

# EDMONTON JOURNAL

## **Cargo Village looks north with new tenant; Shipper BBE opens airport warehouse**

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Edmonton may be known as the Gateway to the North, but when it comes to shipping cargo there, it might be more accurate to say that Braden-Burrey Expediting's new airport warehouse is the real entry north.

The Edmonton-based logistics company officially opened its new air and multimodal cargo facility Thursday. It is at the fast-growing Cargo Village at the south end of the Edmonton International Airport.

At 40,000 square feet, it has double the floor space of its old warehouse on the north side of the airport, increased cooler and freezer capacity for perishables, a six-metre drive-over scale and the airport's first electric car charging station. "We decided that we had enough business, we were looking to grow and this was the perfect opportunity," said Heather Stewart, president of Braden-Burrey Expediting or BBE.

The company handles freight for 10 airlines in Edmonton and it's also a logistics and supply chain company.

"Our routes are in the North - Yellowknife, Inuvik, Cambridge Bay - so Edmonton is our strategic shipping location for the supply chain into the North.

"We're shipping everything and anything, from live animals to groceries to pharmaceuticals, mining supplies and oil and gas equipment."

In the winter, the company hauls freight on ice roads while in the summer it uses more aircraft, tugs and barges, and ships as well on rail.

BBE's new warehouse is an anchor tenant in a 60,000-foot-building, built by the Edmonton International Airport in its fledgling Cargo Village development.

The building also houses another organization still to be announced and the Canadian Border Services Agency, whose proximity is convenient for shippers to clear freight through customs.

Two buildings, including the one housing BBE, have already been built at the village.

Recently announced was another building to house Edmonton-based trucking company Rosenau Transport's new distribution warehouse opening in 2016 and more cargo and light industrial buildings are planned or under construction.

"You're really seeing, from a patch of dirt three years ago, six cargo buildings in a very short time," said Myron Keehn, the airport's vice-president of commercial development.

"Over 40 per cent of manufacturing in Western Canada happens in the Edmonton region ... and getting those goods moving in and out of here is important to help those operators service their international markets."

Keehn said airlines also consider cargo capacity when selecting airports for passenger routes.

"The cargo component is just as important as the passenger component to make sure flights come in here."

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