



## **THE INTERMODAL ASSOCIATION OF NORTH AMERICA OPERATIONS COMMITTEE MEETING**

**Sunday, September 12, 2021  
3:30 to 4:30 p.m. PDT  
Hyatt Regency, Long Beach, CA**

### **Call to Order**

The meeting was called to order at 3:31 p.m. by Committee Chair Gerry Bisailon of REMPREX, LLC. IANA General Counsel Marc Blubaugh provided the anti-trust guidelines, after which a quorum was confirmed.

### **Approval of the February 5, 2021 minutes**

Hampton Lee, South Carolina Ports Authority, called for a motion to approve the minutes. The motion was made by Ted Prince, Tiger Cool Express, and seconded by Joey Frederick, Toplift North America. The minutes were then approved by committee vote.

### **Approval of the May 26, 2021 minutes**

Mr. Lee called for a motion to approve the minutes. The motion was made by Mr. Prince and seconded by Mr. Frederick and approved by committee vote.

### **Federal Maritime Commission video**

Federal Maritime Commission Commissioner Rebecca Dye in a video addressed what she termed three major obstacles involving supply chain congestion: Operational problems that will not resolve with the end of the pandemic; issues which will not be resolved without a coordinated approach among all segments of the supply chain, and the lack of operational coordination among the parties within the supply chain. Dye said the FMC is forming new innovation teams to develop commercial solutions for congestion and related supply chain challenges occurring during the pandemic. These teams will be selected from industry leaders, and will specifically address container availability, including for exporters; container returns, and earliest return date. Dye is also assembling a team to explore the use of information from the Port of Los Angeles to enforce the FMC's emerging detention rule, and possibly to address other related problems. The FMC will continue to enforce its demurrage and detention rule with



enforcement investigations of complaints and a new carrier audit program. Dye said the industry should move forward with supply chain solutions that are developed with today's challenges in mind, not backwards to regulatory or statutory prescriptions from the past, to harmonize operations and as a result, boost U.S. international competitiveness and grow the American economy. She said that innovation that holds the most promise for future supply chain performance is the national port information system developed by the first FMC innovation teams. These teams agreed that end-to-end supply chain visibility would be the greatest improvement that the United States could make to ensure supply chain reliability, and resilience. A 2017 final report is posted on the FMC website where background on the work of the team's import and export teams is discussed. While none of the teams supported a government-wide or-maintained national port information system, Dye added that federal funding for development of such would be nice.

Mr. Bisailon thanked Commissioner Dye, and said the goals of improved supply chain visibility, and coming together as an industry to solve challenges is very much in line with what IANA and its committees are doing. He said it sets the stage for some continued cooperative effort, not only between the Operations Committee but between IANA and the FMC.

## **Task Force and Working Group Reports**

### ***Geofence Task Force***

Mr. Prince said the Group's charter was approved. He said members agreed to tight geofence types as a foundation on which to collect data, specifically boundaries nested within each other, and how that information needs to get distributed. The group has created a "FLO" (Facility Location Operator) concept, who is the owner of the facility, and will have the primary opportunity/obligation and responsibility to enter the information on that geofence. That foundation will support KPIs (Key Performance Indicators) on terminals, drayage, and other areas to identify sub-terminal processes. A high-level example would be an agreement on borders, so when a drayman arrives at the geofence, even though they haven't gone in the gate, that will indicate an arrival at the facility. An example of nested or sub-locations might be roadability or chassis flips, so that when the drayman crosses that geofenced boundary within the terminal there is visibility of a chassis flip or roadability, and then time in and out can be measured. Right now, Prince said, most everything is defined by in and out of the facility gate but there is much more to measure in a complicated supply chain. He said the group is looking forward to holding its first meeting, industry response has been very encouraging, and anyone is welcome to participate.



### ***Efficient Use of Drivers' Time Working Group***

Stephanie Bewick, NavTrac, said that the group is focusing on three areas: Educating drivers on the importance of reporting chassis maintenance issues; reinforcing proper chassis precheck protocol, and providing driver assistance numbers, roadability locations, and terminal maps. The group will be creating a Charter for approval, to function as a Task Force.

