



March 17, 2022

VIA ELECTRONIC SUBMISSION  
(secretary@fmc.gov)

Mr. William Cody  
Secretary  
Federal Maritime Commission  
800 North Capitol Street N.W.  
Washington, D.C. 20573

Re: **Comments on Demurrage and Detention Billing Requirements ANPRM  
FMC Docket No. 22-04  
Intermodal Association of North America**

Dear Mr. Cody:

The Intermodal Association of North America (“IANA”) submits the following comments in response to the Advance Notice of Proposed Rulemaking (“ANPRM”) issued by the Federal Maritime Commission (“FMC”) at 87 Fed. Reg. 8506 (February 15, 2022) with respect to demurrage and detention billing requirements.

**I. IANA’s Interest In The ANPRM**

IANA is North America’s leading industry trade association representing the combined interests of the intermodal freight industry. IANA’s membership roster of over 1,000 corporate members includes intermodal and over-the-road motor carriers, railroads (Class I, short-line and regional), water carriers, port authorities, intermodal marketing and third-party logistics companies, and suppliers to the industry such as equipment manufacturers, intermodal leasing companies, and consulting firms. IANA’s associate (non-voting) members include shippers (defined as the beneficial owners of the freight to be shipped), academic institutions, government entities, and non-profit associations. IANA’s mission is to promote the growth of efficient intermodal freight transportation through innovation, education, and dialogue.

In furtherance of its mission, IANA administers the Uniform Intermodal Interchange and Facilities Access Agreement (“UIIA”). The UIIA is a uniform industry agreement that governs the interchange of intermodal equipment (*i.e.*, intermodal containers, chassis, trailers, etc.) among ocean carriers, rail carriers, equipment leasing companies and motor carriers and has been in existence since the mid-1970s. A copy of the current version of the UIIA is attached as Exhibit 1 and can be downloaded by the public without charge at <https://www.uiia.org/sites/default/files/documents/newuiia-Home.pdf>. The purpose of the UIIA is to promote intermodal productivity and operating efficiencies through uniform industry processes and procedures. The UIIA is used by almost all of the world’s ocean carriers who berth in the United States as well as by all Class I railroads. Therefore, motor carriers who wish to do business with ocean and rail carriers or equipment leasing companies typically become “participants” to the UIIA. Current participants to the UIIA include over 10,000 intermodal motor carriers and 60 equipment providers (ocean carriers, railroads, and leasing companies). UIIA participants manage over 95% of all North American equipment interchanges.

The Intermodal Interchange Executive Committee (“IIEC”) is one of IANA’s standing committees and is charged with administering, interpreting, and periodically modifying the UIIA. The IIEC consists of a minimum of two representatives from each mode (*i.e.*, ocean, rail, and motor carrier) and one representative from the equipment leasing sector. The IIEC is chaired by the President of IANA. IIEC members are drawn exclusively from companies who are signatories to the UIIA. The proceedings of the IIEC are confidential. Modifications to the UIIA require a super-majority consisting of a three-fourths (3/4) majority of those IIEC members present at a given meeting.

## **II. Responses to Questions Posed in the ANPRM**

IANA hopes that its extensive experience with the UIIA over many decades will prove useful and instructive to the FMC in connection with several of the questions posed in the ANPRM.

### **Question A.4: What percentage of demurrage and detention bills contain inaccurate information, and which information is most often disputed?**

While IANA does not have data to suggest what precise percentage of demurrage and detention bills contain inaccurate information, IANA does have perspective on the nature of the information that is most often disputed pursuant to the dispute resolution process (“DRP”) provided for in the UIIA.

The DRP, which was first incorporated into the UIIA in 2008, is a mechanism for arbitrating disputes that arise with respect to, among other things, invoices for detention, otherwise known as “Per Diem” under the UIIA. Section B.22 of the UIIA defines “Per Diem” as a:

. . . [c]harge 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.

Absent a consensual settlement, UIIA participants may submit disputes involving Per Diem to a two-member arbitration panel consisting of IIEC members drawn from the two involved modes. These members must have at least five (5) years of operating experience involving gate interchanges, yard procedures, loading and unloading, the operation of container yards, and the like. In the event that the two members cannot reach an agreement as to the outcome of the dispute, then a final decision is rendered by a majority of a senior panel consisting of the longest tenured IIEC member or alternate member from each mode, as determined by the IIEC Chairperson. This ensures that those having the deepest and most extensive familiarity with the industry (and the UIIA and the DRP in particular) will resolve the dispute fairly. The proceedings and submissions of the DRP are confidential, but the decisions themselves are public (with the names of the participants redacted). Decisions can be reviewed at <https://www.uiia.org/uiia-binding-arbitration-process>, and the DRP is outlined in detail in Exhibit D to the UIIA.

From the point of the DRP’s inception in 2008 through February 2022, over 985 cases have been submitted for arbitration. Of the cases submitted, only 660 cases were appropriate for submission under the DRP. Of the 660 properly submitted cases, 272 have been disputes involving Per Diem. While many of these disputes have concerned a failure to invoice within the requisite time period, a failure to respond to a motor carrier’s dispute involving an invoice, or the absence of a valid return location, some of these disputes do arise out of allegedly inaccurate information on invoices. In IANA’s experience, disputes challenging the accuracy of information on a Per Diem invoice typically involve an allegation that the invoice amount was calculated incorrectly based on free

time allowed under a specific service contract that an equipment provider may have with a customer or under the equipment provider's UIIA Addendum (which outlines the equipment provider's free time, user charges, and other commercial terms not covered by the UIIA).

**Question A.5. How much does the type of information included on or with demurrage and detention billings vary among common carriers, among marine terminal operators, and between VOCCs and NVOCCs?**

While IANA does not have visibility to invoices issued by NVOCCs or marine terminal operators, IANA does have visibility to invoices provided by VOCCs in connection with DRP disputes involving Per Diem. In such disputes, the VOCC typically submits, among other things, the invoices in question. While the information contained on such invoices does not widely vary among VOCCs in IANA's experience, the form of the invoices and the format of the data naturally do vary. The most common data elements that IANA has observed on VOCC invoices include the following:

- Invoice Number
- Date of Invoice
- Company Name and Address of Invoiced Party
- Equipment Identification Number
- Type of Equipment
- Outgate/Ingate Date
- Locations of Outgate/Ingate
- Total Days
- Number of Free Days
- Total Days of Per Diem Due
- Rate per Day
- Total Amount Due
- Service Contract Number
- Bill of Lading Number
- Payment Remittance Instructions

That said, certain VOCCs do include other data elements on a less frequent basis. For instance, certain VOCCs include on their invoices an e-mail address or instructions for disputing invoices.

**Question C.7: What information or timeframes should be required for VOCC and NVOCC demurrage and detention bills? Should the Commission require different types of information or timeframes?**

IANA maintains that a sixty (60-day time period currently constitutes an industry standard in light of the fact that the UIIA has contained such a requirement upon UIIA participants for over twenty-five (25) years. Indeed, the FMC noted in the adoption of its final interpretive rule that the UIIA had been in effect "for decades." 85 Fed. Reg. 29638 (May 18, 2020).

Specifically, Section E.6 of the UIIA establishes uniform billing practices for Per Diem and Ocean

Demurrage.<sup>1</sup> Under the UIIA, equipment providers are obligated to invoice for Per Diem and Ocean Demurrage within sixty (60) days from the date on which equipment is returned to the equipment provider by the motor carrier. If the equipment provider fails to do so, the equipment provider forfeits its right to collect such charges. However, if the equipment provider does issue an invoice but inadvertently invoices the incorrect party, the equipment provider may invoice the proper party as long as: (a) it does so within thirty (30) days from the date that the incorrect party disputes the charges, and (b) the date of the correct invoice does not exceed ninety (90) days from the date that the equipment in question was returned. Of course, the equipment provider is also required to include documentation supporting its invoice.

The uniform process described above has provided transparency, efficiency, and predictability for the intermodal industry for decades. Consequently, in the event that the FMC adopts a requirement that demurrage and detention invoices be issued within a particular timeframe, IANA urges the FMC to adopt the time period that has been long reflected in the UIIA. Doing so will reinforce, rather than disrupt, long-standing industry practices.

**Question C.12: Should the Commission require demurrage and detention invoices to be issued within 60 days of date when the detention/demurrage/per diem stops accruing?**

Please see IANA's response to Question C.7.

**Question C. 15: How would a regulation on demurrage and detention billing requirements impact, conflict with, or preempt any other applicable laws, regulations, or arrangements (such as the UIIA)?**

Consistent with the foregoing comments, IANA advocates that any regulation adopted by the FMC relative to detention and demurrage be consistent with, rather than conflict with, the UIIA. Doing so will minimize disruption with current operational and business practices that most stakeholders in the intermodal industry have had in place for decades. For instance, the billing and collection departments at both equipment providers and motor carriers are already familiar with and have processes in place to maximize compliance with the billing practices outlined in the UIIA. Changing these practices would require stakeholders who are also UIIA participants to engage in retraining of staff, alter existing procedures and systems (which may include reprogramming of information technology systems), and otherwise modify their existing business practices. Moreover, even those parties who may not currently be participants to the UIIA are generally familiar with the existing industry practices reflected in the UIIA. Of course, if the FMC does adopt a regulation that mandates demurrage or detention billing practices that conflict with the UIIA, such a regulation may (depending on how it is ultimately drafted) abrogate the UIIA's conflicting language by operation of law. This would, in turn, necessitate revisions to the UIIA in order to ensure that the text conforms with the law. During that process, however, commercial confusion may exist since the text of the UIIA will not technically reflect the state of the law. So, again, any divergence from the existing UIIA practices will likely create unnecessary business disruption that impedes rather than promotes the growth of efficient intermodal freight transportation.

