



VIRGINIA MARITIMER

May-June 2008

THE MAGAZINE OF THE PORT OF VIRGINIA



OPERATING ON EARNINGS, BENEFITING EVERY VIRGINIAN.

VPA LEADERSHIP

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What is the Virginia Port Authority?

The Virginia Port Authority (VPA) is an agency of the Commonwealth of Virginia, reporting to the state Secretary of Transportation. The VPA owns and operates four general cargo facilities on behalf of the state: Norfolk International Terminals, Portsmouth Marine Terminal, Newport News Marine Terminal and the Virginia Inland Port in Warren County. The terminals are operated by Virginia International Terminals, Inc. (VIT), the non-stock, non-profit operating company of the VPA. The VPA, through terminal earnings generated by VIT, is operationally self-sufficient.



One Stop. America and the World.

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Published by the Virginia Port Authority's Department of Port Promotion, the Virginia Maritimer contains international trade development news pertaining to The Port of Virginia and is distributed free on a controlled basis to 10,000 maritime, industrial, transportation and business readers in the United States and 60 countries abroad.

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A CLOSER LOOK Delivering three new container cranes from China, the *Zhenhua 16* sails into The Port of Virginia. The cranes, among the tallest and fastest in the world, are transported fully assembled from ZPMC's manufacturing facility near Shanghai. They will load and unload ships at Norfolk International Terminals' extended north berth.



VPA Forms Alliances with Morocco, Panama

The Virginia Port Authority has signed two strategic Memorandums of Understanding to boost trade

On April 8, the Virginia Port Authority signed a memorandum of understanding with Morocco's Tangiers Mediterranean Special Agency to officially signify a cooperative effort to build trade between the two ports. Three weeks later, in a similar strategic move, the VPA reaffirmed its alliance with the Panama Canal Authority to increase growth and trade, facilitate the flow of information sharing and promote the "All-Water-Route" from Asia to the U.S. East Coast via the Panama Canal.

Jerry A. Bridges, the VPA's executive director; Saïd Elhadi, chairman of the executive board of TMSA; Fouad Brini, managing director of the Northern Agency; Mohamed Arif, governor of the Fahs Anjra Province; Mortada Bejaniba, president of the Fahs Anjra Provincial Council; Thomas Wolf, VPA commissioner; and Thomas Riley, ambassador of the United States to Morocco, were all present at the signing ceremony in Morocco.

The agreement focuses on promoting new ocean services and new business between TMSA and The Port of Virginia. It covers the exchange of information, experience and expertise between the two ports in the fields of infrastructure, maritime transportation and international trade. Further, it establishes a system of communication in an effort to improve the services that link the ports.

Bridges said the MoU will contribute to an increase of business between Morocco and the United States, particularly as a result of the Free Trade Agreement signed between the two countries that took effect in January 2006.

"Any time we can build a relationship – open dialogue – we will, and this is a very good beginning," Bridges said. "This is a growing port facility on the important and rapidly growing Suez trade lane.

"We want to develop key alliances with major players along the Suez route as we are the port on the U.S. East Coast that is most likely to benefit from development of that trade because of our deep water."

The Port Tangiers Med complex is a multimodal platform that is composed of container and ro-ro terminals, a passenger terminal and a logistics free zone. The first container terminal offering a capacity of 1.5 million TEU opened last July and the opening for the second container terminal is scheduled for the end of the summer. Upon completion, the port will have capacity for 8 million TEUs.

The Port of Virginia's trade with Morocco amounted to \$193 million in 2007. The port handled a total of 2,218 TEUs to and from Morocco in 2007, which was roughly 22 percent of all container trade between Morocco and the U.S. East Coast last year.

The Port of Virginia's top trading commodities with Morocco include exported paper, paperboard, milk, eggs, cigars, cigarettes, plate and float glass, sunflower seeds; top imports are vegetables, tomatoes, beet powder, spices, sardines, anise seed and capers.

In a similar move, the VPA has reaffirmed its alliance with the Panama Canal Authority (ACP) to increase growth and trade, facilitate the flow of information sharing and promote the "All-Water-Route" from Asia to the U.S. East Coast via the Panama Canal.

During an official ceremony on Tuesday, April 29, in Panama, ACP Administrator/CEO Alberto Alemán Zubieta and VPA Executive Director Jerry A. Bridges solidified their partnership by signing another Memorandum of Understanding. The agreement further enforces the alliance between the canal and the port authority, first initiated in June 2003.

"Our partnership with the VPA is more important than ever. As we embark on the next phases of the expansion project, data sharing and market studies exchange will continue to be essential elements of our collaboration," Alemán said. "As the only U.S. East Coast port with the existing capability to handle post-Panamax vessels, The Port of Virginia is prepared for the waterway's expansion."

Sharing information and best practices related to modernization and improvement are key benefits of this agreement. Both the ACP and the VPA continue to implement measures to increase capacity and spur growth.

"While the expansion of the canal is vital to world commerce, the Virginia Port Authority is also positioning itself for increased demand by building infrastructure and incorporating the necessary



VPA Executive Director Jerry Bridges and ACP Administrator Alberto Aleman Zubieta sign a Memorandum of Understanding in Panama, where construction is underway to expand the canal. Bridges also traveled to Morocco to ink an agreement to promote trade.

enhancements to accommodate the growth that is to come," Bridges said. "We are highly anticipating expansion and will celebrate the opening of the new locks."

Expansion will build a new lane of traffic along the Panama Canal through the construction of a new set of locks, which will double capacity and allow more traffic and longer, wider ships.

The VPA has similar MoUs with Egypt's Suez Canal Authority and the Xiamen (China) Port Authority.



The Port at Work

Part Three in a series of photo essays on port jobs documents a container crane operator's day at the office

Day in and day out, whether it's hot and humid or stormy and windy, members of the International Longshoremen's Association ride the elevators to the top of Virginia International Terminals' container cranes to load and unload the roughly 2.1 million TEUs transported through The Port of Virginia each year.

On a picture-perfect morning in late spring, a *Virginia Maritimer* photographer accompanied crane operator Carl Halstead to his office space high above the Elizabeth River. As Halstead went to work, using a pair of joysticks to pluck containers off the *MOL Freedom* and set them down on the NIT South wharf, the entire crane jerked and bucked like a New York City subway car. Built

to flex, the crane stands 271 feet tall and can reach across 26 rows of containers, large enough to service the next generation of mega-ships.

Operating the cranes is one of the popular jobs longshoremen perform at Virginia's port terminals. Other positions include straddle carrier drivers, special equipment operators, hustler drivers, lashers, foremen, ship and dock gang workers, checking and time-keeping jobs, container repair, and warehouse work. Hundreds of longshoremen work at the port each day – the exact number depends on the amount of ship calls. The jobs are well paying, ranging from \$50,000 to \$175,000 a year.

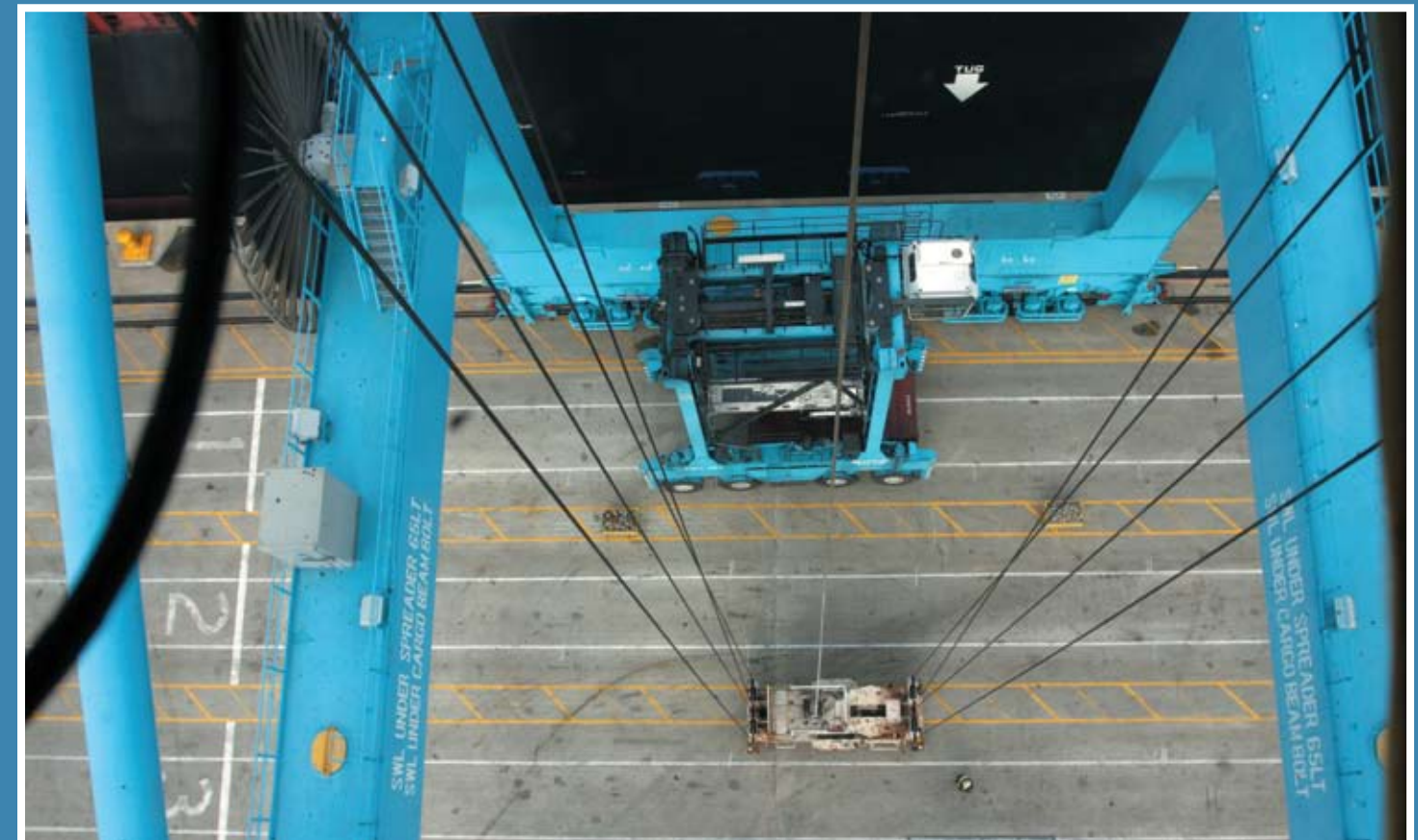




Carl Halstead goes to work on a day with no wind and a slight overcast – his favorite conditions because the crane sways less and there is less glare when he looks down at the containers.



