



WE ARE A PORT CITY

IN 2016



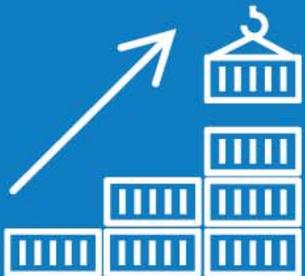
The Port generated over **12,000** jobs, contributing **\$2.33 billion** to Nova Scotia's GDP annually, or **7.05%** of all economic activity.

Only port on the East Coast of Canada that can handle Ultra-Class Vessels

10,000+
TEUw



IN 2017



The Port handled **559,242** TEU containerized cargo volume representing **16%** containerized cargo growth

60%

The forecasted increase in containerized cargo volume through the Port of Halifax with two Ultra-Class Vessel berths.

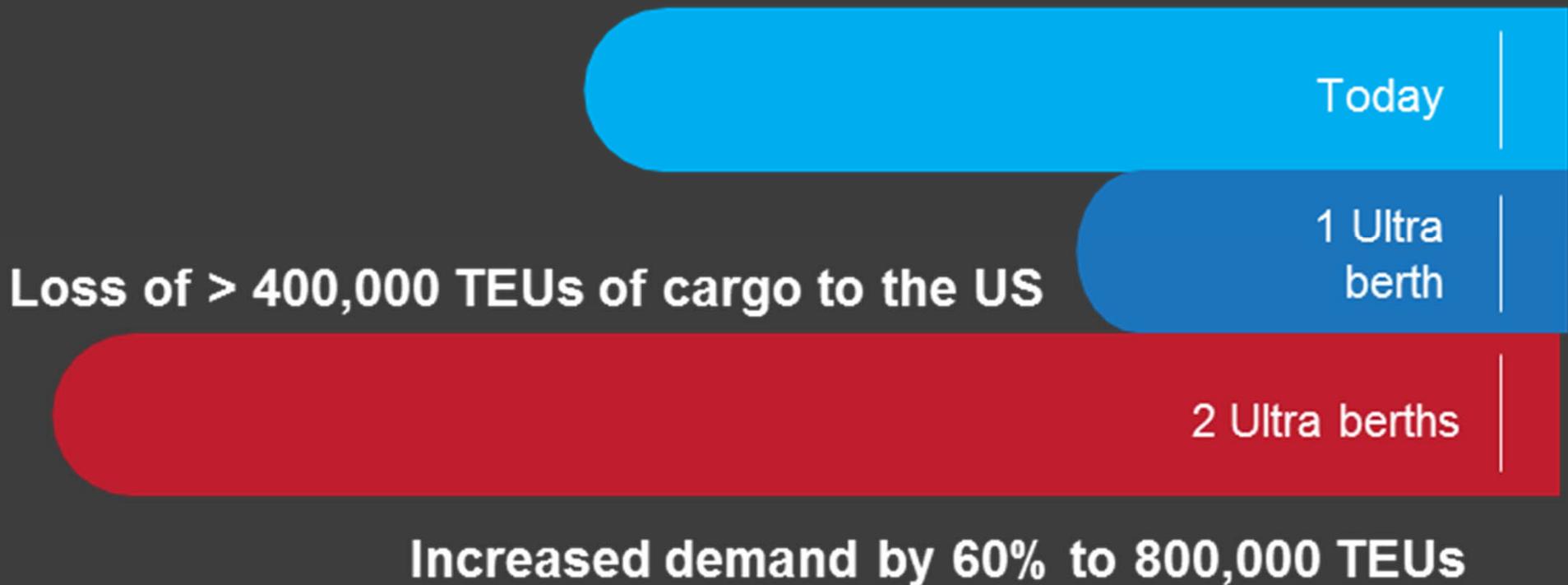
**WELCOMING
THE ULTRA CLASS**

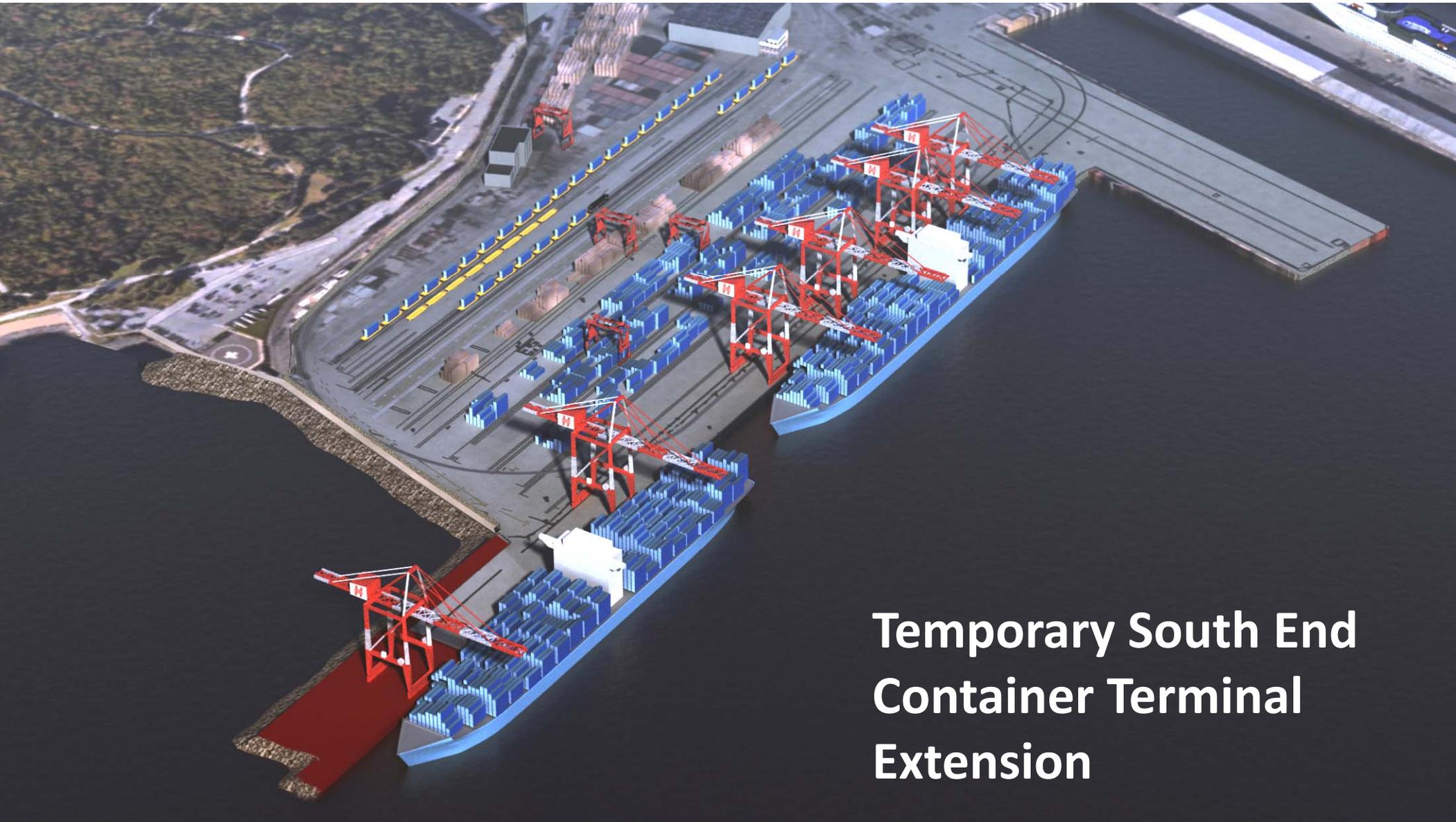


Today, the Port of Halifax is the only Canadian port on the Atlantic coast with the ability to handle the next industry generation of vessels calling North America.

If Halifax is unable to accommodate two Ultra class vessels, the Canadian supply chain will increasingly depend on US ports.

