



Container traffic forecast for Canada's west coast

Roberts Bank Terminal 2

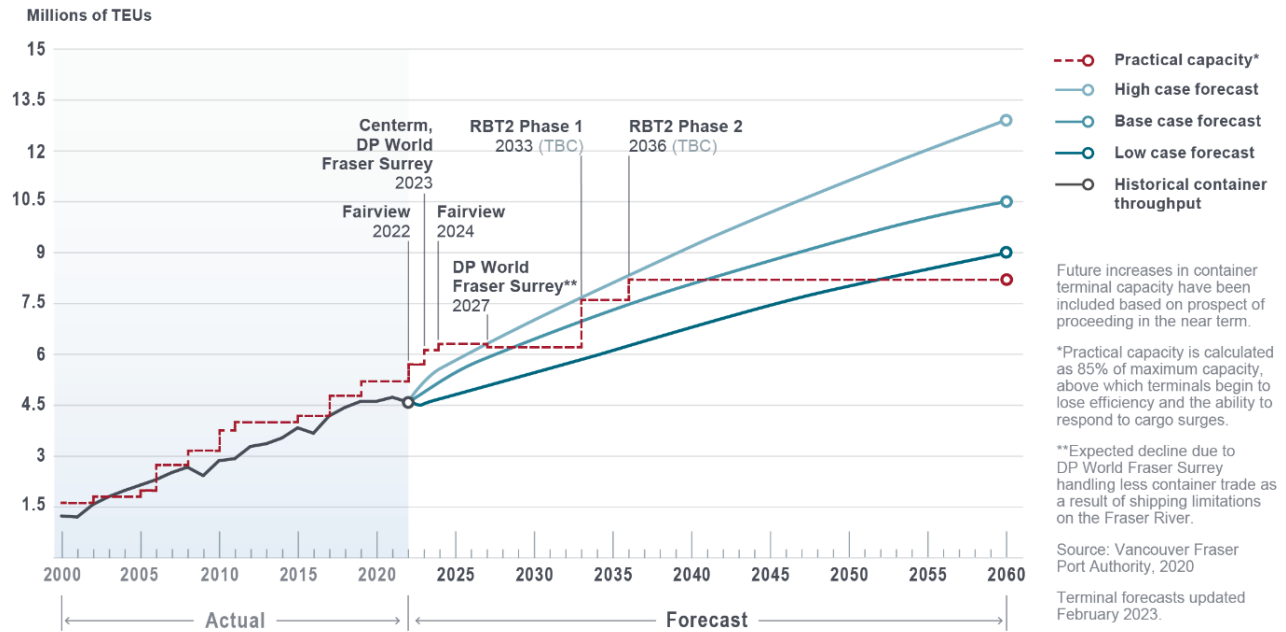
As a Canada Port Authority, we have a public interest mandate to enable Canada's trade objectives, while protecting the environment and considering local communities. This work includes planning and building trade-enabling infrastructure in and around the Port of Vancouver to support sustainable port growth. One sector that remains on a long-term growth trajectory is container trade. Containers provide Canadian businesses and consumers with access to everyday goods found on store shelves and Canadian exporters access to global markets, which supports our standard of living.

To ensure there is enough container terminal capacity for this growing trade on Canada's west coast, we regularly commission independent, expert third-party container traffic forecasts that consider long-term trends in global markets and trade, as well as other drivers of container traffic demand. Forecasts show that without new terminal space, the ports of Vancouver and Prince Rupert will run out of capacity for containers by the end of decade. This would lead to a capacity crunch that would see increased transportation costs passed on to Canadians from cargo being diverted to U.S. ports, and the lost opportunity for new jobs and economic benefits in local communities.

In anticipation of this growth, we are leading the [Roberts Bank Terminal 2 Project](#), a future marine container terminal in Delta, B.C. that will create 2.4 million twenty-foot equivalent unit (TEU) containers of capacity. Once operational, the terminal will be a critical link for Canada's supply chains, increasing container terminal capacity by more than 30% on Canada's west coast, supporting competition in the Pacific gateway, and strengthening reliable access to the goods Canadians use every day. The project will also play a critical role in supporting Canadian exporters who increasingly want to trade with economies around the world.

Roberts Bank Terminal 2 was approved by the Government of Canada in April 2023, following a rigorous 10-year federal environmental assessment process. Before construction can begin, we still need to complete several key steps, including obtaining regulatory approvals and permits (such as a *Fisheries Act* Authorization), ongoing collaboration with Indigenous groups, assessing market conditions, undertaking procurement, and preparing for a final investment decision. We anticipate the terminal will be operational in the early 2030s.

Vancouver Fraser Port Authority
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The graphic above shows the capacity at different container terminals at the Port of Vancouver and Port of Prince Rupert, along with the historical and available future container terminal capacity on Canada's west coast once Roberts Bank Terminal 2 is operational.

Visit the project website to [learn more about container traffic growth on Canada's west coast](#).