



## **MEETING NOTES**

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

**Monday, September 12, 2022  
1:00-2:00 PM PDT  
Intermodal EXPO  
Long Beach, California**

#### **Call to Order**

The meeting was called to order at 1:05 PM by Committee Chairman Gerry Bisailon of REMPRES, LLC. IANA Director of Membership Brian Lagana provided the safety review, and IANA General Counsel Marc Blubaugh reviewed the anti-trust guidelines. A quorum was initially met but later in the meeting it was determined that a quorum had not been reached.

#### **Encouragement of Committee Participation**

Mr. Bisailon requested more member engagement in all three of IANA's standing committees and their related Task Forces and Working Groups. He reviewed the purposes of having Committees and reiterated that greater member involvement will ultimately have a positive impact on the intermodal freight transportation industry.

#### **Approval of the May 3, 2022 Meeting Minutes**

Mark McKendry of NFI Industries asked for a motion to approve the May 3, 2022, meeting minutes. A motion was made which was seconded by Ted Prince of Tiger Cool Express, LLC. Initially the minutes were approved unanimously. However, the vote was nullified as it was later determined that quorum had not been met.

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

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

Task Force Leader Ted Prince reiterated that the purpose of the Task Force is to create and maintain a standard compendium of intermodal terminal geofences. The Task Force reported on its findings in relation to data received from a small number of providers. The limited data that was provided showed that geofence boundaries can vary depending on who is returning the data.

Because of the extreme variances in the data, the Task Force plans to discuss working in conjunction with the UIIA. The Task Force is also considering the creation and usage of dual methodologies in a reconciliation process. The preference is to receive geofence coordinates from terminal operators and then use the dual methodology resolve discrepancies in geofence boundaries.



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Mr. Bisailon followed up by requesting more member companies to provide coordinate data to the Task Force.

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

Working Group Leader Stephanie Bewick of NavTrac reported that the Working Group has submitted their charter to the Committee for approval. She reviewed the purpose of the Working Group, indicating that its purpose is to identify what issues drivers are facing at ports and rail terminals that increase their turn time. Currently, turn times average about 45 minutes to a little over an hour. The Working Group wants to create ways to make this more efficient. The Working Group plans to incorporate data from the Geofence Task Force into some of its initiatives.

Once the Task Force's work compiling necessary information is complete, the intention is to then combine that data with IANA's existing facility directory, providing one resource where drivers and carriers can access this information to plan their days more efficiently and, in turn, reduce drive turn times at ports and rails.

Ms. Bewick extended an invitation to anyone who is interested in joining the Working Group to reach out to her. As a quorum was absent, a vote on the charter was not taken.

### ***Railroad APIs Working Group***

Working Group Leader Jeremy Hayden from Union Pacific Railroad Company reported that the group expanded its data collection focus, which now includes ports along with the Class I railroads. The Group will analyze any data that is collected and then determine appropriate follow-up actions.

The Working Group has identified thirty different visibility scenarios and categorized them into four key activities that are critical to supply chain visibility and integration. The four categories are: pregate activities, gate activities, terminal activities, and transportation activities. The Group has identified the primary participants.

Mr. Hayden stated that some data has been collected; however, more is being requested to help with the success of this effort. A template can be provided to those who are interested in contributing data. Finally, the Group is drafting a report showing results to date of their effort.

### ***Committee Reorganization***

Mr. Bisailon reported that consideration is being given to reincorporating the Safety Committee into the Operations Committee as either a Standing Working Group or Standing Subcommittee. The rationale for this move is to increase participation and reduce the time constraints of the volunteers with hopes of conducting business more efficiently. He recognized that while the plan is to have the Safety Committee become part of the Operations Committee, there will be opportunities for maintenance and repair related safety concerns to be addressed in the Maintenance & Repair Committee.



Mr. Bisailon emphasized that this move in no way shifts the industry's focus on safety. Further, he noted that the two committees have worked together in the past; and any recommendations put forth by the Safety Committee would require the support of the Operations Committee before being socialized. Mr. Bisailon thanked both Bert Mayo and Alan Tyson for their leadership of the Safety Committee.

### **New Business**

Mr. Prince discussed carbon credits and its relation to the intermodal industry. He reviewed their history and their possible evolution and the need for IANA to be in the forefront of that evolution.

### **Housekeeping and Adjournment**

Mr. Bisailon reminded the Committee of various IANA resources and educational opportunities that are available to them. He noted that there will be a virtual committee meeting in February 2023, an in-person meeting at the May Business Meeting, and a series of speed meetings throughout the year.

With no quorum having been reached, Mr. Bisailon adjourned the meeting at 2:00 PM.