INTERMODAL YARD PROJECTS

THE PORT OF VIRGINIA

CONNECTING THE COMMONWEALTH TO THE GLOBAL MARKET

Zac Canody, P.E., BCEE
Director, Engineering
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Agenda

Who We Are

What We’re Doing

What’s Next
The Port Of Virginia Is A Gateway For Global Commerce

Regular service to 45 countries
18 weekly vessel calls to Asia
12 weekly vessel calls to Europe
Port Of Virginia Terminal Locations

- Virginia Inland Port
- Richmond Marine Terminal
- Virginia International Gateway
- Portsmouth Marine Terminal
- Newport News Marine Terminal
- Norfolk International Terminals
Quick Access By Rail
Positioned To Move The Country’s Cargo

Our location and primary market size positions us perfectly to serve the American Heartland.

Source: Colliers, population categories defined by R.K. Johns
We are handling more than 400,000 TEUs more than we did in FY2015 – a 15% increase driven by our infrastructure investments.
BUILDING THE CAPACITY FOR GREATNESS

- 55' Deepening Project ($330M)
- VIG Phase 2 Expansion ($325M)
- NIT Optimization ($350M)
- NIT CRY Expansion ($20M)
- VIP BUILD ($26.5M)
Norfolk Harbor Navigation Improvements

• Completed the GRR 6 Months Ahead of Schedule
• Chief’s Report Signed (June 2018)
• Preconstruction Engineering and Design (PED) – Complete in June 2019
• Construction Start – January 2020

We’re doing this faster than any other navigation project EVER!
EAST COAST PORT DEPTHS

By 2025, The Port of Virginia will be the only port of the US East Coast with a 55+’ channel depth.

NYNJ 50’/50’
BALTIMORE 50’/50’
SC PORT 45’/52’
JACKSONVILLE 40’/47’
MIAMI 50’/50’

THE PORT OF VIRGINIA 50’ / 55+’

NOV ’17 The governor-elect’s proposed budget includes the cost for the dredging project’s preliminary engineering and design
MAY ’18 The Virginia Legislature approves $350 million for the project’s engineering, design and construction
JUN ’18 The U.S. Army Corps of Engineers gives its final approval for it to move ahead
EARLY ’20 Construction on deepening the channel to 55 feet and widening in certain areas begins*
EARLY ’25 The dredging work is complete, and Virginia is home to the deepest port on the U.S. East Coast*

*Proposed schedule
Norfolk Harbor Navigation Improvements

"Anticipated Construction Start/End Date"
Virginia International Gateway
Phase II Expansion
Terminal Expansion Facts

• Phase I complete: July 2007
  • Initial Capacity: 1.44M TEU/Year, 700,000 Containers
  • Terminal Specs:
    • Operating Acreage: 231 Acres
    • 3,100 feet of wharf
    • 12,000 feet of Intermodal Rail
    • 8 STS Cranes
    • 16 Container Stacks

• Phase II Completion: Spring 2019
  • Expansion Capacity: Total 2.63M TEU/Year, Total 1.2M Containers
  • Terminal Specs:
    • 60 additional Acres
    • 650 additional feet of wharf
    • 8,000 additional feet of Intermodal Rail
    • 4 additional STS Cranes
    • 13 additional Container Stacks
VIG Rail Yard Expansion Overview

- Added 8,000 LF On-Dock Rail
- CRMGs with rotating trolley
- Decoupled operation
- UTRs with cassettes transfer boxes between ASC yard and Rail Transfer Area
- Rail Portal
VIG Rail Yard Expansion Design Challenges

- Maintaining Pre-Construction Capacity
- Reconfiguration of rail tracks to suit cranes/crane rails
- Alignment of rail track turnouts
- Designing Without Actual CRMG Loads
  - Crane Rail Tie Spacing
- Cable Trench with Panzer Belt at Crossings
- Rail Inventory - Portals
VIG Rail Yard Expansion Construction Challenges

- Maintaining Pre-Construction Capacity
- Fast-Moving Project – No Time for Rework
- Drone Imagery
Norfolk International Terminals
NIT South Optimization

- $350 million investment
- Increases capacity by 400K lifts
- New ASC cranes similar to VIG
- Completion: 2020
NIT Central Rail Yard Expansion

- Rail Enhancement Fund (REF) Grant - $20M
- Adds 12,000 LF Working Track in current footprint
- Conversion to RTG operation from reach stackers
- RTG’s from VIG
NIT CRY Expansion Layout
NIT CRY Expansion Design Challenges

- Maintaining Operations
- Avoiding Costly Infrastructure Relocations
- Pavement Rehabilitation/RTG Runway Creation
- Lighting
- Steel Ties
- Rail Inventory System
In 2018, **Virginia** received $26.5 million in federal grant dollars to **double rail capacity at our Virginia Inland Port**, add equipment, and build a **new highway bridge grade separation**.
Questions?