



# IANA

INTERMODAL ASSOCIATION  
OF NORTH AMERICA

## Maintenance & Repair Committee Meeting

Monday, September 9, 2024

9:30 AM to 10:30 AM

Regency Ballroom ABC

Hyatt Regency Long Beach, CA

# AGENDA

Monday, September 9, 2024

9:30 AM to 10:30 AM

- I. **[9:30 AM to 9:35 AM] Call to Order**
  - Welcome and Introductions Christopher O’Hea, C & K Trucking, Chair
  - Housekeeping and Safety Review Bill Fluke, Columbia Group, Vice Chair
  - Antitrust Guidelines Marc Blubaugh, Counsel, Benesch, Friedlander, Coplan and Aronoff
  - Approval of May 8, 2024, Meeting Minutes Bill Traub, P&B Intermodal, Vice Chair
  
- I. **[9:35 AM to 9:45 AM] Task Force & Working Group Reports**
  - Photographic Evidence Task Force Mark Smith, FYX Fleet Roadside Assistance
  - Joint Damage Prevention Task Force Andrew Knouse, Norfolk Southern
  
- II. **[9:45 AM to 10:15 AM] “Roadability Regulations: Back to the Future”**

Marc Blubaugh, IANA Counsel  
Don Alfarone, Flexivan  
Dave Hensal, Eagle Systems Inc.
  
- III. **[10:15 AM to 10:20 AM] Old Business**
  - Roadability Regulations Working Group Chair
  
- IV. **[10:20 AM to 10:30 AM] New Business**
  - M&R Roundtable Chair
    - Friday, October 4, 10AM
    - Monday, November 15, 10AM
  - Items from the Floor Chair, Vice Chairs
  
- V. **[10:30 AM] 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



- Turn Cell Phones to Vibrate or Off
- **Please** No Side Bar Conversations
- When Speaking
  - Use a Microphone
  - Identify Yourself and Company Affiliation

# Safety Briefing

- Current Location:
  - Hyatt Regency, Regency Ballroom ABC
  - 200 S. Pine Avenue, Long Beach, CA 90802
- Hotel Security:
  - Office on ground level, Dial “55” from any Hotel Phone
- 911 Assignment:
  - Contact Hotel Security, Dial “55” from any Hotel Phone
  - Primary?
  - Secondary?
- AED Assignment:
  - Contact Hotel Security, Dial “55” from any Hotel Phone
  - Primary?
  - Secondary?
- First Aid Kit Assignment:
  - Contact Hotel Security, Dial “55” from any Hotel Phone
  - Primary?
  - Secondary?

# Safety Briefing - Continued

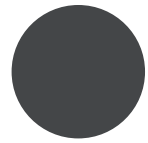
- CPR Assignments:
  - Primary?
  - Secondary?
- Evacuation Assignments:
  - Primary?
  - Secondary?
  - Evacuation Routes – primary and secondary
  - Rally point:
    - Grassy area across from main hotel entrance
    - Chairs pushed in - **Avoid tripping hazards**
- Fire extinguishers:
  - Just outside the Regency A entrance.
- Drills scheduled or planned for the day





# Antitrust Guidelines

# Antitrust Guidelines



**Marc Blubaugh**

**IANA Counsel**

**Benesch, Friedlander, Coplan and  
Aronoff**





A large cargo ship is docked at night, illuminated by bright lights. The ship's deck is covered with numerous colorful shipping containers. In the background, a large steel structure, possibly a bridge or industrial facility, is visible against the dark sky. A semi-transparent dark blue rectangular box is overlaid on the center of the image, containing white text.

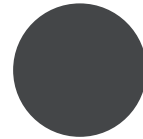
# Approval of May 8, 2024, Meeting Minutes





# Task Force and Working Group Updates

# Photographic Evidence Task Force



**Mark Smith**

**FYX Fleet Roadside Service**





# Thank you to the Participants

- Mark Smith, FYX, Fleet Roadside Assistance, Group Leader
- Ryan Bivenetto, BlackBerry Radar
- Tim Farrell, IMC Logistics
- Brooke Frerichs, Union Pacific Railroad Company
- Stefanie Fyfe, ContainerPort Group, Inc.
- Steve 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
- 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.

