

Senate Finance Committee



Jeff Keever
Deputy Executive Director
January 18, 2007

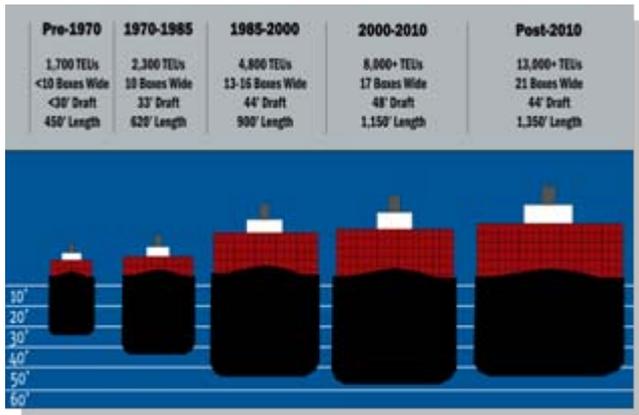
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1. The Port of Virginia

The Port of Virginia Advantages

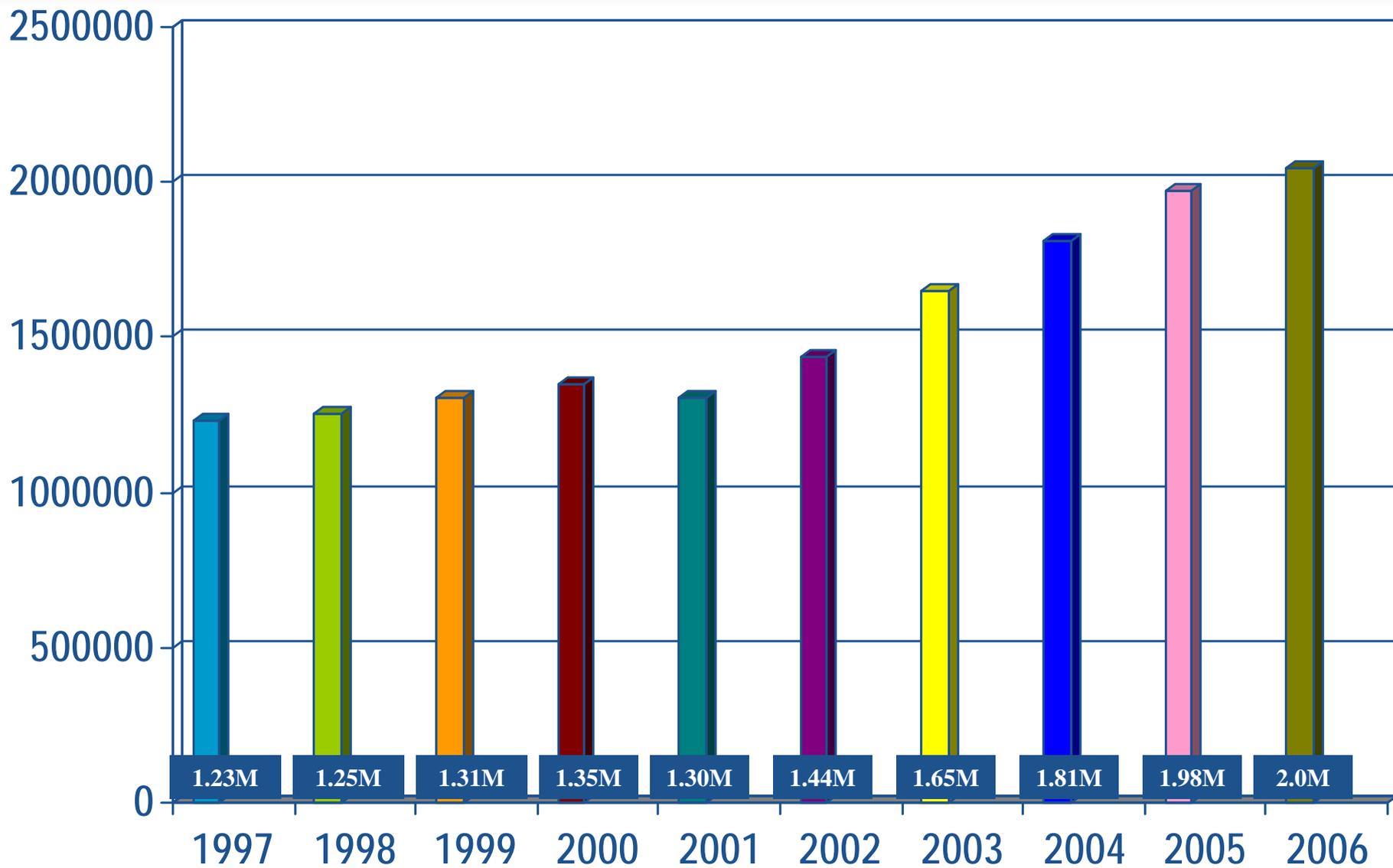
- Centrally located on the U.S. East Coast
- Served by more than 45 steamship lines
- TEU throughput had expanded from 1.232 million in FY1997 to 2.046 million in FY2006
- The Port of Virginia is now ranked 2nd busiest East Coast Port
- Deepest channels of any U.S. East Coast Port – 50 feet
- World-class shipping facilities, capable of handling large volumes of nearly every type of cargo
- Home to the World's tallest and fastest container cranes





