**Onward to Wider, Deeper, Safer Channels**

NORFOLK | On October 10, 2017, the Virginia Maritime Association (VMA) held a membership briefing at the Norfolk Yacht and Country Club. The topic of the event, “Wider, Deeper, Safer,” with guest speakers John Reinhart, CEO of the Virginia Port Authority, and Colonel Jason Kelly of the United States Army Corps of Engineers, Norfolk District (USACE). Sponsors for the event were USI Marine and Logistics Insurance, Bay Diesel, Virginia Pilot Association, and WSP.

Opening remarks were provided by Lang Williams, VMA Briefings Committee Chairman, and Raymond Newlon, the VMA President. After, Colonel Jason Kelly dove right in, discussing the importance of the USACE personnel that work daily to keep channels and waterways clear and open to navigation, the “backstage hands” who make operations run smoothly.

Kelly reminded the audience that because of the maintenance and work of the USACE’s operations branch, Craney Island, a “Jewel of Virginia” is an accessible and cost-effective resource for storing dredging material in our harbor. “We often take for granted that Craney Island accepts our material from channels, anchorages, bays, and terminals,” he said before providing updates on Craney’s lifecycle and the steps required to extend it.

Kelly also shared the other activities of USACE; they operate and maintain the Atlantic Intra-Coastal Waterway, three highway drawbridges, navigation locks, and the Hampton Roads Drift Removal Program; which removed over 1,000 pieces of drift last calendar year.

“We are successful at collaborating in support of the port operations,” Kelly added. “We have resources that expedite the return to normal operations here in the Port of Virginia after extreme weather. We can help locate missing aids to navigation that can cause damage to transient vessels.”

Continue Reading on Page 3

**RMT, A REDEVELOPMENT HUB**

RICHMOND | No longer an underutilized riverport, the Richmond Marine Terminal (RMT) is a catalyst for development in the Richmond area. Central Virginia benefits from RMT’s water access to Hampton Roads, rail network, location along the I-95 Corridor, and commercial real estate environment.

RMT is serviced three times a week by a container-on-barge service to/from the ocean terminals in Hampton Roads. The barge service, operated by Norfolk Tug Company, already handled 19,602 TEUs in 2016, almost double the amount in 2014 which was just under 10,000 TEUs.

The barge service was initially attractive to customers with heavy cargoes; such as Lumber Liquidator’s flooring, Philip Morris International’s tobacco, WestRock’s paper products,
The MARITIME BULLETIN is provided through Membership/Publications Network Assistant........................Laura V. Bird
Marketing Coordinator/Accounting Assistant...........Jennifer N. Parham
Membership Director...........Ashley K. McLeod
Communications/Vice President.........................David C. White
Judy M. Barrett
Treasurer
Arthur W. Moye, Jr.
Executive Vice President & Secretary
Rolf A. Williams
Scott Wheeler
Raymond A. Newlon
President
Shirley G. Roebuck
Chairman of the Board
23
THIS BULLETIN REACHES...
TAKE ADVANTAGE & ADVERTISE
...Economic Development Groups
...Over 1000
...and Businesses throughout Virginia
TAKING ADVANTAGE & ADVERTISE!

VIRGINIA PORTS 5TH IN SEAPORTS & LOGISTICS RANKING
NORFOLK | In the Seaport's and Logistics Annual Report by CBRE for 2016-2017, the Port of Virginia found itself ranked four places higher in the “Overall Seaports and Logistics Index” since last year. Formerly in 9th place, the port claimed 5th place this year.
Other rankings for Virginia’s container-handling ports included 4th for Infrastructure and 14th for Real Estate.
CBRE’s Seaport and Logistics index recognizes and identifies prominent North American facilities that handle containers based on port infrastructure capabilities and real estate fundamentals. Ports with greater cargo throughout stimulate greater local industrial real estate opportunity and are expected to rise to the top.
The Port of Virginia handled 4.2% more TEUs in 2016 than 2017, for a total of 2,656,000 TEU. This growth correlates to the investment and commitment to making the ports wider, deeper, and safer, allowing ultra-large container vessels able to carry 14,000+ TEUs to come to Virginia’s ports and channels.
For more information, please visit www.vpma.com.

MIC GOLF CLASSIC SCORES

FIRST FLIGHT
1st Place Score: 60
Westall, Bryant, Brown, & Bailey
2nd Place Score: 61
Armbruster, Davis, Deane, Parker
3rd Place Score: 61
Rowe, Baker, Edwards, & Anderson

SECOND FLIGHT
1st Place Score: 65
Robinson, Thompson, Marrero, & Wnioskowski
2nd Place Score: 65
Zydzik, McClenon, Foxwell, & Pritchard
3rd Place Score: 66
Cooke, Espre, Newman, Robertson

THIRD FLIGHT
1st Place Score: 68
Morgan, Henaha, Parrish, Gorfin
2nd Place Score: 68
Mathews, Farnham, Clemons, Roller
3rd Place Score: 68
Wilhelm, Wright, & Mathews

