



MINUTES

MAINTENANCE & REPAIR COMMITTEE

INTERMODAL ASSOCIATION OF AMERICA

SUNDAY, NOVEMBER 11, 2007

11:00 a.m. - 1:00 p.m.

ROOM A 411

GEORGIA WORLD CONGRESS CENTER

ATLANTA, GEORGIA

Committee Chairman David Manning of Tennessee Express Inc. opened the Maintenance & Repair Committee by welcoming attendees and commencing the session at 11:10 a.m. Following self-introductions and a roll call, after which a quorum was declared to be present, the anti-trust guidelines were read by IANA staff.

IANA staff member Tom Malloy summarized the minutes from the Maintenance & Repair Committee on May 2, 2007 at the Operations & Maintenance Seminar in Oak Brook, Illinois, and noted that the agenda for the November 11 meeting was quite similar to the May meeting. The minutes were adopted after a motion by Mike Murray of CBA Tire that was seconded by Duane Torrence of Canadian Pacific Railway.

FMCSA Roadability Update

Malloy provided a legislative and regulatory update. He noted that this meeting probably would be last time that the Committee will be discussing roadability in a “what if” scenario since all indications from the Federal Motor Carrier Safety Administration pointed to the issuance of a final rule in April, 2008. Malloy described the federal review process for the roadability rule, which was published in proposed form in December, 2006 and was the subject of comments that were received through May of this year. The agency’s current schedule calls for sending its version of final rules to the Secretary of Transportation’s office by December 10, with a 30-day review period before forwarding to the White House Office of Management and Budget (OMB). The schedule, as now proposed, allows for 90 days of OMB review, followed by a 14-day period to prepare the rule for publication on April 24, 2008.

Committee Task Force Updates

Manning observed that significant progress has been made as a result of a survey of M & R Committee members during 2006 to determine what subjects they felt were most appropriate for the group’s attention, including a focus on issues such as educational sessions and Task Forces to address interaction with the American Trucking Associations’ Technology and Maintenance Council (TMC) and implementation of the roadability rules when they were published. He noted that there are two key issues – the cost of tire repairs and damage accountability that have not yet been resolved by the Committee. At the same time, he observed that other task forces have made demonstrable progress.

1. TMC Initiative Task Force

Mike Niemeyer of Pressure Systems International gave a report about the TMC Initiative Task Force, which he chairs. After review of seven groups of TMC recommended practices by Task Force members, it was felt that some TMC practices were not directly related to intermodal. The Task Force intends to complete its preliminary review of those practices and their applicability to intermodal service by February 2008, with the intention of formalizing the effort by the May Committee meeting. Niemeyer said Task Force members at a meeting held earlier that morning discussed whether to create a new manual for intermodal or add an intermodal section to the TMC's manual of recommended practices. Mike Murray asked whether the full Committee would have to be involved if there are any changes to the recommended practices in TMC's manual. Malloy said that if it is determined that a separate intermodal booklet and reference tool should be published that he believed there would be no problems with reproduction and distribution, as long as the changes to the TMC's manual were simple ones, such as adding single words such as chassis or containers.

Niemeyer said that he didn't believe there were major issues with rewriting TMC practices, though there are other important issues that are not covered in that group's manual now, such as bias ply tires that are used on intermodal equipment. He said further that the TMC's publication does not address components of intermodal equipment such as frame rails, goosenecks and twist locks.

A discussion followed with regard to how quickly the review and revision of TMC's manual could be completed, and the advisability of creating a new manual. Niemeyer observed that he believed Task Force members were not prepared at this time to follow the suggested "intermodal" PMI practices by TMC.

2. Roadability Compliance Task Force

Jim Reo of CMA-CGM, who heads the Roadability Task Force, gave a very brief statement, saying that the group has been unable to proceed with its work because of the fact that no one knows at this time what the final rules will require with regard to repair and maintenance.

3. Equipment Damage – Process Task Force

Next, Manning provided an update about the Equipment Damage – Process Task Force. He observed that three of four recommendations by the Task Force now have been implemented and have been incorporated into the Uniform Intermodal Interchange & Facilities Access Agreement (UIIA). The recommendations that did become effective included the requirement that reasonable and customary tire repair costs be used by motor carriers while equipment is in their possession and another requirement that repair of tires that is unrelated to motor carrier custody is the responsibility of the equipment provider, also using the reasonable and customary standard. The UIIA also was revised to stipulate that neither motor carriers nor providers would issue repair invoices for less than \$50, though that limit could be increased in addenda as long as it applies to both the motor carrier or provider. All of these changes became effective as of July 25, 2007.

One item from those recommendations with regard to a dispute resolution process is on a trial basis. Since no one has yet submitted a dispute for review in California, where the process became available in July, Manning said it was decided to also make that process available in the Northeast area, from Maryland north, for a test period to attempt to determine whether the process would work for disputes arising under the UIIA. This trial began on December 1, and will continue for a six month period. The same arbitrators

would be used, regardless of location where the dispute occurred. Manning said the process, whose results will not be binding during the test period, needs to have some participation so that it can be evaluated and formalized.

