



Port Alberni Trans-shipment Hub

A solution for the west coast.



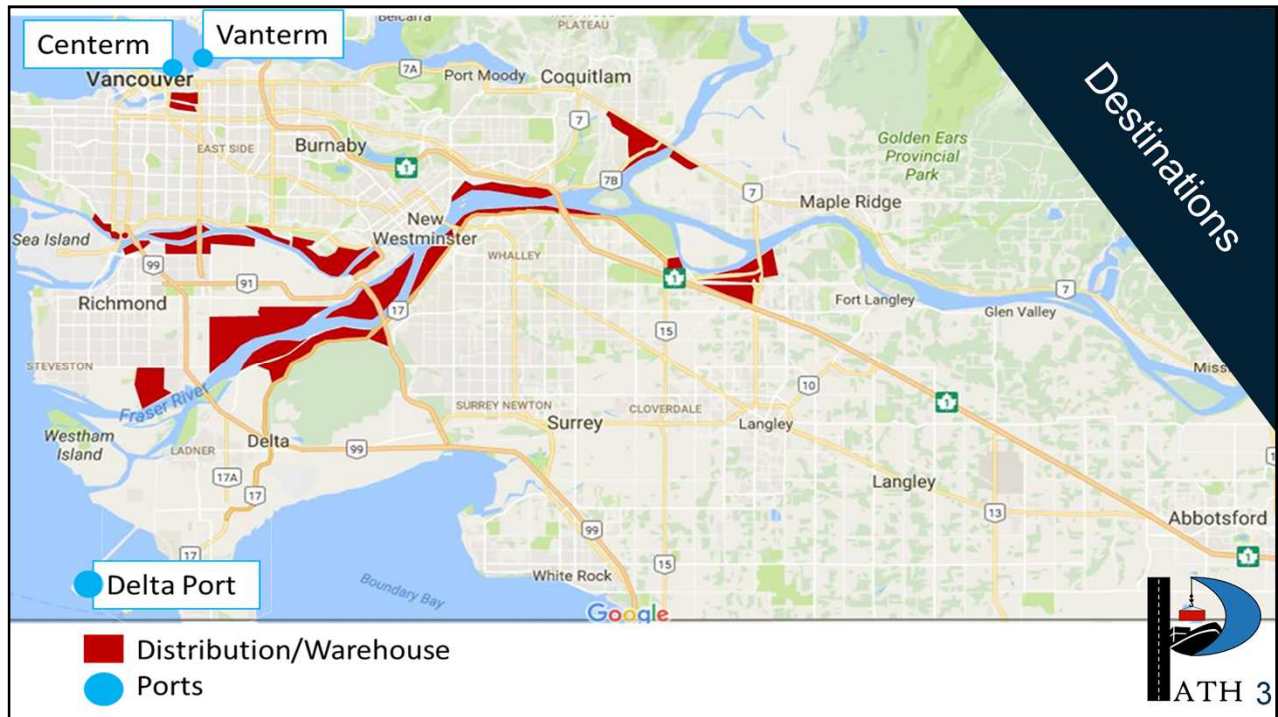


Each year over 12,000 ships pass by the Alberni Inlet on their way to deliver cargo to the Pacific North West Corridor.

Almost 7 Million TEU's (twenty "feet" equivalent unit sized containers) are handled at the facilities in Seattle/Tacoma or Vancouver.