CLOSEST TO PIN
#5 Jike Barrett - 7’4”
#9 Preston Wilhelm - 2’6”
#12 Pat Hall - 1”
#16 Keith Thompson - Hole-in-One

Top Guard President, Nicole Stuart, receives award from Gov. McAuliffe

VMA MEMBERS RECOGNIZED FOR EFFORTS IN HIRING VETS
RICHMOND | At the 2017 Virginia Workforce Conference on September 28, Governor Terry McAuliffe recognized businesses for their ongoing commitment to employing Virginia’s military veterans. More than 8,700 businesses, state, and local government agencies and education institutions, certified under the Virginia Values Veterans program (V3), have hired over 26,000 veterans since 2012.
Recognizing the significant commitment of these businesses’ efforts towards hiring veterans, McAuliffe presented 15 awards, two of which were members of the Virginia Maritime Association.
The Governor’s Award (Large Company) went to Top Guard Security for hiring 258 veterans.
The Impact Award (community impact and advocacy for veteran issues) went to Altria.

“We each have the responsibility to serve these veterans just as they have served us,” said Governor McAuliffe. “This is a true public-private partnership, in regard to the V3 program.”

DEEPER, WIDER, SAFER (CONT.)
Following Col. Kelly, John Reinhart of the Virginia Port Authority revealed the port has experienced a 4.9% annual growth rate since 2014, and 7.2% growth in FY 2017 over FY 2016.
Expansion projects continue to move forward. The new Norfolk International Terminal (NIT) North Gate Complex has added 26 truck gateways and direct access to I-64, costing $42 million. The ongoing expansion projects at NIT South and Virginia International Gateway (VIG) total $670 million and will increase the port’s container handling capacity 40% by 2020.
These improvements will accommodate the increasing amounts of cargo that will be carried on the increasing numbers of Ultra Large Container Vessels steamship lines are deploying to the U.S. East Coast. Just three years ago, an 8,500 TEU ship would have been the largest to call on the Port of Virginia. Ship sizes have continued to increase with 14,400 TEU ships now coming to the port and ships of 16,000-18,000 TEU on the horizon.
USACE has approved a Tentatively Selected Plan to deepen Norfolk Harbor and channel to Newport News to 55 feet, deepen Thimble Shoals Channel to 56 feet and increase its width from 1,000 feet to 1,200 feet, and deepen the Atlantic Ocean Channel to 59 feet. Congress has previously authorized deepening to 55 feet, but depth improvements beyond 1,000 feet will require additional authorizations from Congress.
Authorized options for deepening the Southern Branch of the Elizabeth River could see portions of the river that are currently 40 feet deep dredged to a depth of 45 feet, and sections at a current depth of 35 feet dredged to as much as 39 feet.
“This is the future. This is why we do everything that we are talking about, so we can safely transit two-way traffic of these large ships,” said Reinhart.
Reinhart reinforced that we will have the deepest channels on the East Coast once the channels reach their authorized depths.
55ft for the channels, 40ft or 40ft for the Southern Branch.
“The ocean carriers want the benefits of using the bigger ships fully loaded. That’s how they drive their costs down. If we are a port they can fully load in or out, then we will keep drawing in larger ships with bigger opportunities.” Explained Reinhart.
“Panattoni’s decision is a clear demonstration of their confidence in the continued growth that will occur over RMT and in the direction of the Port of Virginia,” commented David White, Vice President of the Virginia Maritime Association.

RMT (CONT.)
Panattoni Development Co. In August, Panattoni announced they would build a 1 million-square-foot speculative distribution center on 62 acres directly across from RMT.
“Panattoni’s decision is a clear demonstration of their confidence in the continued growth that will occur over RMT and in the direction of the Port of Virginia,” commented David White, Vice President of the Virginia Maritime Association.

DEEPER, WIDER, SAFER (CONT.)
DANGER ZONE (CONT.)
congestion while providing the Navy with that same amount of sea space for their training exercises.
On September 22, 2017, the U.S. Navy replied, requesting that the U.S. Army Corps of Engineers modify the DZ by changing the boundaries in accordance with VMA’s proposal.
This decision will allow for a more direct route that improves navigational safety and will reduce operating costs for ships arriving/departing the port.

This page has been reviewed by your organization.
NORFOLK | Port Day at the Old Dominion University football game on October 7th focused on more than just a football game. Bringing awareness of our ports to the football game on October 7th focused on more than just our armed forces might face even a moment of delay in responding to any crisis.

While the public yards, including Norfolk Naval Shipyard, are facing dry repair needs, it is important to keep in mind that a vast private-sector ship repair industry exists here in Hampton Roads.

Both [private and public shipyards] are vital national assets, and it is in the best interest of our nation that the Navy and our legislators ensure that all policies and legislation reflect that. The many private yards have continually invested in upgrades to their infrastructure and workforce, and are ready to provide repairs and prevent lost operational days at sea.

These private yards also take great care to operate in the most cost-effective manner possible, with minimal overhead, to provide the biggest bang for the taxpayers’ buck.

