

The Roberts Bank Terminal 2 Project

The Roberts Bank Terminal 2 Project is a proposed container terminal in Delta, B.C. that is needed to ensure Canada is able to meet its trade objectives through to the mid-to-late 2030s. The project is currently undergoing a federal review by an independent panel.



Containers – how Canada moves its goods

The Pacific Gateway

The Port of Vancouver plays a critical role in Canada's Pacific Gateway. This integrated network of airports, seaports, railways, roads and border crossings connects Canada with major trading partners across the Pacific Ocean and facilitates the movement of goods and people. Accommodating B.C.'s and Canada's growing trade with global markets requires ongoing investments in the Pacific Gateway's essential trade infrastructure.

Why shipping containers?

Shipping containers are made of steel, and are intended for repeated use. They can carry almost any type of cargo safely and securely to any place in the

world, and their standardized design means they can be easily and quickly transferred between ship, train or truck.

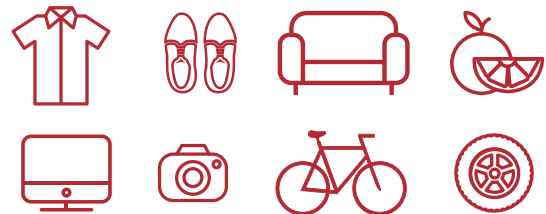
The journey of a shipping container

For the transportation of goods to run smoothly, all of the independent participants of an integrated web known as the supply chain must ensure that they maintain a high level of service, focusing on transport time, cost, capacity and reliability. Roberts Bank is an advantageous place to develop a new container terminal, due to the significant investment in road and rail that has recently taken place, and its proximity to other supply chain participants.

What's in a container?

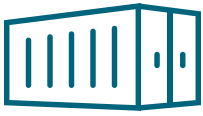


EXAMPLES OF
IMPORT CARGOS
AT THE PORT OF VANCOUVER



EXAMPLES OF
EXPORT CARGOS
AT THE PORT OF VANCOUVER





A container's economic impact

One container through the Port of Vancouver represents:



Over
\$500
in wages



Almost
\$1,000
in GDP



Almost
\$2,000
in economic output

Who uses containers?

Containers are used by a wide range of small to large businesses. Access to the port and reliable, competitive and cost-effective service supports the growth of Canada's export businesses. For example, blueberries grown in the Lower Mainland are exported in containers.

Export business example: Blueberry farming in the Lower Mainland

With a multi-generational history of farming from the Punjab region of India, Paul's father started the family farm in British Columbia's Lower Mainland in the late 1970s. Today, their farm focuses on blueberry production, which has grown significantly in the past decade. Port access has allowed their business to evolve and to enter new international markets, ensuring they stay competitive.



Paul Gill, Lower Mainland blueberry farmer

What is a TEU?

To account for the different lengths of containers in use, the container industry measures capacity and volumes in 20-foot-equivalent units, or TEUs. A 20-foot container is referred to as one TEU, and a 40-foot container is considered two TEUs.

In 2016, 701 million TEUs moved through container ports around the world.¹¹

9,500 TEUs



Average container ship

400-700 TEUs



Train

1 or 2 TEUs



Truck

For more information

Please visit portvancouver.com/RBT2 or call 604.655.9337