



PORT OF PRINCE RUPERT

Welcome to North America's Leading Edge

AGENDA

PORT OVERVIEW
CONTAINER FACILITIES
GATEWAY DEVELOPMENT

AGENDA

PORT OVERVIEW

CONTAINER FACILITIES

GATEWAY DEVELOPMENT

PORT OF PRINCE RUPERT OVERVIEW

PORT AUTHORITY

Canadian Port Authorities

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

Our Mandate & Letters Patent

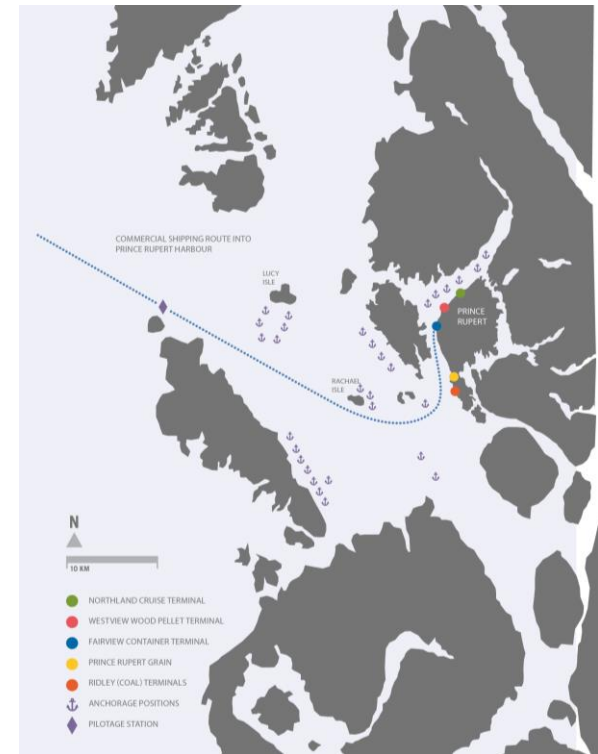
- Must be commercially viable
- Autonomous; governed by a Board of Directors
- Steward of Crown Land
- Act as an instrument of Canadian Trade

Our Vision

- To be a **innovative and integrated trade gateway** providing value and advantage to our customers and creating economic vitality for the community, region and whole of Canada.

Our Mission

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



PRINCE RUPERT'S STRATEGIC ADVANTAGES

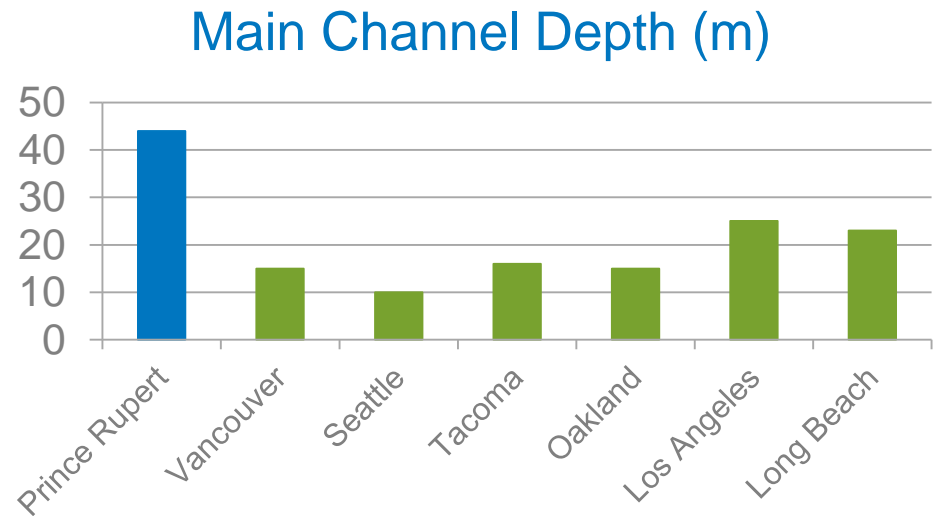
- Closest North American port to Asia
- Deepest natural harbor in North America
- Safe, sheltered and efficient access from international shipping lanes
- Superior and uncongested rail and road connection to Western Canada
- Exceptional community and labor support for expansion