The private-sector ship repair industry is standing by, ready to assist the nation’s public shipyards in any way possible to ensure that our Navy does not lose a single day of maximum readiness. The drydock capabilities, highly skilled workforce capability and capacity, robust supply chains, and operational flexibility available through the private-yard yards and their subcontractors in Hampton Roads are second to none anywhere in the world.

Hampton Roads’ private ship repair capability and capacity are vital to our national security.

CHESAPEAKE | DB3 Logistics, VMA member, and 3PL logistics company, held a ribbon-cutting ceremony on September 13th for their new corporate headquarters located in Chesapeake, VA.

“Having a great partner in the City of Chesapeake and the Economic Development team, made it an easy decision to build in the local area,” said Scott Davis, Vice President. “We look forward to growing our operations and our footprint here in Chesapeake.”

The new facility is 8,000 square feet, cost $4.2 million and has 35+ employees to run it.

DB3 Logistics was started in 2011, specializing in the transport of overweight refrigerated containers to and from the Port of Virginia. The owners, brothers Michael and Scott Davis, envisioned improving the logistics supply chain despite the challenges of the competitive port drayage market.

DB3 operates and maintains 25 company-owned trucks, operated by dedicated owner operator truck drivers.

The company has a 100% Go Green fleet and joined the SmartWay Transport Partnership as a certified SmartWay Carrier as part of a committed effort to reduce emissions. “The Davis brothers’ commitment to their family-owned business is commendable. We’re pleased that they found a favorable, entrepreneurial environment in Chesapeake to envision their dreams and construct their new corporate headquarters,” said Steven C. Wright, Director, City of Chesapeake, Department of Economic Development.

As Virginia’s ports continue to grow, more cargo is coming through our terminals. The inspection of this cargo to ensure the safety of what comes into the commonwealth and country is the duty of the U.S. Customs and Border Protection (CBP).

As cargo volumes increase, CBP has begun to be spread thin and requires additional staff. To expedite the hiring process, they offer a veteran hiring program, which allows them to screen for men and women who have already cleared security checks.

“When U.S. Customs and Border Protection was a natural transition from military service for me.” Said CBP Officer Black. “CBP has allowed me to continue to serve in a uniformed, goal oriented atmosphere that respects my status as a veteran. I have found a place where my skills and experiences are not only welcomed but desired.”

Learn more online at https://www.cbp.gov/careers/veterans about available jobs and internships, CBP’s commitment to veterans, and all the benefits that come from working for CBP. If you are a veteran or know a veteran, do not miss out on this opportunity, go to cbp.com today.
COMMITTEE UPDATES (CONT)

Subchapter “M”, and the National Transportation Safety Board’s Safer Seas publication.

MEMBERSHIP (Sept. 13): The committee reviewed and approved applications for membership to be recommended to the Board of Directors. There were updates and discussions regarding Regional Chapter Development, the Future Leaders Program, and Strategic Planning matters that would pertain to the Membership Committee. The committee discussed membership recruitment strategies and coordination with and involvement of other VMA committees.

FINANCE (Sept. 27): The committee reviewed VMA’s financials and 2017 fiscal year-to-date and year-end projections performance against budget. Concerning VMA’s 2018 fiscal year beginning October 1, 2017, the committee considered and reached an agreement on a budget which was recommended for approval to the Board of Directors.

FUTURE LEADERS TOUR VIG

PORTSMOUTH | A group of 37 future (and potential) leaders met for a tour of the Virginia International Gateway on October 5.

The group discussed automation, capacity and the need for WIDER, DEEPER, SAFER channels...conversation continued at Still in Portsmouth. Up Next: A tour of the Southern Branch, November 9.

Thank you to our sponsors and host.
Upcoming maritime events are listed on VAmaritime.com/events

$30 Members Before Nov. 10
$45 Non-Members

THE VIRGINIA MARITIME ASSOCIATION will be hosting a Maritime Mixer on Thursday, November 16th!

Join us for some good old-fashioned camaraderie and networking.

Fish N Slips Marina Raw Bar and Grill
10 Crawford Pkwy, Portsmouth, VA 23704

Anchor Members

PLATINUM ANCHORS

THE PORT OF VIRGINIA
TOWNE BANK
TOWNE INSURANCE

SILVER ANCHORS

Anders Williams Ship Agency
CBRE | Hampton Roads CP&O
CV International, Inc.
Great Lakes Dredge & Dock Co.
Pender & Coward, P.C.
SeaGate Terminals, LLC
SunTrust Bank
Técnico Corporation
Wells Fargo Bank
Western Fumigation
The Zydrong Law Firm, P.L.L.C

GOLDEN ANCHORS

Bay Diesel & Generator
T. Parker Host, Inc.
Port City Transportation
VHB
Vandeventer Black LLP
VA Economic Development Partnership
Virginia Pilot Association

Silver Anchors

Anders Williams Ship Agency
CBRE | Hampton Roads CP&O
CV International, Inc.
Great Lakes Dredge & Dock Co.
Pender & Coward, P.C.
SeaGate Terminals, LLC
SunTrust Bank
Técnico Corporation
Wells Fargo Bank
Western Fumigation
The Zydrong Law Firm, P.L.L.C