Call to Order

The meeting was convened at 10:15 a.m. by Vice Chairman Dave Hensal of Eagle Systems, who presided on behalf of Chairman Bill Hamlin of ITS Technologies & Logistics and Vice Chairman Brant Ring from BNSF, who were unable to attend due to conflicts. IANA Senior Vice President Steve Keppler gave the safety briefing. IANA General Counsel Marc Blubaugh covered the association's anti-trust guidelines. A roll call was conducted and a quorum was present to conduct business.

Approval of the Sept. 20, 2017 minutes

Mr. Hensal introduced the subject of the minutes from the Sept. 20, 2017 meeting and called for questions. Hearing that there were no questions, Gerry Bisailon of Union Pacific Railroad made the motion to approve the minutes, which was seconded by Ted Prince of Tiger Cool Express. The minutes were approved unanimously by the committee.

Service Recognition

Mr. Hensal recognized the contributions of the immediate past committee leaders, Chairman Kevin Lhotak of Reliable Transportation Specialists and Vice Chairman Wilby Whitt of CSX Intermodal Terminals. He noted that Mr. Lhotak and Mr. Whitt were unable to attend the meeting and that their commemorative awards would be sent to them.

Task Force Reports

Standard Industry Safety Rules and Procedures at Intermodal Facilities

Task Force Leader Vernon Prevatt of CSX Intermodal Terminals indicated that the work of the task force would be transitioned to the newly formed Intermodal Safety Committee, which was recently approved by the IANA Board of Directors. Mr. Prevatt thanked Val Noel of TRAC Intermodal for his encouragement to begin the Task Force, Mr. Whitt for his support of the work
and the dedication of all the members that served the cause. He noted that the task force has developed several valuable collaborations and created innovative recommended practices that have resulted in a reduction in mishaps at intermodal terminals. Projects included a drayman safety handbook, safety resource information, the collection and reporting of safety data metrics and creation of a draft charter for the Intermodal Safety Committee.

The members suggested additional projects for consideration by the new committee such as enhancing the safety metrics, a training guide and the creation of intermodal recommended practices (IRPs) for stacking of empty.loaded containers as well as for the use of pin locks for parked loaded equipment. Mr. Prevatt stated that the new Intermodal Safety Committee will continue the work of the Task Force as it examines ways to develop IRPs that are harmonized with the Occupational Safety and Health Administration guidelines for safe operations.

**Intermodal Chassis Driver Vehicle Inspection Reporting Standards**

Task Force Leader Hensal reported on the group's activities subsequent to the production of a video and information card during late 2017. Those steps included a communications plan to engage stakeholders, distribution of the information and conducting a webinar to publicize the task force's work and benefits of Driver Vehicle Inspection Reports (DVIRs). He praised task force members and IANA for advancing safety goals, including presentation of the video to the Federal Motor Carrier Safety Administration for potential posting on its website. Crystal Frederick of FMCSA commented that the agency is still considering whether the video can be posted on its social media channels and website.

Because steps have been taken to improve compliance with requirements to file a DVIR, Mr. Hensal said the task force has accomplished the first part of its mission to enhance safety through increased compliance, resulting in greater efficiency for the entire industry.

He recommended that the task force be sunset while efforts continue to increase compliance. He suggested that the issue be revisited in 2019 to measure progress and to ascertain whether there has been an increase in compliance.

**Optimal Driver Turn Times at Intermodal Facilities**

Hampton Lee of the South Carolina Ports Authority (SCPA), co-leader of the task force along with Steve Kemp from SCPA, provided an update, indicating it had met its mandate and was recommending that the task force be dissolved. Completed deliverables include the development of a standard turn time definition as well as a calculator tool for measuring optimal turn time at the various types of intermodal facilities. Mr. Lee indicated the lack of turn time data submitted inhibited the task force from achieving its ultimate goal – to allow like facilities to measure how close they are to “optimal.” He noted that multiple attempts were made to obtain information from data providers, with minimal response.

The task force recommended further research into the various components of overall turn times, including the use and availability of current information technology. In addition, the Task Force
recommended a listening session with motor carriers about the subject of turn times during the next committee meeting. Mr. Hensal stated that, having completed its charge, the Task Force will be dissolved.

