

# NORFOLK HARBOR NAVIGATION IMPROVEMENTS

## THE PORT OF VIRGINIA

CONNECTING THE COMMONWEALTH  
TO THE GLOBAL MARKET

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Chief Engineer  
October 14, 2021





WEST VIRGINIA

MARYLAND

DELAWARE

KENTUCKY

VIRGINIA

TENNESSE

NORTH CAROLINA

Newport News Marine Terminal  
Norfolk International Terminals  
Virginia International Gateway  
Portsmouth Marine Terminal

# Six terminals. Unlimited possibilities.



# Marine Terminals

NEWPORT NEWS MARINE TERMINAL (NNMT)

NORFOLK INTERNATIONAL TERMINALS (NIT)

FUTURE CRANEY ISLAND MARINE TERMINAL (CIMT)

VIRGINIA INTERNATIONAL GATEWAY (VIG)

PORTSMOUTH MARINE TERMINAL (PMT)

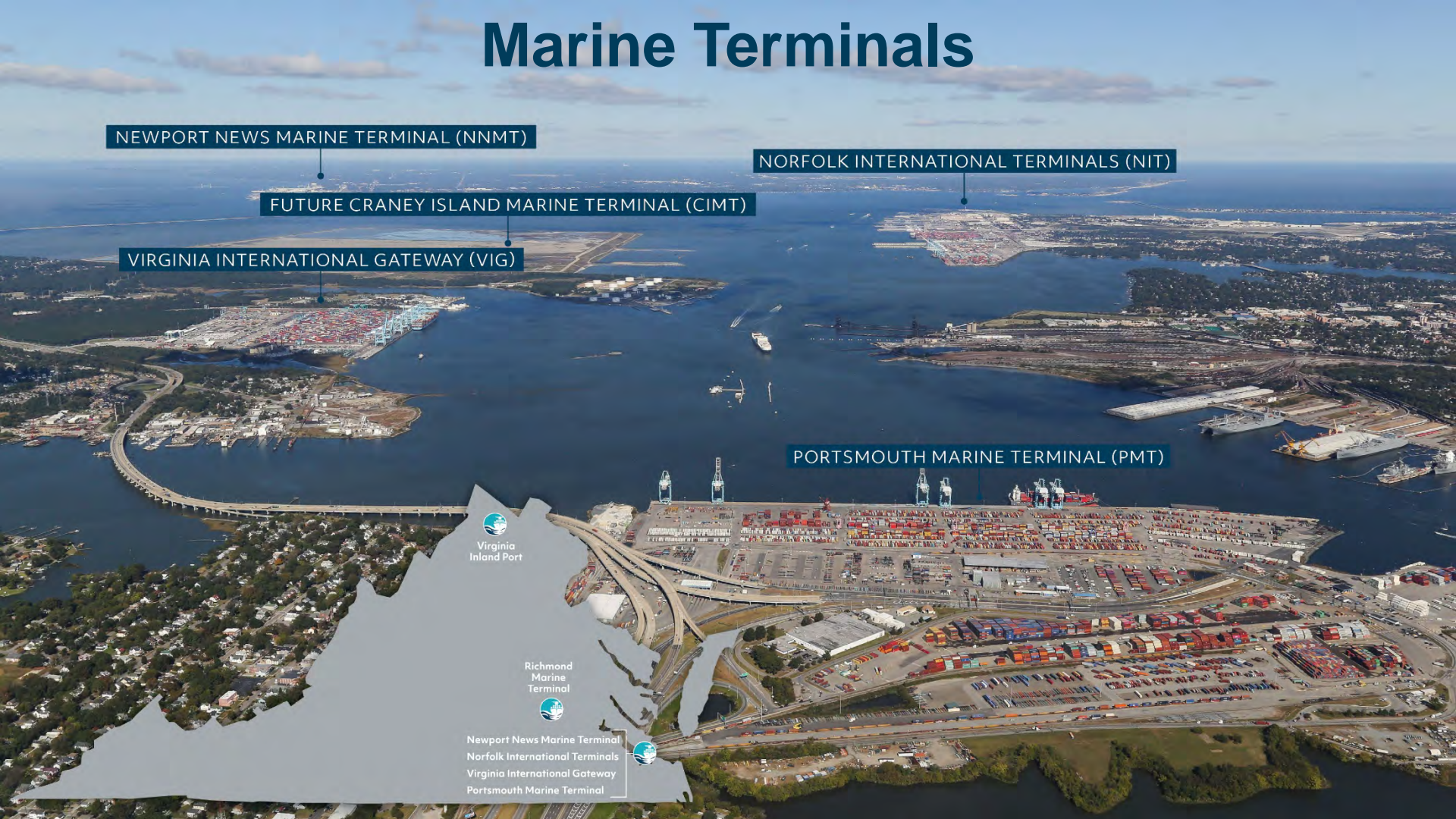


Virginia  
Inland Port

Richmond  
Marine  
Terminal



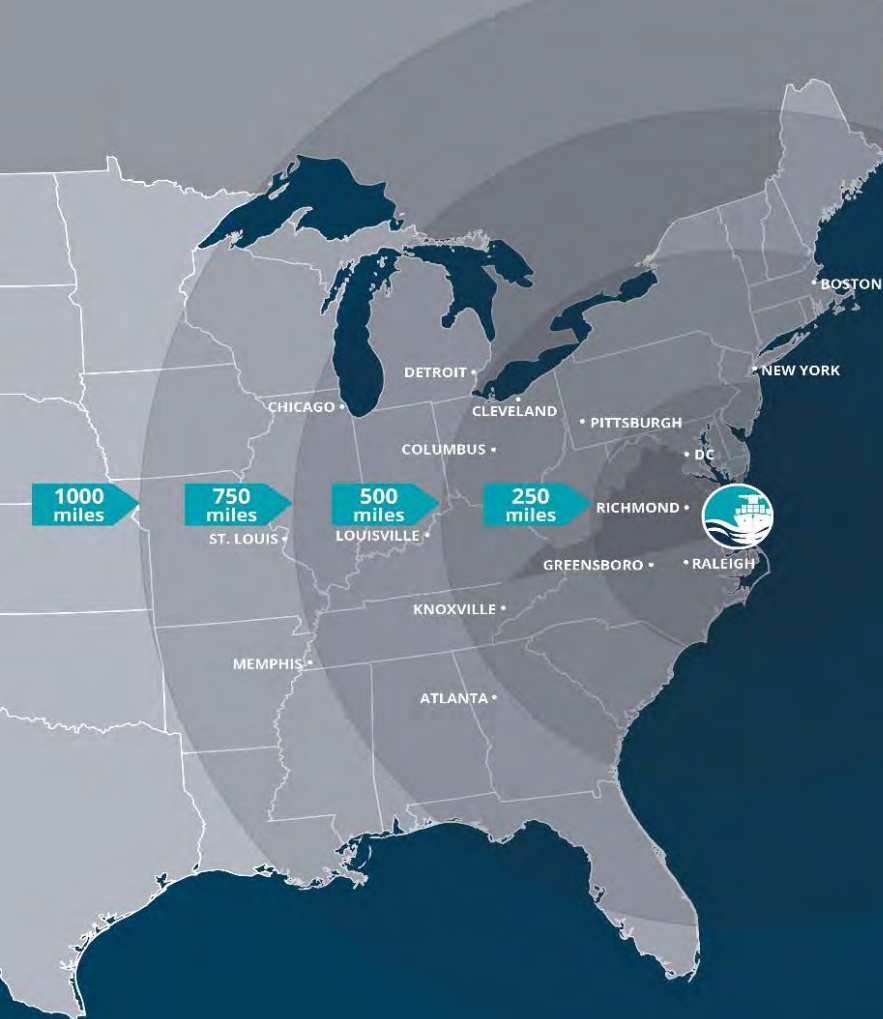
Newport News Marine Terminal  
Norfolk International Terminals  
Virginia International Gateway  
Portsmouth Marine Terminal





# ADVANTAGES

- Post-Panamax ready at 50 ft.
- Deepening to 55 ft. began in January 2020
- Only 18 miles from open sea and no overhead aerial obstructions
- Central mid-Atlantic location on the East Coast
- Reach 75% of the US population within a two day drive
- Strong terminal infrastructure and robust intermodal connections
- Expansion capabilities





THE PORT OF VIRGINIA

# GLOBAL REACH

DIRECT SERVICE TO 80 PORTS



## 30 weekly shipline services

- Weekly calls by region:
- Africa (1)
- Asia (11)
- Caribbean/Central America (1)
- Europe (7)
- India Subcontinent/Middle East (3)
- Mediterranean (5)
- South America (2)

## Direct links to:

- Asia
- Africa
- Caribbean/Central America
- Europe
- India Sub-Continent/Middle East
- Mediterranean
- South America

