



AAPA Conference January 23-24, 2014

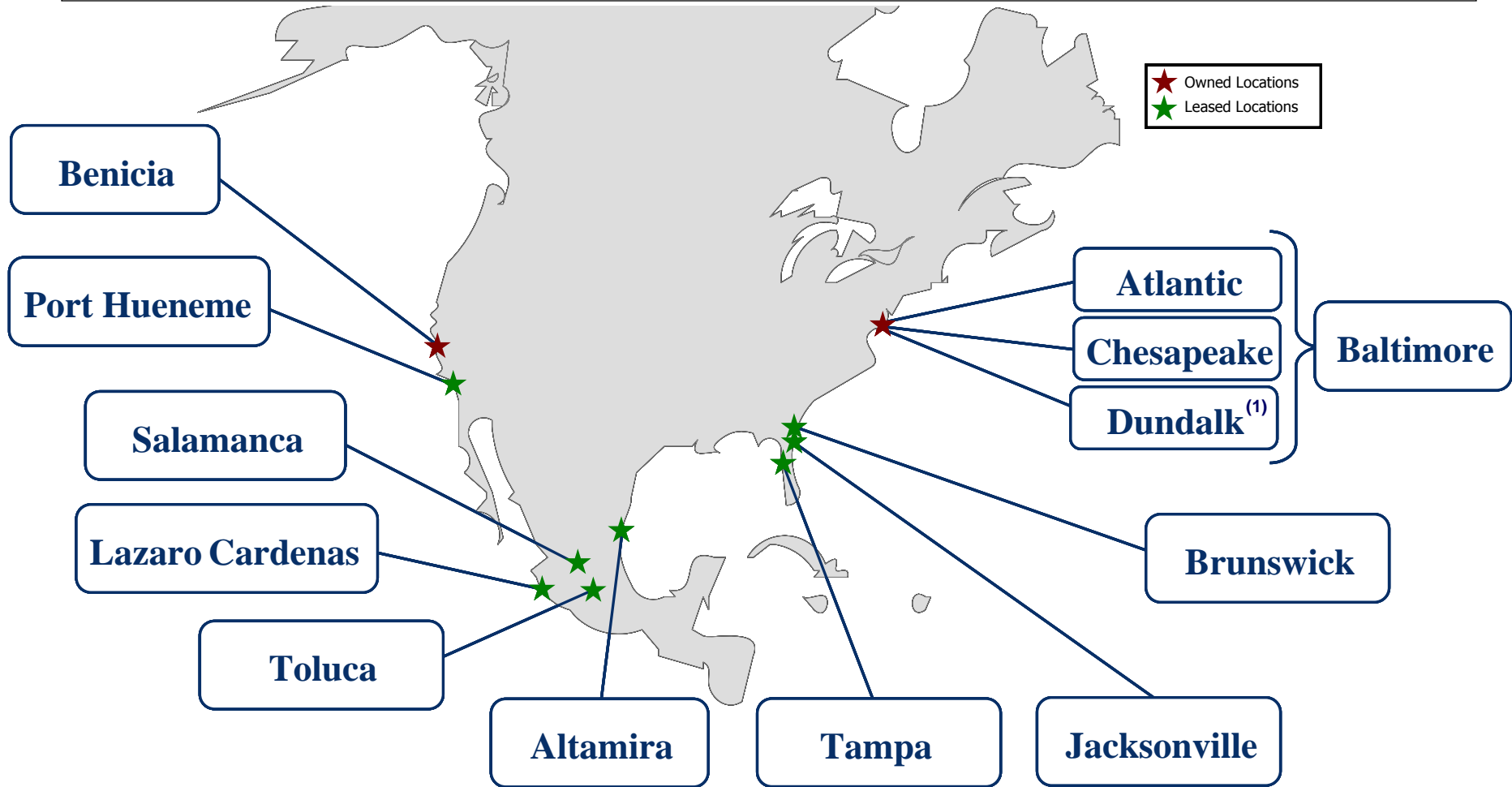
AMPORTS Company Overview

AMPORTS is the largest port processor for imported and exported vehicles in North America and leverages its superior value proposition to increase market share and drive steady top-line growth.

