



Grand Power Logistics Group Inc.

www.grandpowerlogistics.com

TSX-V: GPW May 2011

Safe Harbor Disclosure



Certain statements in this presentation constitute “forward-looking statements” within the meaning of the Private Securities Litigation Reform Act of 1995. The forwarding-looking statements are based on current expectations, estimates, forecasts and projections of future company or industry performance based on management’s judgment, beliefs, current trends and worldwide market conditions.

Forward-looking statements made, or to be made by, or on behalf of Grand Power Logistics Group, may be identified by the use of words such as “expects”, “anticipates”, “intends”, “plans”, “believes”, “seeks”, “estimates”, and similar expressions. Forward-looking statements are not guarantees of future performance and involve certain risks, uncertainties and assumptions that are difficult to predict, such as general financial, economic, regulatory and political conditions.

Actual outcomes and results may differ materially from what is expressed, forecasted or implied in the forward-looking statements. Grand Power Logistics Group undertakes no obligation to update any forward-looking statements, whether as a result of new information, future events or otherwise. We refer you to documents that Grand Power Logistics Group files with SEDAR, available at SEDAR’s website at www.sedar.com

Mission Statement



“To become the leading full service logistics provider in Greater China.”

Greater China Market For Logistics Industry



- The total turnover of the China's logistics industry reached RMB3.8 trillion (CDN\$570 billion) in 2010, growing by 15.31% CAGR over past 5 years
- Increased national investment in infrastructure to meet the rapidly growing demand for logistics
- Opportunity to capitalize on a highly fragmented and underdeveloped Chinese market
- China State Council's recently announced Logistics Industry Rejuvenation Plan - to create a "modern logistics enterprise" in China called "China's Second Industrial Transformation"

Corporate Overview



- Commenced operations in 2002 building on relationships from 40 years in passenger travel
- From 2002 – 2010 focused on building airfreight co-loading business, achieved revenue of \$142 Million in 2008
- In 2008 expanded aggressively in China to build domestic network, growth plans stalled due to financial crisis
- In 2009 restructured operations to reduce overheads, put domestic network on hold and started to focus on increasing margins in air freight by building direct sales
- Expecting growth in profit in 2011

Corporate Overview



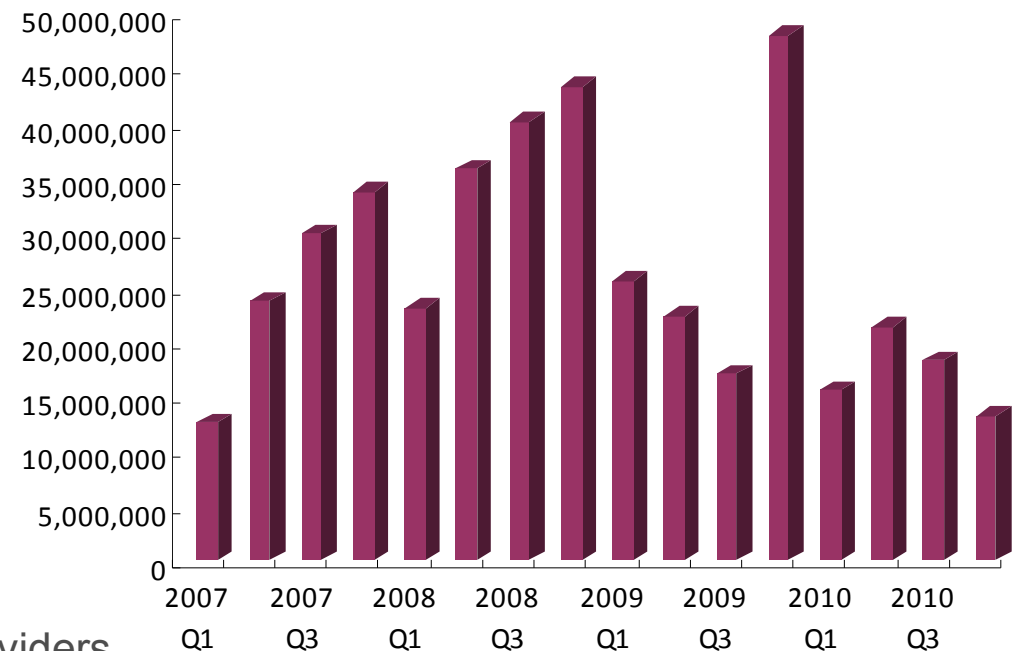
- Main operations through wholly-owned subsidiary **Grand Power Express International Limited** (GP Express)
- GP Express is a total logistics solutions provider headquartered in Hong Kong with operations covering Greater China (including Taiwan and Macau) and North America

