TELL YOUR PORT STORY WITH POWERFUL VISUALS

Jay Stecher
VP, Marketing and Communications
The Port of Virginia
The Port of Virginia, one of the largest and fastest growing ports in the nation, serves as a global gateway, connecting businesses across the country to customers around the world. Leading employers – including manufacturers, distributors, and commodity traders from agricultural, automotive, retail and other industries – rely on the port’s modern infrastructure, professional workforce, and the world’s largest container vessels to connect with overseas markets. As Virginia’s role in international trade continues to grow and we invest in deeper, wider, and safer channels with modern terminals, jobs and economic impact grow as well.

### 2nd Congressional District’s Activity Through The Port of Virginia in Fiscal Year 2017

<table>
<thead>
<tr>
<th>2nd District Business Utilizing The Port of Virginia</th>
<th>Cargo Value</th>
<th>Short Tons Shipped</th>
</tr>
</thead>
<tbody>
<tr>
<td>150</td>
<td>$238,828,148</td>
<td>108,269</td>
</tr>
</tbody>
</table>

Top businesses located in Virginia’s 2nd Congressional District shipping cargo through The Port of Virginia include:

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### A CATALYST FOR THE COMMONWEALTH

**ECONOMIC IMPACT**

$60.3 Billion

Port-related spending on goods & services

**JOBS**

Over 374,000

More than 9% of the VA workforce

**TOTAL GSP**

$30.5 Billion

Equal to nearly 7% of Virginia’s total GSP

The Port of Virginia does more than service ships hauling cargo; it drives investment, job creation, revenue growth and connects the nation to the world.

**WIDER, DEEPER, SAFER**
As ship lines consolidate into alliances and deploy ultra-large container vessels, the Port of Virginia is evolving and preparing for the future. The port remains committed to widening and deepening Norfolk Harbor and channels to make way for safe and efficient two-way passage of these big ships.

Virginia 2050 ports and channels are critical to its success, but with five additional feet of depth, the ships could come to — and leave — Virginia fully loaded with cargo. Further, widening and deepening the channel to 1,200 feet or more would provide additional space for vessels to maneuver and reduce delays to commercial and military vessels caused by U.S. Coast Guard restrictions.

**CRANLEY ISLAND EXPANSION PROJECT**

The Craney Island Eastward Expansion Project (CEED) is a Congressionally authorized Civil Works project which extends the life of the existing Craney Island Dredge Sharon Management Area. The project also creates the foundation for the future deep-water marine terminal. The port has funded $1.8 billion of projects, with $1.4 billion to complete.

The project includes:
- Water Resources Development Act of 2016 authorization for $1.8 billion of projects.
- Port funding for $1.4 billion of projects.
- The port is currently spending $150 million in additional bond funds.
- $3.4 billion in total (2016-2019) for completion of the Craney Island Eastward Expansion Project.

**WE ASK FOR YOUR SUPPORT TO ENSURE THE SAFETY AND SUSTAINABILITY OF OUR COMMERCIAL WATERWAYS**

**NORFOLK HARBOR & CHANNELS PROJECT**

The Norfolk Harbor and Channels project was authorized in WRAA 1986 to 50 and has been used by the port since 2015. In June 2017, the port and US Army Corps of Engineers (USACE) began the planning process.

**BUILDING ON MOMENTUM DRIVING AMERICA’s ECONOMY PROVIDING RESULTS**

The U.S. Army Corps of Engineers (USACE) has an authorized project at the Port of Virginia. In the past year, the USACE has provided more than $5 million in funding towards the project.

**CRANLEY ISLAND EASTWARD EXPANSION PROJECT**

To avoid delays in CEED construction and add additional berthing on the existing Craney Island Dredging Disposal Management Area, the project was fast-tracked and included in the Trump administration’s fiscal year 2019 budget. The port is working to secure funding for the project.

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ON-TERMINAL INFRASTRUCTURE INVESTMENTS TO BE COMPLETED WITHIN 3 YEARS

NORFOLK INTERNATIONAL TERMINALS

SOUTH NIT OPTIMIZATION
Investment: $975,000,000
Completion Date: End of 2020
Status: Underway
Result: Transform South NIT to a semi-automated terminal. Increases capacity by 400,000 containers to a total of 1.22M.

DREDGING NIT
Investment: $100,000,000+
Completion Date: October 2018
Status: Underway
Result: Widens access channel to a turning basin for 1200 feet long Ultra Large Container Vessel (ULCV).

VIRGINIA INTERNATIONAL GATEWAY

VIG EXPANSION (PHASE 2)
Investment: $350,000,000
Completion Date: Spring 2019
Status: Underway
Result: Increases designed capacity to 1.2 million containers, expands rail, extends berth and adds new equipment.

PORTSMOUTH MARINE TERMINAL

DREDGING PMT
Investment: $1,400,000
Completion Date: April 2018
Status: Complete
Result: Widened access channel and deepened berth to 43’ published depth.

RICHMOND MARINE TERMINAL

RAIL TRACK ENHANCEMENT
Investment: $2,500,000
Completion Date: Winter 2016
Status: Complete
Result: Rebuilt a four mile RMT lead track along Deepwater Terminal Road and Commerce Road.

