

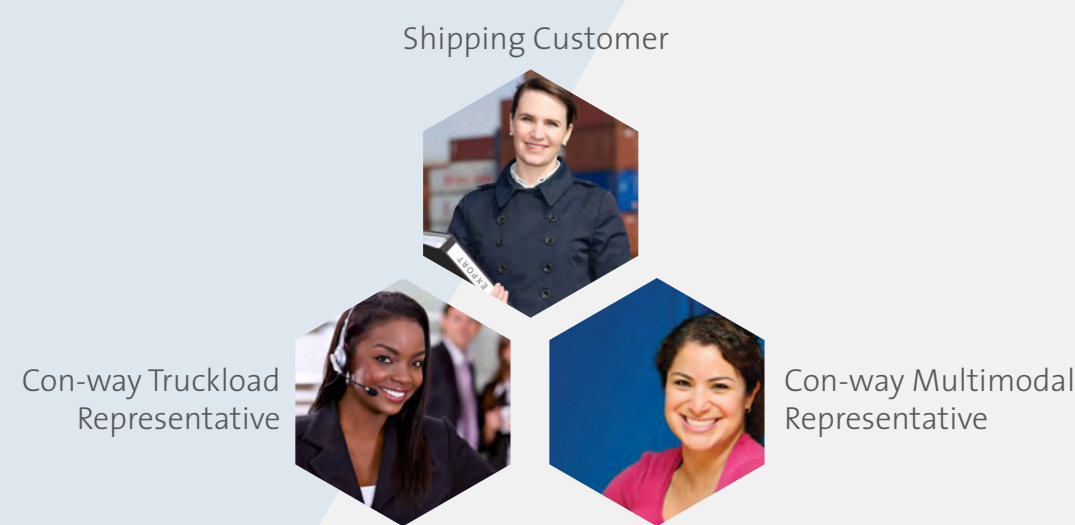
CON-WAY TRUCKLOAD AND CON-WAY MULTIMODAL LAUNCH INTERMODAL SERVICE

SHIPPING
U.S. ↔ MEX

FILLING THE NEED FOR CAPACITY AND RELIABLE CROSS-BORDER SERVICE.

