OPERATIONS COMMITTEE MEETING

WEDNESDAY, SEPTEMBER 18, 2019 – 10:30 TO 12:30 A.M.
RENAISSANCE HOTEL, THE PIKE ROOM
LONG BEACH, CA

THE BUSINESS OF INTERMODAL IS HERE
CALL TO ORDER
Please Consider

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

• Current Location:
  Renaissance Hotel
  Pike Room
  111 E Ocean Blvd, Long Beach, CA

• Hotel Security:
  o Located behind Pike Ballroom. Dial “0” from any Hotel Phone

• 911 Assignment:
  o Hotel Calls 911. Call Security, Dial “0” from any Hotel Phone
  o Primary?
  o Secondary?

• AED Assignment:
  o Contact Hotel Security. Dial “0” from any Hotel Phone
  o Primary?
  o Secondary?

• First Aid Kit Assignment:
  o Contact Hotel Security. Dial “0” from any Hotel Phone
  o Primary?
  o Secondary?
Safety Briefing – Continued

• CPR Assignments:
  o Primary?
  o Secondary?

• Evacuation Assignments:
  o Primary?
  o Secondary?
  o Evacuation Route:
    • Primary: Exit via the double doors into the Pike Ballroom Hallway, which leads outdoors.
    • Secondary: Exit via Starbucks.
  o Rally point:
    • Promenade and 1st Street at the Bike Park, caddy corner to the hotel.
  o Chairs pushed in
  o Avoid tripping hazards

• Fire extinguishers:
  o Total 3 – one in each section of Pike. One at North Wall and 2 at West Wall.

• Weather Forecast:
• Drills Planned:
Call To Order

• Antitrust Guidelines
• Determination of Quorum
• Sign-In Sheet
• Approval of May 2, 2019 Meeting Minutes
Driver Experience at Intermodal Facilities Task Force

Gerry Bisaillon, REMPRESS
September 18th 2019
Long Beach, CA
Task Force Objectives

It is critical as an industry that we have the capabilities to map out and collect data on a Driver's experience at Intermodal Terminals.

With this data, we can improve Driver efficiency and capacity, cargo availability and velocity, and terminal throughput and safety.

Key Objectives:
• Create digital roadmap for driver experience
• Determine what data is existing and captured
• Conduct Gap Analysis to identify what data is missing
• Recommendations for KPI's that measure Driver Experience
• Define Terminal “best in class” experience
# Task Force Members

- Gerry Bisaillon (Chair) / Remy Diebes & Robert Loya (Past Co-Chairs)

## Existing Data Aggregation
- Jason Zimmerman (leader)
- Art Gneuhs
- Jeremy Hayden
- Dave Hensal
- Jordan Hunt
- Lynda Parillo
- Dan Suhay

## Survey Administration
- Ted Prince (leader)
- Andrew Bozak
- Gary Cornelius
- Gord Graham
- Harris Ligon
- Laura Theveniau

## Question/Audience Identification
- Elle Spencer (leader)
- John Allen
- Jeff Brashares
- Ingrid Crafford
- Hampton Lee
- Eric Snyder

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Driver Experience at Intermodal Facilities

Breaking Down the Problem
Driver Experience – What’s Important?

- Detention Comp
- No Waiting
- Mobile Aps
- Access to Help
- Good order chassis
- Roadability
- Chassis Choice
- OTR Repairs
- Access to backhauls
- Paper EIRs
- Parking (Labelling & Striping)
- Lighting
- Clear Signage
- Turn Times
- Clear Rules
Driver Experience – What’s the Process?

Pre-Gate
- Access to information (ie. MTYs)
- Ease of use of mobile apps
- Current queue times
- Flip line queue
- Box location
- Pre-approved EIR

IN GATE
- Signage / Directions
- Access to help
- Fast Lanes
- Printed EIRs
- Screen Flow
- Driver validation
- Visibility on

ON TERMINAL
- Signage / Striping
- Access to help
- Ability to report
- Parking layout / configuration
- Flip access
- Roadability
- Lighting
- Pavement condition
- Grade crossings

OUT GATE
- Signage / Directions
- Access to help
- Fast Lanes (Bobtail, Mobile App)
- Printed EIRs
- Screen Flow
- Box verification

Post-Gate
- Access to information
- Lookup/Reprint EIR
- Notification to dispatch of OG
Driver Experience – Where’s the Data?
## Task Force Workplan

<table>
<thead>
<tr>
<th>Task</th>
<th>Progress</th>
<th>Target Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Team formation, kick off, brainstorming session</td>
<td>100%</td>
<td>1Q 2019</td>
</tr>
<tr>
<td>2. Establish sub-teams to address diverse stakeholder input</td>
<td>100%</td>
<td>2Q 2019</td>
</tr>
<tr>
<td>3. Determine approach / methodology for data capture</td>
<td>80%</td>
<td>3Q 2019</td>
</tr>
<tr>
<td>4. Data capture / Analysis</td>
<td>15%</td>
<td>4Q 2019</td>
</tr>
<tr>
<td>5. Gap Analysis – What is missing?</td>
<td>0%</td>
<td>4Q 2019</td>
</tr>
<tr>
<td>6. Construct Driver Roadmap / Test Hypothesis</td>
<td>0%</td>
<td>4Q 2019</td>
</tr>
<tr>
<td>7. Provide recommendations on how to improve Driver Experience on Intermodal Terminals</td>
<td>5%</td>
<td>1Q 2020</td>
</tr>
</tbody>
</table>
Questions & Discussion

