BUILDING THE PORT OF TOMORROW TODAY

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VIRGINIA PORT AUTHORITY



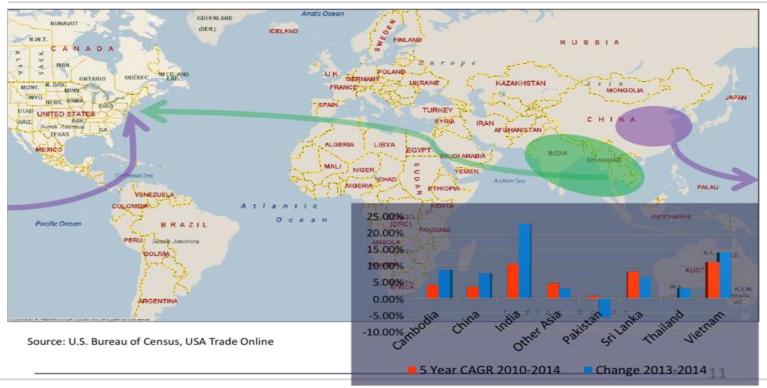
THE CARGO IS COMING

- SHIFTS IN TRADE PATTERNS
- INCREASING SHIP SIZES
- > PANAMA CANAL / BAYONNE BRIDGE
- > THE ABILITY TO SERVE THE MIDWEST
- > TO REMAIN COMPETITIVE, PORTS HAVE TO BE ABLE TO MOVE CARGO SWIFTLY, SAFELY, AND SUSTAINABLY





SHIFTING ASIA SUPPLY ROUTES







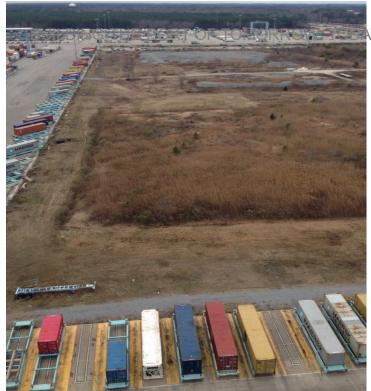


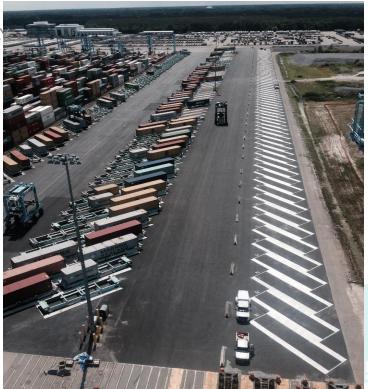
NORFOLK INTERNATIONAL TERMINALS





VIRGINIA INTERNATIONAL GATEWAY





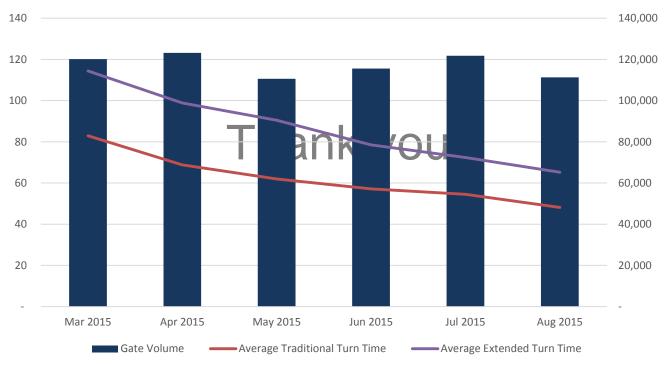
PORTMOUTH MARINE TERMINAL / EMPTY CONTANERYARD





RESULTS - YES

Turn time Trend against Gate Volume





ADVANTAGES

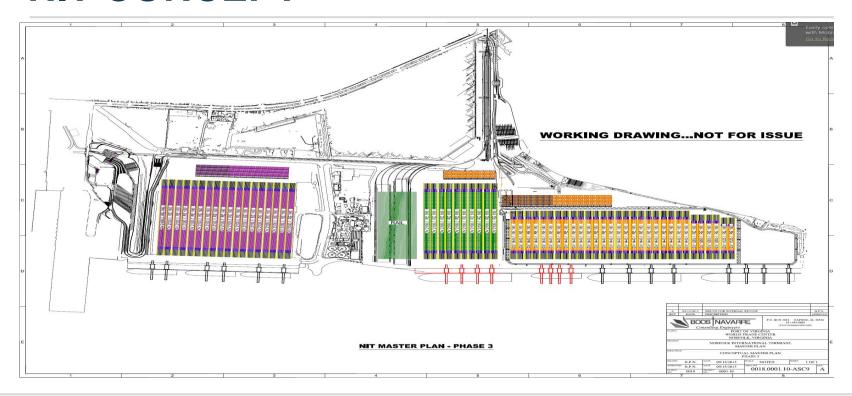


- Post-Panamax ready at 50 ft.
- In the early stages of permitting to deepen to 55 ft., as already authorized by the USACE
- Only 18 miles from open sea/ No overhead obstructions
- Central location on the East Coast
- Strong terminal infrastructure and intermodal connections
- Ability to expand





