
Appendix II, and Appendix I, Freight Handling: Preparing the Goods for Shipment.)

b. Container Ships

The international shipping of general cargo involves containers. Two types of ships have been developed to carry marine containers, the pure container ship and the Ro/Ro vessel.

i. Pure Container Ship. The pure container ship is a vessel that carries only containers. It is built specifically for this purpose, with vertical cell guides to accommodate containers.

Container ships are measured in 20 ft. equivalent units (TEUs). They continue to grow in size, with some exceeding 4 000 TEU. Most common container ships come in small (1 800 TEU), medium (2 800 TEU) and large (3 600 TEU) sizes.

ii. Ro/Ro (Roll-on/Roll-off) Vessels. Ro/Ro vessels carry both containerized cargo and roll-on/roll-off cargo. While they vary in size and design, the most common kind has a ramp located at the stern. Some stern ramps are of a fixed design, necessitating a specially built pier. An angled ramp, on the other hand, enables a vessel to berth virtually anywhere.

Cargo can be rolled over the ramp at the same time as ship and shoreside cranes load or off-load containers. Since the ratio of containers to roll-on/roll-off cargo can vary from voyage to voyage, in accordance with changing market demands, Ro/Ro vessels are extremely versatile and flexible.

c. Marine Container Terminals

These terminals are used year-round for the loading and discharge of containers by marine container vessels. Their size and their equipment vary according to the volume of traffic. Major terminals in Canada are Vancouver, B.C., Montreal, P.Q., Saint John, N.B. and Halifax, N.S. They are served by CN Rail or CP Rail (some are served by both), as well as by motor carriers, in intermodal operations.

Air Transport

1. General Service Features

Air carriers generally handle considerably less weight per shipment than do other modes, although the maximum lifting capacity of the largest air-freight

aircraft is 100 000 kg. In addition, air freight is costly. A large proportion of air freight is carried as belly cargo in passenger aircraft, a practice that considerably restricts the size and weight of shipments that can be accommodated. However, for long distances, air is the fastest mode. For fragile, highly perishable or time-sensitive goods, it is the best mode; for many isolated parts of the country, it is the only mode.

Air transportation in Canada is very well developed, with two transcontinental, and numerous regional and local carriers.

2. International Air Services

a. Air Freight

Air freight services are sold both by the air carriers themselves and by forwarders, many of whom are registered as agents by the International Air Transportation Association (IATA), the world trade organization of scheduled airlines. Members of IATA carry the major portion of the world's scheduled international and domestic traffic, both passenger and freight, under the flags of 85 nations.

A registered IATA agent offers the following services to shippers in connection with the export of their goods:

- facilities for accepting or collecting export shipments from clients;
- preparing airline documentation (air waybills) including all charges thereon and ensuring that invoices and commercial documentation meet all requirements for movement by air;
- checking that export and import licences are in order and comply fully with government regulations in each country;
- ensuring that packing certificates are supplied by exporters of hazardous or restricted goods, in compliance with IATA and government regulations;
- arranging carriage and booking space with airlines and scheduling delivery of goods at the airport;
- arranging to file for customs "drawback" allowances where applicable;
- arranging insurance coverage for clients.