



*December 2007*

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**Prince Rupert 'Ahead of Curve" with 100% Radiation Scanning**

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While most North American ports are grappling with the challenge of scanning all containers for hidden nuclear cargo to meet the United States target by 2012, the Port of Prince Rupert is already there. Operations at the Port's recently-opened Fairview Container Terminal has featured 100 per cent scanning of inbound and outbound containers since commencing operations October 31 this year.

"We are definitely ahead of the curve," says Director Security & Operations **Gary Paulson**. "Our advantage is that the state-of-the-art radiation portals were planned in the design and installed as part of the terminal's operation."

As a result, containers moving through Prince Rupert and across Canada to Chicago or Memphis are going through a much more rigorous and layered security system to detect dirty bombs than containers going to the same destinations from other ports. This includes U.S. ports that are currently scanning only one per cent of the seven million containers arriving annually.

In addition to scanning 100 per cent of containers through the radiation portals, the Canada Border Services Agency also use a VACIS x-ray machine at the terminal for a more detailed view of the contents of targeted containers. Then containers out of

Prince Rupert for the U.S. are subjected to a second layer of security at the U.S. border where radiation portals as well as VACIS x-ray machines scan and screen 100 percent of containers on CN trains as they cross the border to enter the country.

### **Container Examination Facility Using State-of-the-Art Detection Equipment**

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Canada Border Services Agency (CBSA) personnel are using state-of-the-art contraband and radiation detection equipment to inspect containers at Quickload Terminals' Container Examination Facility (CEF).

The inspection of targeted containers, identified from the ship's manifest, is intended to prevent containerized shipping through Prince Rupert from being exploited by criminals and terrorists, and to stop illegal and dangerous goods from gaining entry into Canada.

The container inspection operations are integrated with Maher Terminals and CN operations to ensure containers are returned to Fairview Terminal in time to be loaded onto trains and transported to their destinations within the shippers' expected delivery time frame.

### **Prince Rupert Tug Services Bulk up for Container Vessels**

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The enhanced tug services for the new Prince Rupert Container Terminal are capable of handling the container ships calling on the port in all weather conditions. The primary tug service, Smit Marine, bulked up its Prince Rupert capacity with the addition of the Clyde, a 4,900 hp Azimuth Stern Drive tug relocated from Rotterdam where it handled container ships. Smit also has two 1,800 hp tugs, one used in normal weather with the Clyde and both in adverse weather.

Prince Rupert has additional tug capacity in Minette Bay Marine Services, with their two 50 tonne pull tractor tugs.

The Smit tugs' capabilities were already put to the test in adverse weather conditions and successfully handled the challenge with plenty of capacity to spare.

## Wishes of Best of Season and Prosperous 2008 from PRPA Staff

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2007 has been a momentous year for the Port of Prince Rupert with the completion and opening of the Prince Rupert Container Terminal and the creation of the new Asia-North America express gateway, the first transpacific trade corridor created in 100 years.

We thank all of our partners, stakeholders and other people who have believed in our vision to link a new world of opportunities through this New World Port. We couldn't have accomplished this transformation and historic milestone without their commitment and support.

On behalf of the staff and the Board of Directors of the Prince Rupert Port Authority, I want to wish you a very Merry Christmas and a healthy and prosperous 2008.

Sincerely

Don Krusel  
President & CEO  
Prince Rupert Port Authority

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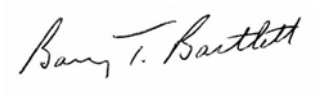
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54 North respects and values the opinions of our readers. Please let us know your story ideas or feedback to improve the quality of our communications to you.

Sincerely,



Barry Bartlett, 54 North Editor

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