

Chapter One

HOW THE AVERAGE CARGO MOVE TAKES PLACE AND WHO IS NORMALLY INVOLVED

Regardless of which terms of sale have been agreed for the actual goods in the container, whether it be on an F.O.B. basis (Free On Board) or on a C.I.F. basis (Cost, Insurance and Freight), or any of the many variations of these terms, the actual physical movement of the container and its contents is the same.

The container, during the move from point of origin to point of destination, will pass through several completely different transport modes. These moves are not exclusive to Canada, but will be repeated (or additional, or different moves substituted) in the country of destination.

This move, whereby goods are stowed (stuffed) into a single container at the point of origin, and the container is not opened or emptied (de-stuffed) until final destination, and is transported by completely different types or modes of transport is referred to as an "INTERMODAL MOVE." It may also be referred to as a "MULTI-MODAL MOVE".

For the Canadian shipper, who has up until the present been accustomed to moves only within the continent, an international multi-modal move using a sea container requires a somewhat different approach to that of a truck or rail car move.

Canadian or North American continental moves typically involve between 1,000 to 2,000 miles (1500 - 3500 km) by either a single trucking company or an individual railroad. Alternatively it could be a combination of both transport modes. However, truck and trailer would both travel over fairly uniform highways or railroads.

By comparison, an overseas INTERMODAL MOVE, to an international destination, could involve distances of 8,000 to 10,000 miles (12,000 - 16,000 km) or more.

All modes (rail, truck and sea) may well be involved, and six to ten different handlings may occur.