

MAIN

DP World's Prince Rupert Fairview Container Terminal offers many advantages to ensure fast cargo movement, including direct ship-to-rail container handling.

Photo courtesy of Prince Rupert Port Authority/CopperSky Productions.

PORT OF PRINCE RUPERT EXPANSION PLANS ARE CRITICAL TO CANADA'S INTERNATIONAL TRADE AMBITIONS





Shaun Stevenson,
President and CEO,
Prince Rupert Port Authority

Through the ups and downs of the Covid-19 pandemic, the Port of Prince Rupert has demonstrated the critical role it plays not only in Canada's economic prosperity, but also in the resiliency of its supply chains. Plans are currently underway at Canada's third-largest port to provide additional capacity with a focus on the build-out of its intermodal ecosystem.

The supply chain disruptions and congestion experienced in southern British Columbia and at other North American ports in the past year has emphasised the need for further capacity at the Port of Prince Rupert. The Prince Rupert Port Authority and DP World, a global leader in logistics and provider of smart supply chain solutions, recently announced plans to explore the feasibility of a second container terminal, which would double intermodal capacity at the port. Additionally, significant milestones have been reached on several critical gateway infrastructure projects in recent months to further accommodate the demand for growth in the near term and generate much needed resiliency in west coast trade corridors for decades to come.

FAIRVIEW CONTAINER TERMINAL CAPACITY WILL INCREASE TO 1.6 MILLION TEU THIS SUMMER AND UP TO A TOTAL OF 1.8 MILLION TEU BY 2024

The Phase 2B expansion of the Fairview Container Terminal is a response to the rapid growth in container traffic that Prince Rupert has achieved over the last



ABOVE
Container vessel in transit in Prince Rupert Harbour with an inbound cargo train and the parallel Fairview-Ridley Connector Corridor private haul road under construction in the background.

Photo courtesy of Prince Rupert Port Authority/Clearly Coastal.

five years and will help to provide the infrastructure necessary to meet increasing trade growth forecasts. The first stage of the expansion is now 50 per cent complete and will be finished in July 2022, increasing capacity at the Fairview Container Terminal to 1.6 million TEU, and making it the second-largest container terminal in the country.

The second stage of the expansion is set to be completed in late 2024 and will see the terminal's capacity grow to a total of 1.8 million TEU. This addition sets Prince Rupert up to become a leading strategic Canadian logistics hub, with a custom-built intermodal ecosystem, and road and rail access isolated from urban congestion and designed to handle high-volume container traffic.

“NEW CAPACITY AT FAIRVIEW CONTAINER TERMINAL... WILL PROVIDE UNPARALLELED SPEED, EFFICIENCY, AND COMPETITIVENESS THAT BENEFITS SHIPPERS”



THE NEW FAIRVIEW-RIDLEY CONNECTOR CORRIDOR IS ON TRACK TO BE COMPLETED IN JULY

When complete this summer, the Fairview-Ridley Connector Corridor will reroute container trucks from local transload and customs facilities directly to Fairview Container Terminal. The road is an integral development for the Port of Prince Rupert's intermodal ecosystem. It improves existing container terminal truck and rail operations by easing traffic congestion, removing wear on public road infrastructure, lowering costs and drastically reducing greenhouse gas and local air emissions through the more efficient routing. Construction work has been contracted to a local First Nations joint venture, the Coast Tsimshian Northern Contractors Alliance, ensuring local construction employment opportunities in the region.

ADVANCED PLANS FOR A STATE-OF-THE-ART EXPORT LOGISTICS FACILITY

Industry has signalled the need for added transloading and warehousing facilities in the Prince Rupert Gateway, and there is an opportunity to increase Prince Rupert's capacity to containerise and export many of Canada's key commodities, such as grains, resins, pulp, and lumber. To address this need, DP World, Ray-Mont Logistics, and the Prince Rupert Port Authority are in the advanced stages of developing a world-class logistics facility on Ridley Island exclusively for exports. The rail-served logistics centre will offer a unique combination of scale, speed and terminal integration that will become the new standard for export transload services on the west coast of North America.

ABOVE

Southern expansion construction underway at DP World's Prince Rupert Fairview Container Terminal. The work will be complete this summer, bringing the terminal's capacity to 1.6M TEU.

Photo courtesy of Prince Rupert Port Authority/ CopperSky Productions.

IMPORT LOGISTICS FACILITY TO JOIN INTEGRATED PRINCE RUPERT LOGISTICS ECOSYSTEM

The Metlakatla Development Corporation and the Prince Rupert Port Authority are also developing an import logistics facility on 34 acres near the Fairview Container Terminal. The South Kaien Import Logistics Facility, which will be integrated into the Prince Rupert Gateway's innovative logistics hub, is a critical component of the Port Authority's plan for even further growth by 2030 and another example of the value of collaboration for the economic prosperity of the entire region.

