



BRIEFING NOTE FOR INFORMATION

DATE: May 12, 2014

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

MEETING: Stephen Brown, President, Chamber of Shipping of BC, on May 13, 2014

ISSUE: Introductory Meeting to Discuss Various Issues Regarding the Shipping Industry.

SUMMARY:

- **The Chamber of Shipping of BC is a valued partner in support of efforts to build a reliable, competitive and environmentally responsible Pacific Gateway.**
- **The Ministry will work with our counterparts to ensure the interests of the marine industry are considered in all planning activities.**

BACKGROUND:

The Chamber of Shipping of BC (COSBC) was established in 1923 and is a not-for-profit trade association representing 180 members from all aspects of the BC marine industry. The membership includes ship owners, port and terminal operators, marine pilots, BC Ferries and marine suppliers. They facilitate communication and information sharing between government and the marine industry.

DISCUSSION:

COSBC has identified numerous issues of importance to their members – winter rail service efficiency, drayage sector, anchorage capacity, Canada Border Services reporting, gypsy moth policy, pilotage, marine mammal avoidance, Transport Canada and Coast Guard service levels and fees – but intend to focus on:

- LNG as a marine fuel,
- Marine planning initiatives (including protected areas), and
- Tanker Safety.

LNG as a marine fuel

There are stricter limits for sulphur emissions being enforced by the International Maritime Organization (IMO) beginning in 2015. The shipping industry is meeting these stricter standards in part by increasing the use of LNG as a fuel for ships. LNG is less expensive and cleaner burning (sulphur content and fine particles emissions are negligible and carbon emissions are 15-20 per cent less). Bunkering facilities have to be designed and built in places like Singapore and Belgium to provide the infrastructure for a shift in fuel type and to meet the demands to supply ships with LNG fuel. COSBC would like to see similar infrastructure developed here using standardized fueling facilities. While the development of such facilities would be by the private sector, the provincial lead would be with the Ministry of Natural Gas Development as the Ministry responsible for the *Safety Standards Act*.

Marine planning initiatives (including protected areas)

The proposed Southern Georgia Strait National Marine Conservation Area (NMCA) would extend from the southern tip of Gabriola Island to Saanich Inlet and Cordova Bay, just north of Victoria (map 1, Appendix B). The Province would have to agree to transfer administration of the seabed to the federal government if a national marine conservation area reserve is established – this would require a number



of steps including the agreement of 19 First Nations. The NCMA process has been underway for over a decade and will likely extend a few more years. s.13,s.16

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The Ministry of Forests, Lands and Natural Resource Operations, the Province's lead on PNCIMA, created MaPP in November 2011, to develop collaborative coastal and marine plans in four sub-regions of the Pacific North Coast (Haida Gwaii, the North Coast, Central Coast and Northern Vancouver Island). The MaPP process will provide opportunities for public and stakeholder engagement, focused on recommendations for provincial tenured activity.

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Tanker Safety

The Province is continuing to work on a world-leading marine spill response plan. The three phases of the Province's West Coast Spill Response Study were released in October 2013. These include a baseline inventory of the current spill response regime, a vessel traffic study, an in-depth analysis to identify international best practices for marine oil spill prevention and response, and a gap analysis comparing the current state of preparedness in B.C. with that of other jurisdictions.

The federal government's Tanker Safety Expert Panel released its Phase 1 report in late 2013 – a review of Canada's ship source oil spill preparedness and response regime for south of 60 latitude. The Phase 2 review, focusing on ship-source spill preparedness and response requirements in the Arctic, as well as requirements for a hazardous and noxious systems in underway.

The Ministry of Environment is the designated provincial lead for planning, prevention, response and recovery from spills affecting the province regardless of their source. COSBC would like to have a cross border collaboration to share information, implement registration for Marine Salvage for tankers, and Risk Based Area Response Reviews.

Appendix A: Biography

Appendix B: Maps

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APPENDIX A: Biography

Captain Stephen Brown President Chamber of Shipping of BC



Captain Brown spent 21 years at sea where he served as Master for the last 5 years with Gearbulk Shipping. Since coming ashore, Captain Brown has worked in various levels of operational management for Gearbulk in South Africa, Indonesia, China, UK, and Vancouver, Canada.

