



Maher Terminals Inc. Selected as Container Terminal Operator

On July 26th, the Prince Rupert Port Authority announced that they had selected Mahe Terminals of Berkley Heights, New Jersey to operate a new container handling facility at Fairview Terminal in Prince Rupert. Mahe Terminals was selected by PRPA after an extensive review and competitive evaluation of container terminal operators from around the world. Mahe Terminals 60 years of industry experience and its excellent reputation with ocean carrier customers will provide the strategic partnership the Port of Prince Rupert has been seeking. Mahe Terminals owns and operates the largest container terminal in North America. Located at the Port of New York/New Jersey, the terminal is 605 acres in size and has a handling capacity of over 3.4 million TEUs, which is nearly twice the current container volume moving through the west coast of Canada.

Major Expansion in works for new Fairview “Container” Terminal

Also on July 26th, the Prince Rupert Port Authority announced that plans were in the works with its new operating partner, Mahe Terminals, to dramatically expand Fairview Terminal to nearly three times its current size. By 2009, it is anticipated that Fairview Terminal will be 150 acres in size and have a handling capacity of over 1.2 million TEUs per year, making it one of the largest container terminals in Canada. The expanded Fairview Terminal will be a benefit to all of Canada and a welcomed relief to Canadian and U.S. importers and exporters who have been challenged recently by severe capacity constraints at other west coast ports and inland rail & road systems. Furthermore, Fairview Terminal will be equipped with some of the largest super-post-panamax container cranes on the west coast of North America, allowing it to handle the largest generation of container vessels currently in existence or under construction.

The expansion of the Terminal will be in two phases. The first phase will be the conversion of the existing 50 acre facility to full containerization by mid to late 2006 at a cost of \$140-\$200 million and with an expected throughput capacity of over 400,000 TEUS. Phase two will be the further expansion to 150 acres at a cost of between \$240-\$300 million.

New Container Terminal means Economic Benefits for British Columbia

The conversion of Fairview Terminal into a container facility will provide significant economic benefits to not only Prince Rupert but to all of British Columbia. The construction of phase 1 alone will provide 120 man years of employment in the region and phase 2 will add an additional 580 man years. Container Terminals have significant “multiplier” effects on the local and regional economies because of the many secondary businesses that are created as a result of the container terminal operation. Furthermore, it is anticipated that many “value-added” manufacturing industries will consider locating in northern B.C. because they will now have a means to transport their finished goods to world markets. In the end, phase 1 is expected to have a job creation impact of between 500-800 jobs in northern B.C. and phase 2 will bring that level to over 2,000 jobs.

CNR / BC Rail Partnership – Good News for Port of Prince Rupert On July 2, 2004

Canadian National Railway announced that it had received approval from Canada's Competition Bureau for its \$1 billion BC Rail partnership transaction. With the BC Rail partnership, CN will be able to expand its east-west corridor into north-east and south-central British Columbia and will thus allow Prince Rupert terminal operators to capture a bigger share of the commodity market. CN, with its new BC Rail Partnership, is uniquely positioned to leverage the competitive advantages of the Port of Prince Rupert and move overseas international cargoes through the Port of Prince Rupert to eastern Canada and the Midwest of North America. Also, as part of the CNR/BC Rail Partnership, CN has committed to invest \$15 million in on-dock rail infrastructure and rail infrastructure improvements to accommodate double stack container trains on its BC north line in support of the new container terminal at the Port of Prince Rupert.

L.N.G. Project Proposed for Port of Prince Rupert

WestPac Terminal Inc of Calgary has entered into an agreement with Ridley Terminals Inc. (RTI) that will allow for the potential development, construction and operation of a liquefied natural gas (LNG) receiving terminal on lands presently leased by RTI from the Prince Rupert Port Authority. Ridley Island is the Port Authority's heavy industrial development property. The site offers more than 400 contiguous hectares (1000 acres) of waterfront land. With infrastructure in place, Ridley Island's physical features and many other attributes will allow WestPac Terminals Inc. to utilize RTI's existing dock facilities. The proposed terminal is scheduled to be operational by 2009 following the completion of all detailed design, construction and regulatory approvals.

Port of Prince Rupert Marine Facility Security Plans Approved by Transport Canada

The Prince Rupert Port Authority (PRPA) has received confirmation from Transport Canada that the Prince Rupert Port Authority and each of its terminal facilities comply with the International Ship and Port Facility Security Code (ISPS). The ISPS Code, which came into effect on July 1, 2004 — is an international agreement signed by all major trading economies of the world and seeks to establish an international framework of co-operation between governments, government agencies and the shipping and port industries in order to detect and take preventive measures against security issues affecting ships or port facilities used in international trade.

Prince Rupert Port Authority



the new world port