

# CANADA'S PACIFIC GATEWAY



## SHIPPING GATEWAY OF NORTH AMERICA



### Your connection to opportunity

#### Take advantage:

- Access ports up to three days closer to Asian hubs than other major ports in the Americas.
- Transport your goods via a modern, reliable, completely integrated transportation network—port, rail and road.
- Know that the Canada-U.S. border is smart, secure and efficient.
- Recognize the commitment by Canada's public and private sectors to meet future growth.



## Where goods get going

Canada's Asia-Pacific Gateway and Corridor extends shipping routes between Asia and the heartland of North America, moving goods swiftly and dependably from source to destination.

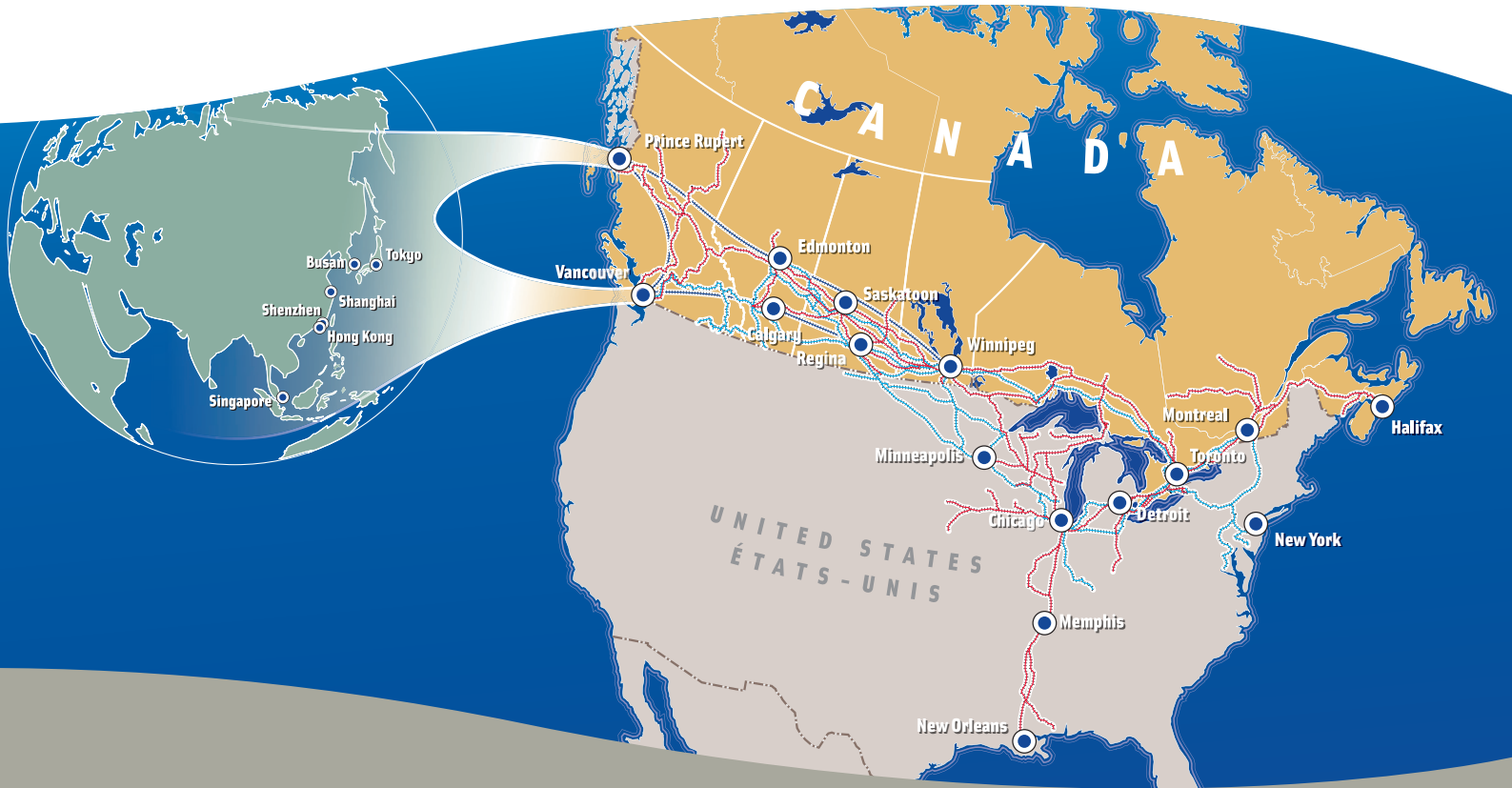
The Western Canadian ports in Metro Vancouver and Prince Rupert offer direct access to North American and Asian markets with the longest common border in the world: the transportation systems of Canada and the U.S. are interconnected, with port, rail and road links into every major economic centre.

## A dedicated effort

Canada's Asia-Pacific Gateway and Corridor Initiative is an unprecedented collaborative venture. Public and private sector resources combine to ensure full advantage is taken of Canada's strategic location as a crossroads between the North American marketplace and the partner economies of Asia.

## Abundant advantages

Western Canada is home to a well-educated population and a robust labour force. And with 14 percent of its population being of Asian descent, Western Canada's well-established Asian business communities are culturally connected to markets overseas. In Greater Vancouver, this is particularly the case, with 38 percent of its population of diverse Asian descent.



