SHIP DIFFERENT
The Port of Montréal is a major diversified transshipment centre operated by the Montréal Port Authority (MPA). Located 1,600 kilometres inland from the Atlantic coast, at the centre of a fully integrated rail, road and pipeline network, the Port of Montréal is an essential link in the supply chain of the major consumer markets of Eastern Canada and the U.S. Midwest and Northeast.

The Port of Montréal is of vital importance to local, regional and national markets as a leading international centre for handling containers, non-containerized goods, grain, bulk solids and bulk liquids. Our global connections showcase our know-how and expertise as a business partner, right at your fingertips.

38.9 MT OF CARGO HANDLED IN 2018

The Port of Montréal is a major diversified transshipment centre operated by the Montréal Port Authority (MPA). Located 1,600 kilometres inland from the Atlantic coast, at the centre of a fully integrated rail, road and pipeline network, the Port of Montréal is an essential link in the supply chain of the major consumer markets of Eastern Canada and the U.S. Midwest and Northeast.
THE PORT IN NUMBERS

60 to 80
TRAINS WEEKLY

$2.6 billion
IN ADDDED VALUE TO THE CANADIAN ECONOMY

UP TO
2,500
TRUCKS DAILY

+ 19,000
JOBS SUPPORTED BY MARINE AND PORT ACTIVITY IN MONTREAL

OVER
2,000
SHIPS YEARLY

THE PORT OF MONTREAL OFFERS
THE FOLLOWING FACILITIES

1. ON-DOCK RAIL NETWORK with some 100 km (60 mi.) of track
2. CONTAINER TERMINALS
3. DRY BULK TERMINALS
4. GRAIN TERMINAL
5. BREAKBULK CARGO TERMINALS
6. LIQUID BULK TERMINALS
7. CRUISE TERMINALS
8. FACILITY FOR STORAGE AND CONTAINERIZATION OF AGRICULTURAL PRODUCTS

THE PORT IN NUMBERS

EVOLUTION
OF VOLUME OVER THE PAST 10 YEARS

38.9 MT
OF CARGO HANDLED IN 2018

MILLIONS OF TONS

<table>
<thead>
<tr>
<th>YEAR</th>
<th>CONTAINERS</th>
<th>DRY BULK, GRAIN AND BREAKBULK</th>
<th>LIQUID BULK</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>5</td>
<td>5</td>
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</tr>
<tr>
<td>2010</td>
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<td>2012</td>
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<td>2013</td>
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<tr>
<td>2016</td>
<td>5</td>
<td>5</td>
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</tr>
<tr>
<td>2017</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>2018</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>
10 REASONS TO CHOOSE THE PORT OF MONTRÉAL

1. STRATEGIC LOCATION
Closest international container port to Eastern Canada and the U.S. Midwest major distribution centres and consumer markets.

2. DISTANCE
Shortest direct route between Europe and the Mediterranean to North America’s industrial heartland.

3. CONNECTED
Connected to all continents and to over 140 countries through direct services to transshipment ports in Europe, the Mediterranean and the Caribbean.

4. LOAD CENTERING
One-stop port, with no intermediate calls. Our balanced trade, through full vessel discharge and load, favours cost effectiveness.

5. RELIABLE
Dedicated weekly services from leading global carriers.

6. FLUIDITY
We work closely with maritime, rail and trucking partners to ensure maximum fluidity of our port operations.

7. MARKET WITHIN REACH
Fast access to 110 million consumers – 40 million within one rail or trucking day – An additional 70 million within two rail days.

8. INTERMODAL PLATFORM
Our rail network has direct on-dock access. It is connected to the Canadian National (CN) and Canadian Pacific (CP) networks that provide daily services to major domestic markets in Canada as well as the U.S. Midwest and Northeast. The Port is also at the centre of a national network of highways.

9. SMARTPORT
Our many innovative initiatives (3D modeling, artificial intelligence, blockchain initiative, TradeLens, member of chainPort) help the Port of Montréal position itself effectively in the new technological era of logistics.

