

Maintenance &
Repair
Committee
Meeting

Virtual
Friday, February 23, 2024
1:00 – 2:00 PM EST

Agenda

I. [1:00 PM to 1:10 PM] Call to Order

- Welcome and Introductions
- Antitrust Guidelines
- Determination of Quorum
- Approval of September 11, 2023, Meeting Minutes

Christopher O’Hea, C & K Trucking, Chair
Marc Blubaugh, Counsel: Benesch, Friedlander, Coplan and Aronoff
IANA Staff
Bill Fluke, Columbia Group, Vice Chair

II. [1:10 PM to 1:40 PM] Task Force & Working Group Reports

- Damage Prevention Outreach Program Task Force
- Preventative Maintenance Task Force
- Photographic Evidence Working Group

Andrew Knouse, Norfolk Southern
Bill Fluke, Columbia Group
Ed Smith, Webb Wheel Products
Mark Smith, FYX Fleet Roadside Assistance

III. [1:40 PM to 1:45 PM] Old Business

Chair/Vice Chairs

IV. [1:45 PM to 2:00 PM] New Business

- Other Items from the Floor
- Next Meeting:
IANA Business Meeting
The Westin Chicago Lombard, Lombard, IL
Wednesday, May 8, 2024, 1:30 PM CST

Chair/Vice Chairs

V. [2:00 PM] Adjourn

Chair

Call to Order

- Welcome
 - Reminder of expectation for Committee members
 - Meetings include deliberation of issues, education, and discussion of recommended practices
 - Solicitation of business is not allowed during meetings
 - Members must abide by antitrust guidelines
 - Actively participate in Committee

Housekeeping

- Please Mute Your Sound
- Raise Hand to be Recognized
- When Speaking
 - Identify Yourself and Company Affiliation





Antitrust Guidelines

Marc Blubaugh, Counsel,
Benesch, Friedlander, Coplan and Aronoff



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Determination of Quorum

IANA Staff




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Task Force and Working Group Updates





Damage Prevention Outreach Program Task Force

Andrew Knouse, Norfolk Southern

Objectives

- Raise awareness and share information regarding preventable chassis damage with stakeholders involved in moving, storing and maintaining chassis
- Develop presentation tools and resources, which may be utilized by IANA members during local outreach events
- Materials to highlight proper use and handling of intermodal chassis and the operational and safety benefits of doing so

Updates Since September and Next Steps

- Working to develop an estimated industry cost for damages, similar to a study done for keepers
 - Landing Legs
 - Bolsters
 - Tires
- Use this information to collaborate with the Operations and Safety Committees for outreach opportunities
 - Discuss what that looks like
 - How do we create change?

Thank You to the Participants

- Andrew Knouse, Leader, Norfolk Southern Corporation
- Brian Bellan, Georgia Ports Authority
- Ryan Bivinetto, BlackBerry Radar
- Ron Cordova, Zonar Systems, Inc.
- Ben Evans, CIE Manufacturing
- Chris Gates, Clarience Technologies
- Calvin Lin, Ventra Technology
- Tyler Lippincott, J.B. Hunt Transport Services, Inc.
- James Niccum, Rail Logistics, Inc.
- Thomas Novak, Rail Logistics, Inc.
- Chad Peterson, CPKC
- Deron Reese, J. B. Hunt Transportation Services, Inc.
- Pete Russo, Decisiv, Inc.
- Brad Ryckert, SKF USA Inc. Vehicle Service Market
- Jimmy Scardo, Norfolk Southern Corporation
- Eric Snyder, DCLI