Port of VA Performance

Calendar Year
1997-2006



10-year Contract Agreements with Shiplines

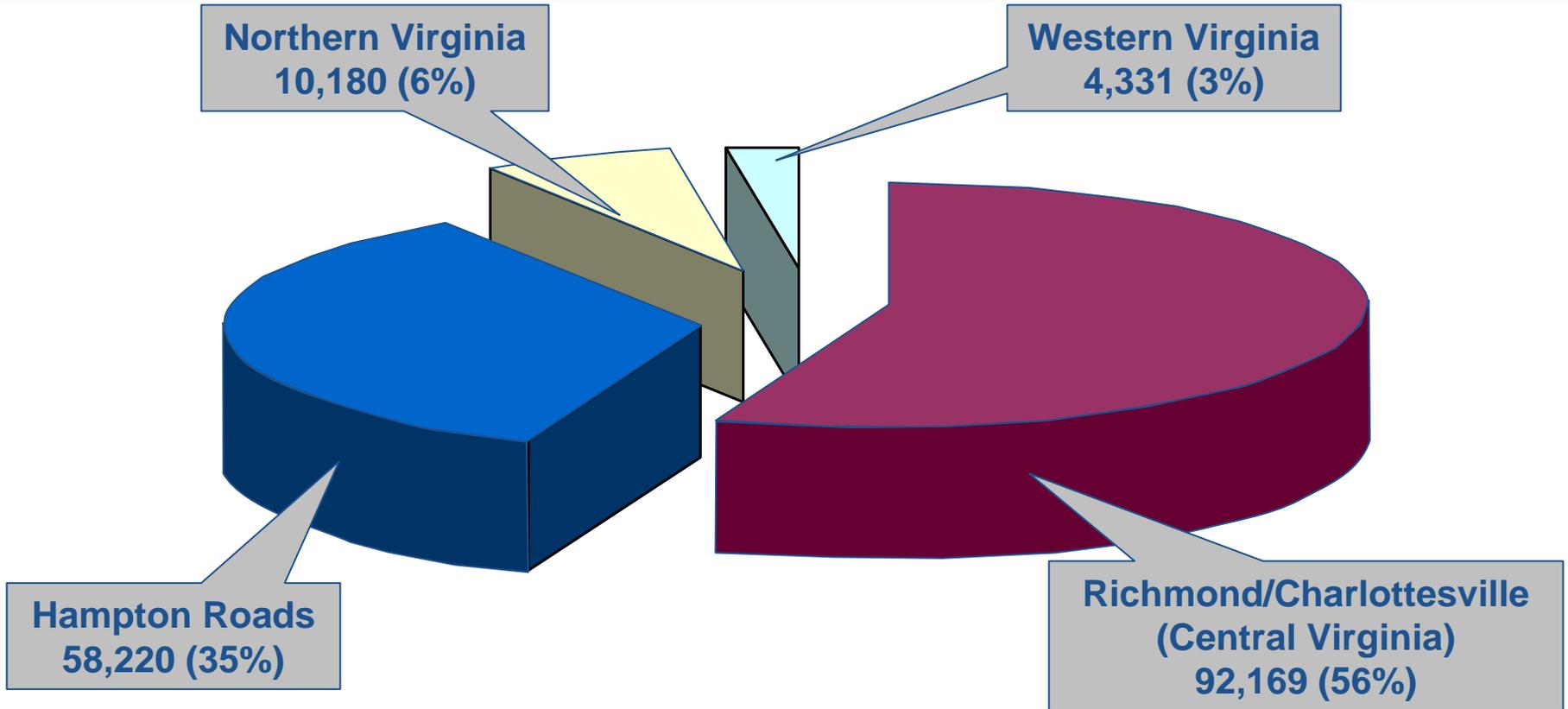
- New World Alliance
- Grand Alliance
- COSCO, Kline, Yang Ming
- China Shipping
- Turkon
- Mediterranean Shipping
- Atlantic Container Lines
- CMA-CGM
- Emirates

