

within Canada, it is not likely that purchasing a truck for hauling goods to the more distant U.S. market destinations would be economic under any circumstances. Even when a Canadian firm is operating its own private carriage within Canada, extending that operation into the more distant of the Western U.S. markets is a significantly costly process that should only be undertaken under unique circumstances such as those listed above.

Unless common carrier service is so poor, rates so high and/or needs for specialized equipment very great, it is doubtful that the small to medium sized shipper will find any economics in private carriage. One author suggests that shippers explore every for-hire alternative before embarking on the private carriage option.[8]

A major concern relating to the use of private carriage across the border is the large amount of paperwork associated with such movements. Each state and the U.S. federal government require varying fees, licenses or permits and most require registrations and licensing within each state that the motor carrier crosses, except in cases where states or provinces have reciprocity agreements. The province of Alberta has reciprocity with Alaska and all 13 of the Western United States (Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oklahoma, Oregon, Texas, Utah, Washington and Wyoming). British Columbia has reciprocity with all of the above except Oklahoma and Texas.

With regard to size and weight limitations, the U.S. Surface Transportation Act of 1982 requires all states to accept federally approved weight, width and length standards for operations over the U.S. Interstate Highway System. The law allows at least a 48-foot tractor-semitrailer or a 28-foot semitrailer or full trailer in a twin trailer combination. Trailers can be no wider than 102 inches. Although some states allow slightly greater weights, in most states the maximum allowable gross vehicle weight is 80,000 lb.

Information on fees, permits and other documentation is available from the sources listed on pages 77 and 78. The addresses and phone numbers of the B.C. and Alberta motor transport regulatory boards which can assist you with your private fleet enquiries are listed on pages 79 and 80.

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8. Colin Barrett, The Practical Handbook of Private Trucking, The Traffic Service Corporation, Washington D.C., 1983, p.37.