SELECTED VISUALS FROM THE PACIFIC COAST INTERMODAL PORT FESABILITY ASSESSMENT PRESENTED BY THE REBEL GROUP'S JOHAN-PAUL VERSCHUURE AT THE FEBRUARY 2026 PORT OF COOS BAY'S PCIP COMMISSION MEETING.

COMMENTS IN RED ON THE VISUALS HAVE BEEN ADDED BY THE AUTHORS OF THIS WEB SITE

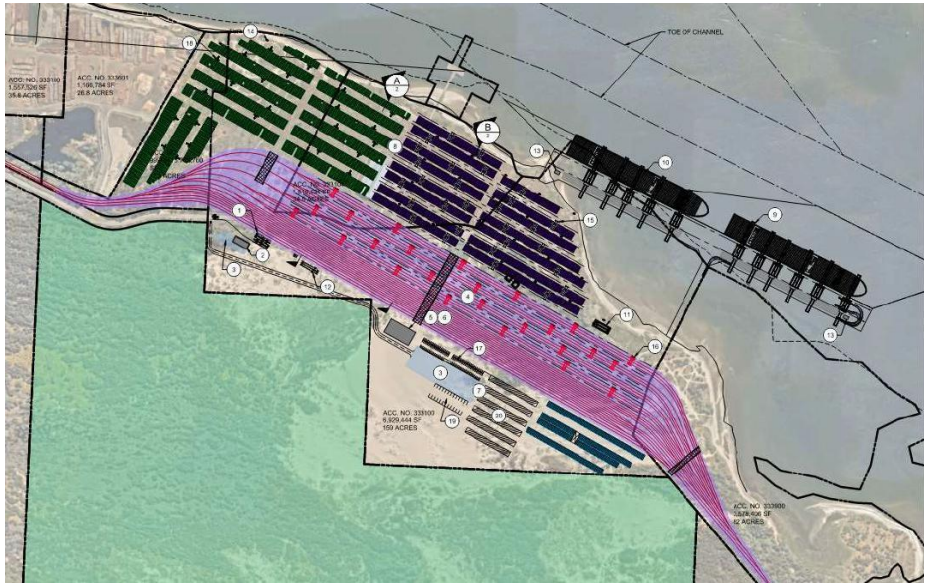
Project Description | Pacific Coast Intermodal Port

The PCIP will have the following key features and characteristics

An initial handling capacity of **1.5M TEUs per year**

- **Two ~2,600ft berths (50 feet deep)** to accommodate two Neopanamax vessels at the quay **IF BERTHS WERE SHALLOWER THAN THIS THE SHIPS WOULD SIT ON THE BOTTOM OF THE BAY AT LOW TIDE**
- An **existing navigation channel**, maintained by the U.S. Army Corps of Engineers, which will be **deepened to 45ft** to allowing for passage of Neopanamax vessels **SHIPS WOULD ONLY ENTER OR LEAVE THE BAY AROUND HIGH TIDE AS THEY HAVE A 48-49 FT DRAFT**
- Intermodal container terminal with **100% on-dock rail infrastructure**
- **Dockside electricity**, reducing reliance on **diesel** **MANY NEOPANAMAX VESSELS DO NOT HAVE THE CAPACITY TO USE DOCKSIDE ELECTRICITY**
- Total project **costs estimated at $2.7B**, with over **$200M of grant funding currently committed** to the project from state and federal sources **REPORTS SENT TO THE ARMY CORPS OF ENGINEERS BY THE PORT SHOW COST WOULD BE $4.6B**

An estimated **three-year construction period** following completion of all necessary permits and approvals (including NEPA) which is expected to commence in 2026