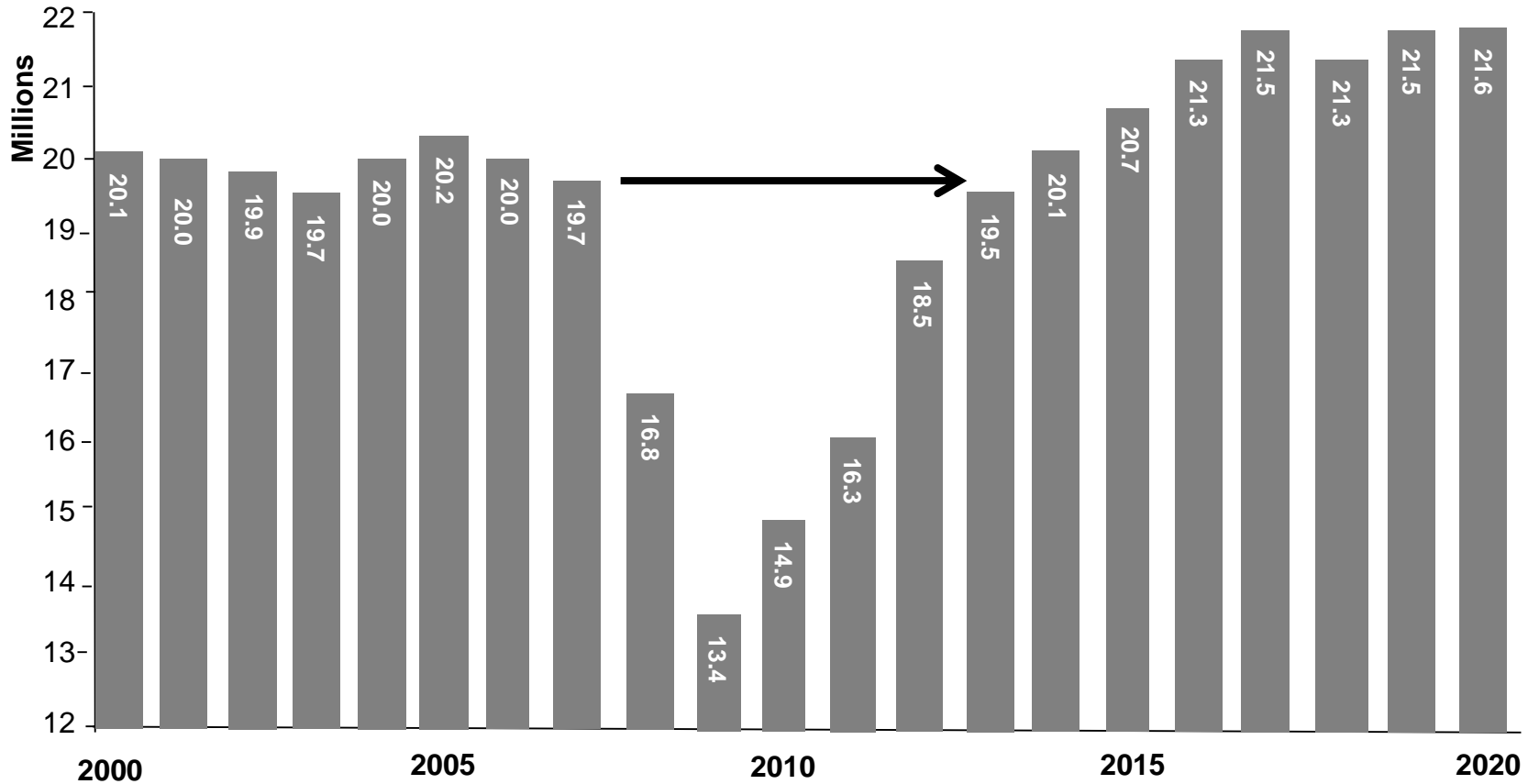
- ▶ **Operates twelve locations with state-of-the-art facilities across the U.S. and Mexico**
 - 10 port facilities and 2 in-land facilities
 - Only automotive processing company with private port ownership
- ▶ **Premier automotive portside processing company in North America**
 - #1 share in terms of volume and processing acreage
 - Processes over 1 million units annually
- ▶ **Offers OEM customers a diverse assortment of high-value added solutions including point of entry (“POE”) services and other high-value added services, among others**
- ▶ **Approximately 800 employees**
- ▶ **High level of customer recognition including, GM Supplier of the Year as well as AAR/CSX Awards**