Because moving the boxes quickly and safely requires a great deal of skill, training and concentration, crane operators generally work two- to three-hour shifts before taking a break. On average, operators are capable of moving 35 to 38 containers an hour.





Question & Answer

MeadWestvaco

Based in Richmond, Va., MeadWestvaco, Presidential Sponsor of the 60th Virginia Conference on World Trade, is a global leader in packaging and packaging solutions for the cosmetics and personal care, healthcare and pharmaceuticals, food and beverage, home and garden and media industries. Bruce Thomas, senior vice president, Global Market Strategy and Emerging Markets, answered questions about his company's decision to headquarter in Richmond, booming business in India, and the relationship between global growth and the U.S. economy.

Why did MWV decide to locate your headquarters in Virginia?

MWV has had a presence in Virginia for many years. MWV selected Richmond as the location for its corporate headquarters because it best met our needs for several reasons:

- From a business perspective, Richmond and the Commonwealth of Virginia may well offer the best business environment in the United States. Also, we looked very closely at the area's key attributes: the talented workforce, education system and the cost of doing business here.

- It allows us to be an active participant in the vibrant and thriving Richmond community.

What role did The Port of Virginia play in the decision?

Our large export manufacturing facilities are generally located in the east, therefore, we tend to ship out of southeast ports and gulf coast ports. Access to The Port of Virginia is critical to ensuring our supply chain is efficient and productive.

MWV is a Presidential Sponsor of the 60th Virginia Conference on World Trade, which will focus on trade between Virginia and India.

Can you talk about the importance of India's emerging market to the global economy?

India has all of the characteristics of an important emerging market: it has a large populous – 1.4 billion people, a massive growing middle class with a demand for high-end consumer goods and has a growing, but still developing, manufacturing base. The opportunities with India are three-fold: to grow in India, to grow from India and to build a presence in India that supports a global supply chain for our customers. Here are some examples of these opportunities within MWV:

- India is fast becoming the world's largest source of generic pharmaceuticals, which is a growing market worldwide. However, the supply chain surrounding the delivery of India-manufactured generics to the global marketplace is often inefficient, unreliable and costly. By bringing more secure and more innovative pharma packaging solutions directly to India, there is the opportunity to create a supply chain that safely delivers India-manufactured generics to global consumers at a low competitive cost.
- More than half of India's population still lives on farms and rely on their produce as a way of life. Unfortunately, there is a high volume of wastage in transporting the produce from the field to the store shelf or export dock for many reasons, including poor packaging. At MWV, we are bringing our food packaging solutions, which are designed to protect and preserve fruits and vegetables, to the local Indian market.

Does growth in India have a positive effect on the U.S. economy and businesses in Virginia?

Growth in India and other emerging markets can certainly have a positive effect on the U.S. economy. These markets permit U.S. and Virginia-based businesses to sell their products and services even when U.S. and European economies slow down. Global trade and global growth keep U.S.-based businesses strong.

Can you describe some of the opportunities MWV is excited about in India?

In addition to the examples provided above, we recently announced we've partnered with the Council of Scientific and Industrial Research (CSIR), a scientific research organization in India, on research projects that address critical areas in packaging for consumer, agricultural and transportation applications.

Also, through our Specialty Chemicals business, we are supplying activated carbon solutions to reduce auto emissions in the fast-growing Indian automotive market.

Finally, we are the market leader in high-quality pumps and trigger sprayers for the Indian consumer products market.

How would you assess the business relationship between MWV and The Port of Virginia?

MWV has a very close business relationship with the Virginia Port Authority. We have been working together for many years and are among the Top 5 largest container exporters via The Port of Virginia. Our paperboard mill and Specialty Chemical business in Covington, Va., and our converting facility in Louisa, Va., all export products through the port. Our containers are destined for six continents, with the Top 10 countries of export (in order): China, Japan, Germany, South Korea, Belgium, Malaysia, Philippines, Netherlands, South Africa and Australia.

Recently, MWV and the Virginia Port Authority worked together to replace truck shipments from the company's Covington paper mill to The Port of Virginia with railroad transportation. The effort has enabled MWV to maximize cost, supply chain efficiency and environmental advantages of rail transportation.

In 2006, the Virginia Port Authority recognized MWV with the shipper of the year award.

MWV participates in the Shippers Committee of the Hampton Roads Maritime Association, which has close ties to The Port of Virginia for the interest of shippers within the region.

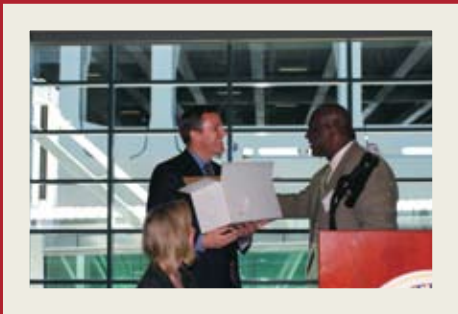
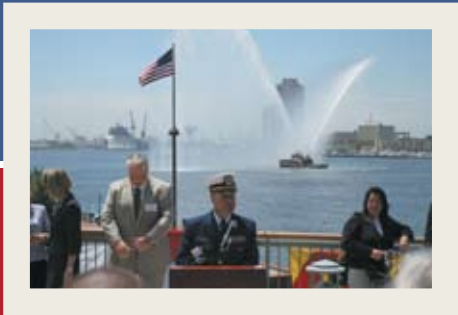
What are some other emerging markets important to MWV?

Our emerging markets strategy focuses on China, India, Russia/Eastern Europe, Africa and South and Central America. These are the regions our customers, the world's leading consumer product goods companies, are most interested in because of the growth opportunities. In these areas, there is a growing middle class with a demand for higher-end consumer goods and a significant discrepancy between sources of supply with sources of manufacturing. It is from these places that MWV can help change or even reinvent our customers' businesses to take advantage of the unique opportunities available both from and in these fast-growing regions.



National Maritime Day

Port leaders gather to celebrate America’s civilian sailors



On May 23, port leaders gathered at Half Moone Cruise and Celebration Center to honor the service of the American Merchant Marine. U.S. Maritime Administrator Sean Connaughton, the keynote speaker, addressed attendees on MARAD initiatives and their impact on the economy.

Perfect weather made for a splendid celebration, replete with an honorary wreath tossing, tugboats firing their water cannons, and a post-luncheon medal ceremony for civilian mariners who served in war time.

National Maritime Day included remarks from VPA Executive Director Jerry Bridges, an invocation from Coast Guard Chaplain LCDR James Goodbow, a gift from Bridges to Maritime Administrator Sean Connaughton and the honorary wreath laying off the bow of the *Cape Ray* by Captain Patrick Wright with Keystone Shipping.

Going Green, the SmartWay

C&K Trucking partners with VPA to pioneer environmental improvements



The Virginia Port Authority, a participant in the Environmental Protection Agency’s SmartWay Transport Partnership, has recruited C&K Trucking to join its effort to reduce air emissions and clean up the environment.

A collaboration between the EPA and the freight industry, the SmartWay pilot program was developed to increase energy efficiency while reducing greenhouse gases and air pollution within the freight industry. Emissions from existing diesel engines contain significant amounts of nitrogen oxides, as well as other pollutants. Any effort that reduces these emissions benefits the environment.

A major carrier for VPA, C&K Trucking is a national intermodal drayage company. Heather Mantz, the VPA’s environmental director, discussed the program with C&K’s Norfolk terminal manager, Dale Ledbetter.

“When Heather explained the program to us, it just seemed to make a lot of sense and we wanted to get involved,” said Ledbetter, who took the details of the program to the board of C&K Trucking and received their full support.

“It is our responsibility to look for ways to reduce emissions and improve fuel efficiencies,” said C&K President Mike Burton. “We must be good corporate citizens and we are proud to be one of the first and largest intermodal drayage companies to join this important initiative.”

Since joining forces with VPA, C&K has taken the SmartWay

Transport Partnership to a national level. All of their terminals and employees now participate in the SmartWay program. As part of their commitment, C&K has installed electronic technology to gather data from all their trucks and allow them to accurately track and monitor fuel consumption. The company has implemented new programs to reduce idle times and improve load efficiencies, as well as developed an aggressive plan to replace aging trucks with newer, more efficient trucks and to implement age restrictions on older trucks. C&K is also using low-viscosity engine and drive train lubricants, along with aerodynamic cab components to reduce diesel consumption. Lastly, the firm is providing education to all their employees so that everyone at C&K Trucking can understand and contribute to this important program.

C&K has set a goal to reduce emissions by 40 percent within three years. On the surface this goal may seem overly aggressive, but with partners like EPA and the Virginia Port Authority, C&K is confident that they will reach their goal.

Mike Burton stated that the benefits go beyond the environment for the drayage companies. The benefits include improved MPG, which equates to lower costs, combined with a conscious effort by the Smartway shippers to use SmartWay carriers. This initiative should result in a huge win for the environment, The Port, shippers and carriers.

C&K is an intermodal drayage company with 50 trucks in Norfolk and more than 400 trucks nationwide. C&K specializes in local drayage within a 250-mile radius of The Port of Virginia.



Rail Traffic Boom

The amount of rail containers transported in and out of The Port of Virginia continues to grow

The Virginia Port Authority, in the first ten months of fiscal 2008, posted substantial gains in its rail volume. The amount of cargo VPA moves by rail is forecast to continue to remain strong.

“In the last five to seven years, our rail business to the Virginia Inland Port and our dedicated Midwest traffic has grown, and we have posted some double-digit increases – but these are some of the best numbers we have ever posted,” said Thomas Capozzi, the VPA’s director of marketing. “It means that our customers are capitalizing on two of our strengths: the economics of moving cargo through VIP and our overall strong rail connections to key Midwest markets.”

From July 2007 to April 2008, VPA’s rail volume to and from the Midwest was 431,569 TEUs, an increase of 16.7 percent over the same period last year. At VIP, 56,648 TEUs were handled, or a 36.7 percent jump, when compared with the same period in 2007.

Capozzi said export cargo, driven by the weak dollar, was a large part of the reason for the increase in the Midwest rail traffic.

“Cargo that normally isn’t put into containers, grain from the Midwest for example, is now being boxed for export,” Capozzi said. “We recognized that trend and went after that business.”

The growth experienced at VIP, however, was import cargo. “New accounts in that area – new distribution centers in Front Royal – are the primary reasons for the strong numbers there.”

The weak dollar and overall growth at The Port of Virginia, coupled with the scheduled late 2009 or early 2010 opening of the Heartland Corridor direct double-stack rail route to Columbus, Ohio, should keep VPA’s rail business healthy, Capozzi said.