10. EXPANSION PROJECTS
We continue to invest in our infrastructures to increase capacity and support future growth.
The Port of Montréal operates its network of direct access on-dock rail, with close to 100 km (60 mi.) of track. Container trains are assembled directly alongside the vessels. Equipped with our multiple-generator eco-friendly locomotives, we deliver the rail cars to/from the rail interchange zone located on Port territory. This on-dock rail system is connected to major North American markets through both Canadian National (CN) and Canadian Pacific (CP) networks.

Investing in innovation, our SmartPort initiatives (GHG reduction, truck fluidity program, e-navigation, rail management system, data sharing with stakeholders) are all geared to successfully embrace tomorrow’s logistic challenges.

Our common entry truck portal features optical and video recognition units to accurately identify containers and trucks, reducing wait times and improving fluidity.

All transactions are validated through 27 checkpoints, equipped with an automated registration system where a computer recognizes the truck driver’s fingerprint biometrics.

Our Web PORTal trucking app delivers real-time wait times for trucks at container terminals, providing improved information to trucking companies.

The “Montréal Model”
Operational efficiency at the Port of Montréal is assured by optimal management of the flow of goods through a system known across North America as the “Montréal Model.”
SMARTPORT

AS PART OF ITS POSITIONING AS AN INNOVATIVE PORT, THE PORT HAS
CONCLUDED SEVERAL PARTNERSHIPS AND PROJECTS OVER THE YEARS,
DESIGNED TO IMPROVE ITS COMPETITIVENESS THROUGH EMERGING
TECHNOLOGIES.

PORT INNOVATION ACCELERATOR
The Port of Montréal has partnered with the Centre for
Technological Entrepreneurship (Centech) and the École de
technologie supérieure (ÉTS) to launch the first port logistics
innovation unit in North America. Four innovation themes
guide the work of the unit: visibility of the supply chain and
mobility of goods, cybersecurity, process improvement and
agility, and decarbonizing the supply chain.

A first in 3D port modeling has been initiated through a
partnership with PreVu3D and ARA Robotics. This tool
is designed to improve infrastructure planning, space
optimization and visiting the Port facilities through virtual
reality.

Beginning this year, other Port of Montréal partners will be
invited to join this port innovation accelerator.

Intelligent Port Challenge
Each year the Port of Montréal, in partnership with ÉTS,
submits a real innovation issue, related to Port operations, to
students in the Operations and Logistics Engineering program.
Teams who distinguish themselves with an innovative solution
share a prize worth $10,000.

TRADELENS PARTNER
In 2018, the Port of Montréal became a member of the TradeLens
platform developed by shipping carrier Maersk and IBM.

The TradeLens solution, based on blockchain technology, is
designed to bring the freight transport sector into the digital age
through a secure interface used exclusively for the transportation
of goods.

The Port of Montréal in partnership with Montréal Gateway
Terminals Corporation of Montréal provides data on ship and
container movement from Maersk and Hamburg Süd. This data is
then integrated into the TradeLens platform to provide valuable
organizational information and improved visibility of traffic flows
for the Montréal supply chain.

CHAINPORT MEMBER
The chainPORT group was established in April 2016 at the
initiative of the Port of Hamburg and the Port of Los Angeles,
and enables its 12 members* around the world to exchange
information and develop innovative and forward-looking solutions.

Several working committees allow member ports to share
their vision and industry best practices. Topics include
intelligent IT solutions for better port operation management
and the integration of digital changes in Port Authorities.

ChainPORT also organizes an international port hackathon
that runs simultaneously in two member ports. For three
days, the best young, innovative companies compete to find
solutions to the challenges posed by the participating
Port Authorities.

