



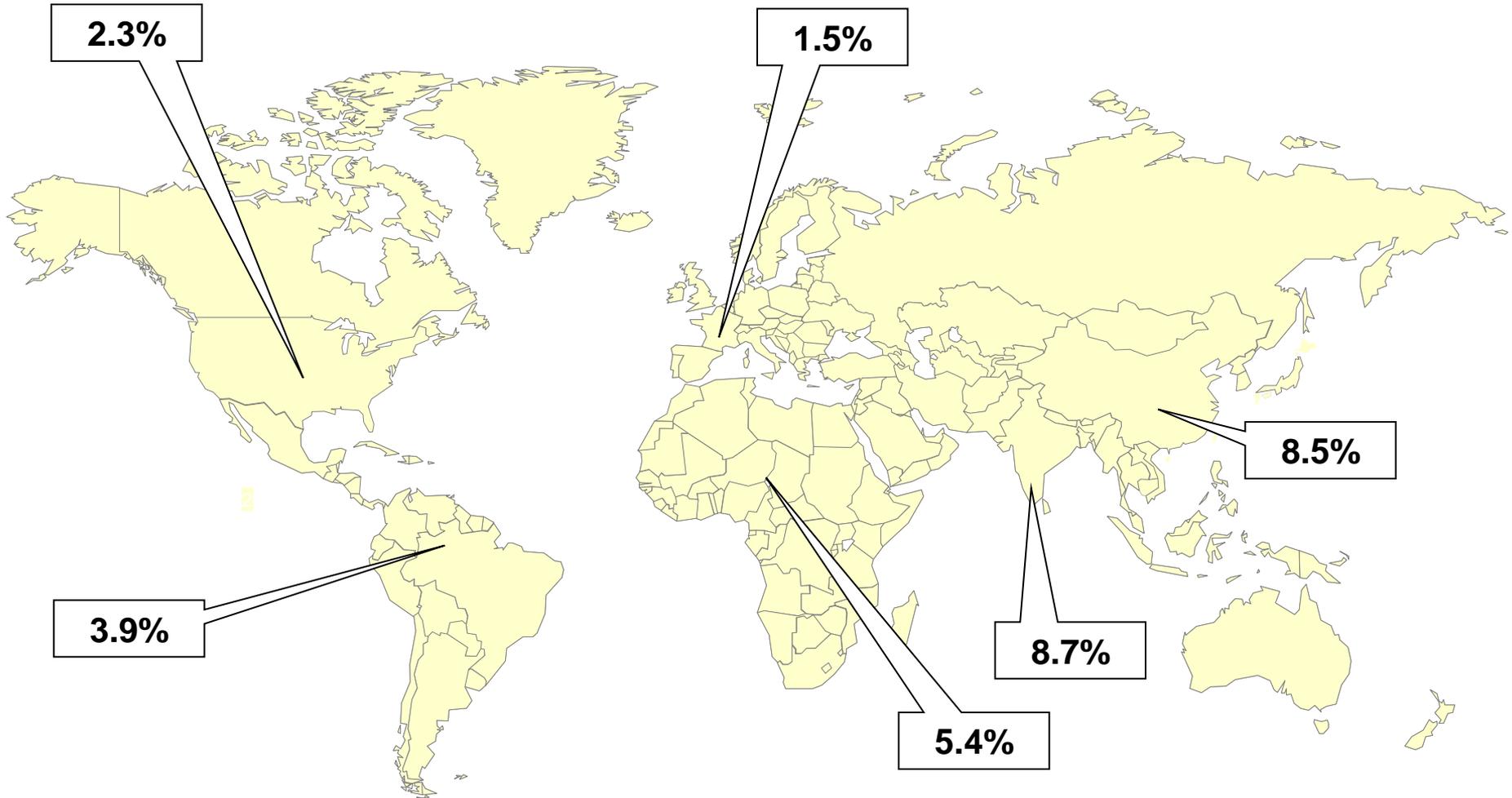
THE PORT OF
VIRGINIA

Overview of The Port of Virginia Growth Challenges and Opportunities

Heather L. Wood
Director, Environmental Affairs
Virginia Port Authority
AAPA Harbors Navigation & Environment Seminar
May 2, 2012

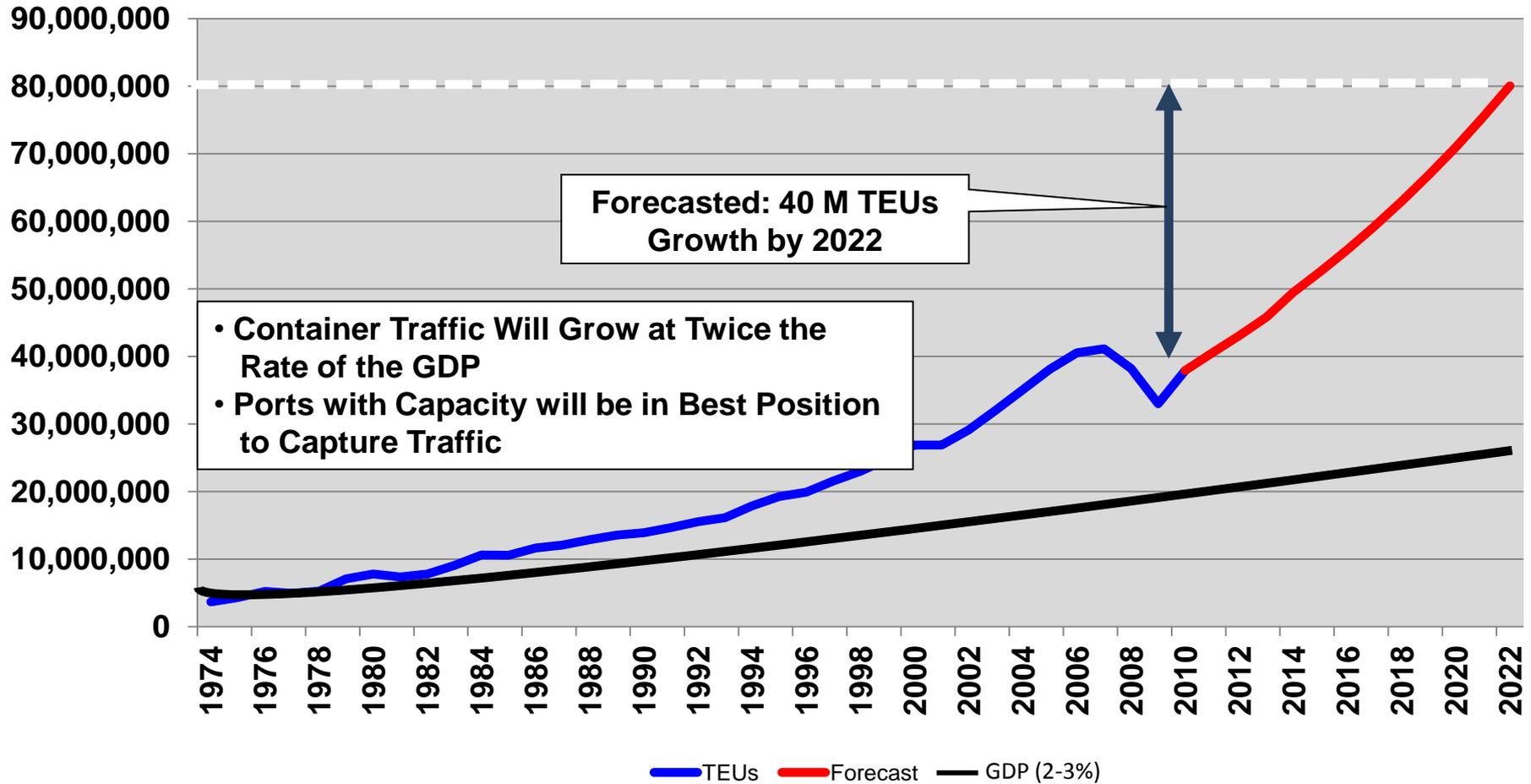
Global Growth (IMF)