NIT CONCEPT





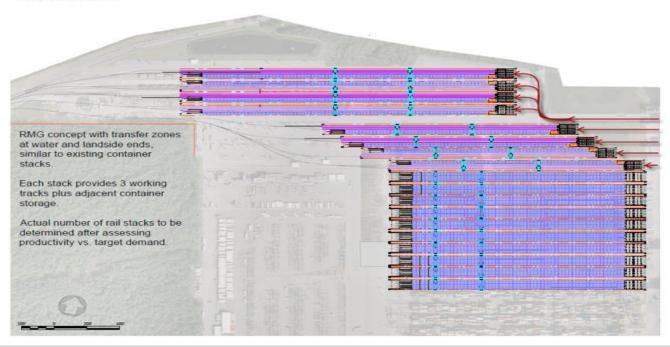
VIG II CONCEPT





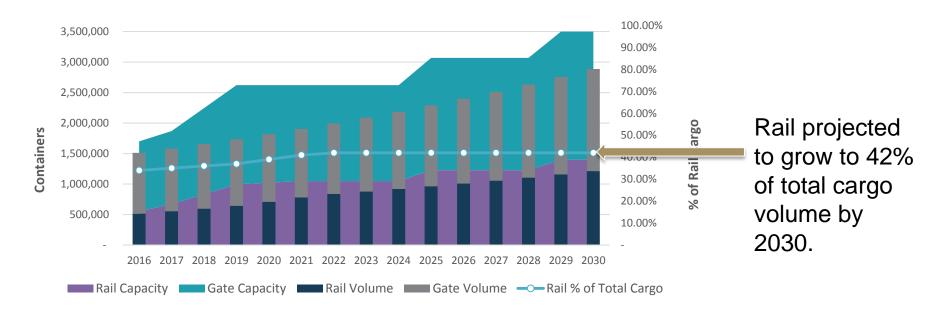
VIG II CONCEPT

Preliminary Concept Alternative 7A



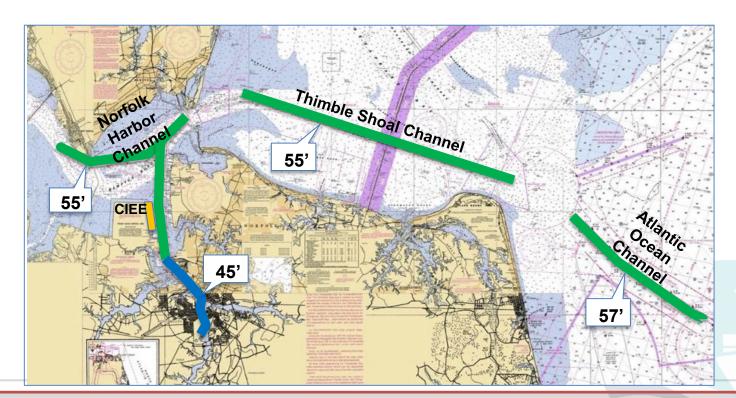


DEMAND AND CAPACITY (CARGO TYPE)





DREDGING – DEEPER, WIDER, SAFER





CRANEY ISLAND MARINE TERMINAL



Full Build-out Cranes: 28 Capacity: 5M TEUs

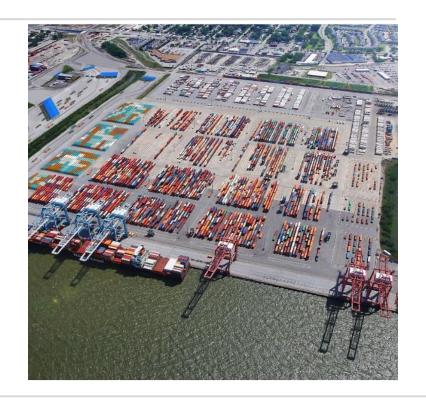


A LOOK AHEAD

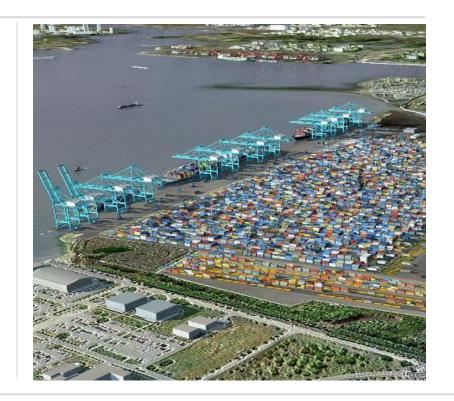




- NIT RMG conversion complete
- Total POV capacity:>3.5 million TEUs
- > 39% of volume moved by rail

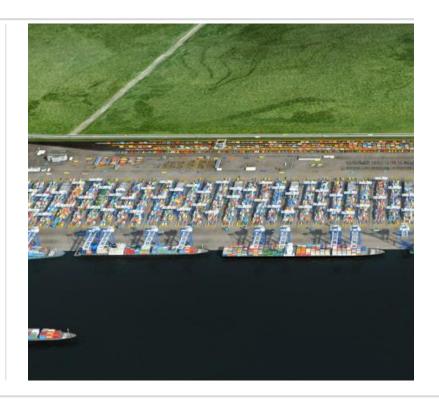


- > NIT, VIG projects complete
- Craney Island cells being built
- Total POV capacity:>6.0 million TEUs
- > 42% of volume moved by rail





- > Phase I Craney Island
- Total POV capacity:>7.0 million TEUs
- > >42% of volume moved by rail





- Craney Island continues
- Total POV capacity:>9.0 million TEUs
- > >42% of volume moved by rail





THE STEWARDS OF TOMORROW





