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Traffic Up

Traffic through the Port of Prince Rupert is up 11 per cent thus far, as the good news continues to come in at the coastal city

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Prince Rupert

Prince Rupert Chamber of Commerce Manager Lynne Graham keeps readers informed about what's new and exciting in business

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Northwest Regional Airport gets busier

TERRACE - The Northwest Regional Airport Terrace-Kitimat has been experiencing significant growth in the last two or three years - about 12 - 15 per cent each year.

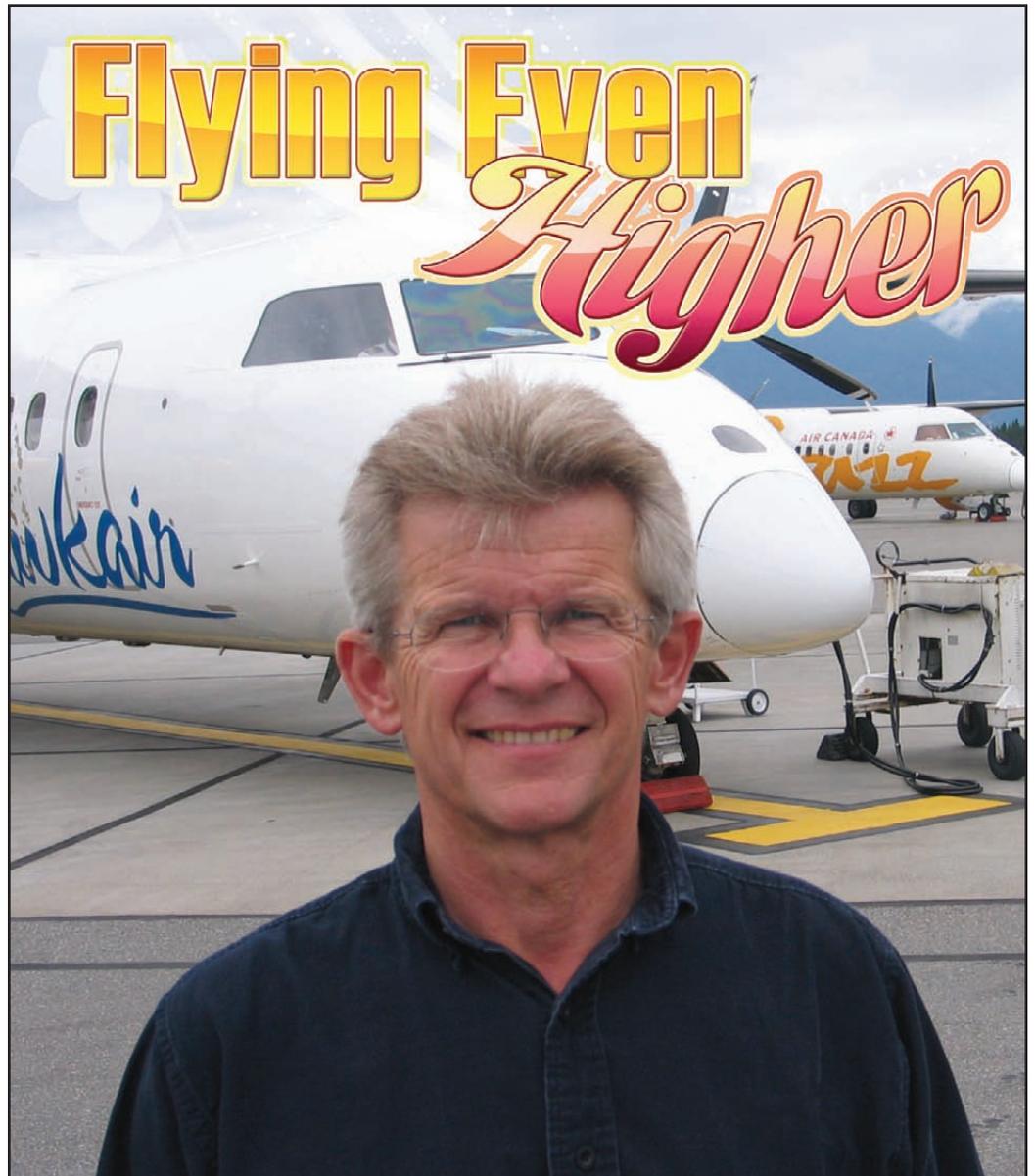
Airport manager Laurie Brown attributes the growth to Terrace's central interior location and to unprecedented economic growth in the area.

