One-stop shipping expands

New shipping option through Braden-Burry Expediting

by Darrell Greer
Northern News Services
Kivalliq

Expanding into Manitoba to make shipping materials easier for Kivalliq consumers is a logical progression for Braden-Burry Expediting (BBE).

The Yellowknife-based company has been in business since 1977.

During that time, it has connected its own supply train or corridor between Edmonton and Yellowknife, Inuvik, Iqaluit and Ottawa.

Stuart Russell, vice-president of business development, said part of the company's mandate has always been to build north-south corridors.

He said BBE marshalled all the freight for the Agnico-Eagle mine in Baker Lake this past year.

"The process we found with the industrial cargo didn't work very well there because we weren't involved in it," said Russell.

"We had people from Edmonton managing the project, but we didn't have our own people on the ground.

"We had a strategic plan to set up in Winnipeg, so we thought this is what we do anyway.

"We're marshalling freight through the location to get it down to the Manitoba corridor, and there's all sorts of needs in communities with industrial projects that we could set up the same way we've done in other situations."

BBE offers to connect Kivalliq to Winnipeg directly, saving customers the hassle of ordering their goods and then arranging to have them trucked from Winnipeg to Thompson, Man., shipped by rail to the Port of Churchill, and then on to their community on a Northern Transportation Company Ltd. barge.

Russell said BBE has heard many comments from community leaders about the challenges of getting materials through the Churchill gateway.

He said businesses, residents and government can all benefit from BBE's expansion into Manitoba.

"We're a 100 per cent aboriginal-owned Northern company and we saw a business need to put this program into place.

"We act as a freight forwarder in that we hire the trucks, train or marine division to deliver the goods.

"Someone can call us about materials they bought and want delivered to Rankin Inlet.

"We would make the transportation arrangements to get it there in the most efficient and cost-effective manner, whether it's 1,000 pounds or 100,000 pounds."

ᐊᖓᔪᖅᑳᑉ ᑐᖓᓕᖓ ᐱᔅᓂᔅᓂᒃ ᐱᕚᓪᓕᐊᑎᑎᓂᖁᑦ ᐳᓇᑕ-ᐱᐅᓇᒃᑯᑦ ᐅᓯᖅᑲᑦᑕᖅᑎᖓᓂᖓᓄᑦ, ᓯᑐᐃᑦ ᕋᓯ, ᐅᖅᑲᓚᐅᖅᐳᖅ ᑲᐸᐸᓂ ᐃᑲᔪᕆᒪᖓᒪᑦ ᐱᔭᓇ ᐊᑐᖓᓐᓂᖅᓴᐅᖁᑉᓗᒍ ᑎᑭᓴᐃᖅᑲᑦᑕᓂᖅ ᐊᑕᐅᓯᕐᒥᒃ ᐱᓕᓇᔾᖃᖁᑎᒃ.

photo courtesy of Stuart Russell

The vice-president of business development *for Braden-Burry Expediting, Stuart Russell, says the company's goal is to connect customers directly to their orders through one-stop shipping.*

ᑰᖕᒥ ᓂᓚᐃᑦ ᐱᐅᓂᖅᓴᐅᒍᑦ ᑯᐱᑦᑕᖅᑐᐃᑦ ᐃᒪᖏᓐᓂᑦ

ᐅᖅᑲᐱᓗᒃᑐᖅᑲᖅᑦᑕᖅᐳᖅ ᐃᓱᒫᓗᒃᑐᓂᒃ ᑲᖏᖅᓱᓂᕐᒥᐅᓂᒃ ᓄᓇᓕᖓᓂ ᐃᒥᖅᑕᖅᑕᐅᕕᒃ ᐱᔪᕐᑎᕆᑉᓗᒍ ᑕᐃᒪᖓᓂ ᓴᓗᒪᖅᓴᐅᑎᖓ ᐃᒪᐅᑉ ᓴᓇᔭᐅᓚᐅᖅᓯᒪᑎᓪᓗᒍ ᕕᓚᐊᒻᓴ ᑕᓯᐊᕉᖓᓂ.

