

1st Year Anniversary

Fairview Terminal Success a Testimonial to Workforce & Partners

Prince Rupert, B.C.; November 17, 2008 – The record-setting month of October and last vessel of the month that marked the first anniversary of Fairview Container Terminal operations is a fitting testimonial to the dedication of the new workforce and teamwork among the partners, says Prince Rupert Port Authority President & CEO **Don Krusel**.

Fairview Terminal crews offloaded and loaded 3,402 TEUs from the 5,400 TEU Hanjin Berlin, bringing the total to 28,296 TEUs for the month of October and 131,084 TEUs for the year to date. The October throughput is 52% higher than September and a 177% increase over the first month of operations in November 2007 when the terminal handled 10,225 TEUs.

“The commitment and dedication of the men and women who make up the new workforce, combined with the team work and professionalism of the partners - all working together to make the new express trade corridor a resounding global success, has been nothing short of outstanding,” notes Mr. Krusel. “We’ve had our fair share of adversity and challenges associated with a start-up that has been compounded by a global economic downturn, which we have not only overcome but made us stronger and better.”

Highlights for the first year of operations include:

- 69 container vessel calls
- Vessels have arrived & departed on schedule
- 147,787 TEUs handled, average of 2,142 TEUs per vessel,
- 30% of backhaul containers fully laden with exports
- Yokohama, Japan to Chicago transit time: 12 days
- Maximum container dwell time at the terminal: 48 hrs
- Prince Rupert to Chicago average rail transit time: 94 hrs
- 100% of containers scanned for radiation

“The continued growth in container traffic through Prince Rupert reflects the increasing confidence of shippers in the quality and consistency of the service we are providing them,” says PRPA Board of Directors Chair **Dale MacLean**, adding “the new Port of Prince Rupert-anchored trade corridor is quickly gaining an international reputation for delivering on its promise of unsurpassed reliability, efficiency and speed, which has raised the bar for other North American ports.”

While CN, Maher Terminals, the COSCO-CKYH Alliance and PRPA are the most visible partners, Krusel notes that the “unsung heroes”, including the International Longshore & Warehouse Union (ILWU), Canadian Border Services Agency (CBSA), SMIT Marine and Quickload CEF, deserve special recognition.

“This northern express trade corridor is only as strong as its weakest link. Our local partners have made it very clear by their determination and actions that Prince Rupert will be one of the strongest links.”

As the container volumes through Prince Rupert have ramped up, so have the local employment and business opportunities. In a region with the highest unemployment rate in the province, the container terminal operations have created and filled an estimated 350 direct positions to date, mostly good-paying jobs, with the ILWU, PRPA, CBSA, Maher, Quickload and BC Commissionaires. Based on the multiplier effect for ports, it is estimated another 350-400 indirect and induced jobs have also been created in the area. All employers have committed to hiring locally, which is reflected in the make-up of their workforces.

ILWU Local 505 Secretary-Treasurer **Tom MacDonald** calculates their workforce has increased by over 200%. “We now have 50 to 75 members working full time where we had none before the opening of the container terminal.”

Mr. MacDonald says many other casual employees continue to see their weekly working hours increase with the ramping up of both the initial PNW service as well as the second CEN service that began calling in July. He also noted that the ILWU membership reflects the demographic diversity of the community, and includes about 15% women in a traditionally male work environment. Other employers continuing to hire locally include the CBSA and BC Commissionaires.

“The Fairview Terminal began operations as North American ports were revising downward their container import projections to reflect the U.S’s troubled economy,” notes Mr. Krusel. “While initial container volumes may not have met initial expectations, our month over month throughput is seeing significant growth when other west coast ports are experiencing declines. This certainly speaks well of our business model, strategic advantages and shippers’ satisfaction with our performance because of the world-class quality of our workforce.”

And while it is difficult to project how long the current global economic downturn will continue and its potential impact on the Port of Prince Rupert, Mr. Krusel is optimistic that its competitive advantages - including a high-performing and dedicated workforce – will help Prince Rupert weather the economic turbulence better than other West Coast ports.

“Fairview Terminal handled in excess of 3,000 TEUs for each of the first four vessels in November, which is another first and generates increased employment. In addition, we are moving ahead with the Phase 2 expansion. The Canpotex bulk potash terminal project is also progressing according to plan. We are focusing much of our resources on building out Ridley Island with container-related support services to further improve the northern gateway’s performance and take advantage of other terminal development opportunities.”

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