

Big Break Bulk Benefits in Sheet Harbour

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The **Port of Sheet Harbour** adds capacity and efficiency to the larger **Halifax Gateway**.



The Port of Sheet Harbour services a number of industrial shippers, including long-standing exporter, Northern Fibre Terminal Inc. (NFTI). NFTI processes hardwood chips on-site and exports them to manufacturing operations all over the world. In the past, Shaw & Shaw Ltd. used Sheet Harbour to complete a massive pipe-coating project for the Sable Offshore and Deep Panuke sub-sea natural gas pipelines.

Today, **\$122 billion** worth of Mega Projects are ramping up in Atlantic Canada. In response, the Port of Sheet Harbour has been upgraded with new lighting, truck scale, renovated building, and re-surfaced highway access. Its deep, ice-free harbour, 12 acres of laydown area, and an additional 30+ acres of back-up lands, make it ideal for multi-purpose marine operations, including break-bulk and oversized project cargoes.

The Port of Sheet Harbour adds capacity and efficiency to the larger Halifax Gateway. "We have five terminal options to offer a coordinated supply chain for any major

The project cargo market is on an upswing and the **Port of Sheet Harbour** is ready, proving its value as a key multi-purpose terminal in the **Halifax Gateway**.



152 M Wharf
10 M Minimum Draft
214 M Vessels Accomodated
12 Acre Laydown Area
MARSEC Secured

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Halifax Gateway

The strategically located **Halifax Gateway** saves you time and money 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, two container terminals, CN Rail, a strong logistics and warehousing sector, and excellent class 1 highway infrastructure.

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project," says Patrick Bohan, director of supply chain solutions at the ports of Halifax and Sheet Harbour.

Prospects are good going forward. In addition to hydro, tidal and offshore exploration, major land-based projects like windfarms demonstrate what can be done through the Port of Sheet Harbour.

In 2014, Logistec Stevedoring and the labour in Sheet Harbour successfully handled dozens of wind turbine blades and other components. Shipping enormous wind turbine blades can be a challenge because they are delicate. They can't be stacked or stored upright. That's where the Port of Sheet Harbour's large, dockside laydown area with road access offers a significant advantage.

Mr. Bohan explains how containers and smaller components can be shipped from all over into Halifax, while larger windmill blades and towers can be delivered by water into Sheet Harbour, and North American-made hubs can be brought up on CN's rail network into Halifax, offering an efficient and coordinated multimodal delivery to the project site.

"As a single dock facility, clients receive the dedicated service of a one-ship-at-a-time operation and can economically store their project cargo without interference," says Mr. Bohan.

Sheet Harbour's dedicated labour force, recently proved its can-do attitude with the loading of the *MV Nunavik*, one of the most powerful ice-breaking bulk car-

riers in the world. Beginning on a Friday afternoon, the Sheet Harbour workforce put in about 700 combined hours. They worked through the weekend in intense winter conditions, loading the vessel with essential supplies, food, fuel, and mining equipment, like lumber, pipe and office portables. On Monday morning the *MV Nunavik* was all set to continue its voyage to the Canadian Royalties nickel mine, in Deception Bay, Northern Quebec.

Since 2012, the Port of Sheet Harbour has been managed by the Halifax Port Authority, under an agreement with Nova Scotia Business Inc. The marine terminal is evolving as a common-user terminal with both Logistec Stevedoring and Empire Stevedoring offering their services at the site.