THE NORTHERN CORRIDOR

The shortest and fastest route between Asia and the North American Midwest.

Prince Rupert is the second largest international port on Canada’s west coast and a major gateway to the North American Midwest. It offers shippers unparalleled reliability, speed and efficiency in moving their products.

Prince Rupert is North America’s closest port to Asia, two days closer than Seattle and three days closer than Los Angeles. With North America’s deepest natural harbour, Prince Rupert can handle the world’s largest container ships and provides safe, sheltered and efficient access from international shipping lanes.

One of the largest transcontinental railways and a major transcontinental highway connect the Port of Prince Rupert to the rest of North America, providing superior, congestion-free and high speed access to North American Midwest markets.
Port

The Port of Prince Rupert facilities include a 21.5 hectare state-of-the-art 500,000 TEU intermodal container terminal, modern and high-throughput grain and coal terminals, and a new cruise ship terminal.

The performance of the Fairview Container Terminal has been impressive since its 2007 opening, positioning Prince Rupert’s high-velocity container operation as the gateway to key Asian and North American markets.

By 2020, the Port of Prince Rupert’s goal is to provide a total of four million TEUs of container handling capacity:

- The $170 million Phase 1 of the Fairview Container Terminal was completed in September 2007, providing 500,000 TEUs of container handling capacity.
- The planned $650 million Phase 2 of the Fairview Container Terminal will add 1.5 million TEUs of container handling capacity by 2014.
- A second container terminal is planned to increase the port’s container handling capacity by another two million TEUs by 2020.
- Ridley Island Industrial Park has more than 400 hectares with deepwater access available for future development.

Rail

CN is North America’s only transcontinental rail network that crosses the continent east-west and north-south, serving ports on the Atlantic, Pacific and Gulf coasts while linking customers to all three NAFTA nations.

CN employs more than 21,000 people in Canada and the United States, operates in eight Canadian provinces and 16 U.S. states and has more than 20,000 route-miles of track. It generates revenues from the movement of petroleum and chemicals, grain and fertilizers, coal, metals and minerals, forest products, intermodal and automotive.
CN has made significant investments in its Northern Corridor rail line and plans to invest further to provide a high capacity, congestion-free connection between the Port of Prince Rupert, the rest of Canada and the U.S. Midwest.

- CN completed $918 million in improvements to its Northern Corridor rail line, acquisition of rolling stock and locomotives to efficiently accommodate the capacity of Phase 1 of the Fairview Container Terminal.

- CN will continue investing heavily in its Western Canadian network to support the Pacific Gateway.

CN has also invested $40 million for in-land intermodal/transload facilities along its Northern Corridor line to ensure efficient connectivity with North American transportation networks. This includes a $20 million forest products intermodal facility in Prince George, a $14 million grain transload facility in Alberta, and a $6 million grain transload facility in Chicago.

**Logistics**

The Prince Rupert Port Authority is responsible for the overall planning, development, marketing and management of the commercial port facilities at Prince Rupert Harbour. This includes competitive, efficient and timely responses to customer needs and business opportunities.

[www.pacificgateway.gov.bc.ca](http://www.pacificgateway.gov.bc.ca)