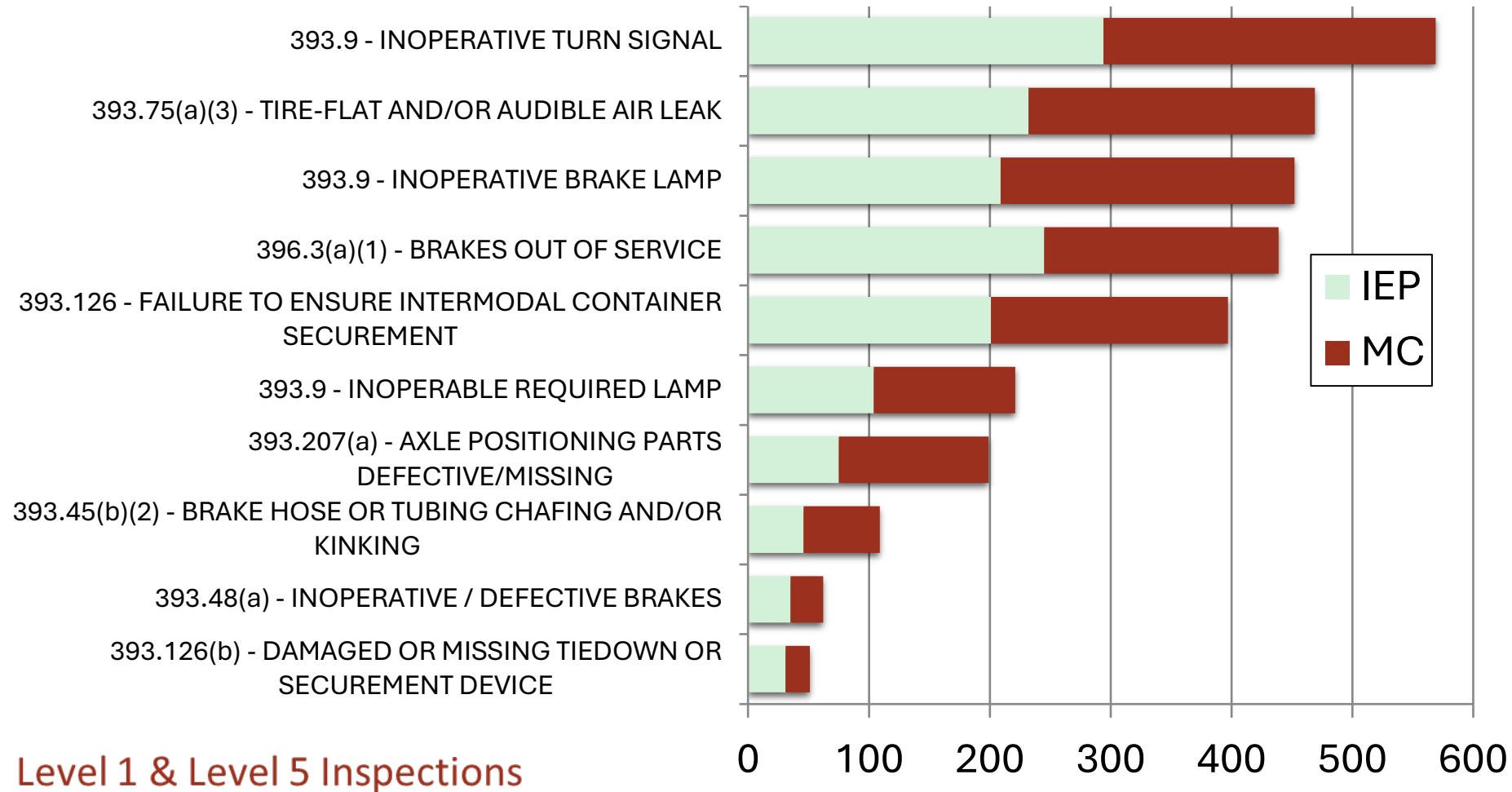
* Jurisdictions with a minimum of 50 total inspections

