

WEIGHT LIMITATIONS * TRANSAT SERVICE WESTBOUND

ON THE SEA TRANSPORT (PIER TO PIER)

Weight limitation is the maximum payload technically admissible in the container. Payload is the total cargo weight shown on CSC plates.

ON THE INLAND TRANSPORT IN THE USA

SEARCH FOR THE PAYLOAD AND THE MODE / CHECK THE POD

Special chassis surcharge , when applicable , comes in addition to inland transport normal tariff

from where to where ? how ? For what payload ? With a surcharge or not ?

oncarriage carrier haulage	intermodal	20' DV		40' DV		40' HC		20' DV	
		payload UP TO		payload UP TO MAXI		payload UP TO MAXI		payload from / to (MAXI)	
definition	mode	MTS	LBS	MTS	LBS	MTS	LBS	MTS	LBS
from pod to door	all motor	18,800	41,447	20,100	44,313	20,000	44,092	18,801 / 20,200	41,448 / 44,533
		no surcharge		no surcharge		no surcharge		USD 200	
								SPECIAL CHASSIS SURCHARGE	
from pod to ramp	rail	18,800	41,447	20,100	44,313	20,000	44,092	18,801 / 20,200	41,448 / 44,533
		no surcharge		no surcharge		no surcharge		WHEN the POD IS NYC / ORF / SAV (on dock rail ramp) no surcharge	
								18,801 / 20,200 41,448 / 44,533 WHEN the POD IS : Boston Baltimore Charleston New orleans Houston (off dock rail ramp) USD 175 SPECIAL CHASSIS SURCHARGE	
from pod to door through a rail ramp	motor & rail	18,800	41,447	20,100	44,313	20,000	44,092	18,801 / 20,200	41,448 / 44,533
		no surcharge		no surcharge		no surcharge		WHEN the POD IS NYC / ORF / SAV (on dock rail ramp) USD 200	
								SPECIAL CHASSIS SURCHARGE WHEN the POD IS : Boston Baltimore Charleston New orleans Houston (off dock rail ramp) USD 375 SPECIAL CHASSIS SURCHARGE	

SPECIAL TRIAXLE CHASSIS ARE NOT AVAILABLE FOR 40' CTRS
ADMISSIBLE WEIGHT FOR 40' CTRS DO NOT EXCEED THOSE SHOWN ABOVE.

SHOULD THE ACTUAL WEIGHT OF THE CARGO BE MISDECLARATED BY CUSTOMERS, ALL PENALTIES AND EXTRA EXPENSES INCURRED BECAUSE OF THIS MISDECLARATION WILL BE FOR THE ACCOUNT OF THE CARGO

WEIGHT LIMITATIONS - CANADA

ON THE SEA TRANSPORT (PIER TO PIER)

Weight limitation is the maximum payload technically admissible in the container. Payload is the total cargo weight shown on CSC plates.

RAIL

Any amendments to Overweight charges or conditions in CN Tariff 7589 will be applicable to all publications (contracts, LDT's, etc) on the effective date of the amendment to CN Tariff 7589.

		20' DV payload from / to (MAXI)		40' DV payload from / to (maxi)		40' HC payload from / to (maxi)	
definition	mode	MTS	LBS	MTS	LBS	MTS	LBS
		22,700 / 24,970	50,000 / 55,000	27,240 / 29,510	60,000 / 65,000	27,240 / 29,510	60,000 / 65,000
from pod to ramp	rail	SURCHARGE USD 325		SURCHARGE USD 125		SURCHARGE USD 125	

MAXIMUM PAYLOAD AUTHORISED BY PROVINCES 2006 (lbs / mt)

Quebec & Ontario	all motor	20,000	44,000	21,800	48,000	21,800	48,000
Quebec Thaw Season (march to May)	all motor	17,700	39,000	21,800	48,000	TBC	
Montreal / Toronto Corridor	all motor	21,400	47,000	25,000	55,000	25,000	55,000
Manitoba	all motor	24,500	53,900	22,500	49,500	22,200	48,700
British Columbia	all motor	21,200	46,500	19,800	43,500	19,400	42,700

Container over 28,500 kg / 62,800 lbs cannot be move on chassis without reducing the load if reduceble. If not reduceble has to be moved on quad axel equipment. Extra charge on spot quote only.

Saskatchevan	all motor	On a case by case Basis. Pls contact head office.					
Nova Scotia	all motor	On a case by case Basis. Pls contact head office.					
New Brunswick	all motor	On a case by case Basis. Pls contact head office.					
Alberta	all motor	On a case by case Basis. Pls contact head office.					