In addition, the new \$17 million on-dock rail facility at Norfolk International Terminals will be operational in October 2009. The increased capability at NIT will double that terminal’s lift capacity and “create a much more efficient rail operation,” Capozzi said.

ABOVE: A train is built at NIT as a ship steams into port. Construction is underway to expand on-terminal rail facilities, which will be located alongside the tracks pictured here.

VPA Helps Out Local Ports

Authority provides financial assistance to ports throughout the Commonwealth



A ship navigates the James River near the Port of Richmond. A preliminary meeting to determine the amount and nature of likely grant requests.



For more than two decades, the Virginia Port Authority has contributed nearly \$900,000 each year to local port projects throughout Virginia. Established by the Virginia General Assembly in September 1986, the Commonwealth Port Fund is designed to support port capital needs of all ocean, river and tributary ports with the Commonwealth.

VPA’s contribution, derived from its share of the Commonwealth Transportation Fund, is increasing to \$1 million beginning with FY 2009. In addition, VPA has \$37,331 in FY 2008 grant funds available as a carryover, for a total appropriation available of \$1,037,331 for FY 2009.

In February VPA staff met with Sen. Ralph Northam, Del. Harvey Morgan and Del. Linwood Lewis (whose districts encompass many of the localities that normally make ALP fund grant requests) and most of the potential grant applicants, during the general assembly’s 2008 session. These preliminary meetings are held to determine the amount and nature of the likely grant requests. If it appears, as is often the case, that requests will exceed available funds, the potential applicants try to sequence their requests over several fiscal years or simply forebear for a year or two in deference to others with more pressing needs. (Those needs are often driven by the necessity to provide local “match” funds to the Corps of Engineers simultaneously with the availability of the federal money.)

During the May meeting of the VPA Board of Commissioners, the following funds, totaling \$1,037,331, were allocated for FY 2009:

Accomack-Northampton Transportation District Commission, up to \$95,000, in order to partially fund major fender, float bridge and car float repairs for the tugboat operations that transport ANTDC float cars between Little Creek and Cape Charles.

Town of Cape Charles, up to \$100,000, to fund harbor redevelopment.

Town of Chincoteague, up to \$182,894, to partially fund the rehabilitation project of the Curtis Merritt Harbor of Refuge, located at the south end of Chincoteague Island.

Town of Tangier, up to \$110,830 for a commercial boat ramp.

Town of Wachapreague, up to \$26,250, to partially fund the dredging of the town marina berths to a depth of 9 feet.

County of Accomack, up to \$97,000, for refurbishing portions of Quinby Harbor, located on the seaside of the Eastern Shore.

Port of Richmond, up to \$250,357, to fund a portion of the cost for construction of the Richmond Deepwater Terminal Turning Basin Widening Project.

Town of Onancock, up to \$175,000, to aid in the funding of the deepening of certain areas in Currituck Creek.

TRADEWINDS

NEWS ON INDUSTRY FROM ACROSS VIRGINIA

ContainerPort Group has acquired a premier provider of warehouse and logistics services located in Norfolk, Virginia.

On December 1, 2007, ContainerPort Group officially acquired Norfolk Waerhouse Distribution Centers (NWDC) and Taylor Logistcs (TLI), both with primary operations in Norfolk, Virginia. Operations will continue under the NWDC and TLI names as new divisions of ContainerPort Group. Headquartered in Cleveland, Ohio, ContainerPort Group (CPG) is a leading provider of services to the container shipping industry and is in its 37th year of operation. CPG provides both motor carrier and terminal services (depot, CY, equipment maintenance, rail ramp operations, etc.) to shipping lines, railroads, shippers/receivers and freight intermediaries with concentration on international cargoes. CPG operates facilities and terminals in thirteen distinct geographic markets throughout the Midwest, Ohio Valley, and East Coast.

NWDC and TLI are leading providers of public warehousing, cargo distribution, specialized handling and customized logistics serving The Port of Virginia and the Mid-Atlantic region for more than 50 years. Operations are centered on a 16-acre distribution services campus with 167,000 square feet of warehousing and cargo handling facilities and over 5 acres of yard space for container, trailer and outside storage of products – this is an especially nice feature, as the facility is located less than 5 miles from NIT, making it the closest public warehouse to the port terminals. The warehouse campus is served by a Norfolk Southern rail spur that will be reactivated and ready to receive rail traffic (including box, hopper and gondola rail cars) by late summer 2008. The facility is equipped with a wide range of handling equipment, including a large forklift capable of lifting up to 52,000 lbs. This allows for the seamless handling of steel coils, piping and oversized/overweight products. NWDC also offers a wide range of customs bonded and container freight station (CFS) services, including deconsolidation, consolidation and sorting and segregation. NWDC also has a specialized facility exclusively for cross-docking/trans-loading with twenty-five dock doors capable of handling in excess of 100 loads per day.

CPG and NWDC/TLI are joining together to create a stronger and more market-capable company. One example of the combined strength is the synergies that will be realized upon the completion of the Heartland Corridor, the long-anticipated expedited rail service running direct between Norfolk and Columbus, Ohio. With NWDC facilities at the southern end and CPG truck and cross-dock facilities at the terminus in Columbus, CPG is well positioned to better serve



LEFT TO RIGHT: Students from Park Place School, a nonprofit organization that offers a free educational intervention program for academically at-risk elementary school students, toured a MARAD ship on National Maritime Day. The maiden voyage of the *Mukaddes Kalkavan* to Newport News Marine Terminal – this vessel is the first in a series of ships replacing smaller vessels in Turkon’s U.S. to Turkey service.

customers grappling with the growth that will certainly result.

Both NWDC/TLI and CPG have earned excellent reputations for service reliability, knowledgeable people and business integrity. By combining strengths, the companies plan to become more competitive and attractive to customers, ensuring greater capacity and a broader service menu to meet requirements for reliable motor carrier services, public warehousing, cargo distribution and customized supply chain solutions.

For more information on Norfolk Warehouse Distribution Centers, Taylor Logistics and ContainerPort Group, please visit the corporate website at www.containerport.com.

The HIPAGE Company Inc., a customs broker and international freight forwarder founded in Norfolk in 1927, has acquired W.M. Stone & Company Inc., a local competitor, for an undisclosed amount.

Both firms, privately held, are based in Norfolk and are part of the city’s maritime heritage.

All full-time W.M. Stone employees have been offered positions at HIPAGE, which employs 150 people in twelve offices in five states.

HIPAGE is one the largest privately owned customs brokerage and international freight forwarding firms in the United States, with gross revenues exceeding \$250 million a year.

Global Logistics & Supply Chain Strategies, a trade publication, named HIPAGE to its list of 100 great supply chain partners last year. Readers nominated the companies, not the publication.

William Meade Stone founded W.M. Stone Inc. in 1907. His grandsons, Meade G. Stone Jr. and Stuart C. Stone, currently lead the firm. “The acquisition of W.M. Stone fits our culture,” said Linwood D. Beckner, part owner and executive vice president of HIPAGE. “We have known and respected each other for many years, even though we have been competitors.”

CSX Corporation has launched the National Gateway, a \$700 million public-private infrastructure initiative to create a highly efficient freight transportation link between the Mid-Atlantic ports and the Midwest.

When completed, the National Gateway will provide greater capacity for product shipments in and out of the Midwest, reduce truck traffic on already crowded highways and create thousands of jobs that directly or indirectly support the National Gateway.

CSX has already committed \$300 million to the National Gateway, and will work with several states and the federal government to secure additional funding.

The National Gateway incorporates two primary parts. First, CSX would build or expand several high-capacity, job-producing intermodal terminals where product shipments are exchanged between trucks and trains. At the same time, CSX will work

together with state and federal government agencies to create double-stack clearances beneath public overpasses along the railroad. Double-stack clearances allow rail carriers to stack intermodal containers atop each other, enabling each train to carry about twice as many cargo boxes. Currently, many overpasses only accommodate single-stack trains.

“More and more, the nation is becoming aware of the tremendous safety, economic and environmental benefits that railroads create. Our trains can move a ton of freight 423 miles on a single gallon of fuel, and one train can carry the load of more than 280 trucks,” said Michael J. Ward, chairman, president and chief executive officer of CSX. “The National Gateway leverages those benefits to the fullest by combining the resources and expertise of the public and private sectors.”

The National Gateway was launched at the offices of Pacer International, a CSX customer, in Dublin, Ohio, with Gov. Ted Strickland. The governor has pledged to work with state and federal officials to support the initiative, which calls for two new intermodal terminals in Wood County and Columbus at a cost of \$130 million to CSX. The terminals will ultimately spur the development of related businesses and thousands of jobs to support them.

“In Ohio, this initiative helps solidify our state’s position as a transportation gateway for the country,” said the governor. “This is a major competitive advantage that can greatly benefit the citizens of Ohio, and the state of Ohio is committed to doing its part to help build this sort of needed infrastructure. In doing so,



A delegation from Shanghai Maritime University visited the Virginia Port Authority after signing a MoU with Old Dominion University to set up a student and faculty exchange. FROM LEFT TO RIGHT: VPA Security Director Ed Merkle; SMU Professor of the Logistics Institute Yang Bin; VPA Director of Business Analysis and Strategy Kevin Burwell, SMU Director of the Logistics Institute Lin Guolong; VPA Deputy Director Jeff Kever, SMU Associate Director of the Logistics Institute Dong Lihua; and Wayne Talley, Executive Director of the International Maritime Ports and Logistics Management Institute at Old Dominion University. At the 6th General Nissan Damage Prevention Meeting, CP&O was recognized for having the lowest damage frequency (0.019%) of the four U.S. ports (Newport News, Newark, Jacksonville and Los Angeles). The meeting was hosted by Mr. Masayoshi Endo, president & CEO of World Logistics Service (USA).



Members of the team responsible for moving Nissan vehicles off the ro-ro ships at Newport News, from left to right: Joel Rogerson, WWL Logistics; Mike Johnson, ILA Foreman; Bernie Hodges, ILA Foreman; Barney Fedele, CP&O; Tony Sherman, CP&O; and Ed Johnson, ILA Foreman. The Virginia Commerce Center, Building 100.

we'll also be setting an example for other states around the nation."

"We are delighted that CSX and Gov. Strickland are taking these important steps to ensure the future viability of our transportation system," said Michael E. Uremovich, chairman and CEO, Pacer International.

The National Gateway will enhance three existing rail corridors that run through Maryland, Virginia, North Carolina, Pennsylvania, Ohio and West Virginia. Those corridors include:

- The I-70/I-76 Corridor between Washington, D.C., and northwest Ohio via Pittsburgh;
- The I-95 Corridor between North Carolina, Virginia and Baltimore via Washington, D.C.; and
- The Carolina Corridor between Wilmington and Charlotte, North Carolina.