- Services include:

- **Air Freight Forwarding**
- **Sea Freight Services**
- **Customs Brokerage**
- **Warehousing & Distribution**
- **Other Value-added Services**

- Growing at a 18.32% CAGR from 2003
- Over 200 employees in 16 offices
- Key longstanding relationships with service providers
- Licenses to deal directly with service providers in China

Revenue quarter by quarter 2007-2010 Q4



Corporate Overview – Management Team



Ricky Chiu (President, CEO)

- Founder, CEO of Grand Power Logistics Group Inc. since 2002
- Graduate from Imperial College London and Oxford University, Diploma at Beijing University
- Over 15 years experience in Logistics sector

Jones Chu (Director)

- Over 15 years experience in equity derivatives trading
- Hong Kong's #1 non issuer liquidity provider in equity derivatives trading
- Graduated with honor degree of BSc. Finance and MSc. Financial Engineering from City University of Hong Kong
- In 2009, joined Grand Power Logistics Development Limited (GPLD) as Director, focus on the financing side of Yangshan International Container Transit Logistics Park Project.

Decky Tse (Managing Director)

- More than 20 years professional experience in freight forwarding and logistics industry
- Senior Manager of Export Air Operation of MSAS and Exel (former DHL) in 90's & 00's

Growth Strategy



1

Increasing margins and profit per tonne in the Corporation's core air freight business by increasing direct sales business and negotiating volume discounts on the cost of air cargo space with airlines.

2

Expanding into higher margin logistics sectors including warehousing, customs brokerage, trucking and ocean freight.

3

Actively looking for opportunities in China to invest and participate in China's logistics infrastructure that arise from China government's need for enhanced development to support China growth.

4

Plan to establish a China domestic logistics network for trans-shipment within China, subject to funding.

Competitive Advantage



- Full service provider

Air freight and ocean freight services, rail and land transportation, customs brokerage, warehouse and distribution, and global freight management services

- International partners

Europe and China

- Local knowledge and presence

Senior management team which has an aggregate of over 100 years of experience in logistics

- Long standing relationships with services providers

A global network of over 100 agents, "appointed cargo agent" for over 40 carriers and liners, member in good standing of a number of industry associations including FIATA, IATA, CGLN, NVOCC

- Established teams with expertise and experienced talent recruited from major international players

