Shifting International Trade Routes

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AGENDA

• Introduction to Port of Prince Rupert
• North America’s 4th Trade Route
• The “Second Wave”
• Continental North American Trade
North America’s 4th Trade Route
North America’s 4th Trade Route

- Shortest Land-Sea link with Asia
- No local market / No congestion
- “Pure” trans-shipment terminal
- Deepest harbor in North America
- Best rail system through Rocky Mountains
- Most “Secure” port
- Expansion capacity
- Strong Social License
RAIL SYSTEM EFFICIENCY AND PERFORMANCE

Figure 2: Route profile, Prince Rupert to Chicago

Figure 3: Route profile, Los Angeles to Chicago

Figure 4: Route profile, Seattle to Chicago
North America’s 4th Trade Route
THE FIRST WAVE
Consumer Goods; Automobiles; Clothing; Electronics

THE SECOND WAVE
Resources; Commodities
IN 2025

70% of Chinese will live in cities with more than 1 million people.

46% of Indians will live in cities with more than 1 million people.

SPEED OF URBANIZATION BY 2030

CHINA

221 number of cities with more than 1 million people

400 China will add more than U.S. population

INDIA

68 number of cities with more than 1 million people

215 India will add more than population of Spain

China's rapid growth

Real change in gross domestic product (GDP) since 1990, in percent

Source: IMF

GDP per capita 2009 projection

CHINA $3,566

US $46,443

+ 536%

+ 61%

PRINCE RUPERT PORT AUTHORITY

LINKING A WORLD OF OPPORTUNITY
Automobile Sales / Ownership in China

- Total Privately Owned
- Annual Auto Sales

Vehicles in China (millions)

- 22M in 2006
- 35M est. 2008

Source: China Daily, Deloitte & Touch, National Bureau of Statistics of China

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PRINCE RUPERT PORT AUTHORITY
LINKING A WORLD OF OPPORTUNITY
China’s roads

Private vehicles, m

Express highways, km, ‘000

Source: National Bureau of Statistics of China
THE SECOND WAVE
NEW CAPACITY DEVELOPMENT
20/20 DEVELOPMENT PLAN
Joint Announcement
December 7, 2011
“Action Plan on Perimeter Security and Economic Competitiveness”
U.S. share of Canadian Potash Exports
2010
U.S. Coal Exports – West Coast
US / Cdn Inbound Comparison

2010

Canada Destined Intermodal: 6.1%

U.S. Destined Intermodal: 2.5%
• Improved Global Trade = Improved Global Economy
• North America’s 4th Trade Route
• North America an Integrated Trade Area