



PORT OF PRINCE RUPERT

**Welcome to North America's Leading Edge**

## WHO WE ARE

FACILITIES OVERVIEW

STRATEGIC ADVANTAGES

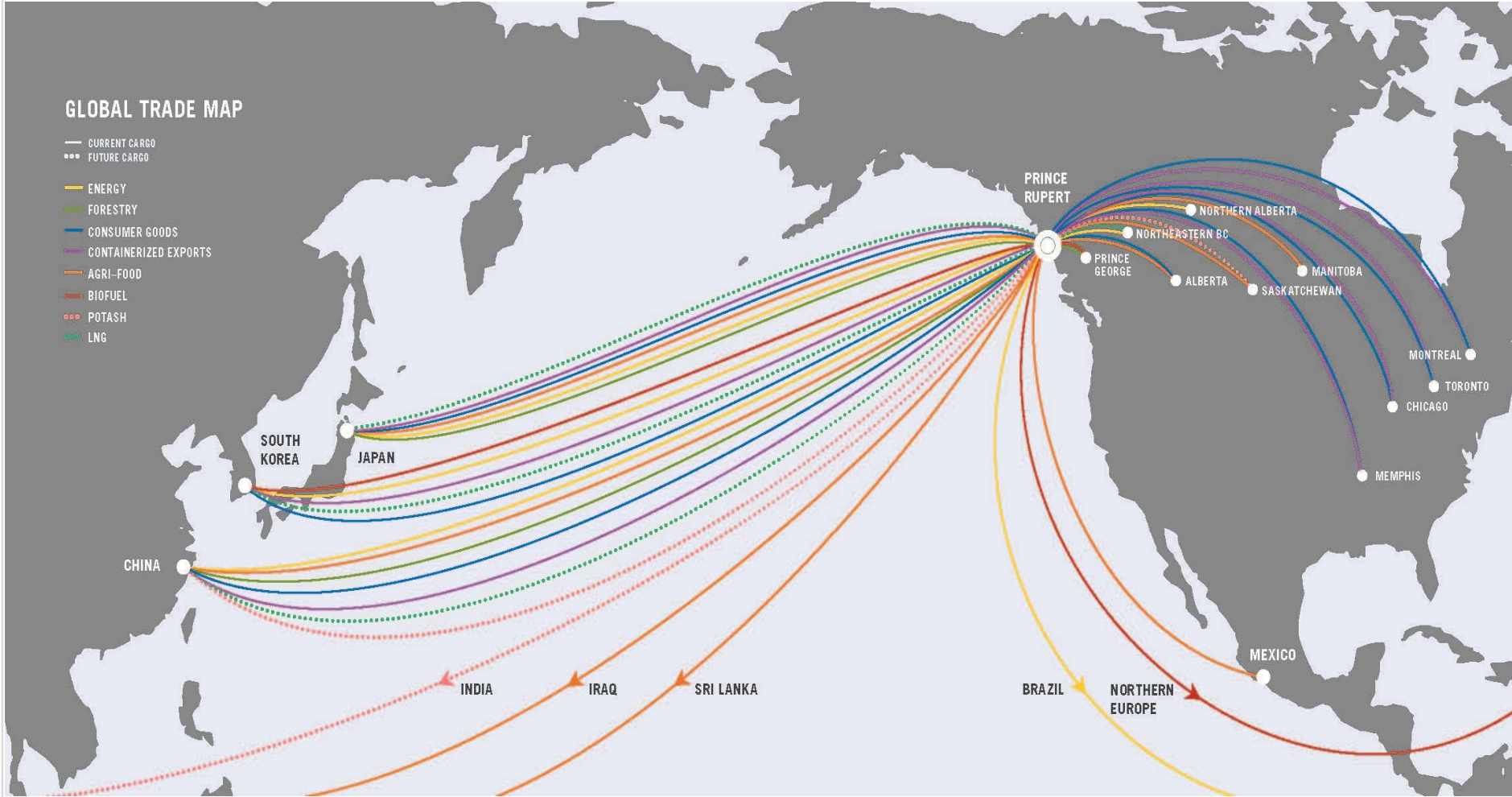
BUILDING THE GATEWAY

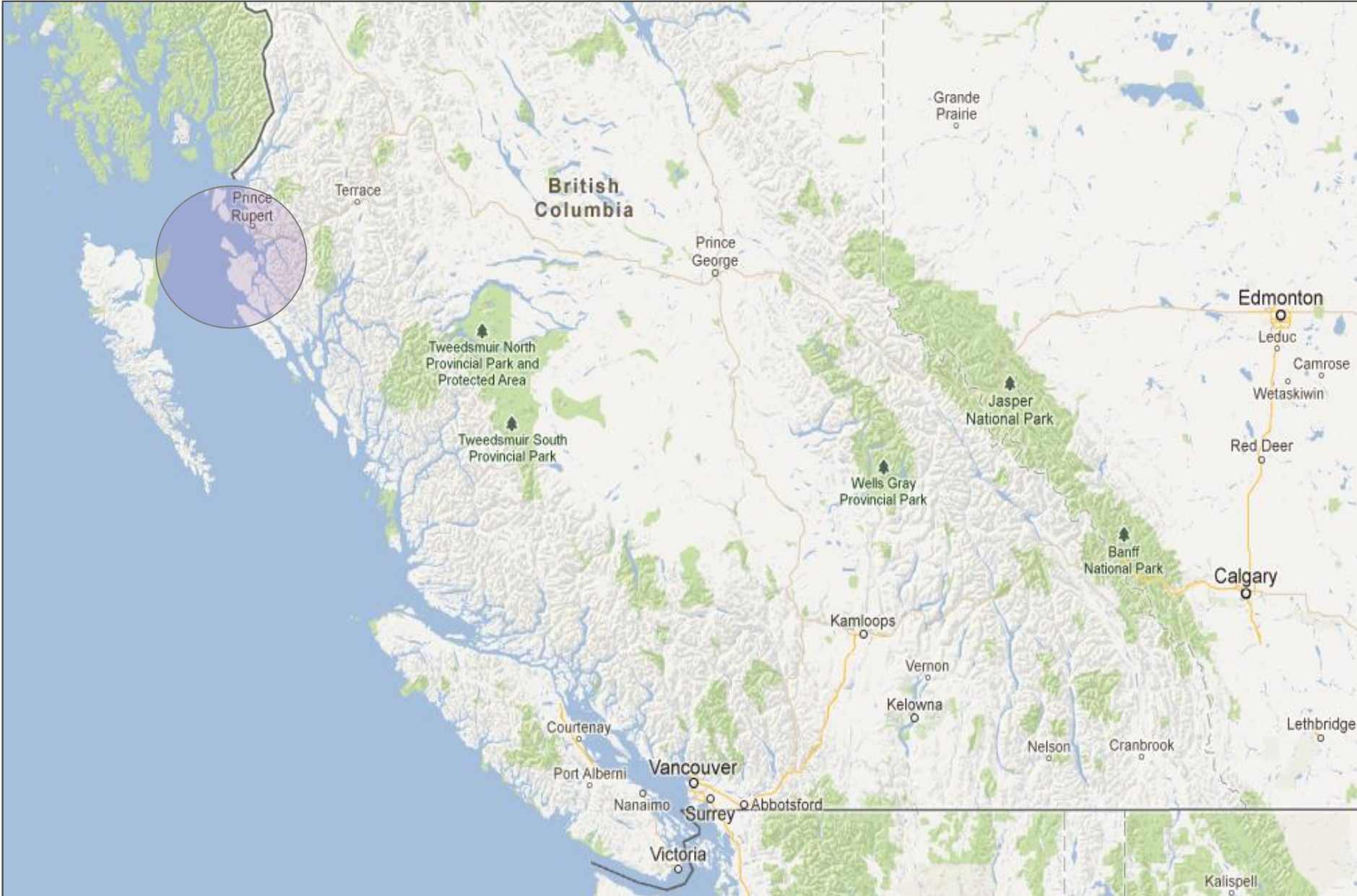
MANAGING GROWTH SUSTAINABLY

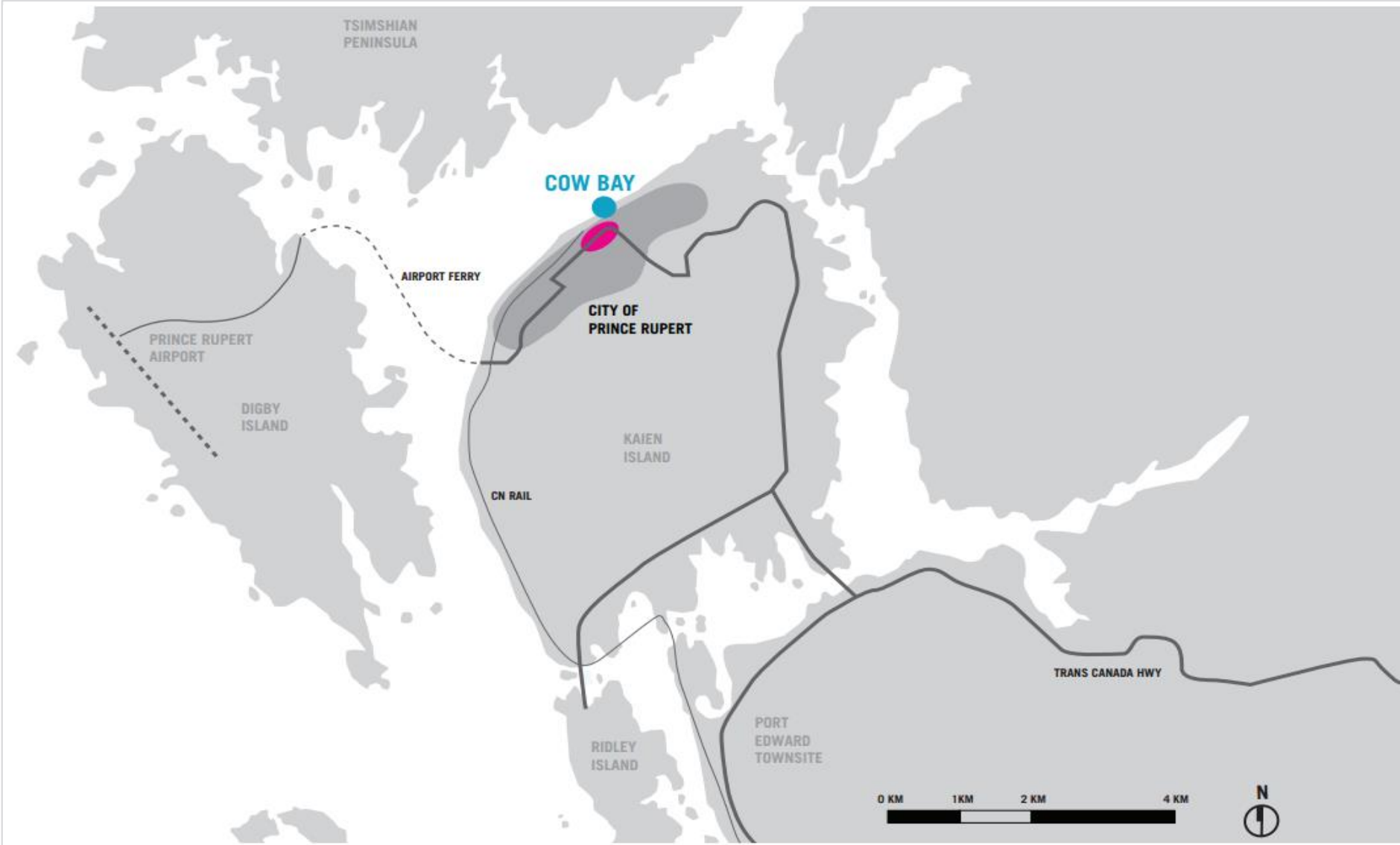
**GLOBAL TRADE MAP**

— CURRENT CARGO  