"The airport is about half-way up the province," Brown explains. "We're about a six hour drive from Prince George which is the next largest airport besides ours in this part of the region."

Surrounding centres include Smithers, Prince Rupert, Kitimat and the Nass Valley. The catchment area for the airport boasts a population of about 90,000 people. The Northwest Regional Airport is served by Air Canada Jazz, the locally owned Hawk Air and Central Mountain Air.

Terrace-Kitimat boasts six flights per day to Vancouver and total air traffic accounts for about 120,000 passengers per year. The airport has a full

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cutline

Canfor to build \$13.5M mill in Fort

Alaska Highway News

FORT ST. JOHN - Canfor is investing \$13.5 Million to build a new wood residue energy facility at its Fort St. John sawmill at the same time as it closes the door to the possibility of rebuilding the Prince George North Central Plywood plant that was gutted by fire in late May.

The money is coming from the \$36.3 Million the company expects to get from insurance payments for the plywood mill.

The new facility will be used to replace natural gas as the fuel for drying lumber at the facility. While the upgrade brings no new jobs to the sawmill, it will lower costs to make the facility more competitive, says Mark Feldinger, vice-president of

manufacturing.

"With the current trend in energy prices it will have a significant impact on the profitability of our Fort St. John operation," he says, adding construction will begin as soon as possible and is expected to finish by the end of the first quarter of 2009.

The investment also reflects a long-term commitment to the mill and the growing impor-

tance of the Peace region in the lumber market due to the limited influence of the mountain pine beetle in the area, he says.

Right now 80 to 85 per cent of the wood going through Canfor mills is beetle kill, and the company is expecting the timber supply to drop off dramatically in the North Central Region of the province, which

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Vancouver Airport readies for Olympics

By the time the 2010 Winter Games roll into Vancouver, the **Vancouver International Airport** will be ready for them.

Bob Cowan, senior vice president of engineering at **Vancouver Airport Authority** notes that the expansion work going on now will be completed by the time athletes and visitors descend on the city.

The Canada Line is perhaps the most visible and high profile construction project underway with completion slated for No-

vember 2009. Cowan explains that the Airport Authority is responsible for three stations on the line. Trains will leave Terminal Station every six minutes with a total trip time of 26 minutes to the Waterfront Terminal at the other end of the line.

"You don't have to change trains and there are no transfers," Cowan says. "And once you get to Waterfront you can connect into the regional system – the Seabus, the West Coast Express, the Expo Line and the

bus routes."

Another major construction project is the expansion to the C-Pier where passengers access **Air Canada** domestic flights. The expansion will allow for five new gates and a modern new look. The construction includes moving walkways, the latest generation of washrooms, terrazzo floors, bright interiors, upgraded lighting and new food, beverage and retail stores.

"These days people expect more once they get down to

their gates," Cowan says. "We think that will be quite a win for passengers."

The new C-Pier is also closely connected to the airport's regional gate that was upgraded in 2007. Cowan notes that up to 25 per cent of domestic passenger traffic at Vancouver International Airport is regional traffic.

YVR is also known as the gateway to Asia and runs neck and neck with San Francisco as offering the most flights to the Far East.

The Vancouver Airport Authority takes a long term view in its plans for growth, Cowan says, and is looking far beyond 2010. It takes into account the vagaries of the airline business and concentrates on serving the public. "Customer service is important," he says. "We want to deliver what people expect. Yes, fuel prices affect us but we take a longer term view of that."

Vancouver International Airport is at 3211 Grant McCowan Way in Richmond.

Airports vital infrastructure for province

The **Vancouver International Airport** (YVR) sees hundreds of thousands of people move through its facility every year.

Bob Cowan, senior vice president engineering of the **Vancouver Airport Authority** estimates that up to 25% of the passengers originate from regional airports in the province.

