“To be a leading trade corridor ‘gateway’ between North America and Asian markets.”

PORT OF PRINCE RUPERT
Welcome to Canada’s Leading Edge
Prince Rupert Port Authority

• Who We Are
• Strategic Advantages
• Facilities Overview
• Container Terminal Strategy & Growth Plans
• Backhaul Opportunities
• Port Expansion -- Ridley Island
Who We Are

What is a Port Authority
Prince Rupert Port Authority

Who We Are

The Prince Rupert Port Authority is a local port authority continued under the Canada Marine Act, and Letters Patent issued under the Act, to operate the Port in the Prince Rupert Harbour.

- Total Land Holdings: 965.60 ha
- Owned Harbour: 14,000 ha
- Navigable waters footprint: >350 km of coastline
Who We Are

We are:

- Commercially viable
- Autonomous and governed by a Board of Directors
- Facilitate and expand the movement of cargo and passengers
- Overall planning, development, marketing and management of the commercial port facilities.

Our Vision:

To be a leading trade corridor ‘gateway’ between North American and Asian markets.

Our Mission:

To develop and grow the Port of Prince Rupert in an aggressive, economical, safe and environmentally sound manner.
Strategic Advantages

Marine, Rail, Geography
The Prince Rupert advantage

58 hour advantage vs LA/LB
Shortest Land-sea Route between Asian and North American Markets

- 436 miles/36 hours sailing time closer to Shanghai than Vancouver

- 1,000 miles/68 hours closer than Los Angeles

- One additional round trip a year compared to Vancouver and Seattle

- Shippers are closer to their markets with faster transit times for ocean carriers
Strategic Advantages

• Closest North American port to Asia

• **Superior / un-congested rail connection to North American Mid-West**
Rupert changes the game in the U.S.

THE GAME IS CHANGING

CRITICAL MASS CREATES OPPORTUNITIES

Export opportunities
Growing US retail intermodal
Domestic repositioning

70% of the U.S. population lives within 500 miles of a CN ramp
CN PROVIDES EXTENSIVE MARKET REACH WITH COMPETITIVE TRANSIT TIMES

Prince Rupert

Edmonton – 39 hrs

Saskatoon – 47 hrs

Winnipeg – 61 hrs

Chicago – 99 hrs

Memphis – 117 hrs

Vancouver – 61 hrs

Montreal – 115 hrs

Toronto – 108 hrs

New Orleans

Memphis Competition
UP/Los Angeles – 112 hrs
UP/Seattle – 120 hrs
BNSF/Los Angeles – 130 hrs
Rail Transit Times -

Capacity to handle growing demand

Nov / 2007 – 91.5
Hours 14% FASTER

Chicago – 13 hrs

Memphis – 136 hrs

Prince Rupert

Prince George

New Orleans

Halifax
Rail Transit Times

Prince Rupert
Prince George
Calgary
New Orleans
Memphis – 100 hrs
Prince Rupert Port Authority
26% Reduction
Strategic Advantages

• Closest North American Port to Asia
• Superior / Un-congested Rail Connection to North American Mid-West
• Deepest natural harbour in North America
Global Port Wharf Draughts Comparison

Shanghai 1: 09.00 m
Hamburg: 12.80 m
Antwerp: 13.9 m
Yantian: 16.00 m
Rotterdam: 16.60 m
Xingang: 17.00 m

Prince Rupert: 18.70 m

- 4,800 TEU
  - Draft 13.50 m

- 11,000 TEU
  - Draft 15.50 m

Montreal: 10.70 m
New York: 10.90 m
Savannah: 11.60 m
Halifax: 13.9 m
Seattle: 15.0 m
Vancouver: 15.2 m
Los Angeles: 16.0 m

Prince Rupert Port Authority
Linking a World of Opportunity
Strategic Advantages

- Closest North American Port to Asia
- Superior / Un-congested Rail Connection to North American Mid-West
- Deepest natural harbour in North America
- Safe, sheltered & efficient access from International shipping lanes
- Capacity for growth
- Exceptional community & union support
Fairview Intermodal Container Terminal
Northland Cruise Dock
PRPA Facilities

Atlin Cruise Terminal
Ridley Terminals Inc.
The Port of Prince Rupert
Container Strategy

Building a new “business model” for the
Asia Pacific Transportation Supply Chain
Midwest Express “Gateway”
Fairview Terminal Conversion

January 12, 2007
Fairview Terminal Conversion

July 30, 2007
The New North American Container Gateway
Fairview Container Terminal