Drives Demand



U.S. Containerized Cargo Forecast

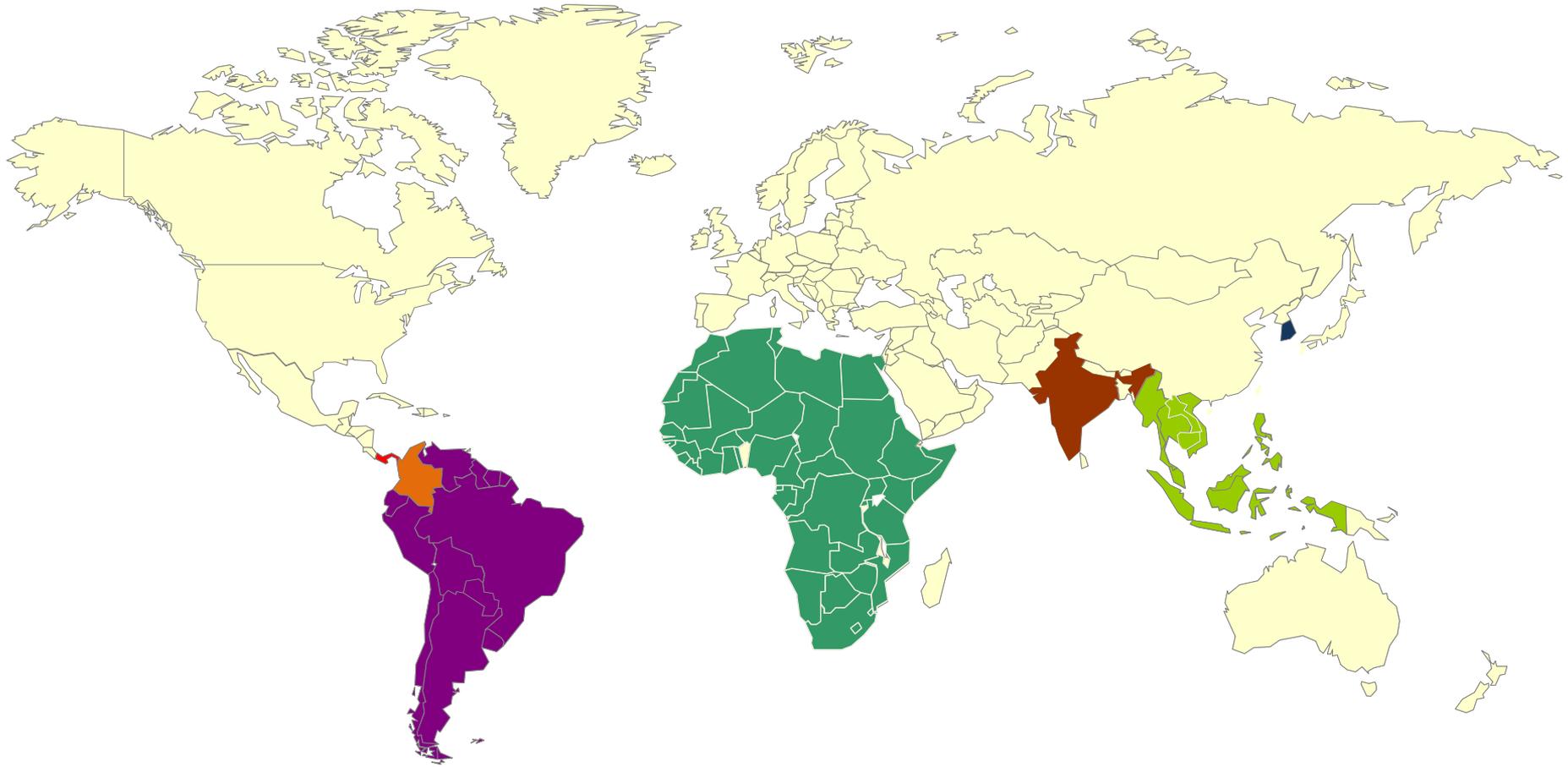
TEUs





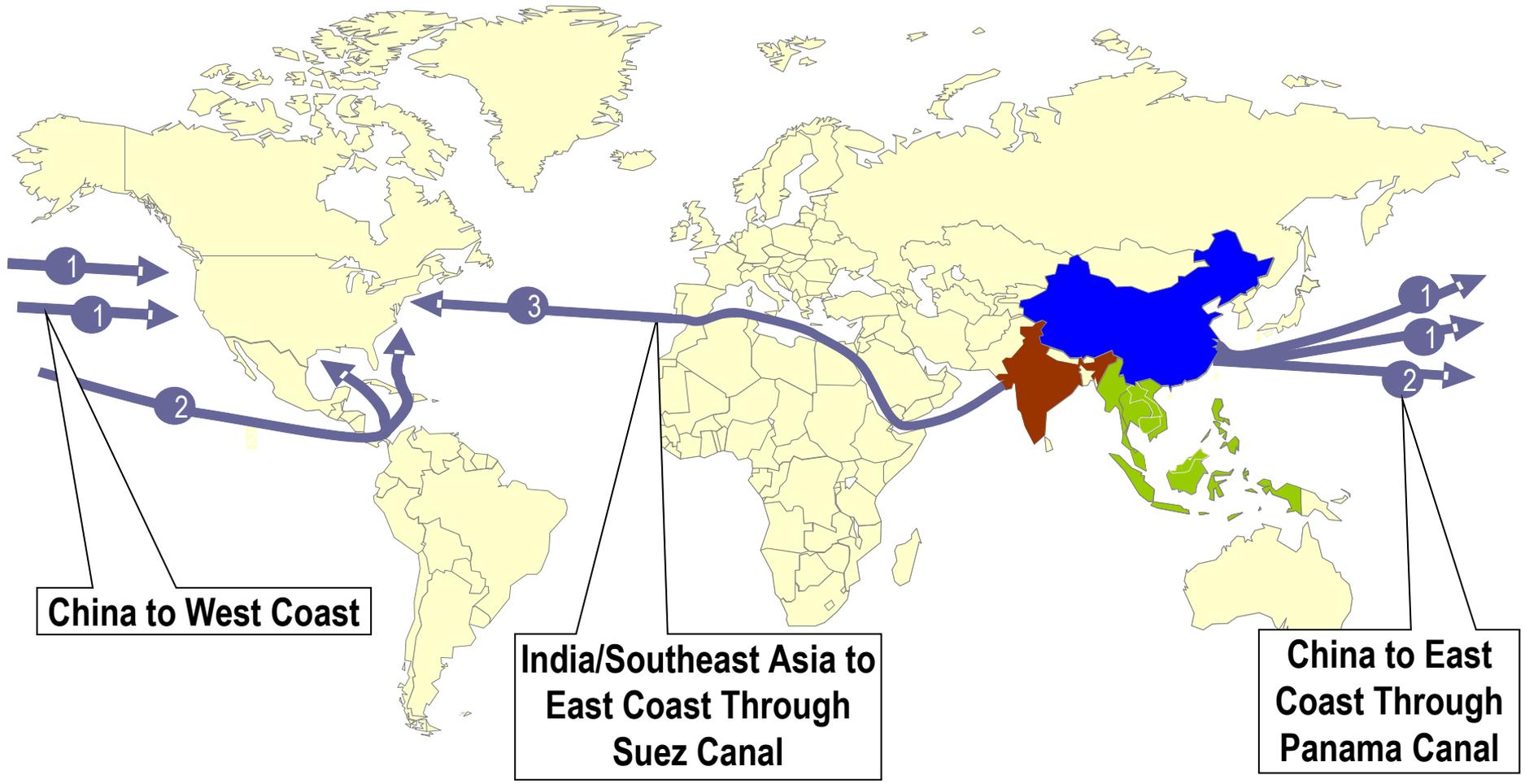