Preventative Maintenance Task Force

Bill Fluke, Columbia Group
Ed Smith, Webb Wheels Products

Thank You to the Participants

- Bill Fluke, Columbia Group, co-Leader
- Ed Smith, Webb Wheel Products, Inc., co-Leader
- Al Anderson, Peterson Manufacturing Company
- Ryan Bivinetto, BlackBerry Radar
- James Caudill, South Carolina Ports Authority
- Ron Cordova, Zonar Systems, Inc.
- Bryan Dempsey, Peterson Manufacturing Company
- Jeffrey Dudenhefer, North American Chassis Pool Cooperative
- Carl Francis, Consolidated Chassis Management, LLC
- Chris Gates, Clarience Technologies
- Billy Heath, TRAC Intermodal
- Brian Herrington, SAF-HOLLAND
- Stevenson Kemp, South Carolina Ports Authority
- Andrew Knouse, Norfolk Southern Corporation
- Brian Martin, Autocar Truck
- Christopher Meyer, TRAC Intermodal
- Kent Musick, Pratt Intermodal Chassis
- Cory Nelson, Milestone Equipment Holdings
- Thomas Novak, Rail Logistics, Inc.
- Frank Puciul, SAF-HOLLAND
- Emilio Cerda Rico, Pressure Systems International, Inc.
- Michael Rolling, FlexiVan
- Rob Rowe, B-H Transfer Co.
- Mark Schmidt, North American Chassis Pool Cooperative
- John Shelton, STEMCO
- Ron Smejkal, TRAC Intermodal
- Nicholas Smith, Union Pacific Railroad Company
- Marty Summers, Consolidated Chassis Management, LLC
- Kellie Taub, Pressure Systems International, Inc.
- Charles Yaggy, REMPRES, LLC
- Pete Young, Rail Logistics, Inc.



Photographic Evidence Working Group

Mark Smith,
FYX, Fleet Roadside Assistance

2024 Update

Quantify arbitration cases since inception back in 2018:

- How many cases since start, say 2019 forward, YOY data.
- How many cases were upheld as valid rebills based on the photographic evidence and how many were denied as not meeting the criteria.
 - Quantify by reject “not meeting criteria” reason.
 - No inner liner photo’s.
 - Chalking issue.
 - COF shows one damaged code but should have been another.
 - Good ole fashioned customer concession.
 - MISC./Other reasons.

With this data, we can know which issues are identified as not meeting the criteria and look toward a way to improve the criteria. Ultimately with the goal of providing suggestions for the M&R Committee, IIEC and others on said improvements to the criteria.

Answer: We have quantified the arbitration cases and really nothing much to speak of. The missed chalking / inner liner photo are the main points of arbitration.

2024 Update

Initial suggestions for improvements / updates to the photographic evidence criteria, and what we could propose for a Task Force Charter:

The current suggestions for consideration:

- Damages are damages..... “If cause of failure is determined to be damage verse NWT (normal wear and tear), regardless of why made code chalked on sidewall, the photographic or videography evidence can be used without chalking if the defect is clearly depicted in the documentation.
- Allow stickers for tire identification markings and as a secondary protocol to chalking.
- Inner Liner photo of run flat tire is in addition to support but can replace inner liner photo if exterior tire condition confirms run flat damage.
- Motor carriers supply photographic evidence as well.
- Videos can be used alongside photos for proper determination of cause of failure.

A couple of take aways for anyone who can assist with review of the technology side within their M&R invoicing program to see what file types are acceptable. How much of an IT ask to implement additional video formats for acceptance by the various platforms.

Thank You to the Participants

- Mark Smith, FYX, Fleet Roadside Assistance, Leader
- Ryan Bivenetto, BlackBerry Radar
- Tim Farrell, Intermodal Cartage Co., Inc.
- Brooke Frerichs, Union Pacific Railroad Company
- Stefanie Fyfe, ContainerPort Group, Inc.
- Stevenson Kemp, South Carolina Ports Authority
- Andrew Knouse, Norfolk Southern Corporation
- Richard Lammers, Union Pacific Railroad Company
- Calvin Lin, Ventra Technology Inc.
- Angelina Mercado, TRAC Intermodal
- Holly Middleton, Norfolk Southern Corporation
- Timothy Moore, CSX Intermodal Terminals, Inc.
- Rob Movshin, Container Maintenance Corporation
- Kent Musick, Pratt Intermodal Chassis
- Anthony Noles, Dorsey Tire Company, Inc.
- JJ Pascente, Legend Trucking, Inc.
- Albert Perez, BNSF Railway
- Frank Puciul, SAF-HOLLAND
- Ron Smejkal, TRAC Intermodal
- Bill Traub, P & B Intermodal Services, Inc.
- Jeremy Worley, FYX Fleet Roadside Assistance
- Pete Young, Rail Logistics, Inc.



Old Business

Chair/Vice Chairs



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