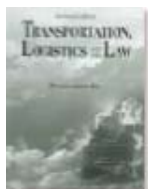


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## paperworks



TRANSPORTATION,  
LOGISTICS AND  
THE LAW, 2nd  
edition  
William J. Augello,  
Esq.  
Transportation  
Consumer Protection  
Council Inc., 2004

### what's law got to do with it?

Anyone who believes that transportation law has basically been a back-burner issue since deregulation in the '80s (and the subsequent elimination of the Interstate Commerce Commission) may be in for some surprises—836 pages worth of surprises, to be exact. In his latest book, *Transportation, Logistics and the Law*, prominent transportation lawyer Bill Augello emphatically makes the point that legal risks and other pitfalls still exist in these "deregulated" times, and if anything, companies may be at more, not less, risk today. Prior to 1980, transportation managers made a point of keeping abreast of the law. Today, they tend to be complacent because they feel there's little to worry about. Nothing could be further from the truth.

Did you know, for example, that there are financial risks when shipping COD? That a shipper may be bound by unfiled tariff provisions of which it was unaware? That depositing a claim check for less than the claimed amount may foreclose on your chances of collecting the full amount? That truckers need not inform shippers of their tariff provisions unless the shipper requests a copy of the tariff before shipping? Augello's book focuses on potential problems like these; but more importantly, it explains how to deal with them.

In fact, he does so right from the start. In the book's opening sentence, Augello states that his primary objective is to provide "insight into transportation's most important laws, rules, regulations, treaties, and practices remaining in today's 'deregulated' environment." And from there he proceeds to do just that.

In the first of the book's 13 major sections, Augello discusses the statutory scheme under which the federal government has jurisdiction over the movement of goods from, to and within the United States. In Section B, he focuses on the railroad industry, covering such subjects as loss and damage, rates, acquisitions and abandonments. Section C begins with a history of motor carrier regulation, followed by an extensive discussion of the issues that plague this industry. Take cargo insurance, for example. Augello's recital of "traps for the unwary" will open the eyes of many shippers. This section also contains an informative discussion of the legal basis for suits against carriers and warehousemen.

As a reminder to shippers that transportation is a two-way street, Section D outlines the duties of the shipper in packaging, shipment description, loss mitigation and other important areas. Subsequent sections of the book cover airlines, ocean carriers, multimodal transport, intermediaries, importing and exporting, terms of sale, and hazardous materials.

Thirty appendices cover everything from arbitration procedures to the Burlington Northern Santa Fe Railroad's requirement for steel seals on box, hopper and tank cars. There is an index of every court decision cited in the text (well over 1,000), a list of the public laws cited, an excellent glossary and a comprehensive index. It's hard to imagine an issue in transportation law that is not covered in this text.

Bill Augello has practiced transportation and administrative law for 52 years and served for 30 years as executive director of the Huntington, N.Y.-based Transportation Consumer Protection Council. Perhaps his most valuable contribution, however, has been his unflinching efforts to provide continuing education for

students and practitioners. The most frequent answer to any transportation law question has always been, "Call Bill Augello." Now all you have to do is reach for the bookcase.

For more information or to find out how to order a copy, visit <http://www.transportlawtexts.com/>.

—Cliff Lynch

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