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

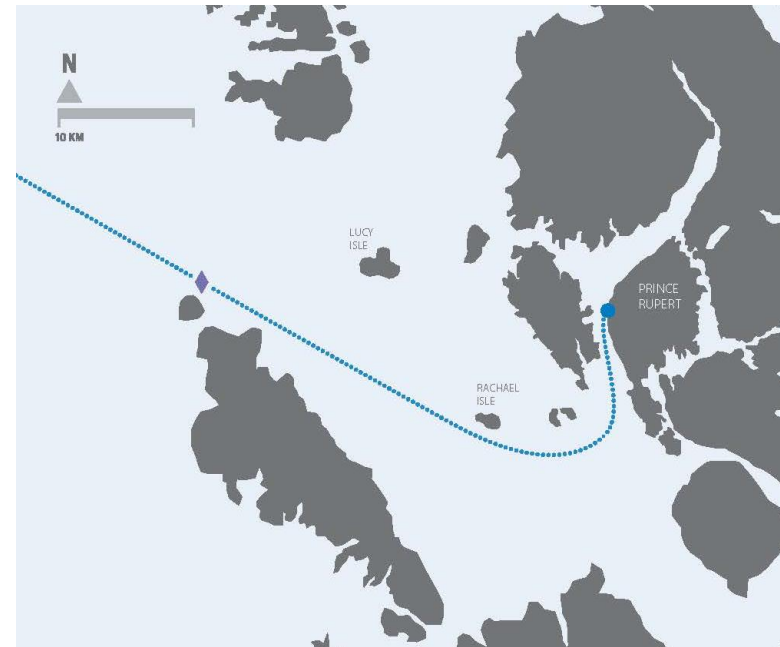
PRINCE RUPERT'S STRATEGIC ADVANTAGES

- 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

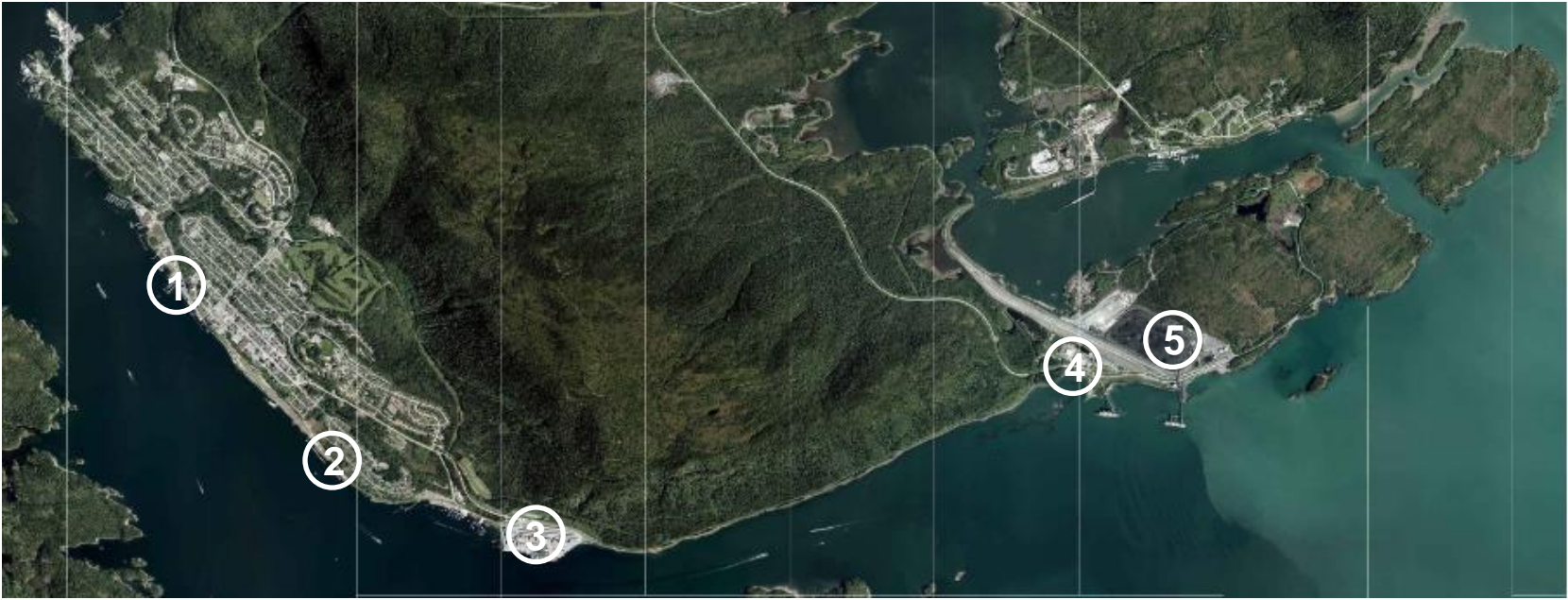
- Closest North American port to Asia
- Deepest natural harbor in North America
- Safe, sheltered and efficient access from international shipping lanes
- Superior and uncongested rail and road connection to Western Canada
- **Exceptional community and labor support for expansion**



