

## Matuszewski, Anita TRAN:EX

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**From:** Kevin Moraes <kmoraes@rupertport.com>  
**Sent:** September 27, 2021 10:08 AM  
**To:** OfficeofthePremier, Office PREM:EX; Transportation, Minister TRAN:EX; Minister, JERI JERI:EX; Minister, ENV ENV:EX; Minister, EMLI EMLI:EX; Cullen.MLA, Nathan LASS:EX  
**Cc:** Rice.MLA, Jennifer LASS:EX; Meggs, Geoff PREM:EX; Wanamaker, Lori PREM:EX; Plecas, Bobbi JERI:EX; Hewitt, Jeremy ENV:EX  
**Subject:** 305587 - Prince Rupert Port Authority Letter re Invitation to Visit Port of Prince Rupert  
**Attachments:** 2021-09-24 Letter - Invitation to Visit Port of Prince Rupert.pdf

**[EXTERNAL]** This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Good Morning,

Please see attached letter from Shaun Stevenson, President & CEO, Prince Rupert Port Authority.

Kind Regards,



**KEVIN MORAES**  
MANAGER, GOVERNMENT RELATIONS

**MOBILE: 250-600-2237**



January 05, 2021

**Via email:** [premier@gov.bc.ca](mailto:premier@gov.bc.ca)

Hon. John Horgan  
Premier of British Columbia  
West Annex Parliament Buildings  
Victoria, BC  
V8V 1X4

Dear Premier Horgan,

**Re: Congratulations on Your Election**

On behalf of the Prince Rupert Port Authority (PRPA), we would like to offer our sincere congratulations on your recent election as Member of the Legislative Assembly for Langford-Juan de Fuca and your continued appointment as Premier of British Columbia. We are looking forward to working with you in this role.

The Port of Prince Rupert is a strategic gateway for Canada to international markets, in particular the Asia-Pacific, and continues to facilitate critical market access for British Columbian exports and imports. The Port is the northernmost trade gateway on the West Coast, the third largest in Canada, and plays a pivotal role in the fastest, most reliable supply chain between North America and Asia.

As you and your Cabinet colleagues continue the work of developing a strong, sustainable economy for all British Columbians, we look forward to continued collaboration with your government in supporting this goal. The BC Government's investment in infrastructure to support the Port's intermodal expansion, through the *StrongerBC For Everyone* plan, emphasizes both the government and PRPA's commitment to sustainably diversifying, growing, and adding value to British Columbia exports, and the associated creation of reliable employment for local, Indigenous and Northern BC communities. PRPA's leadership in environmental performance, navigational safety, and Indigenous and community engagement has it well positioned to continue its expansion into the future.

The Port of Prince Rupert shipped over \$50 billion worth of trade last year, which stimulated over \$1.5 billion of economic activity in northern BC. In the midst of the economic downturn due to the COVID-19 pandemic, the Port has been a critical economic pillar, and shipped a record volume of 32 million tonnes of trade in 2020, generating over 6000 direct and indirect permanent, full-time jobs in the region. As a catalyst for economic growth in Northern BC, we are committed to working with

you and your colleagues to support economic recovery and growth through the diversification of BC exports, in particular products from the forestry, energy, mining, agriculture, and manufacturing sectors.

Demand for BC exports is expected to grow, and PRPA has been focused on developing innovative initiatives that provide sustainable economic opportunities for our customers and stakeholders. The Ridley Island Export Logistics Platform and Vopak Pacific Canada's LNG Export Terminal will add value to BC containerized and energy exports through greater optimization of supply chains and more competitive access to global markets. These are one of many initiatives that will support the Port's continued trade diversification and in turn, the economic recovery and growth of Northern BC.

Once again, congratulations on behalf of all of us. We wish you every success and look forward to working with you in your new role. We would appreciate the opportunity to meet with you at the appropriate time so we can introduce ourselves and provide an up-to-date overview of the current landscape here at the Port.

