

Approved Optimal Driver Turn Definition

APPROVED BY THE OPERATIONS COMMITTEE IN LOMBARD, ILLINOIS ON MAY 4, 2017 AT THE OPERATIONS COMMITTEE MEETING



May 2-4, 2017
The Westin Lombard Yorktown Center
Lombard, Illinois

Task Force Members

- Stevenson Kemp & Hampton Lee (Task Force Co-Leaders) – South Carolina Ports Authority
- Jeffrey Banton – Atlantic Intermodal Services
- Robert Loya – CMI
- Jordan Hunt – ContainerPort Group
- Vince Kraus – ContainerPort Group
- Glenn Fehribach – ContainerPort Group
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- Karl Schneeberger – Maersk Line
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- Donald Snyder – Port of Long Beach
- Jacob Crist – Port of New Orleans
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- Vance Griffin – Virginia International Terminals
- Travis Hill – Virginia International Terminals
- Jerri Parks – Norfolk Southern Corporation
- Paul Trively – Norfolk Southern Corporation
- Patrick McCrory – Palmetto Railways
- Elle Spencer – Union Pacific Railroad Company



Optimal Driver Turn Time Definition

The motor carrier's "total experience" in the facility that includes all queue time, kiosk/clerk interactions at the interchange lanes, associated tasks while in the operating area of the facility, and accumulated travel time. Specifically, "Turn Time" is the time a driver accumulates during a single terminal visit. It is the summation of queue time, gate transaction processing times, and dwell time within the operating area of the facility.

Note: Queue time may include time spent outside of the terminal property. (May require further study.)

Task Force Recommendations

- The Operations Committee approved the Task Force recommended Optimal Driver Turn Time Definition on May 4, 2017 at the Operations Committee Meeting in Lombard, Illinois.
- This Definition was approved by Task Force on an April 12, 2017 Conference Call and email vote.