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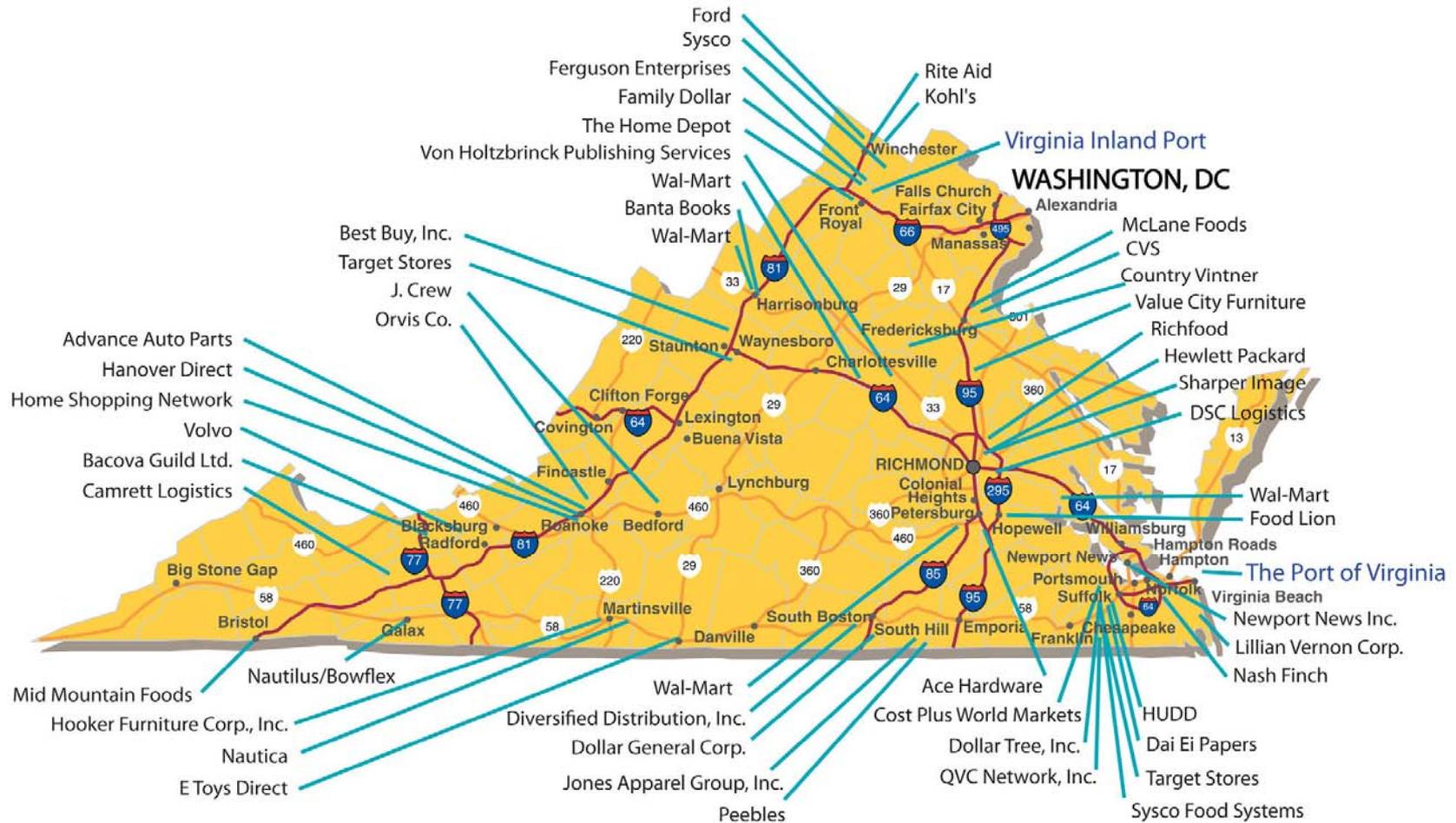
2. Economic Impact