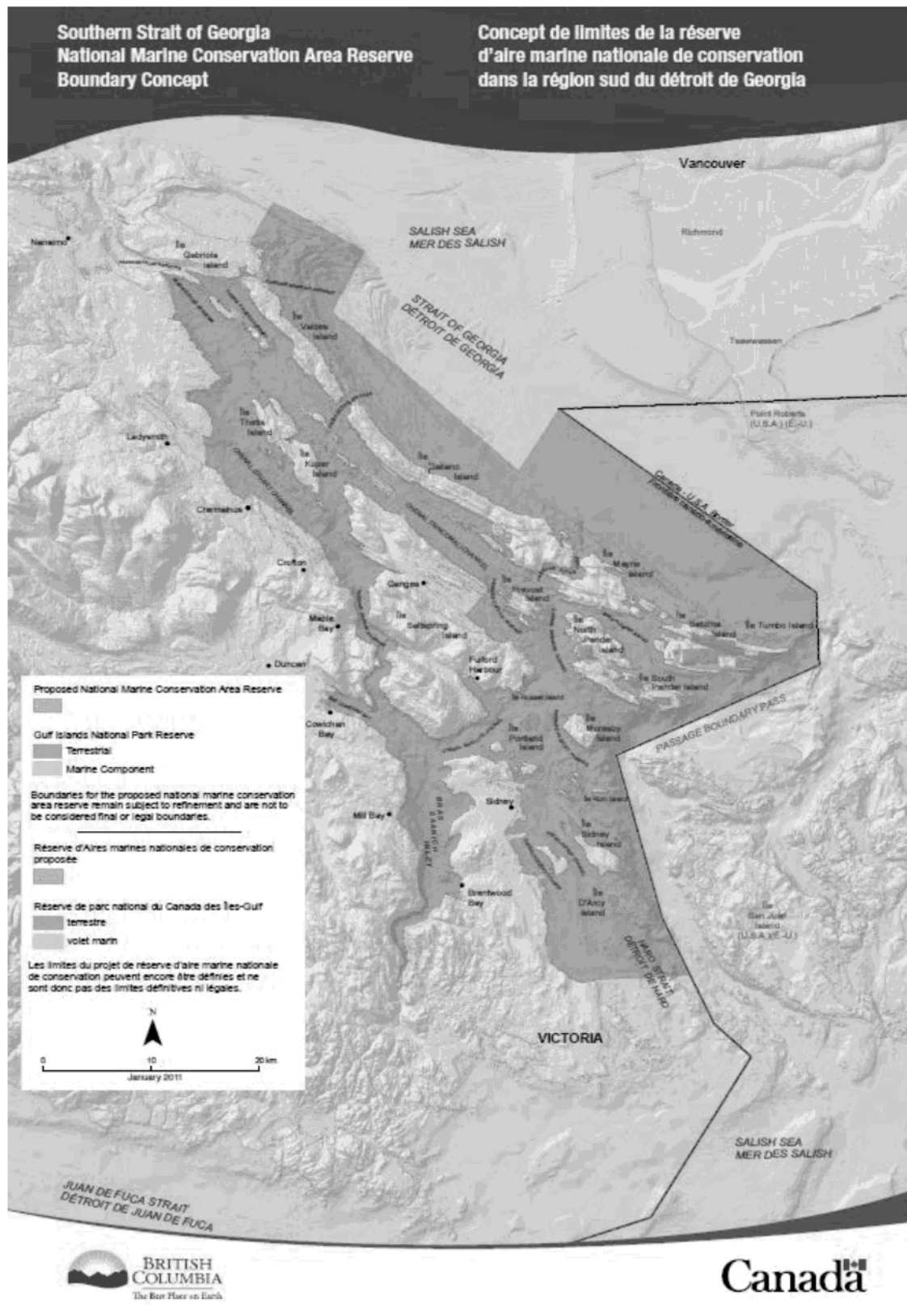
During his time in China, Captain Brown was stationed in the Port of Tianjin (Xingang) where he was responsible for construction, and subsequently managed a joint venture break bulk terminal. Captain Brown is the first foreigner to be granted permission to work full time in a major Chinese port.

