Call to Order

The meeting was convened at 7:45 a.m. by Chairman Martin Summers of Consolidated Chassis Management (CCM). Kevin Clarke, Hub Group and Committee Vice Chairman, provided the safety briefing and IANA General Counsel Marc Blubaugh covered the Association’s anti-trust guidelines. A roll call determined that a quorum was present.

Approval of the Sept. 20, 2017 Minutes

Brett Hugo, STEMCO and Committee Vice Chairman, solicited questions from the Sept. 20, 2017 meeting minutes. There were none. Ed Smith of TSE Brakes made the motion to approve and was seconded by Tom Slattery of FlexiVan. The minutes were approved unanimously.

Service Recognition

Chairman Summers requested that the former committee leadership, Cliff Creech of Norfolk Southern, Joey Frederick of P&B Intermodal Services and Jordan Hunt of ContainerPort Group, stand to be recognized for their past leadership of the committee. The chairman, on behalf of the committee, presented recognition awards to all three gentlemen for their time and contributions towards the leadership of the M&R Committee.

Task Force Reports

Photographic Evidence Task Force

Task Force Leader Mark Smith, TRAC Interstar, reported that the Intermodal Interchange Executive Committee (IIEC) had reviewed the initial recommendations of the task force at its June 2017 meeting. The IIEC had returned with a request that the task force provide some clarifications and additional criteria for Association of American Railroads (AAR) Why Made Codes 11, 13 and 17.
The Task Force reviewed the questions posed by the IIEC and revised the Tire Marking and Photo Requirements Criteria to address the questions. The Task Force conducted a survey in March 2018 to validate the revised criteria. With the results, the Task Force approved the revisions. In April 2018 the revised criteria were distributed to the M&R Committee for review and comment. The results were simultaneously distributed to the IIEC for their review prior to the IIEC meeting on May 1, 2018.

Chairman Summers opened the floor for questions and discussions. There were none. Task Force Leader Smith asked for a motion to approve. Mr. Creech made the motion and Jon Poelma, CCM, was the second. The motion was approved unanimously.

**Intermodal Chassis Mechanics Training Task Force**

Chairman Summers, and current Task Force Leader, updated the committee on the current status. He said the task force was directed to deliver three deliverables to facilitate compliance with several sections of federal law that apply to motor carrier safety and intermodal chassis. The deliverables included creating a framework for a set of intermodal recommended practices (IRPs) for mechanics for inspection and repair, and finally, training guidelines.

In January 2018 the Task Force and Working Groups met to finalize 53 IRPs in nine sections. At this time, the Task Force approved 53 IRPs. Mr. Summers then summarized the process used by the committee to review, comment and approve the proposed IRPs. Beginning February 1 through March 15, 2018 the Task Force approved IRPs were submitted to committee members for review and comment. All comments were then reviewed by the Task Force Working Group leaders. Updates, as required, were made to the individual IRPs. On April 19, 2018 all updated IRPs were posted in IANA’s collaborative software (iMeet) for final committee review ahead of the vote.

Mr. Summers solicited questions from the committee. There were no additional questions or comments. Mr. Summers outlined the voting and approval process to take place.

- Mr. Frederick made the motion to approve Section 100 – General Procedures and Auxiliary Equipment. Mr. Creech was the second. The motion was approved unanimously.

- Mr. Frederick made the motion to approve Section 200 – Electrical and Lamps. William Traub, CSX Intermodal Terminals, was the second. The motion was approved unanimously.

- Mr. Frederick made the motion to approve Section 300 – Tires, Wheels, Lugs. Eric-Jan Bronwasser of Milestone Equipment Holdings was the second. The motion was approved unanimously.

- Mr. Frederick made the motion to approve Section 400 – Axles. Ed Smith was the second. The motion was approved unanimously.
Mr. Frederick made the motion to approve Section 500 – Couplers and Hitches. Gary Cornelius of North American Chassis Pool Cooperative (NACPC) was the second. The motion was approved unanimously.

Mr. Frederick made the motion to approve Section 600 – Chassis Frames. Mike Sanchez of Emergency Breakdown Service (EBS) was the second. The motion was approved unanimously.