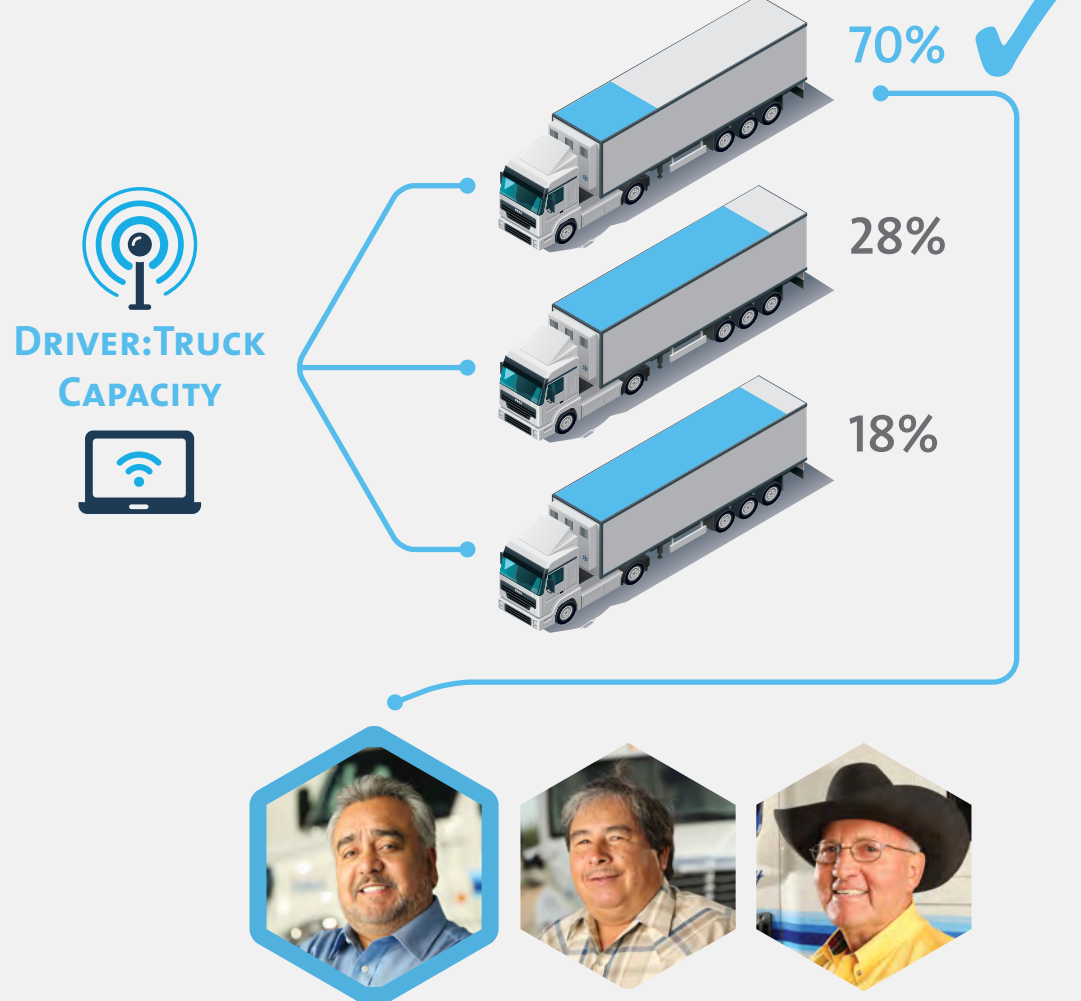


1 A customer in Indiana with a shipment for Monterrey, Mexico contacts either Con-way Truckload or Con-way Multimodal to arrange service.

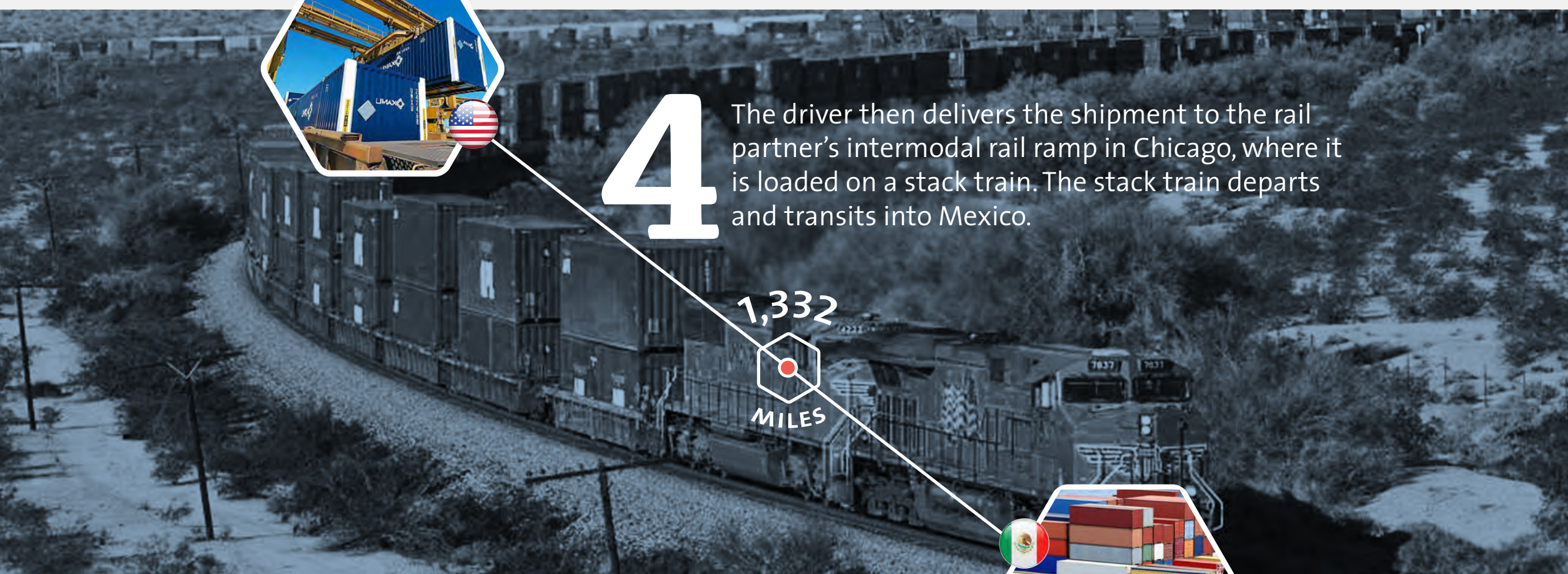


SHIPPING
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2 Con-way Multimodal surveys its system, locates capacity and books the load with the railroad, also arranging for a container if the customer needs it.



3 A Con-way Truckload truck and driver (or another partner of Con-way Multimodal) then is dispatched to the customer to pick up the load (or deliver an empty container).



4 The driver then delivers the shipment to the rail partner's intermodal rail ramp in Chicago, where it is loaded on a stack train. The stack train departs and transits into Mexico.

1,332
MILES

5 At the intermodal ramp outside of Monterrey, a drayage driver arranged by and under the direction of CFI Logística picks up the container (which has been pre-cleared through the customer's customs broker working with CFI Logística's office), proceeds to the customer and delivers the shipment.

CFI
Logística
A Con-way Company



CUSTOMS BROKERS



6 The customer receives one consolidated invoice with all charges.
The customer can also track the progress of the shipment over the Web electronically through either Con-way Multimodal's or Con-way Truckload's online services.



Chicago

Indiana

U.S./Mexico

Monterrey

7 A similar operational scenario would come into play for shipments inbound to the U.S. from Mexico, with a Con-way Truckload truck and driver (or other Con-way Multimodal drayage partner) making the final-mile delivery from the intermodal ramp to the customer in the U.S.

SHIPPING
MEX ↔ U.S.

