

We ask that our motor carrier partners distribute the below reminders to all drivers:

- Drivers **MUST** stop at the staging kiosk corresponding with their routing ticket and await instruction. The driver's arrival at the kiosk will establish a queue order for how trucks will be routed to the stacks based on lane availability.
 - For example, a driver directed to stack 28L must use one of the two staging lanes for stack 28.

Portal In Time: 12:29:49 PM	ROUTE TICKET	Tran# :
Jul 30, 2024 12:39 PM	Norfolk International Terminals	
Lic Plate:	DELIVER IMPORT	SCAC:
Cont# :		
Chas# :		
Line:		
Size/Typ		
Group Id:		
DRIVER INSTRUCTIONS		
GO TO LOCATION: 28L		
Trucks to RMG Stks Enter Thru Staging Area First. Stop at Kiosk for Instructions. Dual moves must return to staging lane for 2nd transaction.		

- If the kiosk screen does not display the truck's license plate, drivers should push the call button for assistance.
- If a given transfer zone is full for a specific stack, the driver will be instructed to wait for an open lane. Drivers must wait until instructed to depart, **EVEN** if they can visually see an open lane.
- If a driver is instructed to a stack and arrives with no lane open, they should return to the staging lanes and push the call button for assistance.
- **Staging in front of the stacks (similar to VIG) is prohibited at SNIT.**
- **For dual moves involving separate stacks (per the routing tickets), drivers must return to the staging area after completing the inbound move to be routed to a new stack for the outbound move. (see map)**
- If both moves are in the same stack (per the routing tickets), drivers do not have to return to the staging area, as long as no chassis change is required.

SNIT RMG Stacks



NIT Transfer Zone / Staging Lane Policy

To support the new de-coupled CRMG operation, the RMG stack lanes have been designated to give motor carriers and terminal drivers a predictable location for where they will be serviced. Additionally, terminal drivers will drop bomb carts in lanes four and five for de-coupled servicing.

- **Motor carriers should not back into any lanes displayed with a red traffic light as this designates a rail/yard dedicated or out-of-service lane.**



- **Lanes 4 and 5 are also marked with the below signage.**



- The Terminal Safety Excellence Program (TSEP) rules for motor carriers have been updated to support the above policies and procedures. **Effective August 1 until August 31, 2024, we will start a period of soft enforcement of the new SNIT TSEP policy #13.** Drivers in violation will be given a copy of the policy and asked to adhere to it during their next visit. **Starting September 1, 2024, citations for non-conformance or recognitions of excellence will be issued.**

13	While waiting to back into a lane, coordination with other motor carriers to determine who will back-in next is acceptable for up to two minutes, then drivers must be in their cab. At SNIT, staging in front of stacks is prohibited. If a stack is full upon arrival, or during dual moves, drivers must proceed back to staging lanes and wait for notification to proceed. Backing into any stack lane with a red light on is prohibited.
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- The signage below has been installed on all staging lane kiosks to remind all drivers of the terminal policies.

