MEETING MINUTES
THE INTERMODAL ASSOCIATION OF NORTH AMERICA
INTERMODAL SAFETY COMMITTEE

Thursday, May 2, 2019
1:15 p.m. to 3:15 p.m.
Westin Lombard Yorktown Center, Junior Ballroom

Call to Order

The meeting was called to order at 1:16 p.m. by Chairman Fred Marsicano, of ContainerPort Group. Vice Chairman Vernon Prevatt, of CSX Transportation, gave the safety briefing. Verlyn Suderman, serving as IANA counsel, provided the anti-trust guidelines and determined there was a quorum.

Approval of the Sunday, Sept. 16, 2018 minutes

Robert Wills asked if members had any questions regarding the previous Committee meeting minutes. Hearing none, he asked for a motion to approve. Joey Frederick, of Top Lift USA, moved to approve the minutes. EJ Bronwasser, of Milestone Equipment Holdings, seconded the motion. The minutes were approved unanimously.

Task Force & Working Group Reports

Vendor Safety Handbook Recommended Practices – Task Force & Roundtable Follow Up

Mr. Prevatt, Task Force Leader, provided an update on the work in preparing the charter for vendor safety handbook, the primary goal of which will be to produce a safety resource for all intermodal stakeholders. The handbook would provide recommended practices that identify vulnerabilities and minimizes risk while vendors perform their services on intermodal terminals.
Mr. Prevatt said the committee members who have volunteered to assist as part of the initial research have identified 56 areas relating to the OSHA safety elements that would likely be within scope of the Task Force’s work plan.

Mr. Prevatt indicated the charter was distributed to the Committee ahead of the committee meeting, and then asked if members had any questions. The Vendor Safety Handbook Recommended Practices Task Force charter was submitted for committee approval. Mike Murray, CIMC Intermodal Equipment, made a motion to approve the charter. It was seconded by Bill Traub, of CSX Terminals. The motion was approved unanimously.

Mr. Prevatt noted the next steps are to assign the 56 areas to the Task Force members and begin work on researching and identification of recommended practices, as well as to conduct additional outreach for participation. He noted they will be sf f l joh! biho!n foub ot t ln pef ! l pnt jn qnyn! bojoh jot qf dup! boelvo ef st boejoh! post bg u! boel!n bjo!nofd! sr vjn fout! bujofn pbtdjntf /

Roundtable Feedback

Mr. Prevatt mentioned the previous day’s roundtable on vendor safety at intermodal facilities revealed that among the recommended practices to consider, key outcomes/suggestions from the discussion were to set safety expectations with employees, offer monthly OSHA safety videos, safety videos in breakrooms, exploring push notifications on mobile devices and social media messages, as well as in-person trainings. He noted the concerns most expressed by the roundtable participants related to slips, trips and falls, distracted driving, and humans working in automated environments.

Intermodal Safety Briefings Working Group

Dale Bartley, of P&B Intermodal Services, said that the Safety Committee was presented with a list of 60 topics for the Briefings during their Virtual Committee Meeting in January 2019 and had no substantive questions or comments.

The Intermodal Safety Briefings Working Group has prioritized the 60 topics to identify the top 15, with slips, trips and falls; safe tire and rim handling; and distracted driving being the top three. Mr. Bartley then reviewed the remaining 15 with the committee for input/feedback Hearing nothing further, the Working Group will move forward in focusing on the top 15 topics for the Intermodal Safety Briefings, listed below:

1. Slips, Trips, and Falls
Mr. Bartley indicated the Working Group will begin to produce a safety briefing column on these topics for inclusion in *Intermodal Insights*, and that working group members -- and other members as necessary -- will collaborate with *Intermodal Insights* editors as subject matter experts to produce the content. The content will also be archived in IANA’s Resource Center on its web site, and the availability of new content will also be communicated through *Intermodal Connections*. Some topics, Mr. Bartley said, may lead to other educational offerings such as webinars.

Mr. Bartley mentioned if any Committee members had other ideas/suggestions for topics to please communicate with him or IANA staff.

**Education Session -- Fatigue Issues and Countermeasure Strategies in Intermodal Transportation**

Steven Garrish, of SleepSafe Drivers, gave a presentation on managing fatigue risk and improving health.

Mr. Garrish’s suggestions included compliance, i.e. building your company on a solid foundation and exceed minimum requirements; plus, commitment to building a strong safety culture that is backed up with action, as well as cultivating a safety culture, starting at the top with upper management.

A key element of a strong safety culture, Mr. Garrish said, is a strong fatigue management program, because fatigue is often the root cause of many safety issues.
The three key sources of fatigue, he said, are medical issues, time off management and work schedule.

Mr. Garrish cited research from studies showing that untreated sleep disorders can increase drivers’ crash risk, health risks, and number of worker’s compensation days taken. Conversely, he said, data has shown that treated sleep disorders can help decrease accidents by up to 53 percent; reduce hard braking by 55 percent; and cut total medical expenses by 56 percent.

Mr. Garrish offered the following additional suggestions:

- review the North American Fatigue Management Program website (www.nafmp.org);
- discuss the need for a fatigue management program with your businesses’ leadership;
- get leadership to “buy in” to such a program;
- devise a plan and bring in partners;
- review internal policies and procedures to eliminate discrepancies; and
- educate management, safety, human resources, and drivers/operators.

**FMCSA Data Metrics**

Steve Keppler of IANA said that, of the 29,183 chassis inspections in 2018, 78 % were Level 1 inspections, 22 % were Level 5. Of the total number, 29 % of inspected chassis were found to have a violation, compared with 51% in 2014. The top two jurisdictions for chassis inspections last year were California and Texas. He further noted that the Out-of-Service Rate for chassis in 2018 was 12.35%, which compares to 20.18% in 2014.

The top five chassis violations, Mr. Keppler said, were inoperative required lamps; out of adjustment clamp or roto-type brakes; chafing or kinking of brake hoses or tubing; lack of, or malfunctioning, ABS indicator lights; and general maintenance (mostly brake-related). He mentioned the top five Out-of-Service violations were brakes out-of-adjustment; inoperative required lamp; inoperative turn signal; flat tire/audible air leak; and container securement.

**OSHA Update**

Larken Akins, the regional safety and Occupational Health Manager for OSHA Region 5 (Minnesota, Wisconsin, Illinois, Michigan, Indiana and Ohio) presented statistics on severe injuries in the intermodal industry. Between January 2015 and March 31, 2019,
the largest number of severe injury reports, 47, were attributed to being caught in or between equipment and/or machinery, followed by 38 incidents of being struck by equipment or machinery. Falls from elevation was the third leading cause, with 31 reports filed.

Ms. Akins also detailed the biggest regional causes of fatalities for the same time period. There was a total of 44 fatalities in the region during the four-plus year time period, she said. General local freight trucking and general long-distance freight trucking – full truckload, each counted for nine deaths, followed by general long-distance freight trucking – less than full truckload, and local specialized freight trucking with six deaths each.

**New Business**

Bert Mayo, True North Companies, suggested IANA should consider sponsoring a driver safety award. Discussion ensued indicating if IANA were to consider this, it would have to be available to all intermodal stakeholders.

**Housekeeping and Adjourn**

A motion to adjourn was made by Kevin Mullen, of USI Transportation Group, and seconded by Mr. Prevatt. The meeting was adjourned at 3:00 p.m.