



Why is Port Metro Vancouver (PMV) expanding container capacity?

Studies indicate that container traffic through the west coast of North American is expected to triple by 2030. We are expanding container capacity at the Port in response to the growth in containerized trade which is driven by increased demand for imported consumer goods as well as exported goods. The container development program is a long-term program that looks beyond the current economic situation when considering large infrastructure development decisions.

Is the current economic situation impacting PMV's container development program?

We anticipate that the current economic situation will result in a slight decrease in container throughput at PMV in 2009 with a recovery in 2010. However, we do not anticipate that it will have significant *long-term* impact on the container forecast for PMV.

What is PMV's container business model?

Our container business model focuses primarily on Canadian markets. In fact, approximately 95% of container imports through PMV are destined for the Canadian market.

What percentage of import containers serves the local Metro Vancouver market?

Approximately 32% of container import business serves the local Metro Vancouver market.

What is the long-term container forecast for PMV?

By 2030, we anticipate approximately 7 million TEUs (twenty-foot equivalent units) Will be imported and exported through the Port.

How does PMV determine container forecasts?

We determine the container forecast by evaluating a number of key business and economic indicators, including performance of Canada and our key trading partners, as well as capacity and our competitive position in relation to other ports on the west coast.

Our forecast has been reviewed and validated by RK Johns & Associates, a leading transportation and logistics advisory firm located in the US. RK Johns are the advisors to many major US ports and the Panama Canal Authority.

Why is the container sector important to our economy?

The container sector is a major contributor to the Canadian economy. It provides over 27,000 person years of total employment, paying over \$1.5 billion in wages and contributing approximately \$2.6 billion in GDP.

Why is the container sector important to people's everyday lives?

The products imported in containers touch all of our lives on a daily basis - whether it is the clothing we wear, the furniture we sit on, the food we eat or the computers we work - these products come to us in containers through the PMV. The products that we export support key Canadian industry and employment from pulp and paper, lumber, specialty grains and machinery and parts.

How many container terminals does PMV have?

We have four container terminals: Vanterm, Centerm, Fraser Surrey Docks and Deltaport.

Can the Port of Prince Rupert expand their capacity instead of PMV?

All BC Ports must work together to handle the increased demand for container traffic on the west coast. PMV's business model serves primarily the Canadian market whereas Prince Rupert has stated that their focus is on the US Midwest market. These two strategies are compatible but will require expansion of terminal facilities in both Ports. The market forecast cannot be served by expanding just one port.

Will the Panama Canal impact PMV?

The Panama Canal expansion is expected to be complete in 2015. It is expected that this expansion will attract ships that call on southern US west coast ports. It is not anticipated that the ships calling in Metro Vancouver would relocate to east coast US or Canadian ports.