TRUCKING PORTAL APP
The Trucking Portal app was launched in October 2016 and
shows real-time traffic and wait times at the Port’s container
terminals. A data capture system measures truck travel times
from port to port, and relays this information in real time to
truckers and dispatchers.

https://portmtlcamions.com/

CONTACT
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olivierd@port-montreal.com

* The other chainPORT members are the ports of Antwerp
(Belgium); Barcelona (Spain); Felixstowe (United Kingdom);
Rotterdam (Netherlands); Busan (South Korea); PT
Pelabuhan Indonesia II (Indonesia); Panama; Singapore
and Shenzhen (China).

Photo credit: Simon Savard
CONTAINER MARKET
CONTAINER MARKET

14.5 MT OF CONTAINERIZED CARGO IN 2018

Each of the Port of Montréal’s four international container terminals (Viau, Racine, Maisonneuve and Cast) can handle two Post Panamax vessels simultaneously, and each is equipped with dockside rail access networks.

The fifth terminal (Bickerdiike) handles domestic traffic containers, mainly between Montréal and St. John’s (Newfoundland and Labrador). Also transiting through this terminal are breakbulk and Ro-Ro cargo.

The Port of Montréal’s North American Markets in 2018

The Port of Montréal’s strategic geographic location provides importers and exporters access to 110 million consumers in Canada, the U.S. Midwest and Northeast in under two days by rail or truck.

Market diversification in 2018

With Asia, the Middle East and Latin America representing nearly 40% of our containerized market, the Port of Montréal is a leading international container port linked to over 140 countries around the world. With transshipment through the Suez and Panama canals, the Port of Montréal is a proven competitive solution connecting the North American industrial heartland to the world.

Containerized cargo (millions of tonnes)

Containerized cargo (millions of TEU*, full and empty)

* TEU = Twenty-foot Equivalent Unit
### CONTAINER TERMINALS

#### CONTAINER TERMINALS – INTERNATIONAL TRAFFIC

<table>
<thead>
<tr>
<th>OPERATOR</th>
<th>TERMONT MONTRÉAL INC.</th>
<th>MONTRÉAL GATEWAY TERMINAL PARTNERSHIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>TERMINALS</td>
<td>MAISONNEUVE</td>
<td>VIAU*</td>
</tr>
<tr>
<td>Area</td>
<td>50 acres</td>
<td>44 acres</td>
</tr>
<tr>
<td>Berths</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Berth Length</td>
<td>630 metres (cranes)</td>
<td>120 metres (cranes)</td>
</tr>
<tr>
<td>Rail Capacity</td>
<td>110 x 89-ft cars (4 tracks)</td>
<td>70 x 89-ft cars (4 tracks)</td>
</tr>
<tr>
<td>Storage Capacity</td>
<td>12,500 TEU</td>
<td>10,000 TEU</td>
</tr>
<tr>
<td>Reefer Capacity</td>
<td>288 electrical plugs + 102 diesel generators</td>
<td>96 electrical plugs</td>
</tr>
<tr>
<td>Truck Gates</td>
<td>8 lanes; pre-gate / Terminal gates fully automated</td>
<td>9 fully automated lanes</td>
</tr>
<tr>
<td>Ship-to-Shore Cranes</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Rubber-Tired Gantry</td>
<td>11</td>
<td>5</td>
</tr>
<tr>
<td>Front-End Loaders</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>Yard Tractors / Trailers</td>
<td>35</td>
<td>18</td>
</tr>
<tr>
<td>Effective Handling Capacity</td>
<td>450,000 TEU</td>
<td>350,000 TEU</td>
</tr>
<tr>
<td>Depth Alongside*</td>
<td>10.8 metres</td>
<td>10.8 metres</td>
</tr>
</tbody>
</table>