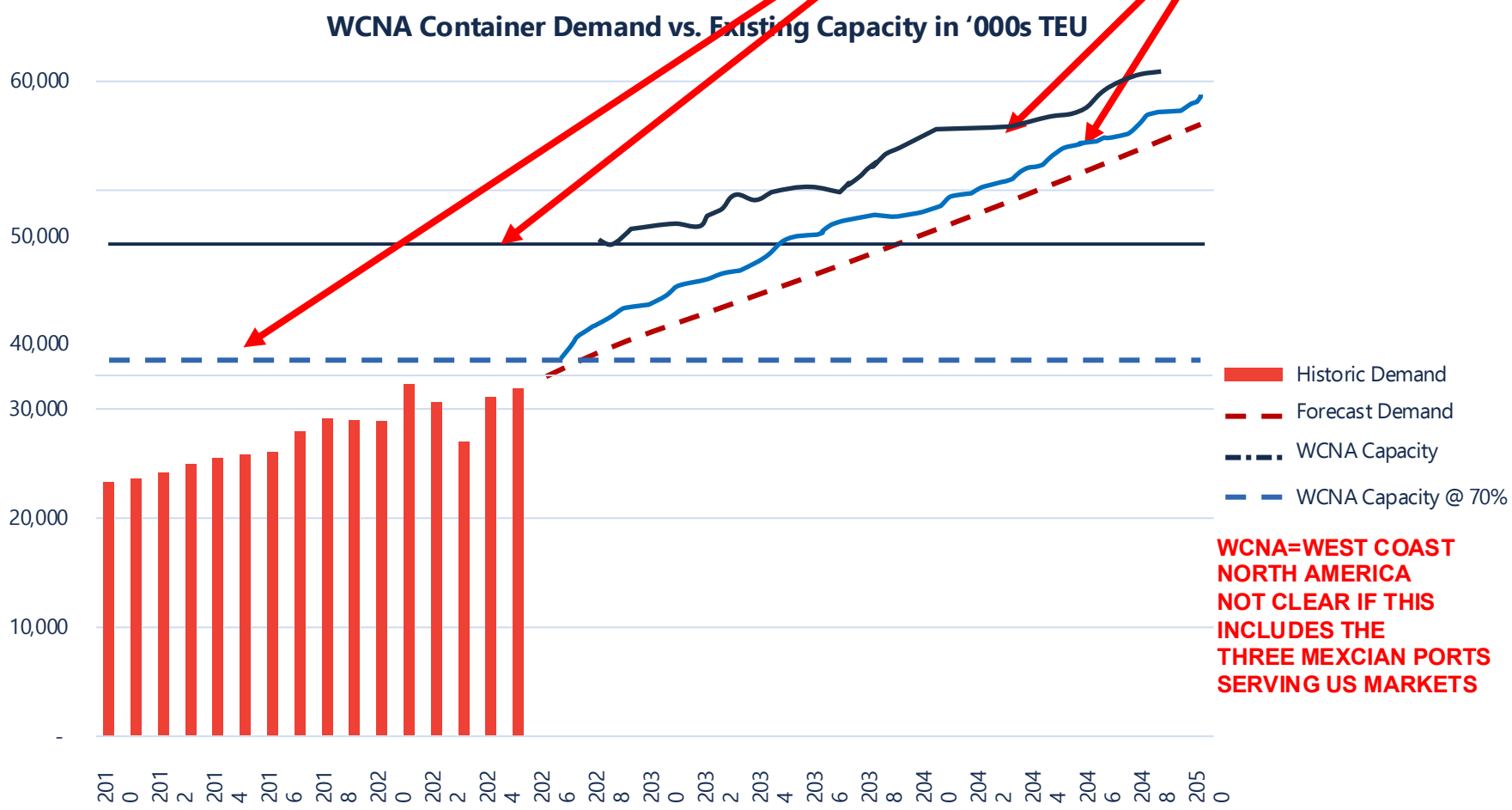
Source: Moffat & Nichol

THE BLUE AND BLACK STRAIGHTS LINES SHOWN ON REBEL'S FIGURE FROM 2010 TO 2050 IMPLY THERE WILL BE NO INCREASE IN CAPACITY AT ANY WEST COAST PORT DURING THIS TIME PERIOD. THIS IS OBVIOUSLY NOT THE CASE AS ALL PORTS HAVE EXPANSION PLANS

THE IRREGULAR LINES, ADDED TO THIS GRAPHIC, SHOW INCREASING CAPACITY LIKELY TO OCCUR AT WEST COAST PORTS

Key Takeaways | North American Container Market Overview (2/2)

- Projections show continued strong growth for West Coast container demand. **WEST COAST PORT FACILITIES ARE EXPANDING TO ACCOMMODATE THIS GROWTH**
- Total capacity for container volumes at West Coast port facilities excluding Coos Bay is ~49M TEU/year. **CURRENTLY BUT WILL EXPAND**
- A typical operational constraint for container terminals is 70% of total capacity, or ~35MTEU/year. **CURRENTLY BUT WILL EXPAND**
- The projections demonstrate that existing West Coast port facilities are already nearing operational capacity and will exceed full capacity in the early 2040s **THIS ASSUMES NO GROWTH OF CAPACITY AT WEST COAST PORTS**

