

**ENTERED**  
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**September 12, 2016**  
**Part of**  
**Public Record**

**BEFORE THE**  
**SURFACE TRANSPORTATION BOARD**

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**STB Docket No. ISM 35008**

**PETITION FOR SUSPENSION AND INVESTIGATION**  
**NMFC 100-AP SUPPLEMENT 2**

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**PETITION TO INTERVENE**  
**OF**  
**THE NATIONAL INDUSTRIAL TRANSPORTATION LEAGUE**

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Pursuant to 49 C.F.R. § 1112.4 and the decision of the Surface Transportation Board (“Board” or “STB”) on August 12, 2016 (“Decision”), the National Industrial Transportation League (“NITL”) hereby files this Petition to Intervene (“Petition”) in the above-captioned proceeding. In the Decision, the Board has requested comments on two issues arising from the relief sought by the Transportation and Logistics Council, Inc. (“TLC”) in a Petition to Suspend and Investigate filed on July 29, 2016. In its petition, TLC raised serious concerns about changes proposed to the Uniform Straight Bill of Lading by the National Motor Freight Traffic Association, Inc. (“NMFTA”) for motor carrier traffic.

NITL is one of the oldest national associations representing companies engaged in the transportation of goods in both domestic and international commerce. NITL members include shippers and receivers of goods of all sizes, third party intermediaries, logistics companies, and other entities involved in the transportation of goods. Many members of NITL are engaged in transportation of goods via motor carrier and therefore have a strong interest in the issues being considered in this proceeding, including the language used in the Uniform Straight Bill of Lading for motor carriage services.

Intervention is warranted in this proceeding under 49 C.F.R. § 1112.4 and Board precedent such as Canexus Chemicals Canada L.P. v. BNSF Railway Company, STB Docket No. NOR 42131, slip op. at 3 (served Oct. 14, 2011). NITL's requested intervention is consistent with the Board's intervention standards because it would not disrupt the existing schedule for filing verified statements.<sup>1</sup> Indeed, under separate cover today, NITL is joining in the comments ("Comments") filed by the National Shippers Strategic Transportation Council ("NASSTRAC") pursuant to the procedural schedule established by the Board in its Decision. NITL also does not seek to unduly broaden the scope of this proceeding.<sup>2</sup> Instead, NITL seeks to address the issues raised in the Decision and TLC's July 29th Petition and would, therefore, be "direct[ly] respon[ding] to issues already raised by the parties in this case."<sup>3</sup> As described above, NITL and its members have a significant interest in the issues being considered by the Board.<sup>4</sup> NITL's position on these issues is set forth in the Comments being filed jointly with NASSTRAC.<sup>5</sup>

For the foregoing reasons, NITL respectfully requests that the Board grant it leave to intervene in this proceeding.

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<sup>1</sup> 49 C.F.R. § 1112.4(a)(1).

<sup>2</sup> 49 C.F.R. § 1112.4(a)(2).

<sup>3</sup> Canexus Chemicals, STB Docket No. NOR 42131, slip op. at 3 (served Oct. 14, 2011).

<sup>4</sup> 49 C.F.R. § 1112.4(b)(1).

<sup>5</sup> 49 C.F.R. § 1112.4(b)(2).

Respectfully submitted,

THE NATIONAL INDUSTRIAL TRANSPORTATION  
LEAGUE

By its attorneys:

A handwritten signature in cursive script, appearing to read "Karyn A. Booth", is written over a horizontal line.

Karyn A. Booth

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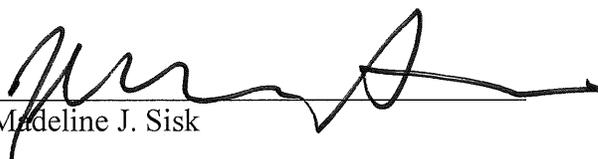
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September 12, 2016

**CERTIFICATE OF SERVICE**

I hereby certify that on this 12th day of September 2016, I served a copy of the foregoing upon all parties of record via U.S. first-class mail, postage prepaid.

  
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Madeline J. Sisk