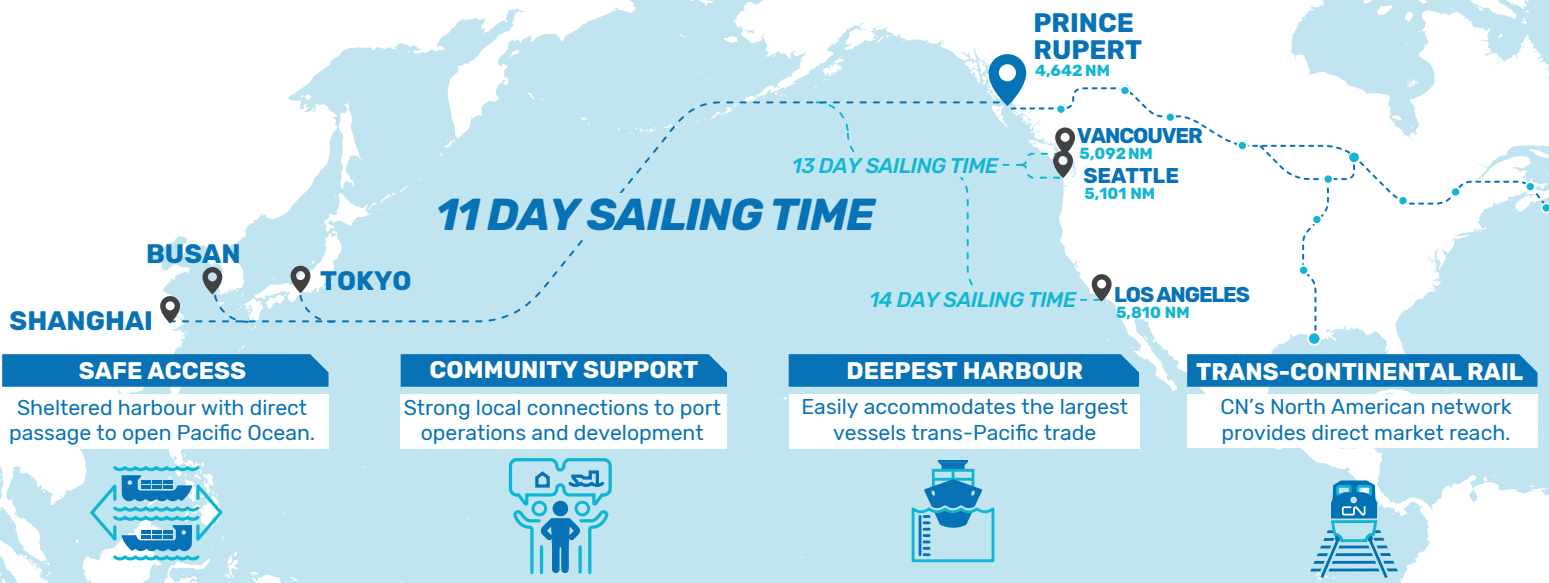


## GROWING CANADIAN TRADE

Fast, reliable and with room to grow, the Prince Rupert Port Authority is a competitive trade solution for Canadian industries. This fact sheet illustrates the many reasons why the Port is the smartest choice on the West Coast. First and foremost among those reasons: Prince Rupert is the gateway to North America's shortest route to Asia – by up to three days sailing time.



### SAFE ACCESS

Sheltered harbour with direct passage to open Pacific Ocean.



### COMMUNITY SUPPORT

Strong local connections to port operations and development



### DEEPEST HARBOUR

Easily accommodates the largest vessels trans-Pacific trade



### TRANS-CONTINENTAL RAIL

CN's North American network provides direct market reach.



**\$60 BILLION**  
ANNUAL TRADE

THIS TRADE GENERATES **\$1 BILLION** IN ECONOMIC ACTIVITY ACROSS NORTHERN BC THROUGH THE TRANSPORTATION OF GOODS WITHIN THE GATEWAY.

**3700 JOBS**  
DIRECT

THE COMBINED PORT-RELATED WORKFORCE GENERATES MORE THAN **\$360 MILLION** IN ANNUAL WAGES FOR NORTHERN BC FAMILIES. EMPLOYMENT SURGED BY **3%** BETWEEN 2018 TO 2020.

