MEETING MINUTES

THE INTERMODAL ASSOCIATION OF NORTH AMERICA
INTERMODAL SAFETY COMMITTEE

Wednesday, Sep. 18, 2019
8 a.m. to 10 a.m.
The Pike Room, Renaissance Long Beach

Call to Order

The meeting was called to order at 8:01 a.m. by committee Vice Chair Robert Wills of Ports America. Mr. Wills thanked previous chair Fred Marsicano, who withdrew from his involvement with the committee due to taking a new role with a new company.

Dale Bartley of P&B Intermodal gave the safety briefing. IANA General Counsel Marc Blubaugh provided the anti-trust guidelines and determined that there was not yet a quorum.

Mr. Wills provided a “safety contact” for the committee, noting that the fall equinox is near, meaning that it will be getting darker sooner each day and that people will be driving to work and to home after work in the dark. Children will also be standing out in the street for school buses in the dark, he said, so extra care and special attention should be taken while driving to and from work.

Task Force & Working Group Reports

Intermodal Terminal Safety Handbook Task Force

Gene Coker of South Carolina Ports Authority, standing in for Vernon Prevatt of CSX and Task Force Chair, recapped the task force’s goal of creating a vendor safety handbook, then summarized key feedback from the task force’s May meeting in Illinois. Feedback included defining safety; devising an organizational safety rule framework; and sharing safety through such means as videos in break rooms and in person training.

Mr. Coker went on to note that the task force has assessed the OSHA safety elements and determined that under the scope of the task force’s charter, there are 56 elements that they plan to address in the handbook. They have set up workspace in IANA’s collaboration tool, have set up an outline and started populating the folders with relevant documents.
Mr. Coker further noted the handbook will only be as good as the feedback the task force receives from members, and how important it is for subject matter experts and committee members to engage in order to provide support and input.

Next steps in the process, Mr. Coker said, will include biweekly conference calls; further research and recommended practice identification; continued outreach to IANA members; gaining additional participation; and document collection and review.

Mr. Wills expressed that the handbook will be a great tool that can be used by any member of IANA and the hope is to have it as a universal document that individual members can use as part of their safety programs, which makes it all the more important that members support the effort.

Approval of the Sunday, May 2, 2019 minutes

Mr. Blubaugh said that a committee quorum had now been established and suggested that a motion be made to approve the Spring committee meeting minutes. A motion was made by EJ Bronwasser of Milestone Equipment Holdings to approve the May 2, 2019 minutes. It was seconded by Gary Cornelius of TCW. The motion was approved unanimously.

Intermodal Safety Briefings Working Group

Mr. Bartley gave an update on the safety briefings that appear in IANA’s *Intermodal Insights* magazine. As of the time of the meeting, 3 briefings had been published so far, one in each of the last 3 issues, starting with the May/June 2019 issue. These 3 that are from the priority list established by the Committee are: Safe Tire & Wheel Handling; CSA and its impacts on insurance and how to mitigate risk; and Slips, Trips and Falls. Issues to consider further in 2020 include: distracted driving, particularly texting; and humans operating in an automated environment. These are both items that are on the priority list.

Mr. Bartley said that IANA’s editorial staff is looking for subject matter experts and asked that people with data experience and/or a passion for certain safety topics to volunteer to be interviewed by a member of the editorial staff, or to assist in identifying experts that can provide input on certain topics.

He also said that all the safety briefings will eventually be stored online on the website and will become catalogued moving forward as additional material and content is created.

Getting feedback and volunteers who are willing to help provide content and participate in the interviews is critical to being able to continue developing safety material that’s going to help raise awareness across the industry, Mr. Bartley said.

Steve Keppler of IANA, added that since there’s limited space in the magazine, additional content related to the briefings, such as videos, websites and other resources, could be placed online.
FMCSA Update

FMCSA Field Administrator Darrell Ruban said the administration wants to help improve effectiveness and efficiency in the transportation industry. Challenges for the administration, he said, include that crashes and fatalities continue to rise year-over-year. Major causes include non-use of restraint belts and speed, he said.

Mr. Ruban said the FMCSA still sees a large amount of AOBRDs on the road. In the previous 6-8 months, through either roadside inspections or conversations, it has found that many companies and drivers that think they're running ELDs are actually still using AOBRDs, but don't realize the difference. Transforming an AOBRD into an ELD generally speaking is a fairly simple software update, he said. The next ELD compliance date is December 16, 2019, which is when all motor carriers need to convert to ELDs for those drivers required to use log books.

There's no timeline on when the date of the administration's proposed hours of service rules changes will become final, Mr. Ruban said, and that comments are still being accepted through October 21, 2019. From FMCSA's perspective, the proposed rule changes will increase safety by providing additional flexibility for the industry.

He also reminded the attendees that the drug and alcohol clearinghouse, which requires companies to report all drivers' positive drug and alcohol tests to the administration, goes into effect in January 2020.