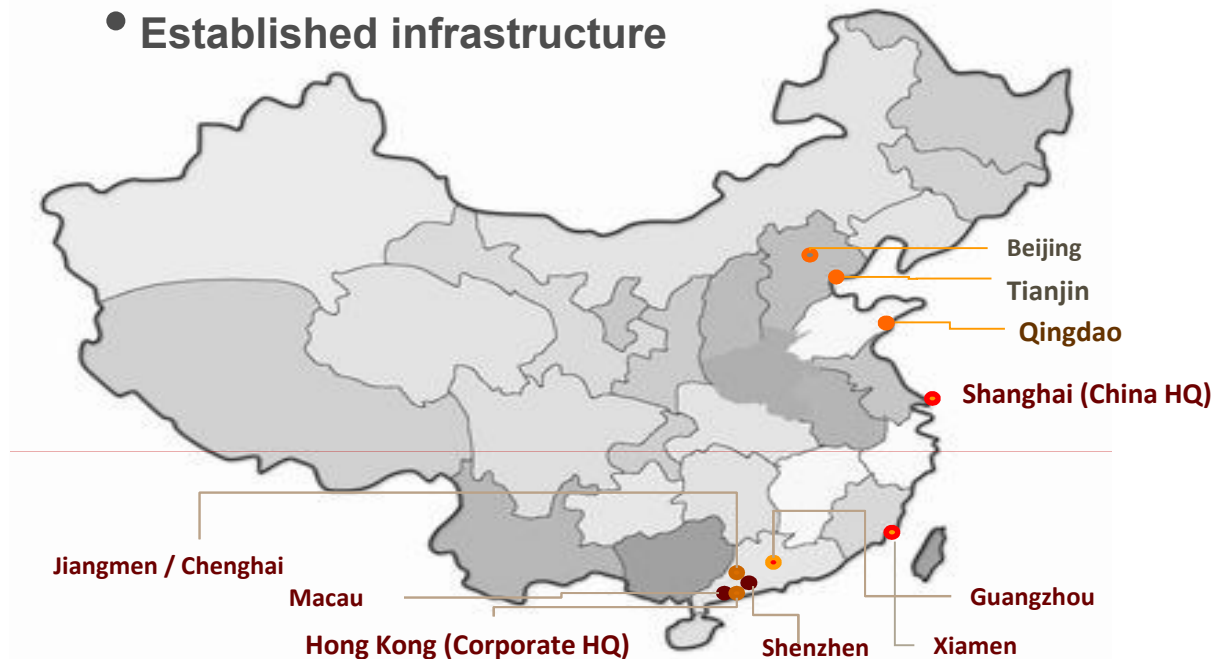
Air Freight Business



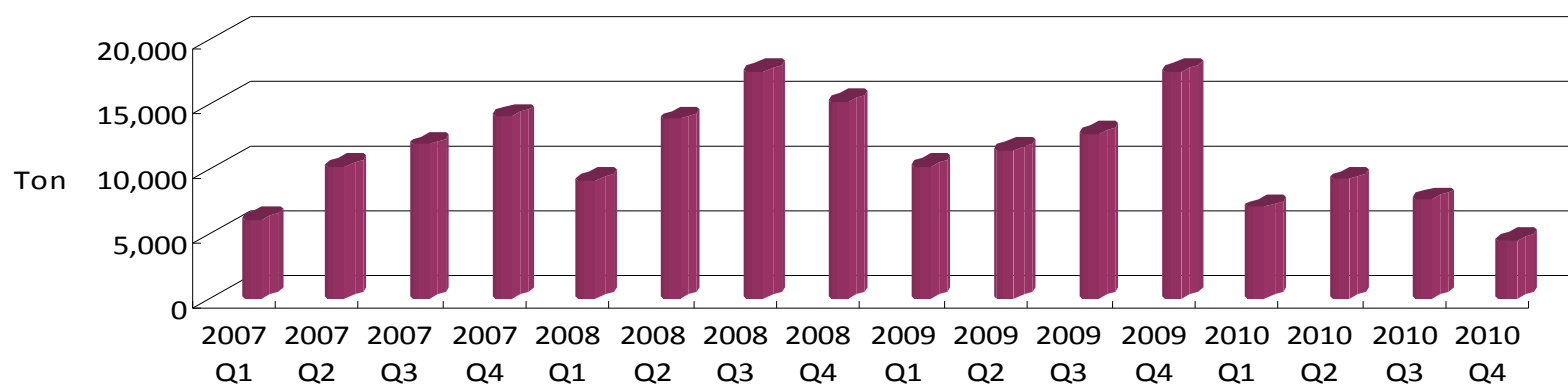
• Air freight operation

- ✓ Scheduled consolidation services
- ✓ express cargo delivery
- ✓ aircraft charters
- ✓ airport-to-airport
- ✓ door-to-door services
- ✓ cost-competitive air freight solutions