**Question C.16: Please provide any other views or data you believe would help inform the Commission's decision whether to pursue a proposed regulation on demurrage and detention billing information and practices.**

The industry standard reflected in the UIIA and described herein has proven helpful and fair throughout turbulent times. That same standard can serve an identical purpose here.

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<sup>1</sup> Section B.26 of the UIIA defines "Storage/Ocean Demurrage" as a "charge to be paid when Intermodal Equipment is stored on property." The UIIA requires parties to follow the same invoicing practices for Ocean Demurrage as for Per Diem. However, Ocean Demurrage is not subject to the DRP as described elsewhere in the UIIA.

For instance, one consequence of the labor disruptions on the West Coast in late 2014 and early 2015 was that motor carriers were unable to return containers and chassis to the designated return locations at the ports in a timely fashion. Notwithstanding that inability to return equipment to the ports in a timely fashion, ocean carriers imposed Per Diem charges on motor carriers for failing to return the equipment before expiration of the “free days” awarded under the UIIA and the ocean carrier’s addendum. These Per Diem disputes, in turn, led to the commencement of DRP cases. Ultimately, a total of 137 cases were submitted to IANA involving Per Diem disputes relating in some fashion to congestion on the West Coast. Seventeen (17) of the 137 cases were rejected outright as either being untimely (nine (9) were outside the established 30-day timeframe for a motor carrier to dispute Per Diem charges initially, and eight (8) were outside the 15-day timeframe for motor carriers to submit claims to the DRP). Thirty-seven (37) of the 137 claims were resolved by the parties prior to a decision issuing from the arbitrators. This resulted in eighty-three (83) decisions on the merits. Forty-three (43) of those decisions were rendered in favor of the equipment provider for the original invoiced amounts, twenty-six (26) were rendered in favor of the equipment provider for a modified amount, and fourteen (14) were rendered in favor of the motor carrier. Accordingly, the UIIA’s DRP process provided a clear, fair, and accessible dispute resolution process for industry stakeholders.

IANA’s real-world experience, accumulated over decades, addressing the value of uniformity with respect to detention should be highly instructive for the FMC. IANA would be pleased to serve as a resource to the FMC as it considers the items described above.

### III. Conclusion

Fortunately, the UIIA has played a key role in the development and expansion of the intermodal market. Among other things, the UIIA permits parties to manage detention and demurrage in a predictable way and to respond effectively to significant industry-wide events (e.g., labor controversies, ocean carrier bankruptcies, etc.) that can have a domino-like effect upon equipment utilization and upon parties’ relative exposure to detention and demurrage. The UIIA has manifestly stood the test of time and brings a valuable degree of uniformity to an otherwise fragmented industry. Accordingly, IANA urges the FMC to take these significant benefits into account when evaluating whether to engage in proposed rulemaking in connection with demurrage and detention billing requirements.

IANA appreciates the FMC’s efforts and, again, is pleased to answer any questions that the FMC may have.

Sincerely,



Joanne F. Casey  
President and CEO  
Intermodal Association of North America

Enclosure

cc: Marc Blubaugh, IANA General Counsel

[Click here to print the UIIA Agreement](#)

Developed By:  
The Intermodal Interchange  
Executive Committee

Effective: February 9, 2022

**UNIFORM  
INTERMODAL  
INTERCHANGE  
AND  
FACILITIES ACCESS  
AGREEMENT  
(U I I A)**

Administered By:

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UNIFORM INTERMODAL INTERCHANGE AND FACILITIES ACCESS AGREEMENT

(A Program of the Intermodal Association of North America)

Participating Party Agreement

The Party named below agrees that by executing the Uniform Intermodal Interchange and Facilities Access Agreement (UIIA) it will be bound by the provisions of the UIIA, and subsequent amendments and/or revisions of that Agreement, and any addendum thereto, that does not conflict with the terms of this Agreement, which govern the interchange and use of Equipment in intermodal interchange service. The Provider named below agrees that in its interchange activities with Motor Carrier participants who are signatories to the Agreement, this Agreement will be the only Agreement it will use and that this Agreement applies to all Interchanges of Equipment between the Parties, unless superseded in whole by a separate bilateral written equipment interchange agreement. [05/22/19]

This Agreement shall be effective unless cancelled in writing, by mutual consent of the Parties, or by any Party upon thirty (30) days prior Notice to the other Party. A copy of the required Notice must be provided to the President of IANA at the time it is issued. [Revised 08/01/14]

COMPANY NAME: \_\_\_\_\_

AUTHORIZED BY: (Print or Type) \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ TITLE: \_\_\_\_\_

BUSINESS ADDRESS: \_\_\_\_\_ (Mailing Address) No. Street City

State/Province Zip/Postal Code Phone No. Fax E-Mail

Indicate Nature of Business: \_\_\_\_\_ Motor Carrier \_\_\_\_\_ Provider

If Motor Carrier, please check all that apply to your business operations: [ ] Smartway Carrier [ ] For Hire [ ] Private [ ] Interstate [ ] Intrastate [ ] Commercial Zone/Terminal Area Operator

Standard Carrier Alpha Code (SCAC): \_\_\_\_\_

MC Number: \_\_\_\_\_ DOT Number: \_\_\_\_\_

Tax Identification Number or Canadian Business Number: \_\_\_\_\_

The provisions of this agreement shall become effective on the date accepted by the Association of the above named carrier and published in the list of subscribers or supplements thereto.

Acceptance Date: \_\_\_\_\_

By: [Signature] Assistant Vice President Intermodal Information Services

## UNIFORM INTERMODAL INTERCHANGE AND FACILITIES ACCESS AGREEMENT

### A. Purpose

The Parties to this Agreement hereby acknowledge their respective responsibilities in one Party's access to the Premises of the other for the purpose of interchanging intermodal transportation Equipment and further establish the terms and conditions under which such intermodal Equipment will be used.

### B. Definitions of Terms

1. Actual Cash Value: Replacement cost less depreciation as referred to on Equipment Owners' or Providers' Books.
2. Addendum/Addenda: Providers' schedule of economic and commercial terms not appropriate for inclusion in the uniform Agreement and other terms and conditions of Equipment use. **[Revised 04/11/07]**
3. Agreement: This Agreement or amendments thereto and Addendum/Addenda.
4. Chassis: A steel frame equipped with wheels, landing gear, and kingpin assembly with locking devices for securing and transporting a container as a wheeled vehicle. **[Revised 06/08/15]**
5. Chassis Use/Rental Charge: Daily charge to be paid for use of chassis, as agreed to by the Parties. **[Revised 01/17/12]**
6. Container: An intermodal cargo carrying device capable of road transport when mounted on a chassis or other suitable device. **[Revised 11/18/09]**
7. Container Use Charge: Daily charge to be paid for use of Containers, as agreed to by the Parties. **[Revised 06/10/12]**
8. Contamination: Damage resulting from release of a hazardous material or other substance in Equipment which prevents subsequent use of the Equipment without removal of the material or substance. **[Revised 10/22/04]**
9. Damage: Any condition that prevents the intended use of the Equipment including those conditions described in Exhibit C; and Exhibit B that are not a result of normal Wear & Tear. **[Revised 02/10/14]**
10. Defect: Any condition (including dents, scrapes, cuts or missing items) that may, or may not, require the repair, replacement or renewal of items, but does not prevent the intended use of the Equipment. **[Revised 09/01/09]**
11. Destroyed: Where the reasonable and customary cost to repair Equipment exceeds its Actual Cash Value or depreciated replacement value. **[Revised 07/25/07]**
12. Equipment: Equipment commonly used in the road transport of intermodal freight including, trailers, chassis, containers and associated devices, but excluding tractors. **[Revised 11/18/09]**
13. Equipment Owner: The holder of actual or beneficial title to the Equipment, regardless of the form of the title. **[Revised 04/11/07]**
14. Equipment Interchange Receipt (EIR): A document confirming the interchange of Equipment between Parties to this Agreement, or their agents. The physical condition of the Equipment may be described by either Party within the EIR or via Recorded Images taken at the time of Interchange. **[Revised 04/11/07]**

15. Facility Operator: Party whose Premises are accessed for the purpose of effecting an interchange between signatories to this Agreement. **[Revised 02/24/06]**
16. Indemnitees: Provider, Equipment Owner and/or Facility Operator, as their interest may appear.
17. Interchange: The transfer of physical possession of Equipment under the Agreement.
18. Interchange Period: The period, commencing upon Interchange to Motor Carrier and concluding upon Interchange to Provider or another Motor Carrier that is authorized for Interchange by that Provider. **[Revised 06/13/16]**
19. Motor Carrier: The Party being granted access to the Provider's facilities and/or having physical possession of the Equipment for the purpose of road transport or its designated agent or contractor.
20. Notice: A communication, including invoices, between Parties of this Agreement required by the terms of the Agreement. **[Revised 05/22/19]**
21. Parties: The Provider, Motor Carrier and/or Facility Operator who are signatories to this Agreement. **[Revised 02/24/06]**
22. 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. **[Revised 08/01/18]**
23. Premises: The property operated by Provider or Facility Operator for the purpose of Interchange. **[Revised 09/01/09]**
24. Provider: The Party or Parties authorizing delivery and/or receipt of physical possession of Equipment with a Motor Carrier. The Provider of the Chassis and Container may not necessarily be the same Party. **[Revised 06/08/15]**
25. Recorded Image: A date and time stamped electronic image, which depicts the physical condition of the Equipment. **[Revised 04/11/07]**
26. Storage/Ocean Demurrage: Charge to be paid when intermodal Equipment is stored on property. **[Revised 07/25/07]**
27. Wear and Tear: A loss or condition resulting from reasonable and normally anticipated use of Equipment that includes deterioration. Deterioration is defined as a loss or condition resulting from the passage of time, exposure to elements and the repetitive normal and customary use of Equipment. **[Revised 11/18/09].**

#### C. Premises Access

1. Provider and/or Facility Operator grants to Motor Carrier the right to enter upon its terminal facility for the sole purpose of completing an Interchange of Equipment.
2. Nothing in this Agreement shall preclude Provider or Facility Operator from refusing access to a Motor Carrier for good cause shown. Provider or Facility Operator shall exercise this right in good faith, providing to Motor Carrier advance Notice of pending suspension of interchange privileges via e-mail through IANA. Except for a violation of Section G.11., such advance Notice shall be furnished to the Motor Carrier no less than three (3) business days prior to the suspension becoming effective and shall include the

reason for the action and the Provider's contact information necessary for the Motor Carrier to resolve the issue. **[Revised 01/20/20]**

3. Notice of reinstatement of interchange privileges shall be submitted by the Provider to the Motor Carrier via e-mail through IANA. **[Added 01/20/20]**

#### D. Equipment Interchange

##### 1. Notification of Equipment Availability

- a. If Provider and/or Facility Operator undertakes to notify Motor Carrier of Equipment availability, it represents that the Equipment will be available for Interchange when the Motor Carrier arrives. **[Revised 09/01/09]**
- b. Where it is notified, as provided herein, Motor Carrier must Interchange Equipment promptly upon notification. Motor Carrier will be responsible to Provider for the charges, as may be described in Provider's Addendum hereto, in the event Motor Carrier fails to remove Equipment during the free time provided in the Addendum.