Sept 5, 2007
100% Radiation Scanning
First CN Container Train
November 1, 2007
Destined to: Chicago, Memphis, Detroit, Arcadia, Toronto, Montreal
Arrived in Chicago in 91.5 hours
Export/Backhaul Opportunities

The northwest transportation corridor has tremendous backhaul opportunities
Export/Backhaul Opportunities

- Alaska and BC seafood
- Pork
- Soybean
- Cotton
- Recycled paper
- Beef
- Special agricultural products: pulses, grains, oilseeds, malt, cubes, pellets, hay
- Milk
- Bottled water
- Leather/hides
- Poultry
Export Opportunities
Northwest Transportation Corridor

- Alaska and local Seafood (est. 75,000 – 100,000 TEUs per annum)
- Pork (est. 100,000 – 160,000 TEUs per annum)
- Beef (est. 40,000 – 80,000 TEUs per annum)
- Forest Products (est. 120,000+ TEUs per annum)
- Special Agricultural Products (est. 60,000 – 100,000 TEUs per annum)
  - Pulses - Grains and Oilseeds
  - Malt - Cubes, Pellets, Hay
- Other (originating in Chicago-Memphis area)
  - Cotton (est. 160,000 - 180,000 TEUs per annum)
  - Recycled paper (est. 40,000 - 100,000 TEUs per annum)
  - Soybeans (est. 130,000 to 170,000 TEUs per annum)
- Petrochemicals/plastics (to be determined)
- Developmental (to be determined)
  - Log and modular home manufacture
  - Bottled water
Export Opportunities

Northwest Transportation Corridor

Initiatives to Stimulate Export Traffic

• Prince George Inland Port
  – 120,000 TEU’s of forest products annually

• CN Edmonton Grain Distribution Centre
  – $4 million facility opened Nov. 16, 2006
  – Handling high-value specialty crops

• Gap Analysis-identified Opportunities
  – Container Services: refrigeration, stuffing, storage & repair
  – Bonded warehousing
  – Ridley Island Logistics Park

• Northwest Transportation Corridor Logistical Advantage and Manufacturing Study
Future Expansion Plans – Building West Coast Capacity
Phase II Economic Benefits

• 1,825 person-years construction employment
• 1,100 direct / indirect jobs by 2017
• $1.6 Billion annual economic benefits
• First 10 years of operation creates $12.2 Billion of Economic Benefits.

Estimated Completion: Early 2013
Capacity: 2,000,000+ TEUs
Terminal 2

Projected Completion: After 2015
Capacity: 2,000,000+ TEUs
Rail Loop Track Around Island

Logistics Park
Warehousing, Cold Storage, Container Stuffing, Freight Forwarding

Bulk Terminal

Terminal 2 Containers
Proposed Site of New Bulk Terminal
Building a Logistics Centre

1. Fairview Phase II Container Terminal
2. Terminal 2 Container Terminal
3. Rail Intermodal Yard
4. Rail / Road Access Loop
5. Export Intermodal Logistics Park
6. Bulk Terminal
7. Break-Bulk / Auto Terminal
8. Import Intermodal Logistics Park
Pacific Gateway
Container Capacity vs. Demand
(‘,000 TEUs)
Pacific Gateway
Container Capacity vs. Demand
('000 TEUs)
Pacific Gateway
Container Capacity vs. Demand
('000 TEUs)

WESTAC survey of Canadian importer/exporters confirmed that demand will be 5.4 million TEUs by 2015.
Pacific Gateway
Container Capacity vs. Demand
('000 TEUs)
Pacific Gateway
Container Capacity vs. Demand
(,'000 TEUs)
Pacific Gateway
Container Capacity vs. Demand
(‘,000 TEUs)
Economic Loss:
• 11,000 Person Years Employment
• $550 Million Wage Impact
• $768 Million GDP Impact
Prince Rupert Traffic Volume
1986 – 2011
Total Monthly TEU’s

- Nov. 07: 10,000
- Dec. 07: 5,000
- JAN. 08: 5,000
- FEB.: 5,000
- MAR.: 5,000
- APR.: 5,000
- MAY: 5,000
- JUNE: 5,000
- JULY: 20,000
- AUG.: 22,000
Total Laden Export

- Nov 07
- Dec 07
- Jan 08
- Feb 08
- Mar 08
- Apr 08
- May 08
- Jun 08
- Jul 08
- Aug 08
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