#### CONTAINER TERMINAL – DOMESTIC TRAFFIC

<table>
<thead>
<tr>
<th>OPERATOR</th>
<th>EMPIRE STEVEDORING CO. LTD.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BICKERDIKE</td>
<td></td>
</tr>
<tr>
<td>Area</td>
<td>24 acres</td>
</tr>
<tr>
<td>Berths</td>
<td>2</td>
</tr>
<tr>
<td>Berth Length</td>
<td>357 metres</td>
</tr>
<tr>
<td>Rail Capacity</td>
<td>50 railcars</td>
</tr>
<tr>
<td>Storage Capacity</td>
<td>4,500 TEU</td>
</tr>
<tr>
<td>Reefer and Heater Capacity</td>
<td>60 reefer plugs, 100 heating plugs</td>
</tr>
<tr>
<td>Truck Gates</td>
<td>2 entry lanes / 2 exit lanes</td>
</tr>
<tr>
<td>Ship-to-Shore Cranes</td>
<td></td>
</tr>
<tr>
<td>Rubber-Tired Gantry</td>
<td>3</td>
</tr>
<tr>
<td>Front-End Loaders</td>
<td>8</td>
</tr>
<tr>
<td>Yard Tractors / Trailers</td>
<td>18</td>
</tr>
<tr>
<td>Effective Handling Capacity</td>
<td>150,000 TEU</td>
</tr>
<tr>
<td>Depth Alongside*</td>
<td>8.8 metres</td>
</tr>
</tbody>
</table>

* Official inauguration of Viau Terminal – phase one, was held in November 2016.

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### CONTACTS

**Termont Montréal Inc.**

P.O. Box 36, Station K
Montréal, Quebec H1N 3K9
Julien Dubreuil, General Manager
T 514-254-0526 • F 514-251-1952
jdubreuil@termontmtl.com
www.termontmtl.com

**Montréal Gateway Terminal Partnership**

305 Curatteau St
Montréal, Quebec H1L 6R6
Michael Fratianni, Chief Executive Officer
T 514-257-3040 • F 514-257-3054
mfratianni@mrtrtml.com
www.mrtrtml.com

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**Empire Stevedoring Co. Ltd.**

851 Chemin des Moulins
Montréal, Quebec H3C 6V9
Don Scardachio, Operations Manager
T 514-934-1323 ext 1121
dscardachio@empstev.com
www.empirestevedoring.com
DRY BULK
A hub for solid bulk cargo handling, the Port of Montréal is a vital gateway for raw materials such as iron ore and salt minerals for roads, as well as gypsum, gravel, raw sugar and other products. The 12 solid bulk berths in Montréal and Contrecœur as well as direct access to the CN and CP rail networks give the port a competitive advantage for shipping goods.

Dry bulk and grain (millions of tonnes)

DRY BULK

8 MT
OF DRY BULK IN 2018

WORLD-CLASS EXPERTISE WITHIN REACH
## Infrastructure

<table>
<thead>
<tr>
<th>Berths</th>
<th>Open Area (m²)</th>
<th>Shed Area (m²)</th>
<th>Length (metres)</th>
<th>Depth Alongside* (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Montréal</strong></td>
<td>Logistec Stevedoring Inc.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berth 39</td>
<td>8,723</td>
<td>5,222</td>
<td>183</td>
<td>94</td>
</tr>
<tr>
<td>Berth 40</td>
<td>9,232</td>
<td>5,222</td>
<td>186</td>
<td>94 – 10.7</td>
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<tr>
<td>Berth 41</td>
<td>7,529</td>
<td>5,466</td>
<td>200</td>
<td>10.7</td>
</tr>
<tr>
<td>Berth 42</td>
<td>10,218</td>
<td>5,225</td>
<td>187</td>
<td>10.7</td>
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<tr>
<td>Berth 43</td>
<td>31,082</td>
<td>–</td>
<td>266</td>
<td>10.2</td>
</tr>
<tr>
<td>Berth 46</td>
<td>4,681</td>
<td>4,921</td>
<td>144</td>
<td>10.2</td>
</tr>
<tr>
<td>Berth 46 SE</td>
<td>–</td>
<td>–</td>
<td>162</td>
<td>10.7</td>
</tr>
<tr>
<td>Berth 98 (Incl.)</td>
<td>–</td>
<td>–</td>
<td>146.6</td>
<td>10.7</td>
</tr>
<tr>
<td>Berth 99 (Incl.)</td>
<td>–</td>
<td>–</td>
<td>146.5</td>
<td>91 – 10.7</td>
</tr>
<tr>
<td>Berth 100 (Incl.)</td>
<td>–</td>
<td>–</td>
<td>146.5</td>
<td>91</td>
</tr>
</tbody>
</table>