Mr. Prince asked whether it might be possible to obtain additional information by evaluating types of activity in terminals, rather than attempting to determine turn times for particular types of facilities. Mr. Hensal responded that more research of the subject was needed, which essentially was what the task force had recommended as a next step.

A discussion followed about how to effectively revisit some of the elements of turn times, both at this point in the meeting and subsequently. It was noted that the Association of Bi-State Motor Carriers in the New York/New Jersey area and the Harbor Trucking Association in California are both collecting turn time data at port terminals. Mr. Lee mentioned that many trucking companies individually are currently tracking turn times as well.

**Federal Motor Carrier Safety Administration Update**

Darrell Ruban said Administrator Ray Martinez and Assistant Administrator Jack Van Steenburg sent their greetings to group. He further noted that, by the industry coming together through IANA, they have seen an increase in safety. He applauded the efforts, but also acknowledged there is still work to be done.

He provided the latest information on three final rules that are yet to be implemented: 1) the drug and alcohol clearinghouse; 2) driver training; and 3) medical qualifications. The medical rule will include a change in the approval process for diabetic drivers, who previously had to obtain an FMCSA exemption before being cleared to drive a commercial vehicle.

He also mentioned autonomous vehicles, saying the government is doing its best to catch up with market developments. The efforts to develop procedures and policy direction will take an unspecified amount of time. Ms. Frederick also discussed this topic, saying FMCSA and the entire Department of Transportation were working on the issue through interagency groups.

Mr. Ruban commented on two projects – human trafficking and work zone safety – for which he has operational responsibility. He said recent events have dramatized the need for increased attention to human trafficking, and said efforts are being intensified to build awareness of the seriousness of the issue. Awareness also should be increased, he said, about work zone safety in light of several fatal commercial motor vehicle accidents. Mr. Hensal noted that IANA would support these important initiatives where appropriate.

Mr. Ruban further provided updates on intermodal equipment provider (IEP) investigations. Eleven such investigations were conducted in 2017, with three resulting in enforcement. At the same time, he noted the overall improvement in chassis safety that has been observed by the agency, as evidenced by a decrease in violations. Violations that still tend to occur, he said, include failure to have a systematic maintenance program, failure to complete timely annual inspections and displaying evidence that mechanics are properly qualified to work on chassis.
In addition, he said a similar number of investigations will take place during the 2018 fiscal year.

They noted there were no current updates on potential changes to the electronic logging device (ELD) mandate, while stressing the agency's openness to discussing any issues that may arise. They further noted it was too soon to draw any conclusions since full ELD enforcement took effect April 1. FMCSA also continues to work on additional steps related to the Compliance, Safety, Accountability program.

FMCSA further explained the review process for its sleeper berth study and its pilot program to assess licensing of drivers under 21 with military experience for interstate operations. Both programs are awaiting approval by the White House's Office of Management and Budget before they can proceed further.

Mr. Prince noted that anecdotal information seems to suggest that there were more speeding citations issued since full ELD enforcement took effect on April 1. Ms. Frederick responded it was still too early to draw any conclusions about ELD enforcement.

**Education Session**

Port of Virginia (POV) Chief Innovation Officer Joe Ruddy delivered a presentation on the results achieved through the use of data analytics.

To achieve the goal, the agency developed new, more timely reports that identify both trends and opportunities to enhance operations. Mr. Ruddy explained that the port developed steps to convert data into wisdom that could be used to enhance operations and other activities undertaken by the POV. He also underscored the importance of not using data to replace the business decision-making process.

The key steps taken included identifying relevant data, managing access to the information and providing it to decision-makers. The process also resulted in creating more accurate forecasting and tools that can be used to assess progress as the port pursues an aggressive plan to expand capacity.

Mr. Ruddy also noted that the agency is evaluating turn times by focusing attention on assessing activities when drivers spend more than 60 minutes in a terminal. The review will assess why those extended turn times occurred, evaluating whether information was accurate.

