



MEETING MINUTES

THE INTERMODAL ASSOCIATION OF NORTH AMERICA MAINTENANCE & REPAIR COMMITTEE MEETING

**Sunday, September 12, 2021
9:00 to 10:30 a.m. PDT
Hyatt Regency, Long Beach, CA**

Call to Order

The meeting was called to order at 9:02 a.m. by Committee chair Martin Summers of Consolidated Chassis Management, LLC. IANA General Counsel Marc Blubaugh provided the anti-trust guidelines; a quorum was established as being present.

Approval of the May 14, 2021 minutes

Ingrid Crafford of Norfolk Southern Corp asked for approval of the May 14, 2021 minutes, which were approved.

Task Force and Working Group Reports

Telematics for M&R Applications Task Force

The objectives of the Telematics Task Force are to investigate and identify what equipment telematics options exist, said Ed Smith, Webb Wheel Products, leading the discussion for Gary Cornelius, TCW, who was unable to attend. It was also looking at how to improve maintenance and repair practices. He said the Task Force met and has been successful moving forward with those goals, and thanked the members for their work, which included development of a telematics deployment checklist. The Task Force also put together a features and benefits checklists of telematics options. Smith said the next step is for the Task Force to wrap up its work and asked that questions be directed to Mr. Cornelius. Mr. Summers said that the checklists can be viewed under the Industry Tools & Resources page on the IANA website.

Roadside Service Task Force

Mark Smith, FYX, Fleet Roadside Assistance, presenting for Christopher O'Hea of C&K Trucking, said the Task Force is looking at processes as a way to improve road service for all parties. This includes the cause of failure documentation, service call



information, and any information that can improve overall road services costs. The group has created a repository page of participating Intermodal Equipment Providers (IEP) and their road service policies. The page can be viewed on the IANA website, and Mr. Smith urged members to participate.

In response to a question, Mr. Smith said the database does not yet include information from trucking fleets and added that larger truckers will set up their own service call centers while smaller carriers handle roadside service on a case by case basis.

Damage Prevention Outreach Program Task Force

Andrew Knouse, Norfolk Southern, said the Task Force has been trying to come with ideas and ways to mitigate damage and raise awareness in the industry, including anyone who operates or touches the chassis, to understand the processes put in place to mitigate damage. The group has started to analyze data from different providers including Norfolk Southern, to initially identify the more common areas of damage including tires, landing legs, keepers and glad hands. Mr. Knouse said the group is starting to target audiences on mitigating damages. The Task Force is seeking participation from individuals to go through the process of understanding what drives damages, and put together presentation materials such as a brochure, pamphlet, or video. This will help develop a list of "don'ts," and perhaps demonstrate how little effort is required to mitigate damages.

Mr. Summers said that he would like to see more Task Force participation from members who choose to only voice concerns about specific issues. He asked for volunteers from distribution centers or warehouses or Non-Vessel Operators (NVO), to help with some of the issues. He said volunteering helps everyone understand a little bit about what IANA is trying to do, and how members can get to the final outcome. Interested individuals can contact Mr. Summers, Task Force leaders, or IANA staff for a Task Force assignment.

Preventative Maintenance Task Force

Carl Francis, Consolidated Chassis Management, LLC, said that the initial intent of this group was to create recommended practices for preventative maintenance, and highlight the gains to operational efficiency. He noted that the group ran into an issue where manufacturers were uncomfortable giving a preventative maintenance schedule for equipment that was not theirs, and as a result that part of the group had been disbanded. Mr. Francis said the Task Force needs to regroup, talk about how members can get around some of those challenges, and see what can be done to get a



different mix of participants. Ultimately, Mr. Francis said the Task Force will rely on equipment providers to get together and talk about their programs, and then come up with recommended practices from there without central reliance on Original Equipment Manufacturers (OEM).

Mechanics Training Working Group

Ed Smith, presenting on behalf of William Fluke from Columbia Group, said the group got an initial preview of the assessment test which will enable M&R vendors to determine a candidate's qualifications quickly and accurately. Mr. Smith said that a newly developed 12-week training program for entry-level mechanics developed by Lincoln Tech will need scholarships and government funding to help companies and individuals afford to attend. It can have a positive effect on the safety of the industry, he said, as the industry looks for qualified mechanics.