##### 2. Equipment Interchange Receipts

- a. At the time of Interchange, the Parties or their agents shall execute an Equipment Interchange Receipt and/or exchange an electronic receipt equivalent, which shall describe the Equipment and any Damage observable thereon at the time of Interchange, reasonable Wear and Tear excepted. The physical condition of the Equipment may be described by either Party within the EIR or via Recorded Images taken at the time of Interchange. **[Revised 05/12/10]**
- b. Use of electronic EIRs requires that the Provider or the Facility Operator provide an electronic system whereby the Motor Carrier may describe electronically, the condition of the Equipment at the time of Interchange, without substantially burdening the Motor Carrier's use of electronic EIRs at the same Premises, and that this information be incorporated as part of the electronic EIR. **[Revised 09/16/17]**
- c. Each Party shall be entitled to receive a copy and/or an electronic receipt equivalent of the Equipment Interchange Receipt as described in D.2.a above without charge. **[Revised 11/12/12]**
- d. If Recorded Images are taken at the time of Interchange, Damage will not be reported on ingate or outgate EIR. The words "Damage is captured on Recorded Images" will be printed on the Equipment Interchange Receipt. All such Recorded Images will be made available for each Party for a period of 1 year from Interchange without charge. **[Revised 11/12/12]**

##### 3. Equipment Condition

- a. Warranty: **WHILE PARTIES MAKE NO EXPRESS OR IMPLIED WARRANTY AS TO THE FITNESS OF THE EQUIPMENT, THEY RECOGNIZE AND AFFIRM THEIR RESPONSIBILITIES UNDER THE FEDERAL MOTOR CARRIER SAFETY REGULATIONS ("FMCSRs") AND AGREE THAT THEY SHALL NOT INTERCHANGE EQUIPMENT UNLESS THEY HAVE COMPLIED WITH THE FMCSRs.** **[Revised 10/01/18]**

- b. Motor Carriers will conduct a pre-trip inspection prior to departing with interchanged Equipment that will include those items set forth in Exhibit A to this Agreement. **[Item Re-numbered 10/01/18]**
- c. Equipment controlled by Provider shall have a valid FMCSA inspection sticker. Provider will reinspect and recertify the Equipment, at Motor Carrier's request, if the existing inspection will expire during the Addendum free time period of the Motor Carrier's use. This provision is only applicable to the Provider of the Chassis. **[Revised 06/08/15]**
- d. Motor Carrier will reinspect and recertify the Equipment if the existing inspection will expire prior to the Motor Carrier's return of the Equipment to the Provider. This provision is only applicable to the Provider of the Chassis. **[Revised 06/08/15]**
- e. Motor Carrier will Interchange the Equipment to the Provider or another Motor Carrier that is authorized for Interchange by that Provider, in the same condition, reasonable Wear and Tear excepted. **[06/13/16]**
  - 1) The responsibility for the repair and/or replacement of Equipment items during the Interchange Period are listed in Exhibits B and C of this Agreement. **[Revised 07/25/07]**
  - 2) Motor Carrier and Provider will not issue an invoice for repair items equal to or less than \$50 per unit per Interchange Period. Provider may, in its Addendum, adopt a different threshold amount as long as that amount is greater than \$50 and applies to both Motor Carrier and Provider. **[Revised 07/25/07]**

## E. Equipment Use

### 1. Equipment Return

- a. Absent a separate bilateral equipment interchange agreement in written or electronic form between the Parties, the Motor Carrier shall use the Equipment for only the purposes for which it was interchanged, not authorize use by others, and promptly return the Equipment after its interchange purpose is complete. An Addendum to this Agreement does not constitute a separate bilateral equipment interchange agreement. **[Revised 02/08/16]**
- b. Motor Carrier shall return the Equipment to the physical location at which the Equipment was received unless the Provider directs the Equipment to be returned to a satellite location(s): 1) as governed by a written bilateral equipment interchange agreement between the Parties or 2) as specified in a notification from the Provider to Motor Carrier via internet posting or e-mail to return the Equipment to a Provider-designated satellite location, listed in IANA's Equipment Return Location Directory (ERLD). Satellite location(s) are facilities which are within the same local commercial territory and support operations of the Provider for the location from which the Equipment was originally received. Whenever a return location is changed, Provider must notify the Motor Carrier by e-mail by 16:00 p.m. local time the business day prior to the change becoming effective. Motor Carrier must furnish the Provider with e-mail addresses to be used for Motor Carrier notification when return locations are changed. **[Revised 02/08/16]**
- c. Provider may add or delete satellite locations to its listing by giving fourteen (14) days written notice to IANA. **[Added 02/08/16]**

- d. Should the notification required under subsection 1.b. above not be made one (1) business day prior to the effective date of the change, and the late notification delayed the Interchange of Equipment, then the Motor Carrier would be entitled to one (1) additional business day to return the Equipment. **[Added 02/08/16]**
- e. Nothing in Section E. shall be interpreted to preclude Motor Carrier from receiving compensation when Provider directs Equipment to be returned to a satellite location. Compensation for services rendered in these circumstances is outside the scope of this Agreement. **[Added 02/08/16]**
- f. Provider will notify the Motor Carrier electronically, at least once a month, of any outstanding Equipment that is shown on the Provider's books as being interchanged under the Motor Carrier's SCAC. Notice will be provided in a data file format and include equipment identification number and date of Interchange. Notice is provided for information only; errors or omissions in the content do not relieve the Parties of their respective Interchange obligations. **[Moved: 01/20/20]**

## 2. Lost, Stolen, or Destroyed Equipment

- a. In the event the Equipment is lost, stolen from, or Destroyed by Motor Carrier, the method of settlement shall be the Actual Cash Value or the depreciated replacement value, as agreed between the Parties. **[Revised 09/01/09]**
- b. In the event Motor Carrier is compelled to compensate Provider for loss or damage to Equipment due to the acts of third parties, Provider will assign to Motor Carrier its rights against such third party upon receiving payment in full from Motor Carrier.
- c. When Equipment is lost, stolen or Destroyed, the Motor Carrier and Provider will follow the notification and invoicing processes as set forth in the Provider's Addendum. If the Provider's Addendum does not contain notification and/or invoicing processes for lost, stolen, or Destroyed Equipment, the following will apply:
  - (i) Motor Carrier shall promptly notify Provider when Equipment is lost, stolen, or Destroyed. Provider shall within thirty (30) days after receipt of such notification, secure and furnish to the Motor Carrier a written statement of the depreciated replacement value or Actual Cash Value of the Equipment, as agreed between the Parties [or as set forth in Provider's Addendum]. Motor Carrier shall pay Provider the amount specified in the written statement within (30) days of the date of such written statement. **[Revised 09/01/09]**
  - (ii) Provider shall not charge Per Diem for Equipment past the date of receipt of Motor Carrier's written notification to Provider that Equipment has been lost, stolen, or Destroyed. Motor Carrier shall provide to Provider a copy of the police report, if any, associated with the lost, stolen, or Destroyed Equipment if and when available. **[Added 05/01/20]**
- d. Provider will notify Motor Carrier within 18 months from the date of Interchange if Equipment is declared lost, stolen or Destroyed. If Provider does not so notify Motor Carrier, the right to recover any associated charges or Actual Cash Value will be lost. **[Revised 09/01/09]**

## 3. Damage to Equipment

- a. Motor Carrier shall pay to Provider the reasonable and customary costs to repair Damages done to Equipment during Motor Carrier's possession. **[Revised 09/01/09]**



- 1) A Provider will determine the Motor Carrier that it will invoice for Damage to Equipment that occurred during the Interchange Period. **[Revised 01/01/18]**
  - 2) To be valid, invoices must detail the repairs done; include a copy of the actual repair bill upon which the invoice is based and include the factual documentation supporting the Provider's determination that the Motor Carrier is responsible. In instances where a copy of the actual repair bill is not available to Provider, documentation containing the repair vendor's name, repair date, location and a control number that ties the documentation to the invoice provided to the Motor Carrier is acceptable, in lieu of the actual repair bill. In the case of a gate transaction using Recorded Images such documentation must include images depicting the condition of the Equipment at the time of that Interchange. **[Revised 10/01/18]**
- b. Where the reasonable and customary cost to repair exceeds the casualty loss value as determined in Section E.2.a hereof, the Motor Carrier shall be obligated only for the lesser sum.
  - c. Parties shall invoice repair costs no later than the following timeframes: If Parties are not invoiced within the established timeframes, the right of the Invoicing Party to recover such charges will be lost: **[Revised 01/26/15]**
    - 1) Standard Gate System (manned) or Interchange between Motor Carriers: Invoices for repair of Damages must be issued no later than 165 calendar days from the date of Interchange at the time the Damage was documented. **[Revised 06/13/16]**
    - 2) Gate transactions using Recorded Images: Invoices for repair of Damages must be issued no later than 120 calendar days from the date of Interchange at the time the Damage was documented. **[Revised: 10/01/18]**
    - 3) Invoices for repairs made during the Interchange Period must be issued no later than 90 calendar days from the date of the repair. Provider may, in its Addendum, adopt a shorter billing timeframe, which is no less than 45 days, and applies to both the Motor Carrier and Provider. **[Revised 01/26/15]**
    - 4) The above timeframes shall not apply with respect to any Equipment that has been placed on hold at the request of any of the Parties because the Equipment was involved in an incident that could give rise to a claim or litigation. The applicable timeframe shall begin to run from the date on which all Parties agree to release the Equipment for repair.