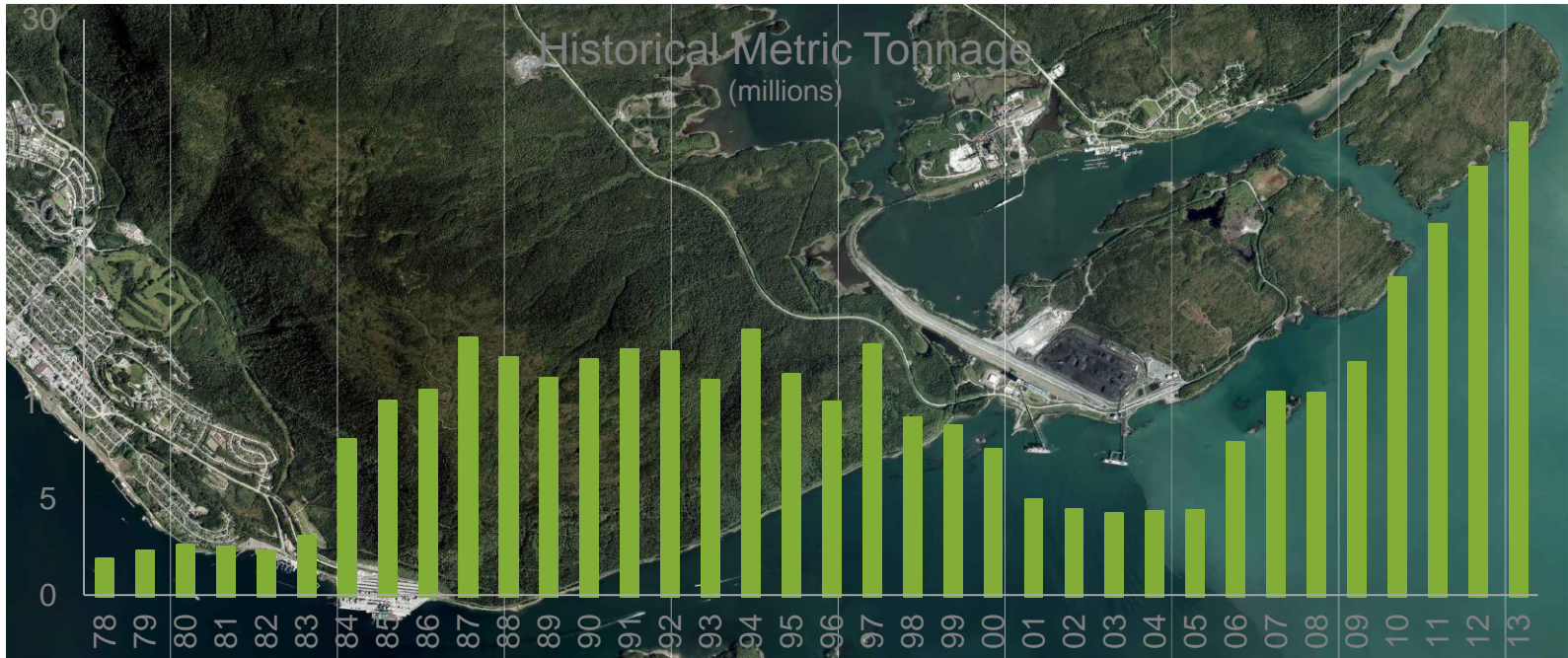
	Prince Rupert	Vancouver	Los Angeles
Employed by Port Operations	12.50%	1.53%	0.74%
TEU's/Person	47.07	1.18	0.48
Tonnes/Person	1857.48	53.86	10.70

