

AMERICAN ASSOCIATION OF PORT AUTHORITIES

“Adding Capacity and/or Acreage”

JOSEPH P. RUDDY
CHIEF INNOVATION OFFICER
THE PORT OF VIRGINIA

JUNE 8, 2016

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.



THE PORT OF VIRGINIA



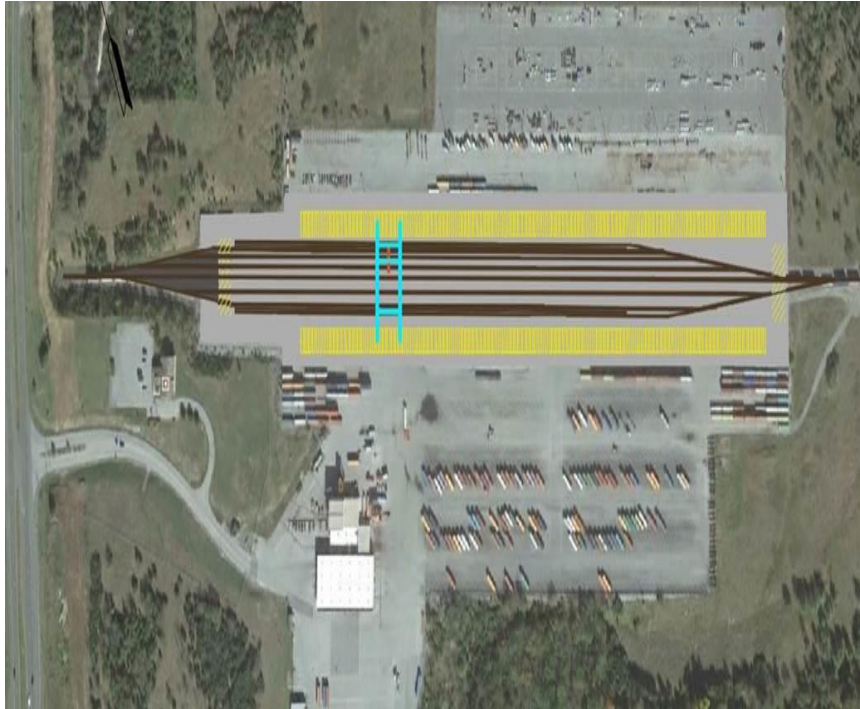
RICHMOND MARINE TERMINAL



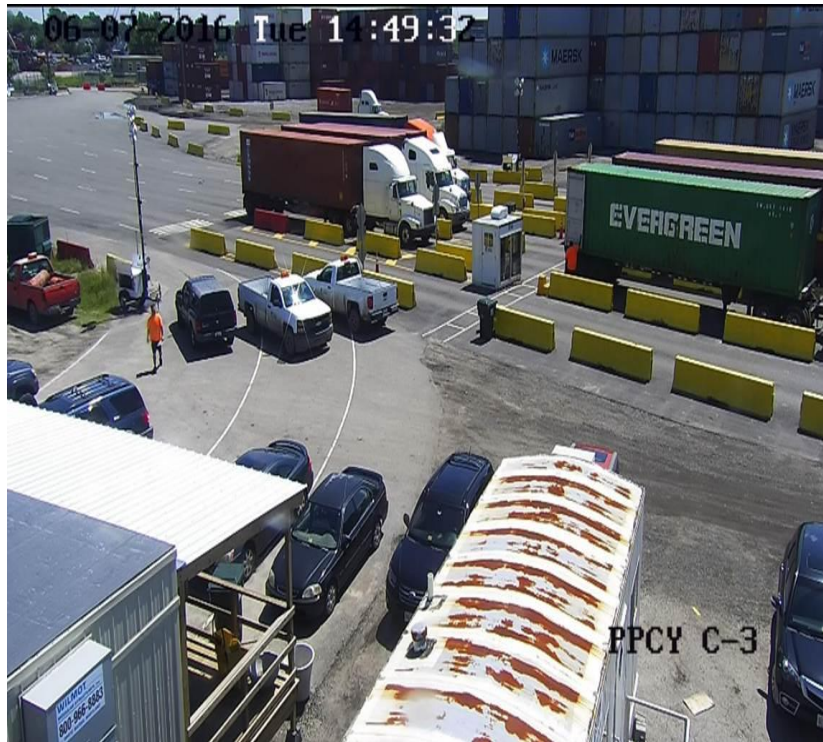
VIRGINIA INLAND PORT



VIRGINIA INLAND PORT UPGRADES



PINNERS POINT EMPTY YARD

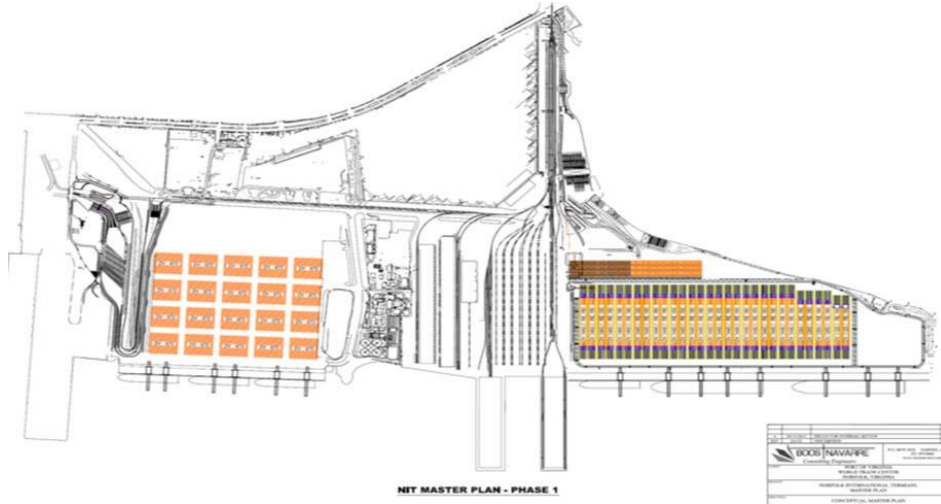


NORFOLK INTERNATIONAL TERMINALS (NIT)



