



RETHINKING TRANSLOAD

WITH THE RUPERT ADVANTAGE





The difficulty lies not so much
in developing new ideas but in
escaping from the old ones.

John Maynard Keynes



HOW TRANSLOAD WORKS



Containers move from Port to bonded warehouse on arrival in Prince Rupert.



Cargo is consolidated into waiting 53' domestic containers and delivered back to rail for loading to destination city.



The 53' rail container departs Prince Rupert, clears customs en route, and is delivered to door on arrival at destination.

WHY TRANSLOAD?



Bonded transloading allows for **seamless movement** of goods into the warehouse and back out to rail ramps across North America.



Integrated drayage and transload to allow goods to travel efficiently in 53' domestic containers.



Consolidate import containers (4:3 or more) to **reduce landed costs and carbon footprint**.



Bypass DCs with critical goods and deliver economic value by combining first, middle and final mile to your supply chain.



Gain efficiencies through inventory allocation and multi-regional distribution.



Add **agility and flexibility** to your supply chain using truck and rail to bypass congestion.

THE IMPORT ADVANTAGE



Get your goods sooner with the fastest sailing times from Asia into North America.



Efficient terminal and on-dock rail program delivers the lowest dwell time on the west coast.



Reach over 110 million consumers via the fastest, lowest grade rail route in North America.



Prince Rupert offers in-bond, high volume transload services.

ACCELERATE YOUR SPEED TO MARKET

Shanghai to **Prince Rupert** with Transload (CPNW)



11 DAYS
Ocean Transit



4 DAYS
Discharge,
transload &
return to rail



5 DAYS
Rail to
Chicago



1 DAY
Final Mile
Delivery

CHICAGO

Total Transit

21
DAYS

Shanghai to **Los Angeles** (CEN)



13 DAYS
Ocean Transit



8 DAYS
Average Anchor,
discharge & rail dwell.



5 DAYS
Rail to
Chicago



1 DAY
Final Mile
Delivery

CHICAGO

Total Transit

27
DAYS

SHANGHAI

EXPAND YOUR REACH WHILE CUTTING CARBON BY OVER 10%



Consolidate marine shipments into larger domestic containers to reduce overall container volume.



CN's Prince Rupert to Chicago route has the lowest elevation grade from the West Coast, ensuring faster transit and less fuel consumption.



Transload at tidewater to targeted DCs to minimize cargo backhaul.



Improve efficiency and save time with bonded rail entry into Mexico via Prince Rupert.



Daily Chicago train departures reliably serve the growing US Midwest DC model.



Consolidate to larger domestic containers and reduce final mile delivery and DC congestions by 25%.



TODAY

- 2 Bonded Facilities
- 40 Dock Doors
- Integrated Drayage and Logistics
- Floor-load, Slipsheet, Pallets, Clamp
- 20 Additional Dock Doors in Q4 2024





2027

- Greenfield 30 Acre Development
- 7 minute drive from the Ocean Terminal
- Phase 1 includes 100 Door Crossdock
- Bonded
- Integrated Drayage and Logistics

HOW TO REACH US:

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