



Competency 6

Lesson 6.13



Plan international trips

- Gather information about the trip to be made.
- Research information on maps.
- Perform calculations necessary for trip planning.
- Determine the itinerary.

Plan trips to be made between Canada and the United States

Data collection from travel documents





The bill of lading, the customs invoice, and the fleet management system

These documents and tools contain important information that will allow you to plan an optimal route taking into account the following points

1st information

Your shipper



2nd information

Your consignee



3rd information

Your port of entry (U.S. Customs)

- The port of entry is new information you must consider for your route given your delivery from Canada to the United States



4th information

The date, day, and time of your delivery

Bill of lading with important information previously seen:



17 000, rue Aubin
Mirabel (Québec) J7J 1B1
Téléphone : (450) 435-0167
Télécopieur : (450) 435-0933

Shipper:

Laval University
2325 University Avenue
Quebec City, QC G1V 0B4

Consignee:

University of Hartford
200 Bloomfield Ave.
West Hartford, CT, 06117

Quantity, Description, Weight:

22 Pallets, English / French
dictionary, 26,400 lbs

Special Instructions:

Delivery appointment: Monday,
September 17 at 1:00 PM

CONNAISSANCE NON NÉGOCIABLE NO DE CONN. : BILL OF LADING NOT NEGOCIABLE B/L No.

1. Expéditeur ou agent (nom & adresse) / Consignor or agent (name & address) Université Laval 2325 rue de l'Université Québec, QC G1V 0B4		2. No. qts expéditeur/Consignor's acct. no.	3. Date	3. No. ref. expéditeur/Consignor's ref. no.
7. Consignataire (nom et adresse) / Consignee (name & address) Université de Hartford 200 Bloomfield Ave. West Hartford, CT, 06117		5. Nom du transporteur/Name of carrier	6. No. ref. transporteur/Carrier's ref. no. Nir : R-543051-8	
8. Reçu au point d'origine, à la date et de l'expéditeur mentionné ou après décharge en bon état apparent de contenus des colis et sa condition étant reconnue, marquée, consignées et destinées tel que ci-après mentionné, que le transporteur consent à transporter et à délivrer à la consignataire au point de destination et ce point se trouve sur la route qu'il est autorisé à desservir, selon à faire transporter et délivrer par un autre transporteur autorisé à se faire et de son avis et à la classification en vigueur à la date de l'expédition. Il est mutuellement convenu que chaque transporteur a transporté les marchandises en tout et en partie sur le parcours entier ou une portion quelconque de celui-ci jusqu'à destination et que tout intérêt à ladite expédition pour tout service à effectuer en vertu des présentes est sujet à toutes les conditions imprimées ou écrites non prohibées par la loi, incluses les conditions continues au verso des présentes qui sont acceptées par l'expéditeur pour lui-même et ses ayants droit. Received at the point of origin on the date specified, from the consignor mentioned herein, the property herein described, in apparent good order, until so noted (contents and conditions of contents of package unknown) marked, consigned and destined as indicated herein, which the carrier agrees to carry and to deliver to the consignee at the place and destination, if for its own authorized route or otherwise to cause to be carried by another carrier on the route to said destination, subject to the rates and classification in effect on the date of shipment. It is mutually agreed, as to each carrier of all or any of the goods over all or any portion of the route to destination, and as to each party at any time interested in all or any of the goods, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, including conditions on back here of, which are hereby agreed by the consignor and accept for himself and the assignee.				
9. Partie à notifier - Courrier en douane/Notify party - Customs broker		10. Point d'origine/Point of origin		
11. Et route/Destination and		12. VALEUR DÉCLARÉE / DECLARED VALUATION Responsabilité maximum de 4.41\$ par kilogramme selon le poids total de l'expédition à moins qu'une valeur supérieure n'ait été déclarée au recto par l'expéditeur (Conditions 9 et 10 au verso). Maximum liability of 4.41\$ per kilogram, depending on the total weight of the shipment, unless the shipper has declared a higher value on the front of this bill of lading (Conditions 9 and 10 on verso).		
13. Marques et numéros? / Marks & numbers?	14. Nombre total de colis? / Totals of packages?	15. Description générale de l'expédition? / General description of shipment?	16. No. de véhicules? / Vehicle no.?	17. Poids brut et cubage? / Total weight & cubage?
18. Nombre et type de paquets / Number and type of packages		19. Description des marchandises et particularités / Particulars of goods, marks and exceptions	20. Poids/Weight	21. Taux/Tariff
22. Pallettes		23. English / French dictionary	24. 26 400 lbs	25. Montant? / Amount
23. FRAIS DE TRANSPORT / FREIGHT CHARGES À percevoir / Collect <input type="checkbox"/> Pays d'avance / Prepaid <input type="checkbox"/> Les frais seront à percevoir à moins d'avis contraire / Freight charges will be collect unless marked prepaid				
24. Si au risque de l'expéditeur, indiquez-le ici / If at consignor's risk, write or stamp here				
25. Envois contre remboursement / C.O.D. SHIPMENT / Frais de recouvrement / Collection charges À percevoir / Collect <input type="checkbox"/> Pays d'avance / Prepaid <input type="checkbox"/> Montant/Amount				
26. Entente spéciale entre l'expéditeur et le transporteur, y faire référence / Special agreement between consignor & carrier, advise here Instructions spéciales : Rendez-vous de livraison: lundi 17 sept à 13h00				
27. AVIS DE RÉCLAMATION / NOTICE OF CLAIM a) Le transporteur n'est responsable de pertes, de dommages ou de retards aux marchandises transportées qui sont déclarées au connaissement, qu'à la condition qu'un avis écrit précisant l'origine des marchandises, leur destination, leur date d'expédition et le montant approximatif déclaré en décharge de la partie des dommages ou de retard ne soit signifié au transporteur initial ou au transporteur de destination, dans les soixante (60) jours suivant la date de la livraison des marchandises ou dans les cas de non livraison, dans un délai de neuf (9) mois suivant la date de l'expédition. b) La présentation de la réclamation faite accompagnée d'une preuve du paiement des frais de transport doit être soumise au transporteur dans un délai de neuf (9) mois suivant la date de l'expédition.			28. Total D. 29. Au-delà? / Beyond? \$	
N.B. VEUILLEZ PRENDRE CONNAISSANCE DES CONDITIONS AU VERSO, QUI SONT ACCEPTÉES PAR LES PRÉSENTS / N.B. NOTE CAREFULLY CONDITIONS ON BACK HEREOF WHICH ARE HEREBY ACCEPTED				
30. Expéditeur/Consignor Date: 15 septembre Par/Per: la Signature	31. Transporteur/Carrier Date: 15 septembre Par/Per: la Signature	32. Consignataire/Consignee Date:	35. Total des frais? / Total charges? \$	