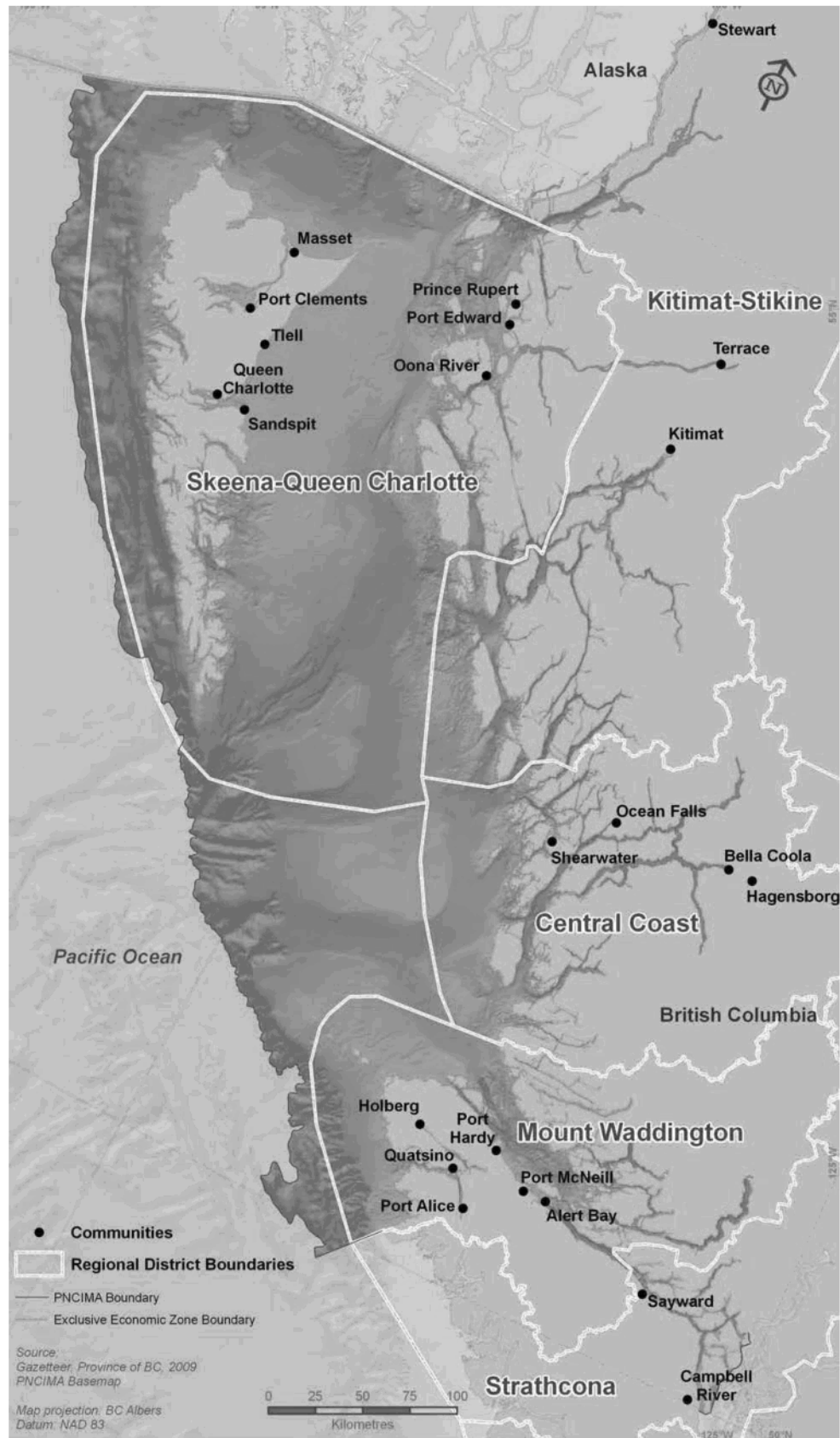
On leaving Gearbulk in 2007, Captain Brown joined Tidal Transport & Trading Ltd. as General Manager for Canada and President of Tidal USA.

