

For Immediate Release

Port of Prince Rupert Ship Has Come In

Prince Rupert, B.C.: October 31, 2007 – A decade after conceiving the vision for containerization, and only two years from the start of construction to transform the Fairview Terminal from break-bulk to containers, the Port of Prince Rupert’s ship has come in.

On Tuesday evening, October 30, the 5,400 TEU (20-foot equivalent units) COSCO container vessel ANTWERP sailed into Prince Rupert Harbour and berthed at the new Fairview Container Terminal.

“The significance of the event goes well beyond opening a new chapter for Prince Rupert or even British Columbia,” notes Prince Rupert Port Authority (PRPA) Chair **Dale MacLean**. “When it touched the shores of North America at the Fairview Container Terminal, the ANTWERP activated the first new transpacific trade corridor to be created on this continent in 100 years. The wave from this ripple effect will travel from Prince Rupert to the mid west and back again.”

And not just any trade corridor. A collaboration of CN, Maher Terminals and the PRPA, also in partnership with the Government of Canada and the Government of BC, the new service is designed to offer shippers a new express gateway with unparalleled reliability, speed and efficiency to move their merchandise between the North American mid west and Asia.

“We were in the enviable position of building, not only this state-of-the-art container terminal, but a high-efficiency express trade corridor virtually from the ground up,” explains PRPA President & CEO **Don Krusel**. “The extremely exciting day for us has now arrived to put our new business model to the test and begin to realize the full economic benefits for Prince Rupert and along the northern transportation corridor that we have envisioned.”

The containers, filled with a variety of merchandise for large eastern retailers, originated in the Chinese ports of Hong Kong, Yantian, Qingdao, Dalian and Xiamen as well as Yokohama, Japan. This is part of the CKYH Alliance’s Pacific Northwest Butterfly South Loop service, of which COSCO is one of four shipping lines, that will see a container ship from a string of nine 5,400 TEU vessels make a weekly call to Prince Rupert.

“COSCO’s vision is clear, it includes strong growth in trade between China and North America and given the facilities developed in Prince Rupert,” says **Dave Bedwell**, Executive Vice President, Cosco Container Lines. “COSCO will be able to build on the advantages and become a long term supporter of the gateway in Prince Rupert.”

Maher Terminal crane operators began offloading the first of about 1,100 TEUs from the ANTWERP shortly after midnight. The containers are being loaded onto Maher bombcarts, and driven through one of four Canada Border Service Agency's radiation portals before going to the intermodal yard less than 200 metres away for loading onto the rail cars. In the meantime, Maher's 17 reach stackers are offloading about 600 containers, many filled with paper products, that arrived on the CN train from the east and double stacking them on the terminal to be loaded onto the ANTWERP.

“Unlike most terminals in North America, the Fairview Terminal is specifically designed for the efficient movement of containers between vessel and rail,” explains Maher Terminals Executive Vice President Sales & Marketing **Frans van Riemsdyk**. “The terminal's on-dock rail operations maximizes efficiency and provides a favourable environmental impact when compared with terminals with larger concentrations of truck traffic and off-dock rail facilities”

The ANTWERP is scheduled to depart from the Fairview Terminal on Thursday, November 1. After calls in Vancouver and Seattle, the ANTWERP will sail back to Hong Kong to complete the butterfly service loop.

CN is positioned to provide shippers with a seamless door-to-door transportation solution and ensure the safe and secure flow of goods throughout the North American continent with precision execution. Containers are loaded to railcars immediately after discharge and are expedited to a network of eastern destinations including Chicago Memphis, Toronto and Montreal. This new express route to mid-continental North America will assist manufactures and retailers to lower inventory costs and improve their overall supply chain economics.

The collaboration between the Canadian and United States border services to review manifests before containers are loaded in Asia and to collectively identify containers to be opened and examined in Prince Rupert means CN trains will only be slowed down to pass the rail cars through security scanners at the border before entering the U.S.

