

A topographic map of the Atlantic Ocean region, showing the eastern coast of North America, the Atlantic Ocean, and the western coast of Europe. The map is rendered in a dark teal color with white contour lines. The title "ATLANTIC GATEWAY" is centered over the map.

ATLANTIC GATEWAY

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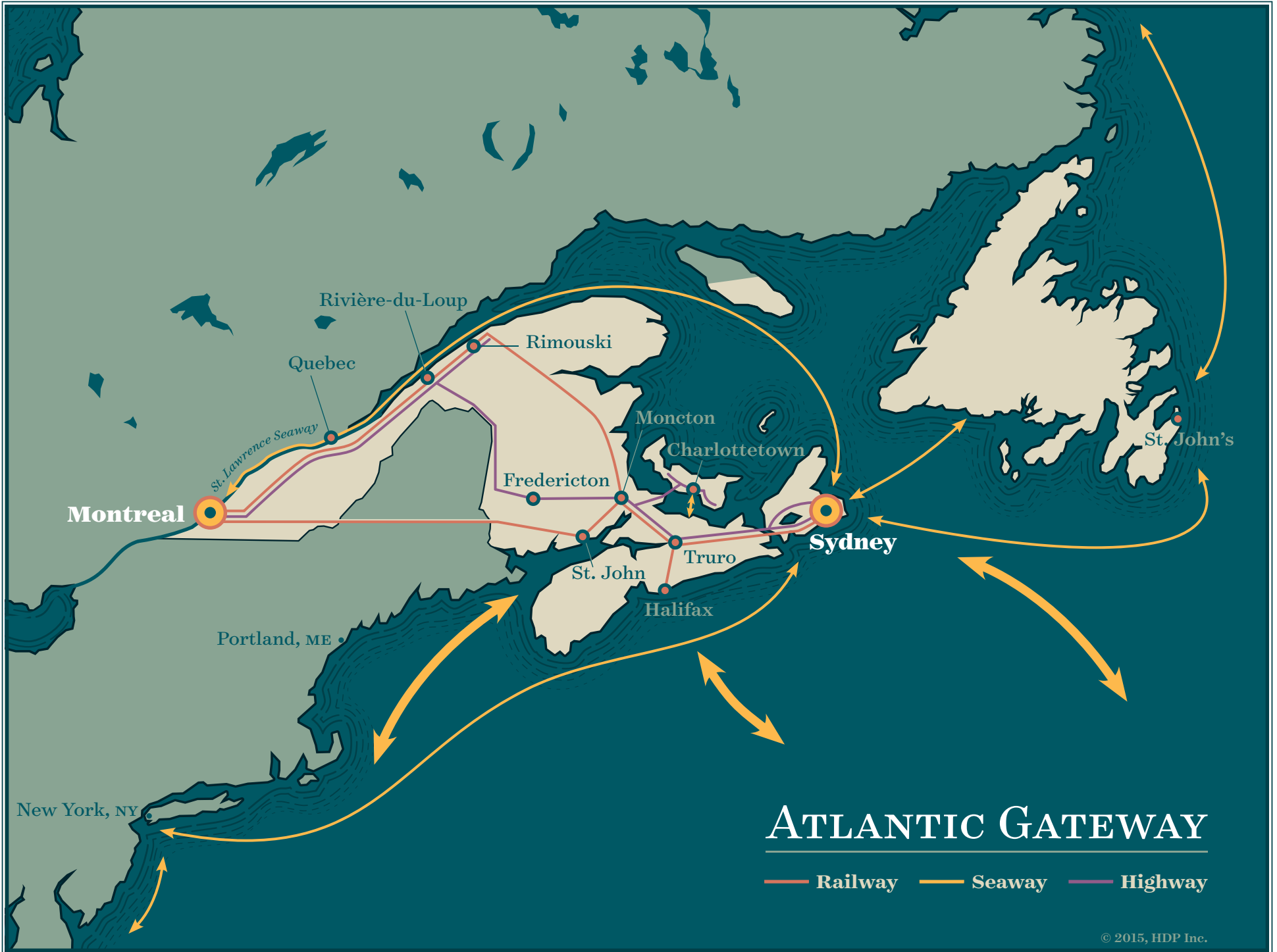
A topographic map of the Sydney region in North America, showing contour lines and geographical features. The map is rendered in a dark teal color.

PORT OF SYDNEY

Sydney is the most important piece of maritime real estate on the east coast of North America.