Here is a customs invoice and a communication or fleet management system, on which you will find important information for planning your trip:

PRO FORMA INVOICE

Page: 1 of 1
 Date: 15-sept
 Date of Expiry: [100]
 Invoice #: [100]
 Customer ID: [ABC12345]

Bill To:

UNIVERSITÉ DE HARTFORD
 200 BLOOMFIELD
 WEST HARTFIELD, CT 06117
 USA

Ship To:

UNIVERSITÉ DE HARTFORD
 200 BLOOMFIELD
 WEST HARTFIELD, CT 06117
 USA

Shipment Information

P.O. #:	29385475	Mode of Transportation:	TRUCK
P.O. Date:		Transportation Terms:	
Letter of Credit #:		Number of Packages:	22 SKIDS
Currency:	USD	Est. Gross Weight:	26 400 LBS
Payment Terms:	F.O.B.	Est. Net Weight:	22 400 LBS
Est. Ship Date:		Carrier:	CFTR

Additional Information for Customs

Reason for Export: _____
 Port of ENTRY: DERBY LINE, VT Port of Discharge: _____
 Country of Origin: Canada AWB/BL #: _____

Item/Part #	UOM	Description	Unit Price	Qty	S al	Line Total
0014	1000,00	22 SKIDS ENGLISH FRENCH DICTIONARY	15,00	1 000	v	15 000,00

Special Notes, Terms of Sale

**PAPS MUST BE FAXED DIRECTLY TO THE TRANS AMERICAN
 DERBY LINE OFFICE: 810-987-1234 OR 801-997-1029
 OR 820-893-0493
 FOR ASSISTANCE PHONE 1-800-333-2876 24 HOURS / 7 DAYS**

Subtotal	\$	15 000,00
Subject to Sales Tax	\$	15 000,00
Sales Tax Rate	%	0,00
Sales Tax	\$	-
S & H	\$	10,00
Insurance	\$	-
[Other] specify	\$	-
[Other] specify	\$	-
[Other] specify	\$	-
Total	\$	15 010,00

I declare that the information mentioned above is true and correct to the best of my knowledge.

