

Chairman: Frank Borum  
Vice Chairman: Danny Glover  
Facilitator: Kara Matzko

Those in attendance were:

Benjamin Brent, Bob McNichols, Dale Ledbetter, Danny Glover, Frank Borum, Shirley Roebuck, Chris Columbus, Nicole Sapienza, Brenda Woods, Tommy White, Bob Eveleigh, Kit Chope, Lung Cheng, Brian Bashara, John Jackson, Tom Capozzi, Rodney Oliver, Travis Hill, Zach Clark, Vance Griffin, Art Ellermann, Max Sanders, Greg Edwards, Eric Casey, Kara Matzko

Kara opened the meeting with introductions and Greg Edwards went over the safety briefing. Mr. Frank Borum called the meeting to order and briefly went over the agenda and voiced concerns about the gate activity at the terminals.

Tom Capozzi went over the statistics showing the imports have remained strong and the exports are on the rise. Agricultural exports are up this year over last because of good weather yielding better crops. He mentioned Port volumes this November compared to last are up 20%. He stated that the imports may start to taper off a bit with peak season coming to a close, but they working closely with Operations to review all of the services and start to look at which can be shifted to PMT. One line in particular ACL, which will be moving to PMT, as well as some smaller services. The completion of the 26 gate lanes on the north end of the terminal will help relieve some of the expanded queue times the Motor Carriers are experiencing as well. Gate hours at PMT will be reviewed once the 4-5 services are moved over there and specifically during construction at NIT and VIG. The Hanjin empties in The Port were also contributing to the congestion.

Max Sanders works closely with his team when they are experiencing heavy gates by adjusting the strad gangs between the North and South berth. The group was interested to know how many truckers can be processed hourly and Max stated that there is a 4.1 minute truck transaction time. With 10 inbound lanes, 150 trucks can be processed hourly.

Art Ellermann stated that we still have 4300 empties on the terminals, but they are working very closely with customer service and the leasing companies to remove the units from the terminals or load them out on vessels. The Motor Carriers wanted assurance that PMT would be able to handle the increased services with the equipment there. There is ample equipment at PMT currently and it will remain a hybrid operation with both wheeled and grounded units.

Tommy White voice concern that levels may not be going down with the impending Spring Peak and strong exports and Tom reiterated that the opening of the 26 lanes will drastically help at NIT.

Art Ellermann spoke to chassis levels and stated that there are plenty of assets in the Pool, but there were a few weeks where they were just not in the right places to service the Motor Carriers. Since that time, chassis levels at the facilities (specifically 20's at NIT) are back to normal. Chassis use is up 12% over the same time last year.

Kit Chope spoke to some of the projects outside the terminal and mentioned the terminal blvd. resurfacing is almost complete and project went smoothly. He moved on to the next project, the Hampton Blvd. water main and mentioned that the middle lane will be closed as well since it is where the emergency communications line is housed. He asked that if the Motor Carriers have specific concerns they would like to voice, he will relay to the City. There has been police presence on a number of occasions which has helped with the traffic flow.

Mark Higgins was unable to attend the meeting to discuss the new transponders that he is testing with a select group of carriers. As additional information is received, we will push it out to the entire community. There was a concern voiced with this, that the transponder is actually mounted outside the cab.

Lung Cheng presented a brief power point reviewing the “retirement” of the legacy system, IKE and that all information will be migrated over to N4. The time frame for this is June, 2017. He is also working on going paperless at the PPCY for EIR/ TIR’s. He mentioned that the information could be pushed to the dispatchers to print out. Concerns voiced from the motor carrier community that if information was typed in, incorrectly or if the transaction was cancelled, how would the motor carrier know? Would the checker physically show the driver the transaction? Also, having to print out all the TIR’s in the office would be very time consuming. Is this something that could be EDI’d into the Motor Carriers System? It was stated that if the equipment was damaged, the driver would continue to get a printed copy. There is an Advisory Group set up to work on this with Lung and it consists of Bob Eveleigh, Chris Columbus, Nicole Sapienza, and Benny Brent.

Art Ellermann went over the tolling concerns with the erroneous billing from ERC which his group, in turn has been researching and invoicing the Motor Carrier of record. Christopher Columbus has done extensive research on this and feels that he does not believe that double billing is happening, or at least not very often, because the billing the leasing company when they cannot read the plate or it is missing on the front of the truck, so they are unsure of the who to bill and that is why it is going to the leasing company of the chassis. Art mentioned the fleet file has already been supplied to the ERC and that HRCP will be rejecting all invoices from ERC and sending the Motor Carrier ERC should be invoicing. This will then give the Motor Carrier 30 days to pay and no administrative fee should be assessed.

There was discussion on the empty matrix and the link was reviewed showing the weekend check box that should be used for weekend and Monday empty returns. IT will look into seeing if they can adjust the date at the top of the matrix page reflecting the actual date, not just whether the weekend box was checked on bottom of screen. Matrix is updated by 4pm daily for containers and chassis matrix is updated at 6am and 3pm daily.

Eric Casey responded to the RMG text alerts, and reiterated that these are not regularly scheduled PM’s, these are instances where there is a mechanical issue and the RMG will be down for an extended period of time. The PM’s are scheduled during off hours. Eric was going to look into Saturday 3<sup>rd</sup>, where there were 3 cranes down.

### **POV items:**

1. Drivers asked to SLOW DOWN at the PPCY- there were some close calls recently
2. POV will speak at safety meetings if any Motor Carrier is interested in having someone attend.
3. Queue lanes at SNIT, drivers are asked to use the 3<sup>rd</sup> lane to keep traffic flowing.
4. Ron Babsky may be asked to speak at next MCC meeting and/ or TMTA.
5. Greg Edwards will send some informational text alerts on the above items and to ask drivers to be courteous when departing the facilities. Greg stated a survey monkey went out on how to improve the text alert system and he received over 100 responses!
6. NIT expansion to begin 3<sup>rd</sup> qtr. 2017 (after June)
7. VIG expansion to begin late 1<sup>st</sup> qtr. 2017 (there will be an additional 4 inbound lanes and 2 outbound lanes as part of the expansion project).
8. Kara will be sending out the upcoming MCC meeting dates.

### **Open Agenda Items:**

1. Look into possible bobtail/ chassis lane at NIT- Max to work with analytics on this
2. Relay information on new transponder testing

**Next Meeting date – Wednesday February 1<sup>st</sup> at 8:30am- POV Main Board Room**