PARTNERS

- ✓ Finance
- ✓ Design & Build
- ✓ Logistics & Warehousing
- ✓ Developers
- ✓ Operators
- ✓ Shipping
- ✓ Rail



ATLANTIC GATEWAY

— Railway — Seaway — Highway

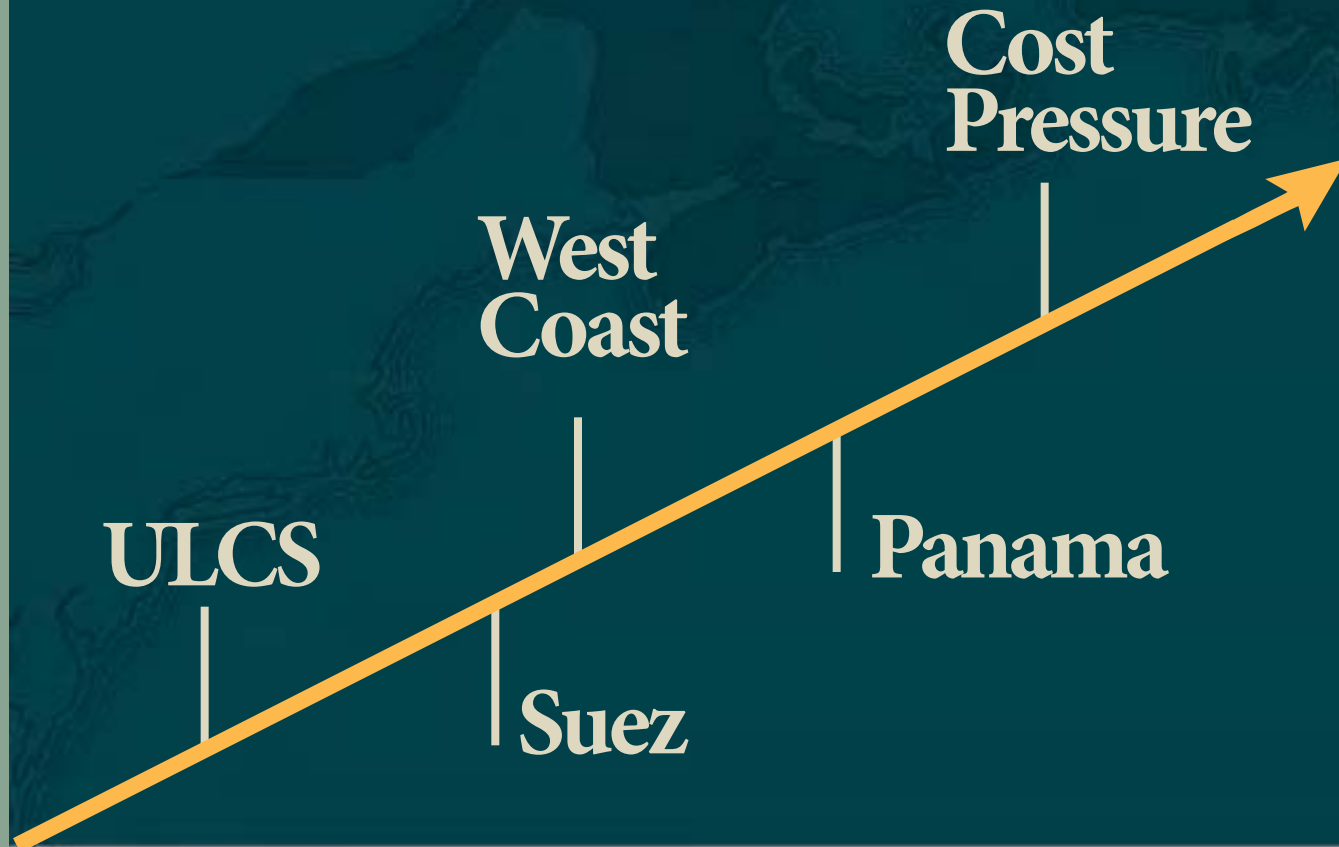


CONTAINER TRAFFIC

Container Traffic from Suez and Europe to eastern North America runs about half a million containers a month. East bound traffic is only marginally smaller. (Source: Drewry Maritime Research)
Some of the containers heading east may be without cargo but still have to be returned.
Combined, that is apx 6-7 million containers a year (one-way), almost all of which sails past or near Sydney, NS.