### **Old Business**

Bill Traub, CSX, said that the Association of American Railroads Intermodal Committee has been discussing the issue of bias ply chassis tires for three years, what the industry can do to improve safety in terminals, specifically the maintenance areas with respect to the changing of bias ply tires and the explosion hazard of two- or three-piece rims. Traub said the Class 1 railroads have discussed it and talked with chassis providers, who fully understand that there they have a large number of chassis in the field with multi-piece rims, although they are being phased out. The expectation is that eventually the railroads will prohibit the servicing of these tires on their property, to remove the liability from their operations. He was not aware of any railroad setting a timeframe for such action, but said discussions with operators such as TRAC Intermodal, DCLI or a chassis pool would be appreciated. Mr. Bisailon said IEPs are working feverishly to convert from bias play tires to radial, but there is no available data on what percent of the fleet has been converted.

In a discussion about railroad APIs (Application Programming Interface) Mr. Bisailon said the Operations Committee has put together the start of a working group to explore the ability to interchange data in a standardized format, to improve the end-to-end visibility of the supply chain. Jeremy Hayden of Union Pacific will lead the group. He asked interested parties among the committee to reach out to himself or committee co-chairs Mark McKendry, NFI Industries, Hampton Lee, or IANA staff Beth Pernerewski or Hal Pollard. Mr. Bisailon added that the current working groups and task forces emerged from an operating issues list that was compiled at the beginning of this year, which was a result of a number of years of tracking concerns that are brought forward to the committee. He said that early on this year the list was consolidated and sent to all committee members, not only to provide additional context on what the particular issue is, but then to help prioritize that what is most important to the industry was most important to the committee.

Mr. Frederick asked why the committee is focused on just railroad APIs and not port trucker APIs. Mr. Bisailon said that the scope of the issue on a larger scale has not been determined, and that the group is trying to tackle the first pieces of data



interchange between certain modes and then try and evolve that into other modes. Mr. Prince said that the rail population of APIs is significantly greater than the rest of the intermodal food chain.

In other business, Mr. Bisailon said the committee has been talking about putting together articles for periodic publication in *Intermodal Insights*, about how the intermodal industry connects all companies and modes throughout the supply chain. It would also provide educational context for issues and help bring new members into the committee.

Mr. Frederick asked why students that are participating in EXPO were not attending the committee meetings, as a way to engage the industry's next generation. Mr. Pollard said that some were traveling, but also noted that because students are new to logistics, IANA traditionally offers Intermodal University, introductory programming, for them. The program was not presented this year but IANA had other plans to introduce students to industry issues. He added IANA may be able to do outreach to students as part of its scholarship programs and beyond.

Mr. Bisailon recapped the Operations Committee's prioritized work so far this year:

- An educational blog post on chassis availability;
- The empty return location directory for steamship lines; an educational session on what tools and what facilities are out there and available today for use;
- Efficient use of drivers time while interchanging equipment;
- Railroad API with container notification status;
- Eliminating bias tires.

Issues still to be discussed include chassis roadability at terminals; cybersecurity, and chassis reservation systems to help reduce driver wait times at port and rail terminals. He urged members to promptly bring other issues to committee chairs or co-chairs or IANA staff, to get them on the priority list.

## **New Business**

The Safety Committee is looking at container weight and balance issues, which Mr. Bisailon said also included misreported container weights. He said there have been a number of recent incidents that underscore the importance of accurate container weights. Dealing with overloaded containers or misreported containers creates serious safety issues within the supply chain. Under discussion for years, he said IANA needs to embrace the issue and provide education outreach to shippers, to address downstream effects. The fact that containers are not balanced or blocked and braced creates another series of safety hazards for terminal operators, railroads, and truckers,



he said, and that weight is one of the critical elements that goes into load-planning for trains and ships. He said that the Operations Committee needs to talk about the issue and paths forward as one of the primary safety issues facing the intermodal industry.