# GOAL STATEMENT

The Task Force will seek to establish improved criteria for tire photos to be reliable evidence to validate cause of failure and proper determination of responsible party in lieu of returning the carcass. The Task Force will complete its review within recommended timeframes.

# SURVEY QUESTIONS –

13 TOTAL RESPONDENTS

Q1: Allow stickers for tire identification markings and as a secondary protocol to chalking.

Q2: Inner Liner photo of run flat tire is in addition to support but can replace inner liner photo, as long as exterior tire condition confirms run flat damage.

Q3: Motor carriers supply photographic evidence as well.

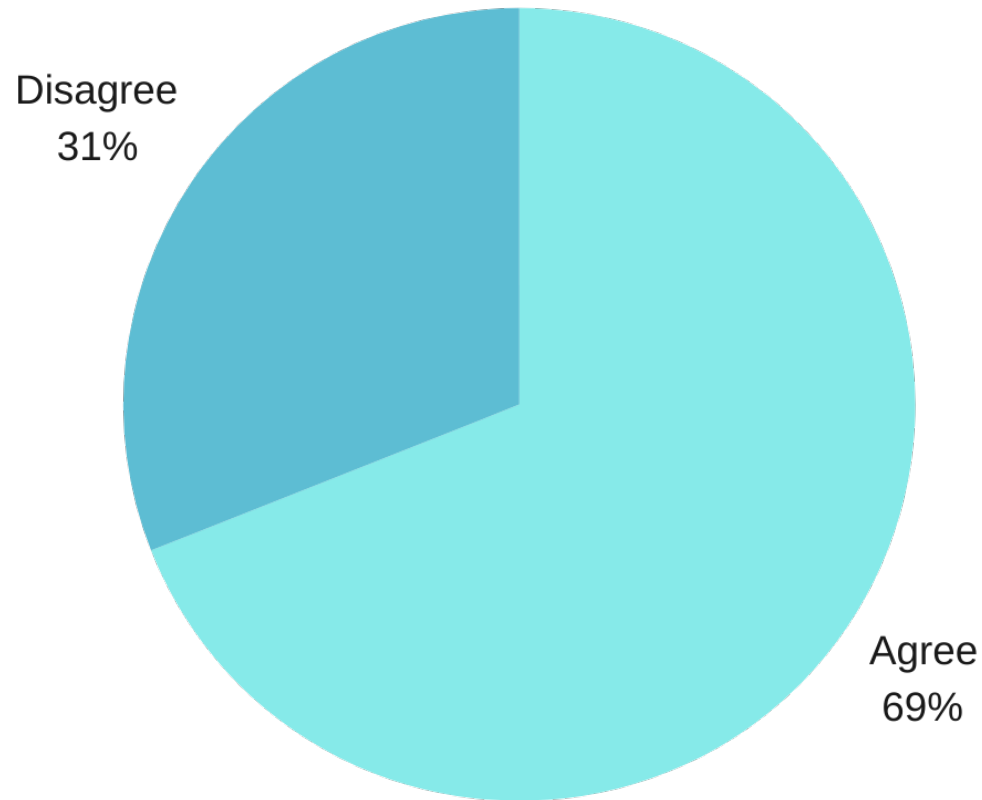
Q4: Videos can be used alongside, and in place of, photos for proper determination of cause of failure.

Q5: If cause of failure is determined to be damage versus 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.