* At chart datum

<table>
<thead>
<tr>
<th>Berths</th>
<th>Open Area (m²)</th>
<th>Shed Area (m²)</th>
<th>Length (metres)</th>
<th>Depth Alongside* (metres)</th>
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<tbody>
<tr>
<td><strong>Contrecœur</strong></td>
<td>Logistec Stevedoring Inc.</td>
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<tr>
<td>Berth 1</td>
<td>(Incl.)</td>
<td>3,750</td>
<td>229</td>
<td>10.8</td>
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<tr>
<td>Berth 2</td>
<td>(Incl.)</td>
<td>–</td>
<td>175</td>
<td>6.1</td>
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</tbody>
</table>

**Contacts**

**Montréal Terminals**

Logistec Stevedoring Inc.

360 St-Jacques St., Suite 1500

Montréal, Quebec H2Y 1P8

George Di Sante, Vice President – Bulk Sales

T 514-844-9361
gdisante@logistec.com

www.logistec.com

**Contrecœur Terminal**

Logistec Stevedoring Inc.

1920 Marie-Victorin

Contrecœur, Quebec J0L 1C0

Norman Desjardins, General Manager

T 450-587-2073

ndesjard@logistec.com

www.logistec.com
ITS LARGE CARGO CAPACITY MAKES THE PORT OF MONTRÉAL GRAIN ELEVATOR ONE OF THE FASTEST AND MOST EFFICIENT ON THE SAINT LAWRENCE RIVER. OUR YEAR-ROUND OPERATIONS AND ABILITY TO ACCOMMODATE UNIT TRAINS ALLOW OUR FACILITY TO MAINTAIN LINKS WITH INTERNATIONAL MARKETS AT ALL TIMES.

THE PORT OF MONTRÉAL ALSO HAS A FACILITY DEDICATED TO THE CONTAINERIZATION, STORAGE, CLEANING, SIFTING AND PACKAGING OF AGRICULTURAL PRODUCTS. THIS FACILITY IS STRATEGICALLY LOCATED NEAR THE CONTAINER TERMINALS.

---

**CONTACT**

**Viterra Inc.**

2100 Pierre-Dupuy Avenue, Suite 2200
Montréal, Quebec H3C 3R5

Rob Law, Merchandising Manager
T 514-393-3743
rob.law@viterra.com
www.viterra.com/web/canada

**CanEst Transit Inc.**

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Carl Boivin, General Manager
T 514-529-4774
boivinc@canest-transit.ca
www.canest-transit.ca

---

**BERTHS**

<table>
<thead>
<tr>
<th>Berth</th>
<th>Length (metres)</th>
<th>Depth Alongside* (metres)</th>
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<tbody>
<tr>
<td>Viterra Inc</td>
<td></td>
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<tr>
<td>Berth 54</td>
<td>395</td>
<td>10.7</td>
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<tr>
<td>Berth 56</td>
<td>245</td>
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<tr>
<td>Rail Capacity</td>
<td></td>
<td>110 railcars</td>
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<tr>
<td>Storage Capacity</td>
<td></td>
<td>260,000 mt</td>
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<tr>
<td>Vessel-loading Capacity</td>
<td></td>
<td>5,500 mt / hour</td>
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<tr>
<td>Vessel-unloading Capacity</td>
<td></td>
<td>3,000 mt / hour</td>
</tr>
<tr>
<td>Rotary Screen Grain Sifter Capacity</td>
<td></td>
<td>400 mt / hour</td>
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</tbody>
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* At chart datum
NON-CONTAINERIZED CARGO
NON-CONTAINERIZED CARGO

PORT OF MONTREAL PARTNERS HAVE EXPERIENCED TEAMS WHO CAN SECURELY HANDLE ALL TYPES OF BREAKBULK, GENERAL AND OVERSIZED CARGO.