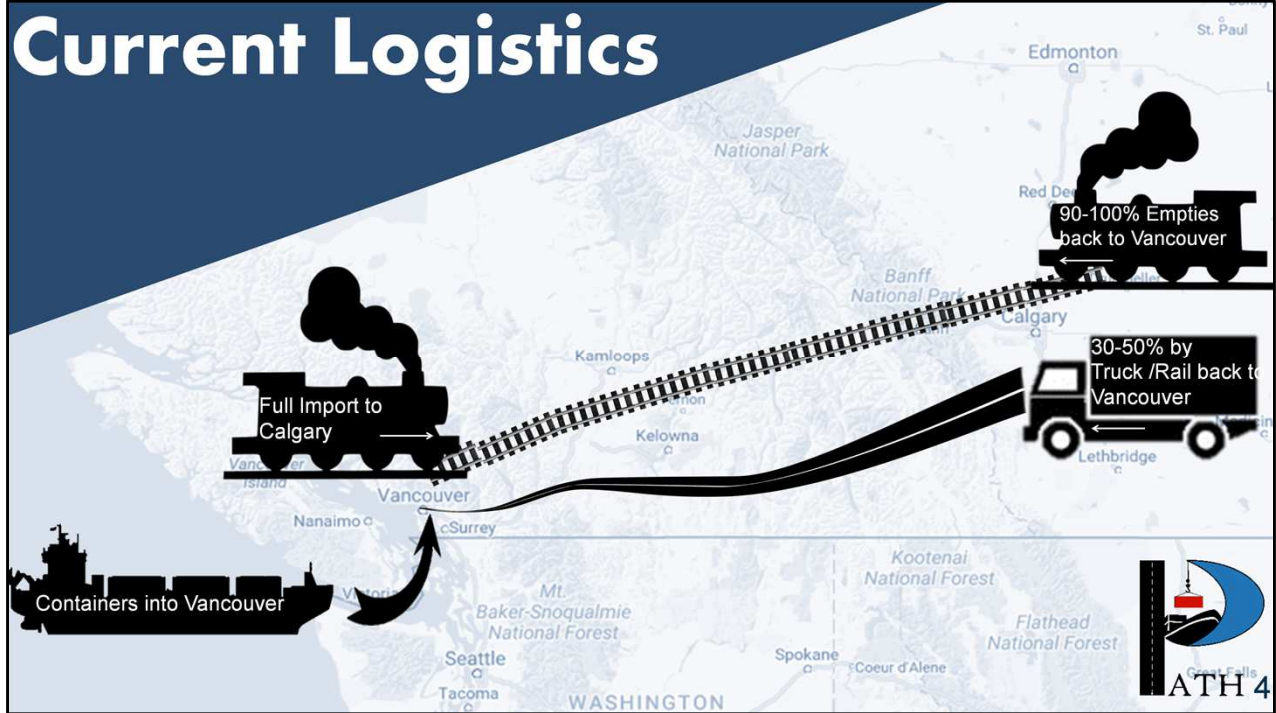
Each container ship spends approximately one week in Salish sea area with multiple sailings, adding to already congested

Marine traffic along with air and sea pollution and endangering sea mammals due to their shear size and speed.



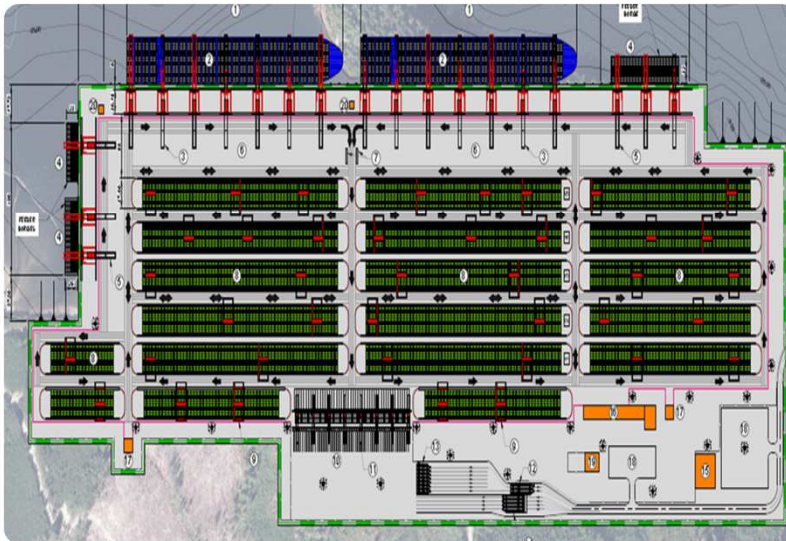
Vancouver Port handles more than 3,000,000 TEU's annually. 66% of those containers end up on the back of a truck and on the busy streets of lower mainland on their way to the warehouses and distribution centers located, mostly, on the banks of the Fraser River.

