

### C. SHIPMENTS TO ALASKA FROM BRITISH COLUMBIA AND ALBERTA

Alternatives for shipping from British Columbia and Alberta to Alaska include air transport, motor carrier and surface/sea combinations over Seattle, Tacoma or Prince Rupert.

Although goods move from northern British Columbia and Alberta via the Alaska Highway, the majority of freight moving into Alaska involves the use of coastal marine services. Furthermore, although rail/barge and truck/car ferry services operate from Prince Rupert to Alaska, the single most important point of Alaska-bound freight embarkation is Seattle.

Several major shipping lines offer roll-on/roll-off trailer (Roro) and container service which eliminates the need for dockside goods handling and facilitates the shipment of virtually any kind of product, including perishables requiring refrigerated or insulated vans or containers. Some of the companies will not accept small shipments but rather, only containers and trailers; others provide LTL consolidations at the ports of Seattle and Tacoma (or in some cases Portland) to Alaska; the shipper is responsible for arranging and paying surface freight charges to the port.

Moreover, you can contact any of several trucking companies (see pages 62 and 63) and freight forwarders (see pages 63 and 64) who provide door-to-door service from points in Alberta and British Columbia to Alaska, hauling the goods over the road to Seattle then on the ships of one of the Seattle-based lines or the CN Aqua-Train at Prince Rupert at a complete through rate. Such companies also provide LTL consolidation.

Ocean voyage time ranges from 5 1/2 days by Roro ship out of Tacoma (near Seattle) to Anchorage on one tug and barge operation out of Seattle. Unload time at the Port of Anchorage is 5 to 8 hours. Adding another day for truck transport from points in British Columbia and Alberta brings expected transit times to a range of 3 to 6 1/2 days depending on the marine line chosen. Shipments enroute to Fairbanks will take an extra day or more for inland truck transportation from Anchorage.

None of the major shipping lines routinely stop at Vancouver on their way up the west coast to Alaska. However if a Canadian shipper has a very large load to offer, it is possible to charter an entire barge and induce the line to call at Vancouver.

Forwarders, transportation brokers, a major shippers' association and other persons consulted in the preparation of this report identified the marine route through Seattle, Tacoma, or Portland as being the most frequently used for the shipment of Canadian goods to Alaska. There are several reasons for the popularity of this route the major one being that the shipping lines sailing to Alaska do not stop at Vancouver. While this necessitates the overland movement of goods from British Columbia and Alberta to these northwestern U.S. positions, this is generally not considered to be a great hindrance. Overland transportation to U.S. ports is relatively inexpensive; attractive backhaul truck rates can often be secured by Canadian shippers moving products southward into the U.S. as discussed earlier in this report.

Furthermore, shipping through U.S. ports to Alaska is a proven expedient system.