Mr. Prince agreed, adding the 1995 Intermodal Safe Container Act to address weight has been collectively ignored. He asked why IANA needs another Task Force. Mr. Bisailon said a Task Force could serve to educate not only on what the requirements of the statute are, but to get that out to shippers who are loading the containers. He said enforcement of those statutes is lackluster at best, and education perhaps non-existent for people coming into the shipping community. He said getting the requirements of certified shipper weights, when a container comes into a facility, is in many transportation contracts between shippers and railroads, and is a frequent challenge to overcome. Mr. Prince again agreed but observed that terminal operators in multiple modes have all made a collective decision not to put scales in, which would be the most effective way of enforcing the statute. Mr. Bisailon replied that installing scales would be a major expense for railroads to enforce a statute shippers are choosing to ignore. He said a two-pronged approach of education and enforcement would best serve the supply chain.

Mr. Bisailon said chassis telematics could be part of the solution. There is potential to collect the data for the purposes of looking at where the violations are coming from. He said leadership is needed to develop solutions. Kevin Lhotak, Reliable Transportation Specialists, wondered when was the most recent case of a shipper being fined or cited for falsifying a bill of lading, or for overloading. He recalled in the late 1990s or early 2000s state scale houses asking drayage companies for information on where the shipment came from. Today, he said, it is easier to pass the buck down to the trucker than it is to go after the ultimate party that is causing these issues. He said education and enforcement are part of the solution.

Mr. Frederick said that the technology is available to know what intermodal service providers are putting on a chassis, the weight, and how to use that data to make a better, safer transportation environment. Nick Hawkins, Union Pacific, called it a sad state of affairs when the industry finds out an issue is an issue only after safety incidents happen at a terminal. We can't just do something after the fact, he said, we have got to try to prevent it.

Val Noel, TRAC Intermodal, brought up the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, federal transportation funding legislation that he said has done nothing to help the intermodal



industry. He called on the committee to figure out a way to go to the Federal Motor Carrier Safety Administration and petition them for change. He noted that due to changes in Section 4118 of the Act, most chassis coming back from terminals without a Driver Vehicle Inspection Report (DVIR) are deemed to be 100% roadable, which he said is frequently not the case and should be addressed.

Mr. Lhotak said the industry has to work harder, together, to stop the mass exodus of drivers. With spot freight rate markets at all-time highs, independent contractors and company drivers are starting their own companies and leaving intermodal. He said IANA provides a good nucleus to figure out as a group what it can do to keep the driver base and improve the driver experience. The industry – railroad operators, marine terminals, motor carriers – must try to retain the drivers they have, and work toward a better system where there would be a waiting line of people wanting to come into intermodal, instead of exiting.

Mr. Frederick reiterated that IANA has to find a way to get more people involved, to be relevant as an organization. We need more people, more stakeholders involved, he said.

### **Housekeeping**

Hal Pollard introduced Ms. Pernerewski, manager of Education and Committees for IANA, who was attending her first EXPO.

Mr. Bisailon asked for a motion to adjourn. The motion was made by Vernon Prevatt, CSX, and seconded by Eric-Jan Bronwasser, Milestone Equipment Holdings. The meeting was adjourned at 4.34 p.m.



