INLAND PORTS

Patrick Jefferson, General Manager, Multi-Purpose Terminal
Operations for The Port of Virginia
Distance from deep water terminals

- Richmond Marine Terminal 72 miles
- Virginia Inland Port 174 miles
- Less in greenhouse emissions compared to trucks. Approximately 68% via VIP train/38% less via barge service
- On site chassis pool, Hampton Roads Chassis Pool maintains these assets on site. (Approximately 1000 assets between the two facilities with the ability to reposition more as needed.
- Inland terminals offering the ability to terminate and dispatch empty equipment to support export bookings.
- Transloading/stripping and stuffing as well as covered storage. VIP (on site stuffing)
- Facilities offer the possibility of multiple truck turns per day due to closer proximity to the consumption zones
• Regional economic engine, 161 acre facility offering a five day a week rail service via Norfolk Southern
• 24/7 container availability (explain drop lot)
• Possibility of multi truck turns per day. Closer proximity to primary and secondary markets versus longer drays and less turns at sea ports
• Value added services: on site container stuffing
• Since its inception in 1988, 40 major businesses have invested more than $750M and created more than 8,000 jobs in the area.
• 121 acre facility with over 300,000 sqft of warehouse capacity: 34 acres of open storage and approximately 13 acres of undeveloped land to support future growth

• Offering a three day a week barge service with NIT and VIG

• 12 shiplines offering Richmond BOL. Averaging approximately 270 moves per week. As a result of cargo volumes increasing year over year, the serviced increased from two trips a week to three trips.
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<th>Customers currently utilizing barge</th>
<th>Customers located near Richmond to utilize barge</th>
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<tbody>
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<td>Expeditors</td>
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<tr>
<td>CrossGlobe</td>
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<td>Scoular Grain</td>
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• Long term agreement with the city of Richmond
• $4.2M Mobile Harbor Crane
• $268K berth dredging
• $1.3M in new operating equipment to include Toploaded, hustlers, and bombcarts
• Over $5m in rail track and terminal improvements (warehouse repairs/terminal improvements)
• Currently 7500ft of VIP track, looking to add approximately 4500ft of additional track total
Having a clear path forward allows us to continue attracting new port users and building business that will benefit the city of Richmond, Front Royal, and the commonwealth.
• Environmentally friendly
• Reduced truck traffic
• Less ware on roads due to heavy loads
• Offers customers an alternative method to trucking