In the event that the circumstances referred to in this situation arise and a hold is placed by Provider, upon receiving notice of the damage, the Provider will give notice to the interchanging Motor Carrier that such damages have occurred and that a hold has been placed on the repair. Failure to give such notice within 45 days of the Equipment being placed on hold will void the right of the Provider to invoice for such repairs. **[Revised 08/26/13]**

#### 4. Tires

- a. Repair of Damage to tires during Motor Carrier's possession is the sole responsibility of Motor Carrier, based on prevailing reasonable and customary repair costs and equipment use. **[Revised 09/01/09]**
- b. Repair of tires unrelated to Damage occurring during Motor Carrier's possession is the sole responsibility of the Provider, based on prevailing reasonable and customary repair costs and equipment use. **[Revised 09/01/09]**



- c. 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. **[Added 08/01/18]**
  - d. A Provider cannot require the Motor Carrier to return the physical carcass of a tire. **[Added 08/01/18]**
5. Disposal of Dunnage
- a. Motor Carrier shall return Equipment in a clean condition with all dunnage, bracing, contaminants and debris removed and the floor swept. This provision is only applicable to the Provider of the Container. **[Revised 05/01/20]**
6. Free Days, Per Diem, Container Use, Chassis Use/Rental and/or Storage/Ocean Demurrage Charges
- a. Interchange of Equipment is on a compensation basis. Provider may permit some period of uncompensated use and thereafter impose Per Diem, Container Use, Chassis Use/Rental and/or Storage/Ocean Demurrage charges, as set forth in its Addendum. **[Revised 01/17/12]**
  - b. Motor Carrier shall be responsible for Per Diem, Container Use, Chassis Use/Rental and/or Storage/Ocean Demurrage charges set forth in the Addenda. **[Revised 01/17/12]**
  - c. Provider shall invoice Motor Carrier for Per Diem, Container Use, Chassis Use/Rental and/or Storage/Ocean Demurrage charges within sixty (60) days from the date on which Equipment was returned to Provider by Motor Carrier. If Motor Carrier is not invoiced within the established timeframe, the right of the Provider to recover such charges will be lost. **[Revised 01/17/12]**  
  
Should Provider invoice the incorrect party, Provider may invoice the interchanging Motor Carrier within thirty (30) days from the date the incorrect party disputes the charges with Provider or within the original sixty (60) day deadline, whichever is later. The preceding sentence only applies as long as the Provider issues such invoice to the interchanging Motor Carrier within ninety (90) days from the date on which Equipment was returned. **[Added 01/01/17]**
  - d. Notwithstanding anything to the contrary in this Agreement, when a Motor Carrier disputes a Per Diem invoice on the basis that the amount due is **greater** than the amount that would otherwise be due under a separate third party agreement, the Motor Carrier must provide documentation supporting this claim, and the Provider shall not suspend the Motor Carrier's interchange privileges until the discrepancy has been resolved by the Provider. **[Revised 05/01/20]**
  - e. Provider shall provide the Motor Carrier documentation as is reasonably necessary to support its invoice.
  - f. Motor Carrier shall respond in writing to Provider's invoices within thirty (30) days, documenting with appropriate evidence its disagreement with any of Provider's invoices it believes to be incorrect.
  - g. Motor Carrier will participate in good faith in Provider's established method of dispute resolution, as set forth in its Addendum.

## 7. Accidents

Motor Carrier shall notify Provider via e-mail within 24 hours of any U.S. Department of Transportation reportable accident. Provider shall identify in its Addendum the designated e-mail address for such notification. **[Added 05/01/20]**

## F. Liability, Indemnity and Insurance

1. Fines, citations: Motor Carrier shall pay all fines arising out of its acts or omissions in the operation of Equipment during the Interchange Period.
  - a. Motor Carrier will provide a corrected copy of Equipment-related citations to Provider upon completion of Interchange.
2. Independent contractor status: No Party or its agents is the employee or agent of any other Party.
3. If the Equipment is interchanged by Motor Carrier or is otherwise authorized by Motor Carrier to be in the possession of other parties, the Motor Carrier shall be responsible for the performance of all terms of this Agreement in the same manner as if the Equipment were in the possession of the Motor Carrier, unless the written or electronic consent of Provider has been obtained. **[Revised 06/13/16]**
4. Indemnity:
  - a. Subject to the exceptions set forth in Subsection (b) below, Motor Carrier agrees to defend, hold harmless and fully indemnify the Indemnitees (without regard to whether the Indemnitees' liability is vicarious, implied in law, or as a result of the fault or negligence of the Indemnitees), against any and all claims, suits, loss, damage or liability, for bodily injury, death and/or property damage (other than cargo loss, damage, or delay unrelated to a commercial motor vehicle accident involving the Motor Carrier or theft of the cargo during the Interchange Period), including reasonable attorney fees and costs incurred in the defense against a claim or suit, or incurred because of the wrongful failure to defend against a claim or suit, or in enforcing subsection F.4 (collectively, the "Damages"), caused by or resulting from the Motor Carrier's: use or maintenance of the Equipment during an Interchange Period; and/or presence on the Facility Operator's premises. **[Revised 10/01/18]**
  - b. Exceptions: The foregoing indemnity provision shall not apply to the extent Damages: (i) occur during the presence of the Motor Carrier on the Facility Operator's premises and are caused by or result from the negligent or intentional acts or omissions of the Indemnitees, their agents, employees, vendors or third party invitees (excluding Indemnitor); or (ii) are caused by or result from defects to the Equipment with respect to items other than those set forth in Exhibit A, unless such defects were caused by or resulted from the negligent or intentional acts or omissions of the Motor Carrier, its agents, employees, vendors, or subcontractors during the Interchange Period. **[Revised 1/17/05]**
5. Notice of Filed Claims:
  - a. Motor Carrier shall promptly notify Provider, Equipment Owner and/or Facility Operator of any claim arising against Motor Carrier under Section F.4, and shall also advise Provider, Equipment Owner and/or Facility Operator at that time of the legal defense undertaken regarding that claim. Failure of the Motor Carrier to timely provide such legal defense, and the undertaking of that legal defense by Provider, Equipment

Owner and/or Facility Operator to protect such Party's respective interests, shall result in the Motor Carrier's bearing such reasonable attorney fees and costs incurred by the Provider, Equipment Owner and/or Facility Operator in providing such legal defense.

- b. Provider, Equipment Owner and/or Facility Operator shall promptly notify Motor Carrier of any claim arising under Section F.4. which Provider, Equipment Owner and/or Facility Operator receives. Provider, Equipment Owner and/or Facility Operator shall not undertake any legal defense of or incur any legal expenses (including, but not limited to, accident investigation and reconstruction costs) pertaining to the claim submitted to the Motor Carrier, unless Motor Carrier fails to timely do so as provided in Section 5.a. **[Revised: 10/01/18]**
6. Insurance: To the extent permitted by law, Motor Carrier shall provide the following insurance coverages in fulfillment of its legal liability and obligations contained in this Agreement:
- a. A commercial automobile insurance policy with a combined single limit of \$1,000,000 or greater, insuring all Equipment involved in Interchange including vehicles of its agents or contractors; said insurance policy shall be primary to any and all other applicable insurance and shall name the Provider as additional insured. The extent of Providers' additional insured status is limited to the provisions of Section F.4 hereof. **[Revised 09/01/09]**
  - b. A commercial general liability policy with a combined single limit of \$1,000,000 per occurrence or greater, of which no portion can be self-insured. **[Revised 04/11/07]**
  - c. Motor Carrier shall have in effect, and attached to its commercial automobile liability policy, a Truckers Uniform Intermodal Interchange Endorsement (UIIE-1), which includes the coverages specified in Section F.4. Motor Carrier shall use endorsement form UIIE-1 (or other corresponding forms which do not differ from UIIE-1) in the most current form available to the insurance carrier. Evidence of the endorsement of the policy and the coverage required by this provision shall be provided to IANA by the insurance company.
  - d. IANA shall receive a minimum of thirty (30) days advance Notice of cancellation of any insurance coverage set forth in Section F.6. of the Agreement in addition to any insurance coverage required in the Provider's Addendum, unless such cancellation is due to non-payment of premium in which case a minimum of ten (10) days advance Notice of cancellation is required. **[Revised 01/17/12]**
  - e. **The foregoing insurance requirements do not in any way limit the Motor Carrier's liability under this Agreement. [Added 02/09/22]**
7. The Provider agrees that it will obtain all information concerning Motor Carrier Certificates of Insurance from the Intermodal Association of North America, and that additional evidence of insurance will not be requested from Motor Carrier Participants.

#### G. General Terms

1. Entire Agreement: This Agreement, including its Addendum, but only to extent that its terms do not conflict with this Agreement, contain the entire Agreement between the Parties hereto. This Agreement supersedes all prior agreements and understandings, oral or written, if any, between the Parties except as contained herein. No modification or

amendment of any of the terms, conditions or provisions herein may be made otherwise than by written Agreement signed by the Parties.