Sincerely,

**PRINCE RUPERT PORT AUTHORITY**



Shaun Stevenson  
President & Chief Executive Officer

## Matuszewski, Anita TRAN:EX

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**From:** TRAN Corporate Writing Services TRAN:EX  
**Subject:** 305765 - Documents for your review  
**Attachments:** 2021-06-07 RRUC Rail Expansion NTCF Expression of Interest (EOI).pdf; 05-29-2019 BC Government Letter of Support for RIELP.pdf; 2021-09-22 PRPA NTCF Letter of Support.docx

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**From:** Leila Farmer <[lfarmer@globalpublic.com](mailto:lfarmer@globalpublic.com)>  
**Sent:** September 28, 2021 5:57 PM  
**To:** Harrison, Veronica TRAN:EX <[Veronica.Harrison@gov.bc.ca](mailto:Veronica.Harrison@gov.bc.ca)>  
**Subject:** Documents for your review

**[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.**

Hi Veronica,

I'm emailing you this evening on behalf of the Prince Rupert Port Authority.

The Port Authority will be applying to the federal National Trade Corridors Fund to expand the Ridley Road Utility Corridor to enable Vopak Canada's liquid bulk terminal at the Port of Prince Rupert. As part of the application, they are wondering if Minister Fleming would consider signing a letter of support.

For your reference, please find attached the following documents attached to this email:

- Copy of the National Trade Corridor Fund Expression of Interest from Prince Rupert Port Authority for the first round of the application process
- 2019 letter of support signed by then Minister Trevena on the original application for the project
- Draft letter of support that industry stakeholders are signing for this next round of the application process

Prince Rupert Port Authority will be submitting their application on Monday October 4, so please let me know whether a letter from the minister is possible prior to that. Apologies for the quick turnaround on this request!

Thanks for your time,

**Leila Farmer** (she/her)

Senior Consultant

**Global Public Affairs**

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# **National Trade Corridors Fund (NTCF)**

[Home](#) > Expression of Interest (EOI)

## **Expression of Interest (EOI)**

### **Section 1A - Applicant Organization Information**

**Full legal name (ex. municipality, company name, etc.)**

Prince Rupert Port Authority

**Mailing address**

200 - 215 Cow Bay Road

**City**

Prince Rupert

**Province or territory**

British Columbia



**Postal code (A1A 1A1)**

V8J 1A2

**Applicant type**

Canada port authorities



**If not listed, please specify**

# Section 1B - Contact Information

## Primary contact

### First name

### Last name

### Job title

### Telephone number (999-999-9999)

### Email\*

## Secondary contact

### First name

### Last name

### Job title

### Telephone number (999-999-9999)

**Email**

## Section 2 - Project Overview

**Project title****Identify the population centre (city, village, town, etc.) nearest to the project**

## Project start point or location (GPS coordinates)

**Latitude****Longitude**

## Project end point (GPS coordinates)

**Latitude****Longitude**

## Identify the province or territory where the project will be primarily located

British Columbia



### If not listed, please specify

## Section 3 - Delivering the Objectives of the NTCF

Questions 1 to 3 below aim to solicit general information and context on the impacts of your project on trade in terms of transportation issues and implicated industries.

### 1. Which of the following known trade-related transportation issues will your project address? (Check all that apply)

- ☒ Diversification of imports or exports via marine, rail, air, or road facilities
- ☐ Under-utilization of existing capacity at a specific transportation facility such as a marine port
- ☒ Bottlenecks at modal interfaces
- ☐ Accommodation of growing volumes, such as road-rail grade separations or access routes to a port of entry
- ☐ Congestion on the Core National Highway System
- ☐ Conflicts between commercial/trade traffic and residential/commuter traffic in urban areas
- ☒ First mile/last mile challenges
- ☐ Mitigation of, or adaptation to, the effects of climate change and extreme weather events related to a trade asset or corridor
- ☒ Provision of new service/access to a facility, site or region to enable major substantiated private or public investments



☐ Other (please describe)

## Please provide details (maximum 2000 characters)

The Prince Rupert Port Authority's (PRPA) expansion of the Ridley Island Road Rail Utility Corridor (RRUC), an existing, scalable, common user infrastructure asset, will seamlessly facilitate new gateway rail capacity that will enable the development of the Vopak Pacific Canada project (Vopak project).

The Vopak project is a proposed \$900 million liquid bulk storage and export terminal at the Port of Prince Rupert that will ship vital Canadian energy transition products, such as liquified petroleum gas (LPG), clean petroleum products (CPP) and methanol.