... FUTURE CARGO

- ENERGY
- FORESTRY
- CONSUMER GOODS
- CONTAINERIZED EXPORTS
- AGRI-FOOD
- BIOFUEL
- ... POTASH
- ... LNG







**PRINCE RUPERT CONTEXT MAP**

# WHO WE ARE

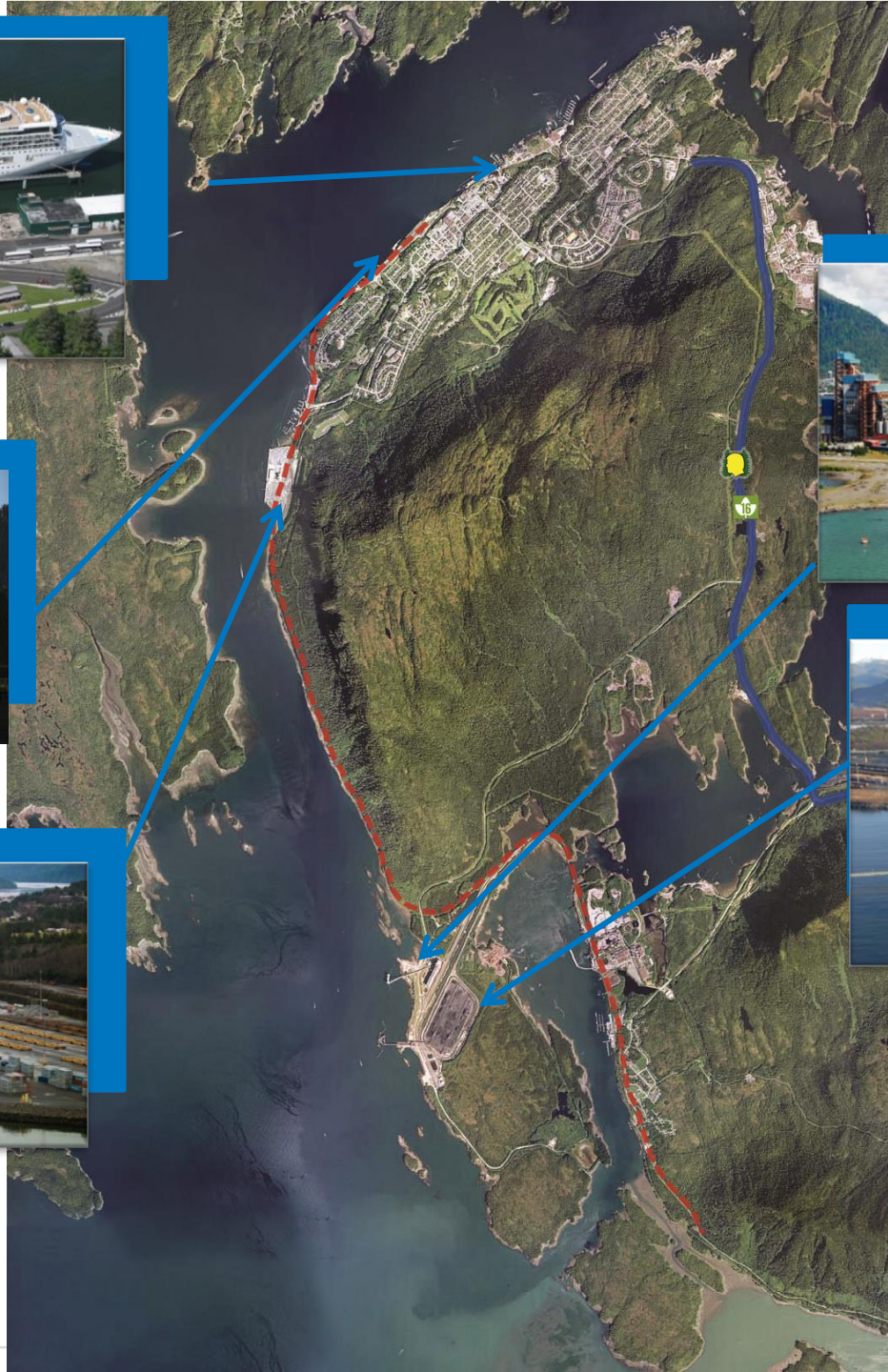
## Canadian Port Authorities

- For profit, non shareholder organizations with a mandate from the federal government