PORT COMPLEX

EXISTING TERMINALS



PRPA CARGO VOLUMES – 2013



AGENDA

PORT OVERVIEW

CONTAINER FACILITIES

GATEWAY DEVELOPMENT



FAIRVIEW CONTAINER TERMINAL

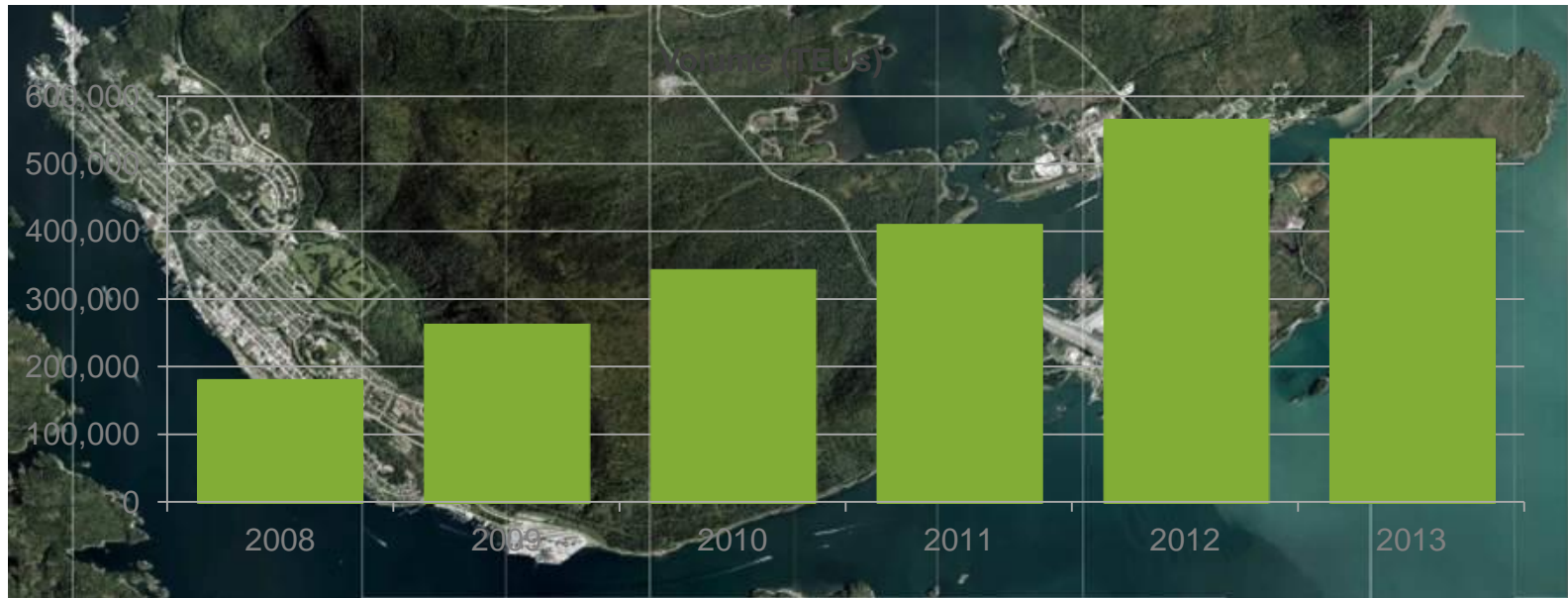
TERMINAL CHARACTERISTICS

Technical Features

- Terminal Capacity – 850,000 TEUs
*(initially 500,000 TEUs)
- 360 meter container quay
- 17.0 meter berth depth (low tide)
- 4 Ultra Post Panamax Cranes
- 7 working tracks (~12,000'), 6 storage tracks (~4,500')
- 4 Radiation Scanning Portals; on-site VACIS screening
- 72 Reefer Plugs



FAIRVIEW CONTAINER TERMINAL



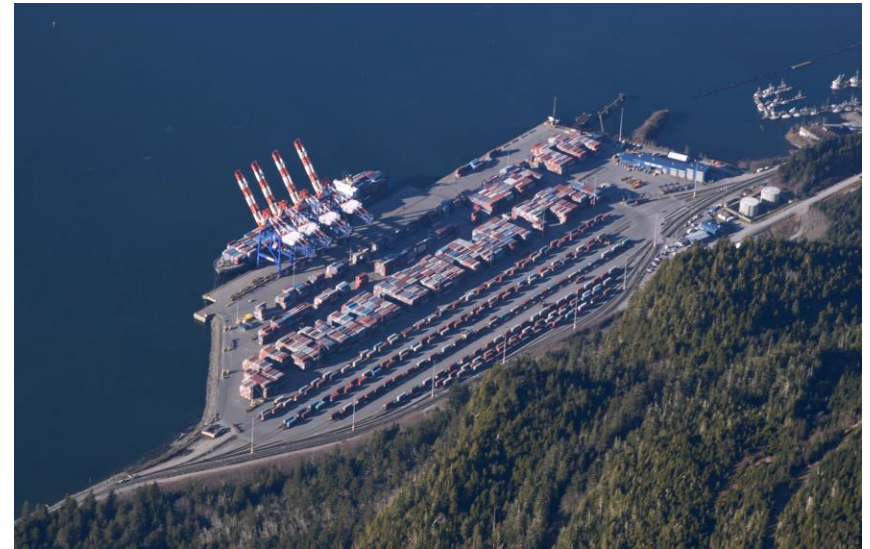
- Capacity: 850,000 TEUs
- 4 Vessel Calls a Week; Room for a 5th

