



MINNESOTA FREIGHT ADVISORY COMMITTEE

EXECUTIVE SUMMARY

March 27, 2020
9:30 am – 11:30 am

Welcome and New Member Recognition– Jason Craig, Chair, CH Robinson

- Jason recognized the following new MFAC members: Brian Peters, MAC, Kim Caron, CSCMP, Al Cornish, Target, Eric Sieve, Dedicated Logistics Services, Mariah Ethington, Smiths Medical

MnDOT Perspective on COVID-19 – Bill Gardner, MnDOT

- Bill stated that through these times, MnDOT is looking to protect both the public and their own employees. It has been a whole process switching to remote work, and some job functions within MnDOT cannot be switched to remote (for example, road maintenance). He brought up issues with rest areas, and addressed trucker concerns about food.

Member Updates – All

- Jason mentioned tristate NY regulations from CDC – this does not include truck drivers.
- Wendell Meyers brought up hours of service; there has been relaxation with licensing (CDL). Weights can be increased on interstates with special permits.

COVID-19 Freight Impacts Panel & Discussion

- **Air** (Brian Peters, Metropolitan Airports Commission)
 - Operations at the airport have been impacted significantly. Passengers going through TSA checkpoints is down 90%. There are more employees compared to passengers now at the airport. Cargo operations are holding fine, there has been an uptick in volumes.
- **Shippers** (Vicki Schwartz, Schwan's Company)
 - They are keeping communication current with front line employees, and making sure they have the tools to enter work areas and stores safely. A lot of last minute demand has been creating last minute planning and execution.
 - There has been more demand than they can push through the supply chain. They have defined daily output through each DC and into their 3rd party locations as well as transportation needs. They are very proud of the work the team has been doing to feed America.
 - MnDOT needs to work closely with USDOT to ensure we can continue to operate on the roadways. USDOT has responded very well and very quickly. MnDOT also

should: ensure roadside rests are kept open, cleaned, and vending stocked for truckers and other essential employees on the roadways; keep public transportation operational and ensure it is clean.

- **Ports & Waterways**
 - Kathryn Sarnecki, St Paul Port Authority - Shipping season has slowly started. River traffic should be full force in mid-April. All terminals are classified as essential operations, and they have been trying to make changes so employees can socially distance.
 - Deb DeLuca, Duluth Seaway Port Authority - The port authority put in an early request to have port workers classified as “essential”, and Deb thanked Governor’s office for helping this happen. So far, they have only seen impact on cruise passengers (limited to 500 passengers per boat).
- **Rail** (Mark Wegner, MN Regional Railroads Association)
 - Mark mentioned coordination with Katie Hatt, MnDOT. Uncertainty is the main issue that has come up with rail. Trains have been operating as normal except for extreme social distancing and extreme sanitation measures. Nationwide, rail industry seems to be functioning reasonably well despite supply chain impacts. No labor challenges yet. Drug testing has been impacted, as health centers do not have capacity to drug test due to coronavirus.
- **Carriers** (Todd Gilbert, Valley Cartage)
 - Corporate office is working from home, and there is the challenge of keeping teams engaged while they work virtually. They have been communicating to team members fiscal responsibility. Volume on LTL side is impacted. They have been fortunate with labor, and have been seeing impacts of increase in 4-day work weeks on supply chain.
- **Other Responses**
 - Jon Olsen, Minnesota State Patrol - Across the board, the transportation industry is considered essential. If a shipper/driver is transporting non-essential goods, they can continue, just under the current regulations. Inspections will continue, they need to continue regulations for safety of traffic.
 - Members raised concerns about truck drivers, related to pickup and delivery and eating needs. Carriers responded by saying that interactions are being limited for safety of truck drivers during pickup and delivery. Additionally, the American Trucking Association has been working with fast food chains to implement walk up to drive thru window. National rest areas remaining open for parking and restrooms is critical for driver hygiene.

Strategic Leadership COVID-19 Response – Food Medical, Transport – Bill Goins, Access to Solutions

- Lee Munnich, Humphrey School, UMN
 - He and his team have been doing research on industry clusters in MN. There are new challenges for the supply chains in these clusters. There are costs to the supply chain, and the question of who should be bearing the costs. Getting better data would be key for his team in understanding these issues better. Lee made a request for putting together zoom calls with industry leaders to discuss these issues.
- Shaye Mandle, Medical Alley
 - Members of Medical Alley are throughout medical cluster (health care providers, medical device etc). Medical Alley has launched “Resource Connect” to provide information and connections through this challenge. They working with members to ramp up production of PPE equipment, other critical goods for the supply chain.

Truck Parking Ban Presentation – John Hausladen, Minnesota Trucking Association,
Dillon Fried, City of Minneapolis

- John Hausladen said that in context of COVID, there is a pressing need to not have a truck parking ban in Minneapolis. There have been helpful meetings with City of Minneapolis. Truck drivers are willing to pay a fee for confirmed parking.
- Jason Craig thanked Dillon and City of Minneapolis for their outreach with trucking industry. City of Minneapolis held two meetings, one with residents and one with industry. Residents have legitimate concerns about retail being blocked. Industry concerns came out clearly too.
- Dillon Fried presented on the ban. Minneapolis has been receiving increasing number of complaints on truck parking from residents. There has been a working group convened to meet on these issues. The next working group meeting will be on April 6th – likely to delay and push back the ordinance amendment being voted on – originally was due for May 2020 enactment if it was passed.

Sustainable Transportation Research – Engine Efficiency in Support of Freight Mobility – Dr. Will Northrup, University of Minnesota

- Dr. Northrup presented on the research of the Thomas E Murphy Engine Lab. Their research is on engines, and the trends of connected, autonomous and electrified vehicles.
- V2C is connectivity technology that can be used to reduce energy use through eco-routing, advanced telematics, and, powertrain energy management. Their VPRO project is a suite of V2C technologies developed by UMN to reduce energy costs for fleets.
- The lab has just begun a project this year on improving the freight productivity of a heavy-duty, battery electric truck by intelligent energy management. The goal of this project is to extend the vehicle's per-charge battery range by 20-30%.
- Fleets are positioned to deploy V2C technology; delivery operators are motivated to reduce fuel use, and regional freight can use V2C to enable electric trucks and save money.