Your thoughts and comments are welcome
Automated Container Securement Working Group

Chad Peterson, BNSF Railway
September 18th 2019
Long Beach, CA
Working Group Objective

Objective:
  • Identify solutions for automating the securement of containers operating in double stack train service

Business Case:
  • Remove safety exposures
  • Eliminate ascends / descends / traversing on rail car
  • Current processes – 1 Million ascends / descends per week
  • Remove safety exposures
  • Automation
Working Group Members

• Chad Peterson, BNSF Railway (leader)
• Gerry Bisaillon, REMPREX
• Kent Delozier, REMPREX
• Jim Fitzgerald, TTX Company
• Joey Frederick, TOPLIFT North America
• Bill Hamlin, Gray Wolf Group
• Bill Traub, CSX Intermodal Terminals
Status

• 3 in-person meetings to research and review options.
• Status update calls.
• Developed recommendations for presentation.
Smart Lock / Semi-Automated Lock

Benefits:
• Ascend / descend reduction:
  o 100% on domestic containers
  o Removes locking / unlocking processes
  o Applied and removed from ground level
• One piece design / no moving part
• 10 year life expectancy
• May remove lock storage on rail car
  o Could create new / lighter car designs
• Requires testing for use in rail environment
  o AAR M-998 Testing
    • Redesign completed to increase plate thickness
  o Plus wind shear

Test Funding Needed - ~$30,000
Container Integration / Automated Lock

Benefits:
• Removes all ascends / descends
• Removes manual locking / unlocking

Unknowns:
• Reliability
• Repair processes
• Added weight / payload reduction
• Retrofit / Volume of containers

Requires testing:
• AAR M-998
• Field testing
• Suppliers exist in the market

Test Funding Needed - ~$80,000 - $120,000
Robotics

Benefits:
• Automates placement and removal of locks
• Works with semi-automated locks to remove locking/unlocking
• Removes ascending/descending procedures
• Could remove IBCs from rail car storage

Requires development & testing:
• Marine environment development currently in process
• Rail environment would require additional development & testing

Test Funding Needed - ~$500,000
Findings and Recommendations

Findings:
• Smart Lock / Semi-Automated Lock
• Container Integration / Automated Lock
• Robotics

Recommendations:
• Funding required to develop / test top identified solutions
  o Semi-Automated Smart Lock ~$30,000
  o Automated / Integrated Container Locks ~$80,000 - $120,000
  o Robotics ~$500,000
• Communicate results of research to appropriate stakeholders
• Submit our findings to AAR for its consideration for testing
Questions & Discussion

Your thoughts and comments are welcome
Tolling Working Group

Michael Burton, C & K Trucking
September 18th 2019
Long Beach, CA
Working Group Objectives

Formed September 2018, to better understand the following:

- Scope of the toll problem
- Summarize financial and operational costs
- Understand what is happening and why
- Seek solutions to control or reduce toll costs
Working Group Members

- Mike Burton, C&K Trucking (chair)
- Gene Bambach, CCM
- EJ Bronwasser, Milestone
- Kevin Clarke, Hub Group Trucking
- Bill Hamlin, Gray Wolf Group
- Brittney Merritt, Union Pacific
- Jon Poelma, CCM
- Patrick Valentine, DCLI
- Bernard Vaughan, FlexiVan
Issue Summary

- Open Road Tolling vs Traditional Tolling
- System glitch in Illinois caused fines and penalties to be assessed in Sept 2016-Jan 2017
- IEPs reacted and registered with ATS
- IEPs passed costs along to Truckers
- Total costs to the industry estimated at over $2,000,000 per year
How Open Road Tolling Works

• Tollway looks to the front plate first
• Rear plates are assigned tolls only when:
  o Transponder fails (undetectable or lack of funds) **AND**
  o Front plate is not visible **OR** Front plate is visible but not registered with tolling authority or lack of funds
Status Update

- Met via conference call 4 times and various calls with stakeholders
- Discussed the Tropical Trailer judgement (Florida cases)
- Researched tolling and vehicle definitions by state
- Discussed cost mitigation strategies with several IEPs
- Completed action items:
  - IANA/IEP survey
  - Illinois Tollway Meetings
  - May meeting presentation
  - Statutory and case research
  - IANA Blog post and educational materials
Tropical Trailer v. Florida DOT

Tropical Trailer (Plaintiff)
• contends that application of video billing process is incorrect and improper

Florida DOT (Defendant)
• contends that Plaintiff is in similar position to rental car companies which charge back renters with an administrative fee

CASE SUMMARY:
Who must pay the toll on rented trailers and chassis when they are driven through a toll plaza by someone other than its owners

JUDGEMENT:
November 2018
In favor of Tropical Trailer (Under Appeal by the State)
Working Group Conclusions

Not pursuing legal action with other states
  • Definitions for Florida and Illinois were similar
  • Downside risk of fines and penalties in the future due to a lawsuit

Focus on Education and Cost Mitigation
  • Blog post and educational material available for IEPs and Truckers
  • Recommending IEPs to go direct to Tolling Authority
What Can Truckers Do to Avoid REAR Plate Tolls?

