
* GENERAL EFFICIENCY/SUITABILITY RATINGS					*
* OF ALTERNATIVE MODES OF TRANSPORTATION					*
* MODAL ALTERNATIVES					*
*					*
*NATURE OF GOODS	AIR	HIGHWAY	RAIL+	MARINE+	*
*					*
*a) high value goods	high	high	low	low	*
*					*
*b) low value goods	low	medium	high	high	*
*					*
*c) perishable/refrigerated					*
* goods	high	high	*	*	*
*					*
*d) goods required urgently	high	high	low	low	*
*					*
*e) small packages	high	medium	low	low	*
*					*
*f) fragile goods	high	medium	low	low	*
*					*
*g) bulk/granular commodities	low	medium	high	high	*
*					*
*h) outsize shipments	low	medium	high	high	*
*					*
*i) low weight per cubic foot	low	high	medium	medium	*
*					*
*j) very heavy commodities	low	medium	high	high	*
*					*
*k) extremely large volumes	low	medium	high	high	*
*					*
*					*
* + Rail service for U.S. shipments is available only to exporters in					*
* New Brunswick, Nova Scotia and P.E.I.. Rail and marine carriers do					*
* not provide refrigerated equipment for shipment to the U.S.					*
*					*

AIR FREIGHT

Air freight is usually the fastest and most expensive mode. Therefore, air is best used to move goods which are either very high in value or which require speedy delivery and either are able to or must bear the higher cost of moving them by air. Examples of goods moving by air from Atlantic Canada to the U.S. at present are ophthalmic goods, specialty chemicals, high tech electronic equipment, fresh fish and live lobsters.

Not all air carriers are authorized to haul cargo between every origin and