DENIS HOULE

06-01-2020

Should you have any enquiries concerning this invoice, please contact John Doe on 0-000-000-0000

111 Street, Town/City, County, ST, 00000

Tel: 0-000-000-0000 Fax: 0-000-000-0000 E-mail: info@yourcompanysite.com Web: www.yourcompanysite.com





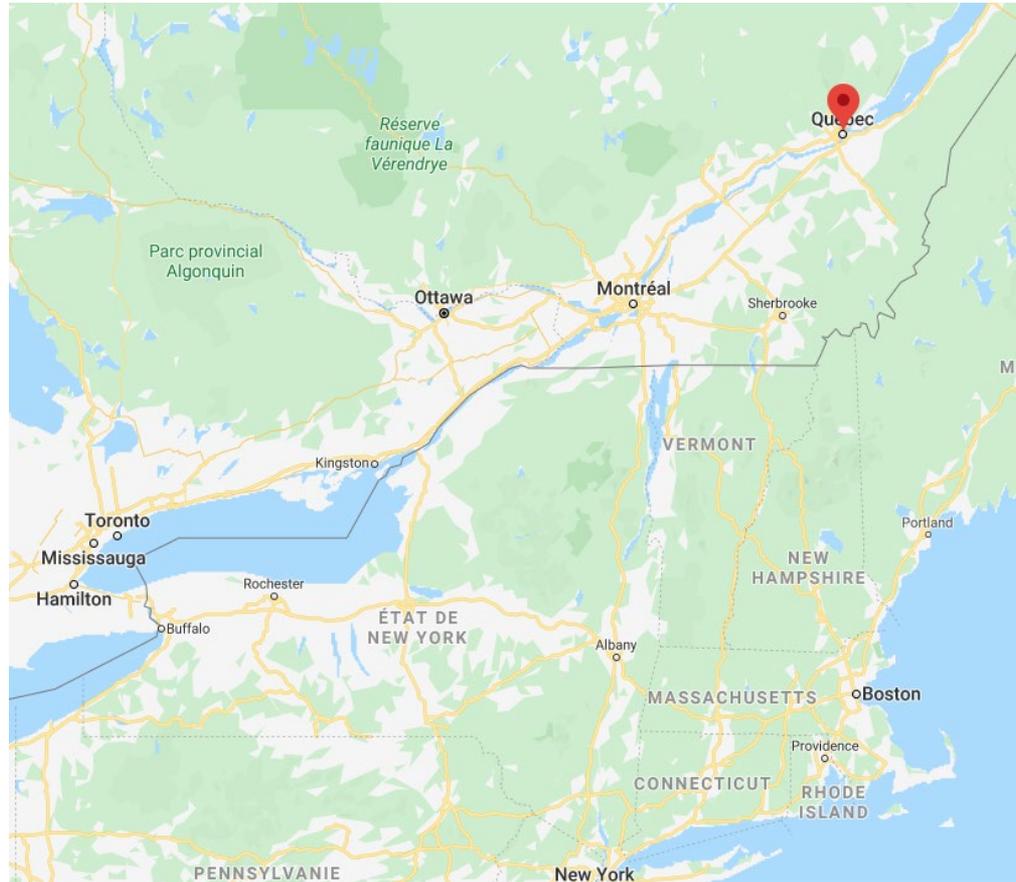
**Locate places and
addresses using
traditional maps as well
as an electronic tool**