CURRENT SERVICE WEEKLY MARINE CALLS

HPNW – *first* North American port of call from *Busan*

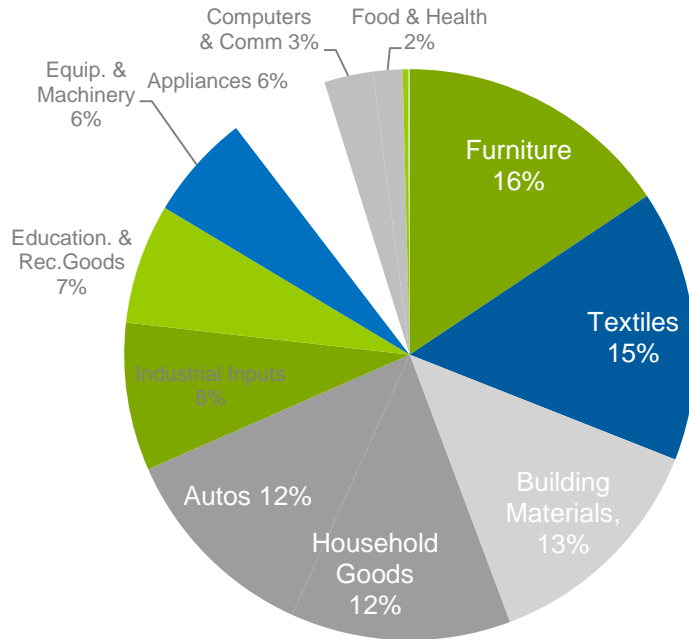
CEN – *first* North American port of call from *Shanghai*

