



Ohio Legislative Service Commission

Bill Analysis

David M. Gold

H.B. 71

131st General Assembly
(As Introduced)

Reps. Roegner, Blessing, Green, Sears, Derickson, Schaffer, Boose, Bishoff

BILL SUMMARY

- Declares void indemnification or hold harmless provisions in certain motor vehicle transportation contracts.

CONTENT AND OPERATION

Invalidity of indemnification provisions in motor vehicle transportation contracts

The bill declares void as against public policy a provision contained in, collateral to, or affecting a motor carrier transportation contract that indemnifies, defends, or holds harmless the "promisee" from or against any liability for loss or damage resulting from the negligence or intentional acts or omissions of the promisee.¹ A "motor carrier" is a person engaged in the business of transporting persons or property by motor vehicle, other than certain types of intrastate commerce.² A promisee is a person, other than another motor carrier, who enters into an agreement with a motor carrier.³

Contracts affected by the bill

The contracts affected by the bill are those that involve any of the following:

- The transportation of property for compensation or hire by a motor carrier;

¹ R.C. 2305.52(A).

² R.C. 2305.52(C)(1), incorporating by reference R.C. 4923.01.

³ R.C. 2305.52(C)(3).

- Entrance into property by a motor carrier for the purpose of loading, unloading, or transporting property for compensation or hire;
- A service incidental to the foregoing activities.⁴

The bill does not apply to the Uniform Interchange and Facilities Access Agreement administered by the Intermodal Association of North America or to other agreements providing for the interchange, use, or possession of intermodal chassis or other intermodal equipment (see **COMMENT**).⁵

Contracts not affected by the bill

The types of intrastate commerce that do not cause a person to be a motor carrier, and thus are not affected by the bill, are:

- The transportation of persons in taxicabs in the usual taxicab service;
- The transportation of pupils in school busses operating to or from school sessions or school events;
- The transportation of farm supplies to the farm or farm products from farm to market or to food fabricating plants;
- The distribution of newspapers;
- The transportation of crude petroleum incidental to gathering from wells and delivery to destination by pipe line;
- The transportation of injured, ill, or deceased persons by hearse or ambulance;
- The transportation of compost or shredded bark mulch;
- The transportation of persons in a ridesharing arrangement when any fee charged each person so transported is in such amount as to recover only the person's share of the costs of operating the motor vehicle for such purpose;
- The operation of motor vehicles for contractors on public road work.⁶

⁴ R.C. 2305.52(C)(2).

⁵ R.C. 2305.52(B).

⁶ R.C. 2305.52(C)(1), incorporating by reference R.C. 4923.01.



COMMENT

According to a website maintained by the Intermodal Association of North America, the Uniform Intermodal Interchange and Facilities Access Agreement (UIIA) "is a standard bilateral industry contract between intermodal motor carriers/drayage companies and ocean, rail carriers and/or leasing companies (equipment providers). The UIIA was developed as a means of achieving a degree of uniformity in the equipment interchange process." A motor carrier accessing an intermodal facility for the purpose of picking up or dropping of intermodal equipment assumes the liability for the carrier's activity. If a dispute arises between a motor carrier and equipment provider, either party can suspend or terminate the business relationship under the Agreement without jeopardizing the right to do business with other participants.⁷

The bill probably should be amended to include the word "intermodal" in its reference to the Agreement.

HISTORY

ACTION	DATE
Introduced	02-18-15

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⁷ See <http://www.uiia.org/documents/uiia-overview.pdf>.

