



September 23, 2009

**Customer Advisory / Alert:**

I) **Intermodal Load Shifts**

Recently, Union Pacific Railroad (UPRR) reported a substantial increase in the number of Intermodal Load shifts. Load shifts can **cause derailments, as well as, damage equipment and cargo.**

*UPRR described load shifts as "a container leaning to a point that can cause the railcar to derail or hit a tunnel, bridge or even another train moving the opposite direction."*

**Primary Cause of Load Shifts:**

- **Improper or no blocking and bracing** along with the harmonic vibration that occurs while in transport. Cargo tends to shift its way to one side or the other without the crosswise and lengthwise blocking and bracing as required to withstand the affects of transport.
- **Inaccurate weights** – accurate declared weights allows ramp operators to properly load the train and eliminate another cause of load shifts.

If **any** portion of transport involves rail, shipments must be prepared in accordance with the **Intermodal Loading Guide** as issued by Association of American Railroads (AAR).

**To purchase:** Rail Inc. (Product ID DP348) <http://www.aarpublications.com/>  
Or; to review details and load plans from railroad websites.

- <http://www.uprr.com/customers/dam-prev/loading/intguide>
- **Special Note**, If specific load plans are not found in the above link, the UPRR Damage Prevention Engineers will provide assistance to determine appropriate method:  
<http://www.uprr.com/customers/dam-prev/im/loadreq.shtml>
- Other rail companies also have similar details on their websites under Intermodal or Damage Prevention.

II) **Load Quality and Overweight Cargo / Containers**

**All** intermodal shipments require proper load plans, securing and blocking and bracing to withstand the forces of ocean, rail and road affects. Load quality issues, as well as, overweight containers (including over-axle weight) continue to pose serious liability risks during the various modes of transport. As a continued effort to reduce these instances, kindly review the below link which contains valuable resource tools and guidance for safe and complaint shipment transportation throughout the entire intermodal process.

[http://www.kline.com/KAMCompliance/Cargo\\_Claims\\_Damage\\_Prevention.html](http://www.kline.com/KAMCompliance/Cargo_Claims_Damage_Prevention.html)

III) **Results of Non-Compliance: Accidents / Damages / Exposure to Liability**

To avoid high risks and costs, please review your processes and implement counter-measures as required. The "K" Line Bill of Lading Terms and Conditions hold the "Merchant" responsible all associated costs due to failure of compliance.

*"Merchant" includes the shipper, consignor, consignee, owner and receiver of Goods, and Holder, and anyone acting on behalf of any such person, including but not limited to agents, servants, independent contractors and freight forwarders.*

Please refer to the "K" Line Bill of Lading Terms and Conditions:

<http://www.kline.com/BL-Terms/BL-Terms-Export-Back-Clauses.html>

<http://www.kline.com/BL-Terms/BL-Terms--Import-Back-Clauses.html>

Thank you for your continued support.

EOR