THE PORT OF VIRGINIA

OPERATIONAL SUMMARY

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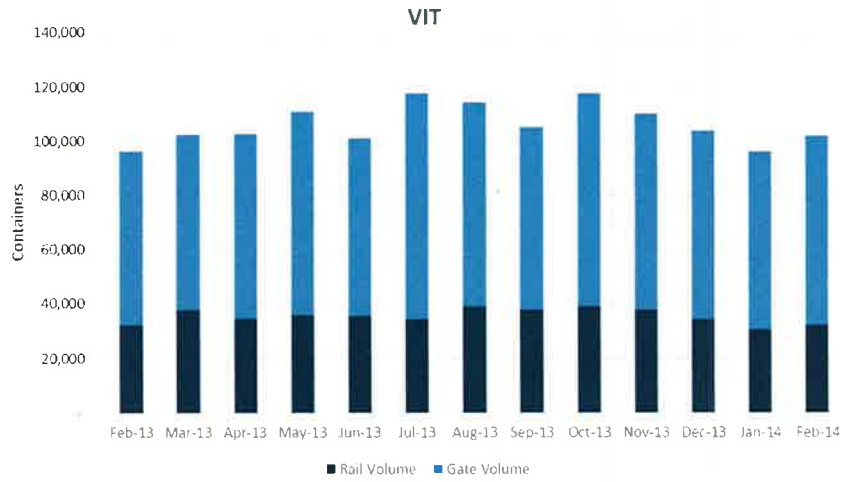
AGENDA

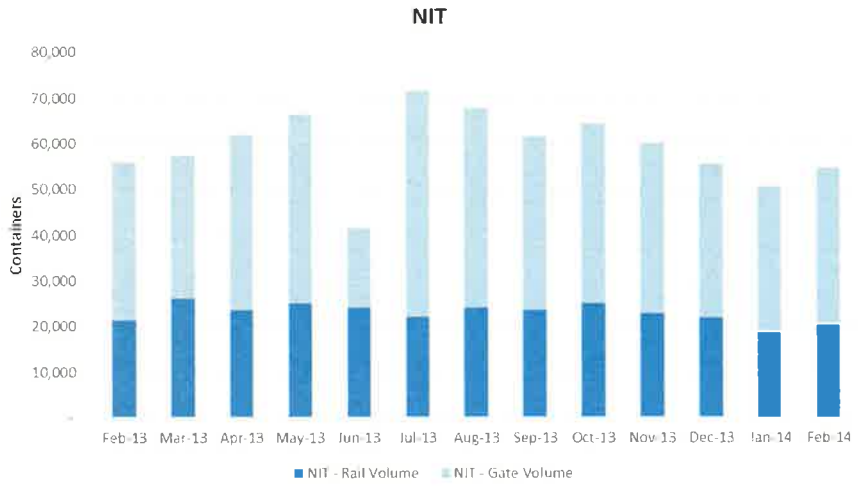
- VOLUME
- PRODUCTION
- RAIL OPERATIONS
- GATE
- WEATHER IMPACT
- FUTURE CHANGES

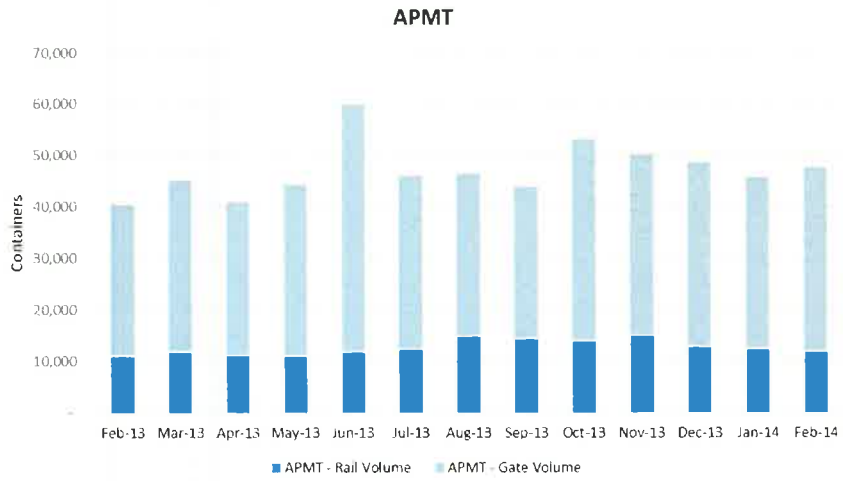
Overview

- February demonstrated a 6.1% increase in total volume from the same month last year (102,289 : 96,405)
- The NIT rail optimization study is materially complete and implementation is scheduled to begin early May
- Yard tractors have been bid
  - First delivery is expected on April 30
  - Second delivery is expected on May 26