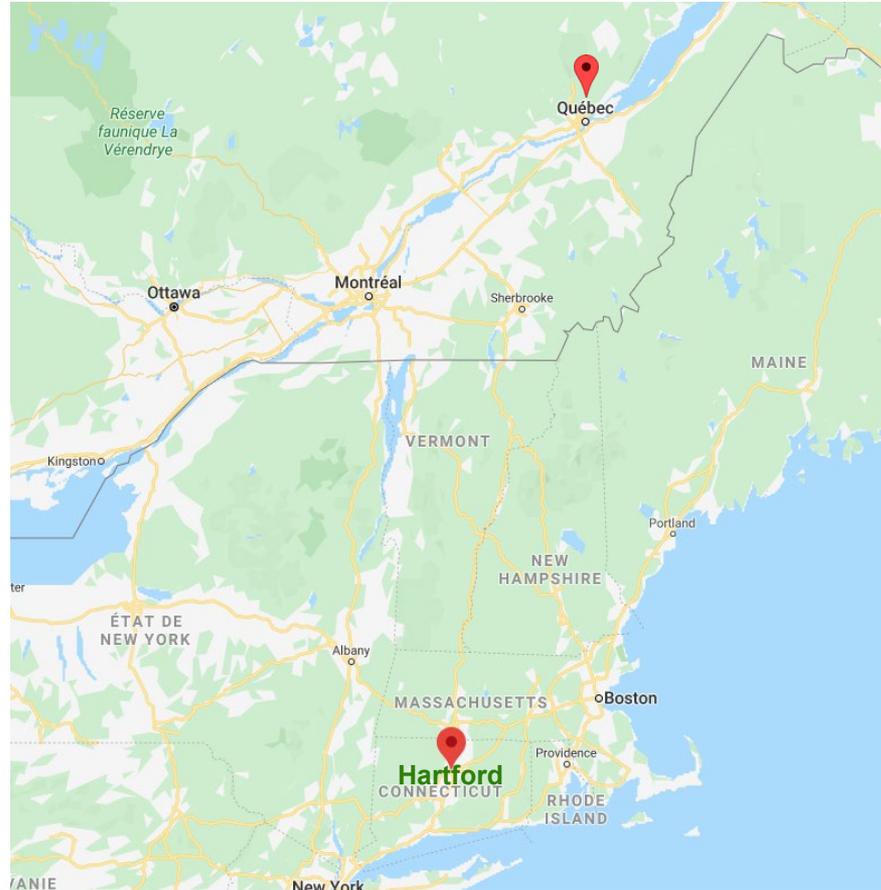
The construction of an optimal route

In the following pages, you will find a suggested work method for constructing a route.