This terminal project will support Western Canada's natural gas industry by:

- Providing much needed tidewater capacity and access to Asia-Pacific and Latin American markets in demand for low carbon energy products,
- Developing new supply chain efficiencies between W. Canada and Asian markets to provide a significant time and logistics cost savings vs. shipping via the US Gulf Coast,
- Supporting future low and zero-carbon energy export opportunities in alignment with federal/provincial energy transition strategies.

The success of the Port's existing liquid bulk terminals - Ridley Island Propane Export Terminal (commissioned May 2019) and Pembina Prince Rupert Terminal (commissioned April 2021) - are a testament to the strategic advantage the Port provides to the Canadian natural gas sector. Prior to the completion of these terminals, LPG products were sold at a significant discount in oversupplied domestic markets.

Since the commissioning of these terminals, LPG products are now exported to Asian markets providing greater value for natural gas producers, and a significant lift in overall LPG pricing has resulted. The successful integration of additional liquid bulk capacity and capabilities will continue to provide benefits to Canadian energy producers, their communities, and royalties back to provincial governments, while supporting much-needed economic recovery and energy transition for Canada.

## 2. Which industries in Canada will your project primarily support? (Check all that apply)

- ☐ Agriculture
- ☐ Automotive
- ☒ Energy
- ☐ Manufacturing
- ☐ Forestry
- ☐ Mining
- ☒ Transportation, Warehousing and Logistics

- ☐ Information Technology
- ☐ Other (please describe)

### Please provide details (maximum 2000 characters)

Enabling the Vopak project will unlock potential natural gas production and associated value-added activities throughout Western Canada by providing a much-needed solution for exporting energy transition products that currently have limited market access.

Canada is a major LPG producer and over the next 10 years there will be a growing North American surplus of LPGs, currently at 32 million metric tonnes (MMT) annually and growing to 42 MMTs by 2030. In that same time, Northeast Asia markets, particular China, Japan & South Korea, will see a continued growing market demand which currently sits at 30 MMTs annually and will grow to 39 MMTs. The development of the Vopak project will enable Canadian natural gas producers to meet this growing demand as there are limited venues to support this massive growth.

Similarly with methanol, current demand in Asia-Pacific markets is strong, and will continue to grow over the next 10 years. Unlocking the expansion of methanol production in Canada, using natural gas as feedstock, is contingent upon efficient market access being developed. For example, Nauticol Energy is a Canadian-based energy company developing a multi-billion dollar, net zero, blue methanol production facility in Grand Prairie, Alberta that will export production to Asia-Pacific markets. However, the project's execution rests on the continued growth and diversification of the Port of Prince Rupert, as the Nauticol project will utilize existing CN rail infrastructure to ship product from Grand Prairie to Asia-Pacific markets facilitated by the Vopak project.

CPPs will also have continued growth and demand in Latin American countries, including Brazil and Mexico. The Vopak project's close proximity to these markets and the Port's advantages for quick market access provides a strong opportunity for Canadian producers to reach new and diversified markets.

### 3. Where are the key beneficiary industries of the project located? (Check all that apply)

- ☒ Alberta
- ☒ British Columbia
- ☐ Manitoba
- ☐ New Brunswick
- ☐ Newfoundland and Labrador
- ☐ Northwest Territories
- ☐ Nova Scotia
- ☐ Nunavut

- ☐ Ontario
- ☐ Prince Edward Island
- ☐ Quebec
- ☐ Saskatchewan
- ☐ Yukon

### Please provide details (maximum 2000 characters)

Marine and rail transportation: BC and Alberta  
 Liquified Petroleum Gas: BC and Alberta  
 Methanol: Alberta  
 Clean Petroleum Products: BC and Alberta

The Vopak project proposes to add significant annual capacity for a diversified portfolio of products, but primarily LPGs, methanol, and CPPs. The proponent does not maintain upstream or downstream market interests, which enables the terminal to provide open access to any exporter.