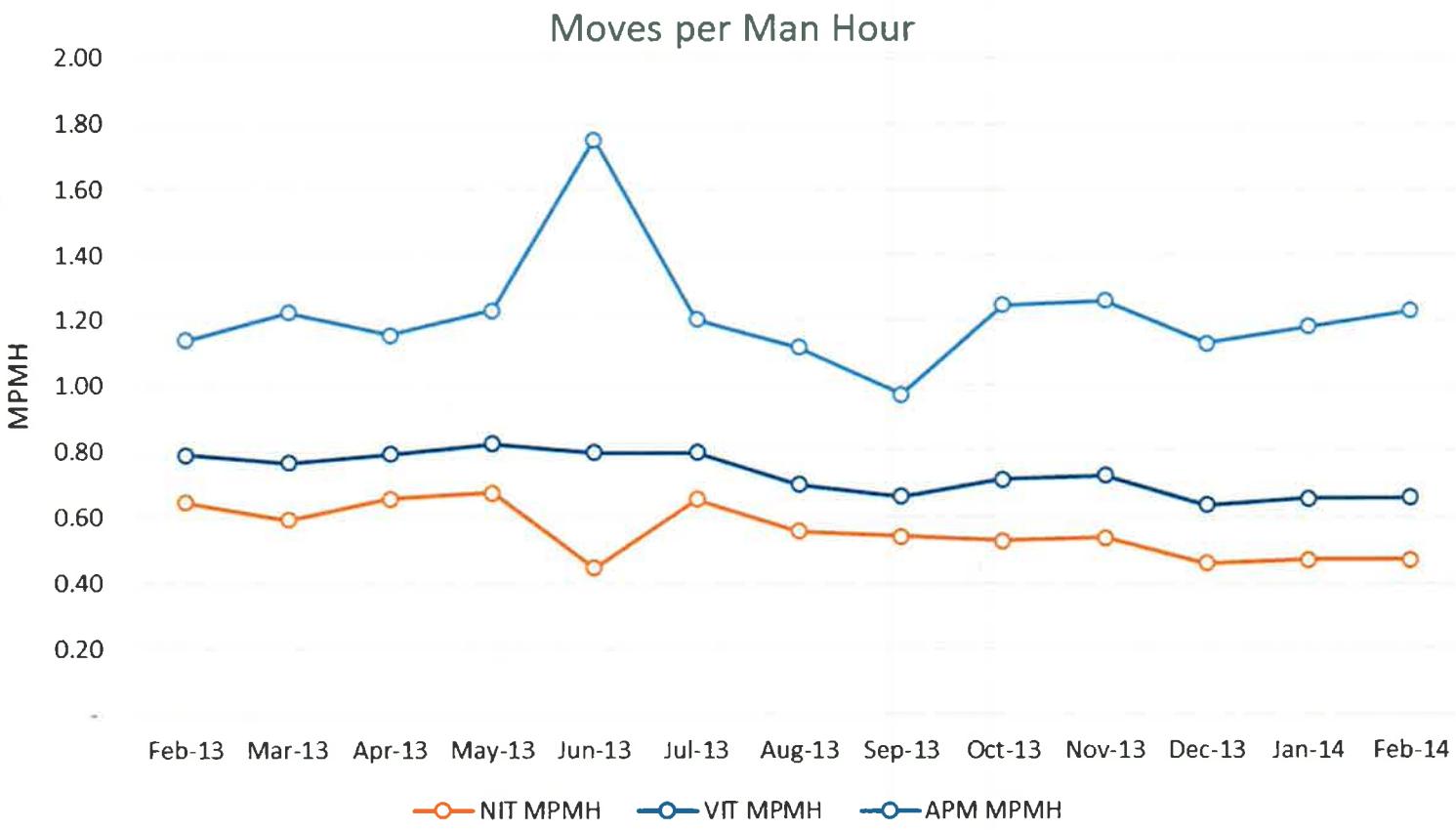
VOLUME


VIT
140,000
120,000
100,000
80,000
60,000
40,000
20,000
Containers
Feb-13 Mar-13 Apr-13 May-13 Jun-13 Jul-13 Aug-13 Sep-13 Oct-13 Nov-13 Dec-13 Jan-14 Feb-14
Rail Volume
Gate Volume