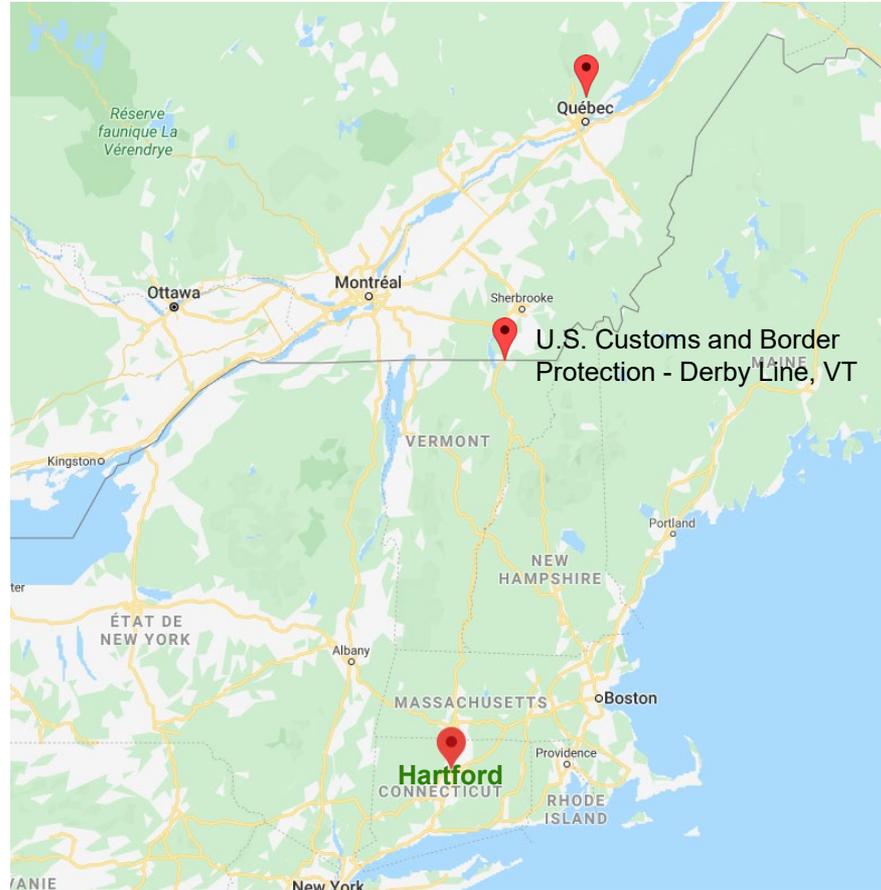
A. Locate your starting point on a map



B. Locate your **delivery point** on the same map

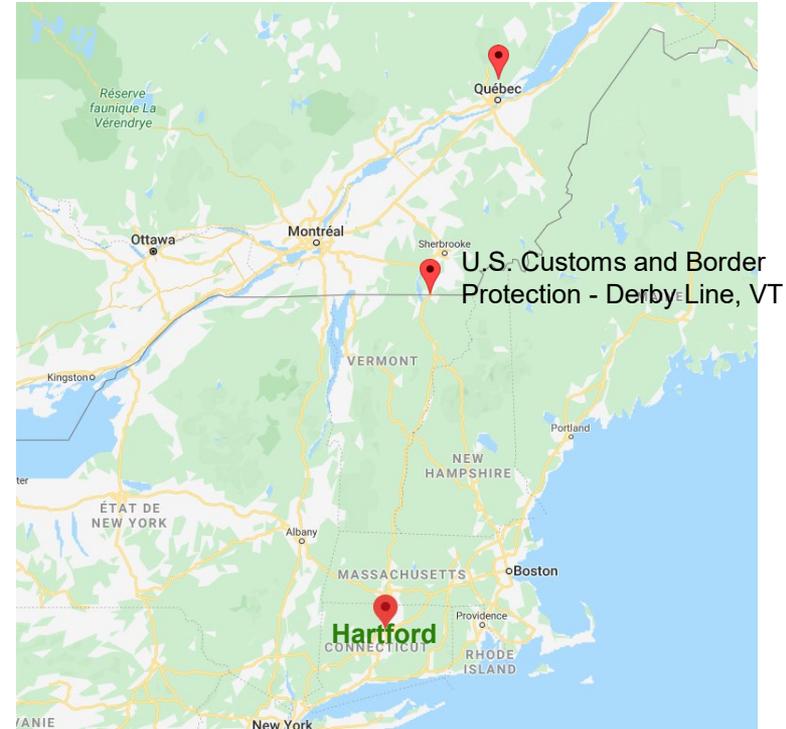


C. Locate your port of entry on the same map



- D. Determine the highways
- Starting point (shipper's city)
 - U.S. Customs (port of entry)
 - Delivery point (consignee's city)