Port of Halifax Forecasted Annual Impact



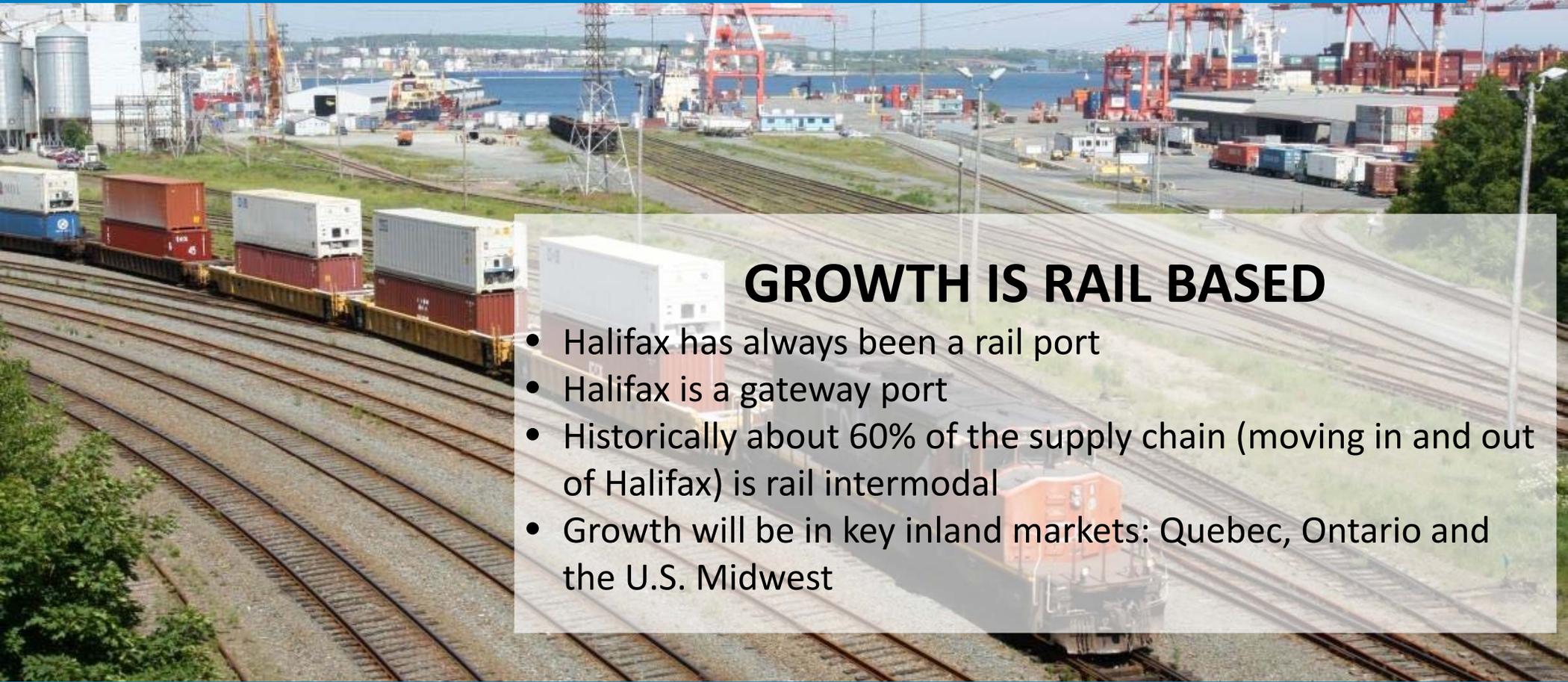


Temporary South End Container Terminal Extension

LONGER TERM VISION

- The Halifax Port Authority is still engaged at looking at options for a permanent infrastructure that addresses the market challenge and the opportunity of the ultra class vessels.
- We are committed to choosing an option that includes substantial reduction of container truck traffic and enhances the livability of Halifax, particularly in the downtown core.

