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**A program of the Intermodal Association of North America**

May 8, 2018

**Transmitted Via E-mail**

TO: UIIA Participants  
FROM: Debbie Sasko  
AVP, Information Services  
RE: Proposed Modifications to UII Agreement

In accordance with Appendix I, Section V, of the UIIA, all participants are hereby noticed of proposed modifications unanimously approved by the Intermodal Interchange Executive Committee (IIEC) during its meeting held on May 1, 2018. The proposed revisions are shown on the following page and will impact the below sections of the UIIA:

- **Section B – Definition of Terms, Item B.22. Per Diem**
- **Section E.4. Tires, New Items E.4.c. and E.4.d.**
- **Exhibit C of the UIIA**
- **UIIA EP Addendum Template, Item IV.**

Comments are welcome and may be submitted over the next 30 days and should be in writing, via e-mail to [debbie.sasko@intermodal.org](mailto:debbie.sasko@intermodal.org) or by USPS to the address shown below. **All submissions must be received by June 7, 2018, in order to be considered.** The effective date of these revisions will not be before June 26, 2018.

Marc Blubaugh, IANA General Counsel  
c/o Debbie Sasko, AVP Information Services  
11785 Beltsville Drive, Suite 1100  
Calverton, MD 20705-4048

Attachment

cc: Joni Casey, IIEC Chair and President/CEO, IANA  
Marc Blubaugh, IANA General Counsel

## Proposed Modifications to the UIIA

Revisions noted in “red” and deletions with strikethroughs.

### 1. Section B., Definition of Terms,

- **Item B.22. Per Diem** – Modify definition to clarify that the term “detention” is synonymous with the term “Per Diem” as defined under the UIIA.

“Per Diem: Charge to be paid when intermodal Equipment is not returned by the end of the allowable free time to its origin or to another location, as specified by the Provider, or at the discretion of Provider, is Interchanged to another Motor Carrier. **A charge meeting the foregoing description constitutes Per Diem under this Agreement whether or not it is referred to as Per Diem, a detention charge, or otherwise.**”

- 2. **Equipment Provider Addendum Template, Item IV.** – Remove reference to **“and Trailer Detention”** so new section title would read, **“Per Diem”**.

### 3. Section E.4. Tires

- **New Item E.4.c.** – Add new language to identify that photographic evidence will be used for the assignment of tire repair responsibility based on specific criteria set forth in Exhibit C of the UIIA.

**“Photographic evidence shall be used for tire repair responsibility assignment. Photos of the tire will be produced by the road service provider based upon the stipulated criteria set forth in Exhibit C, Tire Marking and Photo Requirements of the UIIA.”**

- **New Item E.4.d.** – Add new language that precludes an EP from requiring the Motor Carrier to return the physical tire carcass.

**“A Provider cannot require the Motor Carrier to return the physical carcass of a tire.”**

- 4. **Exhibit C of the UIIA** – Add new language that establishes specific tire marking and photo requirements and criteria for the use of photographic evidence for determining responsibility for tire damage.

**See Revisions to Exhibit C in their entirety on the following page.**

**(Proposed Modifications to UIIA – continued)**

**Revisions to Exhibit C**

**Tire Marking and Photo Requirements/Criteria**

**Photo requirements for each tire repair/replacement**

- **Tires must be marked with chalk in the sidewall and not within the tread material. Stickers are not acceptable.**
- **Photos taken at no less than 1MP resolution supporting the damage/defect.**
- **A wide angle view of the tire including the below marking requirements to be physically marked on the damaged tire:**
  - **Chassis: alpha prefix and numbers**
  - **Container: alpha prefix and numbers**
  - **Date of repair**
  - **Cause of Failure or Why Made Code**
  - **Wheel position**
- **Tread Depth measurements for slick tread (09) and slid flat (34)**
- **A secondary photo from a close-up view of the damage/defect portion of the tire at a 45-degree viewing angle.**
- **A third photo of the Manufacturer's DOT ID # and the latest Re-capper DOT ID # (chalked over) is required.**
- **Photos of blister (11) and channel cracks/dry rot (17) should be taken while tire is mounted and inflated on the equipment.**
- **Photos of run flat (13) should be taken after tire is dismounted from the rim and additional photos taken of the inner liner.**

**The above criteria is based on the road service provider performing the tire marking and photo requirements.**