December 2020



# Top Trading Partners



## LEGEND



Imports



Exports



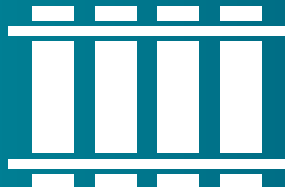
# FY2021 volumes

We handled 3.22 million TEUs in Fiscal Year 2021



**63.4%**

**1,127,714**



**32.7%**

**581,868**



**3.9%**

**68,526**

**Overall volume up 16.8% over FY 2020**

**Vessel calls are up 7% over FY 2020**





#### LEGEND

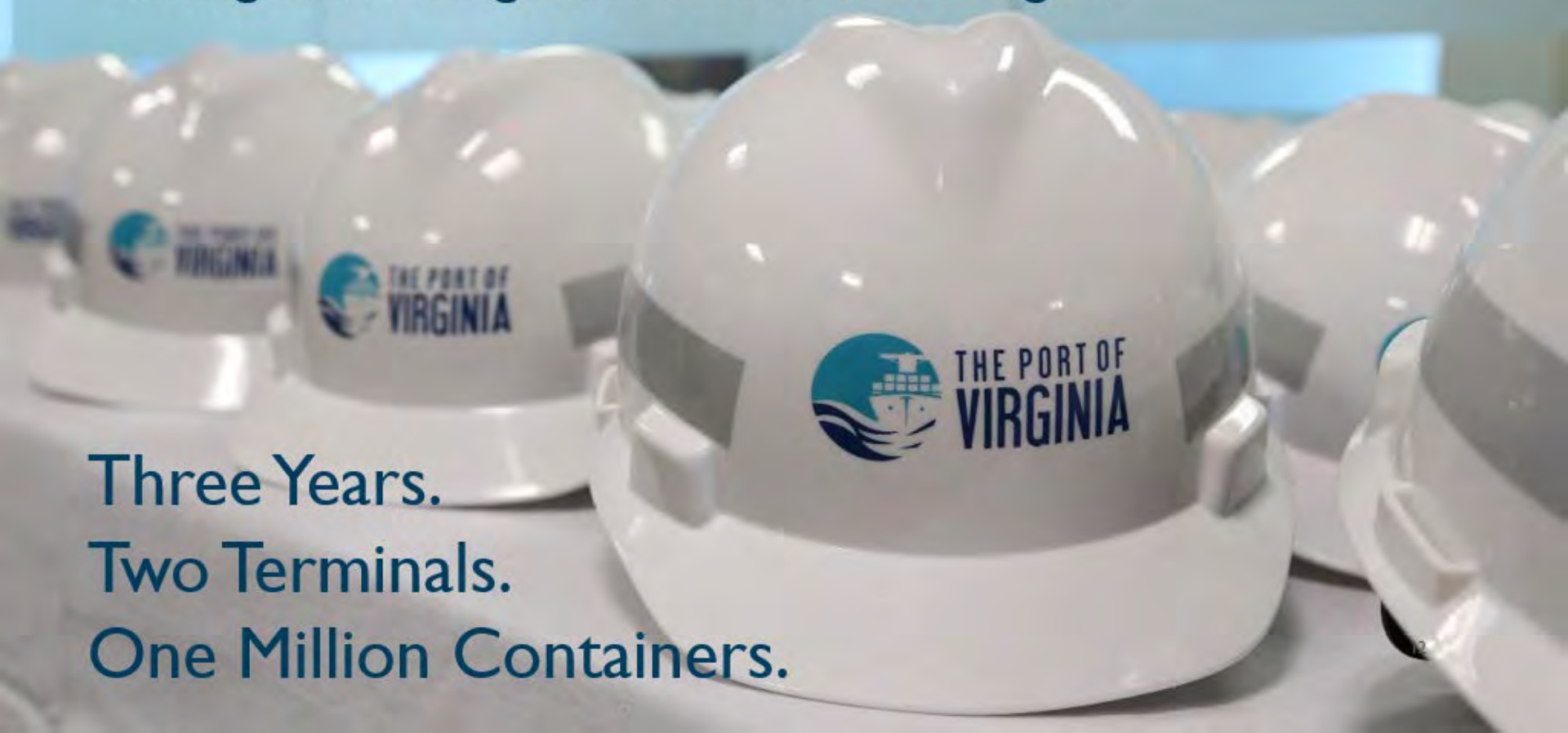
CSX

Norfolk Southern

# Quick access by rail

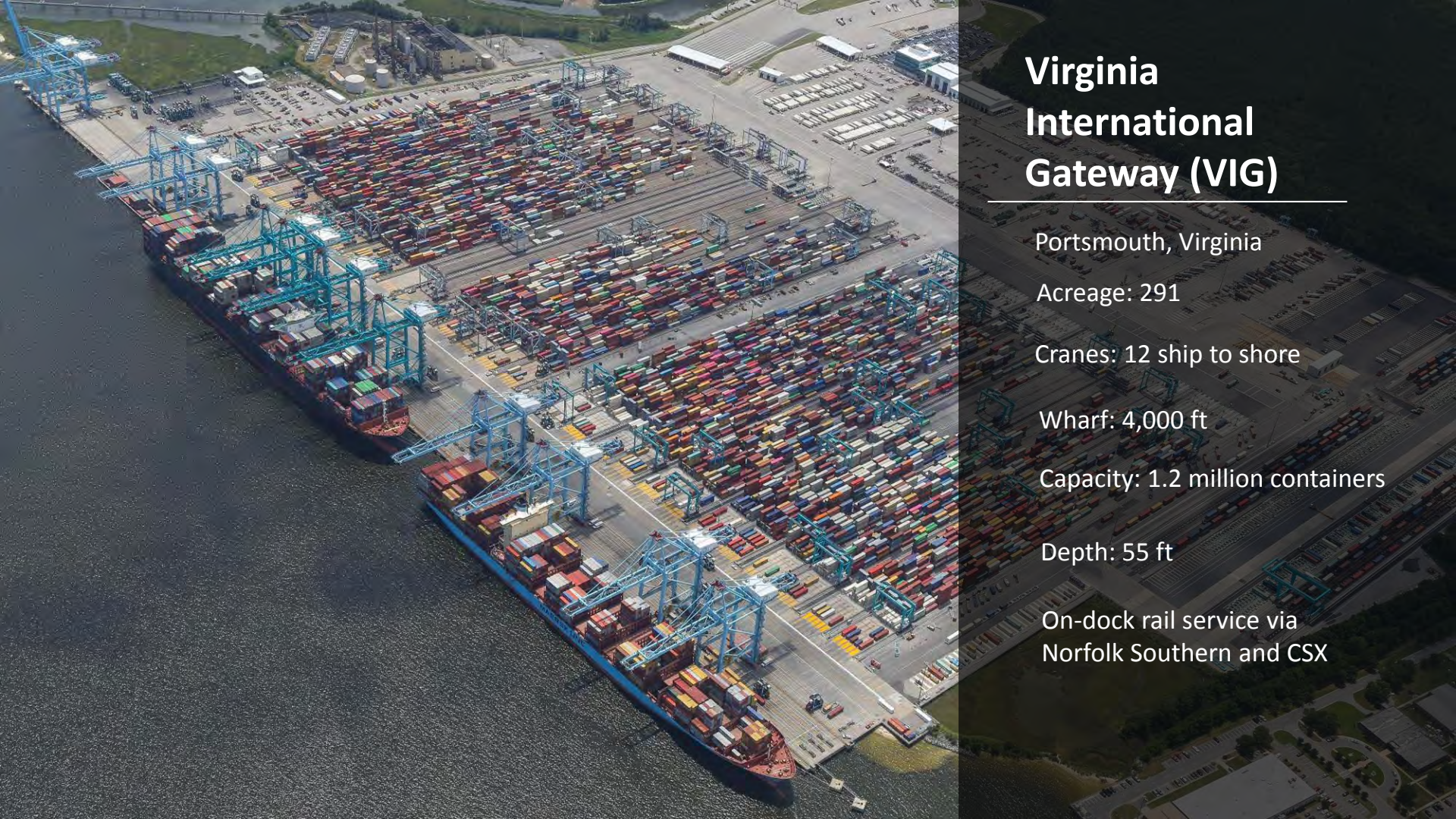


**\$695 million of Data-driven construction is coming out of the ground at The Port of Virginia.**



**Three Years.  
Two Terminals.  
One Million Containers.**





# Virginia International Gateway (VIG)

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Portsmouth, Virginia

Acreage: 291

Cranes: 12 ship to shore

Wharf: 4,000 ft

Capacity: 1.2 million containers

Depth: 55 ft

On-dock rail service via  
Norfolk Southern and CSX





## Norfolk International Terminals (NIT)

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Acreage: 567

Cranes: 14 ship to shore

Wharf: 7,300 ft

Capacity: 820,000 containers

Depth: 50 ft

On-dock rail service via  
Norfolk Southern



# POV Fiscal Year Volumes (July- June 2021)

	FY 2020	FY 2021	Change	% Change
<b>Total TEUs</b>	<b>2,757,625</b>	<b>3,221,000</b>	<b>463,376</b>	<b>16.8%</b>
Export Loaded TEUs	938,085	1,016,040	77,956	8.3%
