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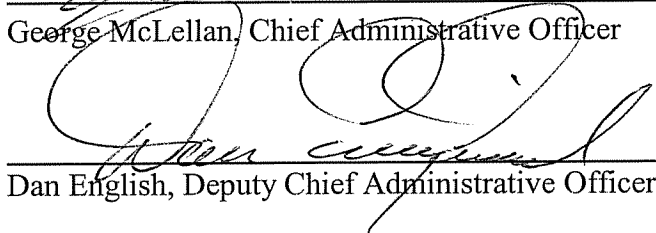
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Halifax Regional Council
April 27, 2004

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:


George McLellan, Chief Administrative Officer


Dan English, Deputy Chief Administrative Officer

DATE: April 14, 2004

SUBJECT: Joint Proposal Submission: Inland Multi-modal Terminal

ORIGIN

Staff.

RECOMMENDATION

It is recommended that :

Halifax Regional Council endorse a joint funding proposal to Transport Canada by Halifax Regional Municipality and the Halifax Port Authority for the undertaking of a feasibility study of an Inland Multi-modal Terminal.

BACKGROUND

An inland multi-modal terminal is a facility where port-related containers are loaded onto trucks at a location inland from the port itself. Containers are moved between the port and the inland terminal by train. Although this requires an extra 'lift' for each truck-transported container, many ports have found these costs to be fully offset by economic benefits.

Goal 6.5 of the Regional Planning Goals and Objectives is to "Achieve a reliable, integrated freight transportation system in partnership with other levels of government, non-profit agencies, and the private sector". Regional Planning staff feels that conducting the Inland Multi-modal Terminal Study will be beneficial in determining the ability of such a facility to address this and other goals and objectives within the Regional Plan. The Halifax Port Authority (HPA) has eagerly agreed to partner with HRM in this study as they stand to realize operational benefits from establishment of an inland multi-modal terminal.

The scope of this study fits well under a Transport Canada call for proposals titled "Transportation Planning and Modal Integration Initiatives" which closes May 6, 2004 and provides an opportunity to receive federal funding for 50% of the project cost.

DISCUSSION

A study undertaken by HRM in the Fall of 2003 counted a total of 568 large trucks entering or exiting the downtown from Barrington Street over an eleven hour period. This volume of truck traffic impacts the downtown core in several ways including noise and exhaust emissions, wear and tear on the roadway surface, added traffic congestion, and risk from collision and spill. Transporting the majority of these containers out of the urban core by train, then transferring them to truck at an inland terminal would significantly reduce these impacts. Container traffic from the South End Terminal will be the focus of this study, as the impact of these trucks is more evident than that generated by truck traffic at Fairview Cove.

Shuttling containers by train to an inland terminal for transfer to truck will add an addition 'lift' to the container, which in turn adds to its shipping cost. The critical element to the success of the concept will be to demonstrate that this additional cost will be more than offset by the value of reducing the impacts noted above, as well as a reducing the shipping time by avoiding traffic congestion leaving the city by road. Furthermore, there are benefits to be gained by HPA in transferring the container storage function from the confined port area to a location where storage space is more easily attained.

The scope of the study will include the following general tasks:

- identification of optimal site for the inland terminal
- economic assessment
- assessment of reduction in emissions, noise, and transportation risk
- alternatives for the operation of the terminal and the rail connection to it

BUDGET IMPLICATIONS

There are no budget implications for the preparation of the funding proposal, as this is being conducted by staff and other resources provided by HRM, HPA, and the Greater Halifax Partnership.

The total budget for the proposed project will be \$140,000, with funding allocated as follows:

Halifax Regional Municipality	\$40,000
Halifax Port Authority	\$40,000
Transport Canada	<u>\$80,000</u>
Project Total	\$160,000

If the HRM/HPA proposal is selected for funding, the HRM portion of \$40,000 is intended to come from the approved 2004-05 capital budget of \$926,000 for Regional Planning projects. If federal funding is not received for the project, HRM staff will meet with HPA to reconsider the scope and budget of the study.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation. This project would be funded as Capital from Operating.

ALTERNATIVES


1. The Inland Multi-Modal Terminal Feasibility Study could be conducted without applying for funding under the federal program. While this may shorted the delivery time for the report, it is not recommended, as federal funding will lessen the fiscal burden of the work and possibly add to the profile of the project.
2. The Regional Planning Team could attempt to address the issue of integrated freight without benefit of a consulting study. This is not recommended, as this is a crucial element of the

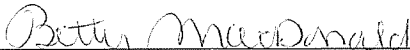
regional plan which requires specialized expertise. It also provides an opportunity to work co-operatively with HPA in addressing the issue.

ATTACHMENTS

There are no attachments.

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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Report Approved by: 
Betty Macdonald, Director, Governance and Strategic Initiatives