Quebec City, QC to Derby Line, VT to Hartford, CT



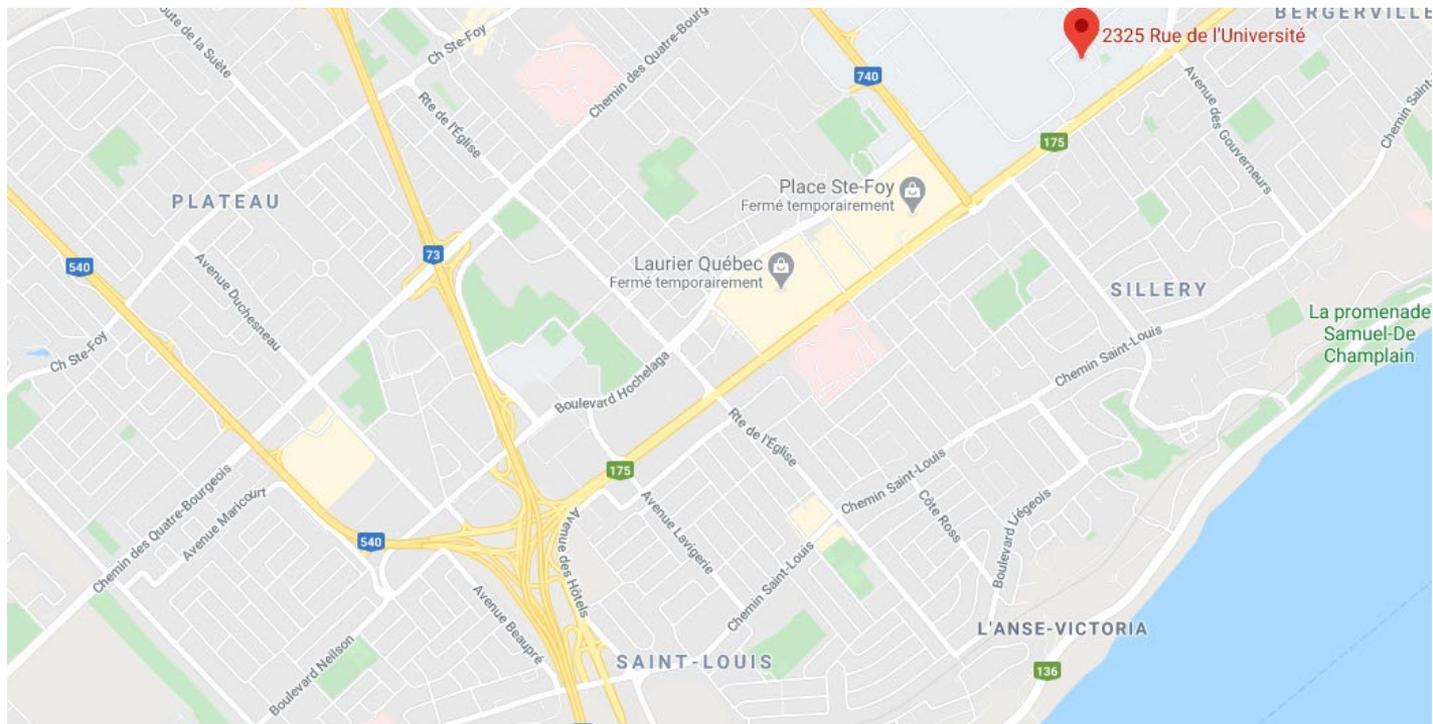
D. Determine the highways
Make a draft of the main routes



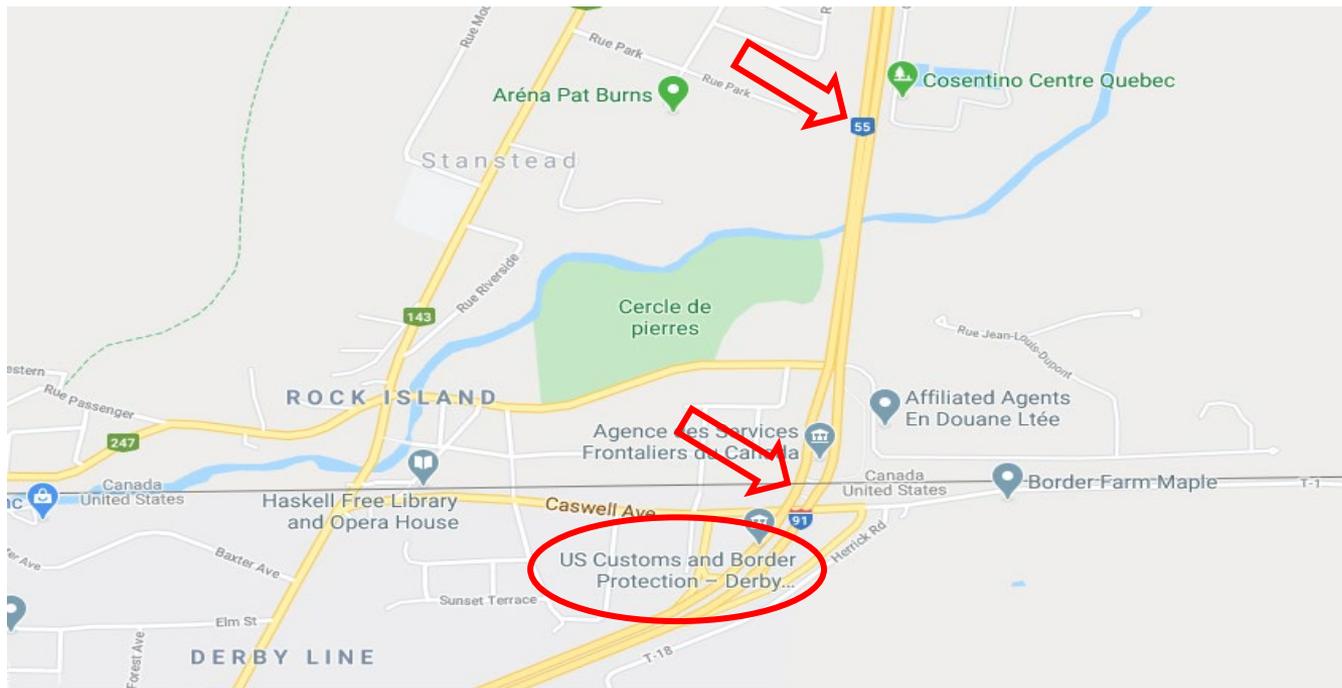
Document de planification du voyage International