CPNW – *first* North American port of call from *Shanghai*

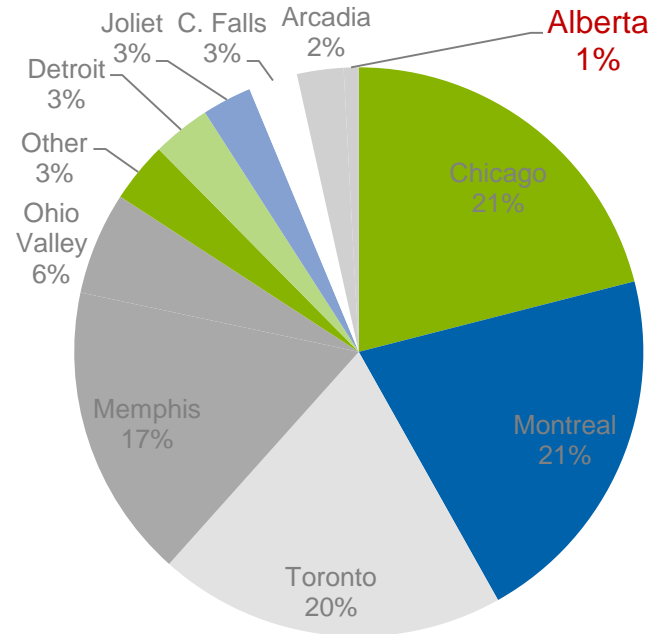


IMPORT VOLUMES & REACH

2013 Commodity Breakdown (Imports)

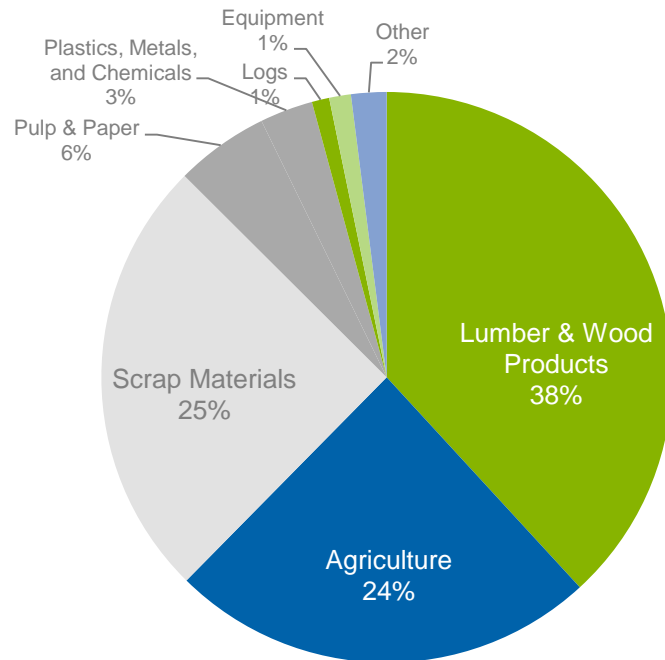


2013 Volumes by Import Destination

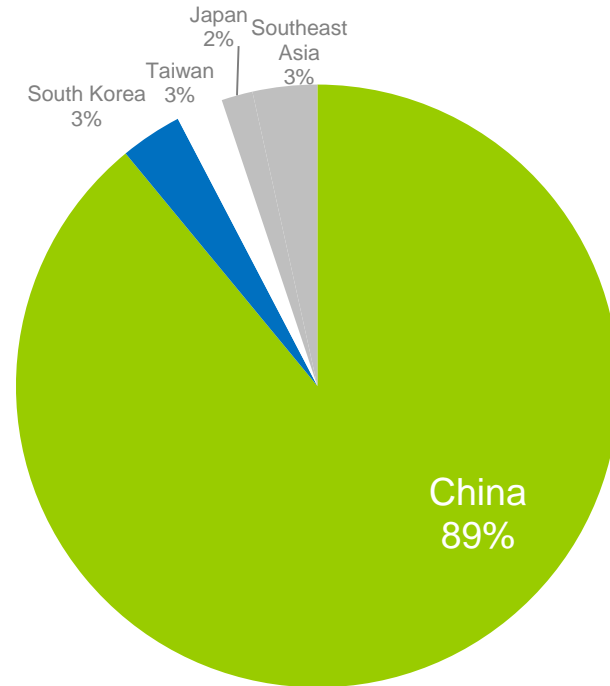


EXPORT VOLUMES & REACH

2013 Commodity Breakdown (Exports)



2013 Volumes by Export Destination



FAIRVIEW CONTAINER TERMINAL

TERMINAL OPERATIONS

Velocity & Fluidity

- Simplicity
- On-dock intermodal focus (IPI)
- Collaboration and cooperation of partners

Marine-Rail Interface

- Build train on terminal
- Scheduled rail service

Terminal Flow

- Minimal truck operation
- Scheduled coordination of trucking with terminal (pick up / drop off)
- Maher train crews
- High terminal productivity