Not only does YVR serve as a hub for the province's travellers, it is also critical for freight.

"Fruit goes by plane to Asia," Cowan says. "Seafood from the Queen Charlottes goes by air. Just-in-time delivery of fresh food is becoming a real issue for people around the world and the airport is a natural conduit

for that to happen."

He adds that YVR is an important partner in the general economic growth of the entire province. At the same time, other British Columbia airports are expanding and offering more services to their passengers.

The **Victoria International Airport** has been growing in the face of an industry that appears to be slowing down. Its new non-stop daily flights to San Francisco are especially exciting, says **James Bogusz** manager of marketing, communications and technology – and not just from a tourism standpoint.

"Viatch announced this year that technology as a sector

is actually a larger business than tourism for Vancouver Island," he says. "That's a big announcement so to think that we now have Silicon Valley as a non-stop destination is really a huge asset for Vancouver Island and the community as a whole."

The business community and the community in general also benefits from non-stop flights to Toronto and 30 flights per day to Vancouver. Although the airport does not track business travellers, Bogusz says he believes that number is significant.

"The airport offers the gateway to Vancouver Island by air. I think we play a critical role in

making sure that people have air access to the island. And we take our role seriously. We need to make sure that our airline partners have an opportunity to run a profitable business. At the end of the day that impacts Vancouver Island's economy in the tourism sector and the business sector."

Prince George is also experiencing airport growth in times when that would seem to be an anomaly. That airport's Runway Extension project will see the main runway, which is currently 7,400 feet, extended to 11,400 feet. The airport's strategic location allows aircraft requiring services to fly without deviation. Flight path analysis reveals that there is less than a one per cent deviation between Prince George and Anchorage for Asia USA flight routings.

The airport's web site states that based on analysis, statistics show that the Prince George Airport can expect to receive up to 1,500 cargo flights per year in

the next 10 years. The Airport has held a number of positive discussions with companies within the logistics industry who have indicated support of the runway extension.

Kelowna International Airport may be the regional growth story in the province with a \$30 Million expansion that will see a longer runway to handle direct flights from Europe as well as an 80,000 square foot expansion of the terminal building.

Airport general manager **Sam Samaddar** notes that about 33 per cent of the airports traffic is business travel and that the airport is a huge economic initiator for the region.

The airport generates 1,840 full time jobs and \$310 Million in direct economic output. "It plays an extremely vital role in the community," he says.

Kelowna International Airport offers direct flights to Vancouver, Calgary, Edmonton, Seattle, Victoria, Prince George and Toronto.

Northwest Regional Airport gets busier

Cont'd From Second Front service Flight Service Station (FSS), a 7,500 ft runway and an Instrument Landing System that ensures 99.9 per cent reliability,

Brown points out that the population of Terrace and adjoining Thornhill combined is 20,000 making it the second largest populated area in the northern part of the province.

He says that he expects air traffic to increase, especially over the next couple of years. Rio Tinto Alcan, which operates a large plant in Kitimat, is set to begin a multi-billion dollar expansion this fall, which will bring in a great deal of activity.

Mining exploration is also booming in the area and the **Port of Prince Rupert Development** also has potential to turn the area into a loading zone for

the port. There have also been significant mineral discoveries in the area.

"That kind of activity will pick up the slack that the community has experienced as a result of the decline in the forest industry and the fishery out of Prince Rupert," Brown says

He points out that Terrace also has other attractions, particularly for young people who plan to work in the area. "The scenery is spectacular. We have a lifestyle up here that is very active – the fishing is fabulous, there's hiking, a ski hill, camping, we've got unbelievable powder – for an active person it's a great lifestyle."

Northwest Regional Airport Terrace-Kitimat is at 103 – 4401 Bristol Road in Terrace.

www.yxt.ca



Northwest Regional Airport
Terrace-Kitimat



- Working with the Terrace Economic Development Association and the City of Terrace to develop Industrial lands around the airport complete with nearby highway, rail and air access
- Cargo Facilities with airside and groundside access
- Land leases available, services with Natural Gas and Hydroelectricity. Water and sewer are available.
- Both airside and groundside lots are available for lease

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