Export Empty TEUs	513,445	663,474	150,029	29.2%
Import Loaded TEUs	1,281,761	1,520,647	238,886	18.6%
Import Empty TEUs	24,334	20,840	(3,495)	-14.4%
<b>Total Containers</b>	<b>1,538,169</b>	<b>1,778,108</b>	<b>239,939</b>	<b>15.6%</b>
<b>General Cargo Tonnage</b>	<b>20,890,358</b>	<b>23,473,364</b>	<b>2,583,005</b>	<b>12.4%</b>
Container Tonnage	20,762,179	23,388,569	2,626,391	12.6%
Breakbulk Tonnage	128,180	84,794	(43,385)	-33.8%
<b>Total Rail Containers</b>	<b>498,563</b>	<b>581,868</b>	<b>83,305</b>	<b>16.7%</b>
VIP Containers	28,730	31,970	3,240	11.3%
<b>Total Barge Containers</b>	<b>59,087</b>	<b>68,526</b>	<b>9,439</b>	<b>16.0%</b>
RMT Containers	41,019	43,417	2,398	5.8%
<b>Total Truck Containers</b>	<b>980,519</b>	<b>1,127,714</b>	<b>147,195</b>	<b>15.0%</b>
<b>Ship Calls</b>	<b>1,438</b>	<b>1,538</b>	<b>100</b>	<b>7.0%</b>
<b>Vehicle Units</b>	<b>17,340</b>	<b>16,192</b>	<b>(1,148)</b>	<b>-6.6%</b>



# The Port's Contribution to the Container Shipping Industry

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**79,000,000**  
TONS OF CARGO MOVED



**530,800**  
JOBS IN VIRGINIA



**\$88.4 BILLION**  
IN SPENDING



**10.1%**  
OF VA GSP

Source: *Economic Impacts of Virginia's Maritime Industry, 2013*, Raymond A. Mason School of Business, William & Mary



# WE HAVE A HISTORY OF WELCOMING BIG SHIPS

An 80% increase in size in under five years.