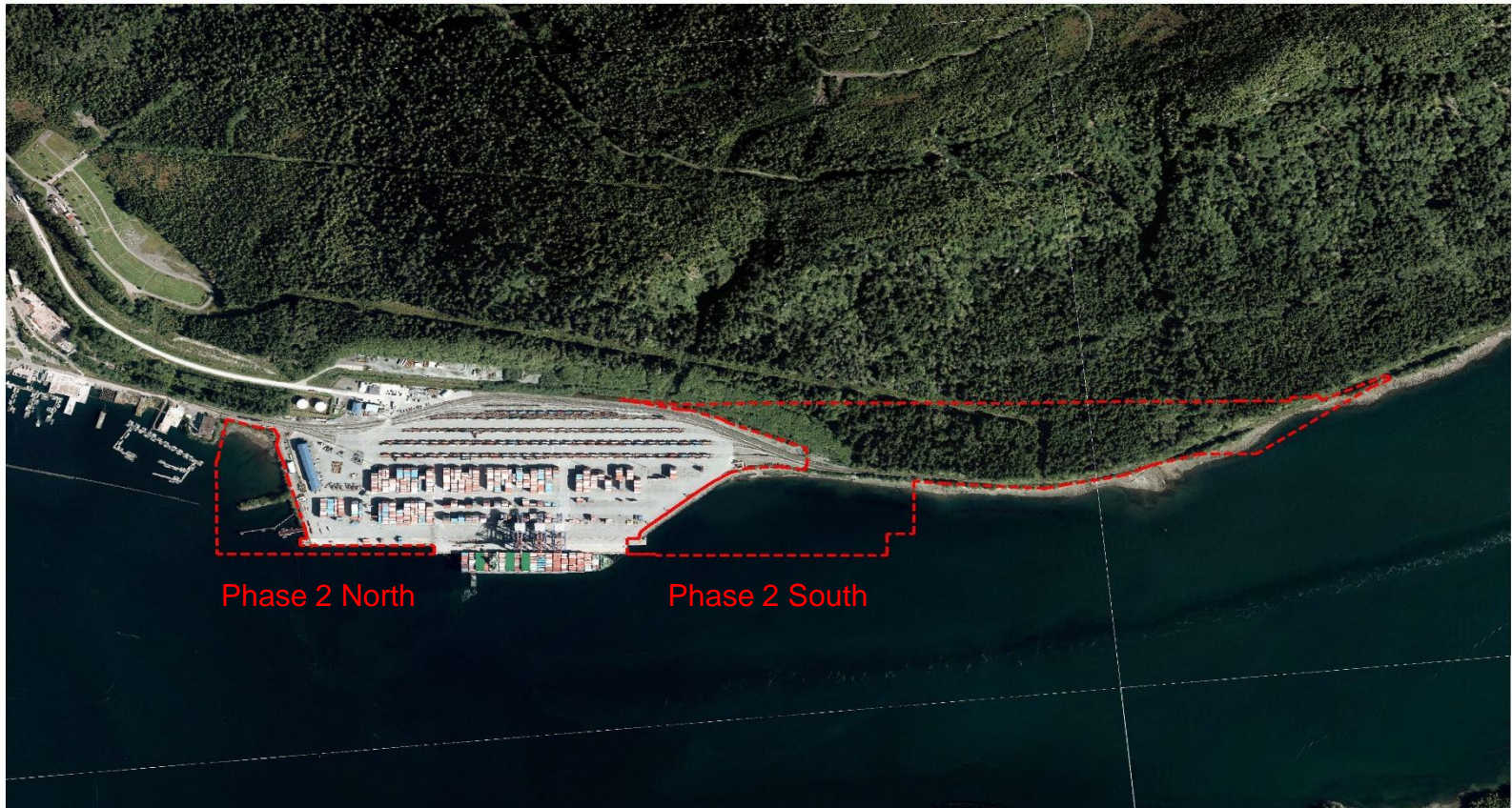


RAIL CAPACITY AT PORT OF PRINCE RUPERT



Rail Capacity	Length of Rail (feet)
On-Dock Rail – working (Maher)	12,464'
On-Dock Rail – storage (Maher)	4,592'
Downtown Rail Yard (CN)	18,830'
Kaieen Siding (CN)	13,380'
Tye Siding (CN)	13,000'
RRUC Ph. 1 - complete 2014 (PRPA)	58,988'
Off-Dock Container Yard - *complete 2017 (PRPA)	* In design phase