Emerging Markets

Shifts Demand



World Trade Lanes

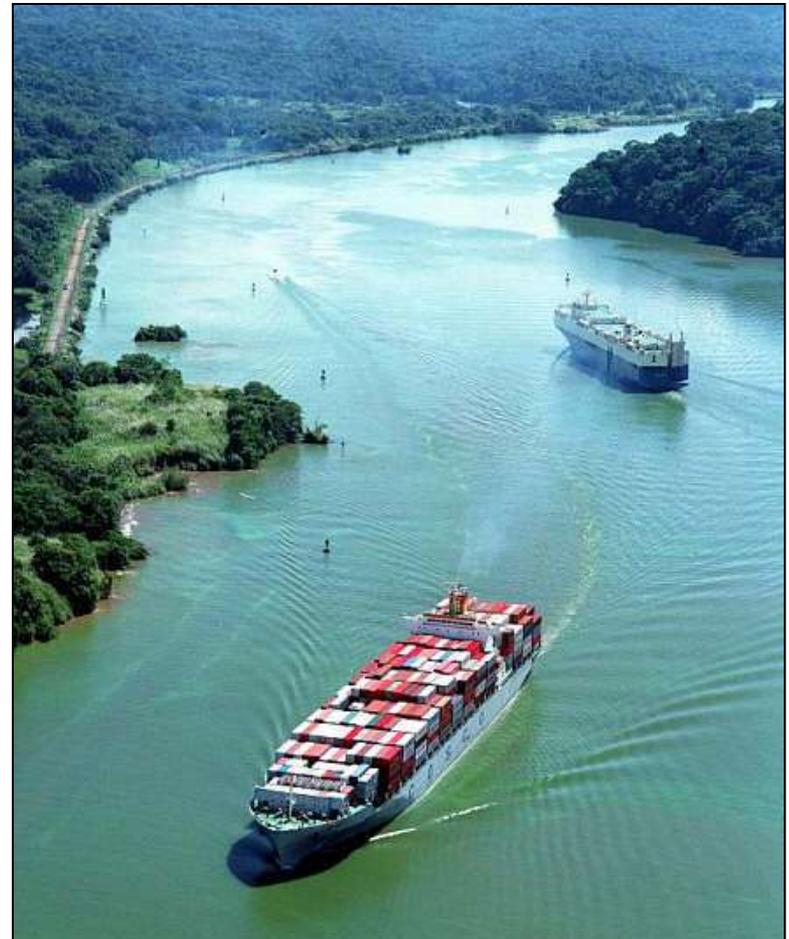
Shifts in Trade Good for Port of Virginia



