GOING “WIDEST, DEEPEST, SAFEST”

NORFOLK | The “Wider, Deeper, Safer” project has successfully achieved the authorization to become the deepest port on the U.S. East Coast. On October 23, 2018, the President signed off on the America’s Water Infrastructure Act of 2018, authorizing the Thimble Shoals Channel to be dredged to 56 feet deep and up to 1,400 feet wide, and the Atlantic Ocean Channel to 59 feet deep. These exceed the existing authorization under which the Norfolk and Newport News channels will be dredged to 55 feet.

“The VMA celebrates this achievement and commends all port stakeholders and the supporting agencies and elected officials for their contributions toward achieving a “Wider, Deeper, Safer” port,” said VMA Executive Vice President David White. “Combined with ongoing marine terminal improvements and expansion of our inland transportation infrastructure, Virginia is building the premier gateway for trade.

Other updates on the project were provided earlier in the month at the Thirteenth Annual Navigational Summit on October 3rd, hosted by the leading collaborators of the “Wider, Deeper, Safer” project; U.S. Army Corps of Engineers (USACE), the Virginia Maritime Association (VMA), and the Virginia Port Authority (VPA).

“The VMA, VPA, Corps of Engineers and stakeholders have a plan to get us where we need to be,” said The Honorable Chris Jones, Chairman on the House Appropriations Committee of the Virginia House of Delegates, 76th District. “We will not be deprived of what is our rightful place as the deepest port on the East Coast.”

Opening speakers also included Scott Wheeler, President of the Virginia Maritime Association (VMA), John Reinhart, Executive Director and CEO of the Virginia Port Authority (VPA), and Major General Jeffrey Milhorn, Commanding General and Division Engineer of the U.S. Army Corps of Engineers (USACE), North Atlantic Division.

Although unable to attend, Captain Cofer, President of the Virginia Pilot Association and the Navigational Summit Champion of the 55-foot project provided a letter read by David White.

“This is a particularly exciting year for the stakeholders as the 55ft project is becoming a reality,” Cofer wrote. “The completion of this project will position Virginia as a leader for commerce in the United States, bringing jobs and prosperity to our Commonwealth. It is an honor to be a part of the VMA team.”

Keynote speaker, Colonel Patrick Kinsman, Commander and District Engineer of the U.S. Army Corps of Engineers, Norfolk District, explained that the collaboration and transparency of our maritime partnerships is important as we move forward on projects.

“We enjoy strong partnerships and superb collaboration regarding our port and the entire maritime community,” explained Colonel Kinsman. “We have been using Craney Island for more than 140 years and see its useful life lasting for at least the next several decades…and we must maintain existing projects to keep unrestricted navigation.”

The following updates were presented by staff of USACE and the VPA:

**Maintenance Dredging**

Updates were provided on past and future maintenance dredging for Norfolk Harbor, Thimble Shoals Channel, the James River, and...
ART MOYE RECOGNIZED FOR DEDICATION TO PORT

NORFOLK | In early 2018, the Virginia Maritime Association’s (VMA) Executive Vice President Art Moye Jr. stepped down from the position to begin his gradual transition into retirement. Not ready to fully leave our maritime community, he has taken on the title of Director of External Affairs to continue championing Virginia’s port.

“If it wasn’t for you, Art, the Port might not be owned by Virginia...Run by Virginia,” said John Reinhardt of the Virginia Port Authority during Art’s retirement party on October 22, 2018. “You led the charge. You brought the people together to articulate the importance...we are all the better because of what you have done.”

“He was a natural, dealing with all these aspects of the Maritime Association, dealing with politicians, and dealing with the local communities,” added Joe Doorto, retired from the Virginia Port Authority. “That’s one of the most difficult jobs in the port industry.”

Raymond Newton, former VMA President, explained how Art helped represent more than just waterborne commerce in Virginia. “We would do trade missions with the shipping associations, sometimes with the Port Authority, and when Art traveled, he was an ambassador to the Commonwealth of Virginia, not just the port itself.”

Moye was also recently recognized at the International Propeller Club’s 92nd International Conference, hosted by their Norfolk Chapter. He was awarded Maritime Person of the Year for decades of service to the industry.

“None of these things that were mentioned were done by myself. It took all of you good people,” Moye responded during the party. “I’ve been around for 40+ years that what makes us a great port is our terminals, our steamship lines, our railroads, our port-using businesses, it’s the people. The one thing I’ve always said is that there is no port with greater potential than Virginia.”