# Question 1 – 13 total respondents:

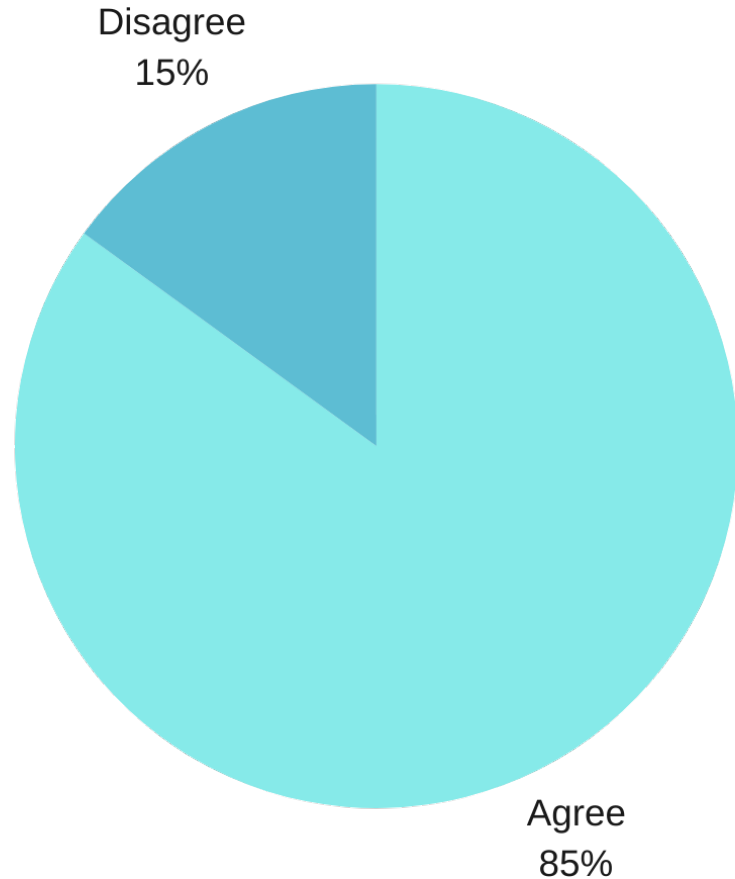
Allow stickers for tire identification markings and as a secondary protocol to chalking.



69% Agree  
31% Disagree

## Question 2 - 13 total respondents:

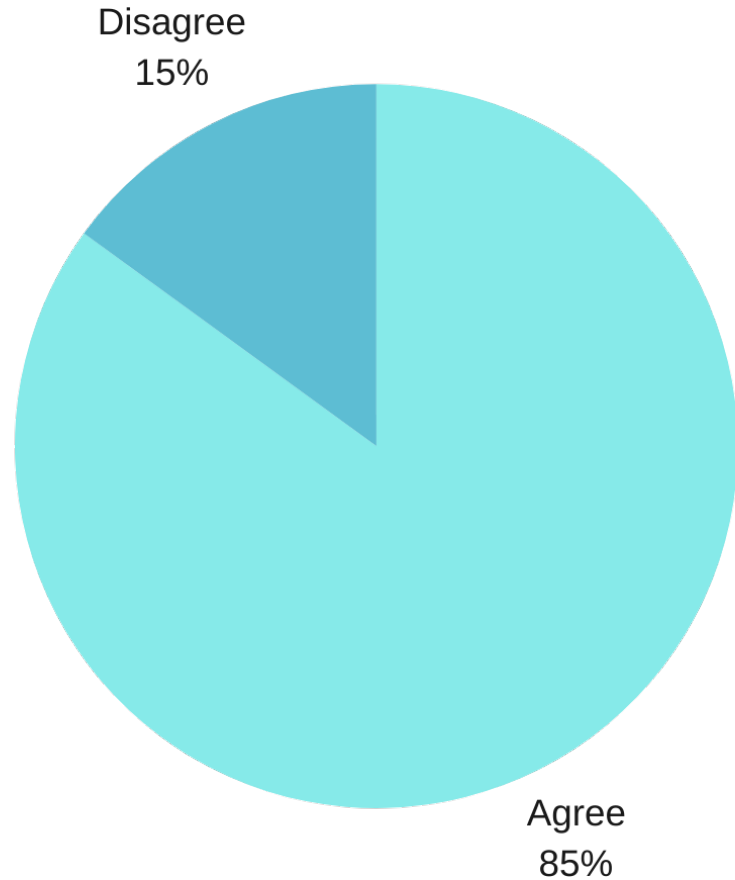
Inner Liner photo of run flat tire is in addition to support but can replace inner liner photo, as long as exterior tire condition confirms run flat damage.



85% Agree  
15% Disagree

# Question 3 - 13 total respondents

Motor carriers supply photographic evidence as well.