• Established infrastructure



Tonnage shipped quarter by quarter 2007-2010 Q4



Air Freight Business



Leveraging off 40 years of relationship building

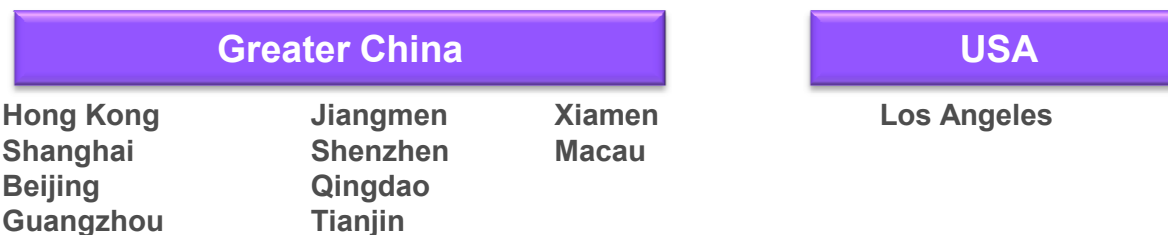
Ocean Freight Business



- Ocean freight operation

- ✓ From break-bulk to container shipping
- ✓ From full container load to consolidation shipments
- ✓ Transport of general goods to specialized or restricted goods
- ✓ Port-to-port and door-to-door services

- Established infrastructure for ocean freight operations



- Negotiating contracts with top 5 shipping companies

- Huge market potential

95% - Ocean freight

5% - Air freight

Global Logistics Sector

- Big growth opportunities

10% - Ocean freight

90% - Air freight

GPW 2009 Revenue

Leveraging track record and relationships to grow ocean freight

Logistics Infrastructure Investment

YANGSHAN INTERNATIONAL CONTAINER TRANSIT LOGISTICS PARK

Grand Power Logistics Development Ltd.

- **Grand Power Logistics Development Ltd. (GPLD)**, a 70% owned subsidiary of Grand Power, is set up to facilitate the “Yangshan International Container Transit Logistics Park” project
- China State Council’s recently announced Logistics Industry Rejuvenation Plan - to create a “modern logistics enterprise” in China called “China’s Second Industrial Transformation”
- Grand Power plans to establish additional subsidiaries for logistics infrastructure investment in China



Logistics Infrastructure Investment

YANGSHAN INTERNATIONAL CONTAINER TRANSIT LOGISTICS PARK

Missions and Characteristics

- To build one of China's largest International Container Transit Logistics Park in the Yangtze River Delta Region.
- To become a major transshipment hub in North East Asia.
- 5.6km quayside with 16 quay cranes now. Handled over 10 million TEU throughput in 2010.
- Berth depth 15-20 meters (below 10 meters in Waigaoqiao Port) capable of handling the largest liner today .
- In 2020, 50 quay cranes capable of handling 25 million TEU annually.



Logistics Infrastructure Investment

YANGSHAN INTERNATIONAL CONTAINER TRANSIT LOGISTICS PARK

Competitive Advantage

- Continuous growth of China economy and stable growth of international trade
 - China's average quarterly GDP Growth was 9.31% from 1989 to 2010
 - International trade's average yearly growth was 5.54% from 1990 to 2010
- Geographical advantage
 - Located 26 kilometers off of Shanghai's southern coast
 - 32.5km Donghai Bridge connects Shanghai Pudong and Yangshan Port
 - 80km from Shanghai Pudong International Airport
- Shanghai port is the No.1 port in the world in 2010



Logistics Infrastructure Investment

YANGSHAN INTERNATIONAL CONTAINER TRANSIT LOGISTICS PARK

Goal

To facilitate Yangshan Port to become the largest international transshipment port in Northeast Asia and to transform Yangshan port from a basic port to multi functional modern logistics centre.

Size

- Land Size: 867,000 square meters (approximately 214 acres)
- Floor Space: 1.01 Million square meters

Milestones

- Jan 2010: Signed a Memorandum of Understand with Shengsi county
- Jul 2010: Notification Letter from Zhejiang Provincial Development and Reform Commission to Shengsi Development and Reform Bureau
- Dec 2010: Approval Letter from Shengsi Development and Reform Bureau
- Jan 2011: Approval Letter for the establishment of Grand Power Logistics Development Limited (Wholly Owned Foreign Enterprise (“WOFE”)) with an initial registered capital of USD15 million
- Feb 2011: HKD120 million (approx. USD15.38 million) funding agreement for Yangshan project
- Mar 2011: Completed the registration of Grand Power Logistics Development Limited (WOFE) in Zhejiang

Benefit to GPW

- Retain an interest in the investment without dilution in Grand Power Public company
- Earn significant positive economic returns from ocean freight segment operations
- Enhance Grand Power’s brand name in the China market, establish credibility as a logistics infrastructure operator