Prior to accepting the appointment of COS President in September 2008, Stephen chaired various Chamber of Shipping Committees. He served on the COS Board for eight years and was Chairman of the Board from February 2007 to July 2008.

APPENDIX B:

Maps







BRIEFING NOTE FOR INFORMATION

DATE: April 28, 2014

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

MEETING: Chief Bryce Williams, Tsawwassen First Nation on May 1, 2014

ISSUE: Tsawwassen First Nation (TFN) is Seeking Provincial and Federal Funding for Four Proposed Projects Required to Support their Land Development Plans

SUMMARY:

- The TFN is pursuing federal and provincial participation through federal funding programs, for four projects which support their land development initiatives.

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BACKGROUND:

The TFN is pursuing several development initiatives: a residential community (8,000 residents), two shopping centres (approx. 2M square feet of retail space), and three industrial developments (a 57 acre logistics park, a commercial fuelling station, and a container examination facility which includes Port Metro Vancouver and the Canadian Border Services Agency as partners). The specific projects required to support these initiatives are:

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DISCUSSION:

TFN is seeking provincial and federal funding under federal infrastructure programs. TFN is a treaty FN and is defined as local government. Federal funding potentially could come from various sources:

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Constraints and issues include:

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BRIEFING NOTE FOR INFORMATION

DATE: May 7, 2014

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

ISSUE: Ministerial Order to Rescind a 2006 Order Delegating Responsibility for Administering Specified Crown Land to The Ministry of Transportation and Infrastructure

SUMMARY:

- **The Ministerial Order to rescind the delegation relates to non-aviation activities and will not affect the current practices.**
- **The Order does not diminish MoTI's lead in aviation policy or its opportunities to support aviation at small airports.**
- **The Order leaves responsibility for the head leases at the ports in Vancouver, Nanaimo and Port Alberni with MoTI.**

BACKGROUND:

In 2006, a transitional MOU was signed, outlining the responsibility for managing and allocating Crown land for air and marine port purposes. The MOU was intended to transfer responsibility for this administration at designated public use airports and head leases at the ports in Vancouver, Nanaimo and Port Alberni to the Ministry of Transportation and Infrastructure (MoTI).

The Ministry of Agricultural and Lands (now Forest, Lands and Natural Resource Operations, or FLNRO) was administering all Crown lands used for airport purposes. The intended transfer of airport files with appropriate training for MoTI staff did not occur. FLNRO continued to administer Crown land for airports and they continue to consult MoTI staff on airport related matters.

As a consequence, the new proposed Ministerial Order will rescind the existing delegation as it applied to airports. The aspects of the existing delegation order related to marine ports will remain in place as MoTI continues to be active with respect to head leases of those designated port facilities.

DISCUSSION:

This proposed Order is consistent with current practices, the strategic responsibilities of both ministries and with the One Process policy in place at FrontCounter BC. This will not affect how new, replacement or amendment applications regarding Crown lands for airports are currently managed. They will still be processed and administered by FLNRO's regional staff, with input from MoTI as needed. This will not affect MoTI's interest in the aviation infrastructure and programs to support aviation development.

An example of the types of ongoing management that FLNRO provides with respect to Crown lands for airport purposes is the allowance of resource extraction (gravel and timber) as a revenue source to support airport operations at Fort Nelson.



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BRIEFING NOTE FOR INFORMATION

DATE: February 20, 2015

PREPARED FOR: Honourable Todd Stone, Minister of Transportation and Infrastructure

MEETING: Ben Stewart, British Columbia's (BC) Special Representative in Asia on February 24, 2015

ISSUE: BC Ports

SUMMARY:

- **Canada's Pacific Gateway connects buyers to sellers and delivers goods to markets. BC and Canada's network of air and marine ports, railroads and roads delivers imported goods across North America and exports to the world.**
- **The Ministry of Transportation and Infrastructure (MoTI) works closely with port authorities, railroads, airports and other stakeholders to better understand transportation requirements for new industries.**
- **While the Province of British Columbia (Province) is strongly supportive of continued development of Pacific Gateway infrastructure and investing in provincial infrastructure, port terminal investments are driven by market forces and are made by the private sector.**