This Agreement shall apply to all Interchanges of Equipment between the Parties unless it is superseded in whole by a separate bilateral written equipment interchange agreement. **[Revised 05/22/19]**

2. **Headings:** The headings contained in this Agreement are for reference purposes only and shall not affect in any way the meaning or interpretation of this Agreement.
3. **Waiver:** The terms or conditions of this Agreement may be waived at any time by the Party entitled to the benefit thereof, but no such waiver shall be effective unless the same is in writing and no such waiver shall affect or impair the right of the waiving Party to require observance, performance or satisfaction either of that term or condition as it applies on a subsequent occasion or of any other term or condition hereof. The waiver by any Party of a breach of any provision of this Agreement shall not operate or be construed as a waiver of any subsequent breach of the same or any other provision of this Agreement by either Party.
4. **Material Breach:** If it is determined that, at the time of Interchange, the Motor Carrier was not insured in accordance with Section F.6. of this Agreement, the Motor Carrier shall have been in material breach of this Agreement and the Agreement shall, subject to the survivability provisions hereof, terminate immediately pursuant to Section G.16.

With the exception of Section G.4., no breach of this Agreement, either by an individual Motor Carrier or by an individual Provider/Facility Operator, shall affect the rights and obligations of that Motor Carrier or Provider/Facility Operator with all other Parties hereto.

5. **Assignment:** No Party shall assign this Agreement or any part hereof without the written consent of the other Parties provided that no such consent shall be required in the event of Provider's assignment to a successor-in-interest as a result of a merger or sale of substantially all of Provider's assets.

Except as otherwise provided herein, this Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective successors and permitted assign.

6. **No Third Party Beneficiaries:** Except as expressly provided herein, nothing in this Agreement shall entitle any person other than the Parties or their respective successors and mutually accepted assigns to any claim, cause of action, remedy or right of any kind. **[Revised 04/11/07]**
7. **Governing Law:** The laws of the state of Maryland, the location at the principal place of business of the Intermodal Association of North America shall govern the validity, construction, enforcement and interpretation of this Agreement without regard to conflicts of law principles.
8. **Venue:** Any action which may be brought to enforce or interpret this Agreement shall be brought in a trial court of competent jurisdiction as follows:
  - a. As to questions of interpretation or enforcement of the Agreement, at the location of the principal place of business of the Intermodal Association of North America;
  - b. As to questions of indemnification under the Agreement at the situs of the transaction giving rise to the requested indemnification;
  - c. As to monetary obligations between the Parties by reason of Equipment usage charges at the situs of the transaction giving rise to the requested damages;

- d. As to monetary damages between the Parties arising out of physical damage to or loss of Equipment, at the situs at which the Equipment was last interchanged prior to such loss or damage.
9. Severability: If any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or enforceability shall not change or invalidate any other provisions hereof.
10. Survival: Cancellation of this Agreement notwithstanding, Motor Carrier shall remain obligated to return Equipment provided hereunder and otherwise perform its obligations outstanding at the time of cancellation.
11. Compliance with the Law: The Parties shall obey all applicable federal, state and local laws, rules and regulations including those pertaining to the transportation of hazardous material. **[Revised 08/26/13]**
12. Force Majeure: In the event the Motor Carrier is unable to Interchange Equipment to Provider within the free time as specified in Provider's Addendum, or Provider's applicable Tariff, as a result of Acts of God, war, insurrections, strikes, fire, flood or any like causes beyond the Motor Carrier's control, the Motor Carrier shall be exempted from the Per Diem charges to the extent of, and for the duration of, the condition that prevented the redelivery of the Equipment. **[Revised 09/13/04]**
13. Attorney's Fees: Should any action be brought by either Party to enforce or for the breach of any other terms, covenants or conditions of this Agreement, either Party shall be entitled, if it shall prevail, to recover reasonable attorneys' fees together with the cost of the suit therein incurred.
14. Notices:
  - a. The Provider agrees to provide ten (10) days written Notice to the Motor Carrier of any changes to the terms or conditions of its Agreement Addendum. The effective date of any change shall be no less than thirty (30) days from the date of notification to Motor Carrier. **[Revised 06/02/05]**
  - b. All Notices required under this Agreement shall be in writing and sent via e-mail properly addressed to the individual shown in the UIIA subscriber record. **[Revised 05/22/19]**
  - c. In the event it becomes necessary for the Provider to suspend a Motor Carrier's interchange privileges for non-payment of outstanding invoices, Provider shall notify Motor Carrier, via e-mail through IANA, no less than 3 business days prior to suspension, that unless the outstanding issue is resolved, suspension of interchange privileges may occur. The final notification shall include contact information necessary for the Motor Carrier to resolve the outstanding issue. **[Revised 01/20/20]**
    - (1) Notice of reinstatement of interchange privileges shall be submitted by the Provider to the Motor Carrier via e-mail through IANA. **[Added 01/20/20]**
15. Multiple Counterparts: The Agreement may be executed in a number of identical counterparts, each of which for all purposes is to be deemed an original, and all of which constitute, collectively, one Agreement; but in making proof of this Agreement, it shall not be necessary to produce or account for more than one such counterpart.

16. Term: This Agreement shall be effective for a period of one year from its execution and shall continue in effect thereafter for consecutive one year terms unless cancelled in writing, by consent of the Parties, or by any Party upon thirty (30) days prior Notice to the other Party or to the President of IANA.

A Party whose participation in the Agreement has been cancelled for nonpayment of the IANA Administrative Service Fee may not assert any rights under this Agreement for any Interchange undertaken during the period of the cancellation.

The absence of insurance as required in Section F.6. hereof shall effect immediate cancellation of the Motor Carrier's rights under this Agreement until such time said requirements are again satisfied.

Notwithstanding any other provisions of this Agreement, the obligations and rights of the Parties under Section F.1, 4, 5, and 6 shall survive any cancellation of this Agreement.

#### H. Default Dispute Resolution and Binding Arbitration Processes

1. In absence of a dispute resolution process contained in the Provider's Addendum that establishes timeframes for signatories to the Agreement to dispute invoices and respond to the dispute with respect to Per Diem, maintenance and repair or Equipment use/rental charges, the following default dispute resolution process will apply: **[Revised 05/01/17]**

Invoiced Party shall advise Invoicing Party in writing of any disputed items on invoices within 30 days of the receipt of such invoice(s), documenting with appropriate evidence, its disagreement with any of Invoicing Party's bills it believes to be incorrect. Invoicing Party will respond in writing to such disputed items within 30 days of receipt of Invoiced Party's notice with its decision to accept or deny the Invoice Party's dispute. The Invoiced Party will have 15 days from the date of the Invoicing Party's response to either pay the claim(s) or seek arbitration. Such disputes do not constitute valid grounds for withholding or delaying payments of undisputed charges as required by the Terms of this Agreement. **[Revised 06/13/16]**

2. Should no resolution be reached between the Parties for charges disputed within the applicable dispute resolution process, then the Parties will have the ability to submit the disputed charges for binding arbitration in accordance with Exhibit D of the Agreement. Prior to the commencement of binding arbitration, both Parties are expected to take every reasonable effort to resolve the dispute. Following the initiation of binding arbitration, the arbitration panel will determine the Party responsible for payment based on the specific facts and circumstances associated with the claim, the terms and conditions of the Agreement and the Provider's Addendum along with the supporting documentation presented by the involved Parties. **[Revised 04/23/21]**

If a Provider's Addendum contains a dispute resolution process that does not include an arbitration provision, then the terms under Exhibit D to the UIIA will apply. **[Revised 04/14/11]**

3. Should Invoiced Party fail to dispute an invoice relating to Per Diem, maintenance and repair or Equipment use/rental charges within 30 days after receipt of the invoice, the Invoiced Party will lose any further right to dispute the invoice under the Invoicing Party's initial dispute process, or in absence of a dispute resolution process in the Provider's Addendum, the default dispute resolution process in Section H.1. Further, the Invoiced Party, upon failing to dispute the invoice or seek arbitration within the prescribed timeframe, immediately will be responsible for payment thereof to the Invoicing Party and will lose its right to pursue binding arbitration under Exhibit D of the Agreement or assert any other defense against the invoice. **[Revised 05/01/17]**



4. Should the Invoicing Party fail to respond to the Invoiced Party's dispute of an invoice relating to Per Diem, maintenance and repair or Equipment use/rental charges within the established timeframes in the Provider's Addendum, or in absence of a dispute resolution process in the Provider's Addendum, the default dispute resolution process in Section H.1., the Invoicing Party will lose its right to collect such charges and its ability to pursue binding arbitration under Exhibit D of the Agreement. **[Revised 05/01/17]**
5. If any dispute between Invoiced Party and Invoicing Party has not been submitted to binding arbitration as described in this section, and in the event that charges have been verified by Invoicing Party and are again rejected and disputed by Invoiced Party for whatever reasons, Invoicing Party and Invoiced Party reserve their rights and remedies under the law regarding the payment of such charges. Further, the Parties may pursue any rights and remedies they may have under the law to enforce an award of the arbitrators made under this Agreement and Exhibit D, or under the terms of the Provider's Addendum. **[Revised 04/14/11]**

I. Execution Clause

This Agreement shall be binding upon all Parties, and of full force and effect, at the time of its signing by a duly authorized official of a Party and its acceptance by IANA. An authorized official's signing constitutes the executing Party's representation that the executor possesses such authorization.

J. Agreement Effective Date **(added 01/17/12)**

A Party's signature on the Preamble or Participating Party signature page to the UIIA binds that Party to the terms and conditions of the Agreement and all Providers' Addenda, and any subsequent amendments and/or revisions to the Agreement and any Providers' Addenda. The effective date of participation in the Agreement, including any Providers' Addenda, is the date of execution by the Party entered on the Preamble or Participating Party Agreement signature page and is contingent upon acceptance of this document by IANA.