Port-Related Jobs by Region



Total Port-Generated Jobs = 164,900

Distribution Centers



- Wal*Mart Expansion – James City County
- Cost Plus Expansion – Isle of Wight County
- SYSCO Corp. new distribution center (DC) – Rockingham County
- Dollar General Expansion – Halifax County
- NYK Logistics - Hampton, VA
- Target Expansion – Suffolk, VA
- Evans Distribution new warehouse – Suffolk, VA
- Lumber Liquidators new DC – James City County

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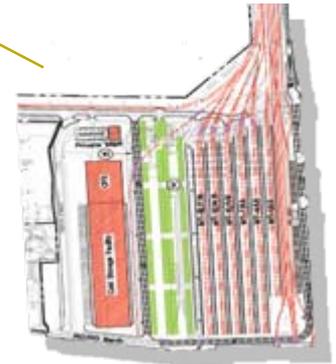


3. Value of Investments at The Port of VA

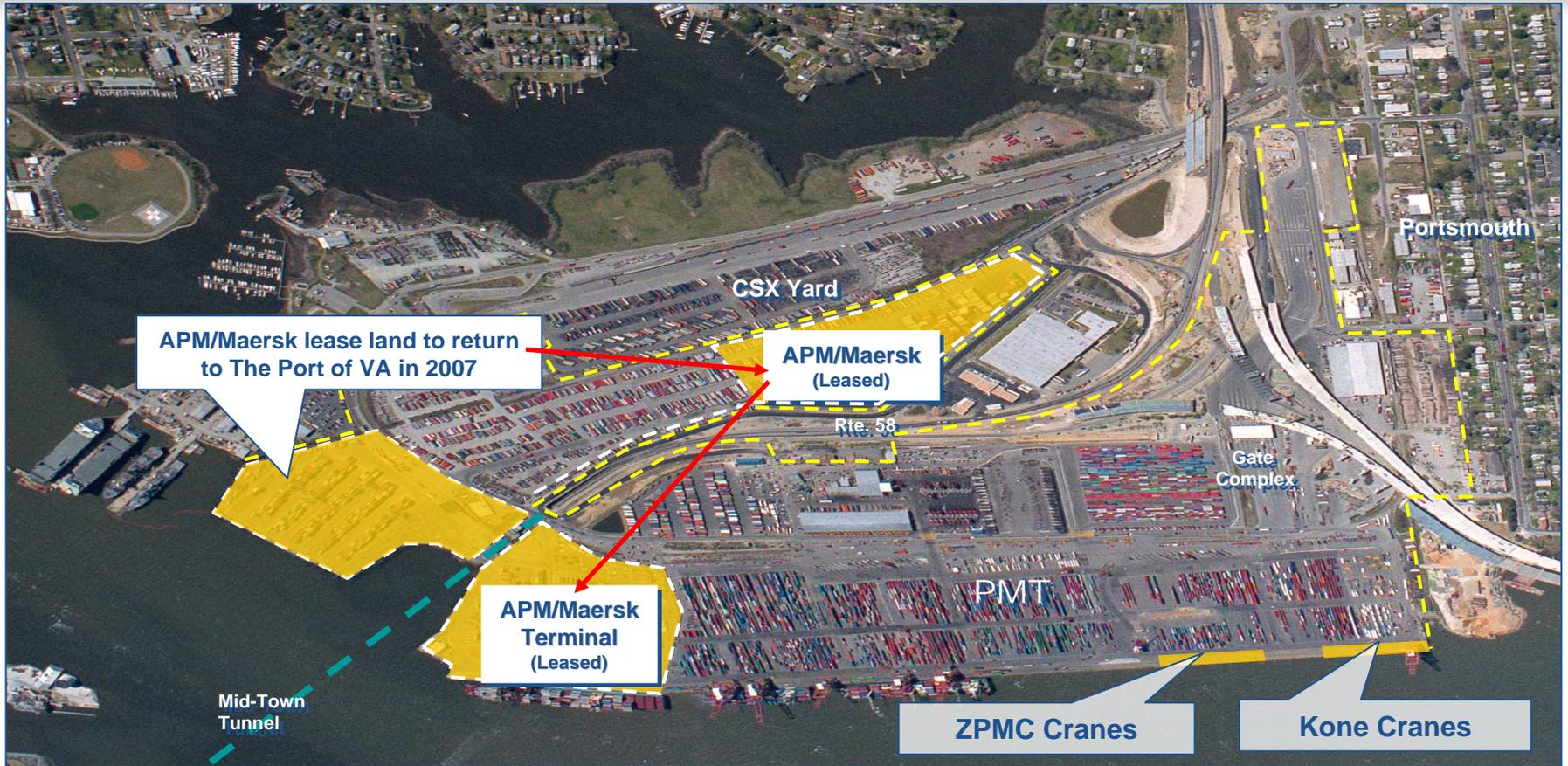
Norfolk International Terminals



\$467.2 million for container yard reconstruction, rail yard and container storage yard expansion, wharf extension and berth addition, dredging and crane acquisition

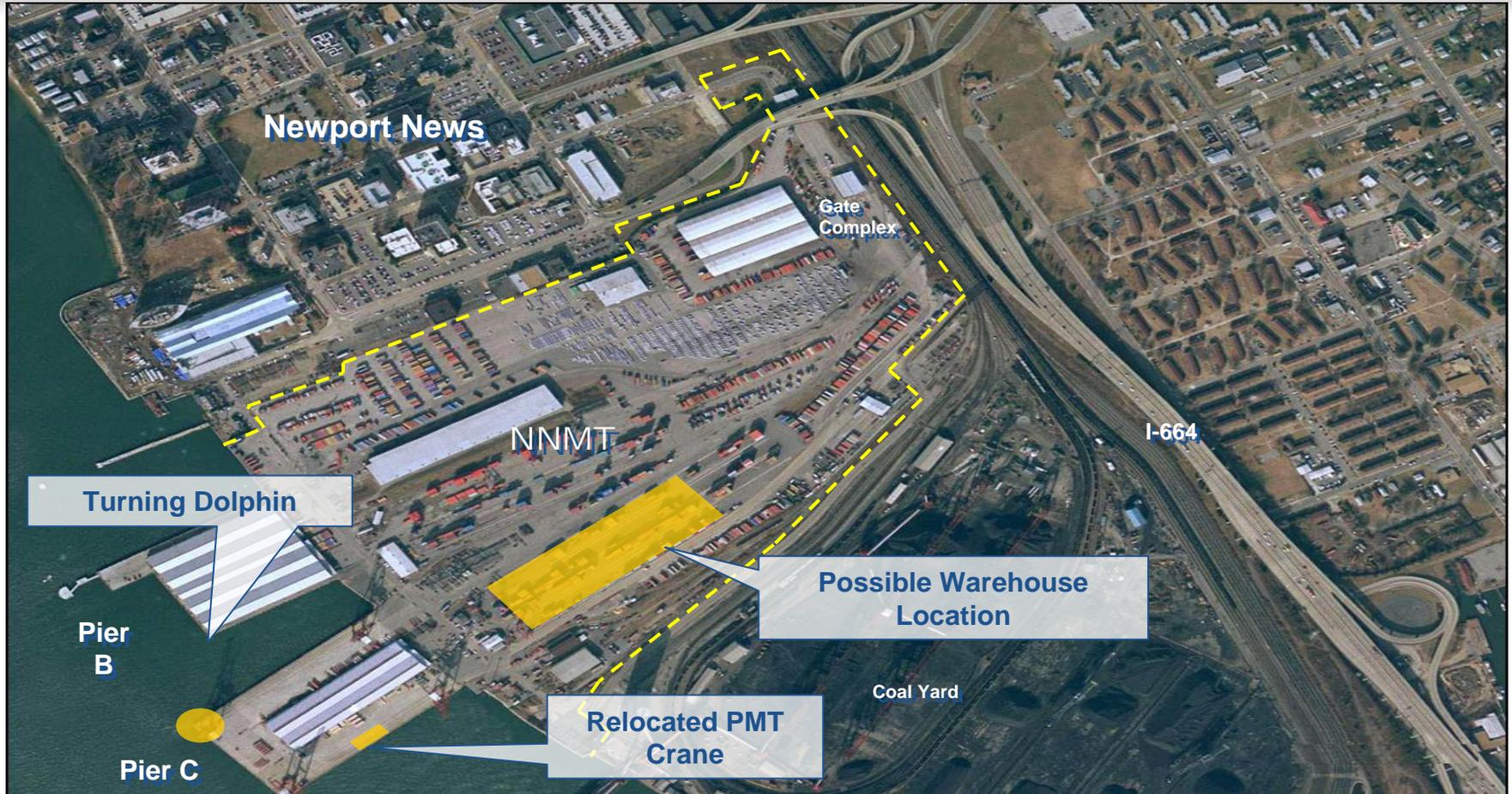


Portsmouth Marine Terminal



\$160 million for integration of currently leased Maersk facility, container yard and wharf rehab, gate/security capacity increase and new cranes and straddle carriers acquisition