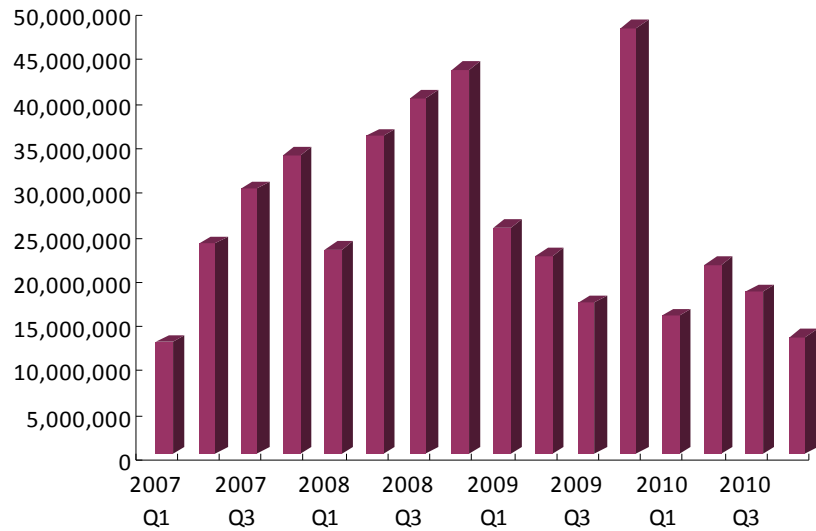
No funding at the Grand Power public company level required