NIT
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
Containers
Feb-13 Mar-13 Apr-13 May-13 Jun-13 Jul-13 Aug-13 Sep-13 Oct-13 Nov-13 Dec-13 Jan-14 Feb-14
NIT - Rail Volume
NIT - Gate Volume


APMT
70,000
60,000
50,000
40,000
30,000
20,000
10,000
Containers
Feb-13 Mar-13 Apr-13 May-13 Jun-13 Jul-13 Aug-13 Sep-13 Oct-13 Nov-13 Dec-13 Jan-14 Feb-14
APMT - Rail Volume
APMT - Gate Volume

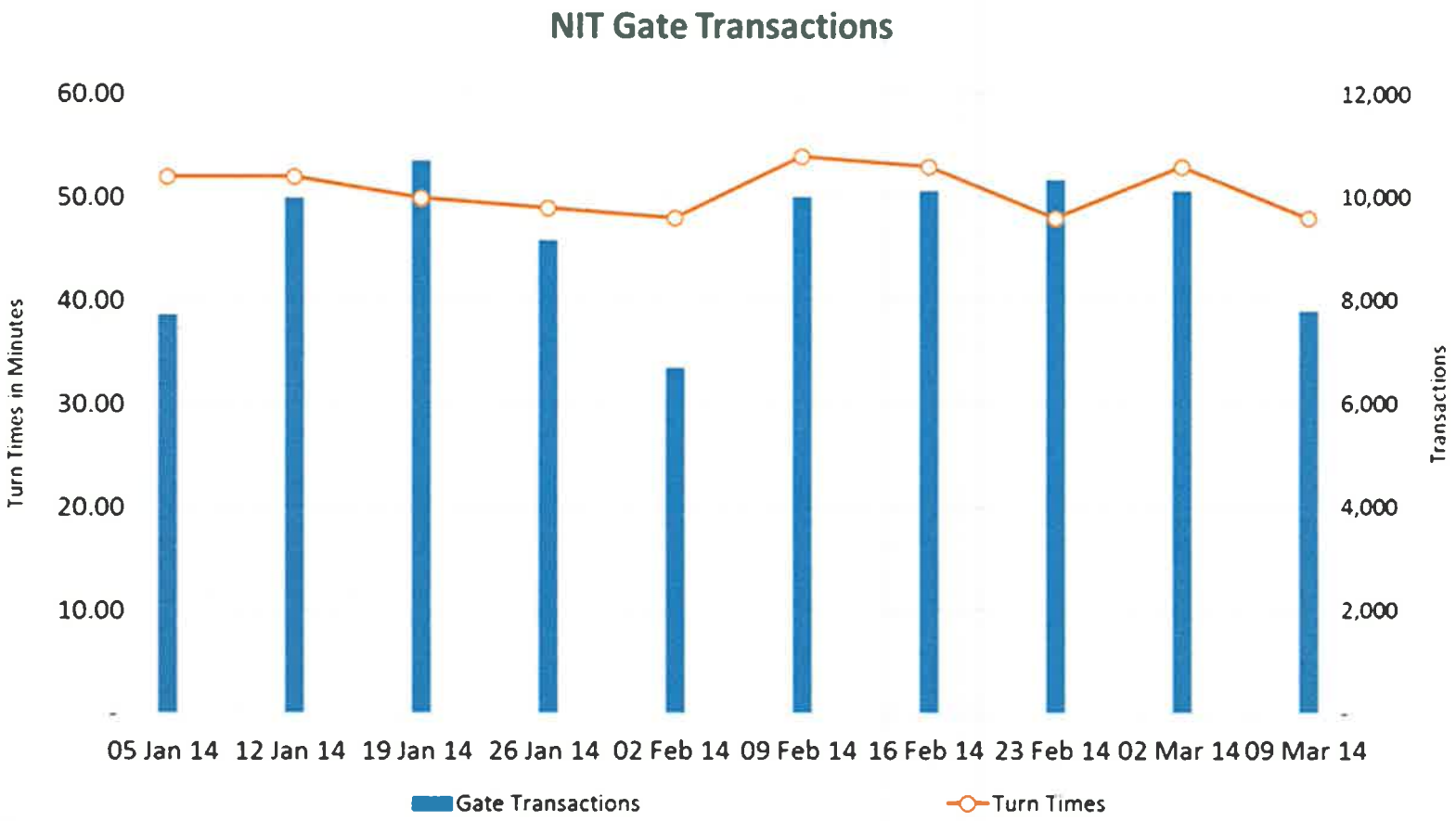
PRODUCTIVITY