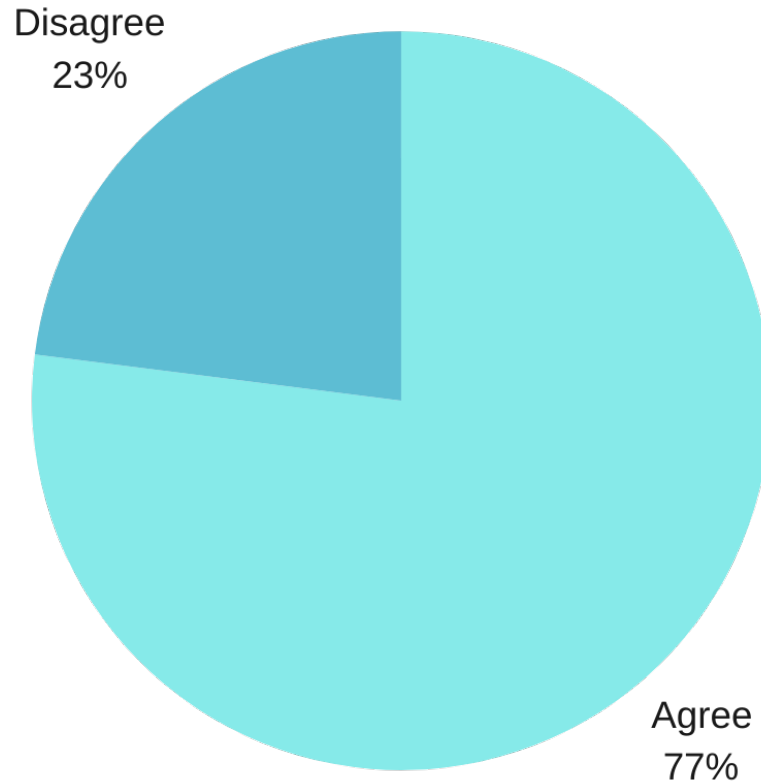


85% Agree  
15% Disagree



# Question 4 - 13 total respondents

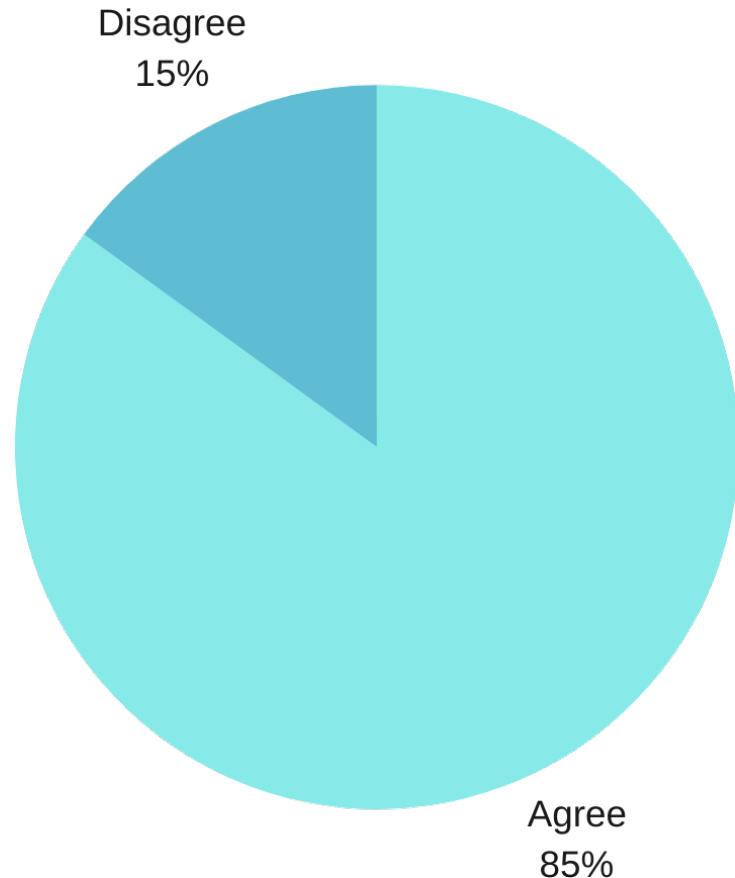
Videos can be used alongside, and in place of, photos for proper determination of cause of failure.



77% Agree  
23% Disagree

# Question 5 - 13 total respondents

If cause of failure is determined to be damage versus 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



85% Agree  
15% Disagree

# FEEDBACK/NEXT STEPS

- Great feedback and follow up items from the working group.
- Next steps, look at ways we can bridge the gap between the group on what will make the most impact on improving the criteria.