Panama Canal Expansion

Will Increase Business at Port of Virginia

- Route for Asia to Atlantic Ports
- Completion by 2015
- Virginia is the only east coast port with deep enough channels for biggest ships



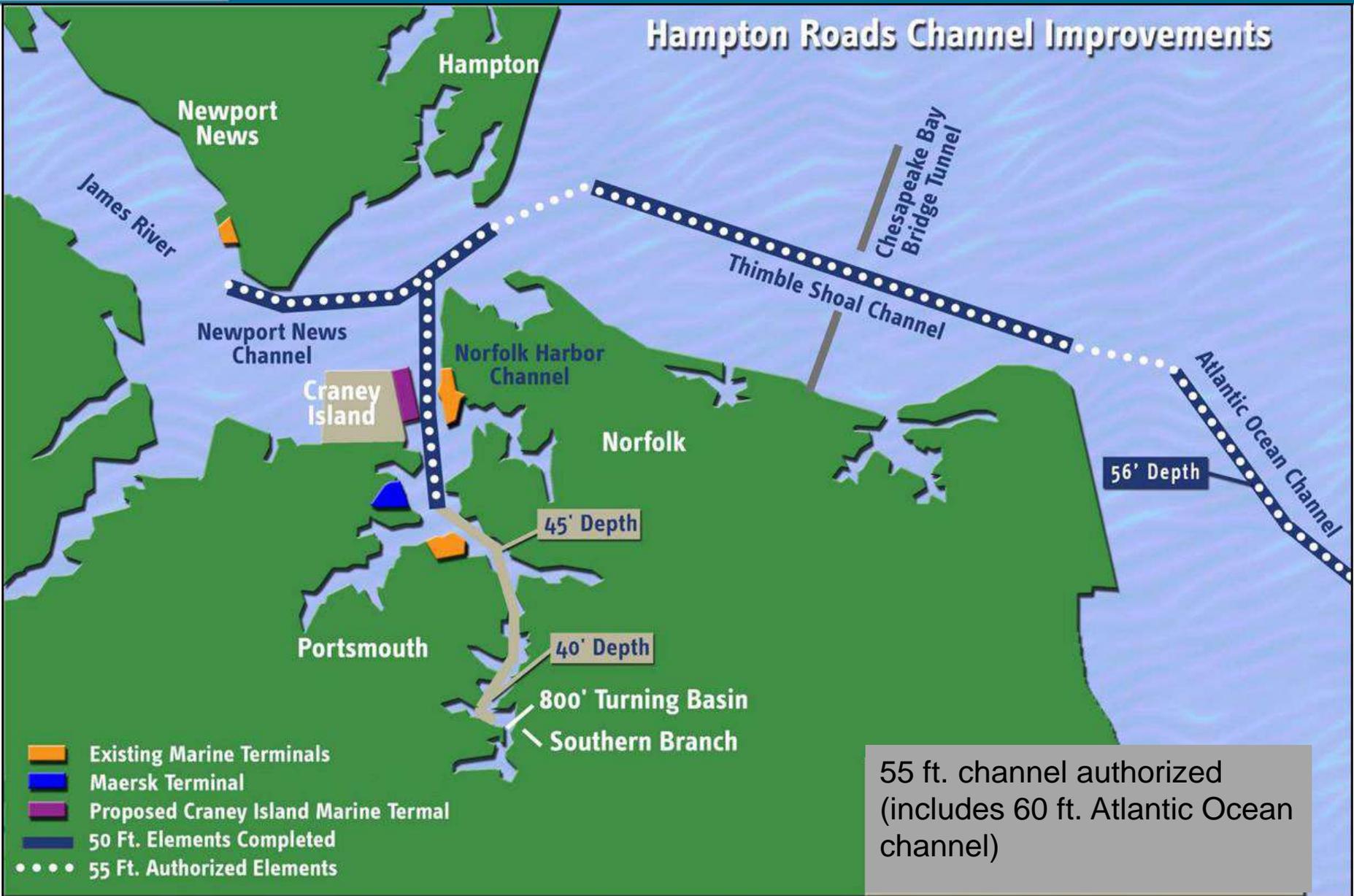
Ideally Located



- Central location along the Atlantic Coast
- Nearly two-thirds of the nation's population and 50 percent of the manufacturing activity are within a day's drive of the Port of Virginia
- Well-developed transportation system provides access to major markets: The 3rd largest state maintained transportation network
- The 3rd largest container port on the U.S. East Coast and the Virginia Inland Port provides an interface between truck and rail services for transfer of ocean-going containers

