



**For Immediate Release**

**July 26, 2005**

### **Contract for Project Management Services Awarded**

PRINCE RUPERT, BRITISH COLUMBIA – The Prince Rupert Port Authority announced today that it has awarded the project management services contract for Phase I of the Fairview Container Terminal conversion to the engineering firm Moffatt & Nichol. Moffatt & Nichol, the North American leader in the planning, design, and project management of container terminal facilities, has managed the design and construction of more than 100 container terminals worldwide.

Moffatt & Nichol is very familiar with the Fairview Terminal conversion project, having developed the conceptual plan and layout of the Phase I conversion and Phase II expansion of the project. The company begins work August 1, 2005, on pre-construction activities.

Don Krusel, President and CEO of the Prince Rupert Port Authority said, “The award of the project management contract is the first major step towards the commencement of construction activities that will transform Fairview Terminal into Canada’s newest West Coast container gateway. Given the size and complexity of the construction project, we are pleased to count on the experience and knowledge that Moffatt & Nichol bring to the Prince Rupert facility from their management of similar projects around the world.”

Harold Westerman, Branch Manager of Moffatt & Nichol’s Vancouver office said he is excited to be working on the Fairview project again. “We recently completed master planning of the Fairview conversion for CN, Maher Terminals, and the Port Authority, so we are pleased to continue our involvement with the team by providing project management services during the tendering and construction phase of the project.”

Tendering for the construction work will begin within the next two weeks. The first tender will be for the wharf construction, involving the extension of the existing dock by 60 feet into deeper water and building the infrastructure for the Super Post Panamax cranes. Maher Terminals Ltd., the terminal operator, has already tendered for the cranes. The cranes will be delivered by late 2006 or early 2007.

Phase I of the container terminal development, scheduled for completion in Q1 2007 will handle 500,000 TEUs per year. Phase II, scheduled for completion in 2010, will handle an additional 1,500,000 TEUs per year, for a total handling capacity of 2 million TEUs annually. The terminal is designed to be 98% marine to rail intermodal, virtually eliminating the need for trucks.

The Port of Prince Rupert is closer to Asia than any other port in North America by at least one days’ sailing time. In fact, the Port of Prince Rupert provides the closest sea/land route between Asia and the American industrial heartland.

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