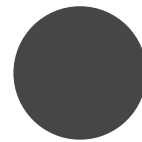


# Q&A





# Joint Damage Prevention Task Force



**Andrew Knouse**  
**Norfolk Southern**



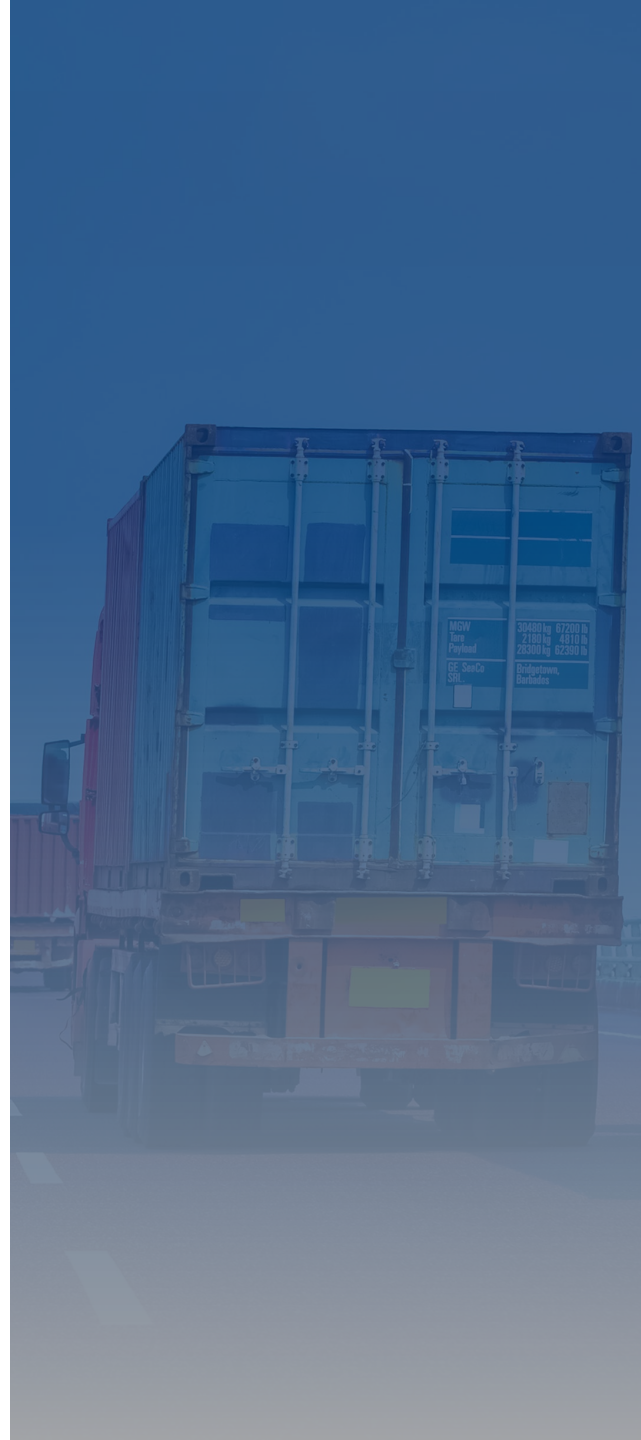
# Thank you to the Participants

- Andrew Knouse, Norfolk Southern Corporation
- William Barrett, Ports America
- 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.
- Albert Perez, BNSF Railway
- 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



# 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



# Damage Prevention Task Force

## Past Deliverables

- Supervisor check list to mitigate damages
- Job briefing content
- Tools to keep your area clean
- What does it take to skid flat tires?
  - #1 damage reason for tires
- Top chassis damages and cost

# Next Steps

- May 2024: Transitioned from the Damage Prevention Outreach Program Task Force to a new Joint Task Force, collaborating with OPS and Safety committee participants.
  - Focus will be on:
    - **Process owner engagement**
      - Terminal operators
      - Motor Carriers/Drivers
      - BCO site operators
    - **Driving recommended practices to reduce damage**
    - **Identify additional participants from the ISC and OPS Committees**



# Q&A





A large container ship is docked at a port at night. The ship is illuminated by blue lights, and its deck is covered with numerous colorful shipping containers. In the background, the port infrastructure, including cranes and structural beams, is also lit up. A semi-transparent dark blue rectangular box is overlaid on the center of the image, containing the text "Roadability Regulations: Back to the Future" in white, bold, sans-serif font.