## Our Mandate and Letters Patent

- Must be commercially viable
- Autonomous; governed by a Board of Directors
- Steward of Crown Land
- Act as an instrument of Canadian trade

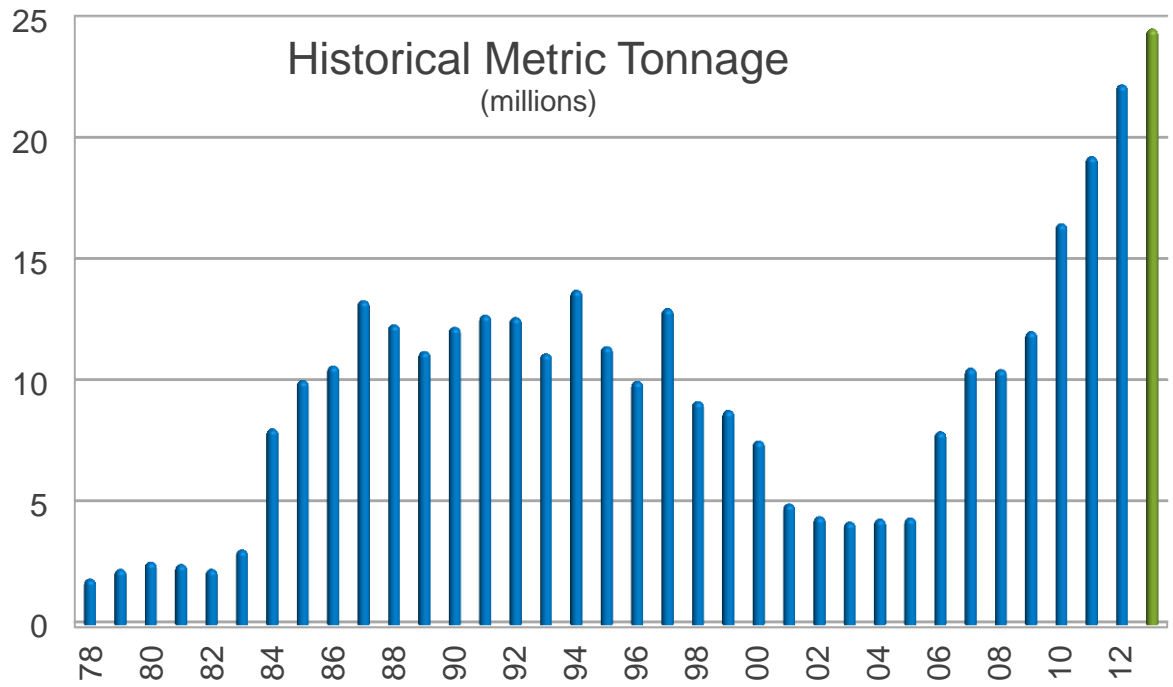
WHO WE ARE  
**FACILITIES OVERVIEW**  
STRATEGIC ADVANTAGES  
BUILDING THE GATEWAY  
MANAGING GROWTH SUSTAINABLY



