

# PORT CURRENTS

THE PORT OF VIRGINIA'S COMMUNITY NEWSLETTER

Issue #2 | March 2024

## Welcome to The Port of Virginia's new community newsletter

Welcome to the most recent edition of Port Currents, a quarterly newsletter about what is happening at America's most modern port. Being a good neighbor in our host communities is important and we believe that communicating with you is essential to long-term success. Thus, this quarterly publication is one means of helping you stay informed about the projects and initiatives underway at our terminals.

## Milestones

The Port of Virginia continues to be an industry leader in innovation and operational excellence. Read more about the port's latest accomplishments below.

### Powered by 100% Clean Energy

We are receiving all of our electrical power needs from clean sources that support all current and future power needs. This accomplishment reduces carbon emissions by 45% per container and has propelled the port eight years ahead of its original 2032 clean energy goal. This is the first port on the U.S. East Coast to be powered by 100% clean energy. Home to the East Coast's largest fleet of hybrid and electric equipment and supporting the development of America's largest offshore wind project, America's Most Modern Gateway is focused on being a smarter, faster, and cleaner port partner.



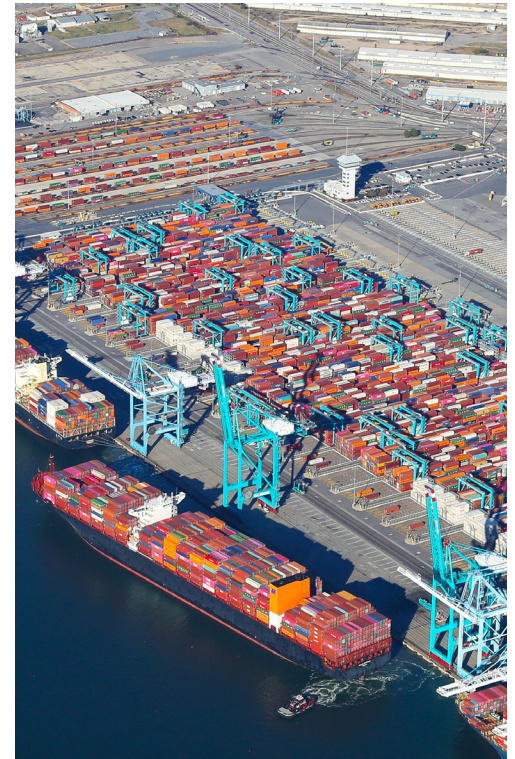
### Wider Shipping Channel

The Port of Virginia's wider shipping channel is now open for two-way passage of ultra-large container vessels (ULCVs), reducing the amount of time one of the large vessels spends on berth by up to 15%. Widening the channel is part of the port's \$1.4 billion strategic infrastructure investment package that focuses on creating efficiency, supporting larger cargo volumes and increasing the speed of cargo moving through the gateway. In parallel to widening the channel, the port is also dredging it and the Norfolk Harbor to 55 feet deep and the ocean approach to 59 feet deep. Upon completion of the \$450 million dredging project in fall 2025, The Port of Virginia will have the deepest, widest channels on the US East Coast.



### Port-Centric Economic Development

In 2023, business moving through our port led to the creation of more than 2,700 new jobs, more than \$1.6 million square feet in new and expanded warehouse space and a total investment of \$1.9 billion.



## Grant Funding Update

We are pursuing grant opportunities to further our environmental sustainability efforts. Applications have been submitted for the Commonwealth of Virginia's Carbon Reduction Program (CRP) and the Environmental Protection Agency's Diesel Emissions Reduction Act (DERA) Funding to expand the port's fleet of electric equipment. Future grant opportunities include the EPA's Climate Pollution Reduction Grant and Clean Ports Program. These opportunities will help in further electrification of our terminals and the empty container yard.



# Inside The Gates

An update on our infrastructure projects.

## Norfolk International Terminals North Optimization

Work is underway on the expansion and optimization project of the North Berth at Norfolk International Terminals (NIT). One of the first projects is to remove the existing pavement, crush the waste material and recycle it for later use in the project. Overall, the \$650-million project will redevelop and modernize the North Berth and stack yard at NIT, further expanding our capacity to handle cargo. Phase I of the project is estimated for completion in 2025 and Phase II in 2027.

## Offshore Wind Hub



Thus far, 24 monopile foundations have been successfully offloaded and stored at PMT.

Construction at the Portsmouth Marine Terminal (PMT) continues and the work will transition the the property from a general marine cargo facility into an offshore wind staging port. The port is partnering with Dominion Energy to upgrade 72 acres of PMT to provide the necessary storage and staging space for all offshore wind components required for Dominion's Coastal Virginia Offshore Wind (CVOW) project. Skanska was selected by the port and began construction in Sept. 2022; the construction project at the port is approximately 2/3 complete and is expected to finish in early 2025. Thus far, 24 monopile foundations have been successfully offloaded at PMT and await the start of CVOW's construction later this year. By supporting the development of offshore wind farms in our region, the port will continue to assist in reducing area emissions from power production.

## Emissions Reduction

We are committed to be a net-zero operation by 2040, meaning we will eliminate our usage of carbon-based fuels to power the port. In 2023, we reduced our emissions by 64%, when compared with our 2017 baseline. Our sustainability efforts this past year were highlighted by the expansion of our hybrid shuttle carrier fleet, the piloting of electric utility tractor rigs (UTRs) at Norfolk International Terminals and the transition to 100% clean energy beginning in 2024.

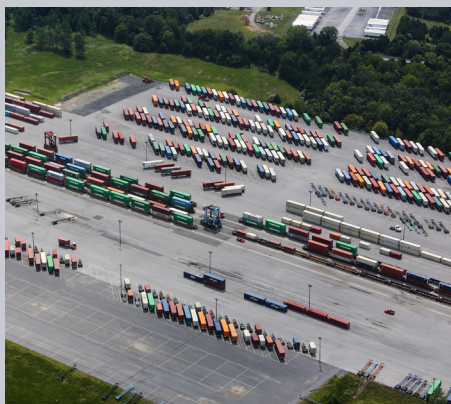
## Green Operator & GO-Zero Programs

Our Green Operator and GO-Zero programs are initiatives created to help reduce the amount of air pollution from drayage trucks, or motor carriers, in the Commonwealth of Virginia and to provide funds for partners to purchase zero-emissions (ZEV) and near-zero emission (NZEV) drayage trucks. This past year, the programs were able to replace 15 aging diesel trucks with newer and cleaner trucks serving our facilities. Both programs are 100% grant funded and the programs have been in operation for well over a decade.

### PROJECT SPOTLIGHT

## Expansion at Virginia Inland Port, Richmond Marine terminal

The port's \$1.4 billion Gateway Investment Program includes expansions at both of the port's inland terminals: Richmond Marine Terminal (RMT) and the Virginia Inland Port (VIP). At RMT, improvements have been made to the terminal's main gate and a drop-lot for motor carriers. The work at the gate will allow for faster processing of trucks leaving and entering the terminal. The fenced, 40-space drop-lot will provide truckers with an after-hours option for leaving containers in a secure area adjacent to the terminal. At VIP, which is located in Front Royal, the terminal's rail operation and container stock yard are being expanded and reconfigured. The work includes building three new rail sidings and the installation of backbone infrastructure for technology. The terminal will also be getting four rubber-tire gantry cranes that are being repurposed from one of the port's container terminals in the Norfolk Harbor. The new cranes will allow the port to retire some older, less-efficient equipment.



At the Virginia Inland Port in Front Royal, the terminal's rail operation and container stock yard are being expanded and reconfigured.



Interested in future port news?

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