Outline

1. Presentation
   - About GCT and Industry Trends
   - DTRRIP Overview
   - GCT and Phase 2 of DTRRIP
   - Current status
   - Permitting and Ship to Shore cranes

2. Q&A

GCT Canada Limited Partnership
About GCT

A Canadian success story, HQ in Vancouver
Top marks for sustainability.

- As part of our initiative to set the standards for sustainability in the marine industry, all four GCT terminals are Green Marine certified.

- GCT Canada was honoured with the prestigious Clean50 Top 15 Projects 2017 Award, further recognizing the company as a leader and innovator in sustainable operations.

- GCT Deltaport is also proud to be a finalist for the Delta Chamber of Commerce 2016 Green Business of the Year award.
CMA CGM line 18,000 TEU vessel calls LA in December 2015

**Trends in Container Ship Deployment:**

- Formerly 12-15 individual contracts reduced to 3-4 contracts.

**2017 Alliance Composition**

*Global fleet capacity shown. Zim is not a separate alliance, but is considered non-Scope. Formerly 12-15 individual contracts reduced to 3-4 contracts.*

Long-term horizon investor
History of investment in Port of Vancouver

1997
GCT Deltaport opens

2010
GCT Deltaport
3rd Berth Expansion complete,
$180M

2017
GCT Deltaport
Intermodal Yard expansion and densification
$300M

Immediate investment pending
GCT Vanterm
$160M
Meeting demands of new market realities
GCT Deltaport Intermodal Yard Expansion Project

Phase 1
An overpass on existing Roberts Bank Causeway to separate road and rail traffic. Completed in 2013-14

Phase 2
GCT Deltaport Intermodal Yard Reconfiguration: Rail track changes and additional container handling equipment within existing Deltaport footprint. Construction will take place in 2015-17.

Phase 3
Road improvements on Deltaport Way to improve movement of container trucks at Deltaport.

Phase 4
Additional rail track within the existing railway corridor and a portion of the Option Lands.
GCT Deltaport - Intermodal Yard Expansion
Active investment details

- $300 million privately funded investment
- 50%+ increase in rail capacity at GCT Deltaport Intermodal Yard
- 33% increase in total terminal capacity
- National significance:
  - providing 5,000 direct and indirect jobs
  - increasing capability and velocity of the Pacific Gateway
- Sustainably delivering capacity within an existing footprint

*Expected completion date Q4 2017*
# Current Status

<table>
<thead>
<tr>
<th>Period</th>
<th>Milestone</th>
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<tbody>
<tr>
<td>2015</td>
<td>Completed design and public engagement.</td>
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<tr>
<td>Q1 2016</td>
<td>Began site preparation and construction.</td>
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<td>Q2 2016</td>
<td>Completed training for new terminal operating system.</td>
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<td>Q3 2016</td>
<td>Commenced equipment arrivals including electric CRMGs, auto decoupling tractors, rail trailers, and Tier 4f RTGs.</td>
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<td>Q4 2016</td>
<td>Implemented Navis N4 terminal operating system. Completed LED lighting.</td>
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<td>Q1 2017</td>
<td>Electric Megamax STS cranes arrive (April).*</td>
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<tr>
<td>Q2 2017</td>
<td>All RTGs delivered. Megamax STS cranes commissioned (May).* Commercial operations commence.</td>
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<tr>
<td>2018</td>
<td>Old equipment decommissioning complete.</td>
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*If project permit amendment application is approved by the port authority*
2 new super-post Panamax STS cranes
• Cranes are undergoing thorough final inspections in China.
• Delivery will be direct to the terminal by one ocean going vessel before the end of April 2017.
• A construction notice will be sent to the adjacent community minimum ten days prior to arrival of the ocean going vessel.

**VISUAL MITIGATION:**
The colouration of the two additional cranes will be cloud white similar to the existing ship-to-shore cranes as visual mitigation of the crane visibility during daylight hours when viewed from the foreshore.

**LIGHT MITIGATION:**
The working lights on the two additional cranes will be more modern, low-energy, high-efficiency LED area lights which require approximately 57% less total lighting wattage per crane compared to the older, less-efficient metal halide area lights on the existing cranes. These LED lights fixtures will have less glare and reduced alias light.

**NOISE MITIGATION:**
The two additional cranes will be equipped with automation features intended to reduce the operational noise levels compared similar ship-to-shore cranes without these features. The impact noise due to hard landing of containers is reduced by detecting the trailer and container positions on the wharf and vessel. Optimal load path ensures that the energy used to lift the container is not wasted by the crane controller all the times when accelerating and decelerating the drive motors.
The heart of the Vancouver Gateway.

As a Vancouver-based company, our aspirations have always focused on establishing sustainable operations that benefit our neighbours, workforce, and customers. For over a century, GCT Canada has been a proud member of the local community and the country’s largest marine industry employer, contributing jobs both locally and nationally. With four Green Marine certified terminals in North America, we are steadfastly committed to densifying our operations. Our safe and sustainable approach to growth will help us preserve our region for future generations.