

# STAKEHOLDER REPORT 2013

Port of  
**Halifax**



## MESSAGE FROM THE CEO



With our infrastructure projects reaching completion in 2014, we are well positioned to take advantage of the Comprehensive Economic and Trade Agreement (CETA), Transpacific Partnership, and Atlantic Mega-Projects. CETA will lead to an increase in cargo activity through the Port of

Halifax. We have the capacity to be Canada's leading port with Europe. And trade with Asia accounts for much of the containerized cargo moving through the Port of Halifax; the port will continue to focus on growth in this market. Being "big ship" ready, combined with seamless intermodal connections and the advantages of the Halifax Logistic Park, we look forward to accommodating Canada's increase in bilateral international trade.

With over \$100-million in infrastructure investments since 2012 that support our strategic location, efficient terminals and superior connectivity, the Port of Halifax is well positioned to allow businesses to pursue new opportunities in 2014 and beyond. We continue to diversify our lines of business and look for opportunities in cargo, real estate and cruise. We appreciate your support and we look forward to our continued work together.

### **KAREN OLDFIELD, QC**

President and CEO  
Halifax Port Authority

## MESSAGE FROM THE CHAIR



Many great efforts have been put forth by our port community, terminal operators and all levels of government to grow the Port of Halifax as Canada's Atlantic gateway for international trade. The Port of Halifax remains one of the region's economic engines, generating over \$1.5 billion in

economic spin-offs each year.

We have continued to develop the Halifax Seaport to create a place local residents, cruise ship passengers and tourists can enjoy. The upgrades to the Halifax Seaport Farmers' Market, new public art installations located at the Seaport and use of property for public events have all contributed to the creation of a vibrant cultural district. As this work continues, the Halifax Port Authority is committed to making the best use of each asset under our care to generate the maximum economic benefit from our port.

The Halifax Port Authority remains in a solid financial position which allows us to continue to reinvest earnings from operations back into the port. On behalf of the Board of Directors of the Halifax Port Authority, I want to extend my sincere thanks to all our employees, partners and stakeholders who have contribute to the success of the Port of Halifax.

We will continue to work together with the port community to develop and grow the port as Canada's gateway, and we look forward to much success.

### **D. GEOFFREY MACHUM, QC**

Chair, Board of Directors  
Halifax Port Authority

## BIG SHIP READY: focusing in on infrastructure investment

The Port of Halifax is the closest full-service container port to Northern Europe, two days closer than any other North American container port on the East Coast. It is one of the deepest natural ice free harbours in the world, and is super post-Panamax ship ready. New infrastructure at both container terminals includes super post-Panamax cranes, continual berth length of over 660 meters and approximately 500 reefer plugs each.

The future of the global shipping industry is larger vessels. We are seeing it already with the first of the “big ships” in the 7,500 TEU class calling Halifax since 2013. It is these larger vessels that 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.

There has been significant investment by Halterm, the Halifax Port Authority and the Federal Government into the South End container terminal. This includes a pier extension, new truck marshaling facilities, new gates and two new super post-Panamax cranes. A pier extension at the Fairview Cove Container Terminal was completed in December 2013. This extension allows for more efficient operation when two large vessels are docked at the same time.

The Halifax Port Authority works closely with our terminal operators and rail provider to constantly improve efficiency by reducing dwell times for containers. When we increase efficiency, we create better conditions for the shipping lines calling on Halifax and for all of the cargo-related businesses moving goods through the port.



## CONTAINERIZED CARGO AND CONNECTIVITY


The Port of Halifax is connected to the things that matter. The greater port community has the relationships, connections and the right people on the ground to help cargo-related businesses achieve their goals. In Europe, the Port of Halifax is served by 17 shipping lines, more than any other Canadian port. Halifax is already connected to every single European Union country. Because Halifax is a big ship port, trade with Asia is strong. Asia accounts for 46 percent of the containerized cargo moving through the Port of Halifax, and Europe is responsible for 41 percent. This is a solid, balanced position that speaks to the outreach efforts taking place in both of these critical markets.

**HALIFAX HAS THE MOST TEMP CONTROLLED REEFER INFRASTRUCTURE CAPACITY**

**AND CAN HANDLE ANY SIZE / TYPE OF VESSEL**

OVER THE LAST 2 YEARS, **THE PORT OF HALIFAX** HAS INVESTED **\$100 MILLION+** IN PORT-RELATED **INFRASTRUCTURE**

**DAILY INTERMODAL RAIL & TRUCK CONNECTIONS**



**WITH ALL THE ECONOMIC CENTRES ACROSS CANADA**



RICHMOND TERMINALS CONSTRUCTION

## PROJECT CARGO AND OPPORTUNITIES

There has been significant investment at Richmond Terminals. Work continues on Pier 9C. Shed 9B is undergoing a major renovation and will be the largest covered open span area in Halifax Port Authority inventory. Once completed, the covered floor space will be 1.77 acres (77,200 square feet) with the flexibility to accommodate both rail and truck cargo. By the fall of 2014, all work at Richmond Terminals will be complete. The total investment on this project between Transport Canada and Halifax Port Authority will be in excess of \$70-million, allowing for increased growth in the breakbulk cargo industry. These are the conditions necessary for the Port of Halifax to fully realize the benefits associated with the Comprehensive Economic Trade Agreement reached in principle with the European Union.

