

"New Orleans Terminal, LLC."

Established in 2007—N.O.T. places claim to handling the largest volume of intermodal movements through the Port of New Orleans, currently providing Terminal and/or Stevedoring services to the following intermodal Carriers and their Customers:

- Mediterranean Shipping Co.
- Maersk Lines
- SeaBoard Marine
- Hapag Lloyd
- CSAV
- ZIM
- CMA CGM



Napoleon Ave. Container Complex



Milan St Warehouse Intermodal Rail Complex



Container Vessels working Napoleon Ave. berths



A full service Intermodal
"Terminal Operator" and
"Stevedoring Facility"

New Orleans Terminal LLC. - Is committed to providing each and every customer the consistent, professional and seamless service they have grown to expect, while utilizing quality equipment, incorporating the latest of technology and providing quality labor and management skills while handling your consignment.

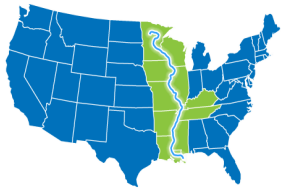
We listen to the demands and requirements of our customers, and respond by initiating the necessary improvements to meet and/or exceed their needs.

New Orleans, Louisiana

Why New Orleans

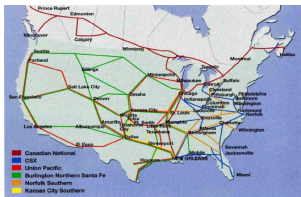
BARGE

New Orleans serves as the gateway entrance to the Mississippi River which partnered along with the Missouri river is by far the largest river system in the United States. The river system itself passes directly through 10 different States within the Continental US. Then to consider its tributary source rivers: Ohio River, Illinois River, Missouri River and Arkansas River make the main stem Mississippi one of the greatest commercial waterways of the world stretching some 2,300 miles. The Mississippi river is responsible for moving over 400 million short tons of commerce annually.



RAIL

New Orleans also plays host to 6 x class 1 rail lines: CN, CSX, BN, UP, KCS and the NS. In 2007 with the formation of the New Orleans Intermodal rail ramp conveniently located adjacent to the container marshaling yard created a "True" On-Dock-Rail facility for expediting direct movements of intermodal cargoes (inclusive of overweight shipments) direct to vessel yard stacks eliminating the trucking node from ramp to terminal.



The versatility for a port system to offer inland transportation modes of barge, rail or truck directly to/from a container terminal to/from origin or inland destination, creates a consistent and competitive environment consequently preserving inland rate pricing structures.

Why New Orleans Terminal, LLC. and New Orleans Terminal CFS

New Orleans Terminal, LLC. as a single operator for the N.O.T. Container Facility, the N.O.T. Container Freight Station, and the New Orleans Intermodal on-dock-rail Ramp, allows for carriers and their customers alike to:

- Quickly and cost effectively handle cargos destined to discharge or load:
 - ◇ Container vessels calling the Napoleon Ave. wharf
 - ◇ Rail Lines transiting the Port
 - ◇ Barge Line shipments transiting the Port
- Reduce or eliminate the Intermodal consolidation and shipping cost as related to:
 - ◇ Handling Over weight or Over Dimensional cargoes
 - ◇ Intermodal trucking and other fees to receive or return carriers empty equipment (terminal has ready access to most major carriers equipment inventories)
 - ◇ Equipment per diem and demurrage fees
 - ◇ Management of cargo cut-offs
 - ◇ Expediting government holds and exams

With New Orleans Terminal, LLC.—
Customer service and reliability are our first and foremost objectives.

Terminal Handling Capabilities and Equipment

- 107,000 sq ft "Rail Assessable" warehouse
- 335,000 sq ft of open support land
- 45+ acres of container marshaling yd
- Top Handlers, Reach Stackers, Yard Hustlers, utility carts to work multiple operations (rail, terminal yard-gate, marine-vessels, and CFS) simultaneously.
- A daily inventory of Forklifts ranging from 8—50 ton capacity with the ability to handle multiple gangs of rail cars, containers or Flat Rack/Platform transfers or consolidations.
- Assorted Paper clamp and Cotton clamp attachments.



Sampling of Commodities Handled

- Metals—Steel Coils, Pipe, Wire in coils, copper ingots, aluminum, re-bar....
- Paper Products—Kraft liner board, wood pulp....
- Lumber—Hardwoods, lumber in bundles, plywood, door skins....
- Super Sacks—Silicon metal, foundry coke
- Foodstuffs—Rice, Beans, Flour, Aid cargo...
- Machinery—Heavy lifts, Tractors, Autos, Generators....
- Stone/Granite, Petroleum Products, Bulk Products, and any other commodities that can be consolidated to/from container or rail for delivery or shipping.

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