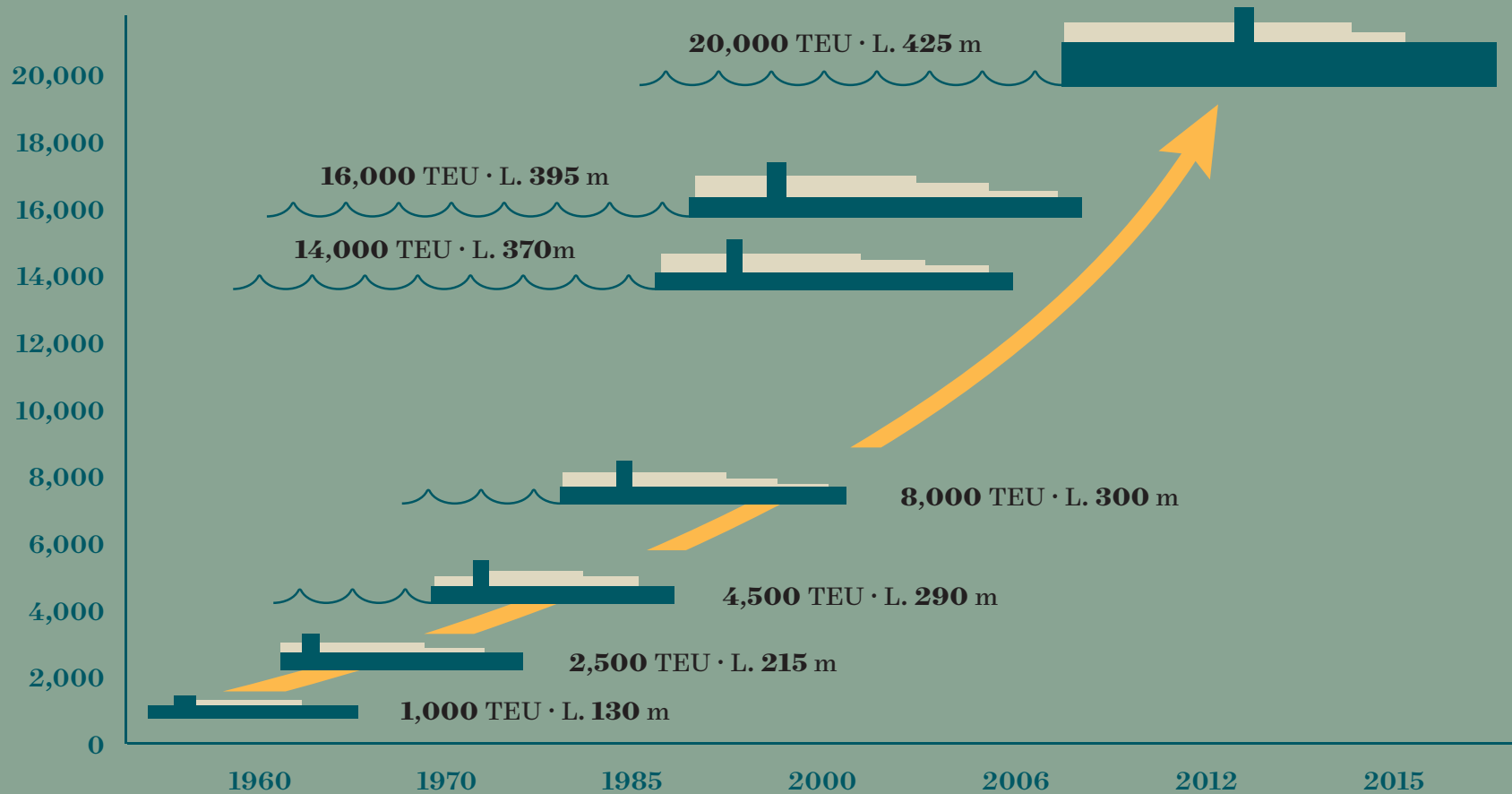
TRANSITORY OPPORTUNITY

INVESTMENT
CLIMATE



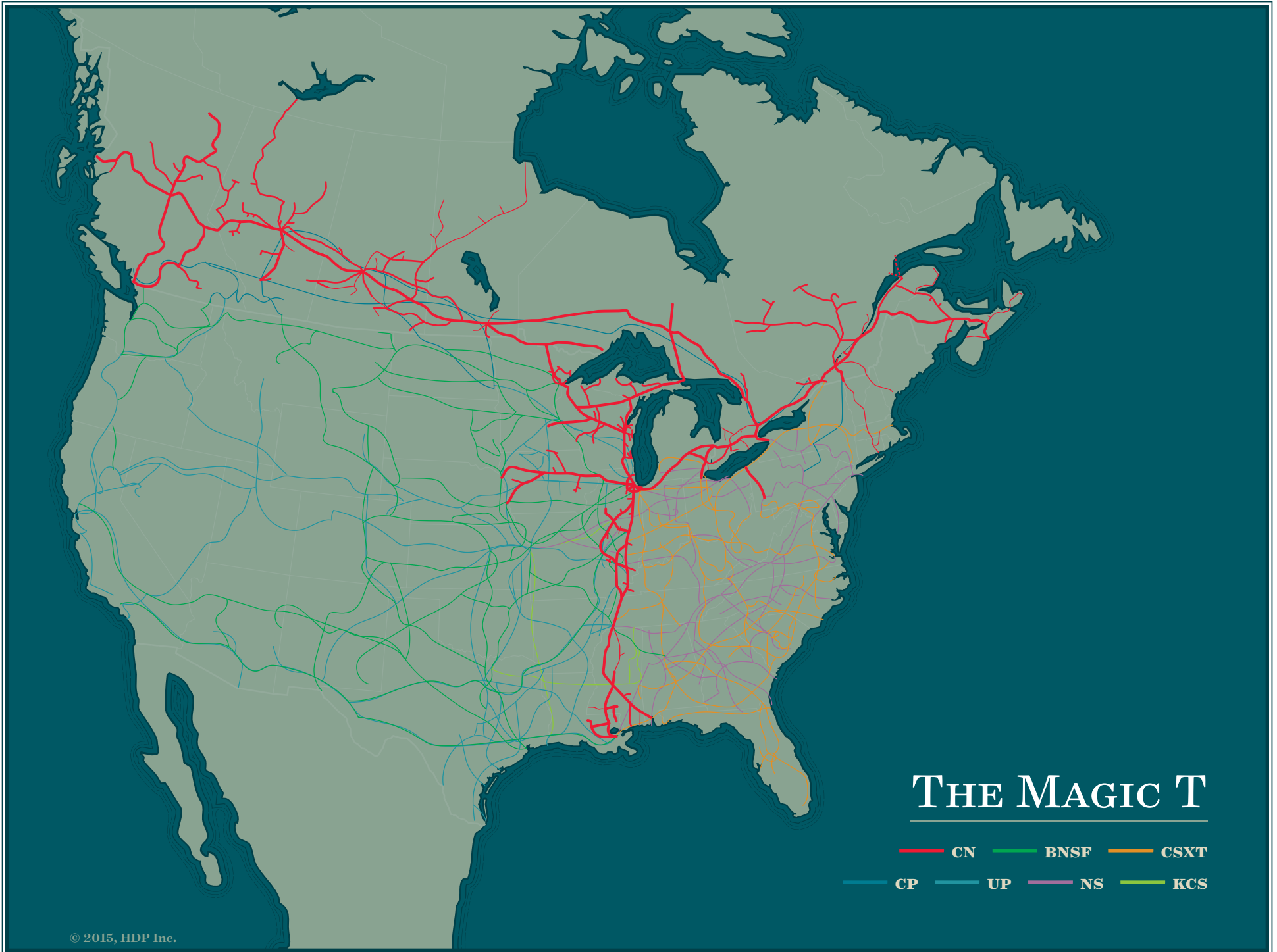
SHIPPING TRAFFIC

INCREASING CONTAINER SHIP SIZE



MSC OSCAR





THE MAGIC T