ᐃᓄᐃᑦ ᐅᖅᑲᖅᑕᖅᐳᑦ ᓇᖁᔭᖅᓇᖅᓯᓂᖓᓄᑦ Hᐊᓪᓚᒃᑯᑦ ᐃᒪᖅᑲᐅᑎᖅᑲᖅᕕᖓᑦ, ᐃᓚᖏᓪᓗ ᐃᒪᖓ ᐱᐅᖏᑐᒻᒪᓇᐅᖅᑲᑦᑕᖅᓂᖓᓄ ᕿᒪᐃᖅᑲᑦᑕᖅᓂᖓᓄᑦᓗ ᕿᒪᒡᓗᑯᓂᒃ ᐆᓇᖅᑐᓚᐅᖅᕕᐅᑉ ᐊᑦᑖᓂ ᑯᕕᔭᐅᑲᐅᑎᒋᖏᒃᑳᖓᓪᓚᑦ ᐅᓐᓄᒃᑯᑦ.

ᑕᒃᑯᐊᓗ ᐅᖅᑮᓐᓇᖅᐳᑦ ᐃᒪᖅᓂᒃ ᓂᐅᖅᕿᑎᖅᑲᖅᑲᑦᑕᖅᑐᑦ ᓂᐅᕕᖅᕖᑦ ᓴᓗᒪᖅᓴᐃᒍᑎᖓ ᐋᖅᓯᖅᑲᑦᑕᓪᓚᑦ ᑎᒥᒧᑦ ᐊᑐᖅᑕᐅᔮᖅᓯᓂᒃ ᑕᐃᒪᓐᓇ ᓴᓗᒪᖅᓴᖅᑕᐅᓯᒪᔪᓂᒃ.

ᓇᖏᓂᖅ ᖃᐅᔨᓯᒪᙱᓚᖓ ᑕᑯᓯᒪᙱᓚᖓᓗ ᖃᓄᐃᓚᐅᖅᑲᑦᑕᖅᓯᓂᖓᓄᑦ ᐃᒪᕿᒃ ᓴᓗᒪᖅᓴᐃᒍᑎᓂᒃ, ᐅᑉᓗᒥ ᓘᓐᓃᑦ ᓱᓕ ᐅᔾᔨᕈᓯᐃᓐᓇᖅᐳᖓ ᑕᑯᓚᐅᖅᓯᒪᔾᔮᓂᒃ.

ᐋᐅᓚᔾᔨᖓᓐᓇᖅᐳᖓᓗ ᑏᓐᓇ ᐱᓐᖑᐊᑯᓘᔾᔭᖅᑐᖅ ᑕᑉᓯᖑᐊᖓ (1-ᒥᑦᑕᒥᒃ ᐊᖏᓂᖅᑲᖅᑐᖅ) ᐱᐊᓴᐃᓴᖅᓗᓂ, ᑕᐃᒪᖓᓗᒃᑖᖅ ᐋᓪᓛᖅᑎᑕᐅᓗᓂ ᕿᒪᒃᑯᖅᓗᖕᓂᒃ ᐋᔭᐃᔪᖅ ᑖᒍᖓ ᑕᐅᑐᓚᐅᖅᑯ.

ᐊᖏᔪᒻᒪᓇᐅᓚᐅᕐᒪᑦ ᕿᒪᒃᑯᖓᓗᖓ.

ᖃᐅᔨᒍᒪᙱᓚᖓ ᓱᓇᐅᓂᖓᓄᑦ ᕿᒪᒡᓗᖁᓗᖏᑦ, ᑎᒍᑎᓄᑦ ᓯᑎᒡᓚᕿᑎᑦ ᐊᒻᒪᓗ ᓇᓗᓕᖅᕕᖓᒥ ᖁᐱᕿᐊᔭᐅᑎᑦ ᐃᖅᑲᐃᑲᐅᑎᒋᓚᐅᖅᐸᒃ.

