“Adding Capacity and/or Acreage”

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INDUSTRY HOT TOPICS/ISSUES

- A lack of investment
- Shifts in trade patterns
- Increasing ship sizes
- The ability to serve discretionary markets

To remain competitive, ports have to be able to move cargo swiftly, safely, and sustainably.
RICHMOND MARINE TERMINAL
VIRGINIA INLAND PORT
VIRGINIA INLAND PORT UPGRADES
PINNERS POINT EMPTY YARD
NORFOLK INTERNATIONAL TERMINALS (NIT)

- 820,000 Container Capacity
- Served by NS
- 50’ depth
- 14 STS Cranes
PHASE 1 NIT SOUTH CONVERSION

- $350 million investment
- Increase capacity by 400,000 containers
- 2017: first stacks complete
- 2019: all 30 stacks complete
PHASE I NIT SOUTH CONVERSION

- $350 million investment
- Increase capacity by 400,000 containers
- 2018: 4 New STS Cranes
- 2019: 30 Semi-Automated Stacks
VIRGINIA INTERNATIONAL GATEWAY (VIG)

- 650,000 Container Capacity
- Served by NS and CSX
- 55’ depth
- 8 STS Cranes

Phase II
- Increases designed capacity to 1.2 million containers
- Expanded Rail Operation
- Extended Berth
- 4 new STS Cranes
VIRGINIA INTERNATIONAL GATEWAY
5 YEARS

- NIT Phase I, VIG II projects complete
- Total POV capacity: 2.95 million containers
- Capacity to handle 36% of volume moved by rail
10 YEARS

- NIT II, VIG II complete
- Total POV capacity: 3.5 million containers
- Capacity to handle 42% of volume moved by rail
THE PIECES ARE IN PLACE

• Strategic location
• Water depth
• Lack of height restrictions
• Rail & road infrastructure
• Plan for capacity and throughput
WE ARE VIRGINIA’S GLOBAL GATEWAY.