The U.S. Department of Transportation forecasts that by 2020, overall freight tonnage hauled in the United States will have grown by 70 percent from 1998 levels. The National Gateway infrastructure initiative is designed to address the ever-increasing demands placed on the nation's capacity-strained freight network.

A study of the National Gateway project by Cambridge Systematics, a nationally recognized transportation research firm based in Cambridge, Mass., found that every dollar of public money invested in rail infrastructure improvements will lead to \$8 in public benefits. The study noted that by improving the flow of freight and shifting freight transportation from the highway to

the railway, the initiative will improve safety, relieve congestion, benefit the environment and reduce highway maintenance costs. For more information, visit www.nationalgateway.org.

CSX Corporation, based in Jacksonville, Fla., is a leading transportation company providing rail, intermodal and rail-to-truck transload services. The company's transportation network spans approximately 21,000 miles with service to 23 eastern states and the District of Columbia, and connects to more than 70 ocean, river and lake ports. More information about CSX Corporation and its subsidiaries is available at the company's web site, www.csx.com.

The Ceres Terminals Incorporated

corporate safety department initiated a new Safety Incentive Bonus Program in May 2007. This program is designed to reward as many Ceres employees as possible, both management and union, for safe work practices. When a Ceres port location reaches certain safety criteria, the office is awarded a monetary sum that is based on performed man-hours. The Ceres' port manager designates the award money for a dinner, luncheon, article of clothing or any other manner that could reward the entire group of Ceres employees in that particular port location.

The Ceres Marine Terminals operation in the Port of Hampton Roads met the criteria set by its corporate office in the third and fourth quarters of 2007 and was awarded over \$12,500. While the award could have been used for more frivolous matters, the Ceres



Ceres Marine Terminals VP Bill Parker presents a check to Elizabeth River Project Executive Director Marjorie Mayfield Jackson.

Hampton Roads Safety Committee, composed of both staff and ILA (International Longshoreman Association) members, discussed ways to use the money for a good cause in their December and January meetings. By a majority rule, it was decided to give all of the funds to local charities as a small token of appreciation.

The Ceres Marine Terminals Inc. committee selected five of Hampton Roads' local charities to receive a donation of \$2,500 each. The charities were: Children's Hospital of the King's Daughters, Food Bank of Southeastern Virginia, Elizabeth River Project, Zion Baptist Church Rebuilding Fund, Chesapeake Fraternal Order of Police Account for Detective Jarrod Shivers

The donations were presented to the charities this past March.

Ceres Marine Terminals Inc. is a subsidiary of Ceres Terminals Incorporated stevedores and marine terminal operators with port locations throughout North America.

Scheduled to come online in June, the Virginia Commerce Center is a 101-acre master-planned park near The Port of Virginia. Building 100 is a 385,320 square foot cross-dock facility and the first of three buildings in the development with 32' clear, 52' x 50' column spacing (52' x 60' in staging bays), ESFR sprinkler, excess trailer storage, secured entrance, and rail access. The Virginia Commerce Center is located off of Route 58 in Suffolk near the Target Import Center and in close proximity to all Virginia ports.

Each year the Virginia Port Authority and its Board of Commissioners recognizes a VPA employee who has provided outstanding service to the agency and/or to customers of the agency. A non-monetary award is presented by the chairman of the VPA Board of Commissioners at the July 22 board meeting. A Service Award Committee for the VPA W. Wright Harrison Award has been appointed to publicize the award to our employees and customers, to assist in the selection process and to recommend an award recipient to the chairman of the board.

Nominees must be employees who have demonstrated consistent exceptional performance, have worked for the agency for a minimum of three consecutive years and have excelled in service delivery. Innovation, dedication, perseverance and creativity are among the qualities to be considered in the nomination.

Any VPA employee may submit a nomination using the attached form. Nominators must provide specific reasons the candidate deserves the award by including examples and furnishing support data.

One award will be given each year in July and recipients will be selected by the SAC. Nominations (marked CONFIDENTIAL) must be completed and submitted to Russell Held, SAC Chairperson, no later than July 2, 2008. Upon completion of the judging, the name of the winner will be submitted to the VPA Commissioners for endorsement. Presentation of the award will be made at the July 22, 2008, board meeting.

Nominations for the VPA W. Wright Harrison Award are now being accepted. Please take this opportunity to recognize a fellow employee who you feel deserves recognition of his/her accomplishments.

A LOOK BACK

By Petty Officer 2nd Class Christopher Evanson
Fifth District Public Affairs

Twenty-five years ago, a tragic event claimed the lives of 31 Merchant Marines, and the Coast Guard Helicopter Rescue Swimmer Program was conceived to prevent such disasters from ever happening again. The program has been a guardian angel to many fates nearly taken by the sea.

On the morning of Feb. 12, 1983, gale force winds and 40-foot waves wreaked havoc off the coast of the small Eastern Shore community of Chincoteague, Va. Conditions were a perfect recipe for disaster, a recipe that eventually claimed the lives of 31 mariners by day's end. This tragic event proved to be more catastrophic because the Coast Guard was not prepared to respond. The sad conclusion of the *S.S. Marine Electric* served as a humbling blow to Coast Guard readiness, and the motto of *Semper Paratus*. The sacrifice of these mariners, however, indirectly saved the lives of thousands of men and women who would confront the mercy of the sea in the years to follow. The doom of the *Marine Electric* spawned the Coast Guard Helicopter Rescue Swimmer Program, and a new generation of lifesavers at sea.

Tragedy at Sea

The *S.S. Marine Electric*, a 587-foot motor vessel transporting coal departed Norfolk, Va., for Brayton Point, Mass., on Feb. 10, 1983. Thirty-four merchant mariners were aboard as a winter storm pummeled the lower Chesapeake Bay. If 4-foot seas within the bay were harsh, the seas awaiting the *Marine Electric* in the open ocean were in excess of 40 feet.

On Feb. 12, 1983, at approximately 2:51 a.m., a Coast Guard watch stander in Ocean City, Md., was notified by the master of the *Marine Electric*, reporting his vessel was taking on water near the front end of the ship. By 3 a.m., the entire crew was mustered on deck near the starboard lifeboats preparing to abandon ship. At a quarter after 4 a.m., as the merchant mariners were preparing the lifeboats, the ship was struck by a powerful jolt, possibly a rogue wave, capsizing the vessel to the starboard side. The *Marine Electric* crew was thrown into the frigid Mid-Atlantic waters recorded at 37 degrees Fahrenheit approximately 30-miles off the coast of Chincoteague. What was an initial distress call now became a massive search-and-rescue case, but the following events proved far more difficult than ever imagined.

At the time, Coast Guard flight crews did not have the ability or power to deploy rescue swimmers in the sea to recover victims. As strange as it may seem, a crewmember simply lowered a rescue basket from the helicopter in the vicinity of a distressed person in the water. The rescue relied almost entirely on the victim mustering the strength to get in the basket on his or her own. In cold temperatures where shock and hypothermia were prevalent, this practice proved futile.

When a Coast Guard helicopter crew based at Air Station Elizabeth City, NC, arrived on-scene shortly after 5 a.m., the water was flush with strobe lights, yet little sign of life existed. Not until 6:05 a.m. was a Navy rescue swimmer able to assist with the recovery. The Navy dispatched a helicopter crew from Naval Air Station Oceana in Virginia Beach, Va., which had rescue swimmers trained for search and rescue. One by one, with the help of the crew of the 82-foot Coast Guard Cutter Point Highland, the Navy rescue swimmer recovered the bodies of the *Marine Electric* crew from the surface – nearly three hours after the vessel capsized.

Of the 34-crewmembers aboard the *Marine Electric*, 27 people were recovered; only three survived. Seven *Marine Electric* crewmembers were never found, possibly still aboard the ship. The deceased were later pronounced dead by medical examiners who indicated the cause of death to be hypothermia and or drowning. Meanwhile, as the sun rose, the *Marine Electric* had already begun a slow descent into oblivion, beneath the sea where it lay in perpetuity.

Aftermath

Following this tragedy, the Coast Guard launched one of the biggest Marine Board of Investigations in its history. Making the case more overwhelming were congressional representatives seeking to know how such a disaster could happen, and more importantly how can a similar scenario be averted. After several congressional hearings, the Coast Guard Authorization Act

of 1984 was passed to ensure the Coast Guard was properly equipped to respond to such cases. An excerpt of the act reads, “*The Commandant of the Coast Guard shall use such sums as are necessary, from amounts appropriated for the operational maintenance of the Coast Guard, to establish a helicopter rescue swimmer program for the purpose of training selected Coast Guard personnel in rescue swimming skills.*”

Introduction of the Guardian

The Coast Guard Helicopter Rescue Swimmer Program would become an extension of the Aviation Survival Technician mission objective, beginning very subtly in the fall of 1984, as a result of the *Marine Electric* tragedy. The Coast Guard joined forces with the Navy, which permitted prospective Coast Guard helicopter rescue swimmers to train with fellow Navy swimmers at the U. S. Navy Rescue Swimmer School at the Naval Air Station in Pensacola, Fla. The rating initially known as Aviation Survivalman, or ASM, graduated five members in this first class.

“When the program first became operational, there was considerable reluctance to deploy rescue swimmers except under generally favorable conditions, but it soon became apparent, however, that Coast Guard rescue swimmers would frequently be used in extreme weather conditions,” said retired Lt. Cmdr. Richard M. Wright, in a 1996 article he authored titled, “Coast Guard Rescue Swimmer Program.”

Rescue swimmers assigned to Air Station Elizabeth City officially became the first operational unit with helicopter rescue swimmers on March 5, 1985, with air stations throughout the country following suit throughout the following years. The rescue swimmer program became fully operational in October of 1991.

Since its inception, the Coast Guard Helicopter Rescue Swimmer Program has enhanced the Coast Guard search and rescue mission. “The addition of a rescue swimmer asset to helicopter search-and-rescue teams has had a significant impact on the mission. Hurricane Katrina is our most recent reminder of the value of this asset,” said Senior Chief Petty Officer Lewis Hart, who supervises the Aviation Survival Technician “A” school, now located at the Coast Guard base in Elizabeth City.

It has been 25 years since 31 souls from the *Marine Electric* perished. Since this tragedy, it can be said that many lives have been indirectly saved. It is sometimes through tragedy that good can be extracted, and the Coast Guard Rescue Swimmer Program has fostered this. Coast Guard helicopter rescue swimmers have saved or assisted countless lives in the most harrowing of circumstances. In Hurricane Katrina, more than 3,000 lives were saved as the search-and-rescue operation unfolded on live television. In addition to survival skills in extreme elements, rescue swimmers are trained emergency medical technicians, providing basic skills to assist victims while transporting them to medical facilities ashore.