## Roll

First Name	Last Name	Organization Name	Invited	Attended
<b>3PL</b>				
Jeff	Grahovec	APL Logistics	x	
Theodore	Prince	Tiger Cool Express, LLC	x	x
Luke	Simendinger	HubGroup	x	
John	Stringer	BNSF Logistics	x	x
Troy	Tibbetts	XPO Logistics	x	x
<b>Associate</b>				
Ken	O'Brien	Gemini Shippers Group	x	
<b>Marine</b>				
Matthew (Duke)	Acors	Georgia Ports Authority	x	
Tolga	Cankurtaran	NC State Ports Authority	x	x
Sal	Ferrigno	SSA Terminals	x	
Stevenson	Kemp	South Carolina Ports Authority	x	x
Ryan	Kornke	Ports America	x	
Hampton	Lee	South Carolina Ports Authority	x	x
Jay	Windsor	Virginia International Terminals, Inc.	x	x
<b>Motor Carrier</b>				
Anthony	Borsellino	Legend Trucking Inc.	x	
Michael	Burton	C & K Trucking, LLC	x	x
Mark	Chandler	US 1 Network	x	x
David	Clifford	Ventura Transfer Company	x	
Bill	Dietrich	J.B. Hunt Transportation Services, Inc.	x	x
Jennifer	Edwards	The Evans Network of Companies	x	
Nate	Graglia	Wallport Transit Xpress, Inc.	x	
David	Hensal	Eagle Systems, Inc.	x	x
Kevin	Lhotak	Reliable Transportation Specialists, Inc.	x	x
Mark	McKendry	NFI Industries	x	x
Rob	Stephenson	TCW, Inc.	x	
William	Traub		x	x
<b>Rail</b>				
Brad	Carper	Norfolk Southern Corporation	x	
Jeffrey	Chapman	Union Pacific Railroad Company	x	x
Ingrid	Crafford	Norfolk Southern Corporation	x	
Gordon	Graham	CN	x	
Nick	Hawkins	Union Pacific Railroad Company	x	x
Jeremy	Hayden	Union Pacific Railroad Company	x	x
Mike	Pagel	BNSF Railway	x	x
Albert	Perez	BNSF Railway	x	
Vernon	Prevatt	CSX Transportation	x	x
Jennifer	Reiser	Kansas City Southern	x	
Carlos	Santillan	CiaO   Intermodal	x	
Matthew	Wafer	Union Pacific Railroad Company	x	x
Christopher	Waters	Norfolk Southern Corporation	x	



Supplier				
Trevor	Ash	CIE Manufacturing, Inc.	x	x
Stephanie	Bewick	NavTrac	x	x
Gerry	Bisaillon	REMPREX, LLC	x	x
Ryan	Bivinetto	BlackBerry Radar	x	
Eric-Jan	Bronwasser	Milestone Equipment Holdings	x	x
Paul	Burgoyne	Vantage Solutions, LLC	x	
Felix	Castillo	TTX Company	x	
Cami	Catalano	TTX Company	x	x
Charles	Connors	H & M International Transportation, Inc.	x	
John	Daniels	NavTrac	x	
Danny	Dever	Railinc	x	x
Remy	Diebes	REMPREX, LLC	x	x
Michael	Dougherty	TRAC Intermodal	x	
Jeffrey	Dudenhefer	North American Chassis Pool Cooperative (NACPC)	x	
Tim	Erion	FlexiVan	x	
James	Fitzgerland	TTX Company	x	x
Carl	Francis	Consolidated Chassis Management, LLC	x	x
Joey	Frederick	TOPLIFT North America	x	x
Alan	Garcia	Konecranes	x	
Sean	Goff	REMPREX, LLC	x	
Dan	Grenemyer	Altus Receivables Management	x	x
William	Hamlin	Gray Wolf Group LLC	x	
Joseph	Hite	CIE Manufacturing, Inc.	x	x
Clemens	Horacek	Kuenz America Inc.	x	x
Jenny	Johnson	Intermodal Support Services, Inc.	x	
Ron	Joseph	DCLI	x	x
Jim	Lee	Transmodal Solutions LLC	x	
Phil	Lucier	FlexiVan	x	
Chris	Machut	SiteTrax.io by Netarus	x	
Val	Noel	TRAC Intermodal	x	x
Lynda	Parillo	NASCENT Technology, LLC	x	x
Manohar	Patwardhan	Intelistics Corp.	x	x
Chad	Peterson	DCLI	x	x
Christopher	Plaat	BlackBerry Radar	x	
Pete	Russo	Decisiv, Inc.	x	
James	Shondel	REMPREX, LLC	x	
Jason	Slegers	DCLI	x	x
Eddie	Sullivan	Versiant	x	x
Martin	Summers	Consolidated Chassis Management, LLC	x	x
Laura	Theveniau	BlueCargo	x	x
Matthew	Wittemeir	INFORM Software Corporation	x	