Top 10 Chassis Violations



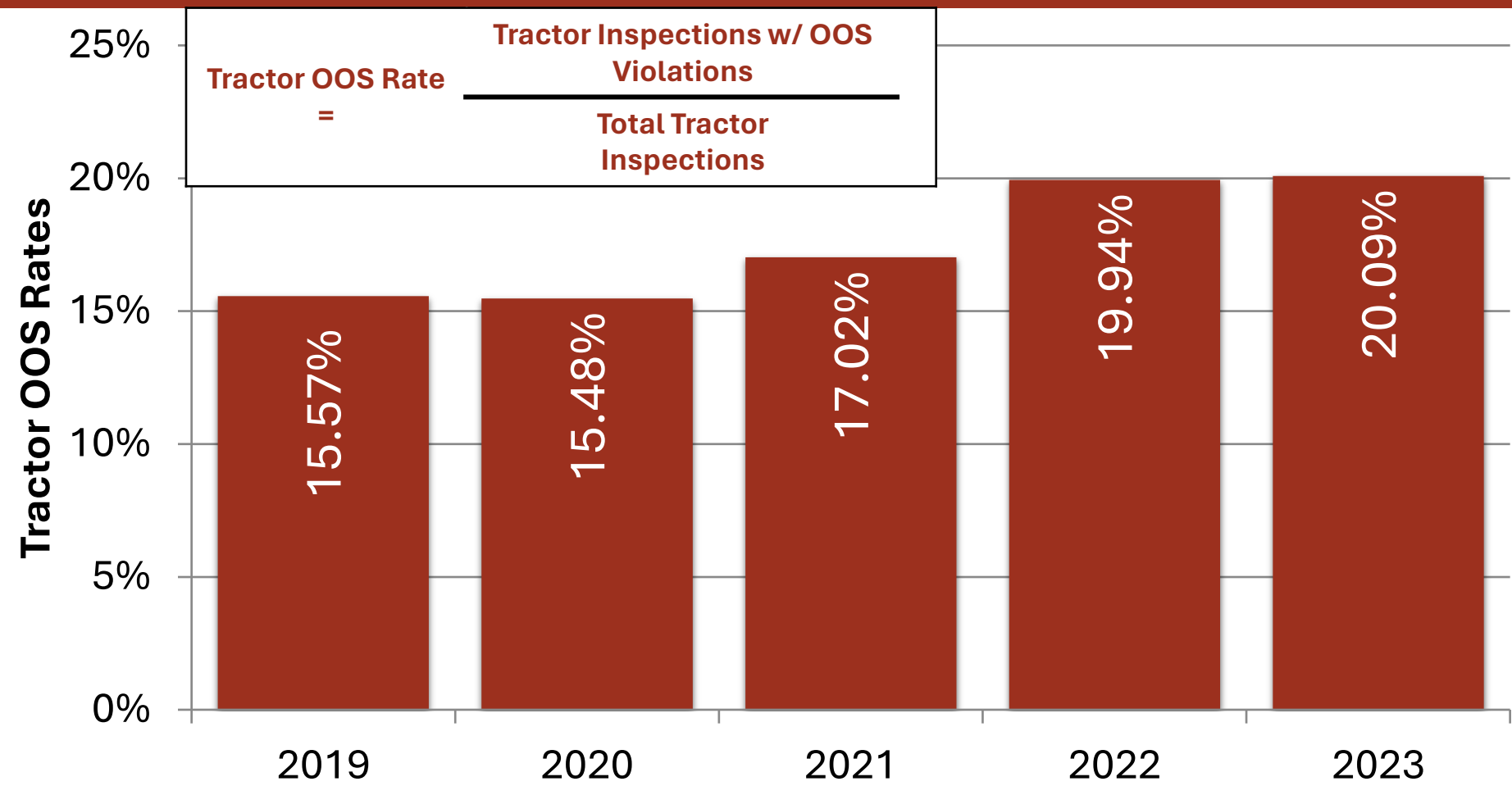
Level 1 & Level 5 Inspections

Top 10 Chassis OOS Violations



Tractor OOS Violation Rates

Level 1 & Level 5 Inspections involving Intermodal Chassis



FMCSA CDL Drug and Alcohol Clearinghouse

- The Drug and Alcohol Clearinghouse prevents impaired operation of CMVs by giving employers access to real-time information about which CDL drivers have drug and alcohol program violations, enabling employers to determine which drivers to remove from safety-sensitive functions.



Verified positive drug test



Blood alcohol test over 0.04 BAC



Refusal to test



Actual knowledge of a drug and alcohol program violation

The screenshot shows the homepage of the Drug and Alcohol Clearinghouse. At the top is a dark blue navigation bar with the logo and links for My Profile, Learn, About, and Contact. The main header features a large image of a yellow school bus and the text 'Welcome to the Drug and Alcohol Clearinghouse'. Below this is a sub-header stating it's an online database for real-time access to CDL driver drug and alcohol program violations. There are 'Register' and 'Log In' buttons. A section titled 'Before You Register' includes a red octagonal sign with a white hand icon and text asking if the user needs help with registration. To the right, a list of services includes Record, Consent, Query, and Safety. A 'Learn More' section contains five icons with links: Find Answers to Commonly Asked Questions, Download Resources and Job Aids, Learn About Purchasing Query Plans, Get the Latest from FMCSA, and Clearinghouse Activity Reports. The footer features a blue banner for 'Clearinghouse-II Final Rule: CDL Downgrades' with a book icon and detailed text about the rule's implementation.