Newport News Marine Terminal



\$16.5 million for warehouse construction, conversion to a break-bulk facility, increase gate/security capacity, acquisition of 18th Street Newport News Property

Virginia Inland Port



\$6.2 million for ICTF reconfiguration, straddle carriers acquisition and additional storage area development

Phase 1 – June 2017

Total Acreage: 220
Pier Length: 3000 ft.
Depth: 52 ft.
Cranes: 6
Capacity: 1.5M TEUs
Cost: \$1.2B

Phase 2 – June 2032

Total Acreage: 600
Pier Length: 8000 ft.
Depth: 52 ft.
Cranes: 15
Capacity: 5M TEUs
Cost: \$1.06B

**Future Craney Island
Marine Terminal**



Craney Island Marine Terminal

- **\$2.2** billion construction cost, including \$400 million for dike and levee construction
- Feasibility study by the VPA and the U.S. Army Corps of Engineers completed
- Record of Decision and Chief's report expected by October 2006
- Anticipated to be constructed in four separate phases
- Phase I includes two years for design, two years to construct levees, two years to fill and four years for terminal construction
- When complete will be able to handle 2.5 million TEUS per year



**At Build-Out, CIMT Will More Than Double
The Port's Capacity**

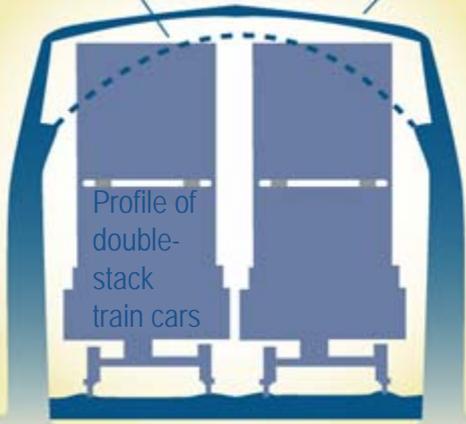
APM/Maersk Terminal



- **\$600** million Investment
- Open 2007 (Stage 1)
- Complete 2009
- Handle 2.1 million TEUs Per Year

The Heartland Corridor

Old tunnel opening
New tunnel opening



Chicago

Cleveland

Current Route
1,264 miles

Harrisburg

Columbus

New route
1,031 miles

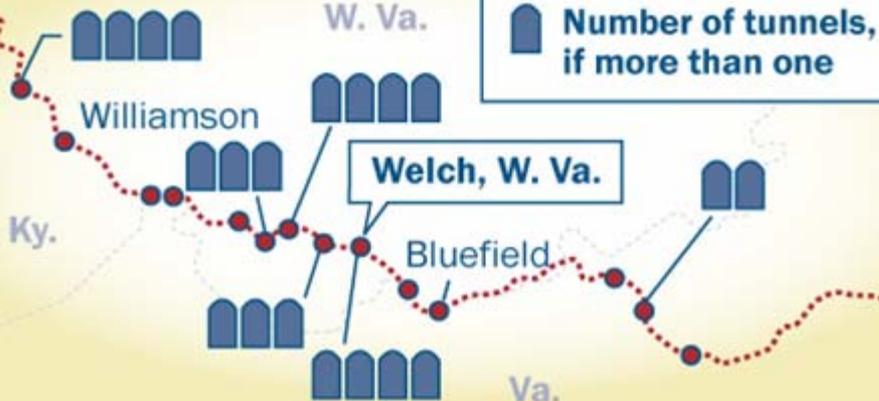
Prichard

Roanoke

The Port of Virginia

Construction sites (some include up to four tunnels)

Number of tunnels, if more than one



New route will eliminate a half-day and more than 230 miles

The Port of Virginia Contribution

Contributor	Cost (\$)
The Port of Virginia	\$2.8 billion
APM Terminal	\$450 million
Heartland Corridor Project	\$309 million
TOTAL	\$3.3 billion