As noted above, the Vopak project will benefit multiple sectors of the Canadian energy industry, primarily in BC and Alberta, and will benefit both resource production and secondary processing activities. LPGs are a derivative of liquids-rich natural gas extraction in BC and Alberta. Methanol uses natural gas as a feedstock, and existing and proposed facilities are primarily located in Alberta. Clean Petroleum Products are a result of a diversifying energy industry in Alberta that are producing value-added refined fuels such as diesel and gasolines.

In addition, the transportation industry associated with facilitating the export of these products from origin to destination, is a significant economic and employment generator within the northern BC and Alberta route corridor. Economic benefits will be generated through construction, rail, terminal and marine activities. PRPA estimates the incremental impact of this project's annual operations will create 300 full-time employment jobs (FTEs) at full capacity, generating \$24 million in wages, \$33 million in GDP, and \$64 million in economic output.

Question 4 below aims to address Criterion 1 – “Improving the fluidity and/or performance of the transportation system to contribute to an increase in the value and/or volume of goods exported from Canada to overseas markets”

### 4. How will the project contribute to increasing the fluidity of the transportation system for export of goods to overseas markets? (Check all that apply)

- ☒ Increase the capacity of the transportation system

- ☒ Increase the reliability and/or efficiency of the transportation system
- ☐ Increase the resilience of the transportation system to a changing climate and/or its adaptability to new technologies and future innovations
- ☒ Reduce/mitigate bottlenecks
- ☒ Improve the supply chain
- ☐ Other (please describe)
- ☐ Not Applicable

**Please provide details, including traffic volumes, and volumes and/or values of trade, if appropriate (maximum 2000 characters)**

The Vopak project offers a solution to Canadian exporters seeking competitive, cost-effective access to global market demand for alternative energies. West coast market access is limited by restricted access to terminal capacity and capabilities to handle liquid bulk exports, leaving an uncompetitive alternative of shipping to Asia-Pacific markets through the US gulf coast.

The terminal would be supplied by rail, with an expected 240 cars (i.e., 2.4 trains) per day at full operating capacity. The terminal would be located on PRPA's existing RRUC, which will need an additional 11 rail tracks to seamlessly provide access and egress to the port for this additional rail traffic. PRPA's ability to manage this incremental gateway activity is unique compared to alternative ports, and the expansion of the RRUC enables minimal impact on gateway transportation congestion, surrounding communities, and general land use pressures.

Shipping through Prince Rupert also drastically and immediately improves the economics of exporting to Asian markets. In addition, accommodating this growth in trade activity through Prince Rupert, as opposed to alternative ports, uses existing CN's northern BC mainline capacity, reduces train travel distance and grades over the Rocky Mountains (and by extension, greenhouse gas emissions) for rail transportation. Similarly, Prince Rupert is also the shortest sailing distance from Asia, thereby reducing time, cost, and ocean vessel emissions.

Questions 5 through 7 below aim to address Criterion 2 – "Illustrating potential to increase existing or generate new overseas trade flows as a result of the investment"

**5. As a result of your project, which international markets are expected to experience new or increased exports from Canada? (Check all that apply)**

- ☒ Asia

- ☐ Europe
- ☐ USA
- ☐ Mexico
- ☐ Middle East-North Africa
- ☒ Latin America
- ☐ Other (please describe)
- ☐ Not Applicable

**Please provide details, such as specific target markets (maximum 2000 characters)**

There is growing demand for energy transition products and the Vopak project will support Canadian energy exports particularly to:

1. Northeast Asia – China, South Korea & Japan – have the highest market demand for LPGs and methanol, needing 35 MMTs and 25 MMTs each by 2030.
2. Southeast Asia – Singapore & Thailand – will also have high market demand for LPGs, needing 6 MMTs by 2030.
3. Latin America – Brazil, Mexico and other major Latin American markets – will have a growing demand of CPPs with 1.4 MMTs for gasoline and 1.7 MMTs for diesel by 2030.

**6. As a result of your project, which international markets are expected to experience new or increased imports into Canada? (Check all that apply)**

- ☐ Asia
- ☐ Europe
- ☐ USA
- ☐ Mexico
- ☐ Middle East-North Africa
- ☐ Latin America
- ☐ Other (please describe)
- ☒ Not Applicable

**Please provide details, such as specific target markets (maximum 2000 characters)**

N/A

## 7. How will the project enable trade? (Check all that apply)

- ☐ Allows existing trade volumes/values to continue
- ☒ Increases existing trade volumes/values
- ☒ Creates new trade volumes/values
- ☐ Other (please describe)

## Please provide details, including volumes and/or values of trade, as appropriate (maximum 2000 characters)

With the growing demand in international markets for energy transition products, and considerable domestic opportunities for energy producers, the Vopak project will provide long-term market access for capacity, fluidity for Canadian liquid bulk exports.