Clearinghouse Program Statistics

- Substances identified in positive drug tests (reported as of March 1, 2024)
- Positive drug tests account for **81%** of the total violations reported

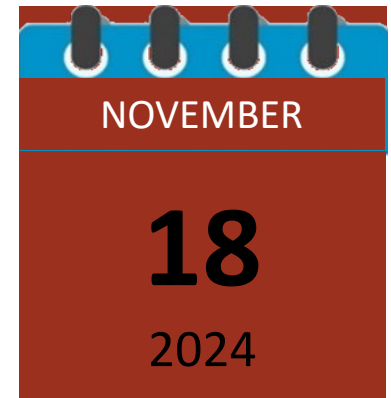
Substance	2020	2021	2022	2023	2024	Total
Marijuana Metabolite (Δ9-THCA)	29,511	31,085	40,916	37,657	5,489	144,658
Cocaine Metabolite (BZE)	7,940	8,765	10,953	10,326	1,549	39,533
Methamphetamine (MET/MAMP)	5,187	5,082	5,569	4,515	743	21,096
Amphetamine (AMP)	4,953	4,904	5,349	4,222	669	20,097
Oxymorphone (OXYM)	1,372	1,276	1,398	1,094	135	5,275
Oxycodone (OXYC)	1,106	1,049	1,130	923	115	4,323
Hydrocodone (HYC)	1,082	1,048	1,042	836	88	4,096
Hydromorphone (HYM)	1,000	930	965	811	82	3,788
Morphine (MOP)	443	353	445	370	65	1,676
Codeine (COD)	386	329	444	358	55	1,572
6-Acetylmorphine (6-AM)	302	191	177	116	14	800
Phencyclidine (PCP)	137	118	138	90	19	502
Ecstasy (MDMA)	65	60	68	76	14	283
Methylenedioxymphetamine (MDA)	30	33	45	49	10	167
DILUTE	2,398	2,393	3,074	2,500	416	10,781
All Substances (Excludes Dilute)	53,514	55,223	68,639	61,443	9,047	247,866

**Total since January 6, 2020. Note: More than one substance can appear in a positive drug test.*

Clearinghouse-II Final Rule

- Beginning **November 18, 2024**, States will be required to do the following:
- **Mandatory Downgrade**
 - Remove CDL/CLP privileges when driver's Clearinghouse status changes to "Prohibited"
 - CDL/CLP privileges will be reinstated if driver's Clearinghouse status changes to "Not Prohibited"
- **Non-Issuance**
 - Deny commercial licensing transaction if the driver has a "Prohibited" Clearinghouse status

Commercial licensing transaction = issuing, renewing, transferring, or upgrading a CDL or issuing, renewing, or upgrading a CLP



FMCSA Fraud Prevention Measures

Already Underway

- Suspended online PIN requests
- Multi-factor authentication (Login.gov)
- Driver's license checks for paper application submissions
- Preventing PPOBs that do not meet regulatory requirements
- Standing up a Registration Fraud Team

Next Steps

- Identity Verification Services
- Business Verification Services



Modernizing FMCSA's Registration System

FMCSA is building a new, modernized registration system with:



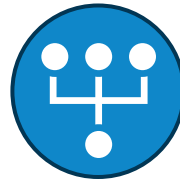
Enhanced fraud resistant security features



Real-time data validation, smart logic, and edit checks to reduce errors



Streamlined CMV registration process



Consolidation of forms into one online application, which will also allow FMCSA to retire older legacy IT systems



Improved user experience and data collection

New system expected to be released in early 2025

Company Culture

- **Safety a Priority:** Reduce violations and making safety a priority for all employees
- **Process and Procedures:** Companies that place a priority on proper procedures, on fixing issues quickly, and comply with safety regulations tend to have lower scores
- **Establish Management Controls:** This includes defining roles for safety-related personnel and setting clear policies to follow
- **Hiring Standards for Drivers:** Past behavior can be a strong predictor of future behavior
 - *Pre-Employment Screening Program: a driver's most recent 5 years of crash data and the most recent 3 years of roadside inspection data*
- **Maintaining Vehicles:** Pre-Trip inspection & preventive maintenance programs
- **Training:** Keep the focus on safety year round

<https://www.psp.fmcsa.dot.gov/psp/home>

A photograph of a shipping yard. In the foreground, a white semi-truck is parked on a paved surface. Behind it, there are several stacks of shipping containers in various colors, including red, orange, and white. In the background, a large bridge with green steel supports and cables spans across the sky. The text "Thank You" is overlaid in the center of the image.

Thank You

A large container ship is docked at a port at night. The ship is covered in stacks of colorful shipping containers. Several large gantry cranes are positioned over the ship, and their lights are on, creating a bright, industrial scene. The water in the foreground is dark and reflects the lights. The text "Old Business" is overlaid in a large, white, sans-serif font on a semi-transparent dark blue rectangular background.

Old Business



New Business

New Business

- Items from the Floor
- Next Meeting:
IANA Intermodal EXPO
Long Beach, CA
September 9 – 11, 2024

A large container ship is docked at a port at night. The ship's deck is filled with numerous colorful shipping containers. Several large gantry cranes are positioned over the ship, their structures illuminated by bright lights. The scene is reflected in the calm water in the foreground. A semi-transparent dark blue rectangular box is centered over the middle of the image, containing the word "Adjourn" in white, bold, sans-serif font.

Adjourn