2014: 8,500 TEUs

2015: 9,000 TEUs

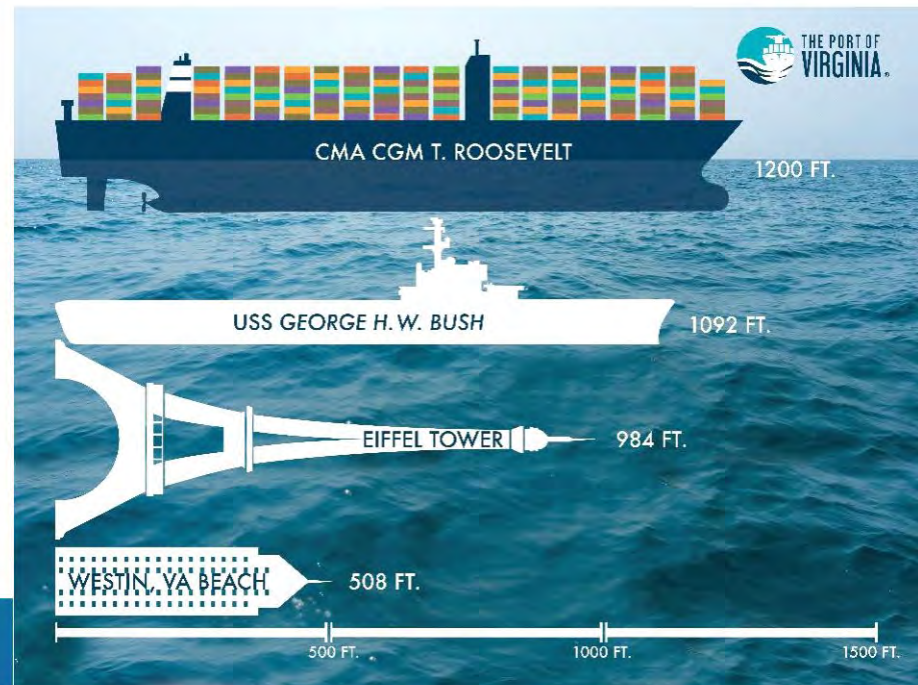
2016: 10,500 TEUs

2017 (May): 13,098 TEUs

2017 (July): 13,300 TEUs

2017 (Aug): 14,400 TEUs

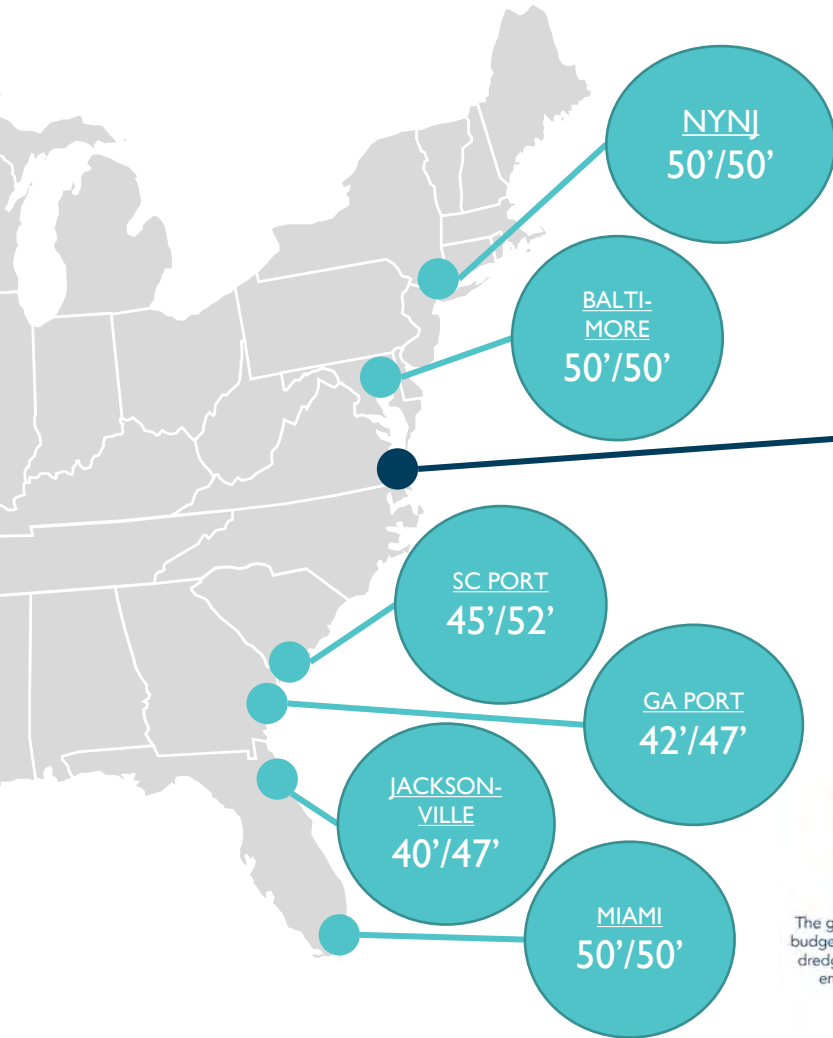
2020 (Sep): 15,072 TEUs





# 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.



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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\*

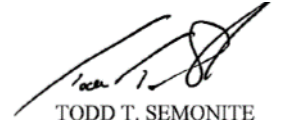
\*Proposed schedule



# Norfolk Harbor Navigation Improvements

- Completed the GRR 6 Months Ahead of Schedule
- Chief's Report Signed (June 2018)
- Preconstruction Engineering and Design (PED) underway
- Accelerated Construction Start
  - Response to Industry Needs

Strongly Endorse  
THIS CRITICAL PROJECT -  
GREAT PROJECT FOR "ENERGIZING  
THE ECONOMY" AND PROTECTING  
MARITIME RES'S - WHILE PROTECTING  
THE ENVIRONMENT!! STANDING  
BY TO BEGIN CONSTRUCTION!!  
REPORT IS 6 MONTHS AHEAD OF  
SCHEDULE.