BACKGROUND:

Ben Stewart was appointed BC's Special Representative in Asia on October 28, 2013. He aims to further strengthen government-to-government relationships in China, Japan, Korea, India and Southeast Asia, reporting directly to the Minister of International Trade and Premier Clark. His regular roles include:

- Meeting regularly with government officials, acting as official signatory for the Province, and leading the development of agreements; and
- Strengthening relationships with companies interested in developing, investing in or exporting BC's natural gas opportunities.

He previously served as Minister of Citizens' Services and Open Government, Minister of Agriculture, Minister of Community and Rural Development, Minister of Citizens' Services and Minister Responsible for Multiculturalism and the Public Affairs Bureau. He was MLA for Westside Kelowna from 2009 until 2013. Prior to that, he founded Quail's Gate winery and successfully exported to Japan and Hong Kong in the early 1990s. He also served as the Chair of VQA Canada.

BC Ports

In 2005, the BC Ports Strategy sought to establish BC as a trade gateway for North America with a specific focus on ports. In 2006, the Pacific Gateway Strategy Action Plan was developed. The plan identified new infrastructure, performance improvements and policy initiatives to increase and improve transportation capacity. These strategic documents were primarily focused on increasing BC ports' market share of the Asia-North America container trade from 9.8% in 2005. By 2015, BC ports' market share increased to 14.9%.

Since 2005, as a result of the BC Ports Strategy and Pacific Gateway Action Plan, the public and private sectors committed \$22 billion to transportation projects to improve the Pacific Gateway. By the end of 2015, transportation infrastructure projects worth \$19.5 billion will be complete.



In 2012, the eight year Pacific Gateway Strategy 2012-2020, was released. This strategy forecast growing export volumes of coal, metals and minerals, LNG, potash, grain and containers. It identified the need for \$25 billion in additional public and private sector investments to increase capacity and improve performance to support larger volumes of imports and exports. At the end of 2014, \$15 billion of this had been announced or committed to improve Canada's Pacific Gateway (see attached for detailed funding tables).

The Pacific Gateway Alliance, established in 2007, is a unique partnership that oversees the Pacific Gateway's expansion of port, rail, road and airport facilities. The Governments of Canada, BC, Alberta and Saskatchewan, Port Metro Vancouver, the Prince Rupert Port Authority, CN, Canadian Pacific, YVR and other industry partners are working together to take advantage of Canada's strategic location at the crossroads of the North American marketplace and the booming economies of Asia.

Global demand for Western Canadian commodities is projected to grow significantly over the next 20 years. For example, potash exports through BC could increase by 131%, agricultural products by 40%, and coal by 82% by 2024. The three western premiers through the New West Partnership, agreed in November 2014, to restructure the Pacific Gateway Alliance to lead the implementation of a 10-point plan aimed at improving transportation infrastructure and market access for western Canadian commodities.

DISCUSSION:

The Province is strongly supportive of continued development of Pacific Gateway infrastructure by all members of the supply chain. The Province works with all levels of government and the private sector to facilitate infrastructure partnerships and promote opportunities for operational improvements to the supply chain that will increase the efficiency of the Pacific Gateway. BC continues to invest in provincial road infrastructure that supports the Gateway and will, on occasion, enter into funding agreements or, through land contributions, assist in port and supply chain infrastructure development. However, the majority of investment on port property is undertaken by the private sector organizations that operate the various port terminal facilities.