Port d'entrée aux États-Unis :	
Étape 1	
Étape 2	
Étape 3	
Étape 4	
Étape 5	
Étape 6	
Étape 7	
Étape 8	
Étape 9	
Étape 10	
Étape 11	
Étape 12	

E. Locate the exact location of your shipper



F. Locate the exact location of your port of entry (U.S. Customs)



G. Locate the exact location of your consignee



H. Write a first draft of your route (a rough outline).



Document de planification du voyage International

Port d'entrée aux États-Unis :	
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Étape 4	
Étape 5	
Étape 6	
Étape 7	
Étape 8	
Étape 9	
Étape 10	
Étape 11	
Étape 12	



**Recognize potential
problems during trips
and take them into
account when choosing
the optimal route**





Other important information for constructing an optimal route

Use highways as much as possible / possible secondary roads \$?
Employer / Toll roads / Fuel?

Bypass major cities? (beltway)

When leaving major highways, check with Rand McNally:

Restricted routes;

Low clearance locations;

Avoid traffic through residential areas.



**Establish optimal routes
on the planning grid**



Establish final route:

Shipper / Port of entry / Consignee



Document de planification du voyage International

Port d'entrée aux États-Unis :	
Étape 1	
Étape 2	
Étape 3	
Étape 4	
Étape 5	
Étape 6	
Étape 7	
Étape 8	
Étape 9	
Étape 10	
Étape 11	
Étape 12	



**Estimate the time
needed to complete the
journey**





Estimation du temps de conduite

Find the distance: traditional paper maps or electronic tool between starting point and arrival point.

- Answer in miles or kilometers (conversion?);
- Estimated driving time, (50mph, 80km/h);
- Calculations: Rule of 3 or cross multiplication.



**Determine the amount of fuel
needed to complete the journey**





The amount of fuel needed

- Distance between your starting point and your arrival point (miles or km);
- Conversion?
- Amount of fuel needed: Consumption in the United States (80,000 lb = 36,288 kg)
= 35L / 100km. (MTC 41,500 kg and less).
- Calculations: Rule of 3 or cross multiplication



Determine the stopping places for mandatory rest periods





[100.0017 / adult](#)
=2

Stops for mandatory rest periods

U.S. regulations: hours of service, driving, rest, and sleeper berth. Differences from Canadian regulations:

14-hour driving window.

14 hours of work.

11 hours of driving.

30-minute break of rest or work / Per 8-hour driving period.

(To maximize your time, take this break after the 3rd hour and before the 8th hour, and you'll only stop once during your work shift).

10 consecutive hours of rest / New work shift

**Take into account national
and international regulatory
specificities**





National and international regulatory specificities

- Number of axles for transport in the U.S. (5 axles: 3 on tractor and 2 on trailer)
- Total permitted gross weight in the U.S. (80,000 lb)
- Axle weights in the U.S., B-1 (12,000 lb) B-21 (34,000 lb) B-21 (34,000 lb) Similar to thaw weights in Quebec
- Semi-trailer axle placement: 35%, 41 feet, 40 feet from the kingpin of the semi-trailer, etc. (Road Atlas Rand McNally A-16)
- Interstate or cabotage prohibited in the U.S. for Canadian drivers

Different permits required for circulation in the U.S. and CANADA (IFTA)



**Discuter des scénarios
possibles afin de prévoir des
accommodements nécessaires**



Possible scenarios and necessary accommodations

Travel at **night** or during **the day**?

Bypass bad weather? (snowstorm, hurricane, tornado...)

Departure time to arrive the day before your delivery or at the exact time of delivery? (time zone difference)

Start of work shift tasks **(1h)**

Loading or unloading **(2h)**

Border crossing **(1h)**

Rest **(10h)** (30 min / 8h of work)

Driving **(11h)**



**Good planning for international
trips !!**