ᑕᒡᕙ ᒪᑉᐱᒪᒃᑯᑦ, ᓱᓕᒃᑲᓂᐅᓚᖓᔪᖅ, ᓇᖏᓂᖅ ᐊᐱᓇᓚᐅᖁᑎᒃ ᐃᓗᐊᖅᓴᐅᑎᓂᒃ ᐃᓚᐅᖅᑲᐃᓚᖓᔪᑦ ᓄᓇᓕᖓᓂᒥᐅᑕᓗᒃᑖᓂᒃ ᐊᐱᕆᓚᐅᖅᑐᖅ.

ᐊᐱᕆᓂᖅᐊᑕᐅᔪᑎᓂᒃ ᐃᓚᐅᖅᑲᐃᓂᖓᓄᑦ ᐅᑭᐅᖓᑦ ᐋᔾᔨᖏᑐᑦ ᐃᓱᒪᒋᔭᐅᖏᑦᓗᑎᒃ ᐄᓇᓂᐊᓂᖅᑐᐃᓇᓇᐊᖅᑲᖓᓄᑦ ᐃᓱᒪᒋᔭᐅᖏᑦᓗᑎᒃ, ᐱᓗᐊᖅᑐᒥᒃ ᐊᐱᕐᓗᔭᕐᓗᑎᒃ, ᑕᐃᒪᓐᓇ ᑲᒃᑐᐃᓐᓇᐃᑦ ᐱᔦᓇᐅᑎᖏᓐᓂᒃ ᓯᖁᒥᓯᔪᒍᑦ.

ᑕᐃᒫᓐᓂᑦ, ᑕᐃᒪᓐᓇᐃᓪᓗᐊᕕᖓᓂᖓᓄᑦ, ᔩᓚᓂᒥᐅᑦ, ᓄᐊᕖᒥᐅᓪᓗ, ᑯᕐᖠᕐᒥᐅᓪᓗ, ᐱᐊᔅᔭᒥᐅᓪᓗ, ᕚᓐᓛᒥᐅᓪᓗ, ᓱᕚᑦᑕᕐᒥᐅᓪᓗ, ᓂᑐᓚᒥᐅᓪᓗ ᔮᐸᓃᓯᒃᑯᒥᐅᓪᓗ ᐊᓯᖏᓪᓗ ᓄᓇᓕᖅᔪᐊᒥ ᓄᓇᓖᑦ, ᑕᐃᒪᓐᓇ ᑭᒍᑎᓄᑦ ᓯᑎᒡᓚᑎᕿᑎᓂᒃ ᓄᖅᑲᖅᑎᑎᓯᒪᒍᑦ.

ᐃᓱᒪᒃᑯᓪᓚ, ᐱᐅᖏᓐᓂᖅᓴᐅᕆᐸᓪᓕᓗ ᑯᕕᑦᑕᖅᑐᒧᑦ ᐃᓚᓯᓗᓂ ᓴᓗᒪᖅᓴᐅᑎᓂᒃ ᓂᐅᕕᖅᑲᑦᑕᕐᓗᓃᓐᓃᑦ ᐃᒪᖅᓂᒃ ᓂᐅᕕᖅᕕᖓᒥᑦ ᐃᒪᖅᑲᐅᑎᖅᑲᖅᕕᖓᒥᐅᑕᓂᒃ ᒥᑭᔪᓂᒃ ᐃᒥᒡᓴᓇᓂᐊᖅᑐᓂᑦ.

ᑕᐃᒪᓐᓇ ᓱᓇᓗᒃᑖᖓᑦ ᐃᓗᓕᖓᑦ ᐋᔭᖅᑕᐅᓯᒪᖓᒪᑕ ᑕᐃᒪᓐᓇ ᐊᖏᑎᑎᓂᖓᑦ ᒪᓕᒃᓗᑦ.

ᑕᐃᒪᓐᓇ ᑎᒥᒧᑦ ᐱᐅᔪᑦ ᐋᔭᖅᑕᐅᓯᒪᑉᓗᑎᒃ ᑕᒃᑯᐊ ᑎᒥᒧᑦ ᐃᑲᔪᕈᑎᑦ ᐊᐃᔪᓐ ᐊᒻᒪᓗ ᒫᓐᓂᓯᐊᒻ.

