





**WE ARE A PORT CITY**

## IN 2016



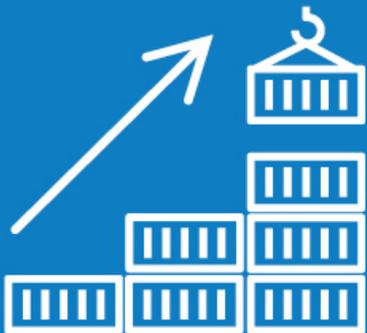
The Port generated over **12,000** jobs, contributing **\$2.33 billion** to Nova Scotia's GDP annually, or **7.05%** of all economic activity.

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

Loss of > 400,000 TEUs of cargo to the US

Today

1 Ultra berth

2 Ultra berths

Increased demand by 60% to 800,000 TEUs



**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

## GROWTH IS RAIL BASED

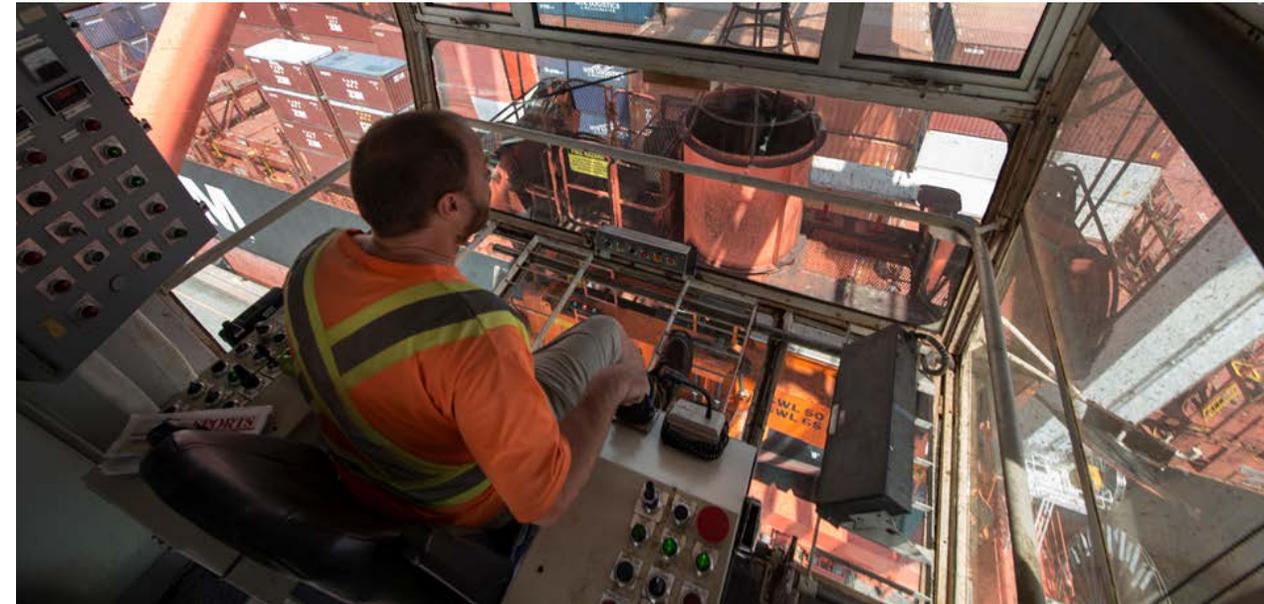
- Halifax has always been a rail port
- Halifax is a gateway port
- Historically about 60% of the supply chain (moving in and out of Halifax) is rail intermodal
- Growth will be in key inland markets: Quebec, Ontario and the U.S. Midwest

- Internationally renowned technology

- Dedicated ILA workforce

The screenshot shows the Port of Halifax Port Operations Centre dashboard. At the top, there is a navigation bar with links for 'Port Operations Centre', 'Facilities', 'Policies & Procedures', and 'About Us', along with a 'Login' button. Below the navigation bar, the 'Port Operations Centre' section features a video player with the Port of Halifax logo. To the left of the video player, there are buttons for 'REGISTER FOR FREE' and 'LOGIN'. Below the video player, there is a 'Special Alerts' section with a 'SUBSCRIBE TO ALERTS' button. The 'Import Rail Dwell' section displays performance metrics for two terminals: Fairview Cove Terminal and South End Terminal. Each terminal has two circular progress indicators showing dwell times and percentages. The 'Terminal Gate Metrics' section displays 'Days on Dock' for both terminals: 1.5 Days for Fairview Cove Terminal and 0.9 Days for South End Terminal. A detailed 'TERMINAL GATE METRICS' table is also visible, showing data for both terminals.

Terminal	Days on Dock
Fairview Cove Terminal	1.5 Days
South End Terminal	0.9 Days



- **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 containers
- 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](http://PortCityHFX.ca)

[PortofHalifax.ca](http://PortofHalifax.ca)