New capacity at Fairview Container Terminal, as well as the addition of import and export transloading and warehousing, will result in a fully integrated intermodal system that will provide unparalleled speed,

“WITH GLOBAL TRADE IN A CRITICAL TIME OF TRANSITION, SUPPLY CHAINS IN FLUX, AND PRESSURE MOUNTING TO DECARBONISE, THE PRINCE RUPERT GATEWAY IS POISED TO HELP CANADA’S ECONOMY REAP THE BENEFITS MORE THAN EVER BEFORE.”

efficiency, and competitiveness that benefits shippers, Canadian businesses, and consumers. This intermodal ecosystem will optimise container handling through supplementation of logistics and supply-chain services, giving shippers the ability to manipulate their cargoes at the gateway and providing greater agility for their supply chains. Moreover, the addition of these logistics services will render total intermodal capacity in excess of 2 million TEU for the Port of Prince Rupert.

In addition to strengthening the economy of northern British

Columbia, the projects will significantly increase Canada’s west coast container terminal capacity to support the growth and resilience of Canada’s supply chains and substantially scale up capacity for Canadian agricultural and forest product export sectors, creating new opportunities to compete in the global market.

BUILDING ON A 10-YEAR TRACK RECORD OF REGIONAL ECONOMIC SUCCESS

Over the past decade, the movement of goods through the Prince Rupert Gateway, and

employment in the port-related industries that support it, have more than doubled. This growth is a testament to the 3,700 people working directly in trucking and logistics, rail, marine and terminal operations, as well as the 2,400 others employed in businesses that service and support port industries, earning more than CA\$530 million (\$414 million) in wages each year to support their local economies.

The gateway workforce’s skills and dedication are contributing to the ever-growing reputation of the Port of Prince Rupert and northern BC as the most innovative and competitive trade gateway



LEFT
Conceptual aerial view of the Port of Prince Rupert’s existing and proposed intermodal infrastructure that together will make up the full build-out of its planned intermodal ecosystem.

Photo courtesy of Prince Rupert Port Authority.



in North America. In 2020, they continued to provide the critical link between global markets and both Canada's urban centres and its resource-rich regions. A record 32.4 million tonnes of cargo moved through the Port of Prince Rupert in 2020, including consumer goods, medical supplies, manufacturing components, and exports from Canada's agriculture, forestry, mining, and energy industries. This record volume was only possible because of the diverse range of cargoes that flow through the port which - unlike other major trade gateways - still has room to grow. Unconstrained by urbanisation, significant portions of Port of Prince Rupert lands have yet to be fully developed, leaving room for further diversification and expansion, to serve the needs of Canadian exporters.

With global trade in a critical time of transition, supply chains in flux, and pressure mounting to decarbonise, the Prince Rupert Gateway is poised to help Canada's economy reap the benefits more than ever before. A world-class labour force, combined with investments in leading technologies, smart infrastructure, best practice environmental management and the lowest carbon emission intensity in North America have positioned the Gateway as Canada's leading edge for international trade. By committing to investing in strategic infrastructure, diversifying cargoes and sustainably growing capacity, Prince Rupert is ready to handle the needs of the future.

To learn more about the Port of Prince Rupert, visit www.rupertport.com

"INDUSTRY HAS SIGNALLED THE NEED FOR ADDED TRANSLOADING AND WAREHOUSING FACILITIES IN THE PRINCE RUPERT GATEWAY"

ABOVE

Set for completion this July, the Fairview-Ridley Connector Corridor is pictured here under construction. When ready, the private haul road will offer efficiency gains for container truck traffic, improve the port's overall environmental performance, and activate DP World Prince Rupert's Fairview Container Terminal southern expansion.

Photo courtesy of Prince Rupert Port Authority/ CopperSky Productions.

ABOUT THE AUTHOR:

Shaun Stevenson was appointed President and CEO in August 2018. Shaun joined the Prince Rupert Port Authority in 1997 and assumed progressive roles, namely as Vice President, Trade Development and Public Affairs, to help lead the Port of Prince Rupert in its transformation and growth as a global trade gateway.

ABOUT THE ORGANISATION:

The Prince Rupert Port Authority manages the Port of Prince Rupert, Canada's northernmost trade gateway on the west coast. The Port of Prince Rupert anchors one of the fastest and most reliable supply chains between North America and Asia, providing vital infrastructure to support shippers and industries as they move their goods and resources to market. The port handles approximately CA\$60 billion (\$47 billion) in trade value per year and supports an estimated 3,700 direct supply chain jobs in northern BC, CA\$360 million (\$281 million) in annual wages, and CA\$147 million (\$115 million) in annual government revenue. In 2020, a record 32.4 million tonnes of cargo moved through the Port of Prince Rupert.