ᐋᓐᓂᐊᖃᓐᖏᑦᔪᑎᕐᑎᓐᓄᑦ ᐃᑲᔪᕈᑕᐅᓲᑎᓪᓗ, ᑕᒃᑯᐊ ᓯᑎᒡᓚᑎᕈᑕᐅᓲᑎᒃ ᓴᐅᓂᖁᑦ ᐊᐅᑎᓕᕐᕚᒃᓴᖅᑳᕈᑕᐅᓲᑎᓪᓗ ᐊᐅᓚᑦ.

ᑕᐃᒪᓐᓇ ᐱᐅᖏᑐᒥᒃ-ᐱᐅᔪᒥᓪᓗ ᐱᑎᑕᐅᓇᓱᐊᖅᐳᒍᑦ ᑕᒃᑯᓂᖓ ᓂᐅᕕᖅᑲᖅᑐᑦ ᐃᒪᖅᓂᒃ ᓴᓗᒪᖅᓴᖅᑕᐅᓯᒪᔪᓂᒃ.

ᐃᒪᓐᓇᐃᓚᐅᖅᑐᖅᑲᕐᓇᖅᐳᖅ ᐱᓚᓇᐊᓇᓂᐊᖅᓗᒍ ᓇᖏᓂᖅ.

ᐃᖅᑲᓗᕕᖅᐹ ᐃᒪᖅᑐᐊᕆᖅᑲᓪᓚ ᓂᓚᒃᑕᖅᕕᐅᔾᔪᓐᓇᖅᓗᓂᓗ ᑲᖏᖅᓱᓂᕐᒥᐅᓄᑦ ᐃᒥᖅᑕᖅᕕᖓᒥᒃ ᐃᒥᖅᑕᐳᔾᔾᔭᖅᑲᖅᑕᖅᑐᖅᓴᐅᑲᖅᓯᒪᓇᖅᐳᖅ ᑕᐃᒃᑲᖓᑦ.

ᑕᒪᓐᓇ ᐃᓱᒪᒃᓴᖅᓯᐅᕆᐊᕐᒧᒍᑦ, ᑭᓯᐊᓂ ᐆᓇᐅᑎᐊᖅᑐᓚᐅᖅᑯᑦ ᑕᐃᒪᓐᓇ ᐊᖏᕐᖃᔭᖏᑦᓯᐊᖅᐳᑦ. ᑕᐃᒪᓐᓇ ᐃᒥᖅᑎᑕᐅᖏᓐᓇᓕᖅᑐᑦ ᑕᒃᑯᐊᓂᖓ ᖃᐅᒪᑯᕕᓂᖅᓂᒃ ᓱᓇᖅᖁᓕᕐᓗᐊᓂᒃ ᐱᑐᒪᔭᖅᐳᑦ ᐊᔾᔨᖅᓗᒍ.

Hᐅᐊᔅᓲᓄᑦ ᑯᐲᑦ
& ᐊᖏᕚᑦ
ᑎᑎᕋᖅᑐᖅ ᐱᐅᓪ ᓚᒍ

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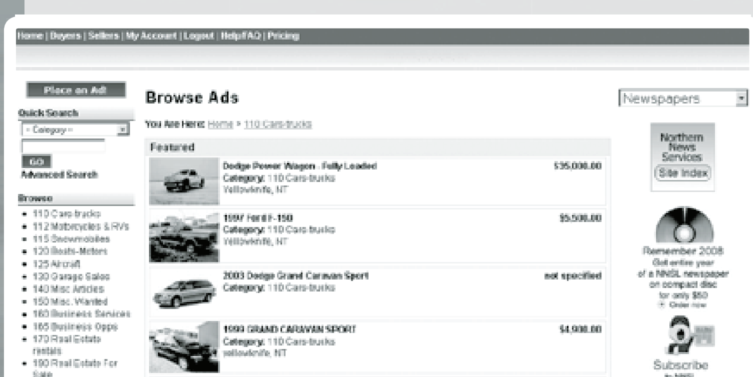

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