AMPORTS Broad Operating Footprint

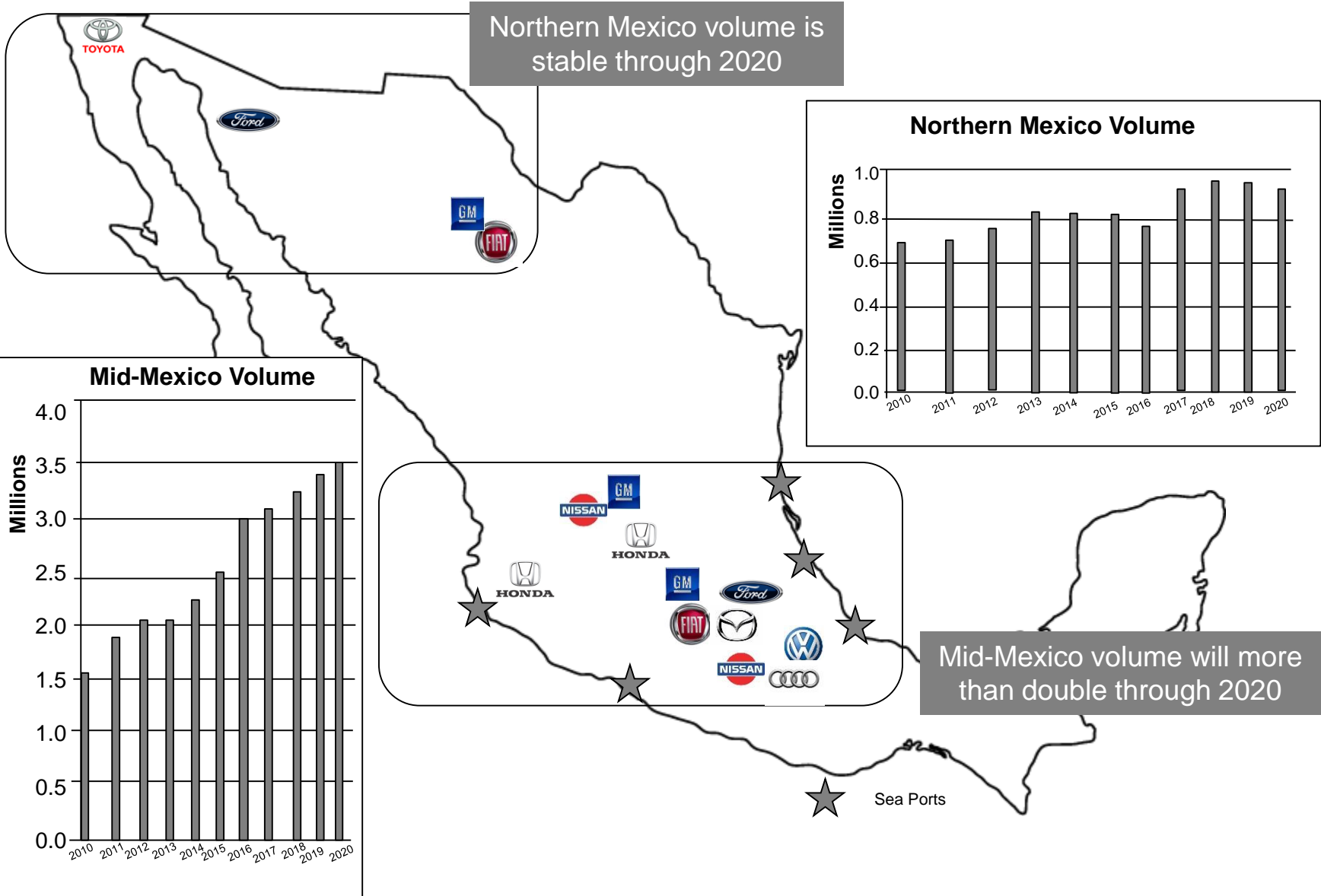
AMPORTS' state-of-the-art facilities are strategically located across the U.S. and Mexico and provide significant flexibility to customers.