OPERATOR
LOGISTEC

INFRASTRUCTURE

<table>
<thead>
<tr>
<th>BERTHS</th>
<th>OPEN AREA (m²)</th>
<th>SHED AREA (m²)</th>
<th>LENGTH (metres)</th>
<th>DEPTH ALONGSIDE* (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MONTRÉAL</td>
<td>Logistec Stevedoring Inc. – Laurier Terminal Berth 43</td>
<td>31,082</td>
<td>–</td>
<td>266</td>
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<tr>
<td></td>
<td>Logistec Stevedoring Inc. – Contrecœur Terminal Berth 1</td>
<td>–</td>
<td>3,750</td>
<td>229</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Berth 2 (Incl.)</td>
<td>–</td>
<td>175</td>
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LIFTING INFORMATION

<table>
<thead>
<tr>
<th>QUANTITY</th>
<th>EQUIPMENT TYPE</th>
<th>MODEL</th>
<th>LIFTING CAPACITY</th>
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</thead>
<tbody>
<tr>
<td>MONTRÉAL</td>
<td>Mobile Harbour Crane</td>
<td>LHM250</td>
<td>64 mt</td>
</tr>
<tr>
<td></td>
<td>Mobile Harbour Crane</td>
<td>LHM320</td>
<td>104 mt</td>
</tr>
<tr>
<td></td>
<td>Mobile Harbour Crane</td>
<td>LHM600</td>
<td>144 mt</td>
</tr>
<tr>
<td></td>
<td>Manitowoc Cranes</td>
<td>M250</td>
<td>80 mt</td>
</tr>
<tr>
<td></td>
<td>Maximum Tandem Lifting Capacity</td>
<td></td>
<td>240 mt</td>
</tr>
<tr>
<td></td>
<td>Wide range of lifting equipment, various capacities up to 45 tonnes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CONTACTS

MONTREAL TERMINALS
Logistec Stevedoring Inc.
360 St-Jacques St., Suite 1500
Montreal, Quebec H2Y 1P5
Shawn McMahon, General Manager – Sales
T: 514-844-9381
smcmahon@logistec.com
www.logistec.com

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1920 Marie Victorin
Contrecoeur, Quebec J0L 1C0
Jean-Marc Belanger, Sales Manager
T: 514-844-9381
jbelanger@logistec.com
www.logistec.com

OPERATOR
STEVEDORING EMPIRE

INFRASTRUCTURE

<table>
<thead>
<tr>
<th>BERTHS</th>
<th>OPEN AREA (m²)</th>
<th>SHED AREA (m²)</th>
<th>LENGTH (metres)</th>
<th>DEPTH ALONGSIDE*** (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MONTRÉAL</td>
<td>Empire Stevedoring Co. – Bickerdike Terminal Berth B1*</td>
<td>9,510</td>
<td>7,500</td>
<td>183</td>
</tr>
<tr>
<td></td>
<td>Berth B2</td>
<td>6,978</td>
<td>7,500</td>
<td>187</td>
</tr>
<tr>
<td></td>
<td>Berth B3**</td>
<td>(Incl.)</td>
<td>–</td>
<td>198</td>
</tr>
<tr>
<td></td>
<td>Berth 12 N</td>
<td>(Incl.)</td>
<td>–</td>
<td>152</td>
</tr>
<tr>
<td></td>
<td>Berth B4</td>
<td>(Incl.)</td>
<td>–</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>Berth B5</td>
<td>(Incl.)</td>
<td>–</td>
<td>188</td>
</tr>
<tr>
<td></td>
<td>Berth B6</td>
<td>9,363</td>
<td>7,500</td>
<td>199</td>
</tr>
</tbody>
</table>