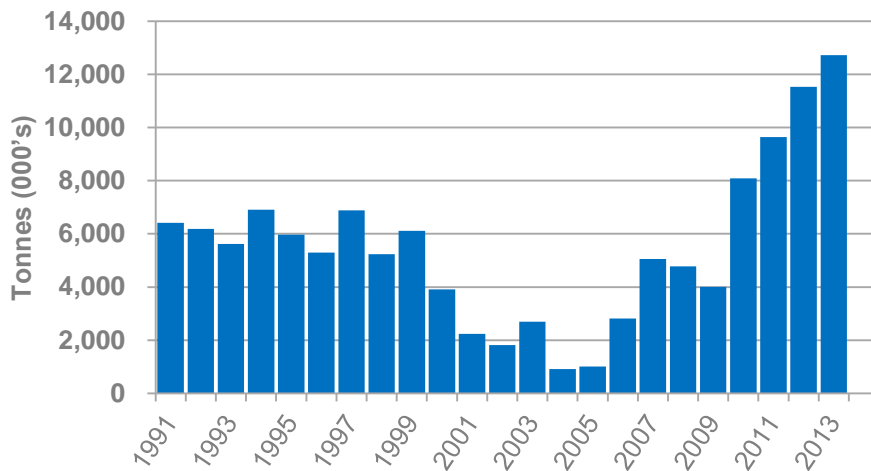




# 2013



# RIDLEY TERMINALS INC.

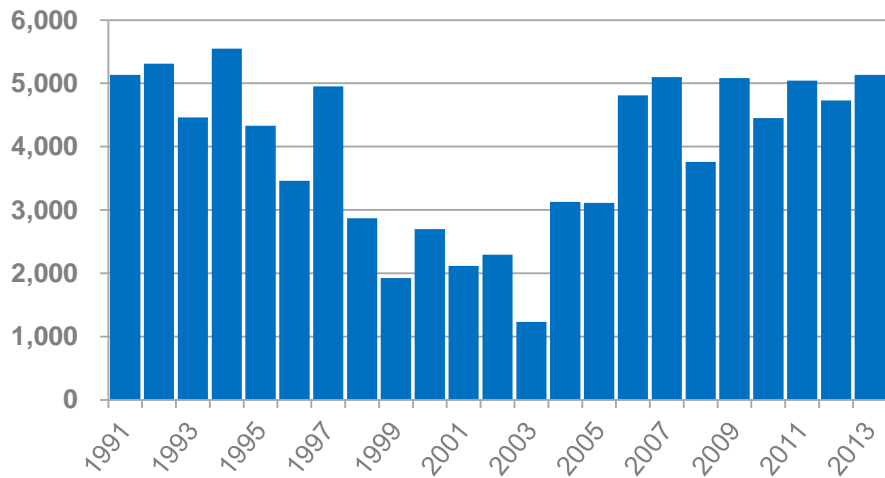


- Automated 100 acre terminal
- Unloads trains @ 6,000 tonnes per hr
- Loads ships @ 9,000 tonnes per hour
- 12 million tonne annual shipping capacity
- 1.2 million tonne storage capacity
- Handles metallurgical coal, thermal coal and pet coke
- Modernization and expansion to 24 million tonnes is nearing completion
- 3 stacker-reclaimers

# PRINCE RUPERT GRAIN LTD.



- Modern high-throughput facility
- 7 million tonne annual capacity
- 4,000 tonne/hr loading rate
- 202,000 tonne storage capacity
- Berth ships to 145,000 DWT
- Grain cleaning capabilities



# WESTVIEW TERMINAL



- 4 storage silos with 50,000 tonnes total storage capacity
- Private rail storage of up to 72 cars
- Able to unload 8 rail cars/hour, equal to 1,000 tonnes/hour
- Ship loading rate of 2,000 tonnes/hour
- Berth capable of handling Panamax-class vessels up to 75,000 deadweight tonnes
- Full build-out to add 3 silos for a total annual capacity of 2 million tonnes

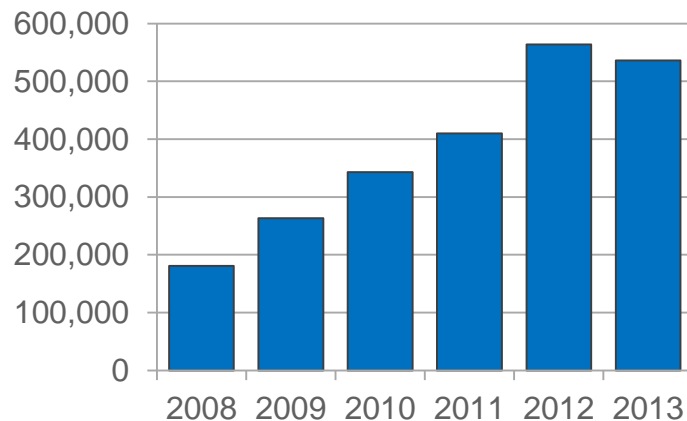
# FAIRVIEW CONTAINER TERMINAL

## At-a-Glance

- 3 vessel calls a week
- Capacity: 750,000 TEUs
- 360 meter container quay
- 17.0 meter berth depth (low tide)
- 4 Ultra Post Panamax Cranes
- 7 working tracks (5,500m), 6 storage tracks (6,100m)
- 4 Radiation Scanning Portals; on-site VACIS screening



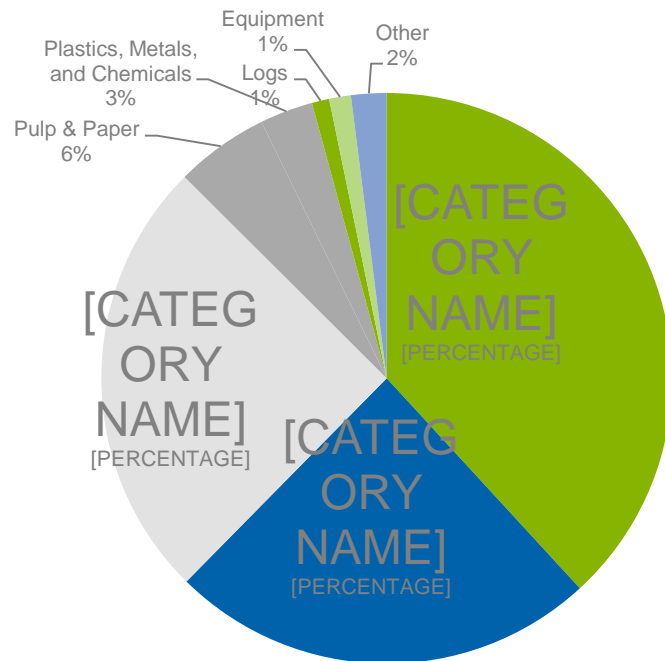
Container Volume (TEUs)



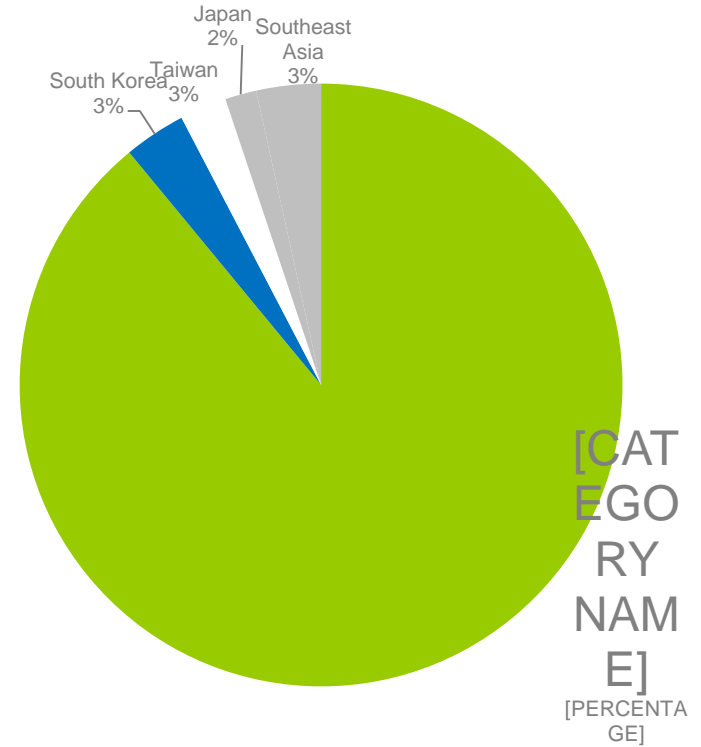
Year	Volumes
2008	181,000 TEUs
2009	263,000 TEUs (+45%)
2010	343,000 TEUs (+30%)
2011	410,000 TEUs (+20%)
2012	564,000 TEUs (+38%)
2013	536,000 TEUs (-5%)