This Agreement and all Providers' Addenda shall be effective unless cancelled in writing, by mutual consent of the Parties, or by any Party upon thirty (30) days prior Notice to the other Party. A copy of the required written Notice must be provided to the President of IANA at the time it is issued.

## ADMINISTRATIVE PROCEDURES

## I. Administration and Implementation

- A. The Intermodal Interchange Executive Committee (hereinafter called the “Committee”), a Standing Committee of the Intermodal Association of North America, is responsible for the administration and interpretation of the Agreement, and for the processing of changes and/or modifications to the Agreement. **[Revised 04/06/05]**
- B. All proceedings of the IIEC are considered privileged and confidential. This would include but not be limited to: All documents and correspondence, written or electronic, relating to the administration of the Uniform Intermodal Interchange and Facilities Access Agreement (UIIA) and specific discussions of the Committee in the course of administering the UIIA. **[Revised 08/26/13]**
- C. The Chairperson of the Committee shall be the President of the Intermodal Association of North America, who shall serve without voting privilege. The President is responsible for the Administration and Management of IANA and the Agreement, as provided in IANA’s bylaws.
1. IANA’s sole responsibility is to accurately report any information, as provided, that is required for participation in this Agreement. **[Revised 04/20/09]**
- D. The Committee shall consist of a minimum of two representatives from each mode representing Motor, Ocean and Rail Carriers participating in the Agreement, with an equal representation of each mode. In addition, one representative and two alternates from Equipment Leasing Companies participating in the Agreement will also serve on the Committee. Each alternate shall participate in Committee meetings and serve as a voting member in the absence of a principal representative. In such absence, the modal voting members shall select the alternate who will act as the voting representative. Representatives and alternates must be from companies that are current signatories to the Agreement. Attendance at meetings is limited to voting members and alternates. If Committee members wish to have an industry representative invited to attend a meeting in an advisory capacity, the majority of the Committee must approve of this invitation prior to it being delivered. **[Revised 10/01/18]**
- E. To conduct business under the IANA Agreement, a quorum shall consist of the Chairperson and at least two Committee representatives each from the Motor, Ocean and Rail modes and one Committee representative from the Equipment Leasing Company Providers. **[Revised 10/01/18]**.
- F. Items to be included on the agenda for any regularly scheduled meeting of the Committee must be provided, in writing, to the Chairperson, at least forty-five (45) days in advance of the meeting date. Agenda items received less than 45 days prior to a regularly scheduled Committee meeting, will be placed on the Agenda under Other Business, and will be discussed, time permitting. **[Revised 04/06/05]**
- G. The duties of the Chairperson, shall consist of the following:
1. The Chairperson shall be responsible for the day-to-day management of the Interchange program, including marketing and promoting the Agreement among the various segments of the industry; retaining the originals of the signed Uniform Intermodal Interchange and Facilities Access Agreements or amendments thereof; and exchanging information with Committee members concerning new signatories.



2. The Chairperson shall maintain a current list of the Parties to the Agreement and shall periodically identify newly terminated participants.
  3. The Chairperson shall disseminate pertinent information on participating Motor Carriers to Providers in a method mutually agreed to by Providers and the IANA. Entry by new participants to the Agreement shall become effective on the date the Agreement is accepted by the Chairperson as being in compliance.
  4. Committee members will be provided with the meeting Agenda and appropriate backup materials, at least thirty (30) days in advance of any regularly scheduled meeting. **[Revised 04/06/05]**
- H. In the absence of a definitive process within these Administrative Procedures, all meetings shall be conducted in accordance with Roberts Rules of Order. **[Revised 04/06/05]**
- II. Review Procedures for New or Revised Providers Addenda
- A. A new or existing Provider shall submit Addendum language to the Chairperson of the Committee. Addendum language that only modifies an existing economic term becomes effective without review no less than thirty (30) days from the date when notification of the new or revised Addendum language is provided to the Motor Carrier. Within ten (10) business days after receipt of any other new or revised Addendum language, the Chairperson shall forward, through e-mail, a copy of the proposed Addendum language and an initial evaluation by IANA staff of the conformance of such language with the Agreement to Committee members representing the affected mode(s). Any economic terms shall be deleted from the Addendum before forwarding to the Committee members. **[Revised 01/20/20]**
  - B. The receiving modal Committee members shall review the proposed Addendum language to determine whether the language is inconsistent with or conflicts with the existing provisions of the Agreement. The Addendum language is approved unless a modal Committee member notifies the Chairperson of the Committee in writing, within fifteen (15) business days of receiving the Addendum language, that the condition above exists. If such notice is provided, an initial conference of the modal IIEC members will be scheduled within ten (10) business days of the close of the comment period. The purpose of the conference call will be for the modal IIEC members to discuss the concerns raised during the modal review of the proposed language and prior to a summary of these comments being provided to the Provider.  
  
After the conference call of the modal IIEC members concludes, a subsequent conference call among all modal Committee members conducting the review, the Provider submitting the Addendum language in question, and a designated IANA staff member shall be held within ten (10) business days. The purpose of this subsequent conference call shall be to discuss whether the condition above exists. **[Revised 04/23/21]**
  - C. At the close of the conference call, and after the Provider is excused, the designated IANA staff member participating in the conference call shall take a vote of the reviewing modal Committee members as to whether the Addendum language is inconsistent with or conflicts with the existing provisions of the Agreement. The proposed Addendum language is approved only if a majority of the modal Committee members vote that the condition above does not exist. Otherwise, a review of the Addendum language and a vote on the same shall be placed on the agenda for the next Committee meeting. At the

Committee meeting, the proposed Addendum is approved only if a majority of the Committee members vote that the condition above does not exist. **[Revised 01/20/20]**

- D. If the Addendum is not approved, the Provider shall be promptly notified of the basis for the Committee's vote and shall be invited to propose any modification to the Agreement or the Addendum Template that the Provider requests the Committee to consider at the next Committee meeting. **[Added 01/20/20]**
- E. In any event, the effective date of any approved Addendum shall be no less than thirty (30) days from the date when notification of the new or revised Addendum language is provided to the Motor Carrier. **[01/20/20]**

### III. Requests for Interpretation of Agreement Provisions

- A. Requests for interpretations of the Agreement shall be handled initially by informal ruling of the Chairperson in consultation with Committee members representing the industry segments involved. IANA's General Counsel will serve as legal advisor for such consultations. Such interpretations shall be limited to applicability or consistency with existing provisions in the Agreement and/or Provider's Addenda. **[Revised 04/20/09]**

The Party seeking an interpretation shall submit its request in writing to the Chairperson of the Committee, who within seven (7) working days of receipt, shall send a copy to any other party involved in [the particular instance prompting] or known to support the request. Such party shall submit to the Chairperson within seven (7) working days a statement of its position on the matter. The Chairperson shall disseminate both the original request for interpretation and any statements provided by other parties to Committee members representing the involved industry Parties within five (5) working days of receipt. The modal Committee members shall provide the Chairperson with their comments regarding the request for interpretation within ten (10) working days from receipt of information provided by Chairperson. **[Revised 04/06/05]**

- B. The Chairperson shall promptly advise the Party(ies) by facsimile or mail, of the modal Committee members' action on the requested interpretation within five (5) working days. Should the interpretation rendered by the modal Committee members following consideration and determination not be agreed with by the Party(ies) participating in the requested changes or modification, or commenting on the proposed language, such Party(ies), upon a demonstration of new information or previous information not considered or other provisions in the Agreement supporting the proposed language or changes, may request an interpretation by the full Committee. The Committee shall within fifteen (15) working days of request either (1) confirm the determination of the Chairperson and the modal representatives who made the initial interpretation, (2) render a revised interpretation, or (3) decline further comment because good cause has not been shown for reconsidering the initial interpretation. **[Revised 04/06/05]**
- C. In cases of interpretations which affect Parties other than those involved in a particular request, or whose outcome involves a substantive change in the terms of the Agreement, the Chairperson shall prepare and serve Notice thereof on all Parties via first class U.S. mail.

### IV. Requests for Modifications to the Agreement.

- A. The full Committee shall be responsible for considering requests for changes to the Agreement. Such requests shall be submitted in writing to the Chairperson and may be filed by any Party that is a participant in the Agreement. The Chairperson shall transmit

the request to the full Committee for consideration at its next scheduled meeting. **[Revised 04/11/07]**

- B. The Committee shall consider requests for modification at the next scheduled meeting of the Committee at which a quorum is present and promptly advise petitioner of its decision and reason(s) for that action. A proposed change to the Agreement will require a three-fourths (3/4's) majority vote of those Committee members in attendance at which a quorum is present. **[Revised 05/12/10]**

#### V. Notice of Proposed Modifications to the Agreement and Comment Process

- A. If the Committee votes to propose modifications to the Agreement, the Chairperson shall provide Notice in writing and by posting on IANA website within ten (10) working days of the Committee vote, of the proposed language and effective date of the modifications to all Participants in the Agreement. UIIA Participants shall have thirty (30) days from the date of this notification to provide comments on the proposed change. Comments must be submitted in writing to the Chairperson, who shall transmit the comments to the full Committee for consideration within ten (10) working days after the close of the thirty (30) day comment period. The Committee shall consider comments, if received, and vote to approve the proposed modification(s) within fifteen (15) working days from receipt of comments provided by Chairperson. If a proposed change to the Agreement is not approved by a three-fourths (3/4's) majority vote of those Committee members in attendance at which a quorum is present, the proposed modification will fail. **[Revised 05/12/10]**

Notice of the Committee's final decision will be provided to all Parties within five (5) working days from the close of the period to receive comments from the Committee and the proposed effective date of any changes shall not be less than fifteen (15) days from this date of notification. **[Revised 04/06/05]**