LIFTING INFORMATION

<table>
<thead>
<tr>
<th>QUANTITY</th>
<th>EQUIPMENT TYPE</th>
<th>LIFTING CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>MONTRÉAL</td>
<td>Sea-to-Shore Gantry Cranes 1</td>
<td>1) 40 mt 2) 37.5 mt</td>
</tr>
<tr>
<td></td>
<td>Forklifts</td>
<td>30 mt</td>
</tr>
<tr>
<td></td>
<td>Forklifts</td>
<td>25 mt</td>
</tr>
<tr>
<td></td>
<td>Forklifts</td>
<td>15 mt</td>
</tr>
<tr>
<td></td>
<td>Front-end Loaders</td>
<td>40 mt</td>
</tr>
</tbody>
</table>

* Berth B1 is equipped with a ro-ro ramp.
** Berth B3 is directly served by rail.
*** At chart datum

CONTACT

MONTREAL
Empire Stevedoring Co. Ltd.
851 Chemin des Moulins
Montréal, Quebec H3C 6V9
Don Scardochio, Operations Manager
T: 514-934-1323 ext. 1121
dscardochio@empstev.com
www.empirestevedoring.com
LIQUID BULK
WITH 13 BERTHS AND A NETWORK OF PIPELINES, THE PORT OF MONTRÉAL IS A LEADING CENTRE FOR ALL PETROLEUM PRODUCTS. SEVERAL BERTHS ARE ALSO SPECIALIZED IN HANDLING LIQUID BULK PRODUCTS SUCH AS FERTILIZERS, FOOD AND CHEMICAL PRODUCTS.

### Berths

<table>
<thead>
<tr>
<th></th>
<th>Storage Capacity</th>
<th>Length (metres)</th>
<th>Depth Alongside*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Montreal</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norcan Terminal Inc.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berth 74</td>
<td>1.3 million barrels</td>
<td>1929</td>
<td>10.7</td>
</tr>
<tr>
<td>Vopak Terminals Of Canada</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berth 94</td>
<td>2.6 million barrels</td>
<td>238</td>
<td>10.7</td>
</tr>
<tr>
<td>Suncor Energy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berths 95, 96, 97</td>
<td>1 million barrels</td>
<td>406 (total)</td>
<td>91 – 10.7</td>
</tr>
<tr>
<td>Berths 109, 110 E</td>
<td>130,000 barrels</td>
<td>278 (total)</td>
<td>10.7</td>
</tr>
<tr>
<td>Shell Canada Products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berth 103 S</td>
<td>4 million barrels</td>
<td>189</td>
<td>10.7</td>
</tr>
<tr>
<td>Berth 103 N</td>
<td>148</td>
<td></td>
<td>92</td>
</tr>
<tr>
<td>Valero Energy Inc.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berth 102</td>
<td>5 million barrels</td>
<td>220</td>
<td>10.7</td>
</tr>
<tr>
<td>Berths 105, 106</td>
<td>233 (total)</td>
<td></td>
<td>10.7</td>
</tr>
<tr>
<td>Multiple users</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berth 101</td>
<td>–</td>
<td>165</td>
<td>10.7</td>
</tr>
</tbody>
</table>

* At chart datum

### Contacts

- **Norcan Terminal**
  - Richard Vinet, Director of Supply & Trading
  - T 514–253-2222
  - richard.vinet@petrolesnorcan.ca

- **Vopak Terminals**
  - Ignacio Gonzalez Crende, General Manager
  - T 514–645–6526 ext. 2309
  - ignacio.gonzalez@vopak.com

- **Suncor Energy**
  - Denis Roy, Director of Operations
  - T 514–650–4120
dery@suncor.com

- **Shell Canada Products**
  - Benoit Dupras, Manager
  - T 514–356–7731
  - benoit.dupras@shell.com

- **Valero Energy Inc.**
  - Jean-Sébastien Borduas, Executive Manager
  - T 514–640–2342
  - jean-sebastien.borduas@valero.com
PROJECTS
CONSTRUCTION OF CONTRECOEUR CONTAINER TERMINAL

TO MEET THE CONTINUED GROWTH OF THE CONTAINER MARKET, IN 2014 THE PORT OF MONTREAL BEGAN ITS PROCESS TO BUILD A NEW TERMINAL WITH A CAPACITY OF 1.15 TEU ON ITS LAND IN CONTRECOEUR.

