

Forward Focus 2014



Focus Area: Big Ship Strategy

The future of the global shipping industry is larger vessels. The shift is underway with the first of the "big ships" in the 7500 TEU class calling Halifax from July of 2013. These larger vessels will become the industry workhorses, moving goods up and down the east coast of North America. Vessels of this size require deep draft and unencumbered infrastructure.

Focus Area: Strategic Investment

There has been significant investment by Halterm, the Halifax Port Authority (HPA) and the Federal Government into the South End container terminal.



Two new super post-Panamax cranes.

This includes a pier extension, new truck marshaling facilities, new gates and two new super post-Panamax cranes. In addition, a pier extension at the Fairview Cove container terminal was completed in December 2013. This extension allows for a more efficient operation when two large vessels are at berth at the same time.

Work at Richmond Terminals is ongoing and will be complete by the fall of 2014. The total

investment on this project (Transport Canada and Halifax Port Authority) will be an estimated \$73-million, allowing for increased growth in the breakbulk cargo industry. There is tremendous growth potential in project cargo thanks to the planned \$115-billion in Atlantic Mega Projects, National Shipbuilding Procurement Strategy and work in the offshore oil industry. This potential is starting to be realized.

The Port has strengthened its international presence with in-market representation in the US Midwest, Europe and India. The position in India is part of a strategic partnership between HPA and CN Rail. A similar arrangement between CN and HPA exists for in-market representation in Vietnam.



Richmond Terminals

"The last two years have been building years for the Port of Halifax. The stage is set for our Port Community to grow and we see it already."

Karen Oldfield, President and CEO, Halifax Port Authority

The Port of Halifax, with over 16 meters depth, is one of the deepest natural and ice-free harbours in the world. Halifax is able to handle large volumes of containerized cargo and project cargo of any size. It is the closest full-service container port to Northern Europe, two days closer than any other North American container port on the East Coast, and one day closer to Southeast Asia via the Suez Canal.

The Port handles a wide range of cargo destined for, or originating in, 150 countries worldwide. Primary markets for goods moving through Halifax are South East Asia and Europe.

With the addition of the Port of Sheet Harbour, the Halifax Port Authority can now market additional deep water terminals to customers locally and abroad. The upcoming Mega Projects in the Atlantic region, including the National Shipbuilding Procurement Strategy and work in the offshore oil industry will also provide great opportunities for both the Port of Halifax and the Port of Sheet Harbour.

Focus Area: Comprehensive Economic and Trade Agreement

The Comprehensive Economic and Trade Agreement, when ratified, will provide Canada with preferential market access to over 500 million consumers in the European Union.

This coupled with the North American Free Trade Agreement means Canada will have trade agreements in place with the world's two largest economies.

Focus Area: Asia

Trade with Asia accounted for 46% of containerized cargo moving through the Port of Halifax in 2013. Trade growth in this region remains a priority. In 2013, the Halifax Port Authority and the Shenzhen Port Authority in China signed a sister port relationship agreement. The purpose of the twinning agreement is to develop two-way trade to grow the shipping business for both ports as well as deepen the understanding and build relations between the two regions.

Focus Area: Agri-food and Seafood



The agri-food and seafood export industries contribute significantly to the economic output of Nova Scotia and Atlantic Canada. A significant volume of these products moves through the Port of Halifax each year. Thanks to advancements in the cold storage supply chain and 500 reefer plugs at each of the commercial container terminals in the Port of Halifax, high value food products including pork, beef, seafood, blueberries, potatoes as well as food-grade lentils and grains can be shipped anywhere in the world from Atlantic Canada.

Focus Area: Land Use



The Halifax Port Authority manages 260 acres of federal land and is mandated to achieve the highest and best use of each piece of property. This includes the ongoing

development of the Halifax Seaport as a cultural and tourist destination, and the efforts underway to ensure the Halifax Seaport Farmers' Market remains vibrant and economically sustainable. The Halifax Port Authority remains focused on ensuring the Port has competitive infrastructure and well-utilized assets that position Halifax to compete for cargo and cruise business.