HALIFAX IS A RAIL PORT

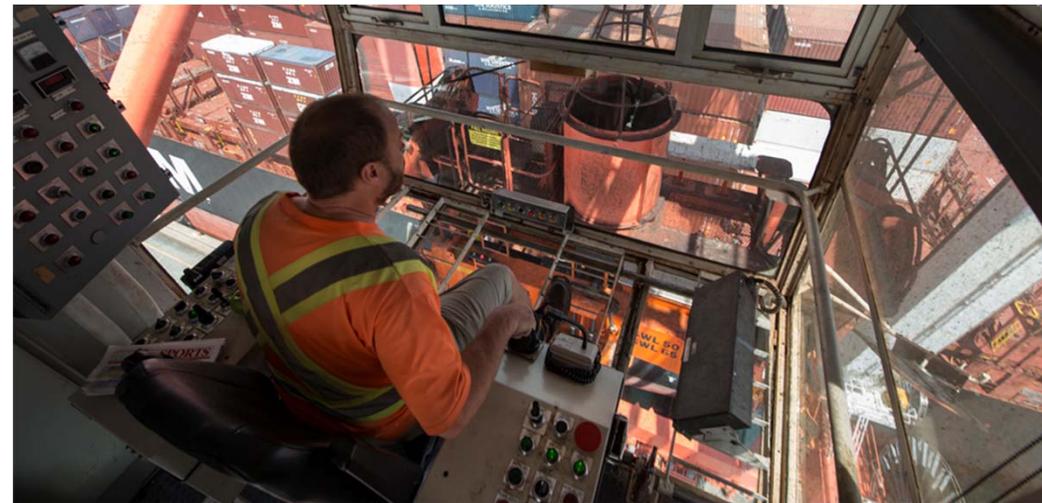
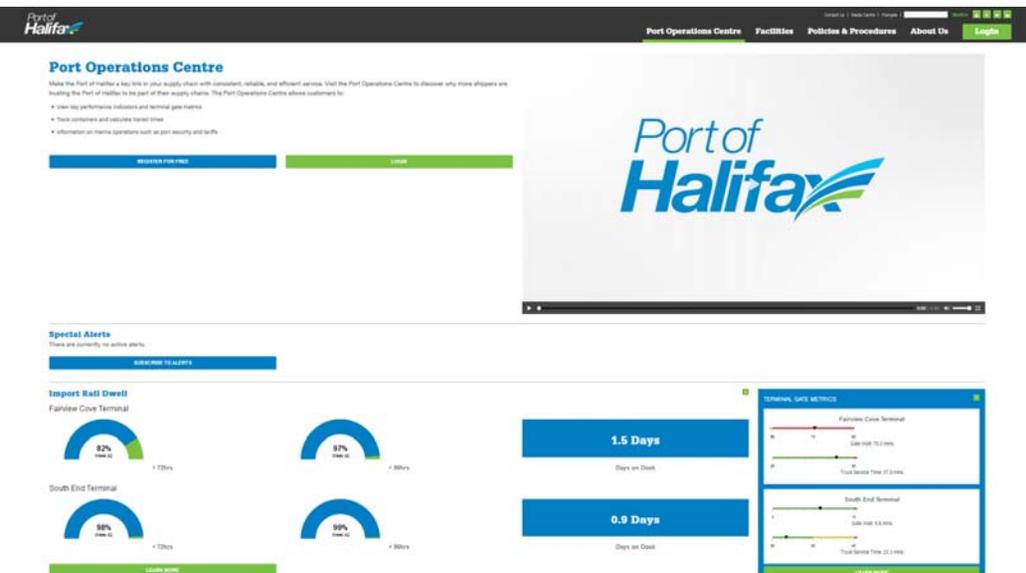
A wide-angle photograph of a busy intermodal rail yard. In the foreground, several freight trains are parked on parallel tracks, each carrying multiple stacked intermodal containers in various colors (white, red, blue). In the background, a large port facility is visible with numerous red gantry cranes, stacks of containers, and a body of water under a clear blue sky.

GROWTH IS RAIL BASED

- Halifax has always been a rail port
- Halifax is a gateway port
- Historically about 60% of the supply chain (moving in and out of Halifax) is rail intermodal
- Growth will be in key inland markets: Quebec, Ontario and the U.S. Midwest

HALIFAX IS AN EFFICIENT PORT

- Internationally renowned technology
- Dedicated ILA workforce



- **Recent initiative:**
 - CN cargo ramp in Moncton is reducing the number of container trucks in Halifax
- **Options being explored:**
 - Similar ramps that would further reduce the number of trucks entering and leaving Halifax
 - Empties yard for handling and transfer of empty container
 - Options must support Halifax's economic growth and the Centre Plan; the work involves multiple stakeholders

HALIFAX IS A MARQUEE CRUISE PORT



CRUISE REGIONAL ECONOMIC IMPACT

REGIONAL OVERVIEW



2016
CRUISE
INDUSTRY
SPENDING

CRUISE LINES
\$50M
(+ 22% since 2012)

CREW
\$8M
(+ 14% since 2012)

PASSENGERS
\$44M
(+ 16% since 2012)



575,000 TOTAL PASSENGER TRAFFIC



TOTAL JOBS
(DIRECT & INDIRECT)
1,400
+ 12% since 2012



TOTAL WAGES AND SALARIES
(DIRECT & INDIRECT)
\$61M
+ 20% since 2012



QUESTIONS?



PortCityHFX.ca

PortofHalifax.ca