— CN — BNSF — CSXT
— CP — UP — NS — KCS

A topographic map of the Atlantic region, showing landmasses and contour lines, serving as a background for the title.

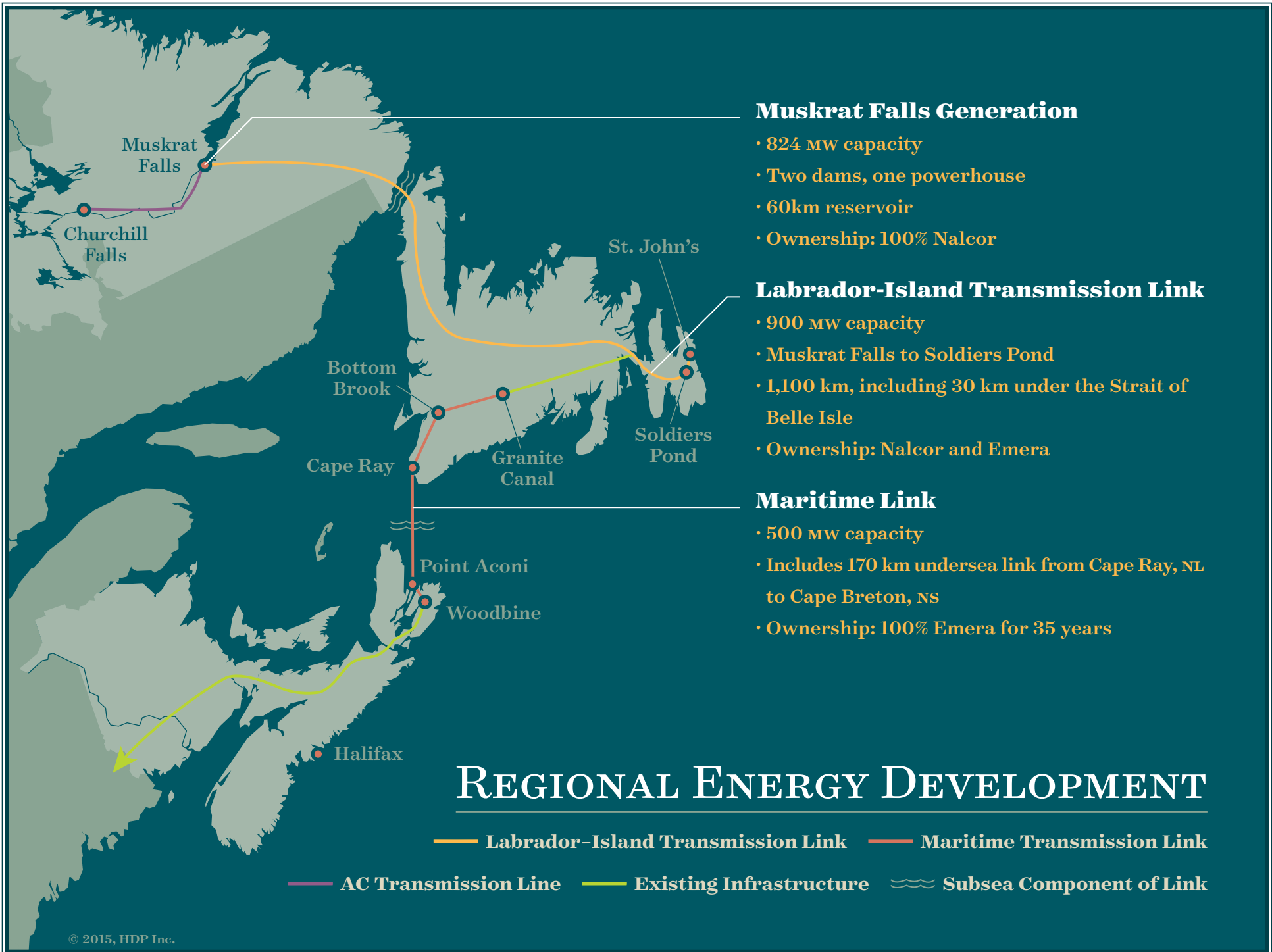
WHY SYDNEY? WHY NOW?

