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Armour to set up shop at Dartmouth logistics park

Facility offers more than 100,000 square feet for transload operations

By TOM PETERS Business Reporter

Armour Transportation Systems is the latest company to locate in the new logistics park in Dartmouth.

Halifax Regional Municipality enhanced the Port of Halifax's attractiveness as a gateway for international cargo with the official opening of the new park on Monday.

Armour, a New Brunswick company that has been processing cargo for a few years with several firms in the Canadian Retail Shippers Association, is the second company to select the park as home for its new facilities.

FastFrate Consolidated of Ontario opened its new \$10-million distribution, warehouse and transload operation (transferring cargo from marine containers to domestic containers) last July.

The two-phase Atlantic Canada-Halifax Logistics Park will be focused exclusively on the logistics industry.

Logistics parks are considered value-added incentives for ports trying to attract new shipping lines and shippers. Importers and exporters find it beneficial to be able to load and unload marine containers for shipment out of the country or for local distribution of products in domestic containers.

"The services we are offering importers, exporters and shipping lines around the world is second to none," Wes Armour, president and CEO of Armour Transportation Systems, said in a release. "Our facility in the Halifax Logistics Park will offer customers a total solution under one roof and means we are a cost-effective, reliable part of the North American supply chain."

The Armour facility will offer over 100,000 square feet of logistics space with 22 loading doors and a cross-dock facility with 60 doors on 10 hectares of land. A potential second phase could offer 90,000 more square feet of warehousing space.

Karen Oldfield, president and CEO of the Halifax Port Authority, who has been consistently pushing the competitive benefits of logistics parks, said: "Transload facilities play an increasingly important role in attracting containerized cargo. Armour's new facility will further enhance the value-added offerings at the Port of Halifax."

The first phase of the logistics park will provide the potential for over 50 hectares within Phase 12 of Burnside and future expansion capabilities in Phase 13.

The municipality had suggested some time ago that an inland container terminal be built to help alleviate the problem of trucks moving through downtown Halifax to and from the Halterm container terminal in the south end. Regional council recently said the idea of an inland terminal no longer seemed feasible because it was not deemed cost-effective in the movement of containers, the port didn't need more capacity for containers, the development might affect a quarry operation near the proposed Rocky Lake site and residents might object to increased truck traffic.

Stephen Dempsey, chairman of the Halifax Gateway Council, said the logistics park is an invaluable addition to the port.

"Getting goods to and from the biggest markets in North America — places like Memphis and Chicago — is even more reliable and cost-effective with the addition of the Atlantic Gateway-Halifax Logistics Park on Canada's East Coast," Mr. Dempsey said.

Mayor Peter Kelly said the park is "another advantage we can offer as the premier East Coast gateway. This park is a key investment for HRM, as a strong logistics industry will contribute to the overall business case of the Halifax Gateway, and the gateway represents economic and growth opportunities for our entire region."

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