Since the commissioning of AltaGas' LPG export terminal in May 2019, LPG exports from the Port have increased to 1.2 MMT annually. However, to support the 42 MMTs of surplus of LPGs and continued demand growth for methanol and CPPs in Asian markets, additional Canadian export terminal capacity is needed to meet this demand.

PRPA forecasts the Vopak project will be shipping over 1 MMT of LPG, ~3 MMT of methanol, and ~2 MMT of CPPs by 2030, although product segmentation will be variable. The value of these products is difficult to calculate, but the immediate netback produced by reaching higher global market prices will add significant value to existing products and will act as a catalyst for additional value-added export product manufacturing in western Canada.

Vopak also enables the opportunity to grow new trade routes to not just Northeast Asian market (China, Japan & South Korea) but also expand into Southeast Asia (Singapore & Thailand) which will see greater market demand and Latin America (Brazil and Mexico).

Without this development, Western Canada's natural gas sector will be a significant strategic disadvantage without competitive access to non-domestic markets.

Questions 8 and 9 below aim to address Criterion 3 – “Adding capacity or addressing bottlenecks near major ports, airports or along road and rail corridors in Canada, that contribute to generating or increasing overseas trade”

## 8. What is the primary mode of transportation that will be serviced or improved by this project? (Check all that apply)

- ☐ Road
- ☒ Rail
- ☐ Air
- ☒ Marine
- ☐ Other (e.g., multimodal, distribution centre, etc.)

### Please provide details (maximum 2000 characters)

The expansion of designated rail track within PRPA's Road Rail Utility Corridor will facilitate the Port's ability to ensure capacity, fluidity, and resiliency of increased rail service (i.e., 240 rail cars/day at full operating capacity) for liquid bulk operations for the Vopak project.

The RRUC currently has 3 inbound and 2 outbound rail tracks on an 8 km loop, with the ability to expand to up to 16 tracks. The loop has the capacity to handle contiguous unit trains (i.e. 100-150 rail cars), with common access and egress that connects Ridley Island rail activities to CN's northern mainline. This common user planning approach minimizes the incremental capital investment and land dedication required for future terminal operations on Ridley Island. The RRUC is also currently under consideration for expansion to serve the proposed Ridley Island Export Logistics Platform.

Rail dedicated to the Vopak project would include both lead (inbound) and departure (outbound) capacities for unit trains. In total, 11 tracks will be required to be aligned and dedicated within the RRUC to facilitate Vopak rail movements.

### 9. How will your project add capacity or address bottlenecks on major transportation corridors to help generate or increase overseas trade? Please provide details (maximum 2000 characters)

There is an international demand for these products, but restricted market access. The Vopak project will address the shortage of market access, allowing Canadian products to reach Asian markets, where there is strong demand.

This project is critical to unlocking private sector investment into significant liquid bulk storage and export capacity to the west coast for LPG, methanol, and CPPs.

The RRUC expansion will also ensure this capacity is added without compromising the capacity, reliability, and resiliency of current or future gateway terminals (regardless of mode or cargo) in Prince Rupert.

## Section 4 - Project Schedule and Details

### Design start date

03/01/2018

## Design end date

10/31/2021

## Construction start date

01/03/2022

## Construction end date

04/30/2024

## Provide an overview of the proposed project, including a description of the major components (maximum 2000 characters)

The current RRUC infrastructure consists of a common-user 8 km rail loop on Ridley Island that currently features 3 inbound tracks and 2 outbound tracks to facilitate unit train access to Ridley Island operations. The rail loop has been strategically designed to enable capacity to be scaled up with additional rail service required for Ridley Island development.

The RRUC is currently being used by two logistics operations on temporary site locations. The proposed development of the Ridley Island Export Logistics Platform on the southern end of Ridley Island is also driving a separate expansion of the RRUC to provide a permanent large-scale home for Ridley Island-based transloading operations.