## Why Canada's Pacific Gateway?

- Up to three days sailing time advantage over other North American ports
- Growing capacity to handle increasing trade in the ports of Metro Vancouver and Prince Rupert
- Port dwell times consistently shorter than other North American West Coast ports
- Secure and efficient
- Deep harbours
- Multilingual, multicultural workforce with strong roots in Asia

# Planning for the long term

Public and private investment in Canada's Pacific Gateway and Corridor is ensuring smart growth to meet rising demands. Major road and rail improvement projects are underway in Vancouver and Western Canada, as are expansion projects in the ports in Metro Vancouver and Prince Rupert. By 2020, these world-class services will be even further enhanced: Western Canadian ports plan to have the capacity to handle close to 10 million TEUs per year, and rail and road services across Canada and into the United States will be further expanded.

## Two exceptional ports

### *Port Metro Vancouver*

The Port Metro Vancouver is the largest handler of foreign export tonnage and the fourth-largest handler of overall tonnage in North America. Annually, the port handles around 2.5 million TEUs and trades with more than 130 economies.

Port Metro Vancouver's safe, all-weather and year-round deep-sea terminals offer virtually no draft restrictions, Super Post-Panamax capacities and extensive on-dock rail facilities. Its world-class facilities include 28 major marine cargo terminals, which include four container terminals that service 20 container shipping lines.

In January 2010, Port Metro Vancouver and Global Container Terminals officially opened Deltaport's third berth with the first Quad Lift container gantry cranes in North and South America. As a key component to Canada's Pacific Gateway, this berth expansion has increased the capacity of Deltaport by 50 percent to approximately 1.8 million TEUs per year and added 20 hectares of container storage facilities.

Port Metro Vancouver is committed to further increasing container capacity through efficiency measures at existing terminals, expansion of existing terminals and the addition of new facilities to continue meeting the world's shipping needs. By 2020, the Port plans to expand its capacity to handle more than five million TEUs annually.

Three Class-1 railways serve Port Metro Vancouver: Canadian National (CN), Canadian Pacific (CP) and Burlington Northern Santa Fe (BNSF). CN and CP maintain on-dock facilities at the Port's container and cargo terminals.

The Port operates extended truck gate hours of operation at the container terminals and has a mandatory truck reservation system to smooth traffic flows.

## Linkages across North America

On-dock rail service allows for reductions in transit time through reduced handling, minimizing potential damage and cost. CN and CP provide daily double-stack intermodal service for quick delivery across all of Canada and North America, with direct service to Chicago and other major centres across North America. Both CN and CP are making significant investments to improve their infrastructures and efficiency—expanding their tracks and purchasing additional cars to ensure optimum capacity.

### *Port of Prince Rupert*

With the opening of the Fairview Container Terminal in 2007, the Port of Prince Rupert offers a new trans-Pacific trade corridor for containerized trade. It provides shippers with a reliable, quick and cost-effective option to reach North America.

The Port of Prince Rupert offers the deepest natural harbour in North America; steadfast labour and community support; efficient and uncongested rail connection directly from the terminal to the North American Midwest; and significant capacity for growth.

Shippers benefit from integrated on-dock rail trackage, and scheduled daily trains built directly on the terminal. The Canadian National rail corridor through the Rocky Mountains and continental divide has a grade of less than 1%, requiring fewer locomotives and less fuel to run faster trains up to 12,000 feet long.

Prince Rupert expansion plans include increasing Fairview Terminal capacity to 2 million TEUs annually, and creating new logistics services to increase flexibility for shippers. The port also has plans to develop a second terminal, increasing the port's capacity up to 4 million TEUs.

Prince Rupert also handles bulk products through its two modern high-throughput terminals and harbour. The main commodities handled are wheat, grain, barley as well as metallurgical and thermal coal, petroleum coke wood pellets and logs.



## Extensive on-dock rail

Port Metro Vancouver offers the most extensive on-dock facilities in North America.

*By 2020, these world-class services will be even further enhanced. Canada's Pacific Gateway ports plan to triple their capacity to handle close to 10 million TEUs, and rail and road services across Canada and into the United States will be further expanded.*

## Strong support—for today and the future

The Government of Canada is committed to ensuring the long-term reliability of Canada's Pacific Gateway. Since the launch of the Asia-Pacific Gateway and Corridor Initiative, the federal government has announced, with all four western provinces and other partners, infrastructure projects worth almost \$2.8 billion, including federal contributions of over \$1 billion. In addition to these projects, the private sector is investing another \$13.3 billion in key aspects of their infrastructure. Together, these measures will enhance the capacity and efficiency of the entire Asia-Pacific Gateway and Corridor transportation system, now and into the future.

### *Learn more*

Explore the full benefits of moving your goods through Canada's Pacific Gateway.

[www.pacificgateway.gc.ca](http://www.pacificgateway.gc.ca)

As part of Foreign Affairs and International Trade Canada, the Canadian Trade Commissioner Service (TCS) helps Canadian companies and organizations to succeed abroad.

Located in over 150 cities worldwide and in regional offices across the country, the TCS is Canada's most comprehensive network of international business professionals, offering expert advice, problem-solving skills and a global network of contacts.

[www.infoexport.gc.ca](http://www.infoexport.gc.ca)

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## Record-setting speed

Since the opening of the Fairview Container Terminal in 2007, containers through Prince Rupert are moving from Yokohama to Chicago in just 12 days.

