

**LATEST PORT CONTAINER VOLUMES AND FORECASTS SHOW
THERE IS NO NEED FOR ROBERTS BANK TERMINAL 2**

Delta BC February 12 2009.

With the release of statistics for actual west coast container volumes handled at BC ports in 2008 it is clear that Canada does not need the Roberts Bank Terminal 2 Container Port – now or any time in the foreseeable future.

In 2008 Port Metro Vancouver handled 2.492 mill TEUs (twenty foot equivalent container units). This was a slight decrease from 2007, with imports off by 2 percent. At Prince Rupert the story was much brighter. Their new container port opened for business at the end of 2007 and in 2008 - its first full year of operation - it handled 0.182 mill TEUs. Their increases resulted from additional ship services calling at the port. Taken together therefore all of British Columbia's container ports handled a total of 2.67 mill TEUs in 2008.

However as the impact of the global economic downturn is felt in 2009, Vancouver ports are forecast to see a decline in imports over 2008. Whilst it is still too early to tell the size of that impact, industry watcher Port Tracker suggests that Vancouver will see a decline of 15.6 percent in imported container goods – comparing February 2008 to the same month in 2009.

How does all of this stack up for the future? " Using the current volumes as a base, and assuming container volumes show some decline in 2009, our statistics indicate that Port Metro Vancouver may now only handle 3.2 mill TEUs by the year 2020" stated Roger Emsley, Executive Director Against Port Expansion Community Group. "Even if Port Metro Vancouver resumes steady annual growth of say 5 percent in 2010, then by the year 2020 (and taking into account possible traffic losses for ships diverting via the Suez and Panama Canals straight to East Coast ports) all of BC's ports combined may still handle less than 4 million TEUs annually" he further commented.

The BC West Coast will have container port capacity of close to 5 million TEUs by the year 2020 once Deltaport Third Berth comes into operation. Factor in the planned second phase expansion at Prince Rupert and the other announced expansions on the Fraser River and the inner harbour and BC will have container capacity of 6.9 million TEUs – double the forecasted volumes.

The message is simple. There is no business justification for Roberts Bank Terminal 2. And without Terminal 2 Port Metro Vancouver says it does not need the South Fraser Perimeter Road - so let's not build that either and save over \$1 billion dollars in taxpayer money.

About APE: Against Port Expansion in Delta is a group of concerned citizens who recognize that expansion plans for Deltaport's container terminal will see the degradation of the quality of life for thousands of Lower Mainland residents; the industrialization of prime agricultural land; and the loss of globally-significant habitat for salmon, migrating birds and orca whales. It is a broad based community group from various backgrounds. For more information visit www.againstportexpansion.org or email: ape.info@dccnet.com