Nevertheless, perhaps the most important thing to remember is that rescue swimmers do not operate alone. It takes an entire flight crew to make saving lives a reality. “Rescue swimmers are highly visible in search-and-rescue cases, and subsequently receive a lot of media attention,” said Hart. “It would be fair to say that the media reports deemphasize the team concept with regard to the rest of the crew in such cases,” he added. With lessons learned, the Coast Guard stands by for the next search-and-rescue case, always ready.



FREEPORT, Texas. Coast Guard Petty Officer 3rd Class Phil Wojtas, a rescue swimmer at Air Station Houston, is hoisted back into an HH-65C Dolphin helicopter after conducting freefall deployment training. When the *Marine Electric* tragedy happened, the Coast Guard did not have the ability to deploy swimmers into the water.

PHOTO: U.S. Coast Guard photo by Petty Officer 1st Class Adam Eggers



Evans Distribution Systems Continues Growth in Suffolk

Company pitches in with tornado relief effort

Evans Distribution Systems, a full-service third-party logistics provider of warehousing, transportation and value-added solutions, is continuing to expand clientele and grow its Suffolk location. At its 330 Moore Ave. facility for more than a year now, the company's business is expected to rise approximately 20 percent due to its newly awarded Foreign Trade Zone status.

Operating in a large, modern warehouse double the capacity of its previous Virginia location, Evans' space features rail capacity for 22 rail cars serviced by CSX and Norfolk Southern. The company moved to Moore Ave. last May when it acquired the third-party logistics portion of Commonwealth's business (which included Atlantic Packaging and Hampton Roads Logistics). The strategic move was made to boost its roster of international clients looking to move products more efficiently into and out of the United States.

With customers in the food, paper and consumer goods industries, the location provides East Cost advantages such as predictable deliveries, less congestion and closer proximity to growing markets. The FTZ status delivers even more benefits since imported goods are not taxed until they leave the zone, duty is never paid on re-exported goods and there's no time limit on how long items can be stored inside.

"Operating as a Foreign Trade Zone is a draw for our customers because it means a significant cost savings," said John A. Evans, president of Evans Distribution Systems. "Because we work in a global marketplace, companies are receiving components and packaging from outside the United States. Not having to wait for each item to go through customs and only taxing the finished, final product makes the supply chain more efficient."

The FTZ offers a variety of advantages to Evans' customers, including:

- Cash-flow savings by delaying payment of duties and excise taxes until goods leave the zone.

- Foreign and domestic goods can be intermingled.
- Goods can be released immediately, unlike bonded storage, which can require 48 hours.

Evans Distribution Systems also recently received its Alcoholic Beverage Control license from the Commonwealth of Virginia Alcoholic Beverage Control Board, allowing the company to store and export alcoholic beverages in and out of the Suffolk warehouse. Evans' customer roster includes many companies in the alcoholic beverage industry.

Evans' growth affords them the opportunity to step up when the community is in need, going above and beyond everyday business operations to help the community that's served them so well over the years. After the tornado struck in late April leaving a 25-mile path of destruction and damaging homes, stores and cars, power lines and trees, Evans' management donated labor to load and unload needed relief supplies at a building next door to their current warehouse. In conjunction with the United Way and the City of Suffolk, Evans' experienced team of logistics professionals is working to route bottled water, safety glasses, work shovels, hammers, etc. to be used by the victims of the Suffolk tornados and its clean-up volunteers.

"We are dedicated to the City of Suffolk," said Evans. "We've been growing here for more than four years, and the port authority and community have always been so helpful. We are more than happy to do what we can to give back."

Evans Distribution Systems is headquartered in Melvindale, Mich. The company was founded in 1929 as the Central Detroit Warehouse Company, and has evolved into a full-service warehousing, value-added packaging and transportation third-party logistics provider serving the automotive, manufacturing, food and beverage and chemical industries. Evans currently employs more than 310 associates and operates more than 1.8 million square feet of space in Michigan, Virginia and Massachusetts. www.evansdist.com.



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STEAMSHIP SERVICES INFORMATION

The following steamship line services, schedule and information is current as of press date and as information is made available to the editor. The Virginia Maritimer cannot be held responsible for inaccuracies, errors or omissions. Some services listed may be slot charter, space sharing agreements, transshipments and various other arrangements in addition to direct vessel calls. To report changes or include new information in the directory, contact the Virginia Maritimer editor at (800) 446-8098 or fax to (757) 683-2897.

Steamship Lines and Cargo Handled

	Frequency	Container	Reefer	Breakbulk	Ro-Ro	Heavy Lift
North Europe						
America President Lines	Weekly	●	●			
ANL Container Line	Weekly	●	●			
Atlantssskip	28 days	●	●			
Atlantic Container Line	Weekly	●	●	●	●	
Atlantic Ro-Ro Carriers	Monthly	●	●	●	●	●
Bertling Line	Inducement			●		
China Shipping Container Lines	Weekly	●	●			
CMA CGM	Weekly	●	●			
COSCO	Weekly	●	●		●	
CSAV Norasia	Every 7 days	●	●			
Evergreen Lines	Weekly	●	●			
Gold Star Line	Every 7 days	●	●			
Hanjin Shipping	Weekly	●	●			
Hapag-Lloyd	Weekly	●	●			
Hyundai Merchant Marine	Weekly	●	●			
“K” Line	Weekly	●	●			
Maersk Line	Weekly	●	●			
Marfret	Fortnight	●	●			
Mediterranean Shipping Co.	Weekly	●	●			
Mitsui OSK Lines	Weekly	●	●			
NYK Line	Weekly	●	●	●		
Orient Overseas Container Line	Weekly	●	●			
Rickmers Line	Inducement	●	●	●		●
Samskip	Every 28 days	●	●			
Wallenius Wilhelmsen	Every 10 days and weekly	●	●		●	
Yang Ming Line	Weekly	●	●			
Zim Integrated Shipping Services	Weekly	●	●			

Mediterranean

American President Lines	Every 7 days	●	●
ANL Container Line	Every 7 days	●	●
China Shipping Container Line	Every 8 days	●	●
CMA-CGM	Weekly	●	●
COSCO	Weekly	●	●
CSAV Norasia	Weekly	●	●
Emirates Shipping Line	Every 7 days	●	
Hanjin Shipping	Weekly	●	●
Hapag-Lloyd	Weekly	●	●

	Frequency	Container	Reefer	Breakbulk	Ro-Ro	Heavy Lift
Mediterranean <small>Cont'd</small>						
Italia Marittima SpA	Weekly	●	●			
“K” Line	Weekly	●	●			
MacAndrews	Every 7 days	●	●			
Maersk Line	Weekly	●	●			
Mediterranean Shipping Co.	Weekly	●	●			
National Shipping Co. of Saudi Arabia	Every 21 days	●	●	●	●	
NYK Line	Weekly	●	●			
Orient Overseas Container Line	Weekly	●	●			
Safmarine	Weekly	●	●			
Shipping Corp. of India	Every 7 days		●			
Turkon	Every 7 days	●	●			
United Arab Shipping Co.	Weekly	●	●			
Yang Ming	Weekly	●	●			
Zim Integrated Shipping Services	Weekly	●	●			

Africa

L&C Marine	Monthly			●		
Maersk Line	Weekly	●	●			
Mediterranean Shipping Co.	Weekly	●	●			
Safmarine	Weekly	●	●			

Indian Subcontinent

American President Lines	Every 7 days	●	●			
ANL Container Line	Every 7 days	●	●			
CMA-CGM	Every 7 days	●	●			
CSAV Norasia	Every 7 days	●	●			
Emirates Shipping Line	Every 7 days	●				
Gold Star Line	Every 7 days	●	●			
Hanjin Shipping	Weekly	●	●			
Hapag-Lloyd	Weekly	●	●			
Indotrans	Every 21 days	●	●		●	
“K” Line	Weekly	●	●			
MacAndrews	Every 7 days	●	●			
Maersk Line	Weekly	●	●			
Nat'l Shipping Co. of Saudi Arabia	Every 21 Days	●	●	●	●	
NYK Line	Weekly	●	●			
Orient Overseas Container Line	Weekly	●	●			
Safmarine	Weekly	●	●			
Shipping Corp. of India	Every 7 days	●	●			
United Arab Shipping	Weekly	●	●			
Yang Ming Line	Weekly	●	●			
Zim Integrated Shipping Services	Every 7 days	●	●			

	Frequency	Container	Reefer	Breakbulk	Ro-Ro	Heavy Lift
Asia						
American President Lines	Weekly	●	●			
ANL Container Line	Weekly					
China Shipping Container Line	Weekly and every 8 days	●	●			
CMA-CGM	Weekly	●	●			
COSCO	Weekly	●	●			
CSAV Norasia	Every 7 days	●	●			
Eastern Car Liner	Inducement			●	●	●
Evergreen	Weekly	●	●			
Gold Star Line	Every 7 days	●	●			
Hanjin Shipping	Weekly	●	●			
Hapag-Lloyd	Weekly	●	●			
Hyundai Merchant Marine	Weekly	●	●			
Hyundai Merchant Marine	Monthly			●		
Intermarine	Inducement			●		●
“K” Line	Weekly	●	●			
Maersk Line	Weekly	●	●		●	
Mitsui OSK Lines	Weekly	●				
NYK Line	Weekly	●	●			●
Orient Overseas Container Line	Weekly	●	●			
Pan Ocean Shipping	Monthly			●		
Rickmers Line (outbound only)	Inducement	●	●	●		●
Safmarine	Weekly	●	●			
SK Shipping Co.	Twice monthly					●
United Arab Shipping Co.	Weekly	●	●			
Wallenius Wilhelmsen Logistics	Every 10 Days	●	●	●	●	
Yang Ming Line	Weekly	●	●			
Zim Integrated Shipping Services	Every 7 days	●	●			

Australia / New Zealand

ANL Container Line	Fortnight	●	●			
CMA-CGM	Fortnight	●	●			
Hapag-Lloyd	Weekly	●	●			
Maersk	Weekly	●	●			
Marfret	Fortnight	●	●			
Wallenius Wilhelmsen	Every 10 days	●	●	●	●	

