



Commodity Classification Standards Board

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PROPOSAL FORM FOR CHANGE IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION — PACKAGING

This form will serve to initiate docketing procedures when applying for changes in the NMFC involving packaging. For packaging changes of an innovative nature, it is suggested that this application be supported by (1) results of laboratory testing (following the procedures outlined in Item (Rule) 180 or 181 of the NMFC, in American Society for Testing and Materials (ASTM) D4169 or by International Safe Transit Association (ISTA)) and/or (2) results of Test Shipment Permit experience. This proposal, if accompanying a request for a Test Shipment Permit, will be held in abeyance until the conclusion of the test program. At your request, the proposal will be timely submitted for inclusion on the next available docket.

Please respond to all questions as completely as possible. If the commodity is new, and actual data is not available, please submit estimates. You are encouraged to submit supporting statements of position, tables, exhibits, brochures, attachments, photographs or samples.

Please do not forget to sign the proposal form and label all attachments clearly. In accordance with the Commodity Classification Standards Board's procedures, the name of the proponent of a proposal will be included in the CCSB's public docket file.

Check One: Shipper ___ Packaging Supplier ___ Carrier ___ Other ___

Company Name _____

Street Address _____

City _____ State _____ Zip _____

Individual's Name _____ Title _____

Signature _____ Telephone _____

E-Mail _____ Facsimile _____

General Information:

1) Brief description of commodity to be packaged for shipment (please include appropriate NMFC Item Number(s)):

2) Does the commodity require temperature control? Yes ___ No ___

3) Is the commodity subject to U.S. Department of Transportation Regulations governing hazardous materials?

Yes ___ No ___ If yes, what HMT commodity description and label are required? _____

4) Is commodity: Liquid? ___ Dry? ___ Paste? ___

5) Claim value per package: \$ _____ — \$ _____
(Give high and low, if range exists)

6) Projected number of shipments: weekly ___ or monthly _____

7) LTL _____%; TL or Mixed TL _____%

8) Gross Weight: (If range exists, list minimum and maximum)

9) Size: (If range exists, list minimum and maximum)

length _____ width _____ depth _____ gallons _____ other _____

10) Have laboratory pre-shipment tests been performed? Yes ___ No ___

If yes, attach report. Item 180___ Item 181___ ASTM D4169 ___ ISTA ___

11) Is freight palletized? Yes ___ No ___ If yes, how are pallets unitized? _____

12) Is commodity capable of being tiered during shipment? Yes ___ No ___

If yes, how high? _____

13) Does the commodity require more than one person to load or unload? Yes ___ No ___

14) Does the product as packaged for shipment require the use of mechanical handling equipment?

Yes ___ No ___ If yes, what type? _____

15) Does the commodity require special handling in loading or unloading? Yes ___ No ___

If yes, please explain what care and attention is necessary.

16) Are there other instructions or precautionary markings on the shipping packages or shipping documents?

Yes ___ No ___ If yes, please state what they are: _____

17) Form of shipment: SU ___ KD ___ KD Flat ___ Folded ___ Folded Flat ___

Nested ___ Nested Solid ___ Interlaced ___ Form-fitting ___

18) Detailed Description Of Proposed New Package (**as applicable**). The proposed specifications and supporting documentation will be included in the CCSB's public docket file.

a) Shipping container (material specifications of: fibreboard box, plastic drum, plastic stretch film, fibreboard tray, etc.):

b) Unit and/or intermediate container (material specification of: metal can, glass bottle, chipboard folding carton, plastic film bag):

- c) Inner packaging (material specification: corrugated fibreboard forms, expanded plastic foam, shrinkable plastic film, etc. including inner clearance (inches) between article and inside walls of container):

Attach Any Supporting Data (Blueprints, drawings, photographs, sketches, specification sheets, etc. which will provide details on material construction of the package. If pallet, skids, platforms, or racks are utilized in the design, please submit similar information):

Present Classification (Show specific NMFC item number and description including authorized packaging under which commodity is now being classified.):

Item	Description	Class
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Proposed Amendments (Show description, including sub-headings and packaging changes exactly as you propose them to be established in the Classification.):

Item	Description	Class
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Justification (Please state reasons for proposed changes):

If you have any questions regarding the proper execution of these forms or require technical assistance please contact our staff at (703) 838-8856.

COMMODITY CLASSIFICATION STANDARDS BOARD DENSITY GUIDELINES	
Minimum Average Density (in pounds per cubic foot)	Class
50	50
35	55
30	60
22.5	65
15	70
13.5	77.5
12	85
10.5	92.5
9	100
8	110
7	125
6	150
5	175
4	200
3	250
2	300
1	400
Less than 1	500

The density guidelines are used in the assignment of classes where average density is representative or reflective of the range of densities exhibited. Furthermore, the density/class relationships set forth in the guidelines presume that there are no unusual or significant stowability, handling or liability characteristics, which would call for giving those characteristics additional or different "weight" in determining the appropriate class.

COMMODITY CLASSIFICATION STANDARDS BOARD VALUE GUIDELINES	
Class	Maximum Average Value Per Pound
50	\$ 1.06
55	\$ 2.06
60	\$ 3.12
65	\$ 5.17
70	\$ 7.80
77.5	\$ 10.39
85	\$ 15.61
92.5	\$ 20.78
100	\$ 25.99
110	\$ 28.60
125	\$ 32.49
150	\$ 39.02
175	\$ 45.52
200	\$ 52.02
250	\$ 65.02
300	\$ 78.01
400	\$ 104.02
500	\$ 130.04

Unlike density, value per pound is not in and of itself a separate transportation characteristic. Pursuant to the decisions in Ex Parte No. MC-98 (Sub-No. 1), *Investigation Into Motor Carrier Classification*, value per pound is only one component of the liability characteristic. Accordingly, information relating to value per pound must be analyzed in conjunction with the other liability elements, i.e., susceptibility to theft, liability to damage, propensity to damage other freight, perishability, and propensity to spontaneous combustion or explosion. Where those other liability elements are found to present no substantial problems or concerns, value per pound is of less significance.

Consequently, the value guidelines cannot be viewed as forming a matrix with the density guidelines, where one is measured against the other to arrive at the appropriate class representing an "average" of the two factors. Rather, the value guidelines provide an indication of the upper value limits associated with the various classes, as determined using the density guidelines.