



Bi-State News

Association of Bi-State Motor Carriers

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Bi-State Reaction to Port Productivity Task Force Report

The Association of Bi-State Motor Carriers participated in the activities of the Port Performance Task Force and its various working groups to provide input and to develop solutions to the ongoing issues in the port that affect our operations and productivity. While this initial Port Productivity Report provides the framework for long-term solutions for improving port productivity at the ports, there are serious issues that must be addressed immediately to improve productivity and commerce for the survival of those in business at the port.

The Bi-State Board proposes that the following remedies, listed below, be fully implemented now in order to improve productivity and commerce. In addition to these immediate actions, there are several additional issues affecting the ports; for example the Clean Truck Program, which will severely impact productivity at the port by drastically limiting the trucks permitted to engage in commerce.

The Bi-State Board will work vigorously to have these changes enacted and will use all means available including potential legal actions to ensure that its membership, which accounts for over 70 percent of the commerce at the ports, remains a viable industry.

Truck Management System Implementation : In its Tier One list of recommendations, the Port Productivity Task Force proposes implementing a Truck Management System to deal with the unpredictability of truck arrivals. The Association of Bi-State Motor Carriers vehemently opposes any measure to launch any appointment system. This is simply not feasible and will place an undue burden on trucking companies and force business from the ports of New York and New Jersey. Infrastructure problems, the reliability of servicing of our trucks, lack of chassis, are all examples of why this will be impossible to enforce.

RFID Program: the Association opposes the institution of an RFID tag system until the following measures can be met:

The RFID tag must capture the vehicle from the beginning of the Queue to the end of the transaction, including the termination of empties as part of a double move wherever the empty is returned. All terminals are on board and using the RFID tags with information being shared with the port community in a timely manner. An adjustment in the tariff must be made to provide proper compensation for truck detention and delays. The terms and conditions of the tariff must

include an automatic system whereby truck charges and threshold for extension of free time are included. There is still a question to the overall legality of the RFID system, which still needs to be investigated.

Diversions: Any diversion costs, including those for picking up chassis at other locations must be included in the rate structure of a published tariff. Diversions must be maintained and controlled and not constantly for the convenience of the terminals and ocean carriers. A driver cannot keep on schedule if they are forced to divert to pick up a chassis or return a container.

Terminal Operations: All terminals should operate with a consistent application of 21st century technology. Items such as bar codes and other data collection should have been a priority in the Port Productivity Sub Committee report. In addition we believe standardizing terminal operations processes will help eliminate much of the confusion.

Chassis: Until safe and roadable chassis are available in the port that can service the entire port community, operations at the port will continue to suffer and trucks will never be able to keep accurate schedules. We support a gray chassis fleet, neutral to the port, which has been talked about for ten years and is used in other ports. Steamship lines should also be out of the chassis business.



Serving the Businesses that Serve the Port.

**PORT OF NEW YORK AND NEW JERSEY STAKEHOLDERS
RELEASE PORT PERFORMANCE TASK FORCE REPORT
AS A ROADMAP TO IMPROVE CUSTOMER SERVICE**

Report recommends areas to improve port productivity and service reliability to benefit customers in the East Coast's busiest port

The Port Performance Task Force today released its report, which consists of 23 recommendations that if implemented will reduce truck congestion and resulting air emissions in the Port of New York and New Jersey, improve customer service for truckers and other port stakeholders, and enhance the flow of goods from the port to the marketplace. A new group of port stakeholders - the Council on Port Performance - will be formed to immediately begin the task of implementing the recommendations.

Nearly 100 port partners representing all sectors of the industry - including the New York Shipping Association, International Longshoremen's Association, National Retail Federation, ocean carriers, importers and exporters, terminal operators, chassis providers and trucking companies - developed the recommendations over the past six months following extensive analysis, discussion and collaboration.

The Task Force was created by the Port Authority in conjunction with the New York Shipping Association in December 2013 to identify challenges and examine broad long-term recommendations to improve service reliability and efficiency in the port. The Task Force also explored ways to address more immediate issues.

The recommendations include:

- Development of a model to improve the management of truck chassis in the port.
- Development of a Truck Management System to meter truck arrival rates, which would reduce congestion and resulting air emissions, decrease truck turn times and improve terminal productivity.
- The coordination of gate hours at all of the privately operated terminals serving the port.
- The use of Radio-Frequency Identification, or RFID, technology to measure and report on various truck movement times, including turn times on the terminal, queue times at terminal entrance gates and traffic on port roadways.
- Improved customer service at the terminals to assist truckers with transactions and other questions.

