



WHY CHOOSE NUERA INTERMODAL

NUERA Intermodal is an excellent choice when freight timing is less sensitive. An even better option for companies struggling to reach their green initiatives. Did you know that one train can carry the load of approximately 300 trailers, making intermodal a far more environmentally friendly method of logistics / fulfillment.

As truckload capacity continues to tighten and over the road rates rise, the value proposition of intermodal is strong and projected to remain so provided Intermodal transit time is feasible based on the type of goods being shipped.

- ✓ **15-25%** In lanes exceeding 700 km, intermodal pricing can be particularly competitive with motor carrier pricing, providing a savings of 15-25% on average.
- ✓ **4 TIMES** Intermodal shipping is four times more fuel efficient than truckload. Concerned about carbon footprint - consider NUERA Intermodal.



SUPPLY CHAIN SIMPLIFIED



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INTERMODAL SERVICES

SUPPLY CHAIN SIMPLIFIED

Intermodal is the long-haul movement of shipping containers via rail combined with a truck (drayage) leg on one or both ends.

SHIP **NU**ERA.COM

WHY INTERMODAL

Intermodal is the long-haul movement of shipping containers via rail combined with a truck (drayage) leg on one or both ends. Intermodal allows railroads, ocean carriers, trucking companies, and intermodal customers to utilize the best attributes of land transportation modes with efficient and cost-effective overall freight movement.

NUERA INTERMODAL

Intermodal transport, both cross border and domestic, can be complicated, however with NUERA's experience and industry connections, we will work diligently to make it efficient, affordable, and environmentally responsible transport. Using our in-depth knowledge of the North American railway network we will ensure your freight ships on time with the best possible price.



STANDARD EQUIPMENT

Standard inside dims: 52' 6" L x 99" W x 110" H

Standard max weight: 43,000 lbs cross border and 55,000 lbs within Canada.

Ocean Containers: 20'GP/40'STD/40'HC – these have limited routing options as the ocean carriers generally want them to travel towards a port (mainly heading to the west coast).

20'GP must move on the rail in pairs, so moving a single domestically has very limited availability and transit times can be double.

40'/45's can be a good option for dense freight which can be freight that weighs out before it cubes out.

SUPPLY CHAIN SIMPLIFIED

WITH THE RIGHT LOGISTICS PARTNER ANY CARGO CAN BE TRANSPORTED

01 SHIP ANYTHING

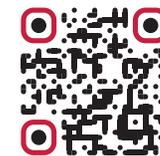
If you can build it, we can ship it. We handle all types of cargo, from small LCL shipments and containers, to large complex units.

02 SHIP ANYTIME

Our team and partner network works around the clock to ensure timely service, regardless of the time of year and/or destination.

03 SHIP ANYWHERE

To get cargo to its destination, we can apply all modes of transportation: ship, truck, rail or air.



SHIPMENT TRACKER
client login

BECOME A CARRIER
join our network

SHIP **NU** ERA.COM