The FMCSA is currently involved in a demonstration program where carriers involved in crashes submit police reports to the agency for a determination of preventability. It's an opportunity to have crashes removed from motor carrier records, so that they're not held against carriers.

Mr. Ruban also talked about how the administration started a program in Savannah, Georgia in response to the area’s high accident rate. The FMCSA went out to partners, carriers, stakeholders and some drivers to lay out what the problem was and take ownership of the issue. Meetings are now being held quarterly, and crashes are down dramatically, he said.

FMCSA Data Metrics

Mr. Keppler said that in the first half of 2019, there were over 13,000 chassis inspections, with the vast majority being Level 1 inspections and 24% being Level 5 inspections. A total of 22% of inspections found 1 or more violations, he said, which over the first half of 2019, is trending down compared to the last several years.

California always leads the way when it comes to jurisdictions conducting inspections: the state had 59% of the total inspections conducted in 2018 and 56% of those done in the first half of 2019, Mr. Keppler said. Texas and Virginia were next when it comes to the overall number of inspections.
Data shows that jurisdictions that perform more inspections generally have lower out-of-service rates.

Overall chassis out-of-service rates ticked up to 15.4% during the first half of 2019, even though the trend had been downward the last several years. Of the top 10 chassis violations for motor carriers, 4 relate to lights, 5 to brakes and 1 to registration, he said. Regarding out of service violations on chassis, 5 of the top 10 are lights related, 2 cargo securement related, 1 brakes, 1 tire and 1 axle.

For just IEPs, Mr. Keppler said, the top 10 violations consisted of 5 being brakes related, 4 lights related, and 1 registration.

When it comes to out of service numbers for tractors, they mimicked those of chassis, Mr. Keppler said. Also, of the top 10 tractor out-of-service violations, eight were brake related, he said.

**Education Session – What is Safety Culture and Why Does it Matter?**

Collin McNamara of TrueNorth Companies discussed safety culture as well as highlights from a study that TrueNorth performed with some of its motor carriers. Safety culture, he said, is your values minus what you allow and tolerate.

Mr. McNamara said a best-in-class safety culture starts with an evaluation of the current culture, a corporate mission statement plus policies, as well as the executive team’s buy-in to creating a safety culture and empowering managers.

He said that in TrueNorth’s driver perception survey about 80,000 driver and 5,500 operations and management responses were received.

There were large gaps between what drivers and operations/management thought regarding safety as a priority over the delivery of loads. Drivers felt that delivery was a priority over safety, while dispatchers and managers felt the opposite was true. The gap, however, was a lot smaller, he said, within companies that had lower incident rates.

He also said that ways to build a culture of safety within companies include encouraging participation from all team members, especially middle managers; imposing repercussions for not following the rules; strong communication; commitment; transparency; and an open-door policy.

Mr. McNamara also said there is never time to “coast” on safety and that failing to recognize and take appropriate action to changing conditions is probably the biggest challenge for companies.

Regarding a question asked of top safety performing companies of how their culture supports and enables their business strategy, answers included that retention of good talent is key; keeping people safe reduces costs; and that having safety among their core values creates a clear picture of what is, and is not, tolerated.
The most important people in a safety culture are the front-line supervisors like dispatchers, terminal managers and driver managers, Mr. McNamara said, because they can influence both the drivers as well as upper management.

**Safety Roundtable**

As part of the roundtable, members were asked to share any new safety initiatives and/or success stories within their companies. Mr. Wills began by stating that Ports America strives to have a 20% reduction in incidents each year and that last year after not hitting that mark, they saw that employee turnover may have played a part. So, they implemented follow-up safety training for all employees in the entire company, from top managers on down.

Mr. Cornelius said that his company has had issues with speeding drivers. Instead of turning it into a negative, each month all drivers in compliance at the company’s 11 locations, have the chance to win a steak cookout. So far in 2019, he said, drivers have embraced the speed limit and they have turned it into a competition. In one case they had to award 3 cookouts because the locations’ scores were so close.

Mr. Wills shared a story about a situation at the Georgia Ports Authority where the union was worried about the checkers in the booths and the speed at which the truck drivers were approaching the booths. The union wanted more speed bumps deployed. What was discovered was that speed bumps cause other issues, such as distracting noises when driven over by a truck with an empty chassis and the jostling of drivers when they’re not carrying a load. Instead, barrier walls were created between lanes that acted as a cue for drivers to slow down when they saw them.

Mr. Coker said that safety vest usage is critical, and that there was an issue on his facility at one point in time where truckers were not adhering to the safety vest rule when they were outside their vehicles at terminals. After sending out an email blast on the issue, there was a drastic decrease in infractions, he said.

**Housekeeping and Adjourn**

Hal Pollard of IANA, took a moment to recognize his colleague, Jim Morrow, who has been an integral part of the committee system for well over a decade, but has turned most of the committee duties over to other IANA staff.

A motion to adjourn was made by Ted Prince of Tiger Cool Express and seconded by Gerry Bisaillon of REMPRESS. The meeting was adjourned at 9:55 a.m.