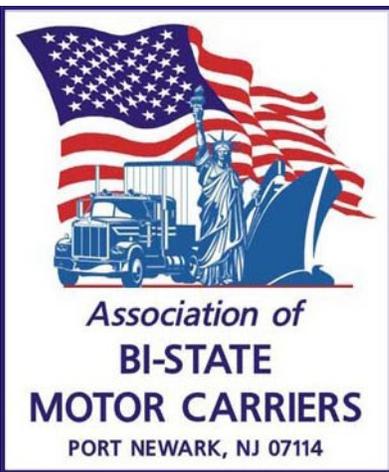
The Task Force was led by Port Authority Port Commerce Director Richard Larrabee and John Nardi, President of the New York Shipping Association. Five working groups were established - Intermodal Equipment, Drayage Operations, Terminal Optimization, Express Rail and Government/Community Outreach - to address a diverse set of concerns related to port productivity and performance. Senior staff members from the Port Authority facilitated each working group, which consisted of 10 to 15 industry experts from the port community.

While the report was being developed, port stakeholders began to address improvements for moving cargo on and off port terminals by hiring 274 new workers to the labor force, adding new container handling equipment, establishing longer operating hours, increasing the availability of chassis and authorized the hiring of 100 new officers in Customs and Border Protection.

The recommendations are geared toward ensuring the Port of New York and New Jersey remains the leading destination for international shippers on the East Coast. The Port Authority has invested or authorized approximately \$4 billion in port infrastructure in the last 10 years, including \$1.3 billion to raise the roadway of the Bayonne Bridge, which support 296,000 jobs and \$12 billion in economic activity that the port generates.

PORT PRODUCTIVITY TASK FORCE TOWN HALL MEETING TUESDAY, JULY 15

The Bi-State Board urges all members to attend this Town Hall meeting on Tuesday, July 15 at 10 a.m. at the Airport Marriott to give reaction to the Port Productivity Task Force Report. There you may provide your perspective for the next steps, which will be integrated into that plan. We urge you to attend. The town hall meeting is an opportunity for Task Force members to discuss the recommendations from the five working groups and to hear the public's perspective on the report. A similar town hall meeting also will be held on Staten Island. For more information visit: PANYNJ.gov/



Association of Bi-State Motor Carriers

445 Wilson Avenue,
Newark, NJ 07105
Phone: 973-466-0014
Fax: 973-466-0085
E-mail: dj@thebistate.com
www.bistatemotorcarriers.com

Serving the Businesses that Serve the Port.



A Look at Association Member, Mecca & Son Trucking

Since 1950, Mecca & Son Trucking Company, continues to pride itself on consistent dependable LTL, TL, and intermodal transportation. Originally promoted as the "Can-Do Carrier," Jerry

and Helen Mecca founded the Jersey City based company with hard work, sound principals, and a determination to provide unparalleled, customer-centric service.

Still family owned and operated to include 2nd and 3rd generation, the Mecca team provides its clients with competitive prices, a growing fleet, and a professional team of dedicated employees, many working for over 30 years! Along with its sister companies, Florence Warehouse, Accem Warehouse, Cocoa Processing, and America's Way, the Mecca Companies proudly offer a wide array of logistics and specialized services including bonded import/export drayage, 500,000 SF of dry and refrigerated warehouse space located close to NY/NJ ports, product repackaging/ reconditioning, flatbed, heavy lift and cross-docking. Mecca is licensed with The Intercontinental Exchange, Inc. (ICE Futures) for coffee storage and now includes certified organic facilities.

"At Mecca, we want to build quality, long lasting business relationships." says Peggy Mecca. "With the addition of our full service logistics division and an improved focus on technology, there is no limit to what we "Can Do!"

Maher Terminal Sale?



Deutsche Bank AG is seeking potential buyers for

all or part of Maher Terminals after writing down a large percentage of the \$2.3 billion the German bank paid to buy the container terminal operator in 2007 according to news reports in the Wall Street Journal and Journal of Commerce. The Wall Street Journal story said that Deutsche Bank is considering selling Maher's terminals in the ports of New York and New Jersey and in Prince Rupert, British Columbia as a package or separately.

Bi-State Golf Outing, Sept. 16 at Forsgate

The annual Bi-State Golf Outing is right around the corner. Save the date:

Tuesday, September 16 at the Forsgate Country Club in Monroe

Golf: (includes breakfast, lunch, green fees, cart, locker-room & cocktails)

Singles @ \$300 each

Foursomes @ \$1,100 per

Luncheon Only:

Singles @ \$125 each

Tables of 10 @ \$1,100 per

Sponsorship:

Gold Sponsor \$2,500 includes

Golf Package for 4 persons

Silver Sponsor \$2,000 includes Golf Package for 2 persons

Bronze Sponsor \$1,500 includes Luncheon for 5

Luncheon Sponsor \$1,000 includes Luncheon for 4

Cocktail Hour Sponsor \$750 includes Luncheon for 2

Hole sponsor \$250

Please mail completed form along with check made payable to the Association of Bi-State Motor Carriers offices 445 Wilson Avenue, Newark, NJ 07105

Bramnick Honored

Assembly Minority Leader Jon Bramnick will be the recipient of the Malcolm McLean Award at the Bi-



State Golf Outing. The award is named for the American transport entrepreneur who was central to the widespread adoption of the shipping container which revolutionized transport and international trade in the second half of the 20th century. The Assemblyman, is receiving the honor for his personal contributions toward the advancement of the Intermodal Container Industry during the past year.