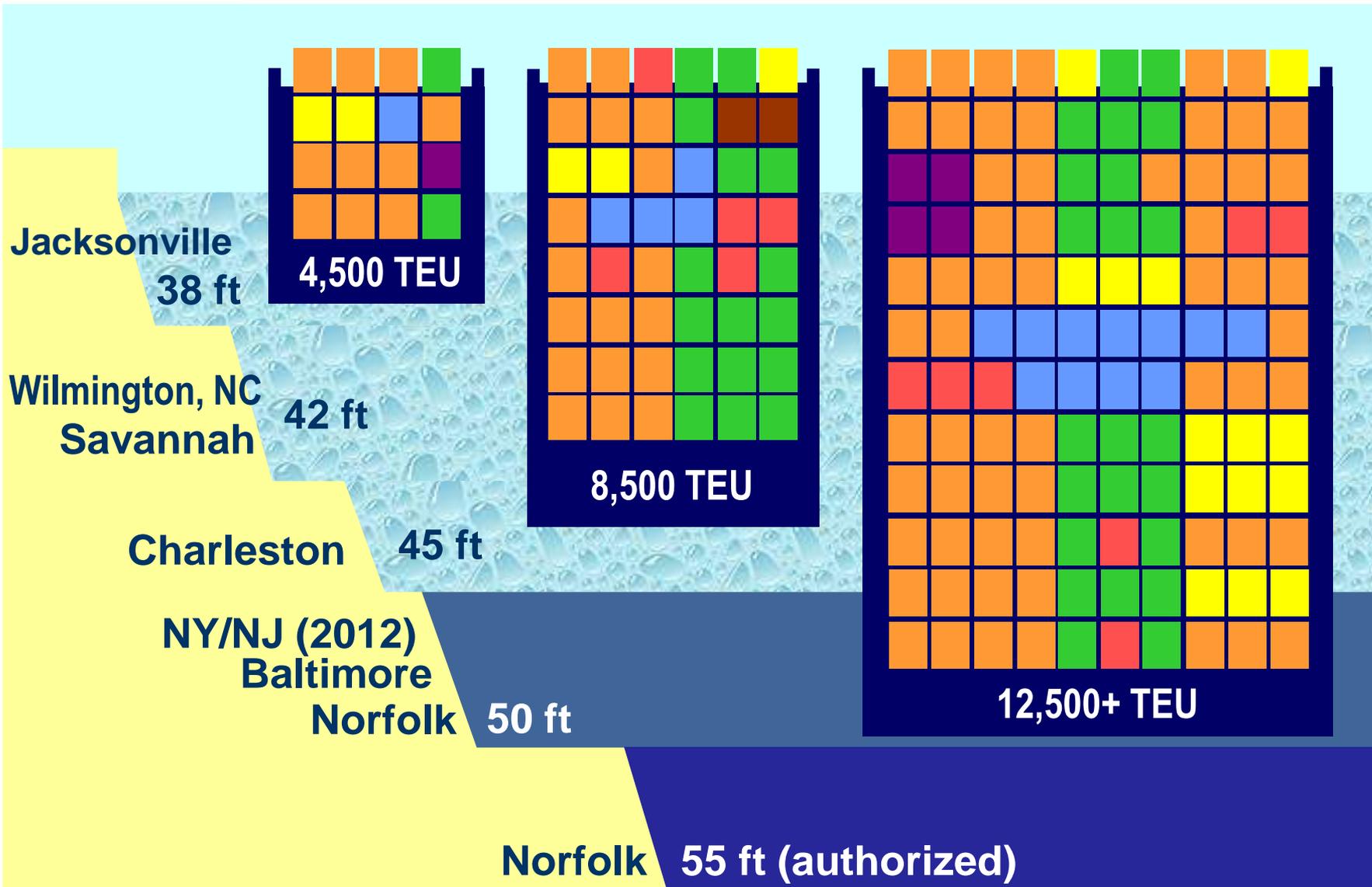
50 Foot Channel Depth

Hampton Roads Channel Improvements



55 ft. channel authorized (includes 60 ft. Atlantic Ocean channel)