Current Logistics



Close to 70% of the 3 million TEU's end up being loaded to rail cars for destinations east of the Rockies. This is a recent phenomenon - due to the lack of industrial land, high cost of warehouse space and road congestion in the lower mainland. As a result, a number of distribution centers or "inland ports" have been created in Alberta, Saskatchewan and Manitoba. According to a Van Horne Institute study, Calgary alone, handles 485,000 TEU's annually for clients such as Wall-Mart, COSTCO, Home- Depot, Safeway, RONA, etc

Port Alberni Trans-shipment Hub



Fully Automated Container Terminal

PATH will include automated equipment to keep operating costs low and service reliability high.



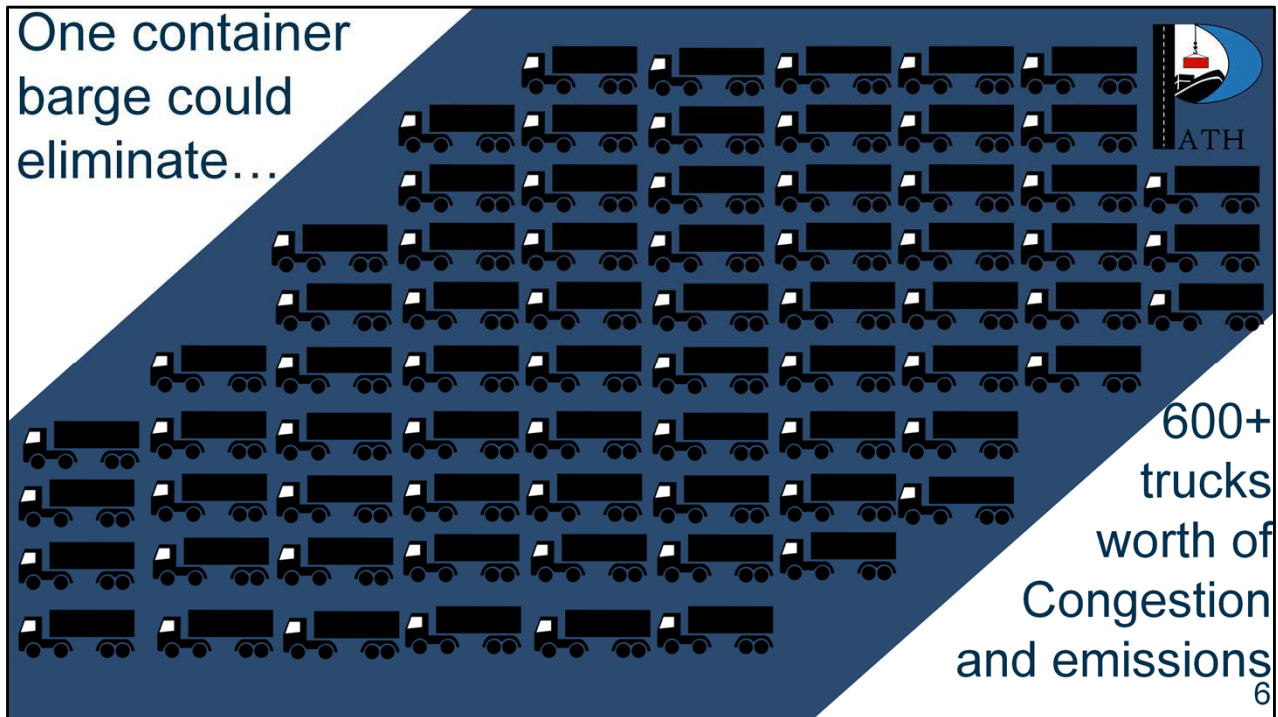
22,000 TEU +
Ships

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Estimated Build Cost \$1.7 Billion CAD

Automated and Battery operated Automated Guided Vehicles (AGVs) with all the equipment being electrical.