We continue to move windmill components, steel rails and manufacturing equipment through the port, as well as mining equipment and other heavy machinery that is used to support the energy sector in Western Canada. We are starting to see components and large project cargo that will be used to support Mega Projects in Atlantic Canada.

The Mega Projects, 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. With the 2012 addition of the Port of Sheet Harbour, the Halifax Port Authority is able to market additional deep water terminals to customers locally and abroad.



## REAL ESTATE AND CRUISE

The Halifax Port Authority manages 260 acres of federally owned land located within Halifax Regional Municipality, most of which is marine industrial waterfront land. The variety of business activities taking place on the property includes diverse container terminals, breakbulk terminals, cruise passenger handling facilities, event venues, a Farmers' Market, and a national museum to name a few.

There are six categories of property managed by the Halifax Port Authority, including: container terminals, the grain elevator, cargo handling facilities, non-cargo facilities, Halifax Harbour and the Halifax Seaport. Demand at these properties is high, which has led to low vacancy rates.

Renovation work at the Halifax Seaport Farmers' Market has been extensive. In addition to physical infrastructure changes, 2013 saw the addition of community programming in the form of Lunch and Learn sessions, the creation of a community boardroom and the development of the Seaport Market as an events venue.

The cruise industry continues to be a major contributor to the tourism economy of Nova Scotia, worth an estimated \$50-million each year in economic benefits. In 2013, the Port of Halifax welcomed over a quarter million passengers and 134 cruise ship calls – making 2013 one of the strongest years for cruise.



HALIFAX SEAPORT

## ENVIRONMENT AND COMMUNITY

As the first port in Canada to achieve ISO 14001 certification, the Halifax Port Authority is committed to the sustainability of the Halifax Harbour and the local community in which we operate.

The port was recognized for its environmental leadership through its voluntary participation in *Green Marine*, a North American environmental improvement program. The annual Green Marine environmental evaluation recognized the port with top marks and top-level ratings in the categories of greenhouse gases and spill prevention. This places the Halifax Port Authority among the top-rated Canadian ports as measured by Green Marine. The port will continue to build on what has already been achieved and is working to accomplish top ratings in additional categories over the coming years.

The Halifax Port Authority encourages environmental stewardship throughout the Port of Halifax by setting positive environmental performance examples for other port users to follow.

### COMMUNITY INVESTMENT

Each year, the Port of Halifax supports a variety of community events and causes, particularly in the areas of direct port-related activities, arts and culture, and the environment. In 2013, the port supported a number of community organizations and events, including: the Mission to Seafarers, Clean Nova Scotia, Atlantic Film Festival, Neptune Theatre, NSCAD Artist for a Day, the Multicultural Festival, and Nocturne.

## CORPORATE GOVERNANCE AND BOARD OF DIRECTORS

The Halifax Port Authority is governed by a board of seven directors who are appointed for three-year terms, chosen as follows:

- One member nominated by the Minister of Transport and appointed by the Governor in Council (Federal Director)
- One member chosen and appointed by the Province of Nova Scotia (Provincial Director)
- One member chosen and appointed by the Halifax Regional Municipality (Municipal Director)
- Four members nominated by the Minister of Transport in consultation with Port User groups and appointed by the Governor in Council Board of Directors and Committees (Port User Directors)

### AS OF MARCH 1, 2014

Chair **D. Geoffrey Machum, QC**, Port User Director<sup>1\*,3,5\*,6</sup>  
 Vice-Chair **David Henderson**, Port User Director<sup>1,4,6\*</sup>

### DIRECTORS

**Trevor Johnson**, Provincial Director<sup>1,2,3\*</sup>  
**L. Anne Galbraith, CA**, Federal Director<sup>2\*,3,5</sup>  
**Hector Jacques, OC**, Municipal Director<sup>1,4\*,5</sup>  
**Ted Larsen**, Port User Director<sup>2,6</sup>  
**Lantz Siteman**, Port User Director<sup>2,4</sup>

### BOARD COMMITTEES

- 1 Governance Committee
  - 2 Audit Committee
  - 3 Human Resources & Compensation Committee
  - 4 Security, Environment & Safety Committee
  - 5 Seaport Committee
  - 6 Gateway Strategy Committee
- \* Committee Chair



HALIFAX PORT AUTHORITY BOARD

Back Row (L-R): Ted Larsen, Hector Jacques, Lantz Siteman  
 Front Row (L-R): Anne Galbraith, Geoff Machum, David Henderson  
 (Missing: Trevor Johnson)

### OFFICERS

Chair **D. Geoffrey Machum, QC**  
 Vice-Chair **David Henderson**  
 President & CEO **Karen Oldfield, QC**  
 Corporate Secretary **Lorraine Brenton**  
 Senior Vice-President **Paul MacIsaac, CA**  
 Vice-President,  
 Business Development  
 & Operations **George Malec**  
 Vice-President,  
 Real Estate **Krista Dempsey**

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Port of  
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