- Critical component Atlantic Gateway
- Critical to European Free Trade Agreement (CETA)
- Shipping Lines switching to ultra large vessels (ULCS)
- European and Suez traffic increasing
- Chronic congestion in both (US) west and east coast ports
- Labor unrest in (US) west coast ports adds to congestion
- Shippers looking for alternatives to existing (US) ports
- Shippers looking for lowest possible costs—new vs retrofitting
- Montreal becomes part of Atlantic Gateway
- Links Central Canada to the Atlantic Gateway

The Atlantic Gateway could capture 10–15% of the traffic that sails right past Canada (Nova Scotia) on its way to US Ports. Economic benefits would be felt across the Maritimes to Montreal and central Canada.

PORT OF SYDNEY HIGH LEVEL CHECK-LIST

- ✓ Location—closest to Europe and Suez
- ✓ Dredged—16+ meters
- ✓ Designed to accommodate ULCS
- ✓ No overhead obstructions
- ✓ Shovel ready—permits, environmental, regulatory
- ✓ Support at all levels of government
- ✓ Strong local support
- ✓ Financing
- ✓ World's most experienced port builder
- ✓ Greenfield and serviced land—500 acres
- ✓ Designed to be lowest cost port on east coast
- ✓ Serviced by double stack rail
- ✓ Power and service infrastructure
- ✓ No legacy fees or agreements
- ✓ Skilled labor force
- ✓ Marine services
- ✓ Secure distance from major urban center
- Rail partner
- Shipping partner
- Bunkering
- ✓ Dry dock/floating dock
- ✓ Spill/environmental clean-up
- Security



Muskrat Falls Generation

- 824 MW capacity
- Two dams, one powerhouse
- 60km reservoir
- Ownership: 100% Nalcor

Labrador-Island Transmission Link

- 900 MW capacity
- Muskrat Falls to Soldiers Pond
- 1,100 km, including 30 km under the Strait of Belle Isle
- Ownership: Nalcor and Emera

Maritime Link

- 500 MW capacity
- Includes 170 km undersea link from Cape Ray, NL to Cape Breton, NS
- Ownership: 100% Emera for 35 years

