

Norfolk International Terminals



North Gate Expansion Project

Investment • \$42,000,000

Completion Date • June 2017

Result • Create 26 new truck gates



NIT South Conversion

Investment • \$450,000,000

Completion Date • October 2020

Result • Transform Norfolk International Terminals South to a semi-automated terminal. Increases capacity to 1.2 million containers annually



Central Rail Yard Expansion

Investment • \$63,800,000

Completion Date • Spring 2023

Result • Adding 10,700 feet of new track inside the terminal doubling the existing capacity of the current rail operation, to nearly 800,000 containers annually

Virginia International Gateway



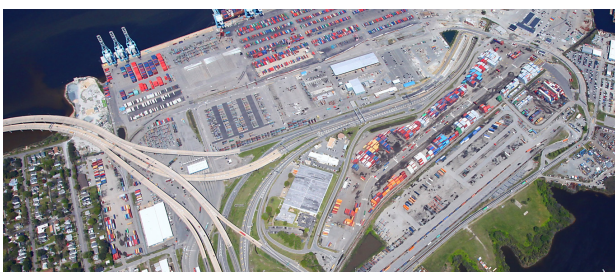
VIG Expansion (Phase 2)

Investment • \$312,000,000

Completion Date • July 2020

Result • Increases designed capacity to 1.2 million containers, expands rails, extends berth, and adds state-of-the-art cargo handling equipment

Portsmouth Marine Terminal



Infrastructure Improvements

Investment • \$6,193,245

Completion Date • Spring 2017

Result • Rail loop configuration and Phase 3 of wharf rehabilitation

Richmond Marine Terminal

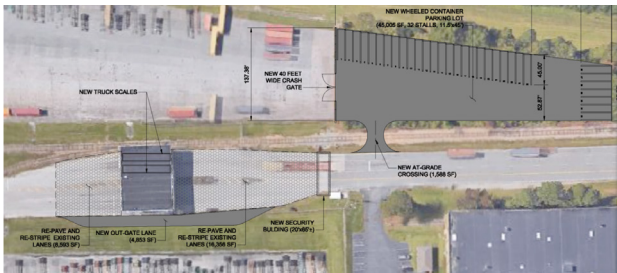


Bulkhead Project

Investment • \$1,000,000

Completion Date • Fall 2020

Result • Strengthening of the bulkhead to allow heavy lift cranes at both ends of wharf



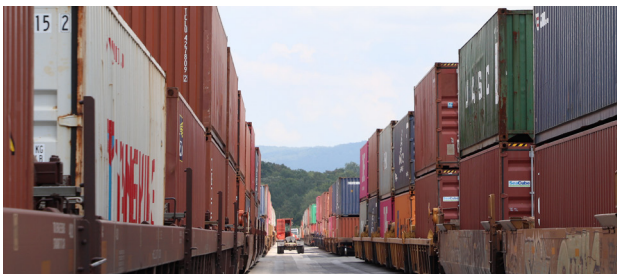
Drop Lot & Gate Project

Investment • \$4,000,000

Completion Date • 2023

Result • Secure 24/7 new drop lot and truck gate enhancements

Virginia Inland Port



Rail Optimization

Investment • \$11,200,000

Completion Date • 2023

Result • Constructing new rail to improve efficiencies

Newport News Marine Terminal



Rail and Infrastructure Improvements

Investment • \$3,250,000

Completion Date • Fall 2019

Result • Repaired rail tracks 7-10 and also made repairs to the Track 5 Lead. Upgraded heavy lift cranes and made warehouse improvements

Off-Terminal Investment



Norfolk Harbor Dredging Project

Investment • \$350,000,000

Completion Date • 2025

Result • Deepening channel depth to 55 ft., and widening the channel to 1,400 ft. This will allow for the new generation of larger, vessels to load to their limits and make way for two-ship traffic