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Ministry activities in support of the Pacific Gateway and the Pacific Gateway Transportation Strategy 2012-2020 include:

- Last year, BC made permanent the *Ports Property Tax Act*, which capped municipal industrial tax rates at eligible ports, and ensured a stable and certain future for port terminals. Since the initiative was originally introduced in 2003, port terminals have invested over \$2 billion in capacity improvements.
- In Prince Rupert and Kitimat, MoTI is working closely with the Ministry of Natural Gas Development, other provincial agencies and external stakeholders to ensure transportation infrastructure requirements and timeframes for LNG and other industrial developments are fully considered in planning processes, and that a coordinated approach is taken.
- In Kitimat, MoTI is leading collaborative work with local stakeholders, LNG proponents and government to consider port management approaches for Kitimat, in anticipation of industrial development with the goal of ensuring a safe and efficiently run port for all users.
- In Prince Rupert, MoTI partnered with Canada, the Prince Rupert Port Authority and CN to fund construction of the Ridley Island Road Rail Utility Corridor (RRUC). The Province's contribution was \$15 million of total \$90 million investment. The road, rail and utility infrastructure supporting



Canpotex and other bulk industrial users is substantially complete and will be operational in early 2015.

- In Vancouver, the Gateway Transportation Collaboration Forum, comprised of Canada, BC, Port Metro Vancouver, TransLink and the Greater Vancouver Gateway Council, was formed with the objective of developing and supporting delivery of transportation and related infrastructure necessary for continued gateway growth that provides overall net benefits to host communities. Four trade areas will be studied: North Shore, South Shore, Fraser River, and Roberts Bank. The Forum is in its first year of work. Projects will be identified which will be submitted for new Build Canada funding.
- A Transportation Trade Network Analysis and Development Initiative will improve road/rail trade corridors by carrying out a multi-modal corridor analysis of road, rail and port infrastructure across BC's key transportation corridors to ensure anticipated volumes from growth in all resource sectors can be accommodated.

All three Class 1 railroads are investing in their lines to improve performance and access to port terminals. The Pacific Gateway Branch of MoTI also works with representatives from MIT and JTST in providing transportation supply-chain information to international investors and governments. For example, the Branch provides transportation advice in support of companies seeking land to support gas and oil pipe manufacturing opportunities and continues to advise the government on transportation issues relating to the development of a gas to liquids industry in BC.

FINANCIAL IMPLICATIONS:

- None.

Attachments: (1) Pacific Gateway Transportation Strategy \$22 Billion Investments
(2) Pacific Gateway Transportation Strategy \$25 Billion Investments

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Pacific Gateway Transportation Strategy

\$22 Billion Investments

Project	Investment Estimate	Location	Completion Date / Status	Funding Partners
Investment in Major Road and Rail Capacity				
Highway 1 Kamloops to Alberta Phase 1	\$224 million	Southeastern BC to Alberta	2014	BC \$126 million; Canada \$98 million
Roberts Bank Rail Corridor	\$307 million	Lower Mainland	Completed 2014	BC \$50M; Canada \$75M; Translink \$50M; Municipal \$50M; Private \$75M
North Shore Trade Corridor	\$283 million	Lower Mainland	2015 (Under construction)	BC \$62M; Canada \$75M; Translink \$5M; Municipal \$8M; Private \$75M
South Shore Trade Area	\$127 million	Lower Mainland	2014 (Under construction)	Canada \$50M; Municipal \$8M; Private \$68M
South Fraser Perimeter Road	\$1.264 billion	Lower Mainland	Completed 2013	BC \$899 million; Canada \$365 million
Highway 1 / Port Mann Bridge	\$3.3 billion	Lower Mainland	Open to traffic 2013	BC
Kicking Horse Phase 3	\$121 million	Southeastern BC to Alberta	Completed 2012	BC \$69 million; Canada \$52 million
Coast Meridian Overpass	\$135 million	Lower Mainland	Completed 2010	Translink \$60 million ; Municipal \$75 million
Golden Ears Bridge	\$808 million	Lower Mainland	Completed 2009	Translink \$166 million; Private \$642 million
Border Infrastructure Program	\$284 million	Lower Mainland	Completed 2009	BC \$194 million; Canada \$90 million
Pitt River Bridge and Mary Hill Interchange	\$198 million	Lower Mainland	Completed 2009	BC \$108 million; Canada \$90 million
Kicking Horse Phases 1 and 2	\$207 million	Southeastern BC to Alberta	Completed 2007	BC \$124 million; Canada \$84 million
All Other Road Investments <ul style="list-style-type: none"> Improvements to regional road system, primarily in Metro Vancouver 	\$222 million	Across Province	2014	BC \$29 million; Canada \$35 million; Translink \$92 million; Municipal \$31 million; Private \$33 million
CN Rail Improvements <ul style="list-style-type: none"> Network improvements (e.g. double-tracking, sidings), acquisitions and rolling stock to improve goods movement on the CN system through the Pacific Gateway (west coast to US mid-west and eastern Canada and US) 	\$3.3 billion	Across CN lines	Completed 2013	Private