Proper training will soon become even more important, Mr. Smith added, as the Commercial Vehicle Safety Alliance is looking into adopting Canadian standards for annual inspection. Because some Canadian standards are stronger than U.S. standards, it is going to add a lot more time to annual inspections and require more qualified mechanics to conduct them. Other potential changes heading into 2022 include upgrades for rear and side underride protections.

Mr. Summers praised Lincoln Tech's work on the training program and hopes to see a presentation to members at the IANA Business Meeting in Oak Brook, Ill., in May 2022.

Old Business

Mr. Summers called for a revival of the working group formed several years ago to study conversion of equipment repair codes from the International Standards Organization (ISO) to Association of American Railroads (AAR) standards. Mechanics working on domestic equipment have to code repairs per the AAR, but code per ISO for international equipment. Also, updates would be needed to include repairs not covered in the group's original work.

Joey Frederick, TopLift North America, emphasized that it would be more professional to train mechanics in one standard than several, and that requiring them to learn more than one was asking for trouble. William Traub, CSX, said a review every three to four years was needed, to make sure conversions were up to date. There is no central gatekeeper for codes, as IEPs tend to handle updates on an individual basis. Mr.



Summers urged interested members to look at the conversion codes on IANA's site and reach out if they have any questions or concerns.

New Business

Kevin Lhotak, Reliable Transportation, reported on a June meeting of the Intermodal Interchange Executive Committees (IIEC), when it was asked to consider a request for modifications to specific provisions in the UIIA (Uniform Intermodal Interchange and Facilities Access Agreement), related to the responsibility for specific types of tire repairs, and introducing the use of photographic evidence for intermodal tire repair/replacements on terminals. He asked the M&R Committee to bring its expertise to bear regarding further research on these two items, as it has in the past, to determine if changes to the UIIA are warranted.

Both Mr. Summers and Mr. Knouse said that there sometimes is an issue with the integrity of photographs taken in the field. Mr. Traub questioned what specifically was problematic about the current system that it would be up for discussion. Mr. Lhotak said that identifying the cause of tire failures was wide-ranging, from wheel wear to proper inflation to weather conditions, impact and cargo weight. Asking M&R for assistance was an educational opportunity for the industry, and a way to keep the UIIA relevant with modern business practices.

Mr. Summers asked for reaction from M&R providers, who he said are struggling to find mechanics, and how they would feel about adding another task to repair checklists. As to tire damage, he called under-inflation a big issue, and said he has photographs of drivers purposely deflating tires, to obtain a smoother ride hauling empty containers.

Mr. Traub, who is a member of the IIEC, said that CSX require its M&R vendors to provide photographic evidence on tires when they do the repairs on intermodal equipment, to provide additional clarification or in support of arbitration cases. Mr. Traub made a motion that the M&R Committee take on further investigation of the issues. The motion was seconded by EJ Bronwasser from Milestone and approved. Mr. Summers said he would schedule a separate meeting to invite the M&R Committee for further discussion.

In other new business, Mr. Frederick raised an observation about what he called a fundamental lack of knowledge in the marine terminal and trucking sectors regarding chassis maintenance. During the past year he has personally seen M&R operations that have no concept of M&R fundamentals, safety planning levels, workload



protection, lifting standards and tire handling. He questioned what else such personnel are not doing, and how many people touch equipment and don't know what IANA is or does. He said there is an opportunity for IANA to get other people in the industry involved and get critical information out to them.

Housekeeping and Adjourn

Hal Pollard of IANA thanked the attendees, and introduced staffers Beth Pernerewski, manager, Education & Committees, and Bran Lagana, the new director of membership, both attending their first in-person EXPO.

A motion to adjourn was made by Mr. Bronwasser and seconded by Mr. Frederick. The motion passed unanimously, and the meeting was adjourned at 10:07 a.m.