  
TODD T. SEMONITE  
Lieutenant General, USA  
Chief of Engineers

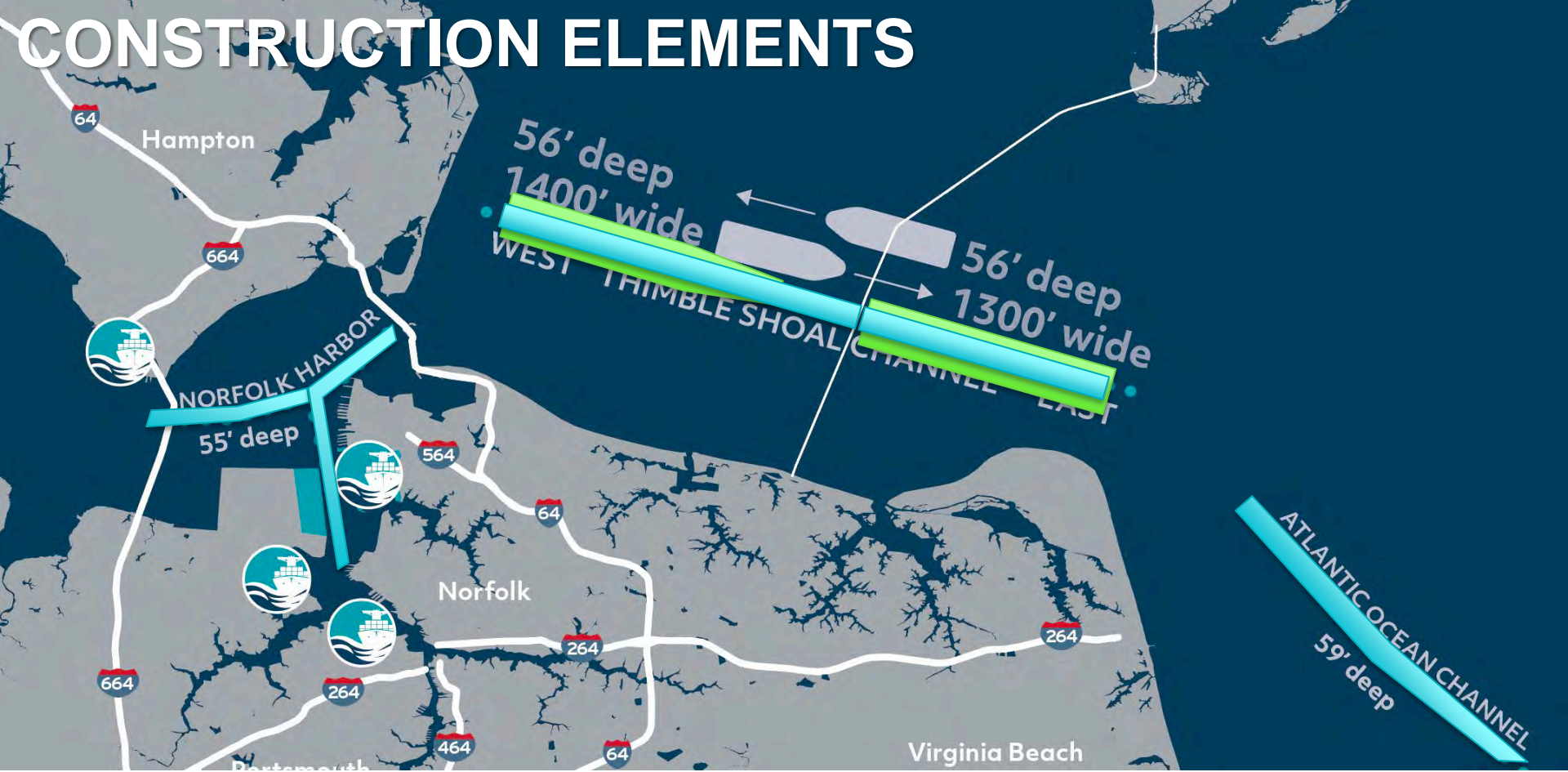


# NORFOLK HARBOR & CHANNELS DEEPENING AND WIDENING





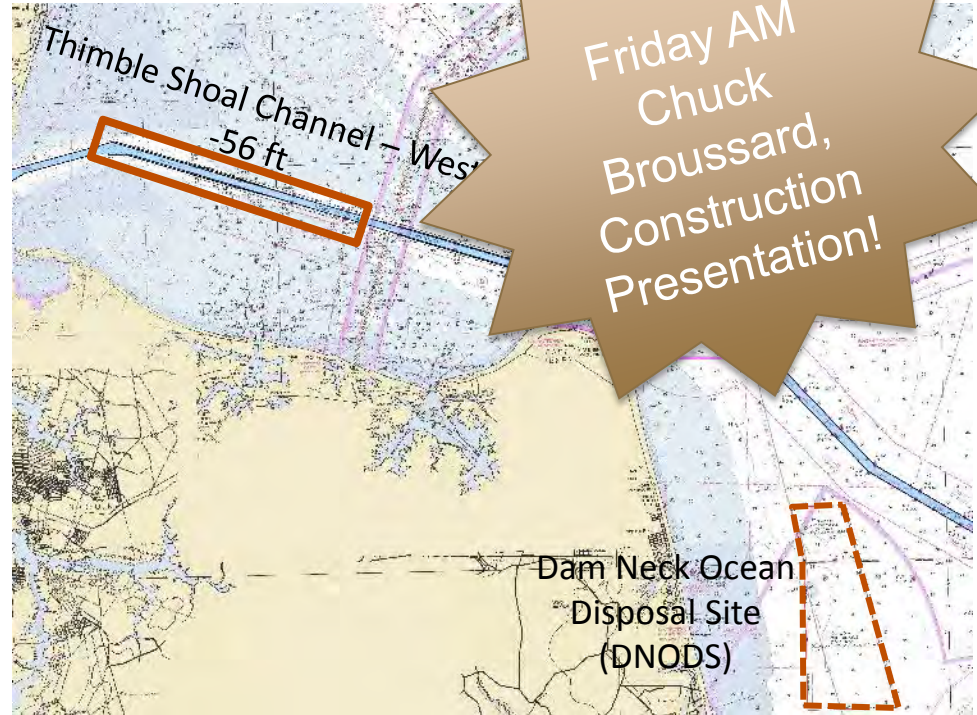
# CONSTRUCTION ELEMENTS





# First Contract – Under Construction

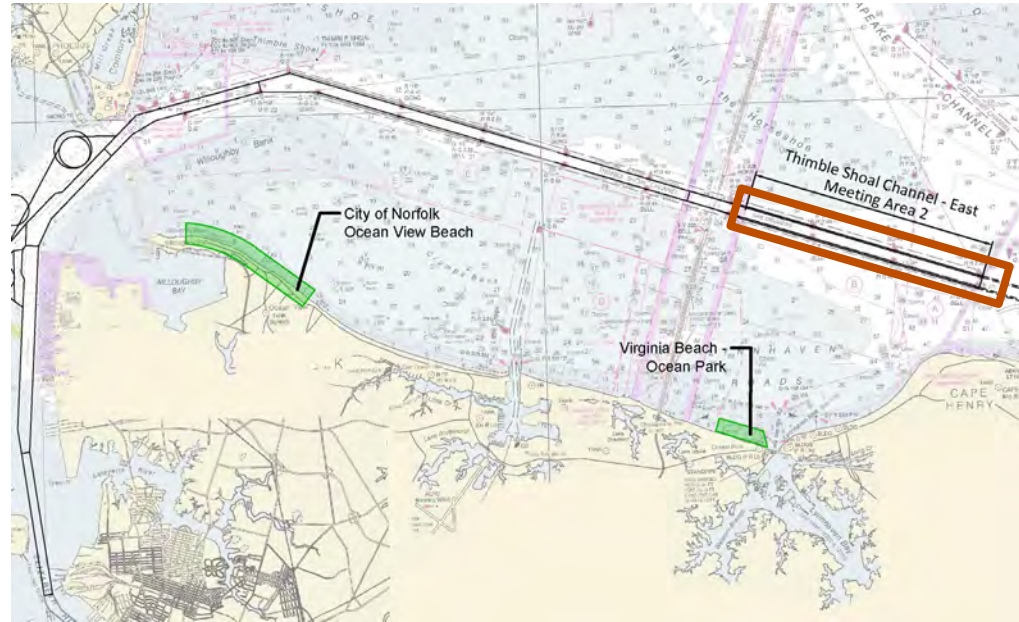
- Thimble Shoal Channel, West of CBBT – Early start, 2019
- Dredging paused - maintenance/repairs and seasonal restrictions