- B. Staff will review existing Addenda for consistency with the approved modification(s). If changes are required, the Parties must do so within 30 days of this notice of that requirement, and submit the revised Addenda to IANA. **[Revised 05/12/10]**

#### VI. Prerequisites for Participation

- A. Parties seeking to participate in this Agreement must first provide to IANA, its officially-registered Standard Carrier Alpha Code (SCAC) as issued by the National Motor Freight Traffic Association, the cost of which shall be borne by the prospective Agreement participant. Failure of the participant to maintain its officially-registered SCAC shall constitute grounds for immediate cancellation of its participation in the Agreement and related Addendum/Addenda.
- B. Parties to this Agreement shall maintain electronic communications capabilities on a 24 hour per day, 7 days per week, basis. Failure to provide such communication capabilities can result in the cancellation of this Agreement and related Addendum/Addenda. **[Revised 02/09/22]**
- C. Upon demand, Motor Carrier shall furnish to the Intermodal Association of North America (IANA), the insurance policies required under this Agreement and/or any participating Equipment Provider's Addendum. Failure of the Motor Carrier to furnish said policy(ies) on demand shall constitute a breach of this Agreement, and shall be cause for immediate cancellation of the Motor Carrier's Agreement.
- D. Companies "Doing Business As" another entity will be listed in the UIIA database and in other appropriate documents, by the company name as placarded and/or stenciled on the interchange Equipment. Certificates of insurance must clearly identify said company as

having all insurance coverages as required under the Agreement and/or any participating Providers' Addenda. **[Revised 09/01/09]**

- E. Motor Carriers must maintain a US DOT Number and, if applicable, an active Motor Carrier operating authority number (MC Number). **[05/12/10]**

#### VII. Party's Right to Terminate Participation

- A. Any party desiring to terminate participation in this Agreement, as subsequently revised or supplemented, shall so notify the Chairperson, in writing, by Certified mail, prior to the effective date of the modification. The absence of such notification will constitute acknowledgement of the Party's intent to continue to participate in the revised or supplemented Agreement.

#### VIII. Compliance with the Agreement **[Revised 03/01/18]**

- A. Parties to this Agreement agree to be bound by the provisions of the UIIA, including its Exhibits, and subsequent amendments and/or revisions of that Agreement, and any addendum thereto, that does not conflict with the terms of this Agreement.
- B. Parties to this Agreement are bound to comply with binding arbitration case decisions rendered under the terms of Exhibit D of the UIIA. A Party's non-compliance with an arbitration decision is a violation of this Agreement.
- C. Violations to this Agreement, upon verification by IANA, will be reported to the Party committing the violation, in writing via registered overnight mail and to the e-mail address of record for that Party, by the Chairman of the IIEC, with a request to correct the action(s) that are not in compliance. The Party in violation will be given ten (10) business days from the date of IANA's notice to refute or correct the action.
- D. Parties that violate the provisions of this Agreement may face cancellation of their participation in the UIIA. In these instances, the determination to cancel participation in the UIIA will be decided by a three-fourths majority vote of the Committee. Should cancellation occur, notice will be provided to the Party, via registered overnight mail and to the e-mail address of record for that Party, within three (3) business days of the Committee's decision on this matter. Cancelled parties will be reinstated by a simple majority vote of the Committee upon determination that the violation which gave rise to the cancellation has been cured.
- E. Violations related to commercial issues contained within a Provider's Addendum will be handled directly between the Parties in accordance with the terms of the Agreement and the Provider's Addendum.

Agreement Last Revised: February 9, 2022

**EXHIBITS TO THE**

**UNIFORM INTERMODAL**

**INTERCHANGE AND FACILITIES**

**ACCESS AGREEMENT**

**(UIIA)**

**Exhibit A to UIIA**  
**Motor Carrier Pre-Trip Inspection**  
As referenced in Sections D.3.b. and F.4.b.  
**(Added to UIIA 1/17/08 / Last Revised 05/22/19)**

The following list sets forth those items, which the Motor Carrier has responsibility for visually or audibly checking prior to use of the Equipment:

1. Chassis Twist Locks and Safety Latches – (Check that twist locks and safety latches are engaged and properly secured.)
2. Slider Pins – (Check that slider pins are engaged for all sliding chassis.)
3. Bolsters (Check that bolsters are not bent and the container can be secured properly.)
4. Landing Legs (Check that Landing legs are in 90 degree position and they move up and down properly.)
5. Sand Shoes (Check that sand shoes or dolly wheels are attached to landing legs and secure.)
6. Crank Handles (Check that handle is attached, secure and operable to move landing legs up and down.)
7. Mud Flaps – (Check that mud flaps are whole and properly secured.)
8. Tires (Check that the following conditions are **not** present.)
  - a. Tire is flat, underinflated or has noticeable (e.g., can be heard or felt) leak.
  - b. Any tire with excessive wear (2/32nds or less thread depth), visually observable bump, or knot apparently related to tread or sidewall separation.
  - c. Tire is mounted or inflated so that it comes in contact with any part of the vehicle. (This includes any tire contacting its mate in a dual set.)
  - d. Seventy-five percent or more of the tread width is loose or missing in excess of 12 inches (30cm) in circumference.
9. Rims (Check that rims are not cracked and/or bent.)
10. Rear Underride Guard (“ICC Bumper”) (Check that Guard is in place and not bent under the frame.)
11. Electrical Wiring/Lights – (Check that lights are in working order.)
12. Reflectors/Conspicuity Treatments (Check for reflector lenses and presence of conspicuity tape or bar on the 3 visual sides of the chassis.)
13. Brake Lines, Including Air Hoses and Glad Hands – (Check for audible air leaks and proper pressurization only.)
14. Current License Plate (Check to see that it is affixed to equipment.)
15. Proper Display of Hazardous Cargo Placards, In Accordance with Shipping Papers
16. Display of Current Non-expired Federal Placards or Stickers (Check to see that it is affixed to equipment.)

The above Motor Carrier Pre-Trip Inspection does not include the responsibility to identify latent defects unless caused by or resulting from the negligent or intentional acts or omissions of the Motor Carrier, its agents, employees, vendors or subcontractors during the Interchange Period. **[Revised 10/01/18]**

**Exhibit B to UIIA  
Provider Responsibility  
(added to UIIA on 07/25/07, Last Revised 10/01/189)**

Axles  
Batteries, broken  
Battery box covers  
Brake adjustments on trailers or chassis (1)  
Brake and brake component repairs (2)  
Container or Closed Trailer, roof bows  
Container or Trailer, caulking/sealing of existing patches & seams  
Container or Trailer, interior lining and interior posts  
Container securement device handles  
Conspicuity treatment  
Dolly axle, wheels and sand shoes  
Dolly crank handle, replacement  
Door locking bar handles and tie-backs  
Electrical connector socket, cleaning, adjustment and replacement  
Fasteners, component, bolts, rivets, welds  
Floor or decking (3)  
Gladhands, replacement or repair  
Hub assembly due to insufficient lubrication  
Inspections, FMCSA and BIT  
Landing gear, interior components and operating cross shaft  
Lift pads  
Lights  
Manifest box  
Markings, initial and number  
Mud flaps and brackets  
Refrigeration/Heating unit repairs including cabinet doors  
Registration papers, application  
Roll-up doors  
Safety latches  
Side doors  
Sign boards  
Sliding Tandem removable locking bars  
Tank container components  
Tires and Tubes, renewals, repairs or replacement  
Trailer/Chassis locking assemblies  
Trailer crossmembers, Damage (4)  
Vehicle license plates, application

(1) Not equipped with automatic slack adjusters

(2) Except servicing due to accumulation of ice and snow

(3) Damage caused during cargo loading/unloading operations excluded from Motor Carrier responsibility.

(4) Damage to the first three crossmembers located behind the grid section of trailers not originally equipped with grid extension plate.

A repair made to any item listed in Exhibit B is the responsibility of the Provider unless the repair made is a result of damage that occurred during the Interchange Period.

**Exhibit C to UIIA  
(Added to UIIA on 07/25/07, Last Revised 05/22/19)**

**Tires**

Tire sidewall, shoulder and/or tread cut/punctured/damaged exposing belt material

Slid Flat Damage to tire and/or tube - removal of tread or rubber to 2/32 inches of remaining tread depth or less in the affected area (flat spot) while the remaining unaffected tread depth is more than 4/32 inches.

Run Flat Damage to tire and/or tube

Missing Tire, tube or rim

**Removable Items**

Missing chains, binders and cables  
Missing tarpaulins and securements  
Missing tarpaulins bows  
Missing rear header bar  
Missing bulkhead

**Cut or Torn (through the thickness of metal)**

Metal door, gate, sheet, post, crossmember, brace or support  
DOT Underride Guard

**Bent (where proper operation or function of unit is impaired)**

Metal door, gate, sheet, post, crossmember, brace or support  
DOT Underride Guard that is bent three inches or more under the frame

**Missing Items**

DOT Underride Guard  
Door or Gate  
Removable side or section  
Refrigeration unit parts

**Interior**

Interior not free of dunnage, bracing and/or debris  
Contamination

**Other** - Correction of temporary repairs

**Citations** - Citations associated with the use of Equipment may be rebilled from the Provider to the Motor Carrier

The foregoing list does not include Defects as defined in Section B, Definitions of Terms.