# EXPORT VOLUMES & REACH

2013 Commodity Breakdown (Exports)



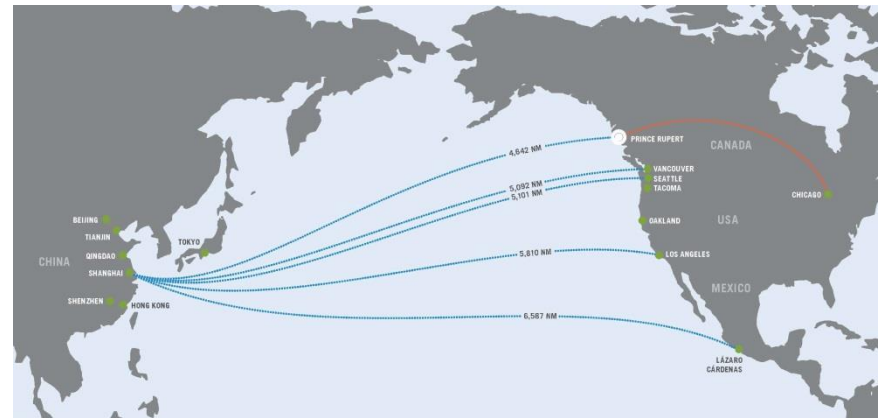
2013 Volumes by Export Destination



WHO WE ARE  
FACILITIES OVERVIEW  
**STRATEGIC ADVANTAGES**  
BUILDING THE GATEWAY  
MANAGING GROWTH SUSTAINABLY

## PRINCE RUPERT'S STRATEGIC ADVANTAGES

- Closest North American port to Asia
- Deepest natural harbor in North America
- Safe, sheltered and efficient access from international shipping lanes
- Superior and uncongested rail and road connection to Western Canada
- Exceptional community and labor support for expansion

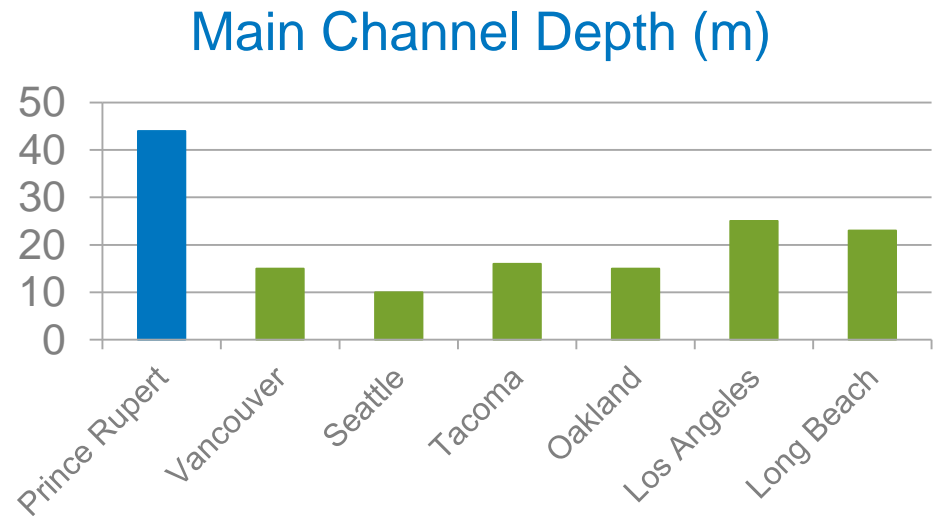


500 nautical miles closer to Asia than other ports in the Pacific Northwest



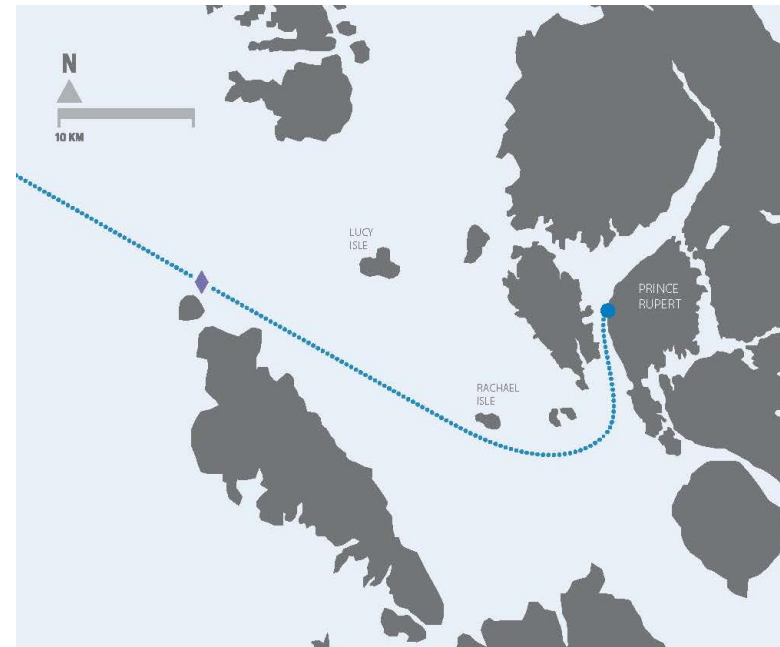
## PRINCE RUPERT'S STRATEGIC ADVANTAGES

- Closest North American port to Asia
- **Deepest natural harbor in North America**
- Safe, sheltered and efficient access from international shipping lanes
- Superior and uncongested rail and road connection to Western Canada
- Exceptional community and labor support for expansion



## PRINCE RUPERT'S STRATEGIC ADVANTAGES

- Closest North American port to Asia
- Deepest natural harbor in North America
- **Safe, sheltered and efficient access from international shipping lanes**
- Superior and uncongested rail and road connection to Western Canada
- Exceptional community and labor support for expansion