FAIRVIEW CONTAINER TERMINAL EXPANSION



INTEGRATION WITH FAIRVIEW TERMINAL



AGENDA

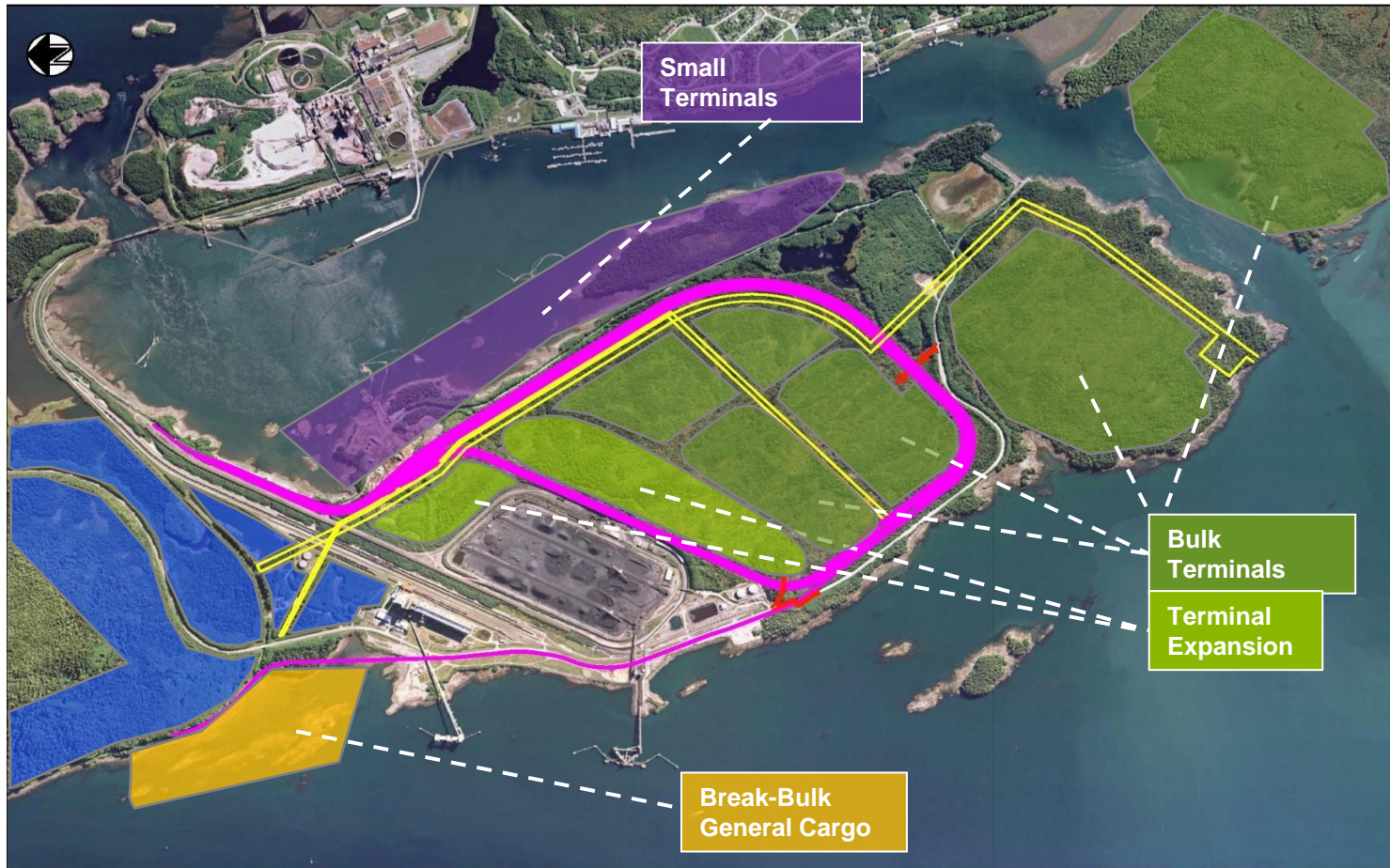
PORT OVERVIEW
CONTAINER FACILITIES
GATEWAY DEVELOPMENT

GATEWAY 2020 DEVELOPMENT VISION

DEFINING THE DEVELOPMENT OPPORTUNITIES



RIDLEY INDUSTRIAL SITE



RIDLEY INDUSTRIAL SITE

AERIAL

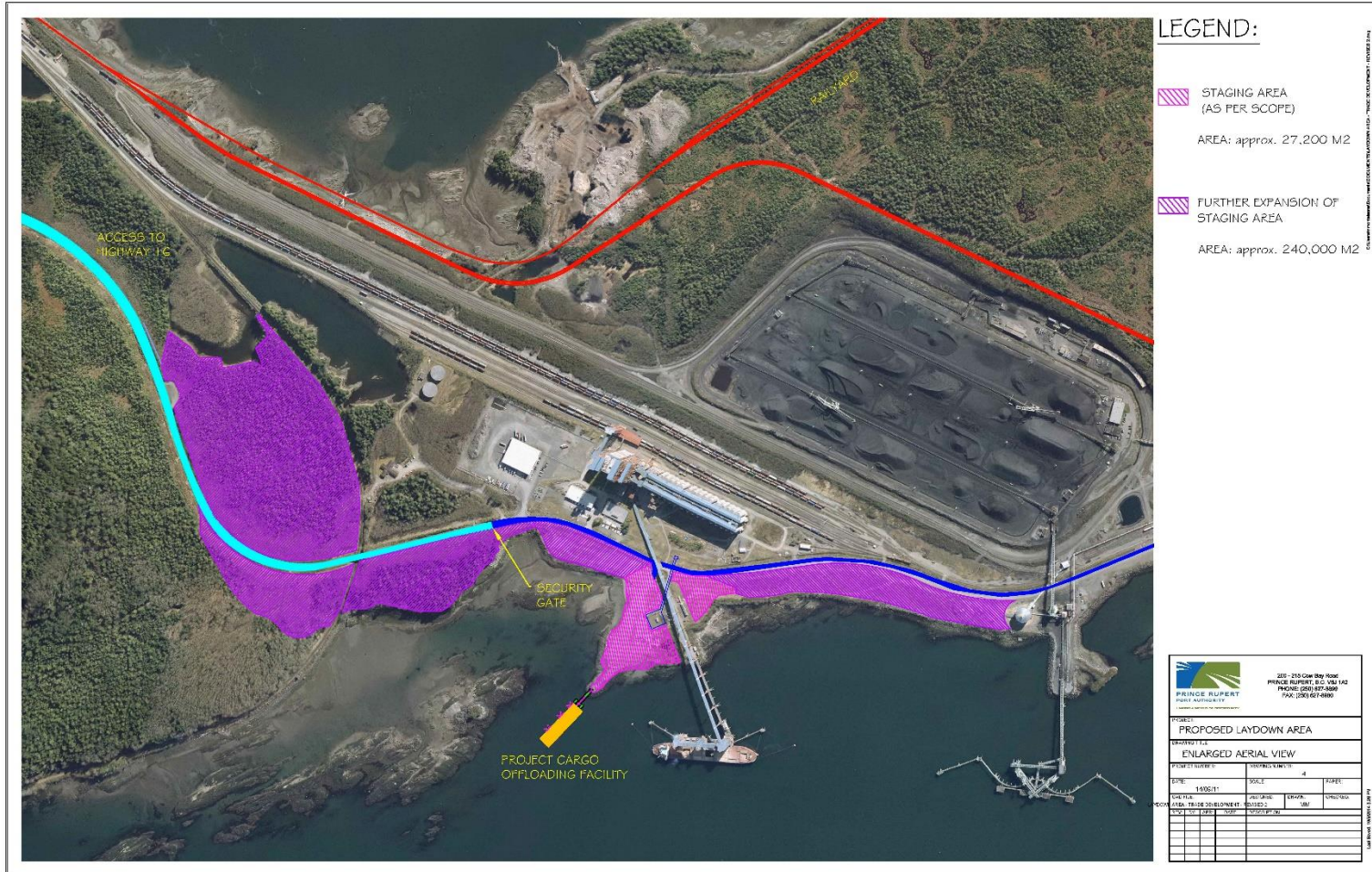


RIDLEY INDUSTRIAL SITE

AERIAL



RIDLEY BARGE TERMINAL



PICTURE OF SUCCESS





PORT OF PRINCE RUPERT

Welcome to Canada's Leading Edge