- Segments 1 – 6 of 8 total accepted to date - 82% complete. (4.89 MCY dredged / 5.97 MCY total)
- Mechanical & Hopper Used
- Mid-January return based on Weeks schedule





# Second Ocean Contract – Awarded!

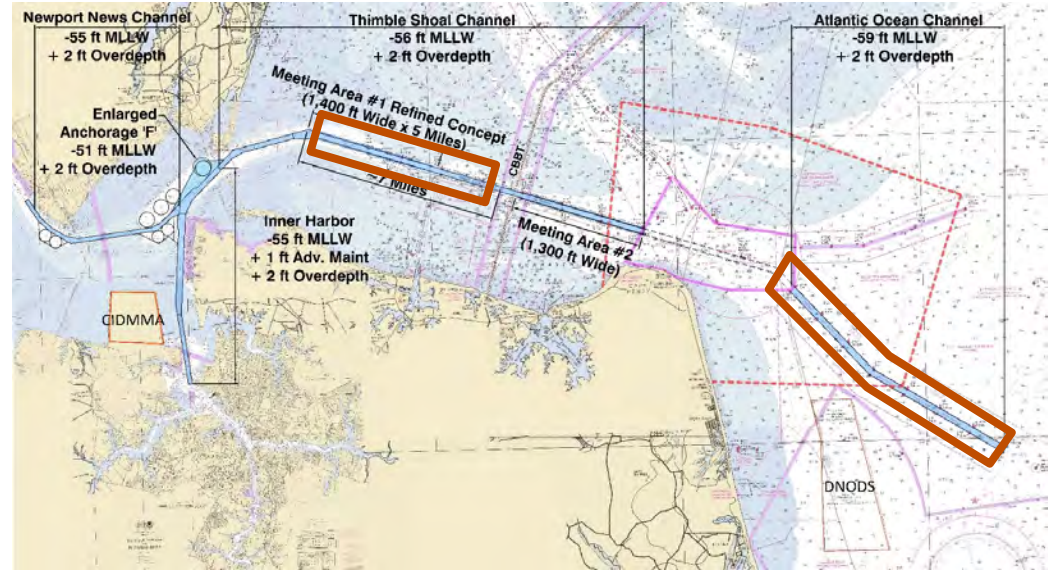
- TSC East & Meeting Area #2
- Great Lakes Dredge and Dock Company
- GLDD has indicated planned start in first half 2022
- ~3.2MCYs Dredging
- ~800,000 Cys for Beneficial Use - Beach Nourishment
  - Cord. with City of Norfolk and City of VA Beach