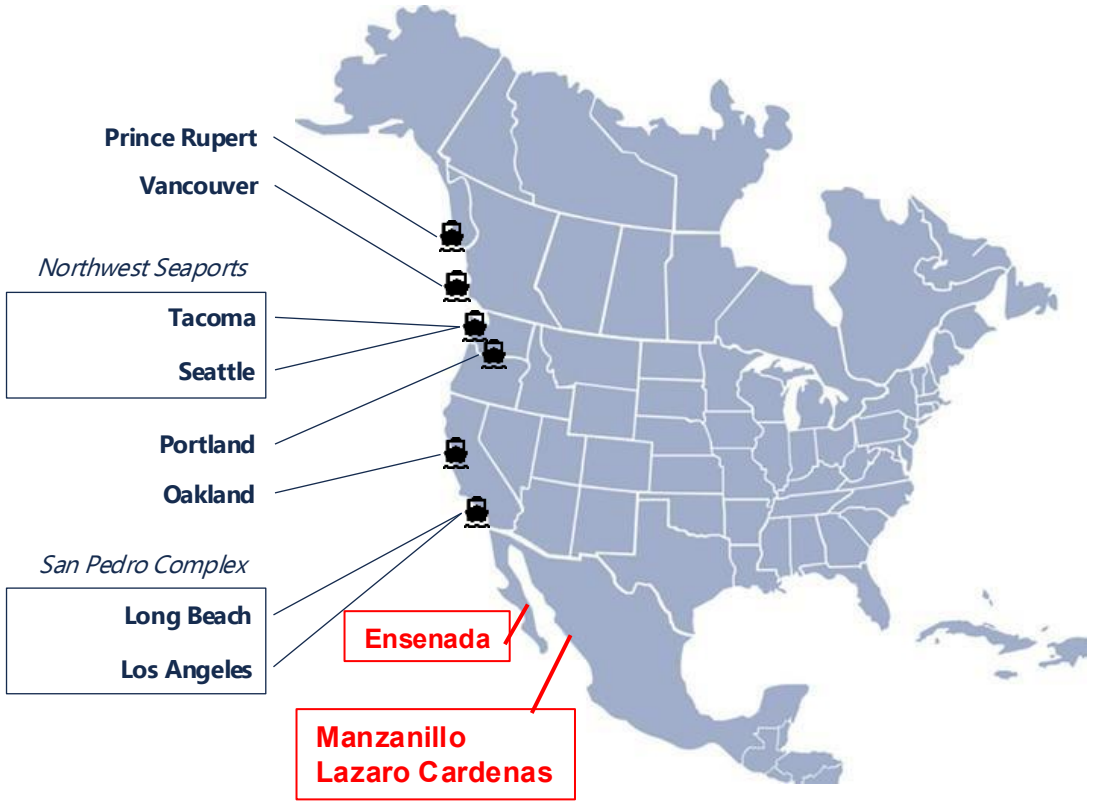


WCNA=WEST COAST NORTH AMERICA
NOT CLEAR IF THIS INCLUDES THE THREE MEXCIAN PORTS SERVING US MARKETS

Key Takeaways | North American West Coast Ports

- There are **5 major port complexes competing for growth with Coos Bay** on the West Coast, with the San Pedro Port Complex dominating total volumes.
- **ACTUALLY, EIGHT PORT COMPLEXES, AS THERE ARE THREE ADDITIONAL WEST COAST PORTS IN MEXICO**
- Planned capacity expansions at other West Coast ports demonstrates environment with strong anticipated demand growth and capacity constraints at existing facilities. **ALL WEST COAST PORTS HAVE EXPANSION PLANS**
- Many planned expansion projects have a long-term time horizon (5+ years) and will require billions of dollars in capital expenditures**. THE PCIP WILL REQUIRE BILLIONS OF $S AND TAKE 5+ YEARS**

  The emergence of the greenfield Prince Rupert port as a significant taker of volume in this competitive landscape is highly relevant. **YES - IT IS CLOSER TO ASIA THAN COOS BAY AND HAS ON-THE-DOCK RAIL WITH A CLASS 1 RAIL LINK DIRECT TO THE MID WEST AND CHICAGO**