Mr. Frederick made the motion to approve Section 700 – Suspensions. Al Cohn of Pressure Systems International, Inc. was the second. The motion was approved unanimously.

Mr. Frederick made the motion to approve Section 800 – Brakes. Darryl Gilbert of Union Pacific Railroad was the second. The motion was approved unanimously.

Mr. Frederick made the motion to approve Section 900 – Welding/Fabrication. Mr. Slattery was the second. The motion was approved unanimously.

Chairman Summers expressed his gratitude for the committee’s action on the approval of the 53 IRPs. He then individually recognized each of the businesses that participated in the task force, thanking them for their commitment to a three-year process. The committee acknowledged their contributions. Mr. Frederick then noted that the task force worked collectively 2,924 hours to prepare the IRPs, and requested a round of applause for Mr. Summers, who led the task force. Attendees responded with a standing ovation.

Mr. Summers then acknowledged that, due to his commitment as M&R Committee chairman, Ed Smith will assume the task force leadership. Mr. Smith will oversee the final task force deliverables. Mr. Frederick will lead the working group to make recommendations to the committee on the process to maintain and periodically update the IRPs.

The Task Force assigned William Fluke of Columbia Group as the leader of the Training Working Group. Mr. Fluke updated the committee on the working group’s activities since January 2018. He stated that the working group is developing nine sections of competency documents based on the approved IRPs that will be used to assist in the training development. The documents will be the basis to develop knowledge assessments for existing and new mechanics as well as the training guidelines deliverable. The working group is meeting weekly and plans to finalize their report by September 2018.

Steve Keppler, IANA staff, outlined IANA’s plans to distribute electronic and printed versions of “INTERMODAL CHASSIS INSPECTION AND REPAIR – A MECHANIC’S GUIDE.”

Federal Motor Carrier Safety Administration Update

Darrell Ruban said Administrator Ray Martinez and Assistant Administrator Jack Van Steenburg sent their greetings to the group. He further noted that, by the industry coming together through IANA, they have seen an increase in safety. He applauded the efforts, but also acknowledged there is still work to be done.
He provided the latest information on three final rules that are yet to be implemented: 1) the drug and alcohol clearinghouse; 2) driver training; and 3) medical qualifications. The medical rule will include a change in the approval process for diabetic drivers, who previously had to obtain an FMCSA exemption before being cleared to drive a commercial vehicle.

He also mentioned autonomous vehicles, saying the government is doing its best to catch up with market developments. The efforts to develop procedures and policy direction will take an unspecified amount of time. FMCSA's Crystal Frederick also discussed this topic, saying FMCSA and the entire Department of Transportation were working on the issue through interagency groups.

Mr. Ruban further provided updates on intermodal equipment provider (IEP) investigations. Eleven such investigations were conducted in 2017, with three resulting in enforcement. At the same time, he noted the overall improvement in chassis safety that has been observed by the agency, as evidenced by a decrease in violations. Violations that still tend to occur, he said, include failure to have a systematic maintenance program, failure to complete timely annual inspections and displaying evidence that mechanics are properly qualified to work on chassis.

In addition, he said a similar number of investigations will take place during the 2018 fiscal year.

They noted there were no current updates on potential changes to the electronic logging device (ELD) mandate, while stressing the agency's openness to discussing any issues that may arise. They further noted it was too soon to draw any conclusions since full ELD enforcement took effect April 1. FMCSA also continues to work on additional steps related to the Compliance, Safety, Accountability program.

FMCSA further explained the review process for its sleeper berth study and its pilot program to assess licensing of drivers under 21 with military experience for interstate operations. Both programs are awaiting approval by the White House's Office of Management and Budget before they can proceed further.

**Education Session**

Rachel Rowe, director of apprenticeship and program facilitator at FASTPORT, who is supporting the Department of Labor's apprenticeship programs, explained how intermodal providers can use apprenticeship programs to facilitate hiring of workers in short supply such as drivers and mechanics. The Department of Labor (DOL) can provide funding for paid apprenticeships that can be set up through organizations such as IANA. Associations can work with members as employer partners. She said there are particular benefits for veterans under the apprenticeship program rules, such as a housing stipend during training.