MIC GOLF SCORES

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<td>Matt Grandy</td>
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ØRSTED DISCUSS NEED FOR OFFSHORE WIND VESSEL IN VA

NORFOLK | Dominion Energy has contracted Ørsted, the largest energy company in Denmark and a global offshore wind development leader, to build two 6-megawatt turbines 27 miles off the coast of Virginia Beach, VA.

By 2020, Ørsted plans to begin construction activities and utilize a Crew Transfer Vessel (CTV) needed to implement the offshore construction. They recognize the value of a local, American-based company to build a purpose-built CTV.

“We want to grow offshore wind opportunities for Virginia businesses,” said Sam Hall, Test Manager for Ørsted during a presentation with members of the Virginia Maritime Association and other regional stakeholders. Hall, along with Peter Rosenberg Pedersen, Marine Specialist at Ørsted, discussed the expectations from CTV suppliers and operations.

“Ideally, a CTV would need to be completed by the end of 2019, early 2020,” said Pedersen.

Ørsted has already contracted a research vessel, Gerry Bondelon, to conduct geophysical studies of the construction site, searching for obstructions on the sea floor.

“This offshore wind demonstration project will provide critical information to stakeholders and will position Virginia as a leader as we work to attract job opportunities in the offshore wind supply chain and service industries,” said Virginia Governor Ralph Northam during the initial announcement of the Offshore Wind Demonstration.

“We see the tremendous potential in the Mid-Atlantic for emission-free, renewable wind generation and we are excited to help the Commonwealth in reaping the benefits of wind power,” said Thomas Brostrom, Ørsted’s North American President.
GOING WIDEST, DEEPEST, SAFEST (CONT.)

Craney Island. A plan to raise the containment dike will extend the life of Craney Island to receive dredge material. Maintenance dredging to curtail shoaling of the navigation channels is a constant effort that requires increased federal funding.

Craney Island Eastward Expansion

The eastward expansion of Craney Island will further extend its useful life and serve as the foundation for construction of a future maritime terminal. The first phase is the Southeast Cell that will be constructed by extending two dikes from the main island, building a connecting dike to complete the perimeter of the cell, and then filling in the cell. The two extension dikes were recently completed to 7+ feet above the waterline and work has commenced on the connecting dike to close in the cell. USACE has the capability to execute $30 million worth of work annually on the project, which pending those funds could see the Southeast Cell completed in 5 years.

Southern Branch Navigation Improvements

The Southern Branch of the Elizabeth River is authorized by the Water Resources Development Act of 1986 to be dredged to depths ranging from 35 to 45 feet and is currently being maintained as 35 to 40 feet. The project is estimated to take 5 years of construction pending funding.

A 3-year feasibility study recommends deepening the Southern Branch in three segments, costing $159M for design and construction with a 75:25 Federal to Non-Federal investment ratio.

Segment 1 will deepen the river from Lamberts Bend to Perdue Terminal from 40 ft to 45ft. and Perdue Terminal to Norfolk Southern Lift Bridge from 40ft to 42ft.

Segment 2 will continue from the lift bridge to Gilmeron Bridge, deepening the area from 35ft to 39ft.

Segment 3 continues from Gilmeron Bridge to Chesapeake Extension and will be maintained at a depth of 35ft.

Norfolk Harbor Navigation Improvements

A General Re-evaluation Report (GRR) for the project has been completed 6 months ahead of schedule. The VPA and USACE are performing the necessary pre-construction engineering and design work with the expectation of beginning to dredge in January of 2020. Virginia’s Governor and General Assembly appropriated $20 million and authorized $330 million in bonds to fully fund the project.

Present depths of 50 feet will be increased to 55 feet in Norfolk Harbor Channel and Newport News Channel, 56 feet in Thimble Shoals Channel, and 59 feet in the Atlantic Ocean Channel. The current 1,000 widths of Thimble Shoals Channel will also be increased up to 1,400 feet to provide for two-way navigation of the ever-larger ships calling at our Port.

“We cannot walk away satisfied today about the progress that we have made,” concluded David White. “We must keep up the pressure, we must maintain our momentum. We ask that first you recognize the instrumental part that you have played, and then please keep doing your part.”

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TOP GUARD SECURITY NOW IN WINCHESTER

WINCHESTER | Top Guard Security, a VMA member company, opened a new office in Winchester, VA, adding to offices in Norfolk, Richmond, and Hampton.

Top Guard will be serving Valley Health, a regional health-care system operating six hospitals in Virginia and West Virginia. More than 45 employees will serve at these locations.

Top Guard has hired nearly 1000 employees since 1996 when the company was founded by Chris and Nicole Stuart.