Able to handle two of the largest yet-to-be built Container Ships at the same time @ 6000 Containers per 24 hours for each vessels along with barge operation.



PATH – hub will deliver its containers by barge via the short sea shipping route, “just in time”, “just where needed” and “just how planned” for the next mode or transport, to spokes along the vast shoreline in Salish sea area and Fraser River.

Huangpu
River
-
Shanghai



24/7 operating sea highway in Shanghai

Fraser
River

Annacis
Island
Logistics
Hub



Same width and depth as the Huangpu River, very limited usage in regards to container transport if any at all.

Sailing

Handling

Trucking

4 Pronged Savings

Vancouver Island

Estimated 500,000 TEUs Annually

Hub and Spoke

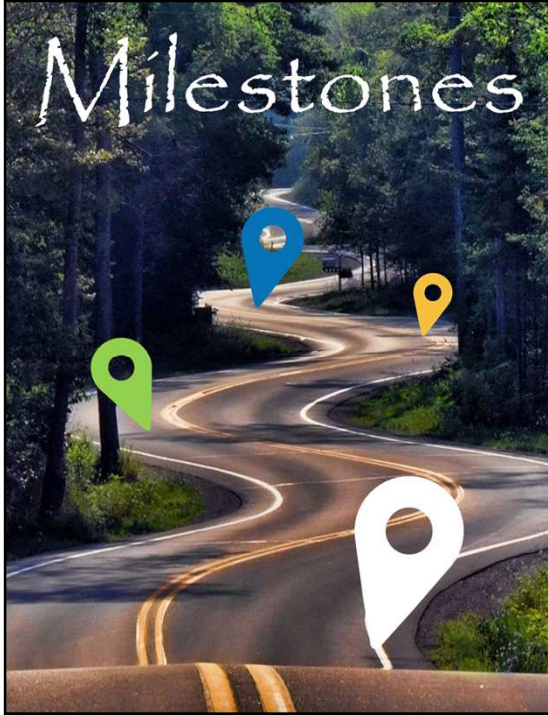
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PATH – as per our prefeasibility study, the estimated EBITDA (earnings before interest, taxes, depreciation and amortization) is \$216 Million at just one weekly ship call of 14,000 TEUS, achieved through 4-pronged savings. Estimates are based on current volume in Salish sea area and is not dependant on growth’ just making current system more efficient.

Cost @TEU Comparaisn - PATH vs Status Quo



Milestones



- 📍 Pre-Feasibility Study Partially Funded by Federal Government
- 📍 Memorandum of Understanding with Korean Consortium
- 📍 Protocol Agreement with Huu ay aht First Nations
- 📍 Land Reserved – Provincial Government
- 📍 Letter of Support from ILWU Canada
- 📍 Memorandum of Understanding with ZPMC



Benefits

1. Reduces CO2 Emissions & 14.5million Truck kilometers
2. Automated Terminal with ILWU Support
3. up to 7 Days saved Sailing Time
4. Location @ Gateway to Hinterland of 8 million people
5. Access to multiple railways and terminal operators
6. Economical – GDP \$ 21 billion
7. Increased Gateway Capacity & Fluidity
8. Land for development and growth
9. Safety & Security
10. Supported by the union – ILWU, First Nations, Environmental Groups, Communities, Industry, Trading organizations



