Management of Chassis and Empty Containers
To Reduce Turn Time and Dwell Time

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What is the North American Chassis Pool Cooperative?

- Cooperative of 12 motor carriers
- STB granted pooling authority
Presentation Outline

- Strategies for Reducing Dwell and Turn Times
- Challenges that Complicate the Solutions
- Motivating Factors for Getting it Done
Dwell Time and Turn Time Can Be Reduced By Having “Road Ready” Containers and Chassis Available For Drivers

Strategies for Accomplishing This Include:

- Make it a priority and manage the process
- Create a terminal layout allowing for segregation of “road ready” chassis and containers
- Ingate process and location available for drivers to take empty boxes and bad chassis to keep separated
Strategies, cont’d

- On terminal process to segregate boxes and chassis from other units when they are rejected by drivers
- Deploy adequate number of mechanics to repair OOS boxes and chassis that have been identified instead of relying on “Roadability Lanes”
- Perform preventative maintenance as required by Roadability legislation
- Quality equipment is important. Recognize that preventative maintenance is an investment
Challenges Complicating the Solution

- Union labor
- Silo mentality in our industry
- Gray chassis pools known for poorest quality chassis in market
- Motor carrier choice still restricted
Motivating Factors for Finding Solution

- Driver shortage
- Cost of facilities and land combined with limited footprints cry out for productive use
- Port Performance Freight Statistics Program required by DOT to provide nationally consistent performance measures
- Motor carriers and BCOs sourcing chassis outside of port chassis pools
Motivating Factors, cont’d

• Fluidity matters to everyone