Port	Pilot Time
Prince Rupert	2 hours
Vancouver	4 hours
Seattle	8 hours

## PRINCE RUPERT'S STRATEGIC ADVANTAGES

- Closest North American port to Asia
- Deepest natural harbor in North America
- Safe, sheltered and efficient access from international shipping lanes
- **Superior and uncongested rail and road connection to Western Canada**
- Exceptional community and labor support for expansion



# PRINCE RUPERT'S STRATEGIC ADVANTAGES

- Closest North American port to Asia
- Deepest natural harbor in North America
- Safe, sheltered and efficient access from international shipping lanes
- Superior and uncongested rail and road connection to Western Canada
- **Exceptional community and labor support for expansion**



	Prince Rupert	Vancouver	Los Angeles
Employed by Port Operations	12.50%	1.53%	0.74%
TEU's/Person	47.07	1.18	0.48
Tonnes/Person	1857.48	53.86	10.70

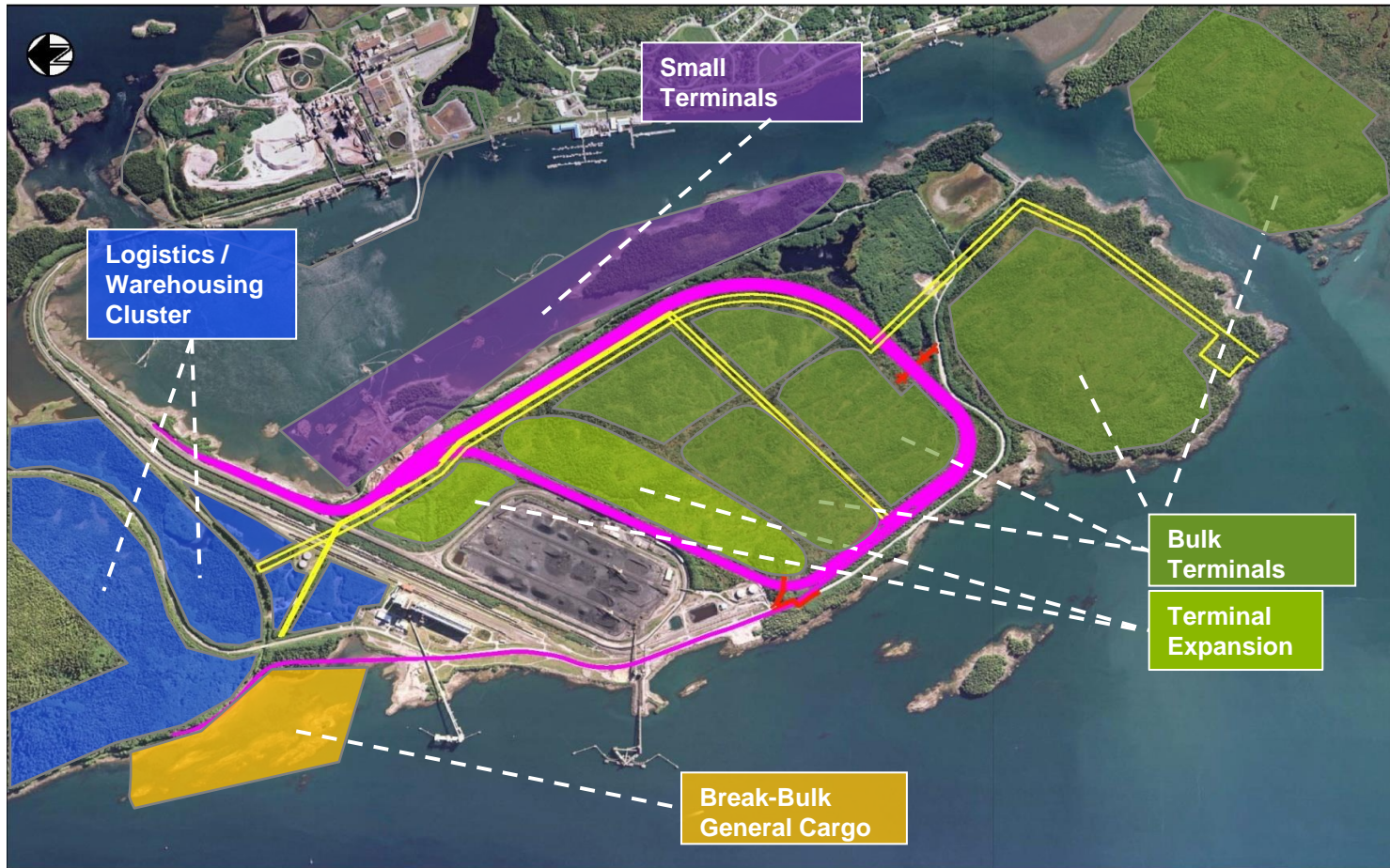
WHO WE ARE  
FACILITIES OVERVIEW  
STRATEGIC ADVANTAGES  
BUILDING THE GATEWAY  
MANAGING GROWTH SUSTAINABLY

# GATEWAY 2020 DEVELOPMENT VISION



Plan to build integrated export capacity  
Guiding principle – “Planning in Common”  
Key strategic themes

# RIDLEY INDUSTRIAL SITE



# INTEGRATION WITH FAIRVIEW TERMINAL





# GROWING THE GATEWAY

## Projected Capacities of Advanced Projects

- 2014 Westview Wood Pellet Terminal  
+2 Million T



# GROWING THE GATEWAY

## Projected Capacities of Advanced Projects

- 2014 Westview Wood Pellet Terminal  
+2 Million T
- 2014 Ridley Terminals Expansion  
+12 Million T (Coal/Petcoke)



# GROWING THE GATEWAY

## Projected Capacities of Advanced Projects

- 2014 Westview Wood Pellet Terminal  
+2 Million T
- 2014 Ridley Terminals Expansion  
+12 Million T (Coal/Petcoke)
- 2017 Fairview Terminal Expansion 2A  
+0.5 Million TEU (Containers)



# FAIRVIEW CONTAINER TERMINAL

## Phase 2 North Terminal Expansion

**Proponent:** Maher Terminals

**Scope:**

- Northern extension of container terminal

**Capacity Growth:**

- Adds 500,000 TEU of new capacity
- Total capacity increases to 1.3 m TEUs



**Capital Expenditure:** \$170 million

Final Investment Decision	Construction	Operating
Q4 2014	Q1 2015 – Q4 2017	Q4 2017

# GROWING THE GATEWAY

## Projected Capacities of Advanced Projects

- 2014 Westview Wood Pellet Terminal  
+2 Million T
- 2014 Ridley Terminals Expansion  
+12 Million T (Coal/Petcoke)
- 2017 Fairview Terminal Expansion 2A  
+0.5 Million TEU (Containers)
- 2017 Off-Dock Container Yard & Rail  
Terminal