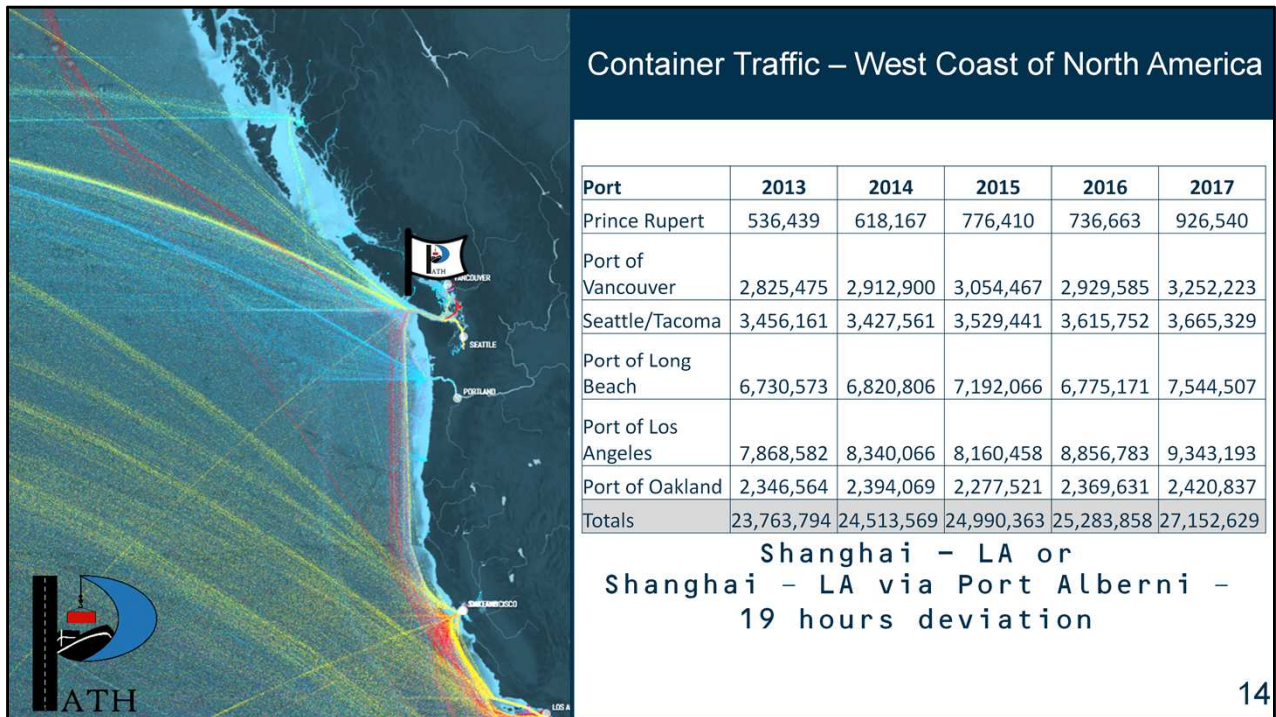


Vancouver island has a current population of just about 800,000. It's one of the fastest growing regions in Canada; larger than 3 Canadian provinces in Population, and probably within a decade will surpass the population of Nova Scotia and be at par with Saskatchewan for comparison.

The entire Island has recently being designated as a Foreign Trade Zone. Currently most of the product produced for export or imported for Vancouver island needs to be transported to lower mainland. It's estimated that VI trades more than 500,000 TEU's annually with Lower Mainland, adding cost to the product and creating added congestions in lower mainland.

Please see link bellow for an Island Report

<https://via.ca/wp-content/uploads/2016/04/StateoftheIslandEconomicReportVIEA2015.pdf>



PATH’s goal is to increase the capability of the PNW Corridor and capture some of that traffic. **PATH** would be a shorter distance from Shanghai than Vancouver, Seattle, San Francisco, or Los Angeles.

- Shanghai to San Francisco: 5400 NM 11 days 6 hours sailing
 - Shanghai to Los Angeles: 5700 NM, 11 days 21 hours sailing
 - Shanghai to Vancouver: 5110 NM, 10 days 16 hours sailing
 - Shanghai to Seattle: 5094 NM, 10 days 16 hours sailing
 - Shanghai to Port Alberni: 4981 NM, 10 days 9 hours sailing
- (per www.sea-distances.org)*

Container traffic is estimated to double by 2030 and our current infrastructure is already over burdened. If the west coast cannot meet the demand for container throughput, the excess volumes will seek the next best alternative, which would be at Canada’s loss.



Looking for a
Final Stakeholder
and Support from
Federal Govt.



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Not just a
possibility....
a necessity