# Third Ocean Contract – Design Effort

- Sediment testing complete; tissue testing in progress for both MA #1 or AOC
- On track for March 2022 concurrence from EPA
- Supports dredge start for MA #1 or AOC in mid-2022 (TBD based on validation study of MA1)
- Meeting Area #1 Economic Validation Study Ongoing





# Inner Harbor Contracts

- Craney Island Dredged Material Management Area Constraints (CIDMMA)
- ~10 MCY Total





# Inner Harbor – Craney Placement

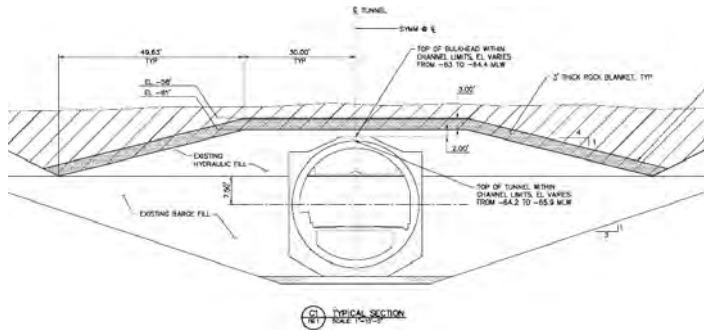
- Channel to Newport News deepening being moved ahead of Inner Harbor work to provide needed material to raise CIDMMA dikes.
- Sediment sampling completed on 9/26/2021
- Contract advertisement expected early 2022
  - Contingent on New Start Decision
- Norfolk Harbor and Anchorage F to follow



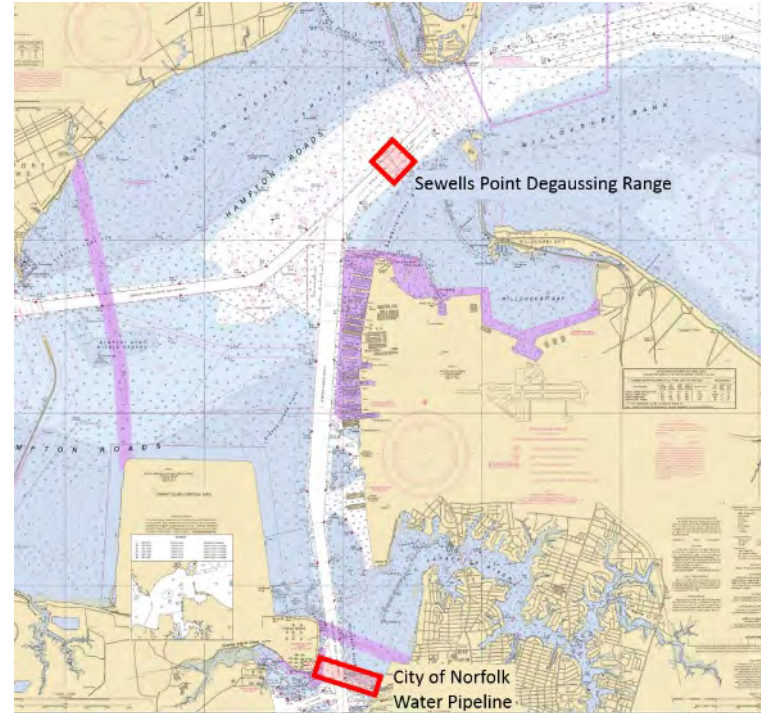


# Constraint Resolution

- Utility Surveys
- CBBT Cover Modification
  - Analysis Ongoing to Validate GRR Concept



Concept from GRR





# Success based on Cooperation

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- Partnership with USACE
  - MOU to begin construction early
  - PPA pending new start
- Beneficial use Coordination and Cooperation
  - City of Norfolk
  - City of Virginia Beach



# SUMMARY – Near Term

- 2022
  - Complete TSC-West
  - Complete TSC-East/MA#1
  - Channel to Newport News





# SUMMARY – Long Term

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- CIDMMA Readiness
- Beneficial Use of Sands – Continue Coordination Effort
- Continue Dredging





# Craney Island Eastward Expansion (CIEE)

## Purpose

- Increase Capacity of CIDMMA
- Provide Site for State Port





# CIEE - Continue Main Dike Pre-Dredge

- Pre-Dredge of SE Cell Main Dike
- Possible USACE Funded Project in 2022





# CIEE SE Cell



Phase 1: SE Cell Fill & Ground Improvements



# CIEE Next Steps

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- Continue pre-dredge along main dike
- Continue effort to enclose southeast cell





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