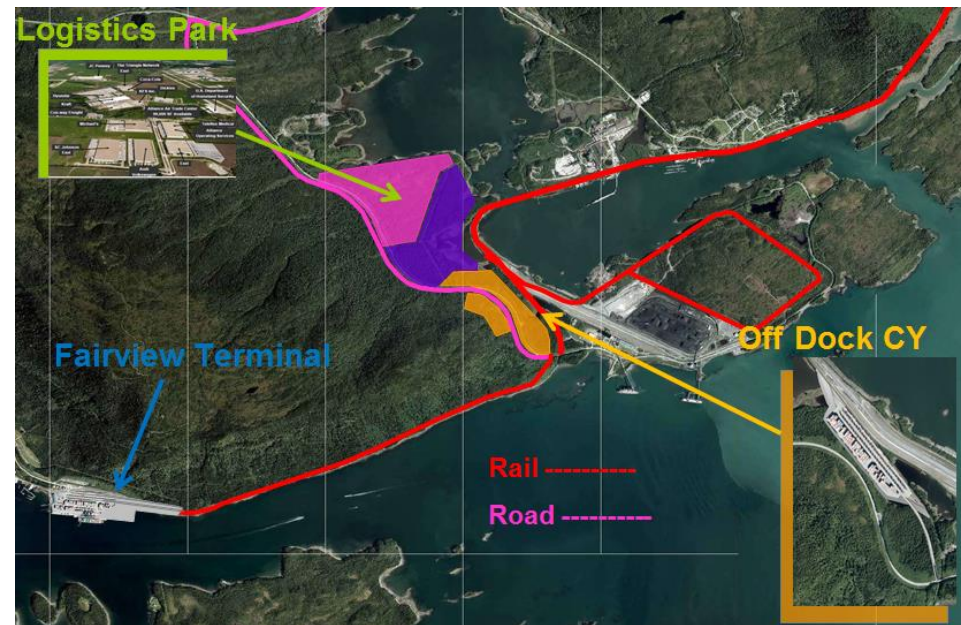


# PROJECTS SUPPORTING CONTAINER GROWTH

## Off Dock Container Yard & Logistics Complex

### Scope:

- Container yard with direct rail access to Fairview Terminal; used as storage location for empty containers
- Logistics park to support transloading of export commodities from truck and rail to ocean container



# GROWING THE GATEWAY



## Projected Capacities of Advanced Projects

- 2014 Westview Wood Pellet Terminal  
+2 Million T
- 2014 Ridley Terminals Expansion  
+12 Million T (Coal/Petcoke)
- 2017 Fairview Terminal Expansion 2A  
+0.5 Million TEU (Containers)
- 2017 Off-Dock Container Yard
- 2018 **Canpotex Potash Terminal**  
**+12 Million T**

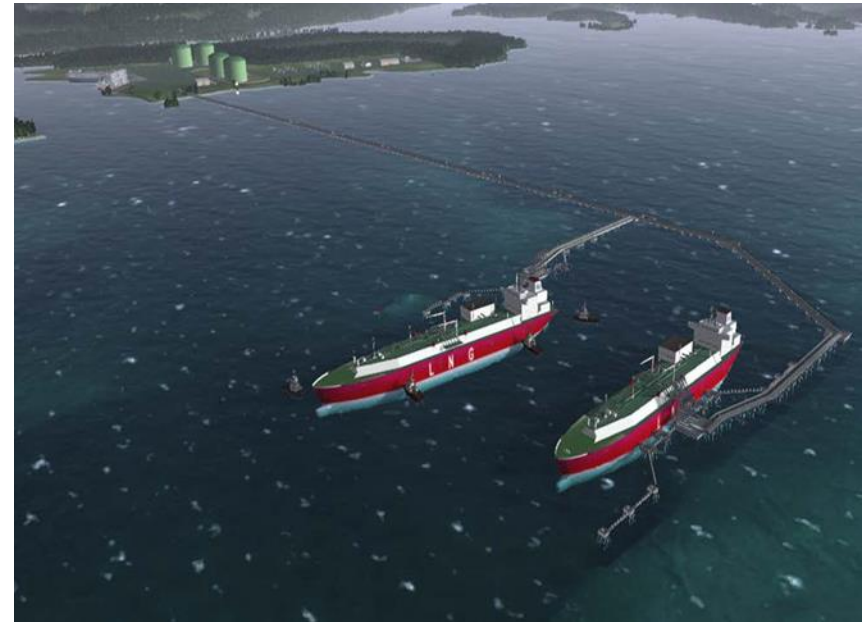


# GROWING THE GATEWAY



## Projected Capacities of Advanced Projects

- 2014 Westview Wood Pellet Terminal  
+2 Million T
- 2014 Ridley Terminals Expansion  
+12 Million T (Coal/Petcoke)
- 2017 Fairview Terminal Expansion 2A  
+0.5 Million TEU (Containers)
- 2017 Off-Dock Container Yard
- 2018 Canpotex Potash Terminal  
+12 Million T
- 2020 Pacific Northwest LNG (Petronas)  
+13 Million T (Liquefied Natural Gas)





# GROWING THE GATEWAY

## Projected Capacities of Advanced Projects

- 2014 Westview Wood Pellet Terminal  
+2 Million T
- 2014 Ridley Terminals Expansion  
+13 Million T (Coal/Petcoke)
- 2017 Fairview Terminal Expansion 2A  
+0.5 Million TEU (Containers)
- 2018 Off-Dock Container Yard
- 2019 Canpotex Potash Terminal  
+12 Million T
- 2021 Pacific Northwest LNG (*Petronas*)  
+13 Million T
- 2024 Prince Rupert LNG (*BG Group*)  
+13 Million T (Liquefied Natural Gas)