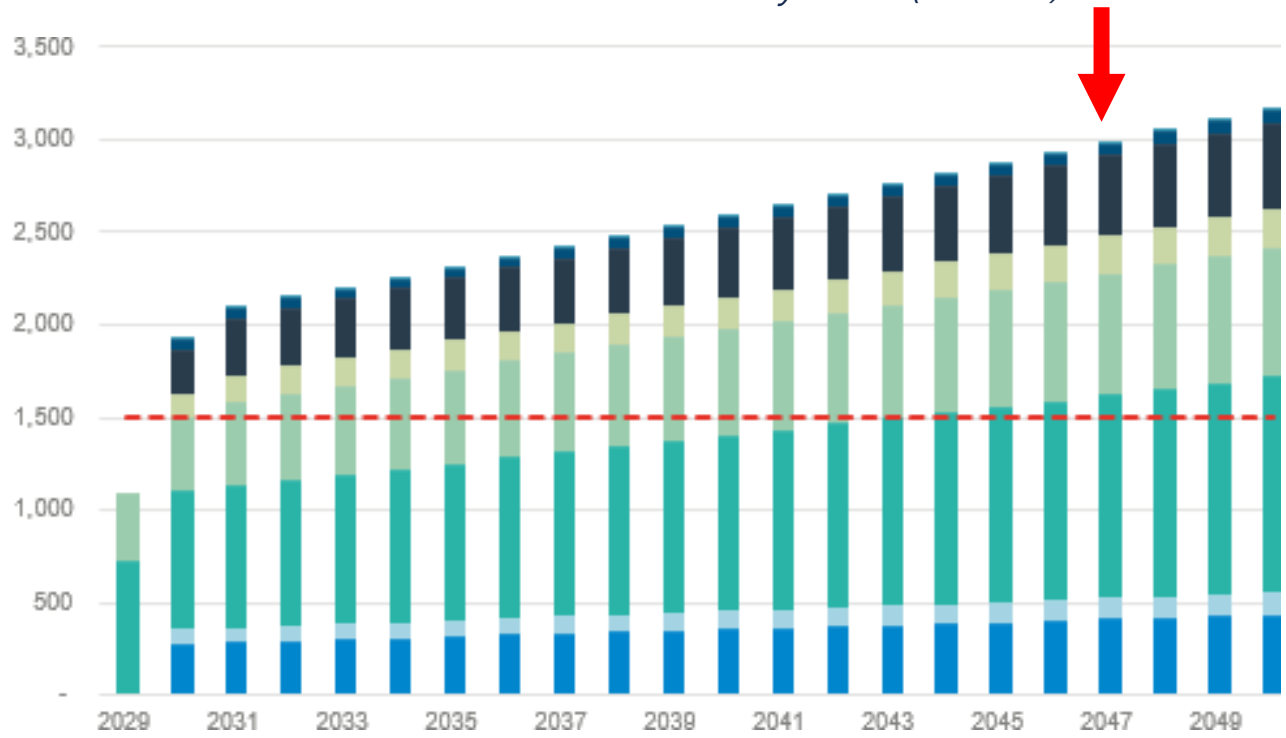


Key Takeaways | Container Service Routing Analysis

THE PCIP IS PLANNED TO BE A TWO BERTH TERMINAL FOR 14,000 TEU SHIPS WHICH TAKE 2-3 DAYS TO UNLOAD. THE 2047 PROJECTION OF 3M TEUs IS IMPOSSIBLE. ASSUMMING HALF THE TEUs ARE EXCHANGED THERE WOULD BE 428 SHIP CALLS/YEAR. IF ONLY 4,000 TEUs ARE EXCHANGED THERE WOULD BE 14 SHIPS/WEEK. THIS IS NOT A FEASIBLE SCENARIO. NEITHER ARE THE EARLIER YEAR PROJECTIONS

- **All major global shipping carriers** have volumes routed to and from the US West Coast.
- There are various factors that a carrier will consider when assessing which port or terminal to schedule services at in any region. **THEY INCLUDE COST, PROXIMITY TO MARKETS, RISKS, HARBOR DEPTH, TERMINAL EFFICIENCY**
- This analysis contains a bottom-up forecast for key services of each major shipping carrier to determine the rerouting potential toward PCIP.
- The analysis demonstrates that there are **several feasible scenarios** in which sufficient volumes are rerouted to PCIP such that it achieves full capacity by 2030 – one such scenario is shown in the graph to the right. **THAT IS JUST FOUR YEARS FROM NOW! IMPOSSIBLE**

Scenario 1: PCIP Container Volumes by Service (TEU 000s)



EACH COLOR REPRESENTS A DIFFERENT POTENTIAL OCEAN CARRIER.
TO DATE NO OCEAN CARRIERS HAVE BEEN IDENTIFIED TO SERVE THE PCIP.