(1) The Dundalk terminal in Baltimore is a leased property.



North American Outbound Flow is moving into unprecedented levels after 2014

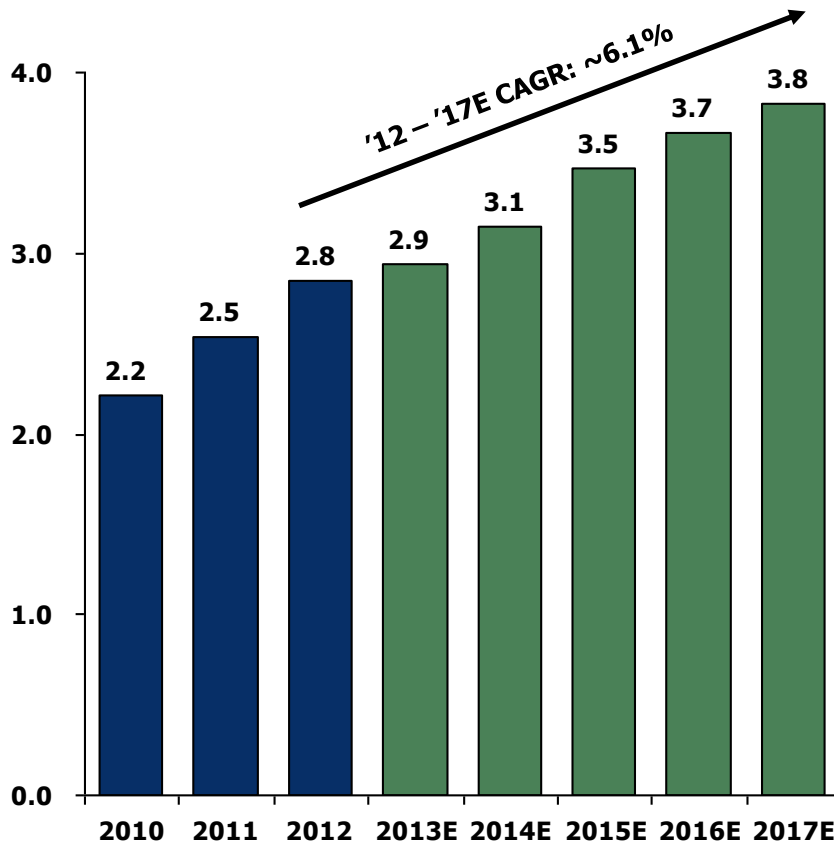


AMP_{PORTS} Short Sea Expansion Opportunity

U.S ports have significant growth potential, including serving as a viable “short sea” alternative for OEMs in Mexico, among others.

Mexican Light Vehicle Production

(Units in millions)



Source: LMC Automotive.

Catalysts for Growth

- ▶ **Mexican light vehicle production is expected to exhibit robust growth for the foreseeable future**
 - Production predominantly serves the U.S. market
- ▶ **“Short sea” shipping route minimizes reliance on railroad**
 - Currently a shortage of railcars used to transport light vehicles in North America
 - Provides leverage against future price increases
- ▶ **Many of these ports are in close proximity to Mexico’s primary Gulf Coast ports (Veracruz and Altamira)**
 - 2.5 days of transit to Tampa/Texas
- ▶ **Short sea exports from Lazaro to San Diego, Port Hueneme, Benicia also viable**