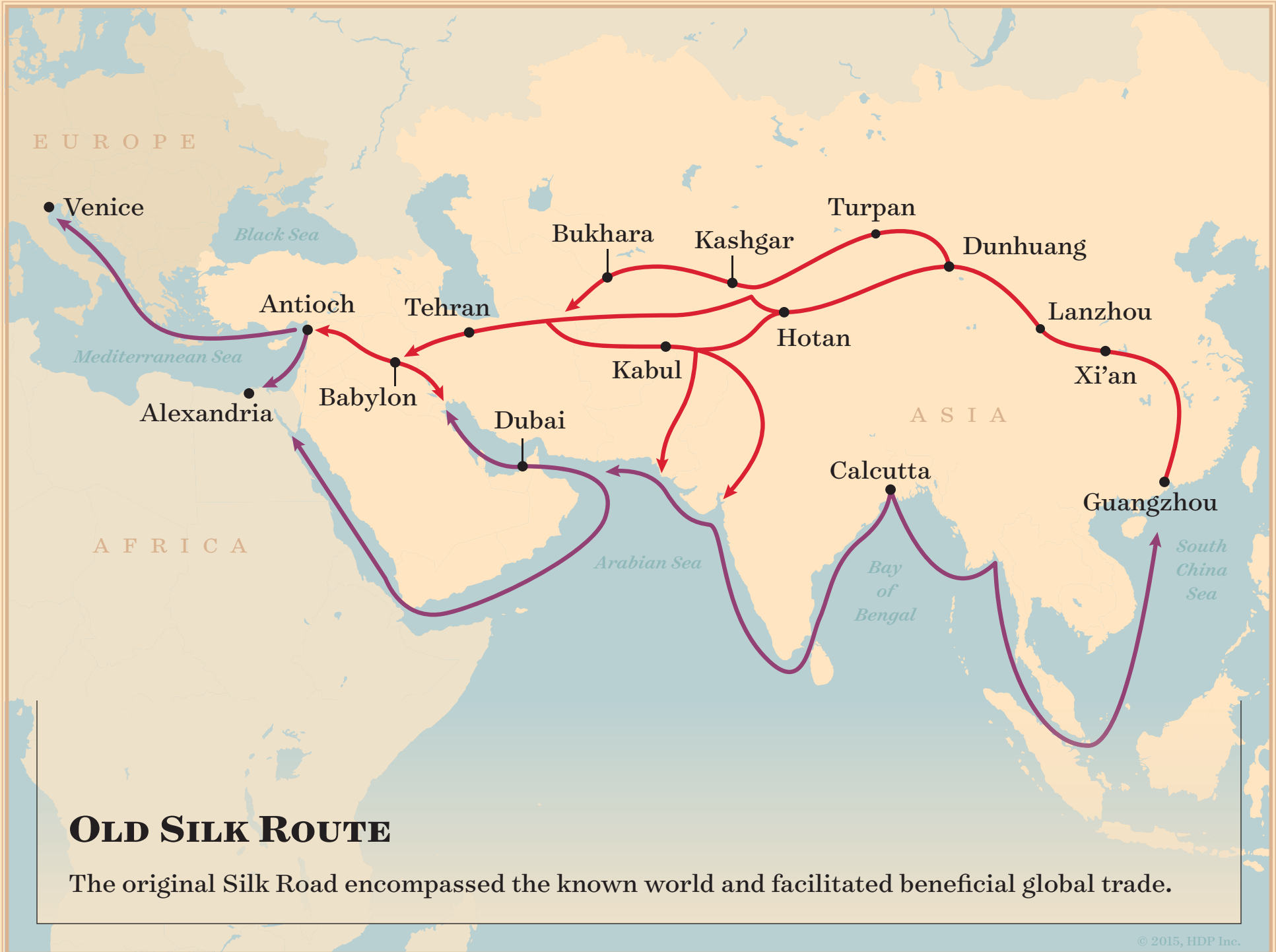
REGIONAL ENERGY DEVELOPMENT

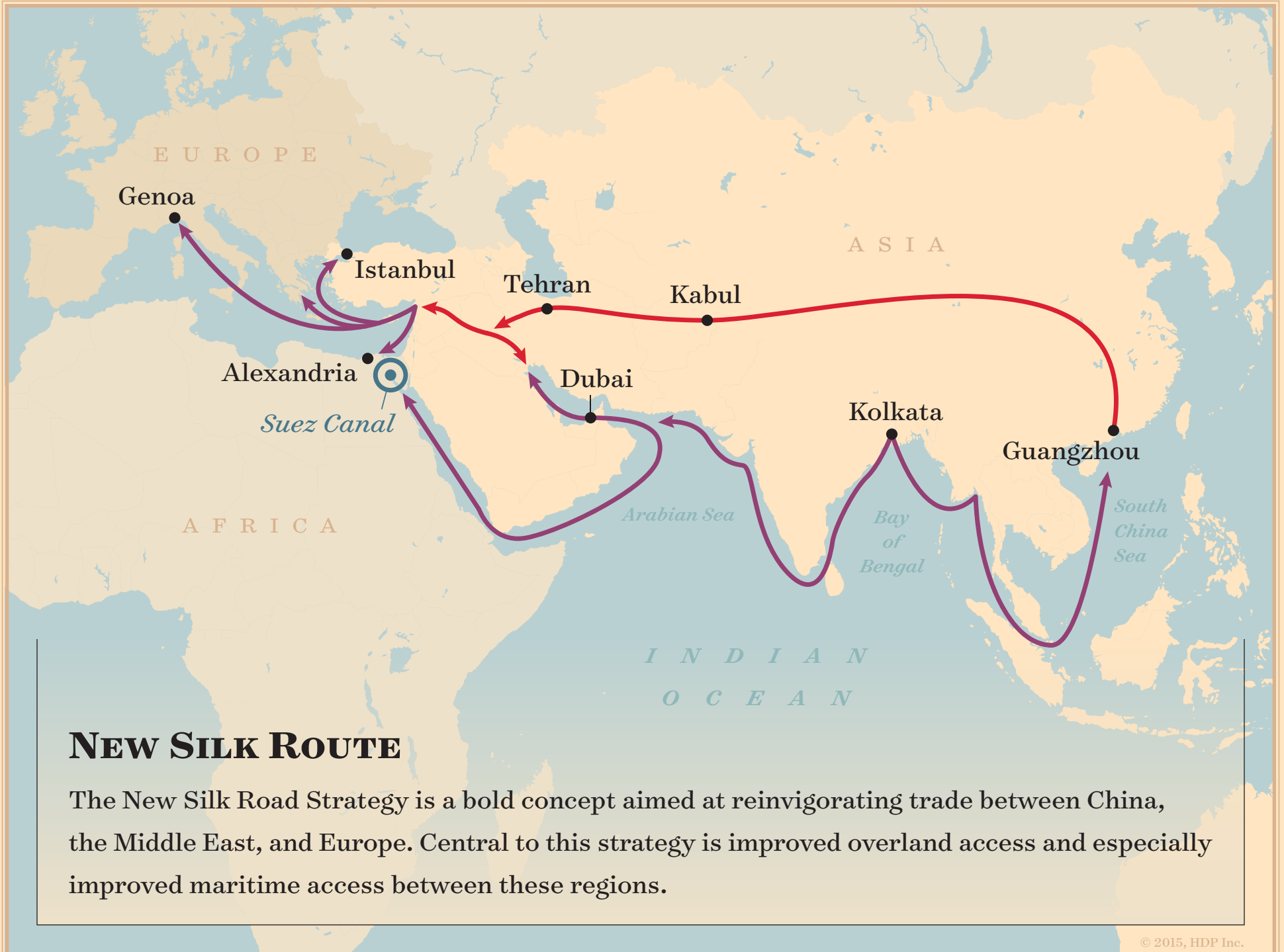
- Labrador-Island Transmission Link
- Maritime Transmission Link
- AC Transmission Line
- Existing Infrastructure
- Subsea Component of Link