CONSTRUCTION WILL BEGIN IN 2020 FOR A COMMISSIONING PLANNED IN 2023-2024, CONDITIONAL TO OBTAINING REQUIRED AUTHORIZATIONS AND THE MARKET CONDITIONS.

PROJECT DESCRIPTION

Two berths and one container handling area

One intermodal rail yard, connected to national rail networks

A truck portal connected to the road network

Support facilities

ESTIMATED ECONOMIC BENEFIT

5,000 jobs during construction
One-time impact on GDP: $470 million, including $364 million in Quebec

1,000 direct jobs during operations
Recurring impact on GDP: $119 million, including $104 million in Quebec

TOTAL PROJECT COST

$55M

CONTACT

Ryan Dermody, Vice President, Contrecoeur
dermodyr@port-montreal.com
T 514-496-6847

OPTIMIZATION AND IMPROVEMENT OF THE INTERMODAL NETWORK ON THE PORT TERRITORY IN MONTREAL

THE PORT OF MONTREAL RAIL NETWORK INCLUDES 100 KM (60 MILES) OF RAIL LINES SERVING THE TERMINALS IN ALL SECTORS OF ACTIVITY AT THE PORT.

IN ORDER TO SUPPORT THE GROWTH OF THE VOLUME OF CONTAINERIZED GOODS TRANSPORTED BY RAIL, THE PORT OF MONTREAL WILL CARRY OUT VARIOUS WORK ON ITS NETWORK, WHICH WILL LAST UNTIL 2022-2023.

PROJECT DESCRIPTION

Addition of 6 kilometres (3.7 miles) of railways

Development of the railway exchange area

Increased car handling capacity by 20%
INC增IN HANDLING CAPACITY OF CONTAINERS AT THE VIAU TERMINAL

THE SECOND PHASE OF DEVELOPMENT FOR THE VIAU TERMINAL AT THE PORT OF MONTRÉAL WILL BEGIN IN SEPTEMBER 2019 AND END IN DECEMBER 2020. THE WORK WILL INCLUDE THE INSTALLATION OF A SECOND 330-METRE LONG BERTH, TWO ADDITIONAL GANTRY CRANES AND AN ADDITIONAL CONTAINER RECEIVING AREA, WITH A CAPACITY OF 250,000 TEU.

ONCE THIS SECOND PHASE HAS BEEN COMPLETED, THE TOTAL CAPACITY OF THE VIAU TERMINAL WILL BE INCREASED TO 600,000 TEU.

TOTAL PROJECT COST (PHASE 1 + PHASE 2)
$197M

BICKERDIKE TERMINAL – REDEVELOPMENT

THE BICKERDIKE TERMINAL IS THE MAIN HOME PORT FOR PROVISIONING NEWFOUNDLAND AND THE MAGDALEN ISLANDS AND HANDLES CLOSE TO 600,000 TONES OF DIVERSIFIED CARGO (CONTAINERS, CARS, TRUCK-TRAILERS, ETC.) EACH YEAR AND, IN ADDITION, SERVES CRUISE SHIPS.

TO OPTIMIZE ACCESS AND SPACE AT THE TERMINAL, THE PORT OF MONTRÉAL WILL CARRY OUT VARIOUS WORK THAT WILL BEGIN IN MAY 2019.

TOTAL PROJECT COST
$25M

PROJECT DESCRIPTION

Redevelopment of truck access (fluidity and security)
Increase in electrical capacity and upgrade
Replacement of buildings
Redevelopment of container and goods storage areas
Redevelopment of handling surfaces for cruise ships
MONTRÉAL PORT AUTHORITY

2100 Pierre-Dupuy Avenue, Wing 1
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