This application proposes additional expansion to RRUC capacity to tie in the proposed Vopak terminal. It will provide general site access to the terminal and allow for the unloading of bulk liquid commodities from rail cars to on-land storage. Specifically, the Vopak project would realign two of the three existing inbound tracks, add four new inbound tracks, and add two outbound tracks to two outbound tracks already in place.

Construction will consist of clearing the lands of vegetation and disposing of the upper 1-2 meters of organic overburden in PRPA existing organic disposal site. Standard drill and blast techniques will be used to lower the elevation of the rock to corridor design elevations. Excavated rock will be processed down to meet the fill specifications to bring any of the low-lying areas to the design elevation. Surplus rock will be stockpiled for future use. Drainage will be accommodated by extending culverts to maintain connections through the additional fill.

The overall scope of work includes the following activities:

- Clearing & Grubbing,
- Overburden Removal,
- Rock Excavation (Drill, Blast & Place), and
- Extension of Drainage Systems.



**Identify all other project funding partners (maximum 2000 characters)**

PRPA will be the primary proponent and sole funder for this RRUC expansion project. We have been, and will continue to, work closely with Vopak Canada to ensure this project integrates fully into their terminal development.

**Is the project a private-public partnership (P3)?**

- ☐ Yes  
☒ No

**Does the organization own the land?**

- ☒ Yes  
☐ No

## Section 5 - Project Costs

**Total project costs (\$)**

s.16; s.17

**Total eligible project costs (\$)**

s.16; s.17

**Total ineligible project costs (\$)**

s.16; s.17

**Total National Trade Corridors Fund contribution requested (\$)**

s.16; s.17

## Total contributions from all organizations other than Transport Canada

**Total contributions to project eligible costs (\$)**

## Total contributions to project ineligible costs (\$)

s.16; s.17

# Project contributions, breakdown by each organization other than Transport Canada

## Organization 1

Name

Contribution to eligible costs (\$)

☐ Funding secured

Contribution to ineligible costs (\$)

☐ Funding secured

If eligible or ineligible funding is not secured, please explain why  
(maximum 2000 characters)

## Organization 2

Name

**Contribution to eligible costs (\$)**☐ Funding secured**Contribution to ineligible costs (\$)**☐ Funding secured

**If eligible or ineligible funding is not secured, please explain why  
(maximum 2000 characters)**

**Organization 3****Name****Contribution to eligible costs (\$)**☐ Funding secured**Contribution to ineligible costs (\$)**☐ Funding secured

**If eligible or ineligible funding is not secured, please explain why  
(maximum 2000 characters)**

## Organization 4

### Name

### Contribution to eligible costs (\$)

☐ Funding secured

### Contribution to ineligible costs (\$)

☐ Funding secured

**If eligible or ineligible funding is not secured, please explain why  
(maximum 2000 characters)**

September 24, 2021

Hon. John Horgan  
Premier of British Columbia  
West Annew Parliament Buildings  
Victoria, BC  
V8V 1X4  
[Premier@gov.bc.ca](mailto:Premier@gov.bc.ca)

Hon. Rob Fleming  
Minister of Transportation  
Room 124 Parliament Buildings  
Victoria, BC  
V8V 1X4  
[Minister.Transportation@gov.bc.ca](mailto:Minister.Transportation@gov.bc.ca)

Hon. Ravi Kahlon  
Minister of Jobs, Economic Recovery &  
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Hon. George Heyman  
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Hon. Bruce Ralston  
Minister of Energy, Mines & Low-Carbon  
Innovation  
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Hon. Nathan Cullen  
Minister of State for Lands and Natural  
Resource Operations  
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[Nathan.Cullen.MLA@leg.bc.ca](mailto:Nathan.Cullen.MLA@leg.bc.ca)

**RE: Invitation to Visit and Learn about the Port of Prince Rupert**

Dear Premier Horgan and Ministers:

As your government maps out a plan for British Columbia's economic recovery while meeting your CleanBC commitments, I am writing to offer an update on recent and emerging developments at the Port of Prince Rupert that I believe can contribute meaningfully to your efforts on both fronts.

