

ACL Double-Calls at Halifax

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Halifax delivers reliability and confidence in the logistics chain.



“Halifax is a double-call for ACL, meaning that it’s our first port in and last port out in North America,” said Fritz King, managing director of ACL. Their vessels call on Halifax twice a week. The first call is to discharge import cargo on Sundays and move it inland to Montreal, Toronto and Chicago. Then after a rotation in the U.S., the second call is to load export cargo destined for Europe at the end of the week.

By using the Halifax Gateway, ACL offers its customers significant advantages with improved transit time. “The cargo arriving in North America gets into Halifax and moved out immediately,” said Mr. King, “And for North American customers using the Port of Halifax for export cargo, they have the extra time to prepare their cargo and also shorten their transit time to

Atlantic Container Line’s (ACL) on-time performance is better than the average target for its North Atlantic service. Key to ACL’s excellent performance is its double-call at the Port of Halifax.



ACL vessels call on Halifax twice a week, year-round.

A world leader in containerization, ACL has continuously called on Halifax since 1967.



The strategically located **Halifax Gateway** saves you time, money and frustration when moving goods and people. It offers advanced multi-modal transportation and logistics, exceptional service and easy access between North America and the globe. The **Gateway** encompasses the Halifax Stanfield International Airport, the Port of Halifax, 2 container terminals, CN Rail, a strong logistics and warehousing sector, and excellent class 1 highway infrastructure.

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A Foreign Trade Zone

Europe.” ACL has recently added a feeder service to St. Petersburg, capturing more export cargo destined for Russia.

A world leader in containerization, ACL as has continuously called on Halifax since 1967. Its Canadian head office is located in Halifax as the Eastern Canadian port remains central to ACL’s marketing efforts. “Halifax has always been a reliable port for us; in terms of service, labour and all aspects of moving cargo through the port,” said Mr. King.

ACL’s ships are multipurpose vessels with Roll-on Roll-off capacity. Meaning their Ro-Ro ships can carry a combination of 1,850 container TEUs (twenty equivalent units), 2,000 automobiles, plus 1,000 TEUs of heavy machinery, from dump trucks to



ACL’s G4 Containership

Confident of future growth, ACL has ordered five new Ro-Ro vessels. The new G4 fleet will carry 3,800 containers TEUs, 1,300 cars and increase its Ro-Ro capacity by 45%.

mining equipment. “We can facilitate any type of shipment a customer may have,” continued Mr. King.

For ACL, the strength of the Port of Halifax lies in its strong relationships with the rail and truck companies. The Halifax Gateway acts as a conduit, working with a number of suppliers to efficiently transport cargo. Mr. King described how his customers are looking to set up a

distribution program that runs smoothly. “They want reliability and confidence in the logistics chain, two key attributes that the Port of Halifax can deliver,” he said.

The deepwater, ice-free Port of Halifax has two container terminals with Post-Panamax capacity and easily accommodates ACL’s full-laden ships, year-round without interruptions.