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To download high resolution photos of the COSCO Antwerp and Port of Prince Rupert container terminal, please copy and paste the following link into your Windows Explorer browser (not Internet Explorer): <ftp://filer.download@www.rupertport.com>



Contacts: Barry Bartlett, Manager, Corporate Communications
Prince Rupert Port Authority
Cell: (250) 627-9693 Phone: (250) 627-2509

Dave Bedwell, Executive Vice President
Cosco Container Lines
Cell: (604) 351 6806 Phone: (604) 895 8803

Frans van Riemsdyk, Executive VP Sales & Marketing
Maher Terminals
Phone: (908) 665-2100 Ext. 5109

Kelli Svendsen, Regional Manager Public Affairs
CN
Cell: (604) 240-7037 Phone: (604) 589-6512



Backgrounder

Port of Prince Rupert

Strategically situated on the direct great circle route from Asia, Prince Rupert is more than a day's sailing time closer to Asia than Vancouver and Seattle and nearly three days closer than LA/Long Beach. The Port of Prince Rupert has the deepest natural harbour in North America and the safest West Coast harbour with extensive capacity to expand. Prince Rupert is connected to the fastest and most effective rail line across the Rockies, which also has significant capacity available to accommodate Prince Rupert's growth. The Port is anchoring a high-speed 'Express Gateway' that will result in containers shipped from Asia arriving at their North American mid west destinations faster than through other North American ports. The Port is building upon Prince Rupert's strategic advantages to achieve container capacity of at least 4 million TEUs by 2020, which is aligned with Asia-Pacific Gateway & Corridor Initiative targets. New cruise ship facilities and a maturing cruise ship operation are also opening new opportunities to develop and grow Prince Rupert into a premier cruise port on the west coast of North America. For more information, visit www.rupertport.com.

Strategic Advantages

- Closest North American Port to Asia by up to three days
- Deep Natural Harbour in North America:
 - Inner Harbour: 35-44 metres (low tide)
 - Wharf Depth: 18.7 metres (low tide)
- Safest West Coast port with efficient access from International Shipping Lanes
- Community Goodwill
- Excellent Union/Labour Support and Cooperation
- Superior, un-congested Rail Connection to North American Mid West
- First Dedicated Intermodal Container Terminal in North America
- Immediate Capacity for Growth

China Ocean Shipping (Group) Company (COSCO) Backgrounder

COSCO is a diversified services company with one of the most recognized and admired brand names in the world focusing mainly on shipping and modern logistics businesses. The group also serves as an independent ship agency and provides services in freight forwarding, new building, ship repairing, terminal operation, container manufacturing, trade, financing, real estate, IT and contract employment. COSCO, China's biggest container shipping company with 127 container vessels and over 320,000-container shipping volume, also has extensive pacific infrastructure connecting mainland China, Taiwan, Busan, Japan, South East Asia to over 30 thousand US inland points. These are supported by more than 300 freight organizations in Shanghai, Shenzhen, Hong Kong, Xiamen, Qingdao, Guangzhou, Dalian, Tianjin, Wuhan, Beijing and other coastal & inland cities. COSCO is also. Through its extensive sales and services network, COSCO is committed to providing customers with fast and quality global container transportation and has a schedule accuracy worldwide of 95% or higher and 100% schedule accuracy for US trade. For more information, please visit COSCO's Web site: www.cosco.com.



Canadian National Railway (CN)

CN is a leader in the North American rail industry. CN provides shippers with a wide range of competitive options and greater reach in the rapidly expanding market for north-south trade. CN has one of the best operating ratios in this industry and is committed to moving more freight, more quickly and with fewer assets. CN is the only railroad which crosses the continent east-west and north-south, serving ports on the Atlantic, Pacific and Gulf coasts while linking customers to all three NAFTA nations. For more information, visit www.cn.ca.

Maher Terminals of Canada

Maher is one of the world's largest, independent, multi-user container terminal operators and is a leader in the development of innovative container management systems. The facility will be equipped with some of the largest cranes on the West Coast to service the newest super post-Panamax vessels that can handle up to 12,500 TEUs. Maher has facilities in the Port of New York and New Jersey where it has operated since 1946 and currently operates North America's largest marine terminal. For more information, visit www.maherterminals.com