4. Tire Issues Task Force – Field Study

Manning then gave a brief update on the Tire Issues Task Force. He observed that the Task Force did not finalize the Field Study of tire performance, and that the final version hopefully will be done in time for Operations & Maintenance Seminar. Before moving on to other agenda items, Manning briefly returned to the issue of tires, saying that progress has been slow on that subject. Several IANA board members have been appointed to further review the issue and seek a resolution to the concerns that have been addressed about repair, maintenance, expense and safety issues.

AAR Intermodal Operations Subcommittee

Paul Dean of Norfolk Southern described the recent activities of the Association of American Railroads' Intermodal Operations Subcommittee, or IOSC. He said that procedures are being created for reviewing changes to the equipment standards that are developed by the Committee. The Chicago Car Interchange Bureau, which now posts the latest IOSC actions on its Web site (www.theccib.com), will be used to review those requests. Recent activity continues to be focused on the M930 domestic container standard, which was reviewed by the IOSC and sent out for comment. It was also noted that the accuracy of the official subscriber list is being reviewed.

He also observed that each individual railroad has its own M9931 standards for private trailer equipment, and that updates are needed to the M931 standards with the evolution of 53-foot chassis. It is hoped that manufacturers will be engaged in discussions regarding those updates.

Dean reported that the Peck & Hale PH-2004 model interbox connector now is AAR fully approved and is available for use. Because this interbox connector has a handle on the outside, it should be easier and safer to use than other such equipment that is less accessible and more difficult for ramp workers to reach.

Educational Presentations

Maintenance Standards

Greg Cornette, director – intermodal equipment at Schneider National gave a presentation regarding the maintenance standards for Schneider's fleet of 40,000 trailers in order to further the Committee's educational goals. Cornette explained that Schneider's assets are shared among multiple business lines, including one-way, dedicated and intermodal services. The same maintenance standards are applied, Cornette said, to all lines of business. Schneider insists on higher than required levels of maintenance, including non-power tire tread depth, brake systems and door strength, in order to keep the equipment running without costly failures while it is in revenue service. Schneider uses company shops and third-party vendors, which must demonstrate their ability to meet Schneider standards. If Schneider uses equipment that it does not own and that equipment is found to have defects, it will be repaired to meet FMCSA standards. Drivers are required to report defects found during pre-trip inspections or while the equipment is under load.

Reo asked how frequently inspections were done, and Cornette said that they were performed annually, except in California. Inspections are done and repairs are made at any time a driver or customer encounters an issue, Cornette said. Cornette was asked about maintenance and repair costs per unit as well as fleet age, and he responded that Schneider attempts to consistently keep its equipment for less than five years. Russ Graef of ContainerPort Group asked how Schneider insures that third parties comply with company standards and trends regarding outsourcing. Cornette responded that Schneider reviews third party vendors performance annually and tries to make damage repairs at company shops. He acknowledged that there is a growing trend toward outsourcing in some sections of the country.

Global Intermodal Equipment Registry

Catherine Tiersten of Trans Tech Partners presented the Committee with an update on the Global Intermodal Equipment Registry project. The project is based on an industry consensus to centralize intermodal chassis and trailer identification information in a single database that would facilitate compliance with FMCSA’s final roadability rules. The GIER will contain key data elements for use by all parties, including a cross reference between the Intermodal Equipment Provider’s (IEP) six-digit, Department of Transportation number and the trailing equipment for which the IEP has care and custody, with the purpose of enabling law enforcement to identify the proper responsible party. She said IANA’s goal is to have the GIER ready at least two months before the first possible effective date, which could be as early as October, 2008. **(Subsequently at a November 10 meeting, IANA’s board approved the development of an RFP for design of the GIER and the filing of a request with the FMCSA to conduct a pilot of the GIER that would result in a “proof of concept” of the equipment registry as a means to match the IEP with its specific equipment. The pilot program application will be jointly filed by IANA and the Commercial Vehicle Safety Alliance (CVSA), the association representing the state enforcement organizations.)**

Next Meeting/Adjournment

The date for the next Committee meeting was set for April 30 in Oak Brook, Illinois prior to the 2008 Operations and Maintenance Seminar. Since there was no further business to be conducted, Manning requested a motion to adjourn. Murray made that motion, which was seconded by Niemeyer, and the meeting was adjourned at 12:38 p.m.

Maintenance & Repair Committee Action Items

Subject	Item Description	Name	Date
TMC Initiative Task Force	Review of TMC Preventive Maintenance Manual for suitability to intermodal service and recommendations for revisions.	Mike Niemeyer	February, 2008 & May, 2008

Subject	Item Description	Name	Date
Tire Issues Task Force	Complete review of Field Study data and formalize recommendations based on that document.	Dave Manning	May, 2008