The Port of Prince Rupert remains well positioned to partner with your government on opportunities to expand and diversify BC's international trade and meet growing demand in a low carbon future. Our cargo volumes, capacity and capabilities continue to grow as we deliver key exports of BC's natural resources and value-added industries through a variety of terminals and transportation modes.

Your government's recent contribution of \$25 million to improve and expand container transload infrastructure at the Ridley Island Export Logistics Platform is an important example of shared strategic vision and a mutually beneficial investment partnership. The development of disruptive, innovative supply chain solutions that add value to new export products in forestry, agriculture, and petrochemical industries are critical to BC's economic competitiveness and diversification.

Looking ahead, we see a significant growth opportunity in the area of bulk liquid storage and export, building on the success of propane export terminals recently developed by AltaGas and Pembina at the Port of Prince Rupert. Many of you will be aware of the Vopak Pacific Canada proposal to construct a new bulk liquids terminal facility at the Port, and the critical role it will play in handling a variety of Western Canadian exports that are meeting increasing global demand for transitional, low-carbon products. This is well aligned with your recently released BC Hydrogen Strategy, Low Carbon Industrial Strategy, and northern export diversification efforts broadly.

Please consider this letter an invitation to visit our facilities at your convenience to discuss current operations, construction projects and expansion plans by seeing it firsthand. I believe such a government tour could go a long way toward demonstrating to the public the good work that's been done as a result of our partnership, and the value of the Port in the context of the province's economic recovery and CleanBC plans heading into COP26.

Thank you and I look forward to continuing to build the positive relationship we have built over the last four years to create jobs and economic opportunity across all areas of BC.

Sincerely,

**PRINCE RUPERT PORT AUTHORITY**



Shaun Stevenson  
President & Chief Executive Officer

CC:

Jennifer Rice, MLA North Coast, [Jennifer.rice.MLA@leg.bc.ca](mailto:Jennifer.rice.MLA@leg.bc.ca)  
Geoff Meggs, Chief of Staff, [Geoff.Meggs@gov.bc.ca](mailto:Geoff.Meggs@gov.bc.ca)  
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Jeremy Hewitt, [Jeremy.Hewitt@gov.bc.ca](mailto:Jeremy.Hewitt@gov.bc.ca)

**[Date]**

**Via Email:** [Email]

Hon. Omar Alhabra  
Minister of Transport  
3330 Sparks Street  
Ottawa, Ontario  
K1A 0N5

**RE: National Trade Corridors Fund – Support for PRPA Application**

Dear Minister Alhabra,

We are pleased to provide this letter as an expression of support for the Prince Rupert Port Authority's proposal to expand the Ridley Road Utility Corridor (RRUC) to enable Vopak Canada's liquid bulk terminal at the Port of Prince Rupert.

The Port of Prince Rupert is a strategic Gateway for Canada to international markets, in particular Asia-Pacific, and provides critical market access for Canadian exports. The Port is the northernmost trade gateway on the West Coast, the third largest in Canada, and plays a pivotal role in the fastest, most reliable supply chain between North America and Asia.

The expansion of Canadian trade requires a corresponding expansion of critical infrastructure to secure market access, particularly on the west coast as we see Asia-Pacific market demand for Canadian products continue to grow. PRPA's proposed expansion of the RRUC to enable Vopak's liquid bulk export and storage terminal will support trade in vital Western Canadian energy transition commodities, such as liquified propane (LPG), methanol, and clean petroleum products (diesel and gasoline), by:

1. Providing much needed tidewater capacity and access to Asia-Pacific and Latin American markets in demand for low carbon energy products,
2. Developing new supply chain efficiencies between Western Canada and Asian markets to provide a significant time and logistics cost savings vs. shipping via the US Gulf Coast, and
3. Supporting future low and zero-carbon energy export opportunities in alignment with federal and provincial energy transition strategies.

Capital investments in trade infrastructure, especially in marine environments, are complex challenges for private sector investment. The NTCF can play a significant role in enabling proactive development, and de-risking the financial challenges they represent, in the interest of improving Canada's trade competitiveness and the broad systemic benefits it creates.

On behalf of [Company Name], thank you for the opportunity to express our support, and we look forward to the approval and successful development of the RRUC expansion and the Vopak Pacific Canada project at the Port of Prince Rupert.

