

Transit times will vary depending upon the particular origin-destination pairs and the amount of traffic a carrier has won in marketing itself in certain traffic lanes.

Offering such equipment as straight trucks, tractor-trailer rigs including tank trailers, flat bed trailers, stake and rack trailers, refrigerated vans, air ride delivery (for fragile goods), tilt and load (to bring the truck body to the ground for easier loading), and float trailers (with a low bed to carry heavy or oversized goods), motor carriers can and do haul almost every imaginable commodity.

Apart from private carriage (discussed on pages 31 and 32) and contract carriage (for very large volume movements) two types of motor carriers are available - licensed common carriers and independent owner-operators. Properly licensed motor carriers receive their authority to operate in various service lanes from the Interstate Commerce Commission and Canadian provincial jurisdictions which impose different licensing restrictions. Some common motor carriers have specialized authority to haul particular goods such as agricultural commodities, household goods, construction materials, and other named commodities specifically mentioned in their licenses. Some carriers are licensed to haul goods only in truckload quantities between certain regions or points while others can provide less than truckload and international services to gateway cities in the U.S., all of course within the licenses authorizations and restrictions applicable to their respective lanes.

Motor common carriers are also generally liable for loss or damage to the goods while they are in a carrier's custody. The exceptions are for loss or damage of goods caused by an act of God, riots, strikes, a defect or inherent vice in the goods, default on the part of the shipper or consignee, etc. The amount for which the carrier is liable is computed on the basis of:

1. the value of the goods at the place and time of shipment including the freight and other charges if paid; or,
2. where a value lower than that referred to above has been represented in writing by the shipper or has been agreed upon, such lower value.

The amount of any loss or damage computed as above is not to exceed \$2 per pound unless a higher value is declared on the bill of lading by the shipper.

Goods shipped by licensed motor carriers from British Columbia and Alberta to the Western U.S. move in one of three ways:

1. Canadian carrier with U.S. operating authority direct from origin to destination;
2. American carrier with Canadian operating authority direct from origin to destination; or,
3. through rate quoted by Canadian or American carrier with Canadian carrier hauling the goods from the Canadian origin to a U.S. transfer point such as Seattle, Washington or Coutts, Alberta where they are turned over to a U.S. carrier for furtherance to the final destination.