Roll

First Name	Last Name	Organization Name	Invited	Attended
3PL				
Todd	Keenan	XPO Logistics	x	
Marine				
Brian	Bellan	Goergia Ports Authority	x	
William	Fluke	Columbia Group	x	
Motor Carrier				
Gary	Cornelius	TCW, Inc.	x	
Nancie	De Salvo	Rose Transportation, Inc.	x	x
Nate	Graglia	Wallport Transit Xpress, Inc.	x	
Jordan	Hunt	ContainerPort Group, Inc.	x	
Kevin	Lhotak	Reliable Transportation Specialists, Inc.	x	x
Tyler	Lippincott	J.B. Hunt Transport Services, Inc.	x	x
Jonathan	Norris	Gulf Winds International, Inc.	x	
Christopher	O'Hea	C & K Trucking, LLC	x	
Brian	Stone	J.B. Hunt Transport Services, Inc.	x	
William	Traub	CSX Intermodal Terminals, Inc.	x	x
Rail				
Jeffrey	Chapman	Union Pacific Railroad Company	x	x
Ingrid	Crafford	Norfolk Southern Corporation	x	x
Andrew	Knouse	Norfolk Southern Corporation	x	x
Richard	Lammers	Union Pacific Railroad Company	x	x
Santiago	Martinez	ciaO intermodal	x	
Vernon	Prevatt	CSX Transportation	x	x
Jennifer	Reiser	Kansas City Southern	x	x
Nicholas	Smith	Union Pacific Railroad Company	x	x
Supplier				
Trevor	Ash	CIE Manufacturing, Inc.	x	x
Gerry	Bisaillon	REMPREX, LLC	x	x
Ryan	Bivinetto	BlackBerry Radar	x	
Brian	Boyd	Hendrickson	x	
Eric-Jan	Bronwasser	Milestone Equipment Holdings	x	x
Tiffany	Buchanan	Watermark Terminal Solutions	x	x
Paul	Burgoyne	Vantage Solutions, LLC	x	
Kevin	Clarke	Vantage Solutions, LLC	x	
John	Cochios	Haldex	x	
Mike	Codling	Amsted Seals	x	x
Joshua	Cooley	Illinois Transport, Inc.	x	x
Ron	Cordova	Zonar Systems, Inc.	x	x
Monica	Dorsey	Downtime Fleet Management Services	x	x
Michael	Dougherty	TRAC Intermodal	x	
Jeffrey	Dudenhefer	North American Chassis Pool Cooperative (NACPC)	x	x
Tim	Erion	FlexiVan	x	



David	Esposito	DCLI	x	x
Ben	Evans	CIE Manufacturing, Inc.	x	x
Tim	Farrell	Intermodal Cartage Co., Inc.	x	
Carl	Francis	Consolidated Chassis Management, LLC	x	x
Joey	Frederick	TOPLIFT North America	x	x
Christopher	Gates	Clarience Technologies	x	
David	Green	Consolidated Chassis Management, LLC	x	
Brian	Hofmann	CIE Manufacturing, Inc.	x	x
Elliott	Hopper	Buckeye Mountain	x	x
Clemens	Horacek	Kuenz America Inc.	x	x
Brett	Hugo	STEMCO	x	
Jim	Jacobs	FlexiVan	x	
Goran	Krave	Kalmar	x	x
Jeremy	Laskos	REMPREX, LLC	x	
Jim	Lee	Transmodal Solutions LLC	x	
Zhuangfan	Li	CIE Manufacturing, Inc.	x	x
Andrew	Malion	Spectra Products, Inc.	x	
Vincent	Marino	Container Maintenance Corporation	x	x
Brian	Martin	Autocar Truck	x	
Jason	McClelland	Amsted Seals	x	
Johnny	McIntosh	The Goodyear Tire & Rubber Company	x	
Steve	Miller	Pressure Systems International, Inc.	x	
Michael	Mitchell	Consolidated Chassis Management, LLC	x	x
Keith	Munsell	Illinois Transport, Inc.	x	x
Kent	Musick	Pratt Industries, Inc.	x	x
Michael	Niemeyer	Pressure Systems International, Inc.	x	
Val	Noel	TRAC Intermodal	x	x
Thomas	Novak	Rail Logistics, Inc.	x	
John	Perouty	H & M International Transportation, Inc.	x	x
Chad	Peterson	DCLI	x	x
Frank	Puciul	SAF Holland, Inc.	x	
Ron	Ruisz	Chicago Car Interchange Bureau	x	
Pete	Russo	Decisiv	x	
Brad	Ryckert	SKF USA Inc. Vehicle Service Market	x	x
Nathan	Schuyler	Chicago Car Interchange Bureau	x	
Richard	Searle	TRAC Intermodal	x	
James	Sharkey	Pressure Systems International, Inc.	x	x
Shelley	Sheagley	Aurora Parts & Accessories	x	x
John	Shelton	STEMCO	x	x
Jason	Slegers	DCLI	x	x
Ronald	Smejkal	TRAC Intermodal	x	x
Ed	Smith	Webb Wheel Products, Inc.	x	x
Mark	Smith	FYX, Fleet Roadside Assistance	x	x
Martin	Summers	Consolidated Chassis Management, LLC	x	x