Sincerely,

[Name]  
[Title]  
[Company]





MAY 29 2019

Honourable Marc Garneau  
Minister of Transport  
330 Sparks Street  
Ottawa ON K1A 0N5

Reference: 285713

Honourable François-Philippe Champagne  
Minister of Infrastructure and Communities  
180 Kent Street, Suite 1100  
Ottawa ON K1P 0B6

Dear Minister Garneau and Minister Champagne,

**Re: National Trade Corridors Fund – Letter of Support for PRPA Infrastructure Projects**

The British Columbia Ministry of Transportation and Infrastructure (MOTI) is pleased to provide this letter as an expression of support for the Prince Rupert Port Authority (PRPA) on the Zanardi Bridge, Causeway and Rail Expansion and the Ridley Island Export Logistics Platform. These projects being submitted to the National Trade Corridors Fund would help to increase trade capacity, support trade diversification, increase the resilience of the Canadian transportation system and reduce the impacts of growing trade on local communities.

MOTI plans transportation networks, provides transportation services and infrastructure and develops and implements transportation policies. Part of our ministry's mandate is to help build a strong, sustainable economy, including the development of a robust, competitive and efficient multi-modal transportation system.

MOTI supports the work of the PRPA, and we are pleased to see them seeking federal funding for projects that align with our economic priorities. Both initiatives are critical for the PRPA to preserve the speed and reliability needed for its terminals to compete for cargo, add capacity and capabilities necessary for facilitating future growth and add value through the expansion of new and diversified trade opportunities. They are a prime example of the PRPA's forward-looking strategy and the proactive planning and infrastructure investment that will enable the Port to grow sustainably—economically, environmentally and socially—into the future. Accordingly, we believe that you will find each of them has significant benefits to Canada.

.../2

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Ministry of Transportation  
and Infrastructure

Office of the Minister

Mailing Address:  
Parliament Buildings  
Victoria BC V8V 1X4

Targeted investment will sustain British Columbia as North America's preferred trade corridor for Asia-Pacific trade, while ensuring the liveability of B.C.'s communities throughout the network.

Thank you for the opportunity to express our support, and I look forward to the approval and successful implementation of this project.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Claire Trevena', with a long horizontal flourish extending to the right.

Claire Trevena  
Minister

Copy to: Kevin Volk, Assistant Deputy Minister  
Major Projects, Infrastructure and Properties Department

Ken Veldman, VP Public Affairs and Sustainability  
Prince Rupert Port Authority  
Brian Friesen, VP Trade Development and Communications  
Prince Rupert Port Authority

## Matuszewski, Anita TRAN:EX

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**From:** Grant, Lisa TRAN:EX  
**Sent:** November 9, 2021 4:16 PM  
**To:** Privett, Kaleigh TRAN:EX  
**Subject:** FW: Meeting Request - Minister Fleming & PRPA

**Categories:** Meeting Requests

Can you please pink slip this one?

**Lisa Grant** (she/her)  
P: 250-387-1978

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**From:** Leila Farmer <lfarmer@globalpublic.com>  
**Sent:** November 9, 2021 4:07 PM  
**To:** Grant, Lisa TRAN:EX <Lisa.Grant@gov.bc.ca>  
**Subject:** Meeting Request - Minister Fleming & PRPA

**[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.**

Hi Lisa,

I'm emailing Minister Fleming's office this afternoon on behalf of a client I work with, the Prince Rupert Port Authority.

Their president and CEO, Shaun Stevenson, will be in Victoria later this month and is hoping to meet with Minister Fleming for 30-minutes to discuss their Vopak and Ridley Island Export Logistics Platform projects.

Shaun will be in town November 17, 18, 19, 25 and 26. He is happy to meet in-person or virtually, depending on the minister's preference.

Please let me know if it's possible to schedule a meeting.

Thank you,

**Leila Farmer** (she/her)  
Senior Consultant  
**Global Public Affairs**  
#740-730 View St, Victoria, B.C.  
C (250) 634-0017  
[lfarmer@globalpublic.com](mailto:lfarmer@globalpublic.com)  
[www.globalpublicaffairs.ca](http://www.globalpublicaffairs.ca)