MARIOTT MEETINGS 

WASHINGTON | The US Coast Guard announced its Maritime Commerce Strategic Outlook, which factors in the emerging technologies, automation, interconnectivity, robots, and networked systems of the modern age.

The Coast Guard’s strategy will include: Facilitating Lawful Trade and Travel on Secure Waterways; Modernizing Aids to Navigation and Mariner Information Systems; and Transforming Workforce Capacity and Partnerships.

Part of this includes the plan to accelerate integration of modern navigational systems into an existing network of buoys and beacons.

“What the Coast Guard has a responsibility to safeguard the Marine Transportation System (MTS) and promote uninterrupted flow of maritime commerce,” said Coast Guard Vice Adm. Daniel Abel, deputy commandant for operations. “The Strategic Outlook is available at: www.dco.uscg.mil

July:

- Source: US Customs and Border Protection
- Source: Virginia Port Authority
- Source: US Customs and Border Protection
- Source: US Customs and Border Protection

**PORT OF HAMPTON ROADS TEU’S**

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**CUSTOMS RECEIPTS – VA CUSTOMS DISTRICT**

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<tr>
<td>8 month</td>
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**DISTRIBUTION OF COAL DUMPINGS**

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**HAMPTON ROADS REGION (IN NET TONS OF 2,000LBS)**

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<th>2018</th>
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**PORT STATISTICS | SEPTEMBER 2018**

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<td>9,193,955</td>
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**VMA2020**

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ASSOCIATION IN ACTION

The VMA is sympathetic to those affected by Hurricane Florence and later by Hurricane Michael. In September, Virginia’s ports dodged a bullet when the Category 4 Hurricane Florence took a turn to the south. The hurricane’s unpredictable track, size, and strength created sea conditions and the need for the Coast Guard to close the sea lanes to ships over three days. From September 7-15, the VMA was in daily communication with the Coast Guard, National Weather Service, terminal operators and others to provide input as decisions were being made and to be able to provide timely and actionable information to our members.

Once danger had passed, the VMA resumed a more normal course of business, including several meetings with key members of the Virginia General Assembly to continue telling the story of the importance and needs of Virginia’s ports and logistics industries. The Virginia Economic Development Partnership hosted and VMA participated in discussions with a delegation visiting from Australia. Australia is increasing the size of its navy and the delegation of government and business leaders sought to learn more about, and make business connections in, advanced manufacturing in maritime and digital shipbuilding.

COMMITTEE UPDATES

INTERNATIONAL TRADE SYMPOSIUM (Sept. 10): The committee reviewed survey results and recommendations from the 2018 symposium and then focused on the topics, content and format for the 2019 symposium scheduled for May 9.

VMA was pleased to be a sponsor and participate in two other events in September focused on business development. The September 21 Offshore Wind Executive Summit brought global and national leaders in offshore wind together to discuss the next wave of projects: time lines, supply chain needs, lessons learned in the auction and bidding processes, and the road forward.

The other VMA sponsored event was the September 27th Coffee Day, which brought together a variety of coffee industry professionals; from roasters to commodity traders and supply-chain experts in showcasing the fastest growing coffee port on the U.S. East Coast.

On the education front, VMA organized information sessions and facility tours for teachers in the City of Hampton Public Schools’ new Academy for Transportation, Analytics, Information, and Logistics (TRAHL). Over September 27 & 28, the discussions and first-hand experiences better prepared the teachers of the TRAHL Academy to educate their students about transportation and logistics and the possible career opportunities.

VMA & CBIFFA MEETS WITH REPRESENTATIVES IN D.C.

Washington, DC | Tuesday, September 25, 2018. Twenty members of the Custom Brokers International Freight Forwarders (CBIFFA) of Virginia visited Virginia representatives in Washington DC to discuss issues impacting ports, specifically Virginia’s ports. Representatives from the offices of US Senator Warner and Congressional offices of Wittman, Taylor, Scott, McEachin, Garrett, Brat, Griffith and Comstock met with members to discuss the need for additional CBP officers at port facilities as well as the need for solutions to the truck driver shortage. Attendees were able to share examples of how these shortages impact their business and the overall economy of the Commonwealth as a whole.

The Virginia Maritime Association was pleased to sponsor this trip along with Auda Transportation, CV International, DJ Powers, E&B, FedExTrade Networks, Fracht, HREF, JR’s Express, Nelson, Rhonda Whirley, LLC, Steer Company, TMTA, Virginia Port Authority, and WM Stone & Co.

