



A program of the Intermodal Association of North America

July 13, 2018

Transmitted Via E-mail

TO: UIIA Participants
FROM: Debbie Sasko
AVP, Contract Administration Services
RE: Modifications to the UII Agreement

A memo was sent to all UIIA participants on May 8, 2018 advising that the Intermodal Interchange Executive Committee (IIEC) had approved revisions to the following 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.**
- **New Supplement to Exhibit C of the UIIA**
- **UIIA EP Addendum Template, Item IV.**

In accordance with Appendix I, Section V. of the Agreement, all UIIA participants were provided with a thirty-day comment period on the proposed revisions during which time no comments were received. **Consequently, these revisions will become effective on August 1, 2018.** A copy of the revisions follows.

A full copy of the revised UIIA, which includes these revisions is available at www.uiia.org. Questions regarding the above information should be directed to Debbie Sasko via e-mail at debbie.sasko@intermodal.org.

Please note that all major road service providers have been notified of the new photographic evidence guidelines that will become effective under the revisions to Section E.4. and the new Supplement to Exhibit C of the UIIA. A reference list of the major road service providers that are aware of these new processes along with an educational flyer regarding the new photographic guidelines can be found on the UIIA website at www.uiia.org.

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

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 the Supplement to 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. **New Supplement to 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 New Supplement to Exhibit C in its entirety on the following page.

(Modifications to UIIA – continued)

New Supplement to Exhibit C of the UIIA

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 crack or weather check (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.