



MINUTES

MAINTENANCE & REPAIR COMMITTEE MEETING INTERMODAL ASSOCIATION OF NORTH AMERICA

**SUNDAY, NOVEMBER 15, 2009
8:00 a.m. – 9:30 a.m.**

**ROOM 210 A/B
ANAHEIM CONVENTION CENTER
ANAHEIM, CALIFORNIA**

The meeting was convened at 8:00 a.m. by Committee Chairman Jim Reo of Consolidated Chassis Management LLC, and IANA General Counsel John Bagileo provided the antitrust guidelines. IANA staff member Jim Morrow conducted a committee roll call and later declared a quorum present. Committee Vice Chairman Russ Graef of ContainerPort Group, Inc. called attention to the minutes of the May 2009 meeting, and, on a motion by Mike Murray of Seacastle Chassis, Inc., seconded by Kevin Lhotak of Reliable Transportation Specialists, Inc., those minutes were approved.

Federal and State Legislative Update

IANA staff member Tom Malloy furnished a federal and state legislative update, covering the key topics of hours of service, TWIC, surface transportation reauthorization, driver texting and roadability.

Regarding hours of service, Malloy said Public Citizen, Teamsters and OOIDA have been successful in their petition to U.S. DOT to once again re-review the hours of service regulation. In 2003, when the current rules came out, the trucking industry adjusted accordingly to the 14-hour day and 10-hour rest period with 34-hour restart period. However, new DOT Secretary Ray LaHood is now proposing a re-review. During confirmation hearings for Anne Ferro, recently installed as FMCSA's new administrator, hours of service was a critical topic of discussion. A 90-day review period is now taking place, with a formal decision to come in 21 months. IANA will remain diligent in its efforts regarding hours of service.

Regarding TWIC, Malloy stated that, even with all the extensions of implementation, the rollout of the federal credential has been somewhat of a non-event for the industry. It is working smoothly with 1.3 million cards having been issued. Reader pilot programs are the next step, and this already is taking place at such ports as Brownsville, Texas.

Regarding reauthorization, Malloy said the matter now is on multiple extensions in Congress but Sen. James Oberstar still wants to move forward as soon as possible with a valid, fully funded, six-year plan, with a commitment of between \$400 billion and \$600 billion. It appears fuel taxes would be a primary means of funding. The current extension is through mid-December, but additional extension(s) of six months to 18 months are expected.

Regarding driver texting, Malloy said this is at the top of Secretary LaHood's agenda and could have far-reaching impacts for our industry. State-by-state charts showing the status of such bans are running in *IANA Intermodal Insights* and on the IANA Web site. There is a jurisdictional volley between states and the federal government on this issue, which is anticipated to draw further attention. All are urged to be aware of what is happening on this issue in states in which they operate.

Regarding roadability, Malloy said this is an important topic for all committee and division meetings this day. He noted the recently announced Nov. 24 FMCSA Webinar, from 1:00 to 3:00 p.m. Eastern time, which is to be provided at no cost, with registration available via the FMCSA Web site. Information sent to IANA Committee members by IANA e-mails via a link on the IANA Web site.

Task Force Updates

TMC Initiative Task Force

Frank Sonzala of Pressure Systems International, Inc., on behalf of Task Force Leader Mike Niemeyer, also of Pressure Systems International, Inc. provided the Task Force update. The group met in May 2009, approved RP 222 and reviewed a potential RP for chassis stacking methods. Next steps include finalized review of potential new chassis stacking methods at terminals; TMC publication of a draft of the Recommended Intermodal Practices Manual; and a completed draft of same to the M&R Committee for review and approval, followed by consideration of publication options.

Over the Road M&R Task Force

Russ Graef, Task Force Co-Leader said the work of the Task Force continues to be an important issue and that he hopes to get the Task Force back on track to report to the full committee by May 2010. However, at present, the Task Force has been placed on hiatus as task force members are addressing the roadability compliance start up and the traditional Intermodal Equipment Provider (IEP) emphasis has shifted towards the chassis pools.

ISO Code Task Force

Paul Burgoyne of Seacastle Chassis Inc., on behalf of Co-Task Force Leaders Cliff Creech of Norfolk Southern and Gary Danback of the Institute of International Container Lessors provided an update of recent activities. The group has undertaken a project to develop a mapping conversion between ISO and AAR repair codes. The group has determined two deliverables, by the next meeting. The first will be a cross-mapping of all chassis components, defect codes and location codes from AAR to ISO; ISO to AAR. The second will focus on the mapping of defects associated with containers. The Task Force presented their charter for full committee approval. Mike Murray of Seacastle Chassis, Inc. moved for acceptance of the Task Force's proposed charter, Joey Frederick of Frederick Intermodal seconded, and the motion carried unanimously. **[A working session webinar was held 12/10/2009.]**