	Frequency	Container	Reefer	Breakbulk	Ro-Ro	Heavy Lift
South America						
Alianza	Every 7 & 8 days	●	●			
American President Lines	Every 7 days	●	●			
Clipper Line	Every 2 months	●		●		●
CSAV	Every 8 days	●	●			
Evergreen Lines	Weekly	●	●			
Hamburg Sud	Every 7 & 8 days	●	●			
Hanjin Shipping	Weekly	●	●			
Hapag-Lloyd	Every 7 & 8 days	●	●			
Intermarine	Inducement			●		●
“K” Line	Weekly	●	●			
Kent Line	Inducement			●		
Mediterranean Shipping Co.	Every 7 days	●	●			
NYK Line	Weekly	●	●			
Yang Ming	Weekly	●	●			

Caribbean/Central America

Alianza	Every 8 days	●	●			
American President Lines	Weekly	●	●			
ANL Container Line	Weekly	●	●			
China Shipping Container Line	Weekly	●	●			
CMA-CGM	Weekly	●	●			
CSAV	Every 8 days	●	●			
Evergreen	Weekly	●	●			
Hamburg Sud	Every 8 days	●	●			
Hapag-Lloyd	Weekly	●	●			
Hyundai Merchant Marine	Weekly		●			
Intermarine	Inducement			●		●
Maersk Line	Weekly	●	●			
Marfret	Fortnight	●	●			
Mediterranean Shipping Co.	Weekly	●	●			
Mitsui OSK Line	Weekly	●	●			
NYK Line	Weekly	●	●			
Orient Overseas Container Line	Weekly	●	●			
Safmarine	Weekly	●	●		●	
Wallenius Wilhelmsen	Every 10 days	●	●	●	●	

North America

AB Transatlantic	Monthly			●	●	
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Freight Forwarders & Customs Brokers					
	International Freight Forwarder	Custom House Broker	Foreign Trade Consultant	International Air Traffic Association	
AEI Radix Customs Brokerage Services • (757) 464-2047 5425 Robin Hood Road, Suite 220, Norfolk, 23513		●	●	●	
Anchor Customs Brokerage • (804) 557-3058 7449 Shoreline Drive, Quinton, 23141 • www.anchorcb.com	●	●			
Ambrosio Shipping Co. • (757) 485-0566 • 1 Columbus Center, #500, Virginia Beach, 23462 • www.ambrosioshipping.com	●	●	●	●	
Arya Express Shipping Co. • (703) 485-0800 P.O. Box 1929, Falls Church, 22041	●			●	
Barthco International Inc. • (757) 314-4300 223 E. City Hall Ave., Norfolk, 23510 • www.barthco.com	●	●	●	●	
BDP International • (757) 426-8194 1721 Everest Circle, Virginia Beach, 23454		●			
Blue Wing Express • (757) 413-9880 911 Live Oak Drive, Suite 106, Chesapeake, 23320	●	●		●	
Cargo Transport, Inc. • (703) 661-6223 • 44190 Mercure Circle No. 195, Dulles, 20166 • www.cargotransportinc.com	●	●	●	●	
CV International Inc. • (757) 466-1170 • 1128 West Olney Road, Norfolk, 23507 • www.cvinternational.com	●	●	●	●	
C.H. Powell Co. • (757) 626-1346 • 208 E. Plume St., Monticello Arcade, #310, Norfolk, 23510 • www.chpowell.com	●	●			
C.H. Robinson Worldwide, Inc. • (804) 340-4500 2235 Staples Mill Road, Richmond, 23230	●	●	●	●	
DHL Danzas Air & Ocean • (757) 464-2047 • 5425 Robin Hood Road, Norfolk, 23513 • www.us.danzas.com	●	●		●	
E&B International, Inc. • (757) 853-5101 5353 E. Princess Anne Road, Norfolk, 23502	●	●			
Eagle Inc. • (757) 558-2039 713 Fenway Ave., Chesapeake, 23323	●	●		●	
Eastern Export Co. • (757) 455-8311 966 Norfolk Square, Norfolk, 23502	●				
Eastport Customs Brokers Inc. • (757) 873-2215 732 Thimble Shoals Blvd., #302A, Newport News, 23606	●	●			
Excel Global Logistics • (757) 446-0136 • Interstate Corp. Center, Bldg. 11, 420 N. Center Dr., #142, Norfolk, 23502	●	●		●	
Expeditors International • (757) 853-7776 2550 Ellsmere Ave., Norfolk, 23513 • www.expd.com	●	●		●	
FedEx Trade Networks • (757) 857-8000 5445 Henneman Drive, Norfolk, 23513 • www.fedex.com	●	●			
Fracht USA • (757) 457-8388 • 201 E. City Hall Ave., #500, Norfolk, 23510 • www.frachtusa.com	●	●	●	●	
Fred P. Gaskell Co. Inc. • (757) 622-4371 821 W. 21st Street, Norfolk, 23517	●	●	●		
Global Passages, Inc. • (757) 450-7128 2425-201 Ocean Shore Cres., Virginia Beach, 23451			●		
HCI Corp. • (703) 463-1095 P.O. Box 936, Lexington, 24450 • www.hciexport.com			●		
The Hipage Co. Inc., • (757) 446-1500 227 East Plume Street, Norfolk, 23510 • www.hipageco.com	●	●	●	●	
John A. Steer Company • (757) 455-5884 400 N. Center Drive, Suite 111, Bldg. 3, Norfolk, 23502	●	●	●		
John S. Connor, Inc. • (757) 627-3910 • 208 E. Plume St., Monticello Arcade, Norfolk, 23507 • www.jsconnor.com	●	●	●	●	
Kamino International Transport Inc. • (703) 435-9793 23651 Overland Drive, Sterling, 20166 • www.kamino.com	●	●	●	●	
Kuehne & Nagel, Inc. • (757) 533-9668 819 W. 21st St., Norfolk, 23517 • www.kuehne-nagel.com	●	●	●	●	
Leschaco, Inc. • (804) 222-1406 (U.S. Customs and Border Protection) 5711 S. Laburnum Ave., Richmond, 23231	●	●	●		
Marine Forwarding Co. Inc. • (757) 857-4141 205 34th St., Suite 1603, Virginia Beach, 23451	●				
Maritime Cargo Service (757) 382-0124 332 Clearfield Ave., Chesapeake, 23320		●			
Meridian IQ • (703) 450-6800 22 Export Drive, Sterling, 20164	●	●		●	

Freight Forwarders & Customs Brokers
Continued

International Freight Forwarder	Custom House Broker	Foreign Trade Consultant	International Air Traffic Association
Nelson International Inc. • (757) 461-8111 6310 E. Virginia Beach Blvd., Norfolk, 23502	●	●	
Nippon Express U.S.A. Inc. • (757) 887-0400 • 275 Picketts Lane, Newport News, 23603 • www.nipponexpressusa.com	●	●	
Panalpina Inc. • (757) 461-8025 • 6325 North Center Drive, #105, Norfolk, 23502 • www.panalpina.com	●	●	●
Pinnacle International Freight Inc. • (757) 306-1211 2700 Avenger Drive, Virginia Beach, 23452	●	●	●
Pinnacle International Freight Inc. • (757) 306-1211 2700 Avenger Drive, Virginia Beach, 23452	●	●	●
Progresso Consulting • (757) 575-3217 1502 Antler Circle, Virginia Beach, 23464		●	
Samuel Shapiro & Co. Inc. • (757) 626-0512 500 E. Main St., #1230, Norfolk, 23510 • www.shapiro.com	●	●	●
Schenker International Inc. • (757) 456-2390 192 Ballard Court, Suite 200, Virginia Beach, 23462	●	●	●
Schneider Logistics International • (305) 592-1475 7500 N.W. 25 St., Unit #258, Miami, Fla. 33122	●	●	●
Seamodal Transport Corp. • (757) 461-6288 870 N. Military Hwy., #322, Centura Bldg., Norfolk, 23502	●	●	●
Stellar Trade Support, Inc. • (757) 489-0475 4807 Colley Avenue, Suite 8, Norfolk, 23508		●	
TMX Shipping, Inc. • (757) 563-6200 2020 General Booth Blvd., #220, Virginia Beach, 23454	●	●	●
TNT Freight Management (USA), Inc. • (757) 420-5855 630-D Woodlake Drive, Chesapeake, 23320 • www.tntfreight.com	●	●	●
UPS Supply Chain • (757) 363-6030 1457 Miller Store Road, Suite 101, Virginia Beach, 23455	●	●	●
UTI, United States, Inc. • (757) 424-6560 2001 Old Greenbrier Rd., Chesapeake, 23320	●	●	●
Vandergrift Forwarding Co., Inc. • (757) 457-5500 201 E. City Hall Ave., Suite 600, Norfolk, 23510	●	●	●
Victory Van Corporation • (703) 751-5200 950 South Pickett Street, Alexandria, 22304 • www.victoryvan.com	●	●	●
W.M. Stone & Co. • (757) 622-3293 P.O. Box 3160, Norfolk, 23514 • www.wmstone.com	●	●	
Western Overseas • (757) 340-2288 • 4456 Corporation Ln., Suite 200, Virginia Beach, 23462 • norfolk@westernoverseas.com	●	●	
Yusen Air & Sea Service (USA) Inc. • (757) 424-0790 550-C Woodlake Circle, Chesapeake, 23320	●	●	●

Warehousing	Dry Storage	Bonded Storage	Distribution Services	Export Packing	Cold Storage	Segregation Services	Rail Service	Square Feet
A&E Moving & Storage (757) 625-7631, Norfolk • www.nasbell.com	●		●	●		●		50,000
A&M Warehouse Services (757) 393-7467, Portsmouth	●		●	●		●		45,000
A&S Warehouse Co. • (304) 263-3871 Martinsburg • www.aswarehouse.com	●		●	●		●	●	100,000
Ambrosio Shipping Co. Inc. • (757) 485-0566, Chesapeake • www.ambrosioshipping.com	●	●	●	●		●	●	14,000
Americold Logistics Inc. • (757) 857-1268, Norfolk • www.americold.com		●	●		●	●	●	1,918,106
Arreff Terminals • (757) 393-6534, Portsmouth www.fornazor.com/ARREFF_TERM.shtml@aol.com	●		●	●		●	●	6,000
Beamon & Lassiter • (757) 363-7675, Virginia Beach • www.beamonandlassiter.com	●	●	●	●	●	●	●	25,000
Brooks Transfer & Storage Co. • (757) 427-9500, Virginia Beach • www.brookstransfer.com	●		●	●		●		57,000
Burris Company of Charleston (757) 487-7977, Chesapeake	●	●	●	●		●	●	44,000
Burris Refrigerated Services (757) 487-7847, Chesapeake • www.burrislogistics.com			●	●	●	●	●	115,000
Cargo Transport, Inc. • (703) 661-6223, Dulles • www.cargotransportinc.com	●	●	●	●		●		43,000

