

## Surface/Ocean Combinations

All other alternatives for shipping to Hawaii involve ocean transport which accounts for the great majority of movements to this destination. Because there is no ocean liner freight service from Vancouver to Hawaii, access to ocean transport services is gained through U.S. ports - Seattle, Portland, Oakland, Long Beach.

Two basic ocean transport services are in place. One involves the use of container ships capable of making the voyage in 5 1/2 days. The other uses tug and barge which can take three times as long but is significantly less expensive. Again, you will have to evaluate your overall distribution costs (inventory, interest on goods in transit, etc.) rather than just freight rates before making the choice. In obtaining quotes you (or your forwarder) should make sure the rate offered includes bunker and currency surcharges, arbitraries, heavy lift and extra length surcharges, and wharfage to avoid any surprises when the time comes to pay the bill. Finally, like any other type of carrier, marine lines serving Hawaii are willing to negotiate rates with shippers guaranteeing significant volumes.

None of the major lines serving Hawaii offer door-to-door transportation rates for shippers located much more than 30 miles outside the port area. Therefore British Columbia and Alberta firms wishing to ship to Hawaii will be responsible for arranging and paying for surface transportation to the U.S. ports of their choice. (See previous subsections of this report for details on selecting appropriate surface transportation.) It is noted that some full service motor carriers (see listings on pages 59 and 60) will arrange for the pick-up and delivery of full and part load shipments to Hawaii and provide a through bill of lading including ocean transport charges.

Alternatively several freight forwarders are capable of organizing the door-to-door movement on a through bill of lading on your behalf. Forwarders specializing in movements to Hawaii are predominantly California based. However, because most of the lines also call at Portland and Seattle, forwarders and consolidation services are available there as well.

As concerns the cost of ocean transport to Hawaii, the shipper's choice is between the speedy but expensive container ship and the slower but cheaper tug and barge system. Of course it is necessary to add surface transportation from British Columbia or Alberta to (for example) Seattle. Both types of marine carriers offer specific commodity full container rates which vary along the lines shown in the table of commodity group rate multiplication factors in Section IIIA dealing with rates to the 13 Western mainland states. Again, the proper description of goods for classification purposes is very important. LCL shippers should contact a freight forwarder/consolidator or full service motor carrier for small shipments which would move under general commodity rates.

For purposes of illustration, consider a Calgary manufacturer of office machinery wishing to ship a single (one time only) 40,000 lb. container to Honolulu. Several options are available.