# Roadability Regulations: Back to the Future

# Intermodal Roadability Requirements

## History

- 1999-2004 – The FHWA, and the successor FMCSA, begin looking at the inspection, repair, and maintenance responsibilities for intermodal container chassis because serious safety concerns arose around allegedly poor maintenance of intermodal equipment.
- 2005 - Congress passes the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that includes Section 4118 “Roadability,” directing the USDOT Secretary to issue regulations establishing a program to ensure the safety of intermodal equipment used to transport intermodal containers.
  - *GOAL:* (1) improved maintenance will make CMV operations safer and reduce crash risk and (2) improved maintenance will result in fewer chassis breakdowns / OOS (better for nation’s intermodal system)
- 2008-2009 – FMCSA implements section 4118 and makes intermodal equipment providers (IEPs) subject to certain Federal Motor Carrier Safety Regulations (FMCSRs), including 49 C.F.R. § 390.40. FMCSA states “(t)he rule will ensure that IME is maintained, equipped, loaded, and operated safely” as required by § 31136(a)(1).
- 2017 – 49 C.F.R. § 390.40 was suspended and replaced with 49 C.F.R. § 390.40T.



# Intermodal Roadability Requirements

## IEP Requirements (49 C.F.R. § 390.40T)

- Register with the FMCSA by filing Form MCS-150C.
- Mark each item of IME offered for transportation in interstate commerce with a U.S. DOT identification number using one of the five options listed in §390.21(g)(4).
- Establish a systematic inspection, repair, and maintenance program to assure the safe operating condition of IME, including annual inspections.
- Maintain documentation of a maintenance program, including driver vehicle inspection reports.
- Develop and provide a means to effectively respond to driver and motor carrier reports about IME mechanical defects and deficiencies.
- Have procedures in place, and provide sufficient space, for drivers to perform a pre-trip inspection of tendered intermodal equipment.
- Develop and implement procedures to repair any equipment damage, defects, or deficiencies.

# Intermodal Roadability Requirements

## Motor Carrier and Drivers Responsibilities

- Before operating IME over the road, the driver accepting the equipment must inspect the equipment components listed in §392.7(b) and be satisfied that they are in good working order.
- A driver or motor carrier transporting IME must report to the IEP (or its designated agent) any known damage, defects, or deficiencies in the IME at the time the equipment is returned to the IEP (or its designated agent).

# Intermodal Roadability Requirements

## FMCSA Roadability Review of IME

- The FMCSA performs roadability reviews and then evaluates the results using the criteria in § 385, Appendix A (“Explanation of Safety Audit Evaluation Criteria”).
- If the FMCSA discovers violations of §§ 390, 393, and 396 as the result of a roadability review, the FMCSA may cite the IEP and impose civil penalties.
- If the FMCSA determines that a certain item of intermodal equipment is an imminent hazard, the FMCSA may prohibit the IEP from offering the item.
- The FMCSA may prohibit an IEP from offering any intermodal equipment from a particular location or multiple locations if FMCSA determines the IEP’s failure to comply with the FMCSRs is an imminent hazard.
- “Imminent Hazard” generally describes a hazard that, if not discontinued immediately, the condition of the IME substantially increases the likelihood of serious injury or death.





# Old Business





# New Business

# M&R Roundtable Discussion Group



- Monthly one hour meeting
- Industry professionals engaged collaborative and non-competitive discussion
- Led by a moderator (Group Leader) – moderator can be switched out monthly
- Discussion comprised of timely or compelling topic, industry issue or concern
- Potential for creating new Working Groups and Task Forces, educational sessions and topics for EXPO and Business Meeting
- Excellent opportunity for networking, professional development and collaboration
- Friday, October 4, 10AM
- Monday, November 15, 10AM



A large cargo ship is docked at a port at night. The ship's deck is filled with stacks of colorful shipping containers. The ship is illuminated by bright lights, and the lights reflect on the water in the foreground. A semi-transparent, dark rectangular box is overlaid on the middle of the image, containing the word "Adjourn" in white, bold, sans-serif font.

**Adjourn**