



THE CONNECTION BETWEEN PORTS AND THE THIRD CROSSING CONCEPT

The Third Crossing road concept not only connects communities, but also a number of ports. There are at least 4 on Vancouver Island, along with the underutilized port of Powell River and the active port in Squamish.

Squamish Terminals is a deep water port at the north end of Howe Sound, 32 kilometres by water from Metro Port Vancouver and 48 kilometres by land. The Third Crossing road concept would mean Powell River's port was 2½ to 3 hours from Squamish Terminals by road.

Squamish Terminals has been in operation for 44 years and has handled 22 million tonnes of cargo in that time. The cargoes are moved by ocean, rail and truck transportation.

The main cargoes are break bulk divided into 3 main categories:- Forest products

include wood pulp, panel and lumber. Steel products include pipe, rebar, coil, h-beam, and plate while Special products include, yachts, trailers, turbines and windmill parts.

The markets of Squamish Terminals are world-wide and the port is serviced by CN Rail, CP Rail, and Burlington Northern Santa Fe. CN Rail extends into northern BC to such places as Prince Rupert and Prince George. It connects to Hay River in Alberta and to Halifax in Nova Scotia, as well as Vancouver, Toronto, New Orleans, Detroit and Mobile. CP Rail's network covers northern BC all the way across to Canada's East Coast and down into the USA and Mexico. Burlington Northern Santa Fe services Canada, USA and Mexico.

The port is owned and operated by Norwegian Grieg Star Shipping AS and is used by 8 shipping lines.

The Port of Powell River was acquired by the City of Powell River from Transport Canada in 2015. It is underutilized compared with 30 or 40 years ago when ocean going ships regularly called in at the paper mill, including occasional oil tankers bringing Bunker C oil. The impact of the Third Crossing concept road could be significant for the deep water Powell River port and could trigger new investments.