1. Confirm that trucks have a working transponder with positive balance.
2. Make sure tractor plates are registered with Tolling Authority and maintain positive balance.
3. Ensure FRONT tractor plate is visible.
What Can IEPs Do?

1. Set up an account with Tolling Authority for all plates.
2. Run reports from Tolling Authority to identify and bill back Truckers.

RESULTS:
- Quicker notification of toll violators
- Elimination of fees from ATS
Questions & Discussion

Your thoughts and comments are welcome
Open Choice Discussion

AIM, Direct ChassisLink Inc., FlexiVan, Milestone Equipment, NACPC, and TRAC Intermodal
Discussion Goal

To ensure a safe and roadable chassis is available in a timely manner to a driver when he/she enters an intermodal facility to conduct business.
Intermodal Equipment Providers

• Than Seeds, Chief Executive Officer, American Intermodal Management (AIM)
• Ron Joseph, Executive Vice President & Chief Operating Officer, Direct ChassisLink Inc. (DCLI)
• Charlie Wellins, President, FlexiVan
• Doug Hoehn, Executive Vice President, Milestone Equipment
• Jeffrey Dudenhefer, Executive Vice President, NACPC
• Val Noel, Executive Vice President & Chief Operations Officer, TRAC Intermodal
Open Discussion

Your thoughts and comments are welcome
New Business

• Hours of Service NPRM
• Open Discussion on Operations Issues
Truck Driver
Hours of Service NPRM

Steve Keppler, IANA
September 18th 2019
Long Beach, CA
HOS Status

• Advanced Notice of Proposed Rulemaking published 08/23/18, Comment period closed 10/10/18.

• Notice of Proposed Rulemaking published 08/22/19, Comment period closes 10/7/19.
  • www.regulations.gov
  • Docket Number: FMCSA-2018-0248
NPRM Summary

• **Short-Haul exception**: Lengthen the maximum on-duty period from 12 to 14 hours and extend the distance limit from 100 to 150 air miles.

• **Adverse driving conditions exception**: Extend by 2 hours the maximum window during which driving is permitted.

• **30-minute break rule**: Increase flexibility for the 30-minute break by tying the break requirement to 8 hours of driving time without an interruption for at least 30 minutes, and allowing the break to be satisfied using on duty, not driving status, rather than off duty.
NPRM Summary

- **Sleeper-berth exception**: Allow split for the required 10-hours off duty into two periods: one period of at least 7 consecutive hours in the sleeper berth and the other period of not less than 2 consecutive hours, either off duty or in the sleeper berth. Neither period would count against the driver’s 14-hour driving window.

- **Off-duty break**: Allow one off-duty break of at least 30 minutes, but not more than 3 hours, that would pause a driver’s 14-hour driving window, provided driver takes 10 consecutive hours off-duty at the end of the shift.
IANA ANPRM Comment Points

• Short-Haul Operations
  • The 12-hour work period contained in the exemption should be extended to 14 hours.
  • The 100 air-mile radius provision should be extended to a distance of 150 air-miles.
  • The provision that requires the driver to report to his or her original work reporting location in order to be able to take advantage of this exemption should be eliminated.

• Split Sleeper Berth
  • Did not comment on.
IANA ANPRM Comment Points

• Adverse Driving Conditions
  • The definition of an “adverse driving condition” should be expanded to include up to two (2) hours of wait time caused by circumstances outside of the control of an intermodal driver. This two (2) hour extension would apply both to the 14-hour work day and the 11-hour driving limit.

• 30-Minute Rest Break
  • Remove the 30-minute rest break requirement.
IANA ANPRM Comment Points

• Item number (1) under the definition of on-duty time in 49 C.F.R. 395.2 (includes time at a plant, terminal, facility or other property) be deleted altogether and that an express exception to the definition of “on-duty time” be added to ensure that time spent by an intermodal driver waiting in a queue to enter a marine, rail, or container yard terminal is not considered to be part of on-duty time.
  • Analogous to the exception contained in 49 C.F.R. 395.2(4)(i) (governing time spent resting in a parked vehicle).
Committee Discussion

- Members comfortable resubmitting our ANPRM comments to the NRPM?

- Any additional comments/concerns we should consider commenting on?
  - 30-minute break?
  - Off duty break?
HOUSEKEEPING AND
ADJOURNMENT