Warehousing

Dry Storage	Bonded Storage	Distribution Services	Export Packing	Cold Storage	Segregation Services	Rail Service	Square Feet
Carroll Trucking Inc. • (757) 853-1170, Norfolk • www.carroll-trucking.com	●	●	●		●	●	6,500
Cavalier Moving & Storage Corp. • (757) 625-6721, Norfolk • www.cavalierlogistics.com	●		●				55,000
Chick Packaging of Virginia Inc. • (757) 595-0541, Newport News • www.chickpackaging.com	●		●			●	500,000
Coleman American Moving Services • (757) 857-0101, Norfolk • www.cams@colemanamerican.com	●		●				35,000
Commonweathl Storage Co. (757) 539-2301, Suffolk • www.com_stg.com	●	●			●	●	700,000
Continental Terminals Inc. (757) 487-5354, Chesapeake	●	● (cocoa only)	●	●	●	●	222,000
Cornerstone Systems (757) 397-2005, Chesapeake • www.cornerstone-systems.com	●	●					100,000
Crossways Commerce Center (757) 627-0660 ext. 235, Chesapeake	●						330,000
Crossways Commerce Center II (757) 627-0661, Chesapeake	●		●				145,300
CV International Inc. • (757) 466-1170 Norfolk, 23507 • www.cvinternational.com			●				
Dixie Box and Crating Corp. • (757) 625-7520, Norfolk • www.dixiecrating.com	●	●	●		●		30,000
Drucker & Falk Commercial Sales & Leasing (757) 873-1401, Newport News • www.druckerandfalk.com	●		●			●	900,000
Eagle Circle International Inc. • (757) 363-1122, Virginia Beach • www.eaglegl.com	●	●	●		●		11,800
Eimskip Logistics • (757-217-4512, Virginia Beach • www.eimskiplogistics.com	●	●	●		●		40,000
Elizabeth River Terminals Inc. • (757) 543-0335, Chesapeake • www.kindermorgan.com	●	●	●		●	●	532,000
Empire Storage & Van Corp. • (757) 461-8888, Norfolk • www.danmar.com	●	●	●		●		40,000
Fritz Cos. Inc. (757) 494-3650, Chesapeake	●	● (CFS only)	●		●		10,000
Givens Inc. • (757) 233-4300, Chesapeake • www.givens.com	●	●	●		●		1,930,000
E.T. Gresham Co. Inc. • (757) 627-4583, Norfolk • www.etgresham.com	●						48,000
Guardian Storage & Van Co. (757) 826-5348, Hampton	●		●				12,000
Hampton Roads Crane & Rigging Co. (757) 595-5842, Newport News	●	●	●			●	20,000
Hampton Roads Logistics • (757) 923-4315, Suffolk • www.hamptonroadslogistics.com	●	●	●		●		103,000
Harrison's Moving & Storage Co., Inc. • (757) 397-1248, Portsmouth • www.harrisonsmoving.com	●		●	●	●		136,500
IMTT • (757) 485-3000, Chesapeake • www.imtt.com	●					●	1,000,000
InterChange Port Services • (540) 433-1900 Front Royal • www.interchangeco.com	●		●	●	●		48,000
International Refrigerated Port Services (IRPS) (757) 451-3211, Norfolk • www.richmondcold.com		●	●	●	●	●	100,000
Interstate Warehousing • (757) 887-8100, Newport News • www.tippmanngroup.com		●	●	●	●		135,000
Jones, D.D. Transfer & Warehouse Co. Inc. (757) 494-0200/0257, Chesapeake • www.ddjones.com	●	●	●	●		●	1,150,000
JPS Express VA, Inc. (757) 405-0460, Portsmouth	●	●	●	●		●	40,000
Lambert's Point Docks • (757) 446-4999, Norfolk • www.lambertspointdocks.com	●		●	●		●	1,250,000
Liberty Warehousing Inc. • (757) 220-4999, Williamsburg • www.libertywarehousing.com	●		●		●	●	312,000
Logistics Insight Corporation • 1-800-334-4883, ext. 2382, Norfolk • www.4linc.com	●		●	●		●	200,000
Lucia Warehouse • (757) 558-8700, Chesapeake • www.luciatrucking@yahoo.	●		●		●		144,000
Lydall Distribution Services Inc. • (757) 244-8169, Newport News • www.lydall.com	●		●		●	●	100,000

Warehousing
Continued

	Dry Storage	Bonded Storage	Distribution Services	Export Packing	Cold Storage	Segregation Services	Rail Service	Square Feet
Lynne North American • (757) 460-2226, Virginia Beach • www.lynnenorthamerican.com	●		●	●		●	●	33,000
Lynne North American & Moore Moving & Storage (757) 873-2540/873-2552, Newport News • www.lynnenorthamerican.com	●	●	●	●		●		30,000
Mar-Ja Inc. • (757) 539-8738, Suffolk • www.mar-ja.com	●	●	●	●	●	●	●	79,300
Master Movers, Inc. • (757) 393-2200, Portsmouth • www.mastermovers@mastermoversinc.hrcoxmail.com	●	●	●	●		●		50,000
NYK Norfolk Logistics Center • (757) 215-7454, Chesapeake • www.na.nyklogistics.com	●	●	●	●		●		120,000
Nansemond Cold Storage Co., Inc. • (757) 539-0273, Suffolk • www.nansemondcoldstg.com	●	●			●		●	535,000
Nippon Express Inc. • (757) 887-0400, Newport News • www.nipponexpressusa.com	●		●	●		●		170,000
Norchem Co. (A Taylor Co.) • (757) 855-6564, Norfolk • www.taylorcompanies.com	●		●	●		●		50,000
Norfolk Warehouse Distribution Centers (A Taylor Co.) (757) 857-6081, Norfolk • www.norfolkwarehouse.com	●	●	●	●		●	●	360,000
On Time Express Delivery Inc. • (757) 857-7752, Norfolk • www.ontimexdelivery.com	●	●	●	●		●		15,000
Pak-al USA Incorporated • (757) 923-1547 Suffolk • www.packalusa.com	●	●	●	●		●		102,000
Pinnacle International Freight Inc. • (757) 306-1211, Virginia Beach • www.pif.co.uk	●		●	●		●		8,000
Port Norfolk Commodity Warehouse Inc. (757) 460-7749, Virginia Beach • www.pncw.com	●	●	●	●		●	●	650,000
The Runnymede Corp. • (757) 422-1568, Virginia Beach • www.runnymedecorp.com	●	●						24,000
Rail Direct Transportation & Distribution Services (757) 485-3780, Chesapeake • RDTLogistics@Raildirect.net	●		●			●		40,000
S & V Warehousing Services, LLC • (757) 244-1492, Hampton • bhoffinan@svwarehouse.com or jwhoffinan@svwarehouse.com	●		●	●				69,000
Samskip Inc./Warehouse • (757) 461-0038, Norfolk • www.samskip.com	●		●	●		●	●	75,000
Schneider Logistics Transloading & Distribution (American Port Services) (757) 855-1934, Norfolk • www.schneider.com	●	●	●	●		●	●	676,000
Security Storage & Van Co/Allied Van Lines (757) 466-9000, Norfolk • www.alliedagent.com	●		●	●		●		110,000
Sewells Point Warehouse (757) 583-4577, Norfolk	●	●	●	●		●	●	22,000
Southampton Terminal LLC (910) 343-8900, Coutland • www.southamptonterminal.com	●		●	●		●		46,000
Southern Express (757) 369-5280, Norfolk	●	●	●	●		●	●	30,000
Southgate Terminal Warehouse Co. • (757) 855-1934, Norfolk • www.ampportserv.com	●	●	●	●		●	●	160,000
Suffolk Cold Storage • (757) 673-4526 Suffolk • www.suffolkcoldstorage.com		●	●	●	●			80,000
Tidewater Warehouse Services (757) 485-5550, Chesapeake	●		●	●	●	●	●	150,000
Tomahawk Warehousing Services, LLC • (434) 237-5947 Lynchburg • www.tomahawkllc.com	●		●	●		●	●	400,000
Virginia Cold Storage • (757) 539-0505, Suffolk • www.vacoldstorage.com		●	●		●	●	●	150,000
Virginia International Terminals Inc. (757) 440-7000, Norfolk • www.vit.org	●		●		●	●	●	1,650,400
Virginia Storage Services • (757) 422-1568, Winchester • www.vastorage.com	●		●	●	●	●		480,000
Virginia Transfer & Storage Co. (757) 244-4975, Newport News	●	●	●	●		●		100,000
Vision Logistics Group • (757) 858-5500 Virginia Beach • www.visionlogistics.biz	●	●	●	●		●		10,000
Vision Logistics Group • (804) 915-7468 Petersburg • www.visionlogistics.biz	●	●	●	●		●		40,000
Wilson Logistics Inc. • (757) 420-5855, Chesapeake • www.wilsonlog.com	●	●	●	●		●		105,000

PORT SERVICES INFORMATION

Ship lines providing regular service
from Hampton Roads

(Owners / Operators – Agents)

AB Transatlantic
American President Line
Alianca Line (Hamburg Sud)–T. Parker Host, Inc.
ANL Container Line (CMA–CGM)
Norton Lilly International
Atlantic Container Line
Atlantsskip
China Shipping Container Line
CMA–CGM
China Ocean Shipping Co.
Clipper Line
CSAV
Emirates Shipping Line–Norton Lilly International
Evergreen–Marine Corp.
Gold Star Line (Zim Israel Navigation Co.)
Gorton Line
Hanjin Shipping
Hapag Lloyd
Hyundai Merchant Marine
Hatsu Marine Limited (Evergreen Group)
Indotrans
Italia Marittima SpA (Evergreen Group)
“K” Line
L&C Marine
MacAndrews & Co. (CMA CGM)
Maersk Line
Marfret
Mediterranean Shipping Co.
Mitsui O.S.K. Lines
National Shipping Co. of Saudi Arabia
Nippon Yusen Kaishi
Norasia (CSAV)
Orient Overseas Container Line
Pan Ocean
Safmarine (A.P. Moller Group)
Samskip
Shipping Corp of India–Strachan Shipping Agency
SK Shipping Company
Turkon
United Arab Shipping Co.
Wallenius Wilhelmsen
Yang Ming
Zim Intergrated Shipping Services

Inducement

Bertling Line–T. Parker Host, Inc.
Eastern Car Liner–T. Parker Host, Inc.
Intermarine
Kent Line
Rickmers Line–T. Parker Host, Inc.