U.S. East Coast Competitive Ports Water Depth

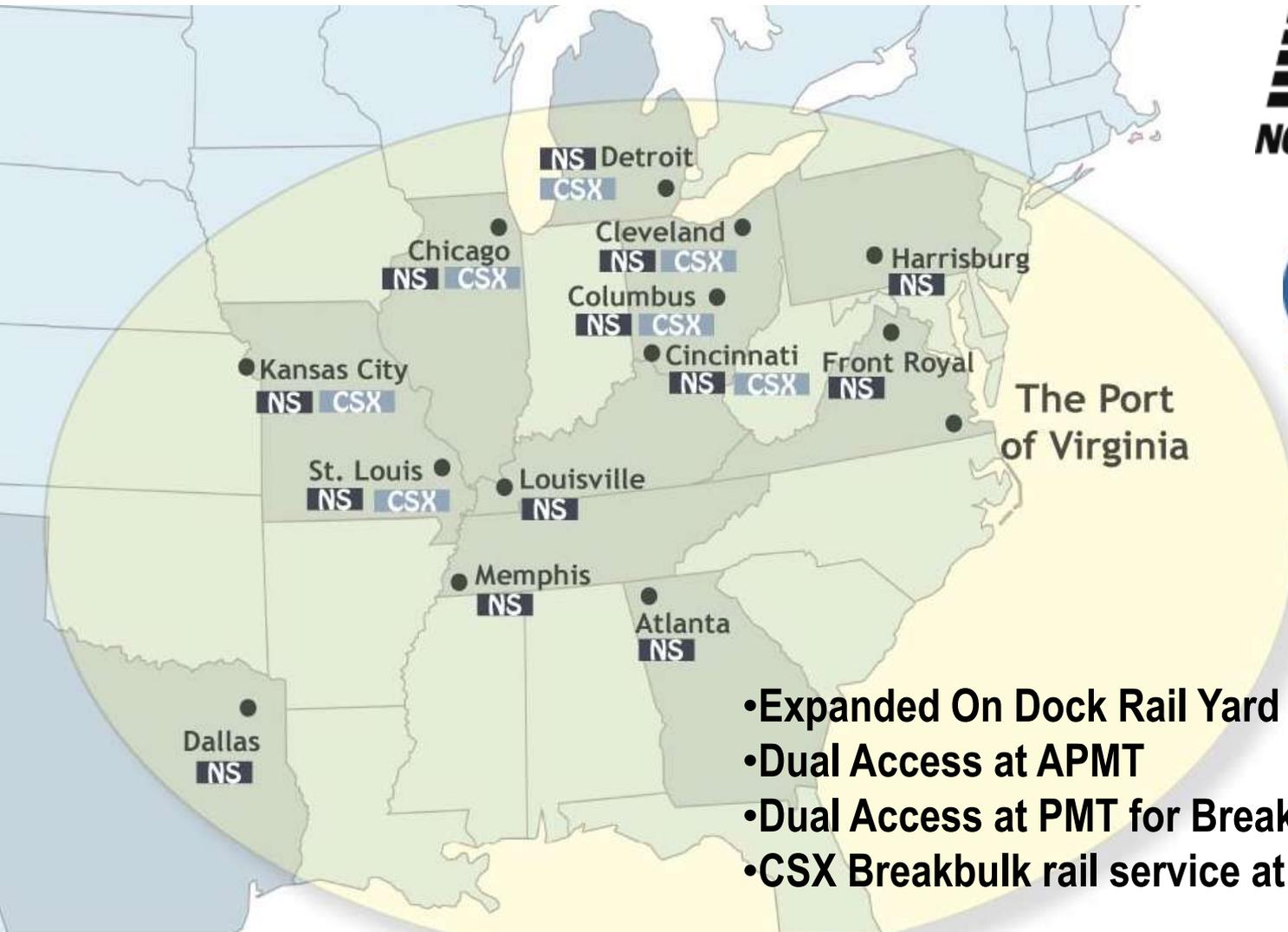


Based on *fully loaded* vessel

Norfolk International Terminals



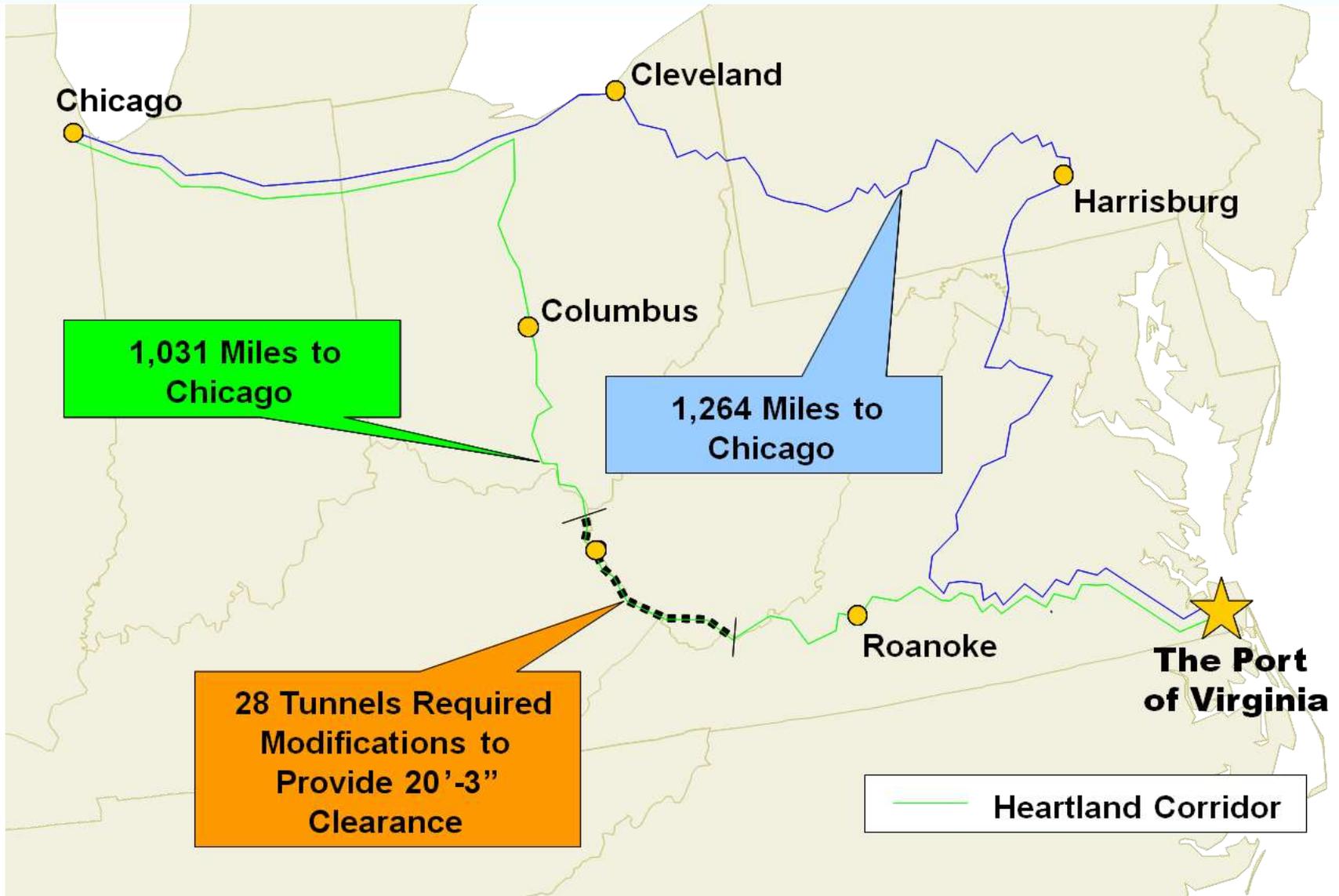
Rail Gateway to the Midwest Serviced by Two Class 1 Railroads



- Expanded On Dock Rail Yard at NIT
- Dual Access at APMT
- Dual Access at PMT for Breakbulk and/or RoRo
- CSX Breakbulk rail service at NNMT

