



Request for Expressions of Interest Operator for a Portion of Richmond Terminals

The Halifax Port Authority (HPA) is reviewing the operating model for a portion of Richmond Terminals in relation to general cargo operations. This includes berths 9B and 9C, and the areas including shed space behind those berths (Shed 9B).

The HPA's goal is to identify experienced organizations willing to operate a portion of Richmond Terminals as a single terminal operator. This process could lead to the consolidation of non-containerized cargo operations at Richmond Terminals over time.

A Request for Expressions of Interest (RFEOI) has been issued to ensure the HPA is doing all it can to attract the most qualified operator in a way that is transparent and fair to all. The RFEOI will close on August 2, 2022.

A copy of the RFEOI can be obtained by emailing procurement@portofhalifax.ca

For those interested in attending a virtual briefing session, contact Courtney Chalmers for details.

Courtney Chalmers
Manager, Procurement
Halifax Port Authority
procurement@portofhalifax.ca

FAQ:

1. Why are you doing this?

In our 50-Year Plan, we looked at the expected growth of non-containerized cargo and found Richmond Terminals has the capacity to handle all non-containerized cargo growth until 2070 and beyond. At the same time, we have identified a portion of Ocean Terminals that can be infilled now to create additional yard space for safe and efficient operations, and that is the basin between Pier A-1 and Pier B. We anticipate using pyritic slate excavated from downtown Halifax and Dartmouth construction sites. We will ensure all environmental regulations are followed, including the implementation of habitat offsetting. This will help extend the life of our existing Fairview Cove Sequestration Facility and will provide a closer sequestration location for slate coming from downtown construction projects, thus reducing the overall driving distance. This is an example of using the 50-Year Plan to build smart, in a way that is cost-effective, providing flexibility for terminal layout optimization and with benefits to the surrounding community.

We are exploring interest in moving to a single operator system for non-containerized cargo, and we are doing so in a way that is open and transparent to all. We have engaged a Fairness Monitor to assist with the RFEOI process, and we are putting out the call to all interested parties.

2. What will happen to cruise?

In the short term, there will be no changes to cruise. Medium term, we are exploring options for a new cruise berth within the harbour.

3. What will happen to the grain elevator?

In the short term, there will be no changes to operations at the grain elevator. Longer term, we are looking at remodelling of the grain galleries – those covered conveyers – into one and shortening the overall length.