Ship Offices & Agents

Anders Williams Ship Agency (757) 457-8353
201 E. City Hall Ave., Norfolk, 23510
APL Limited (757) 424-5019
2010 Old Greenbrier Road
Chesapeake, 23320 • www.apl.com
Alianca Lines Inc. (973) 775-5300
465 South St., Morristown, NJ 07960
www.alianca.com.br

ANL Container Line c/o Norton Lilly International
(757) 484-4979, 201 East City Hall Avenue
Norfolk, 23510 • www.anl.com.au
Atlantic Container Line (757) 518-8561
4525 S. Boulevard, Ste. 200, Virginia Beach, 23452
www.aclcargo.com
Capes Shipping Agencies, Inc. (757) 625-3658
1128 West Olney Road, Norfolk, 23507
www.capesshipping.net
Carolina Shipping Company (757) 440-2400
208 E. Plume St., Suite 250, Norfolk, 23510
Norfolk, 23505 • www.carolinashipping.com
China Shipping North America (888) 712-7811
11 Phillips Parkway, Montvale, NJ 07645
www.chinashippingna.com
CMA/CGM (America), Inc. (757) 961-2100
5701 Lake Wright Drive, Norfolk, 23502
www.cma-cgm.com
COSCO Container Lines Americas, Inc.
(757) 393-2611, 355 Crawford St., Ste.708
Porthmouth, 23704 • www.cosco.com
CSAV Agency (732) 635-2600
99 Wood Ave. South, Ste. 900
Iselin, NJ 08830 • www.csav.com
Eastern Car Liner c/o T. Parker Host (757) 627-6286
500 East Plume St., Ste. 600, Norfolk, 23510
www.ecl.co.jp
Emirates Shipping Line c/o Norton Lilly International
(757) 484-4979, 201 East City Hall Avenue
Norfolk, 23510 • www.emiratesline.com
Evergreen Marine Corp. (757) 448-6900
621 Lynnhaven Pkwy., Suite 300
Virginia Beach, 23452 • www.evergreen-marine.com
Gold Star Line c/o Zim Integrated Shipping Services
(757) 228-1300, 5801 Lake Wright Drive
Norfolk, 23502 • www.gslltd.com.hk
Hamburg Sud North America, Inc. (973) 775-5300
465 South Street, Morristown, NJ 07960
www.hamburgsud.com
Hamburg Sud North America, Inc. (757) 393-2968
149 Chautauqua Ave., Portsmouth, 23707
www.hamburgsud.com
Hanjin Shipping (757) 233-2202
860 Greenbrier Circle, Suite 200, Chesapeake,
23320 • www.hanjin.com
Hapag Lloyd (America) Inc. (877) 605-6533
5712 Cleveland Street, Suite 200, Virginia Beach,
23462 • www.hapag-lloyd.com
Hasler & Co. (757) 625-3641
121 W. Tazewell St., Norfolk, 23510
Hyundai American Shipping Agency (972) 501-1100
222 West Las Colinas Blvd., Suite 700, Irving, TX
75039 • www.hmm21.com
Hatsu Marine Limited (757) 448-6900
621 Lynnhaven Pkwy., Suite 300, Virginia Beach,
23452 • www.hatsu-marine.com
Inchape Shipping Services (757) 625-6145
201 East City Hall Ave., Norfolk, 23510
Indotrans (201) 560-1066
392 Main St., Wyckoff, NJ 07481 • www.indotrans.com
Italia Marittima SpA (757) 448-6900
621 Lynnhaven Pkwy., Suite 300
Virginia Beach, 23452 • www.italiamarittima.it
“K” Line America Inc. (757) 747-2100
4560 South Boulevard, Suite 301,
Virginia Beach, 23452 • www.kline.com
MacAndrews & Co. c/o Norton Lilly International
(757) 484-4979, 201 East City Hall Avenue
Norfolk, 23510 • www.macandrews.com

Maersk Inc. (757) 857-4800
1 Commercial Place, 20th Floor, Norfolk, 23321
www.maerskline.com
Marfret (888) 627-3738
500 E. Plume Street, Suite 220, Norfolk, 23510
www.marfret.com
Mediterranean Shipping Co. (USA) Inc. (757) 625-0132
300 E. Main St., Suite 180, Norfolk, 23510
www.msccva.ch
MOL (America) Inc. (757) 627-1130
208 E. Plume St., Suite 250, Norfolk, 23510
www.molpower.com
National Shipping Co. of Saudi Arabia c/o Carolina
Shipping Company (757) 440-2400
7737 Hampton Blvd., Building 4D, Room 204
Norfolk, 23505 • www.nscsa.com
NYK Line (North America) Inc. (201) 330-3000
300 Lighting Way, 4th & 5th Floors, Secaucus, NJ 07094
www.nykline.com
Norasia, Inc. (732) 635-2600
99 Wood Ave. South, Iselin, NJ 08830
www.csavnorasia.com
Norton Lilly International (757) 484-4979
201 East City Hall Avenue
Norfolk, 23510 • www.nortonlilly.com
OOCL (USA) Inc. (888) 888-6625
88 Pine St., 8th Floor, New York, NY 10005
www.oocl.com
OOCL (USA) Inc. (757) 440-4132
7737 Hampton Blvd., Warehouse 4D, Suite 216,
Norfolk, 23505 • www.oocl.com
Ramsey, Scarlett Agencies Inc. (757) 625-8394
201 E. City Hall Ave., Norfolk, 23510
Rickmers Linie (281) 453-7500
350 Glenborough Drive, Ste. 180, Houston, TX
77067 • www.rickmers-linie.de
Safmarine Inc. (973) 656-2600
465 South Street, 2nd Floor, Morristown, NJ
07962-1961 • www.safmarine.com
Samskip Inc. (757) 855-8817
5365 Robin Hood Road, Suite A-2, Norfolk,
23513 • www.samskip.com
Shipping Corp of India c/o Kerr Norton Strachan Agency
(757) 484-4979, 3800 Poplar Hill Road,
Suite AA, Chesapeake, 23321 • www.nortonlilly.com
T. Parker Host, Inc. (757) 627-6286
500 East Plume St., Suite 600, Norfolk, 23510
www.tparkerhost.com
Turkon America Inc. (757) 455-8200
870 N. Military Hwy., Suite 319
Norfolk, 23502 • www.turkonamerica.com
United Arab Shipping Co. (757) 420-7340
1403 Greenbrier Pkwy., Suite 550
Chesapeake, 23320 • www.uasc.com.kw
Wallenius Wilhelmsen (757) 440-7660
7737 Hampton Blvd., Bldg. 4D, Room 110
Norfolk, 23505 • www.2wglobal.com
Yang Ming c/o T. Parker Host, Inc. (757) 627-6286
500 Plume Street East, Suite 600, Norfolk,
23510 • www.yml.com.tw
Zim American Integrated Shipping Services
(757) 228-1300, 5801 Lake Wright Drive,
Norfolk, 23502 • www.zim.com

NVOS
ABF Freight Systems, Inc. (757) 485-3284
Barthco International, Inc (757) 314-4300
CargoTrans Int'l (757) 455-6608
Cargomar USA (757) 625-3641
Carr-Go Express (757) 853-7141
CV Ocean Transport (757) 466-1170
DAMCO Maritime (757) 626-0206
Expeditors International (757) 853-7776
Fracht USA (757) 457-8388
Haslar (757) 625-3641
Hipage Co., Inc. (757) 446-1500
J.S. Connor Container Line (757) 627-3910
M&S Shipping (757) 466-8899
Nippon Express U.S.A., Inc. (757) 887-0400
Ocean World Lines (757) 422-9740
Roadway Express (757) 543-4200
Samuel Shapiro & Company, Inc. (757) 626-0512
Seamodal Transport Corporation (757) 461-6288
Shipco Transport (757) 626-3804
Votainer Consolidation Services (757) 455-6342

Feeder Services
Columbia Coastal Transport (757) 397-9203
Container Consolidation Services (757) 455-6342
Southern Overseas ExpressLine (757) 424-6560
Tri-Star Shipping (757) 858-5453

Bagging and Transfer
ARREFF Terminals, Inc. (757) 393-2730
TRANSFLO (800) 525-5743

Stevedores
Ceres Marine Terminals Inc. (757) 397-7091
CP&O, LLC (757) 640-2580
Federal Marine Terminals (Richmond) Inc. (804) 275-9248
Universal Maritime Service Corp. (757) 396-6113

Ship Chandlers
Cavalier Marine Supply Co. (757) 855-6091

Shipbuilding, Ship Repair, and Drydocks
Northrup Grumman Newport News (757) 380-2000
4101 Washington Ave.
Newport News 23607
Virginia Ship Repair Association, Inc. (757) 857-6543
150 Boush St.
Norfolk 23510

Ship and Cargo Brokers
Canamer Ocean Transport Inc. (804) 435-3323

Trucking Companies / SmartWay Port Partners
C & K Trucking, LLC (757) 382-0001, Chesapeake
Andy's Trucking (434) 736-2429, Keysville

Export Management and Packing
Adkins Export Packing and Machinery Movers (888) 484-0020
ARREFF Terminals Inc. (757) 393-2730, Portsmouth
AWD International Inc. (757) 554-0607 Norfolk
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BB&T Toll Free (888) 810-8510 (Richmond) (804) 756-0259
First Virginia Bank of Tidewater (757) 628-6853
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FortisTCS, LP (919) 554-2353

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Brazil	— Thomas P. Host, III (757) 627-6286	(N)
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(757) 393-4071
1000 APM Terminals Boulevard
Portsmouth, 23703
Griff Lynch, Port Mgr.

ERT–Elizabeth River Terminals
(757) 543-0335
4100 Buell St.
Chesapeake, 23324
Bulk commodities
Owned by Kinder Morgan U.S.A. Inc.

LPD–Lambert’s Point Docks
(757) 446-1219
P.O. Box 89
Norfolk, 23501
Operated by Lambert’s Point Docks Inc.
Corine Barbour, Gen. Mgr.

*NIT–Norfolk International Terminals
(757) 440-7000
P.O. Box 1387
Norfolk, 23501
Operated by Virginia International Terminals Inc.
Gene Ferguson, Terminal Mgr.

*NNMT–Newport News Marine Terminal
(757) 440-7000
P.O. Box 1387
Norfolk, 23501
Operated by Virginia International Terminals Inc.
Jim Wade, Terminal Mgr.

NOT–Norfolk Oil Transit
(757) 622-2687
Bulk liquid tank terminal at Lambert’s Point Docks
R. Grant Narelle, President

*PMT–Portsmouth Marine Terminal
(757) 440-7000
P.O. Box 1387
Norfolk, 23501
Operated by Virginia International Terminals Inc.
Mark Wilder, Terminal Mgr.

*VIP–Virginia Inland Port
(540) 636-4200 or (800) 883-7678
P.O. Box 345, Rt. 522 & 340 N.
Front Royal, 22630-0345
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