CP Rail Improvements <ul style="list-style-type: none"> Network improvements (e.g. double-tracking, sidings), acquisitions and rolling stock to improve goods movement on the CP system through the Pacific Gateway (west coast to US mid-west and eastern Canada and US) 	\$3.1 billion	Across CP lines	Completed 2013	Private
BNSF Rail Improvements	\$197 million	Lower Mainland	Completed 2011	Private \$192 million; BC \$5 million

SUBTOTAL: Investment in Major Road and Rail Capacity

\$14.1 billion

Investment in Access to Resources in Rural BC

Cariboo Connector Program Phase 1	\$240 million	Northern BC	Completed 2011	BC \$153 million; Canada \$87 million
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SUBTOTAL: Investment in Access to Resources in Rural BC

\$240 million

Investment in Bulk and Container Terminal Capacity

Coal Capacity <ul style="list-style-type: none"> Ridley Terminals expansion \$200 million Westshore Terminals expansion \$100 million Neptune Terminals expansion \$64 million 	\$364 million	Across Province	2015 (Ridley expansion in construction)	Private
Vancouver Container Capacity <ul style="list-style-type: none"> Vanterm \$58 million Centerm \$155 million FSD \$190 million Deltaport 3rd Berth \$400 million 	\$803 million	Lower Mainland	Completed 2010	Private
Northern Container Capacity <ul style="list-style-type: none"> Fairview Terminal Phase 1 \$170 million CBSA Container Examination Facility \$58 million Fairview Terminal Phase 2 \$835 million 	\$1.1 billion	Northern BC	s.13,s.17	BC \$30 million; Canada \$88 million; Private \$945 million
Potash Capacity <ul style="list-style-type: none"> Canpotex Neptune \$75 million 	\$75 million	Lower Mainland	Completed 2012	Private
Wood Pellet Capacity <ul style="list-style-type: none"> Ridley Island Wood Pellet \$7 million Pinnacle Westview \$42 million 	\$49 million	Northern BC	Completed 2013	Private

Port Capacity Improvements <ul style="list-style-type: none"> Canexus chemical \$180 million Kinder Morgan \$150 million Fraser River Dredging \$11 million 	\$341 million	Lower Mainland	Completed 2012 (2019 Dredging)	Private \$337 million ; Canada \$4 million
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SUBTOTAL: *Investment in Bulk and Container Terminal Capacity* **\$2.7 billion**

<i>Investment in Air Capacity</i>				
YVR Capacity Upgrades <ul style="list-style-type: none"> Phase 1 international terminal upgrades \$1.4 billion Phase 2 further international and domestic terminal upgrades \$1.8 billion 	\$3.2 billion	Lower Mainland	Ph. 1 Completed 2009 (Ph. 2 by 2022)	Private (YVR)
Prince George Airport Expansion	\$36 million	Northern BC	Completed 2009	BC \$11 million; Canada \$11 million; Private \$14 million
Regional Airport Improvements <ul style="list-style-type: none"> Air network capacity and reliability improved throughout BC 	\$154 million	Across Province	Completed 2009	Projects included one or more of the following funding agents: Private Industry, Municipal, Canada, and Province (\$54 million)

SUBTOTAL: *Investment in Air Capacity* **\$3.3 billion**

<i>Investment in Transit Connections to YVR</i>				
Canada Line	\$2.0 billion	Lower Mainland	Completed 2009	BC \$252M; Canada \$450M; Translink \$333M; Municipal \$30M; Private \$986M

SUBTOTAL: *Investment in Transit Connections to YVR* **\$2.0 billion**

TOTAL	\$22.3 billion
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* Sub-totals may not add due to rounding

Pacific Gateway Transportation Strategy \$25 Billion Investments

- Original estimate of investment needed was \$25 billion.
- Private sector has identified new investments over and above original needs.