Ms. Rowe said FASTPORT is a private company that facilitates apprenticeships by working with trade associations and other entities. She further indicated the DOL already has apprenticeships established for truck mechanics and commercial drivers, and that IANA and its members may be interested in working with DOL to see if there is further interest in the program.
Open Discussion

Chairman Summers asked for reports about roundtables conducted on May 2, as part of the business meeting program, which could develop subjects for future task forces.

Mr. Summers said the chassis roundtable addressed subjects such IEP practices for roadable equipment, automated gate systems, over-the-road repair practices, brake adjustments and new technology for tracking chassis. Several potential task forces then were discussed.

A discussion was held regarding the need for and use of electronically gathered data on “intelligent chassis” that would benefit equipment maintenance and repair practices. The committee members felt more information needed to be researched and presented for committee review. Mr. Clarke made a motion to create an Asset Tracking Task Force. Mr. Creech was the second and asked if he could lead the task force. Mr. Summers agreed to Mr. Creech’s request. The motion was approved unanimously. [The role of the task force leader is to develop a viable charter that will outline the purpose, work plan, timeline, deliverable(s), approach/measures for implementation and desired outcome(s) of the task force’s efforts. The charter, once approved by committee leadership, will be circulated to committee members to solicit volunteers to participate on the task force.]

The committee discussed the creation of a task force to consider how IEPs’ road repair programs might be better aligned to facilitate operations. Gerry Bisaillon of Union Pacific Railroad observed that commercial contractual addenda to the UIIA may already be in place between motor carriers and IEPs that could conflict with potential future recommendations by an “Over the Road” Task Force. Mark Smith stated that he would be willing to lead any discussion. Mr. Sanchez made a motion to establish a task force. This was seconded by Mr. Smith. The motion was approved unanimously. [The task force leader will develop the charter based on the focus and concerns outlined by the committee members.]

A discussion was held on the need to establish a reference library that contains information, including service bulletins, warranty information and/or manufacturer recall notices, for chassis component parts. The library would also include information on companies that are out of business but previously provided component parts that are still required for the repair and maintenance of chassis still in service today. Research will be required to develop the library that could also include “defect” kits, drawings and instructions to fabricate certain components that are no longer available. The objective of the reference library is to supplement “INTERMODAL CHASSIS INSPECTION AND REPAIR – A MECHANIC’S GUIDE.” Ed Smith made a motion to establish a task force to research the feasibility of the reference library. Mr. Cornelius was the second. Mr. Summers asked Shelley Sheagley of Aurora Parts & Accessories to lead the task force and she agreed to do so.

Mr. Summers stated that several other issues were discussed at the Wednesday roundtables such as brake adjustment and automated gate systems. The discussion was tabled for
immediate consideration by the committee, but more information will be distributed to the committee members for future consideration and discussion.

**New Business**

Mike Murray of CIMC Intermodal Equipment observed that, in the past, an AAR committee worked with intermodal providers to develop minimum tire standards. He asked whether those standards should be updated. Chad Peterson of BNSF Railway and current chair of the AAR Intermodal Operations Committee offered to follow up on that request and report back to the committee at the September 2018 meeting.

Mr. Creech stated that, on behalf of the IIEC, he is requesting that the committee develop an awareness program for motor carriers and roadside service vendors based on the recommendations of the Photographic Evidence Task Force. Mark Smith, the task force leader, indicated that the task force is prepared to design an “informational card” similar to the information cards that both the Intermodal Chassis Driver Vehicle Inspection Reporting Standards and Wheel End Task Forces designed for their respective projects. The Task Force, Mr. Smith stated, will also identify the key roadside vendors to assist with the distribution of the information cards. [The Photographic Evidence Task Force is developing an informational card, based on the committee approved Tire Marking Criteria, to be distributed to the major roadside service providers and their vendors, UIIA motor carrier participants, and equipment providers.]

**Adjournment**

Chairman Summers said the next committee meeting would be conducted in conjunction with Intermodal EXPO in Long Beach, California on Sunday, Sept. 16, 2018. Mr. Cornelius made a motion to adjourn, which was seconded by Ed Smith. The motion was approved, and the meeting was adjourned at 9:45 a.m.