**\$147 MILLION**  
GOVT REVENUE

ANNUAL TAX CONTRIBUTIONS TO ALL LEVELS OF GOVERNMENT FROM THE COMPANIES AND WORKERS THAT KEEP THE PORT MOVING.



**6 MODERN**  
TERMINALS

3 DRY BULK, 1 LIQUID BULK, 1 CONTAINER & 1 CRUISE.



**32.4 MILLION**  
TONNES

SHIPPED IN 2020 A 9% GROWTH IN PORT-WIDE VOLUME



**#3 LARGEST**  
PORT

IN CANADA BY VALUE OF TRADE.

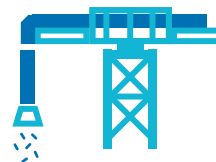
## 2020 HIGHLIGHTS



**26% GROWTH**  
IN BULK GRAIN  
AT PRG



**1.4M TONNES**  
IN PROPANE  
VOLUMES AT RIPET



**33% GROWTH**  
IN WOOD PELLETS  
AT WESTVIEW



**26% GROWTH**  
AT RIDLEY  
TERMINAL



## ENVIRONMENTAL STEWARDSHIP

The Prince Rupert Port Authority is committed to growing safely, responsibly and sustainably. We minimize our local and global impact through innovative and integrated port development planning, which includes programs and initiatives dedicated to:

- Carbon emissions inventory
- Emissions and noise reduction incentive programs for vessels
- Air, water, noise and invasive species monitoring
- Marine mammal protection



## MARINE SAFETY

The Port's natural attributes and our proactive mitigation of safety and security issues ensures Prince Rupert is the safest port on the west coast of North America, with the lowest risk for vessel incidents. Some factors that contribute to our safety record include:

- Shortest west coast route to open water
- Less marine traffic and congestion
- Advanced port navigation systems



## COMMITMENT TO COMMUNITY

The Port of Prince Rupert operates within the territory of the Coast Tsimshian and strives to facilitate Canadian trade while reflecting the values and standards of local Indigenous and communities.

- Local legacy projects enabled through the Community Investment Fund
- Indigenous alignment and collaboration in the Gateway industry
- Proactive land use planning including critical salmon habitat such as Flora Bank under a development moratorium.

## MANAGING SUSTAINABLE GROWTH

One trade we'll never make: exchanging our future for short-term gain. Our current success is rooted in decades of ambitious yet practical planning, and reflected in the careful consideration we apply to every project and program we activate. The result is a growing gateway that supports an extensive workforce, abundant opportunities and a robust system of environmental safeguards.



**\$14.3** | MILLION INVESTMENT

DEDICATED TO LOCAL COMMUNITY PROJECTS



**\$230** | MILLION INVESTMENT

INDIGENOUS CONTRACTS TO BUILD PORT AUTHORITY INFRASTRUCTURE



**\$1** | MILLION INVESTMENT

IN SKEENA RIVER SALMON ENHANCEMENT PROGRAM



## NEW PORT EXPANSION PROJECTS



### FAIRVIEW CONTAINER TERMINAL PHASE 2B

This Phase 2B expansion will increase capacity to 1.8 million TEUs and continue to enhance and diversify the Port's vital role in North American trade at the second largest container terminal in Canada.

- From 1.3 to 1.8 million TEUs
- From 32 to 41 hectares
- Additional 300 full time longshore jobs
- Construction started in early 2021 on phase 2B 1A
- Construction expected to be completed by Q1 2023



### FAIRVIEW RIDLEY CONNECTOR CORRIDOR

Construction began in 2019. This \$105 million connector corridor will reroute container traffic and create an efficient 5 kilometer corridor with two new rail sidings and a private-haul road between Fairview Container Terminal and Ridley Island Logistics Operations.

- \$15 million investment from the Asia-Pacific Gateway Initiative
- Relocation of truck traffic and route reduction from 20 to 5km
- Reduction of GHGs and local air emissions by up to 60%
- Improved community road safety



### LIQUID BULK STORAGE FACILITY

Building on the success of RIPET, Canada's first propane export facility, this proposed terminal will store and ship Western Canadian liquid bulk exports such as LPGs, clean petroleum products and methanol to meet the increasing global demand for low-carbon transition fuels.

- \$900 million estimated capital cost
- 6-7 million tonnes of liquid bulk product annually
- Estimated 300 workforce during construction
- 45-50 full time terminal jobs