Financial Overview



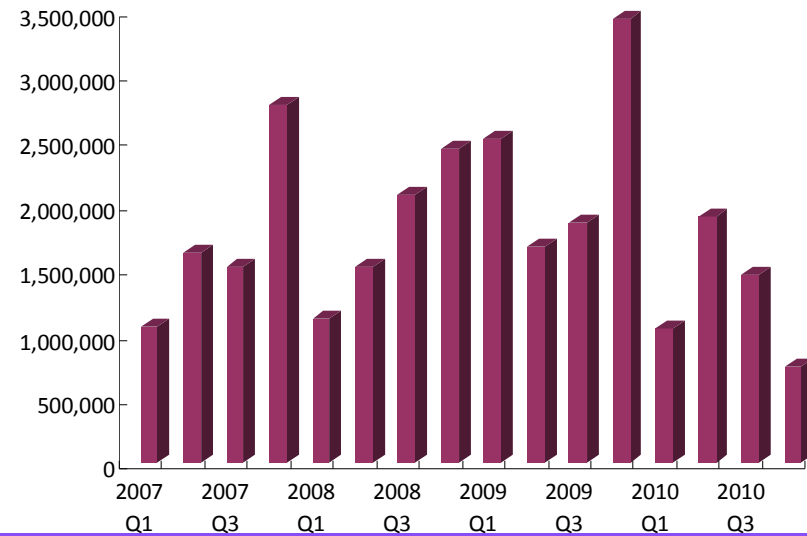
Revenues

Revenue quarter by quarter 2007-2010 Q4



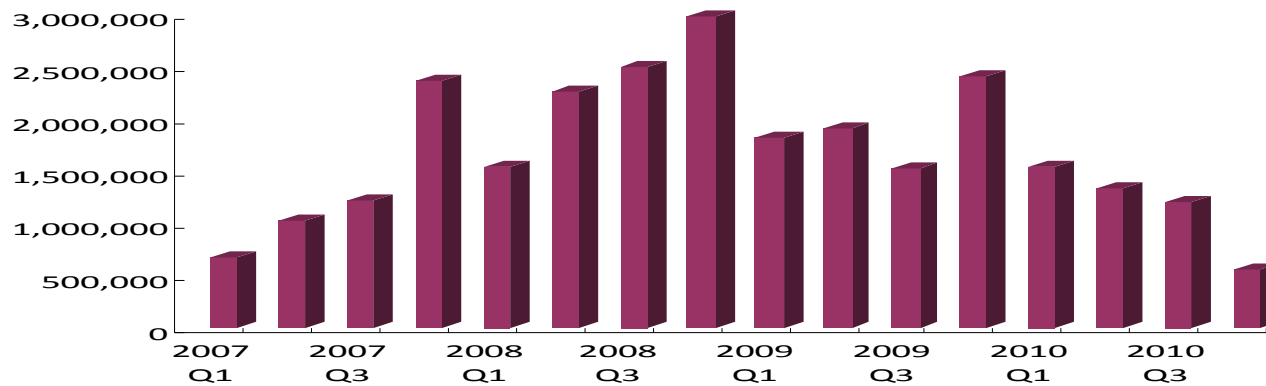
Gross Profit

Gross Profit quarter by quarter 2007-2010 Q4



General and administrative cost

General and administrative cost quarter by quarter 2007-2010 Q4



Financial Overview



Restructuring completed in Q3 2009

- Focus on higher gross profit per tonne
- Reduced focus on lower margin co-loading business
- Elimination of other low yield businesses

Gross Profit per Tonne

	2009 Q1	2009 Q2	2009 Q3	2009 Q4	2009 FY
Tonnes	10,182	11,377	12,719	17,463	51,741
Gross Profit (US\$)	2,010,265	1,567,361	1,931,720	2,786,849	8,296,195
Profit per Tonne (US\$)	197	138	152	160	160

	2010 Q1	2010 Q2	2010 Q3	2010 Q4	2010 FY
Tonnes	7,046	9,173	7,589	4,393	28,201
Gross Profit (US\$)	1,002,870	1,911,466	1,450,691	789,021	5,154,048
Profit per Tonne (US\$)	142	208	191	180	183

Profit per Tonne Comparison (%)	-27.9%	50.7%	25.7%	12.5%	14.0%
---------------------------------	--------	-------	-------	-------	-------

Gross Profit per tonne expected to continue to grow

Financial Overview – Balance Sheet

Assets		Liabilities & Equity	
<u>Current assets</u>		<u>Current liabilities</u>	
Cash	US\$ 4,466,447	Bank overdraft	US\$ 628,104
Accounts receivable	13,752,266	Bank loan	6,280,493
Other current assets	2,619,823	Accounts payable and accrued liabilities	7,238,492
	<u>22,631,844</u>	Other current liabilities	33,446
			<u>14,180,535</u>
<u>Long term assets</u>		Debentures	1,787,779
Property, plant and equipment	4,053,892	Other liabilities	471,455
Long term investment	290,073	<u>Shareholders equity</u>	
Deferred costs	693,619	Equity component of convertible debentures	1,179,712
Goodwill	921,173	Other components of equity	10,897,433
			<u>US\$28,516,914</u>
Total assets	<u>US\$28,516,914</u>		<u>US\$28,516,914</u>

Cash on hand (millions)	\$4.5
Working capital (millions)	\$8.5
Current ratio	1.60x
Total debt / total assets	58%

Strong Financial Position

Investment Highlights



Massive and rapidly growing industry

- \$570 billion Chinese logistics market, growing at a 15.31% CAGR
- Increased national investment in infrastructure to meet the rapidly growing demand for logistics
- Opportunity to capitalize on a highly fragmented and underdeveloped Chinese market

Proven track record

- \$142 M in revenues in 2008 (42% growth in 2008, 68% growth in 2007)
- Built business to over \$140M in revenues with under C\$15M in equity

Significant competitive advantages

- Multinational competitors lack Grand Power's key relationships and knowledge of the Chinese market and culture
- Local competitors lack international network, infrastructure, and scale

Established platform for growth

- Established critical mass of low margin co-loading business, now focus on building high margin sector
- Entering logistics infrastructures with port projects

Fully funded

- Fully funded for profitable operation in 2010
- Low capital requirement for new JVs

Contact



Alan Chan
Grand Power Logistics Group Inc.
Chief Financial Officer
403 237 8211
alanchan@grandpowerlogistics.com

More information on:
www.grandpowerlogistics.com

Or you may contact our IR agent,
Scott Koyich
Brisco Capital Partners
President
(403) 262-9888
skoyich@briscocapital.com

Graeme Dick
Brisco Capital Partners
Investor Relations
(403) 561-8989
graeme@briscocapital.com