

## PORT OF PRINCE RUPERT

Interview with Ken Veldman (Vice President of Public Affairs and Sustainability).

### **Background**

The Port of Prince Rupert hosts six of the designated terminals. It has grown rapidly over the past 15 years, with significant investment in existing terminals (e.g. the Ridley coal export terminal) and with the establishment of new terminals (e.g. Fairview container terminal and a propane export terminal). The designated ports account for almost all of Class 4 assessment. Two new propane terminals are not designated.

### **Comments and Observations by the Port Authority**

The outlook for the Port of Prince Rupert has changed dramatically over the past 15 years. In 2004, most of the existing operators were going through difficult times. Since then, the port has experienced significant new investment and strong growth in throughput.

He is aware of the City's history (loss of major employers in the forestry and fish processing sectors) and understands the City's concerns over maintaining service levels. However, he believes that the predictability of taxation has been one of the important factors that have encouraged new port investment. This investment has generated new taxation revenue for the City both directly and, indirectly, by bringing new employment to the area. <sup>s.17</sup>

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He referenced the recently updated economic impact study commissioned by the Port Authority for additional information.

He spoke of the competitive advantages of the Port of Prince Rupert (e.g. shipping distance to Asia and efficient inter-modal transfer of products). He thinks there is considerable potential for additional investment and growth, and does not want to see this potential jeopardized by uncertainty over taxes.

He questioned why the propane terminals are not designated.