Project	Investment Estimate	Committed Investment	Location	Anticipated Completion Date / Status	Responsibility
Highway / Trade Corridor Investment <ul style="list-style-type: none"> • Cariboo Connector Phase 2 • Further Hwy 1 Kamloops to AB 	\$700 million	\$783 million	Across Province	By 2017	Province
Rail Improvements <ul style="list-style-type: none"> • Capacity improvements to meet future rail mainline growth 	\$2.1 billion	s.13,s.17	Across CN & CP mainlines	2013 to 2015	Private Sector
Ridley Island Road Rail Utility Corridor PHASE 1	\$90 million	\$90 million	Prince Rupert	2014 (Approx. 97% completed)	Private Sector (\$15 million from Province)
Ridley Island Road Rail Utility Corridor PHASE 2	\$210 million	s.13,s.17	Prince Rupert	2020	Private Sector
Border Infrastructure and Information Systems	\$5.6 million	\$5.6 million	Lower Mainland	Completed 2012	Province

SUBTOTAL: Investment in Major Road and Rail Capacity **\$3.1 billion** s.13,s.17

LNG Plants and Pipes	\$18 billion	-	Northeast BC to Coast	By 2020 (Several projects in EA)	Private Sector
Sierra Yoyo Desan Road	\$137 million	\$137 million	Northeast BC	2015 (Road operational, B.C. contributes royalty rebate)	Province / Private Sector
Oil and Gas Rural Road Improvement Program	\$85 million	\$85 million	Northeast BC	2015	Province

SUBTOTAL: Investment in Access to Resources in Rural BC **\$18.2 billion** **\$0.2 billion**

Roberts Bank Terminal 2	\$2 billion	s.13,s.17	Port Metro Vancouver	s.13,s.17	Private Sector
Deltaport Terminal Road and Rail Improvement Program (DTRRIP)	\$280 million	\$280 million	Port Metro Vancouver	2016 (Causeway overpass opened)	Private Sector (\$50 million from Province)
Southern Bulk Terminal Capacity Expansion for Coal <ul style="list-style-type: none"> • Capacity improvements in Vancouver to meet future coal growth 	\$400 million	s.13,s.17	Lower Mainland	s.13,s.17	Private Sector
Northern Bulk Terminal Capacity Expansion for Coal <ul style="list-style-type: none"> • Capacity improvements to meet future Northern B.C. coal growth 	\$400 million	-	Prince Rupert	s.13,s.17	Private Sector
Terminal Capacity Expansion for Potash <ul style="list-style-type: none"> • Capacity improvements to meet future potash growth 	\$700 million	s.13,s.17	Prince Rupert	s.13,s.17	Private Sector

Terminal Capacity Expansion for Metals and Minerals <ul style="list-style-type: none"> Capacity improvements to meet future metals & minerals growth 	\$60 million	-	Northwest BC	By 2020	Private Sector
Terminal Capacity Expansion for Forest Products <ul style="list-style-type: none"> Capacity improvements to meet future forest products growth 	\$30 million	\$42 million	Northwest BC	Completed 2012 (Westview Pellet)	Private Sector
<i>New Grain Terminal Investment</i>	-	s.13,s.17	Across Province	s.13,s.17	Private Sector
<i>New Container Terminal Investment</i>	-	s.13,s.17	Across Province	s.13,s.17	Private Sector
<i>New Multi-Purpose Break Bulk Terminal Investment</i>	-	\$50 million	Across Province	By 2015 (PRPA ro/ro ramp, Stewart World Port committed)	Private Sector
<i>Other Port Investment</i>	-	s.13,s.17	Across Province	By 2015	Private Sector

SUBTOTAL: *Investment in Bulk and Container Terminal Capacity* **\$3.9 billion** s.13,s.17

TOTAL	\$25.2 billion	s.13,s.17
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