**Old Business Updates**

Mr. Bisaiillon said the working group that is assessing the administrative handling of toll collection intends to have a detailed update on the process and any recommendations for committee consideration in September at the meeting that will be held during Intermodal EXPO. The working group is assessing how inaccurate billing by tolling agencies can be handled more expeditiously to avoid penalty fees. He noted that some toll agency officials in Illinois have been willing to have a dialogue, using a structured approach.
Chad Peterson of BNSF Railway said the working group that is reviewing container securement processes has adjusted its focus to cover all containers and related equipment, a change from the original intent to only address the use of interbox connectors (IBCs). The working group intends to address how automation could be used to enhance operational efficiency across the intermodal stakeholder community and reduce safety exposures resulting from current container securement practices. The next step would be to develop a scoping document to guide the work of the group.

New Business

Mr. Hensal discussed the results of the innovation roundtable held on May 2, saying the attendees identified operational information gaps (such as expected arrival times and equipment availability) as the largest challenge, followed closely by truck and driver capacity. It was notable, he said, that none of the roundtable participants polled identified chassis condition as an issue. The key issues identified also included bottlenecks that limit freight visibility and the nature of data sharing. He also noted there was extensive discussion of accumulating customer level information, such as arrivals and appointments. Based on the outcome of the roundtable, the intent is to focus on targeted, specific steps as information is reviewed by committee members to identify future subjects for task forces or other means with which to address the issue of operational data sharing across the supply chain.

Mr. Hensal said the issue isn't sharing the data, but how to do it in an efficient manner. He noted that drivers cannot be expected to manage multiple applications for particular customers. Mr. Prince noted that data such as when the driver arrived at the terminal and when he crossed the geofence should be collected outside of terminal apps. He thinks that there is a latent supply of data that could support a pilot.

Mr. Hensal said that it comes down to what parties are willing to share global positioning satellite (GPS) information through the supply chain. Mr. Prince noted that, with the ELD mandate and the proliferation of equipment-based telematics, the task of generating the data has gotten much easier. Historically, Mr. Prince noted, the clearinghouse model of data sharing – where contributors to the data set have access to the data set – has worked well.

Mr. Prince asked about IANA’s advisory group relating to information technology (IT), questioning why participation was limited to Board members. Mr. Keppler noted that participation on the Information Services Advisory Group was not comprised of Board members and was open to any IANA member who is involved in IANA’s Information Services programs. He added that the Board’s Technology Subcommittee is involved with assessing new industry technologies that IANA could become involved with and the associated costs.

Robert Loya of CMI Transportation said data from the activities of approximately 3,000 trucks is already being aggregated through a portal managed by the Harbor Trucking Association (HTA). The intent is to expand that activity to other West Coast ports. Mr. Keppler noted that IANA has
been in discussion with HTA to participate in a series of open discussions on the topic around Intermodal EXPO 2018, including the Operations Committee Meeting.

Mr. Bisaillon said there are significant information sharing opportunities across modes and platforms by using technology to improve turn times and productivity throughout the industry.

Mr. Hensal noted the importance of increasing driver engagement and offered the prospect of creating a task force relating to that subject. He mentioned that the IANA Board had a subcommittee on this issue and, upon its dissolution, requested that the Operations Committee review the Board subcommittee activities and consider whether any of them should be continued by the committee.

Mr. Prince mentioned the importance of assessing how customers can delay or accelerate driver time spent at facilities, advocating the creation of a process to collect that information and use it to enhance industry efficiency. He said the anecdotal evidence seems to indicate that if a customer delivery appointment is missed, the average reschedule window is 5-6 days.

Harris Ligon of Uber Technologies restated Mr. Prince's comment that there is not much of a buffer for supply chain disruption. An attribute of a "shipper of choice" would be their ability to buffer some of that disruption within their own processes. Mr. Ligon asked whether a first step toward that goal could be taken prior to EXPO in order to create such benchmarks that benefit intermodal and offered his willingness to participate in pilot tests. Mr. Hensal said the committee leadership would further discuss the suggestion.

**Adjournment**

The next meeting will be held on Sunday, Sept. 16 in conjunction with Intermodal EXPO 2018. The meeting was adjourned at 12:15 p.m., based on a motion by Mr. Prince that was seconded by Mr. Prevatt.