GLOBAL SILK ROAD

IN THE FOOTSTEPS OF MARCO POLO

2015





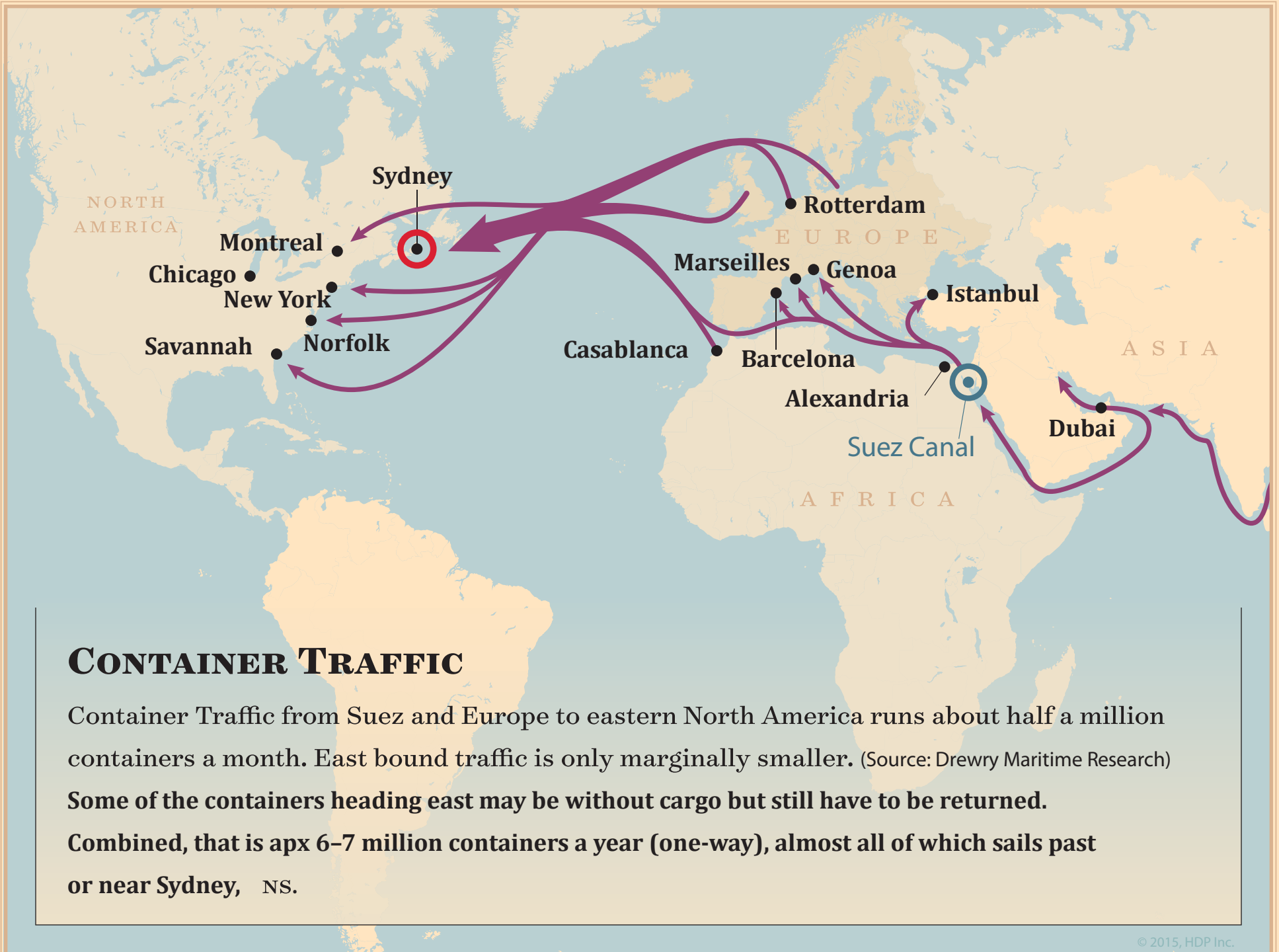
NEW SILK ROUTE

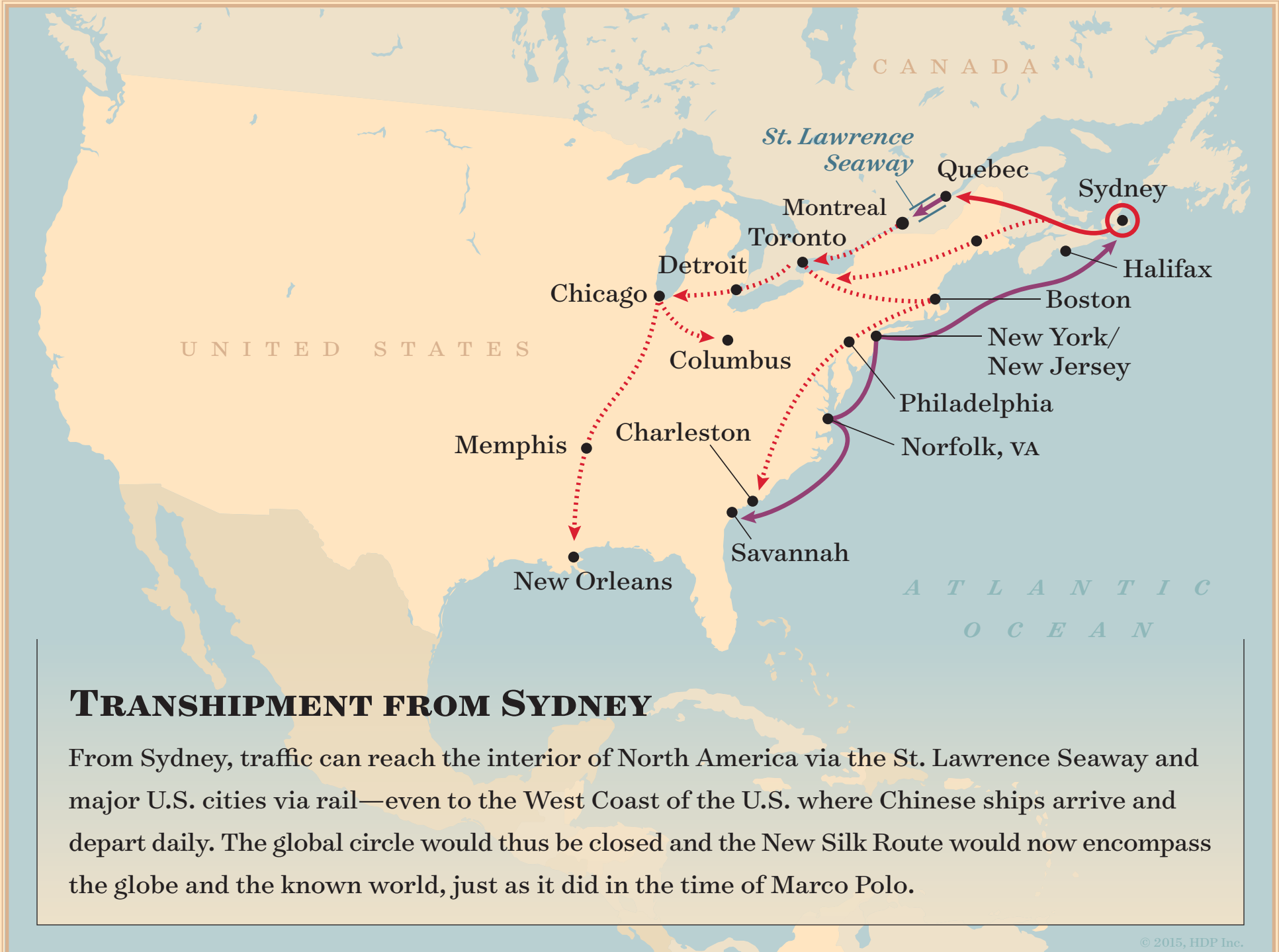
The New Silk Road Strategy is a bold concept aimed at reinvigorating trade between China, the Middle East, and Europe. Central to this strategy is improved overland access and especially improved maritime access between these regions.



EXTENDED SILK ROUTE

The old Silk Road encompassed the known world. Why should the new Silk Road end in Europe? The opportunity to extend the strategy to North America and return to China creates a closed loop. The steaming time to the deep water port Sydney, NS offers a 36–50 hour advantage over a comparable trip to New York. Sydney will be a super transshipment hub for the largest container ships in the world and the most highly automated, lowest cost container port on the east coast of North America.





TRANSHIPMENT FROM SYDNEY

From Sydney, traffic can reach the interior of North America via the St. Lawrence Seaway and major U.S. cities via rail—even to the West Coast of the U.S. where Chinese ships arrive and depart daily. The global circle would thus be closed and the New Silk Route would now encompass the globe and the known world, just as it did in the time of Marco Polo.



EXTENDED SILK ROUTE: NORTHWEST PASSAGE

The shrinking ice cap and new shipbuilding technology will make the Northwest Passage increasingly viable. The polar route from China to North American and European ports is about four days faster than the route through the Panama Canal. Clearly, this is some ways off but coming, and a footprint in the Port of Sydney would be a lynch pin.

A map of North America with a light blue background. The United States is shaded in a light tan color, and Canada is a slightly darker tan. A red dotted line with arrowheads at both ends connects a black dot labeled 'Prince Rupert, BC' on the west coast of Canada to a black dot labeled 'Chicago' in the central United States. The words 'CANADA', 'UNITED STATES', and 'ATLANTIC OCEAN' are written in a serif font across the map. The map is enclosed in a thin orange border.

Prince Rupert, BC

Chicago

PORT RUPERT TO CHICAGO

The rail/container trip from Port Rupert to Chicago is cheaper than from Seattle or Los Angeles thanks to aggressive rail rates. It also suffers far less from port congestion, greater labor stability and lower environmental fees. These are all advantages Sydney expects to also enjoy.