NEW MEMBERS

CHRISTIAN CONGREGATION HARBOR MINISTRIES
New Profit Organization
101 Brassie Drive
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www.blauveltcom.com

James R. Berry
Ship Scheduler
757 870 2495
jberryw@juno.com

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SILVER ANCHOR
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Supplies/Equipment
1403 Greenbrier Parkway
Suite 575
Chesapeake, VA 23320
www.cormanconstruction.com

Christopher “Chris” Clark
Project Manager
757 213 1562
cclark@cormanconstruction.com

Nathaniel “Nate” Morgan
Business Development Manager
Future Leader
240 712 2157
rmorgan@cormanconstruction.com

KIMLEY HORN
Engineers/Naval Architects/Surveyors
4525 Main Street
Suite 1000
Virginia Beach, VA 23462
www.kimley-horn.com

Michelle L. Wharton
Associate
757 355 6673
michelle.wharton@kimley-horn.com

VMA’S SOUTHERN CHAPTER APPRECIATES DELEGATE DANIEL MARSHALL (VA 14) AND FORMER VA SECRETARY OF COMMERCE TODD HAYMON, VISITING WITH MEMBERS AT THE OCT 27TH CHAPTER MEETING.

ADDITIONAL MEMBERS

METRO GROUP MARITIME
Consultants
1018 Shad Creek Trail
Chesapeake, VA 23320
www.mgmaritime.com

Jake Barrett
Senior Account Executive
Future Leader
757 404 6850
jbarrett@mgmaritime.com

For questions about VMA chapters: Ashley@VAMaritime.com
757-628-2678
For details or to register for Chapter Events, please visit www.vamaritime.com/events

CHAPTEIR UPDATES

Valley Logistics Chapter hosted a Maritime Mixer inviting new and potential members from the region.

Kara Mathies gives Port of Virginia update at the recent Central Chapter Meeting.

Richmond | Central Chapter…The Central Chapter will hold a Maritime Mixer on November 1st, as well as a November 12th meeting. In addition to participating in VMA events during General Assembly, a briefing is being planned for February on the topic of trucking.

Winchester Valley Logistics Chapter…A Maritime Mixer was held on October 9th, in Winchester. The chapter will host a holiday reception on December 5th for industry and regional officials. Preparations are being made for March 12th State of the Port address, as well as a follow-up briefing on foreign trade zones, due TBD.

Danville | Southern Chapter…The Southern Chapter met on October 23rd, approving their chapter vision and goal statement. Topics for future briefings/meetings were reconsidered. January 22nd is the tentative date for the next meeting based on speaker availability. Preparations for a transportation forum and reception are being made for early spring.

Members of CBIFFA of Virginia and the VMA stand in front of Capital Hill, ready to meet with government representatives.
THE VIRGINIA MARITIME ASSOCIATION will be hosting a Maritime Mixer on 
Thursday, November 8th!

Join us for some good old-fashioned camaraderie and networking. www.VAmaritime.com/Events

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$45 NON-MEMBERS

Upcoming maritime events are listed on VAmaritime.com/events

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Corman Kokosing Construction Company
CP&O, LLC
Dewberry Engineers Inc.
Great Lakes Dredge & Dock Co.
Norfolk Oil Transit, Inc.

Pender & Coward, P.C.
SeaGate Terminals, LLC
SunTrust Bank
Técnico Corporation
TMEIC Corporation
Ventker Henderson
Wells Fargo Bank
Western Fumigation

Tidewater Motor Truck Association
Marguerite Frier • 558-7614
www.tmtava.org

Virginia Ship Repair Association
Sylvia Bell • 233-7034
www.VirginiaShipRepair.org

Virginia International Business Council
www.vaibc.org

CLUB CONTACTS:

Customs Brokers & Int’l Freight Forwarders Assn. 
Casey Goins • cgoins@cvinternational.com

Hampton Roads Coal Association
Edward Falls • 928-0484 ex 106
www.hrcoal.org

Hampton Roads Global Commerce Council
Jeffrey Estes • 567-8831
www.hrgcc.org

Hampton Roads Traffic Club
Dennis Wilson • 543-1941
www.HamptonRoadsTrafficClub.org

Propeller Club - Port of Norfolk
Noel Stokes
www.PropellerClubNorfolk.org

Shenandoah Valley Traffic Club
Chad Brant • (540) 398-9923

Hampton Roads Traffic Club
Dennis Wilson • 543-1941
www.HamptonRoadsTrafficClub.org

Propeller Club - Port of Norfolk
Noel Stokes
www.PropellerClubNorfolk.org

Shenandoah Valley Traffic Club
Chad Brant • (540) 398-9923

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