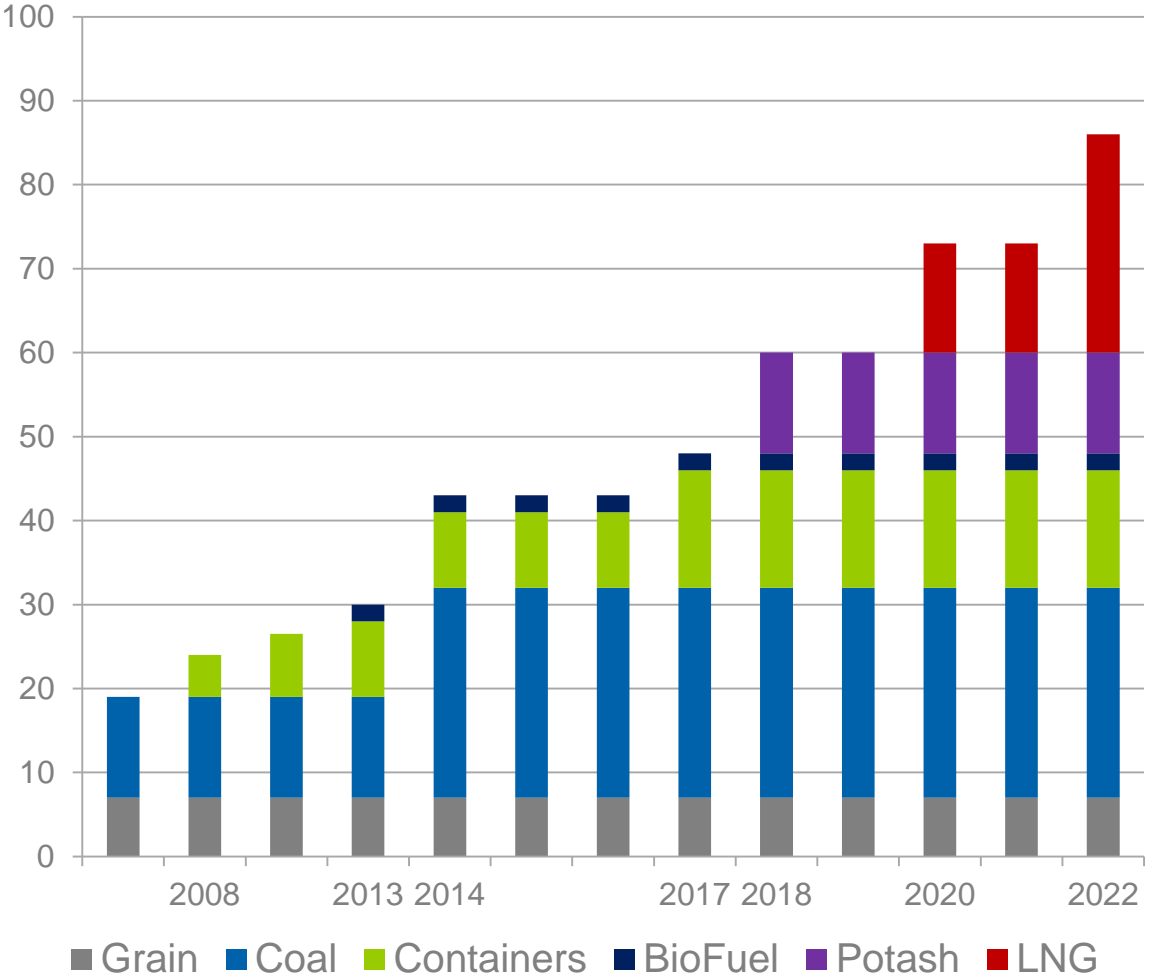
**BG GROUP**





# Port Capacity: Advanced Projects

*Million Metric Tonnes*



# RIDLEY INDUSTRIAL SITE



WHO WE ARE  
FACILITIES OVERVIEW  
STRATEGIC ADVANTAGES  
BUILDING THE GATEWAY  
MANAGING GROWTH SUSTAINABLY

# MARINE SAFETY & SECURITY

## Planning For Growth

- Deep, ice-free harbour year-round
- Direct, unobstructed access to Pacific shipping lanes
- Quantified risk assessments
- Mitigation identification and analysis
- Proactive updating of practices and procedures
- Preparing for increase of 500 to 2,000 vessels per year

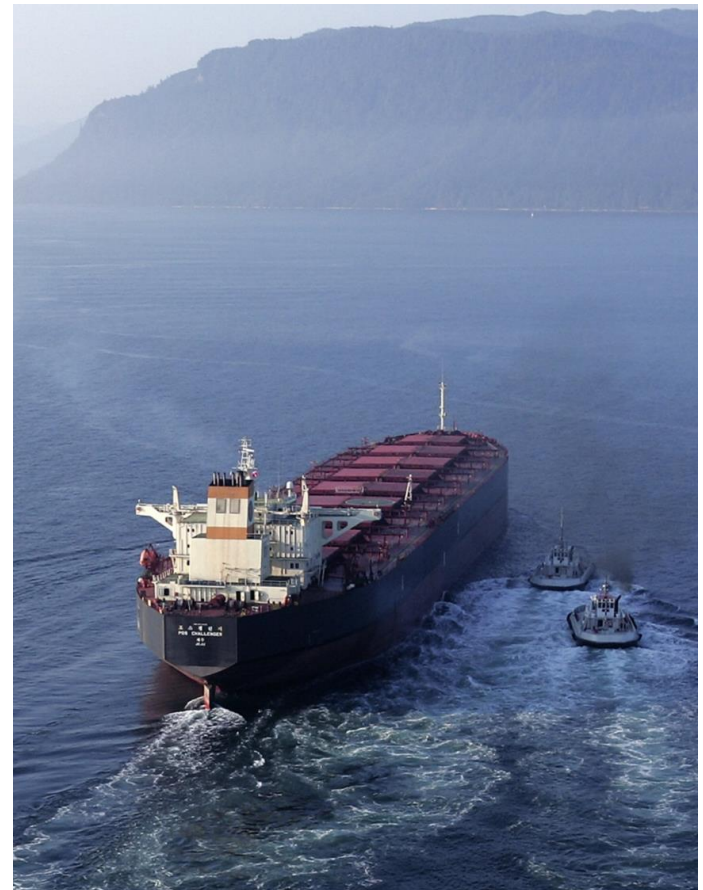


At the Port of Prince Rupert, a commitment to safe shipping is part of who we are. Local experts and organizations work together every day to apply industry-leading practices in vessel handling and harbour safety. Gordon Coutts and the crew of the Pacific Pilotage Authority's Pacific Pathfinder pilot launch vessel are part of the picture. Get the facts today at [www.rupertport.com/safety](http://www.rupertport.com/safety).

# ENVIRONMENTAL STEWARDSHIP

## Green Marine Program

- Cumulative monitoring, impact prevention and performance improvement:
  - Aquatic invasive species
  - Greenhouse gases & air pollutants
  - Water & Land pollution prevention (cargo residue, oily waters)
  - Conflict of use for ports and terminals (noise, dust, odours, light)
- Voluntary terminal membership



# COMMITMENT TO COMMUNITY

## Inform, Engage, Invest

- Strong community and labour support for expansion
- Landmark First Nations agreements
- Awareness & confidence in environmental stewardship, marine safety
- Communication, dialogue and consultation commitments
- Dedicated Community Investment Fund
- Leadership in community capacity initiatives



■ Kelsey, Steve and their co-workers at Pinnacle Renewable Energy Group's Houston production facility keep wood pellets flowing to Prince Rupert's new Westview pellet export terminal. As our gateway moves more cargo to overseas markets, it means jobs and prosperity for people in northern BC. Our terminals may be located in Prince Rupert, but we're building connections clear across Canada—and the globe. ■ Learn about the value of trade at [www.rupertport.com/connections](http://www.rupertport.com/connections).





**PORT OF PRINCE RUPERT**

**Welcome to Canada's Leading Edge**