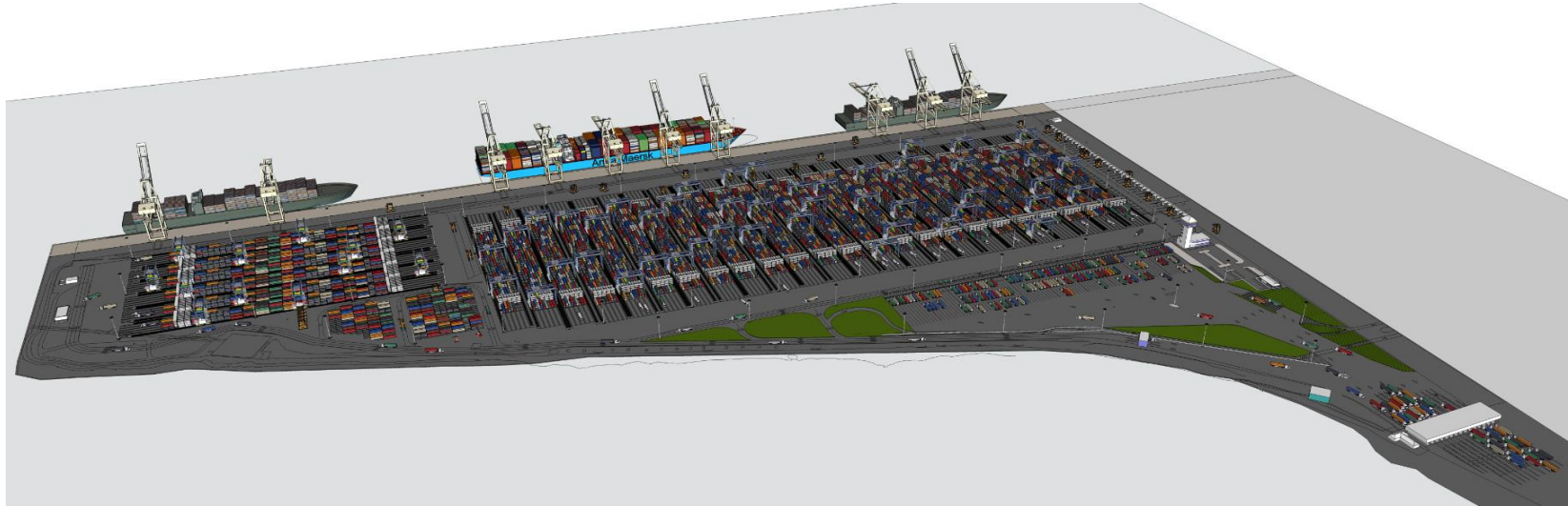
- 820,000 Container Capacity
- Served by NS
- 50' depth
- 14 STS Cranes

PHASE I 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

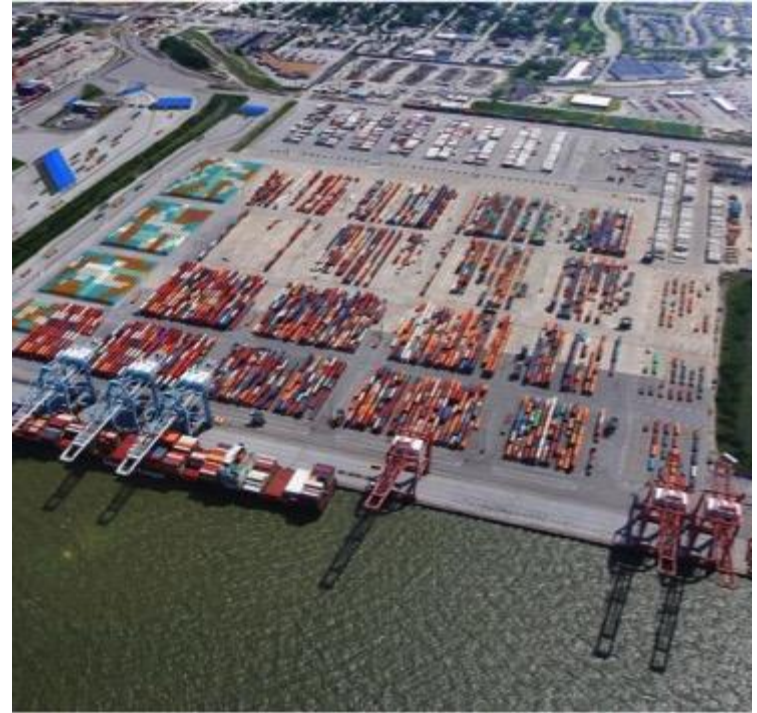
- Increases designed capacity to 1.2 million containers
- Expanded Rail Operation
- Extended Berth
- 4 new STS Cranes

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.

ACCESSIBILITY
FORTITUDE
HELPFULNESS
INNOVATION
MINDFULNESS
SUSTAINABILITY