Roadability Compliance Task Force

Jim Reo provided the update, noting the June 17, 2009, initiation and the effective dates of Dec. 17, 2009, and Dec. 17, 2010, for specific portion of compliance with the regulations and stated that more details on

the topic would be the subject of the educational session to follow shortly. Kevin Lhotak updated the Committee on the Task Force's Training Working Group's progress toward developing a script for a potential video for "**Inspecting Intermodal Equipment.**" Lhotak advised that the concentration should be on safety, with emphasis on both Pre-Trip and In Gate equipment inspections with specific component focus. Additionally a safety focus will cover the aspects of terminal, personal, public and highway perspectives. The group will refine a draft script and develop production sponsorship options. Actual production will not take place until the M&R Committee approves the final project.

Educational Session: Roadability Update – Compliance Options

During the Committee's educational session, the members were presented three perspectives regarding certain compliance options for the upcoming roadability regulations.

Tom Malloy provided an update on the Global Intermodal Equipment Registry (GIER). The Federal Motor Carrier Safety Administration has responded favorably to the petition of IANA and other Associations' requesting reconsideration of the marking options for equipment under 390.21, allowing for GIER to become a fifth option to match the IME to the IEP. The FMCSA has noted they will amend the final rule. IANA has developed a central database where all intermodal equipment are registered utilizing the current alpha numeric equipment ID number. GIER is a web portal that determines the ownership and operating control of intermodal equipment.

Malloy reported that eight companies (APL Ltd., Maersk, Norfolk Southern, Pacer Stacktrain, Union Pacific, Consolidated Chassis Management, J.B. Hunt and Seacastle Chassis) had agreed to become "early adopters" to the program. The early adopter program requires pre-registering a company; validating data transmission sets and equipment file testing, with live data transfer. Further he reported that the launch of GIER is scheduled for late November. **[GIER was officially launched on 12/9/2009.]**

Phil Wojcik of CCM presented the IEP position from the OCEMA perspective. OCEMA is developing a virtual electronic solution for pre-gate acceptance of DVIRs. The OCEMA objective is to meet the FMCSA regulations, eliminate the need for IEP multiple systems, standardize the DVIR process, minimize costs to all parties and avoid port gate congestion. OCEMA will accept Web entries, and EDI transmissions from either the motor carrier or a third party provider.

The OCEMA DVIR receipt system (DRS) will use IANA furnished IDD, GIER and UIIA data, to complete their DVIR. The OCEMA DRS will provide motor carrier and/or driver confirmation as well notifying the IEP, facility operator or the IEP agent to trigger gate holds on defective equipment.

The OCEMA DRS is targeted to be operational by the 12/17/2009 deadline; however it was noted that OCEMA has filed a Petition to request the postponement of the enforcement of the DVIR/DVER requirement. **[On December 18, 2009 The FMCSA has granted an extension for the formal submission of Driver Vehicle Inspection Reports (DVIR) and Driver Vehicle Examination Reports (DVER) until June 30, 2010.]**

Russ Graef focused his presentation on Container Yards and depot's processes to capture the required DVIR information. Most CYs and depots have in place a manual process, although at CPG locations their EIR system will capture all of the required elements. The CPG process/system will provide notifications to

the IEP advising the condition of the equipment, record of any repair completed or to be completed, and the status of the equipment. The CPG system will enable a “hold” on defective chassis from being released and provide documentation to substantiate the DVIR transaction. CPG will adopt the standardized industry coding for the roadability component defects.

Other Business

Dan Drella of Schneider National Inc. asked about policies and procedures regarding maintenance solutions for wheel torque and lug nut torque, adding that he believes this may be a potential item for one of the M&R Committee’s task forces, and Reo concurred that this is an important issue. The M&R Committee leadership, upon receipt of the paper will consider the issue, then determine if assignment to an existing task force is warranted.

Next Meeting/Adjournment

The committee’s next meeting is to be held in Oak Brook, Ill., in May, 2010, with a date and time to be announced. There being no further business, this meeting, following a motion by Dave Manning of Tennessee Express, Inc., and seconded by Frank Sonzala of Pressure Systems International, Inc., was adjourned at 9:29 a.m.

**Maintenance & Repair Committee
Action Items**

Subject	Item Description	Name	Date
ISO Codes Task Force	Complete Cross Mapping of AAR and ISO Repair Codes	Task Force Members	3/1/2010
Roadability Compliance Task Force	Training working group to finalize plan for driver training inspection video,	Kevin Lhotak and Task Force Working Group	3/1/2010
TMC Initiative Task Force	Submit <i>Recommended Intermodal Practices Manual</i> to the M&R Committee for review and approval.	Mike Niemeyer and Task Force Members	3/1/2010