

WITH THE RUPERT ADVANTAGE

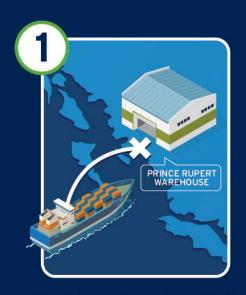


The difficulty lies not so much in developing new ideas but in escaping from the old ones.

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.





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



Efficient terminal and ondock 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 inbond, high volume transload services.

ACCELERATE YOUR SPEED TO MARKET

Shanghai to Prince Rupert with Transload (CPNW)



SHANGHAI

Shanghai to Los Angeles (CEN)



Total Transit

27
DAYS

Total Transit

DAYS

EXPAND YOUR REACH WHILE CUTTING CARBON BY OVER 10%



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



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



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



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



Transload at tidewater to targeted DCs to minimize cargo backhaul.

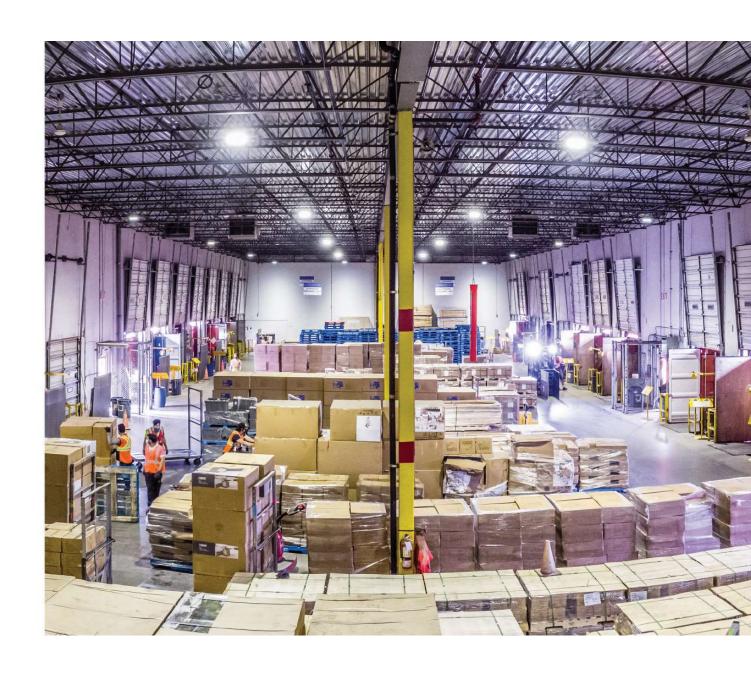


Consolidate to larger domestic containers and reduce final mile delivery and DC congestions by 25%.



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 100Door Crossdock
- Bonded
- Integrated Drayage and Logistics

HOW TO REACH US:

Andrew MacDonell

Director Commercial Strategy & Business

Development

- 0. (604) 232-2635
- c. (604) 719-1033
- e. andrew.macdonell@intermodex.com

Matthew May

President

- o. (604) 232-2604
- c. (604) 329-7179
- e. matthew.may@intermodex.com

Mailing address

#100, 16080 Portside Rd Richmond BC V6W 1M1 www.intermodex.com

To learn more, visit:

www.RupertAdvantage.com





