

## **Motor Carrier Committee Membership Meeting Minutes**

**August 11, 2021**

**World Trade Center – VPA Board Room**

### **Membership Roll Call**

#### **In–Person Attendees:**

Nicole Sapienza  
Bob Eveleigh  
Ray Jalkio  
Brenda Woods  
George Berry  
Tom Christman  
Lisa Nelson  
Kelly Taylor  
Vance Griffin  
Tom Capozzi  
Mark Higgins  
Christ Ratliff  
Patrick Jefferson  
Robert Scarborough

#### **Attendee via Zoom:**

Barbara Nelson  
Pete Trocchiano  
Charles Glover  
Jake Darrell  
Kara Matzko  
Brooke Deems  
Art Ellermann  
Steven Mooney  
Bob McNichols  
Rich Ceci  
Rob Cannizzaro

### **Call to Order & Safety Briefing:**

Tom Christman called the meeting to order at 8:34 am and conducted the Safety Briefing.

Tom turned the meeting over to Bob Eveleigh. He welcomed everyone attending in-person and those attending remotely.

Roll Call was conducted for all those attending in person.

### **Approval of 06/09/21 MC Minutes:**

Motion made to approve minutes of the 06/09/21 MC Meeting. Motion made, seconded, and passed unanimously by all in person attendees.

### **Opening Remarks from Chair:**

Nicole Sapienza expressed how happy she was to see everyone in person.

Pier Committee was given an “A” for their efforts in addressing concerns and resolving the same.

#### **Pier Committee Update – Bob Eveleigh:**

Pier Committee continues to meet every 2 weeks.

Agenda shrinking – but working on several issues. Several close to completion others will take a bit longer.

Volume projections are usually discussed as well as metrics during the Pier Committee Meetings.

Rail movement continues to be addressed as well as Port hours, added and subtracted.

A bigger concern is chassis availability. More and more customers are holding containers at their facilities and that creates a problem.

The Motor Carrier experience is often discussed for positive and negative comments.

#### **Guest Speaker – Sgt. Robert Scarborough, VA State Police:**

Sgt. Scarborough shared that he has been with the VA State Police for 15 years. He is currently in the Suffolk Office and a member of the Motor Carrier Safety Unit.

Sgt. Scarborough detailed a presentation on the Motor Carrier Safety Unit. See attached slides.

Nicole Sapienza and George Berry had questions for Sgt. Scarborough and all questions were answered to their satisfaction.

Lots of good dialogue with attendees and Sgt. Scarborough. He was thanked for his time and his informative presentation.

#### **Port of Virginia Updates:**

##### **Commercial - Tom Capozzi:**

Tom gave an update on volumes and various other Port data points. See attached slides.

##### **Operations Update – Vance Griffin:**

Vance gave an update on trucker turn times and various other Port data points. See attached slides.

Vance was asked to breakdown results between Imports and Exports. Vance will have this data for the next meeting.

Vance was also asked to see what “same day” reservation data looks like. Vance will have this data for the next meeting.

##### **TRS Update – Mark Higgins:**

Mark Higgins gave an update on the Terminal Reservation System and recent results of the same. See slides attached.

## **HRCP II – Chris Ratliff:**

Chris Ratliff gave an update on HRCPII. See slides attached.

## **POV Cybersecurity Update – Rich Ceci:**

Rich Ceci gave a POV Cybersecurity Update.

Rich stated that the Cybersecurity space will be a battle zone for years to come – and we don't have all the answers, but we are doing some great things related to this area.

Rich discussed a recent Maersk incident and the ransomware involved with the same.

He described an incident that occurred in December 2020 and the details involved to resolve it. We need to make sure we have all of our information backed up.

Rich gave an oversight of the Port of Virginia's recent Cybersecurity efforts and tests that have been performed.

3 months ago we received a grant that will provide an elevated level of monitoring and remediating for the Port of Virginia. This will be helpful to POV and all of its partners. We look forward to the future and the assistance we can give in the Cybersecurity arena.

Rich asked everyone to please take cybersecurity seriously!

## **Future Initiatives/Open Agenda Item:**

Nicole asked Chris Ratliff about the availability of tri-axles. Chris responded that these units are scarce.

Nicole asked how high the stacks were at VIG? Stacks have been evacuated of empties and are in good shape per Mark Higgins.

Nicole asked how long the truckers are being held outside of the OCR portal, which is not included in the turn times? Patrick stated that drivers are not being held outside intentionally. Gates can only hold so many trucks and we push them through as quickly as possible. He said 15-20 max would be the time drivers would be held outside the OCR portal.

Is there a chassis corral at VIG? No there is not, some chassis are repaired there and that will sometimes result in good chassis being seen there at certain times but we do not supply inventory at VIG. All agreed to take a look at this matter for mutual resolution.

Drivers asked about the empty in-gate algorithm. George Berry also asked about this matter.

Drivers backing into the stack are not recognizing the RFID and are not being recognized in the queue. Drivers have been told to call to make sure they are being recognized.

## **The meeting was adjourned at:**

9:58 am

## **Next Meeting:**

October 13, 2021 – 8:30 am – World Trade Center Board Room

Follow-up to question asked via Zoom Chat by Jake Darrell and answered via email by Sgt. Scarborough:

Q. "Thanks for your service. Do you have any examples for the group of some concerning/critical failures you have witnessed?"

A. Tom, thanks again for inviting me yesterday, it was a pleasure to meet with everyone.

In regards to intermodal operations, there is really not one specific concerning/critical failure relating to the chassis or containers. The most common issue we have seen over the years has been when a driver fails to lock the container down on the chassis and one or more corners of the container either coming off the chassis or one side of the container lifting off the chassis while the truck is negotiating a turn or ramp causing the weight of the container to turn the vehicle over.

In general, the most common catastrophic/dangerous equipment failures we see on commercial motor vehicles are when wheels come off while the vehicle is in motion. This is normally caused by lug nuts that have worked their way loose over time. Another would be driveline and drive shaft components failing, causing the components to fall onto the roadway and the vehicle to become disabled (normally in travel lanes).

Hope this answers the question, if not let me know and I can provide further details.