## Supplement to Exhibit C of the UIIA

### Tire Marking and Photo Requirements/Criteria (Added 08/01/18)

#### 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.**

**EXHIBIT D TO THE UIIA  
BINDING ARBITRATION PROCESS GUIDELINES  
(Added to UIIA on 8/1/08)  
(Last Revised 04/23/21)**

1. This process is applicable for disputed transactions relating to Per Diem, maintenance and repair or Equipment use/rental charges between Providers and Users (Motor Carriers) of Equipment who are signatories to the Uniform Intermodal Interchange and Facilities Access Agreement (UIIA). **[Revised 05/01/17]**
2. Disputes handled under the arbitration process will be mandatory and binding upon the Parties. The arbitration process will be administered exclusively by IANA. **[Revised 04/14/11]**
3. A two-member arbitration panel will be appointed by IANA to handle disputed invoices submitted for arbitration. The panel will consist of one IIEC member from each mode involved in the dispute. In the event that the arbitrators from the involved modes cannot agree on a resolution of this dispute, a decision will be rendered by a majority of a senior panel consisting of the longest tenured IIEC member or alternate from each mode, as determined by the Chairperson. **[Revised 09/16/17]**
4. Members of the arbitration panels will serve on a voluntary basis without compensation, and for a period of one year. To qualify as an arbitrator the individual must have five years' operating experience involving such matters as gate interchanges, the yard procedures associated with vessels and trains, loading and unloading operations, the operations of marine and rail container yards, the receiving and delivery of containers, and/or with road equipment.
5. Disputes must be submitted to IANA in writing and in accordance with Section H.1. and must be accompanied by a filing fee made payable to IANA to cover the costs of the administration of the arbitration process. **[Revised 04/14/11]**
6. Disputes must be confined to charges arising from Per Diem, maintenance and repair or Equipment use/rental charges. There will be no limitation on the financial amount in controversy. The number of disputed invoices that may be consolidated under a single arbitration claim is limited to five (5) provided that they involve the same or related charges or unlimited if they involve identical facts and argument based on UIIA language. **[Revised 05/01/17]**
7. The arbitration process will be initiated by the Invoiced Party or the Invoicing Party (Moving Party) by the filing of: a Notice of Intent to Seek Arbitration and information and arguments supporting the dispute including evidence that the applicable dispute resolution process had been followed, as set forth under Section H.1. Such Notice and required information may be submitted to IANA by e-mail, facsimile, or overnight mail. Failure of the Moving Party to submit the required documentation as outlined above will result in the claim(s) being rejected. **[Revised 08/26/13]**
8. IANA will review the Notice of Intent to Seek Arbitration and the required information and arguments. If IANA determines that the submitted claim (s) has already been addressed and resolved in a prior arbitration case, the claim (s) will be dismissed and the precedent in the former proceeding will be sent to the Moving and Responding Parties. The decision from the former proceeding will apply to the current claim(s).  
  
The Moving and/or Responding Parties will then have 10 days to provide additional information on why either the precedent does not apply to its claim or why the precedent is in conflict with the language of the Agreement, upon which IANA will commence the arbitration process. **[Revised 08/26/13]**
9. The arbitration process will be commenced by IANA's transmittal of the Notice of Intent to Seek Arbitration and the required information and arguments to the appropriate individual in the Invoicing Party or Invoiced Party (Responding Party) organization designated to receive such Notice and information. The Responding Party will have 15 calendar days from the date of transmittal of the arbitration documents from IANA to respond. Upon receipt of the Responding

## Exhibit D of the UIIA (continued)

- Party's documents, a copy will be provided to the Moving Party. Upon receipt of the Responding Party's initial response, the Moving Party will have five (5) business days to submit any additional comments. Such comments will be provided to the Responding Party, and the Responding Party will have five (5) business days to provide a final response. A copy of the Responding Party's final response will be provided to the Moving Party, after which, no further comments will be accepted unless additional information is requested by the arbitration panel in accordance with Section D.11. The complete record will then be transmitted by IANA to the arbitrators. Failure of either Party to submit comments or information pursuant to the timelines above will not preclude the claim from being forwarded to the arbitration panel for review and determination. **[Revised 04/23/21]**
10. The arbitration panel will have 45 days from the date the information and arguments submitted by the Parties are sent by IANA to render a written decision indicating the basis for its conclusions. Arbitrators have broad discretion, and their findings will address the validity of the claims and the Party responsible for payment or satisfaction thereof. The determinations are to be based solely on the specific facts and circumstances associated with the claim, the documentation provided by the Parties, the rules in the UIIA and the rules and charges in the Provider's Addendum. **[Revised 04/23/21]**
  11. If during an arbitration panel's deliberations, it appears that further clarification or explanation is needed from a Party or the Parties, the panel may request that IANA obtain such additional information from the Parties via e-mail. The Party to whom the panel's request is directed will have five (5) business days to respond. Upon receipt of the response, any additional information will be forwarded to the other Party, and that Party will have (5) business days to provide additional comments, after which no further comments will be accepted, and IANA will transmit the information submitted by both Parties to the arbitration panel. Requests for additional information may extend the arbitration panel's decision for up to ten (10) business days. **[Revised 04/23/21]**
  12. The decision of the arbitration panel will be transmitted to IANA which will, in turn, forward the decision to the Parties by e-mail, facsimile, or overnight mail. The decision of the arbitration panel is final and no appeal is permitted.
  13. If any part of an invoice submitted for arbitration is not disputed that part must be timely paid and cannot be withheld during the arbitration process. In response to the arbitration panel's decision, order of reimbursement, payment or cancellation of the invoice must occur within 15 days from the date of receipt of the arbitrators' decision. **[Revised 05/12/10]**
  14. The cost of the filing fee is assessed against the Party against whom the arbitrators' decision is rendered. Should the filing fee have been paid by the prevailing party, it is entitled to reimbursement by the losing party.
  15. Once the arbitration process has been initiated, no suspension, cancellation, termination or any type of interruption of the Motor Carrier's interchange privileges for the disputed claims may occur. The Provider and Motor Carrier, nevertheless, retain all their rights and remedies for the enforcement of the binding arbitration decision. **[Revised 04/14/11]**
  16. Initiation of the arbitration process by a Motor Carrier does not preclude a Provider from suspending, cancelling, or terminating the interchange privileges of this Motor Carrier for reasons not related to the subject of the disputed claim and that are governed by the provisions of the UIIA and/or the Provider's Addendum. **[Revised 09/01/09]**
  17. Invoices submitted for arbitration must arise on or after the announced effective date of the implementation of the program, which is August 1, 2008. **[Revised 04/14/11]**
  18. Except for the decision by the arbitration panel, all documents, including e-mails, and oral and written communications generated under the Binding Arbitration Process and/or submitted by the Invoicing Party and Invoiced Party are confidential, and will not be released by IANA to any other person without the express written consent of all Parties to the arbitration. **[Revised 04/14/11]**

## UIIA Addenda Template

Listed below is the universe of economic issues that the Intermodal Interchange Executive Committee has approved for inclusion in each participating Provider's Addendum to the Uniform Intermodal Interchange and Facilities Access Agreement (UIIA).

Providers who subscribe to this Agreement will utilize this template in creating their individual Addenda. They are not required, nor are they expected, to utilize every component listed below in creating their proprietary Addendum. For example, certain of the Addendum template provisions are more germane to rail-truck Interchange than water carrier-truck Interchange, and vice-versa.

The Parties may not use this Addendum to obviate or undermine the intent of the Agreement. For example, the Agreement contemplates certain reimbursements for the cost of repairs. The Parties may agree to limit the potential cost of those repairs, but such limitations may not be so restrictive that they would virtually eliminate responsibility for reimbursement.

It will be impermissible for Provider Agreement subscribers unilaterally to add other provisions to their individual Addendum to this Agreement. Requests for addition(s) to the universe of economic issues that can be utilized in an Addendum to this Agreement shall be submitted to the Intermodal Interchange Executive Committee for consideration as set forth in Part II, Implementation, Review, Interpretation and Modification Procedures.

### **I. Notification and Free Time**

- A. Start of Free Time
- B. Amount of Free Time
- C. Adjustments to Free Time (e.g., Weekends, Holidays, and Unroadworthy Equipment)
- D. Storage Charges Per 24-hour Period after Free Time Expiration

### **II. Equipment Use Charges**

- A. Type of Equipment
- B. Rate Schedules
  - a. Equipment Use / Rental Charge
  - b. Per Diem
  - c. Fees for Non-Standard Use
    - 1. Empty to Empty
    - 2. Crossover
    - 3. Failure to File Crossover Interchange
    - 4. Hazardous / Municipal Waste
    - 5. Misuse
    - 6. Misdelivery (including Adverse Movements)
    - 7. Migration
    - 8. Genset Fueling
    - 9. Cleaning

### **III. Administrative Fees**

- A. Credit Investigation for Self-Insured Motor Carrier
- B. Handling for Non-Per Diem Invoice Generation
- C. Reinstatement
- D. Request for Duplicate Interchange Documentation
- E. Street Turn
- F. Failure to Respond to Equipment Disposition
- G. Breach of Addendum Terms

### **IV. Process for Invoice Dispute Resolution**

### **V. Processes for Equipment Damages and Repairs**

- A. Determining Cost for Damage Repair
- B. Facilitating Repairs
- C. Determining Use Charges while Equipment is in Damaged Status

### **VI. Operational Processes**

- A. Load/Weight Restrictions
- B. Ordinary Maintenance
- C. Equipment Involved in an Accident
- D. Genset, Refrigerated, Tank, or other Specialized Equipment
- E. Other Operational Processes without Additional Charges

### **VII. Provider Specific Requirements for Motor Carriers**

- A. Safety Rating
- B. Financial Standing
- C. Driver Registration in IANA's Intermodal Driver Database
- D. Regulatory Compliance Procedures
- E. Facility Rule Compliance
- F. Carriage of Oversize or Out of Gauge Cargo

### **VIII. Lost, Stolen, or Destroyed Equipment**

- A. Suspension of Per Diem
- B. Disposition of Destroyed Equipment
- C. Disposition of Recovered Equipment

### **IX. Insurance**

- A. Amounts of Additional Required Coverage by Policy Type
- B. Limitations on Rating Level of Insurer
- C. Self-Insurance and Maximum Permissible Deductibles