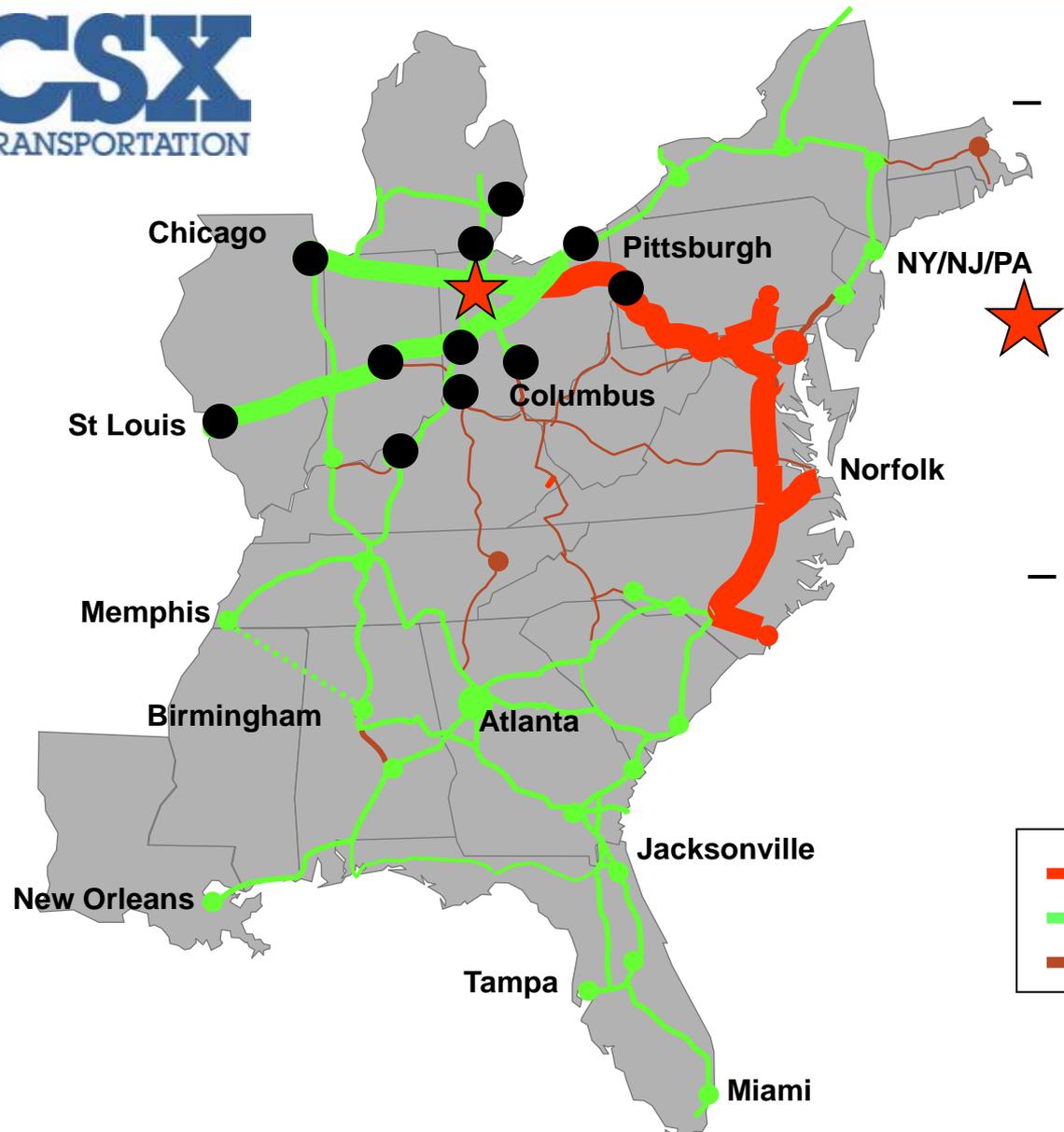
Higher Percentage of Railed Cargo Than Other U.S. East Coast Ports

The Heartland Corridor



New route is double-stack eliminates more than 230 miles. Opened Sept. 2010.

The National Gateway



— Connects Norfolk to the Midwest and beyond

 NW Ohio Transfer Yard enables CSX service to new major markets

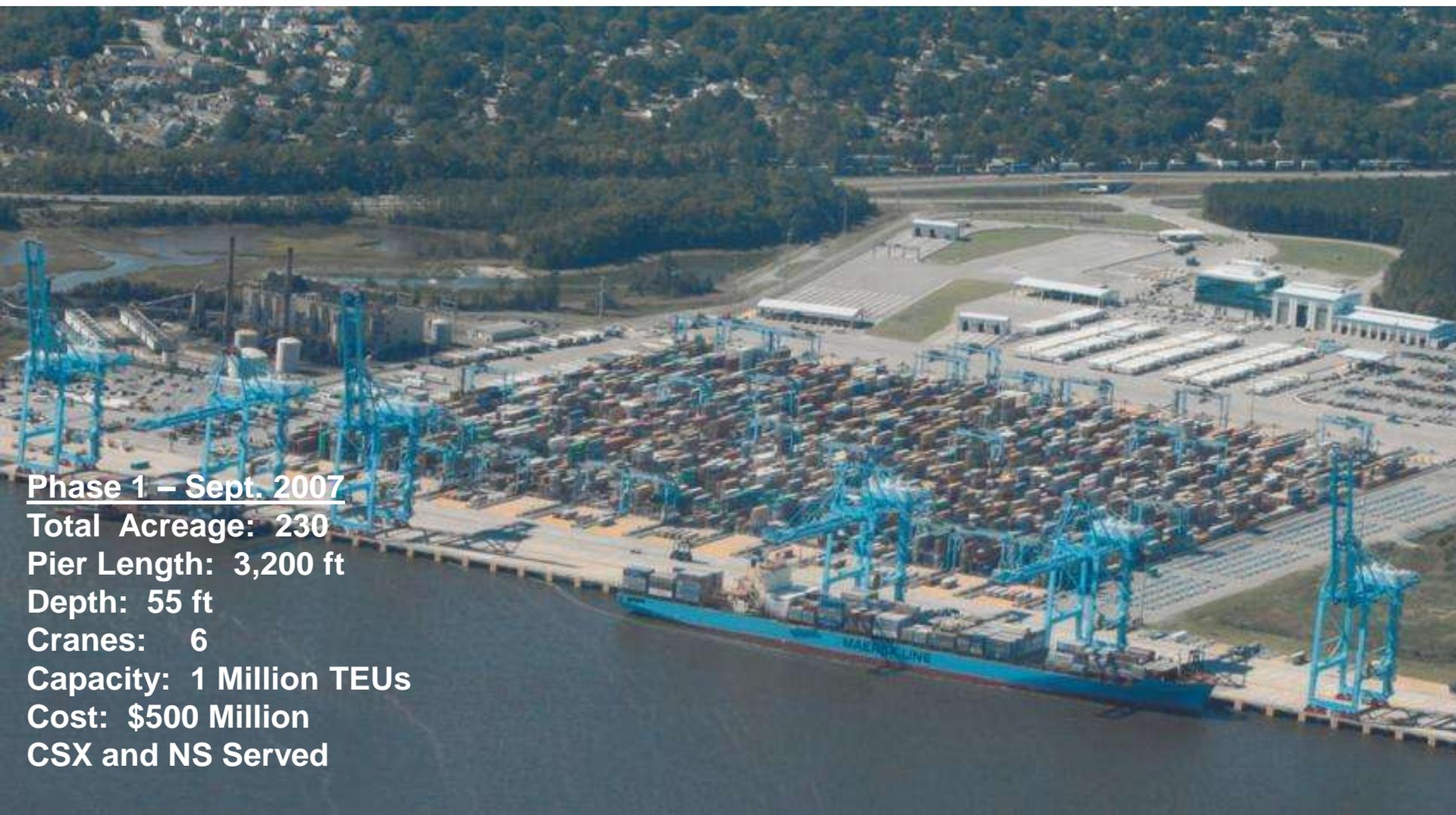
— Expedites traffic through Chicago and St. Louis gateways

- | | |
|---|--------------------------|
|  | CSX National Gateway |
|  | CSXT double stack routes |
|  | Other CSXT routes |



APM Terminals Virginia

Leased to the VPA, Operated by VIT, Inc.



