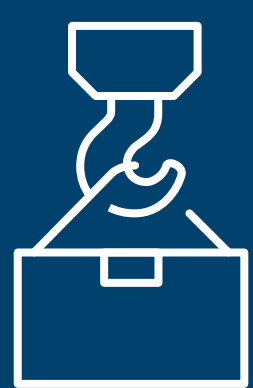


## Project

# International Container Terminal at the Port of Québec – Beauport Sector

Diversifying and modernizing Québec City’s port activities to strengthen the resilience, competitiveness, and reliability of supply chains in Québec and across Canada.



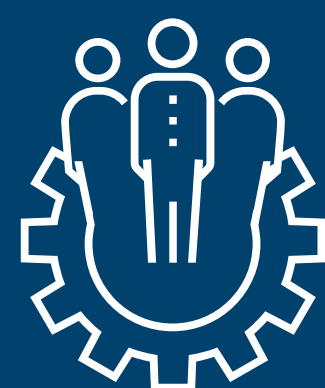
**200 000**  
TEUs / year

Target capacity at full build-out, with a gradual increase starting from 40,000 TEUs.



**\$1.7B**  
economic value

projected added for the Capitale-Nationale region by 2050.



**417**  
jobs

direct, indirect and induced annually in Quebec.



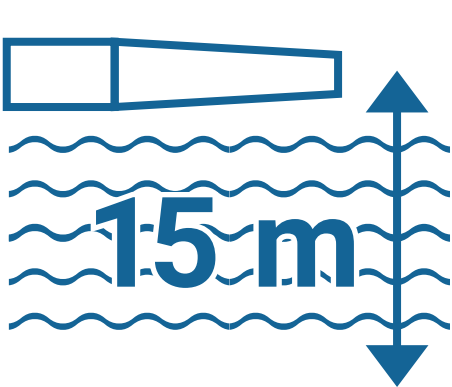
**\$145 M**  
investment

estimated for the project.

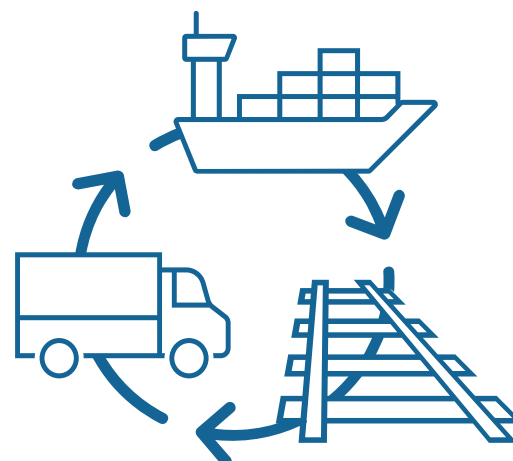
## Québec: a strategic location

Canada’s container supply chains are facing growing challenges related to congestion, traffic concentration and international competition.

The project is designed to address these challenges by leveraging the distinctive advantages of the Port of Québec.



Deep-water port capable of accommodating fully loaded vessels.



Strategic intermodal connectivity providing access to Ontario and the U.S. Midwest.



Complementary geographic location to the Port of Montréal.

## Footprint and approach

The project is based on avoidance, reduction and impact mitigation principles.

- ✗ No encroachment on the river
- ✗ No in-water marine work
- ✗ No impact on activities at Baie de Beauport

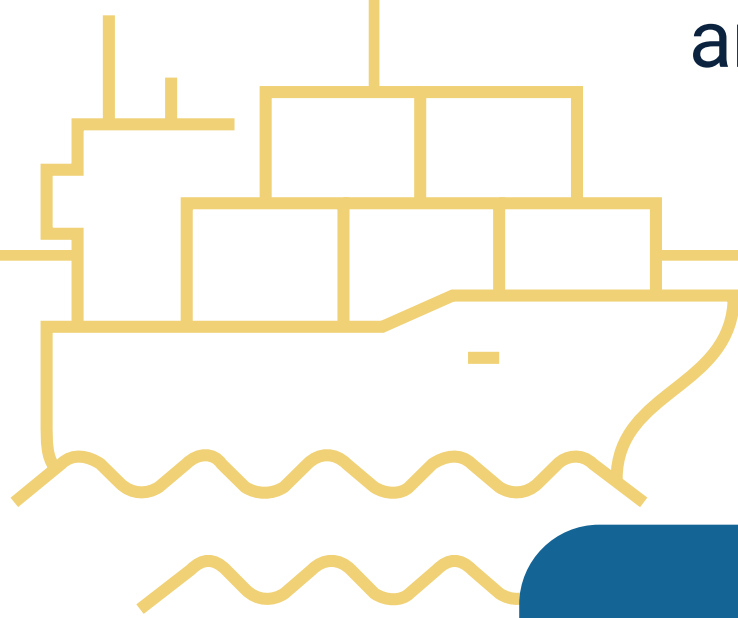


Optimized redevelopment of approximately eight (8) hectares within an industrial area, on port lands already in operation.

- ✓ Reuse of existing infrastructure.
- ✓ Establishment of vegetated buffer zones and a landscaped berm to reduce visual and noise impacts.
- ✓ Rigorous management of soil and stormwater runoff.

## Modal shift and GHG reduction

The project promotes a modal shift from trucks to rail and marine transportation, enabling a significant long-term reduction in greenhouse gas emissions and contributing to the decarbonization of freight transportation.



Container transportation

**80 %** rail  
20 % truck

**25 800 t**  
GHG avoided / year

*At full build-out capacity.*

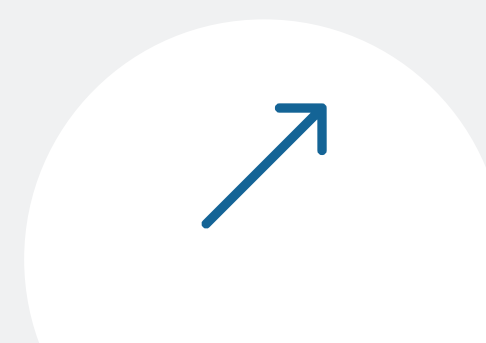
## Key infrastructure

- ✓ Use of the existing dock (dock 53)
- ✓ Development of a container storage yard
- ✓ Intermodal rail yard
- ✓ Controlled road access
- ✓ Specialized cargo-handling equipment

## A structuring economic driver for the region and beyond



Reduced logistics costs for businesses



Enhanced export competitiveness



Diversification of markets and trade corridors