INFRASTRUCTURE IMPROVEMENTS
Investment: $2,050,000
Completion Date: 2018
Status: Underway
Result: Paving, resurfacing, fender improvements, and rail crossing improvements.

GATE / DROP LOT
Investment: $2,500,000
Completion Date: October 2019
Status: Budget approved
Result: New security canopy, additional scale, additional out of gate lane and 24/7 drop lot.

NEWPORT NEWS MARINE TERMINAL

INFRASTRUCTURE IMPROVEMENTS
Investment: $2,750,000
Completion Date: Summer 2018
Status: Budget approved
Result: Berth dredging, heavy lift crane upgrades, and warehouse improvements.

ON THE HORIZON
Future Craney Island Marine Terminal
NIT North Conversion
A CLEAR PATH FORWARD

The first phase of the optimization project at the southern portion of the Norfolk International Terminals (NIT) facility is starting to take shape. The first six container stacks are fully operational and three more stacks are scheduled to come online by January of 2019. The terminal will reach its former capacity once the project is halfway through Phase 2. Each stack brought online after the midpoint of Phase 2 will add additional capacity to NIT – ultimately providing an additional 46% of annual capacity. This additional capacity will allow the port to grow and continue to be the economic catalyst for the Commonwealth of Virginia.

The Port of Virginia recognizes growth in container capacity raises the need to focus on intermodal transportation. The completion of the I-564 connector allows direct access from the highway onto the terminal. The future on-terminal rail enhancement project, which utilizes the Virginia Department of Rail and Public Transits Rail Enhancement Fund, will allow for more safe and efficient throughput by rail.

TERMINAL IMPROVEMENTS
- Additional 26 new truck lanes
- Creation of 30 container stacks
- 60 Rail Mounted Gantry Cranes (RMGs)
- 46% more annual container capacity

EXEMPLARY CAPACITY GROWS THE ECONOMY

An important tool in effectively using this new capacity is the Port of Virginia Economic and Infrastructure Development Grant, which is a key component in business attraction, retention, and expansion. Since its inception in 2014, this grant has incentivized companies to produce $1.711 billion within the Commonwealth with the potential to disperse grants to forty-five additional companies that would bring 6,926 new jobs over the next 3 years. The Port of Virginia is asking the General Assembly to extend the grant through 2025. The grant program is pivotal in the economic growth of the Commonwealth and vital to container growth as we look toward the future of the port.

WIDER, DEEPER, SAFER SHIPPING CHANNELS

The $350M authorized in the Commonwealth’s biennial budget will allow the port to attain harbor depths of 55 feet maintaining The Port of Virginia as the deepest port on the east coast. The port is working with a bipartisan team of Congresspersons to ensure our project receives a $50/50 match of federal funds. This partnership secured $2.5M for the preliminary engineering and design of our project – the most money awarded for a project in the country. We are currently moving forward with the Norfolk Harbor Deepening Project, a component of the Army Corps that provides credit for the state funds that are being used on the project. Preliminary engineering and design is underway. The current plan to have dredging in the water in the beginning of 2020 and the completion of the project by 2025.

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WE ARE STILL HANDLING NEAR-PEAK VOLUMES. BUT 34% BETTER THAN DURING PEAK SEASON.

Our three-year, $320 million expansion project at Virginia International Gateway (VIG) is nearing completion. We opened new truck gates, continued to refine our reservation system, brought new container stacks and improved rail service online, and extended our berth by an additional 800 feet.

The benefits of this wide array of improvements is bearing fruit. We continue to handle high volumes, but are doing so at turn times well under the 60-minute industry average. For example, December/January average turn times were 33% better than October/November, but December/January volumes were only 19% lower than October/November.

WEEKLY VOLUME AND TURN TIME AT VIRGINIA INTERNATIONAL GATEWAY

NEW CRANES
These cranes are the largest in the Western Hemisphere and will service the largest of cargo vessels. VIG has 12,775 crane capacity of handling ULCVs.

DOUBLED REEFER CAPACITY
We’re already the #1 exporter of vegetables on the East Coast and #3 in the U.S. Our additional capacity means we can handle your growing business.

NEW CONTAINER STACKS
The expansion at VIG will double the amount of container cargo the terminal can handle.

ADDITIONAL BERTH SPACE
Our berth has been lengthened by 800 feet to create capacity to accommodate as many as three ULCVs at once.

DOUBLED RAIL CAPACITY
The expansion will double the capacity of the existing on-dock, double-stack rail service with new, highly efficient cantilever rail-mounted gantry cranes.

MORE EFFICIENT TRUCK GATES
We added four new truck gates and implemented our Truck Reservation System (TRS) which manages truck volume and drives efficiency.

PROJECT TIMELINE

SEPT ’16
The port and the owners of VIG agree to long-term leases; agreement clears the path for expanding the terminal

FEB ’17
Heavy construction begins on the expansion as the terminal processes record cargo volumes

NOV ’18
The 800-foot-long wharf extension is complete and the terminal now has the space for three ULCVs

JAN ’19
All 12 new container stacks are now operational. Four new ship-to-shore cranes arrive

JUN ’19
The expansion of the rail yard is complete. Signals the end of work on the $320 million expansion of VIG