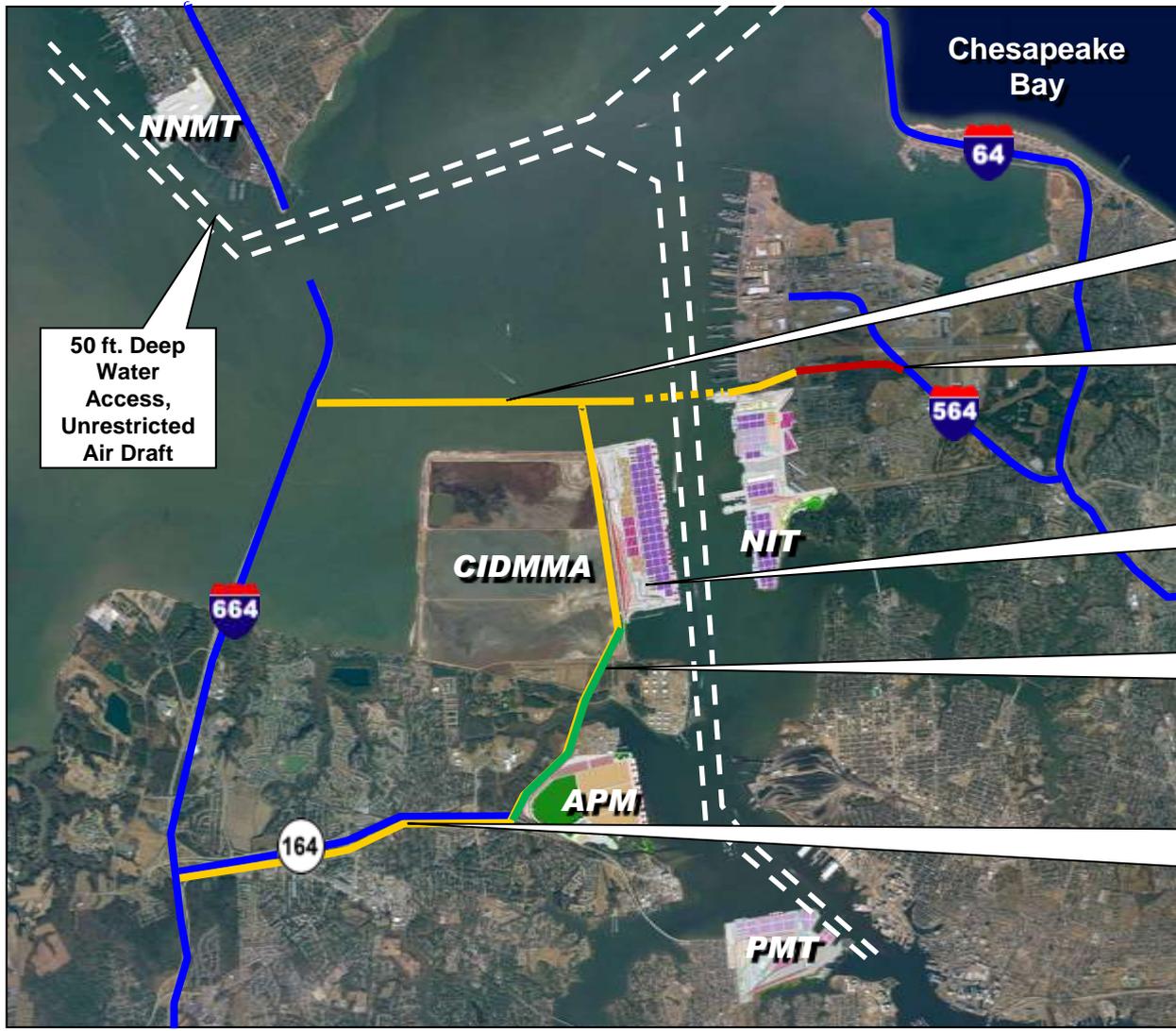
Phase 1 – Sept. 2007
Total Acreage: 230
Pier Length: 3,200 ft
Depth: 55 ft
Cranes: 6
Capacity: 1 Million TEUs
Cost: \$500 Million
CSX and NS Served

APMT Phase 2

- Most Technologically-Advanced Marine Terminal in North America
- Room for Expansion



Regional Transportation Projects



Patriot's Crossing

I-564 Connector

Craney Island Marine Terminal

Craney Island Road & Rail Connector

Commonwealth Railway Safety Mainline Relocation

50 ft. Deep Water Access, Unrestricted Air Draft

Future Craney Island Marine Terminal

Phase 1 – June 2025

Total Acreage: 220

Pier Length: 3000 ft.

Depth: 52 ft.

Cranes: 6

Capacity: 1.5M TEUs

Cost: \$1.2B



MSC Bruxelles



- At 1,105 feet long, and 9,200 TEUs, the MSC Bruxelles holds the record for the biggest containership ever to enter the Hampton Roads Harbor.
- Regular service to the Port of Virginia
- Our channels and terminals can handle these vessels fully loaded unlike any other port on the East Coast

- **OPEN FOR BUSINESS – NOW!**
 - 22 Suez/Post-Panamax Cranes
 - 50' Channel
 - No Air Restrictions
 - 2 World Class Rail Roads
 - \$3B+ Public – Private Infrastructure Investment



THE PORT OF
VIRGINIA

Overview of The Port of Virginia Growth Challenges and Opportunities

Heather L. Wood
Director, Environmental Affairs
Virginia Port Authority
AAPA Harbors Navigation & Environment Seminar
May 2, 2012