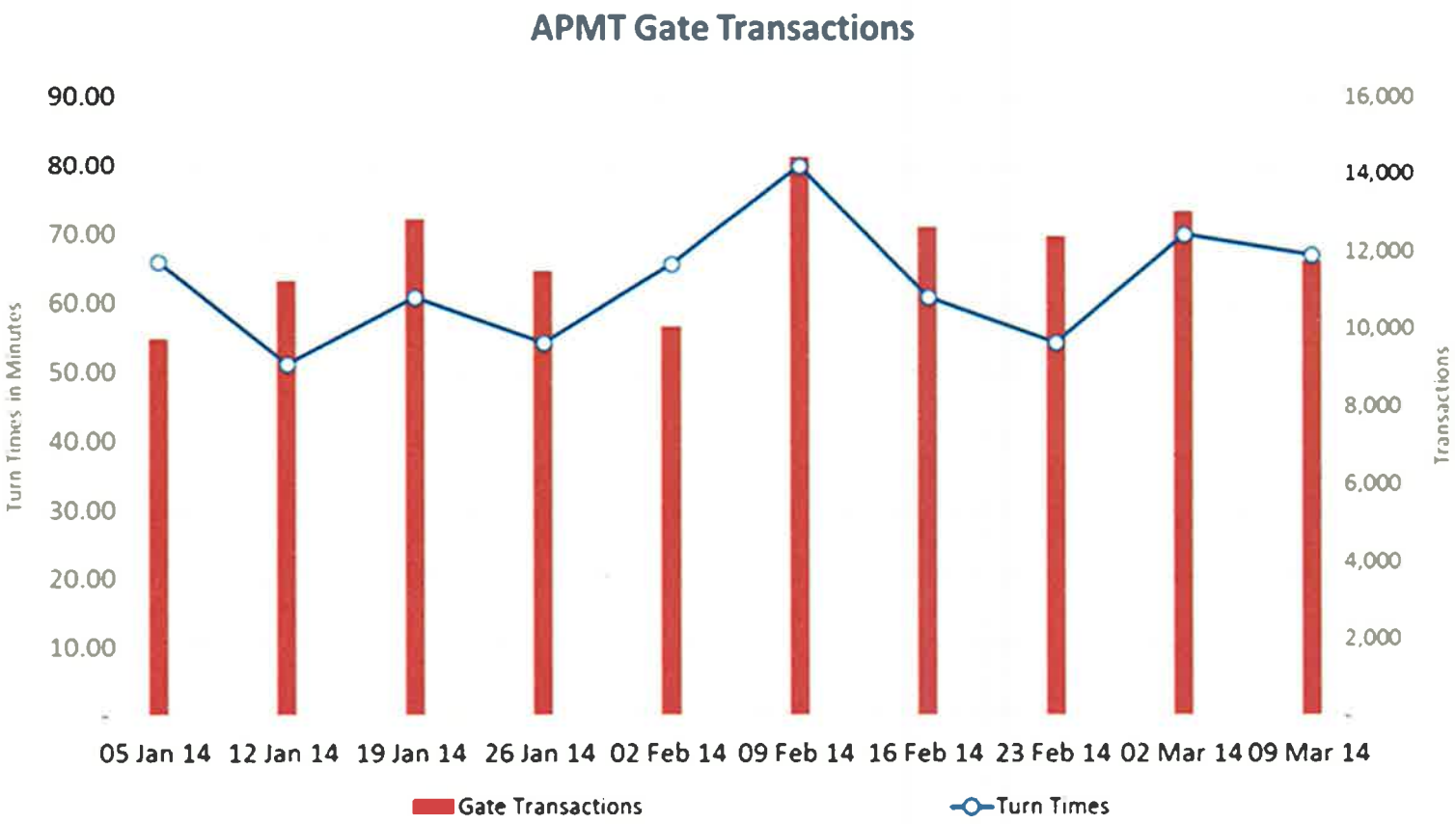
Rail Operations

- Volumes and arrival rates are requiring the Port to continue supplemental rail operations
- Additional terminal labor cost is realized due to the significantly increased rail volumes
- The change in conveyance will be fully operational by May 31st leading to additional capacity, lower labor costs and more SC resources on the gates
- Hustlers have been ordered
- Continued improvements will be realized as the process is refined

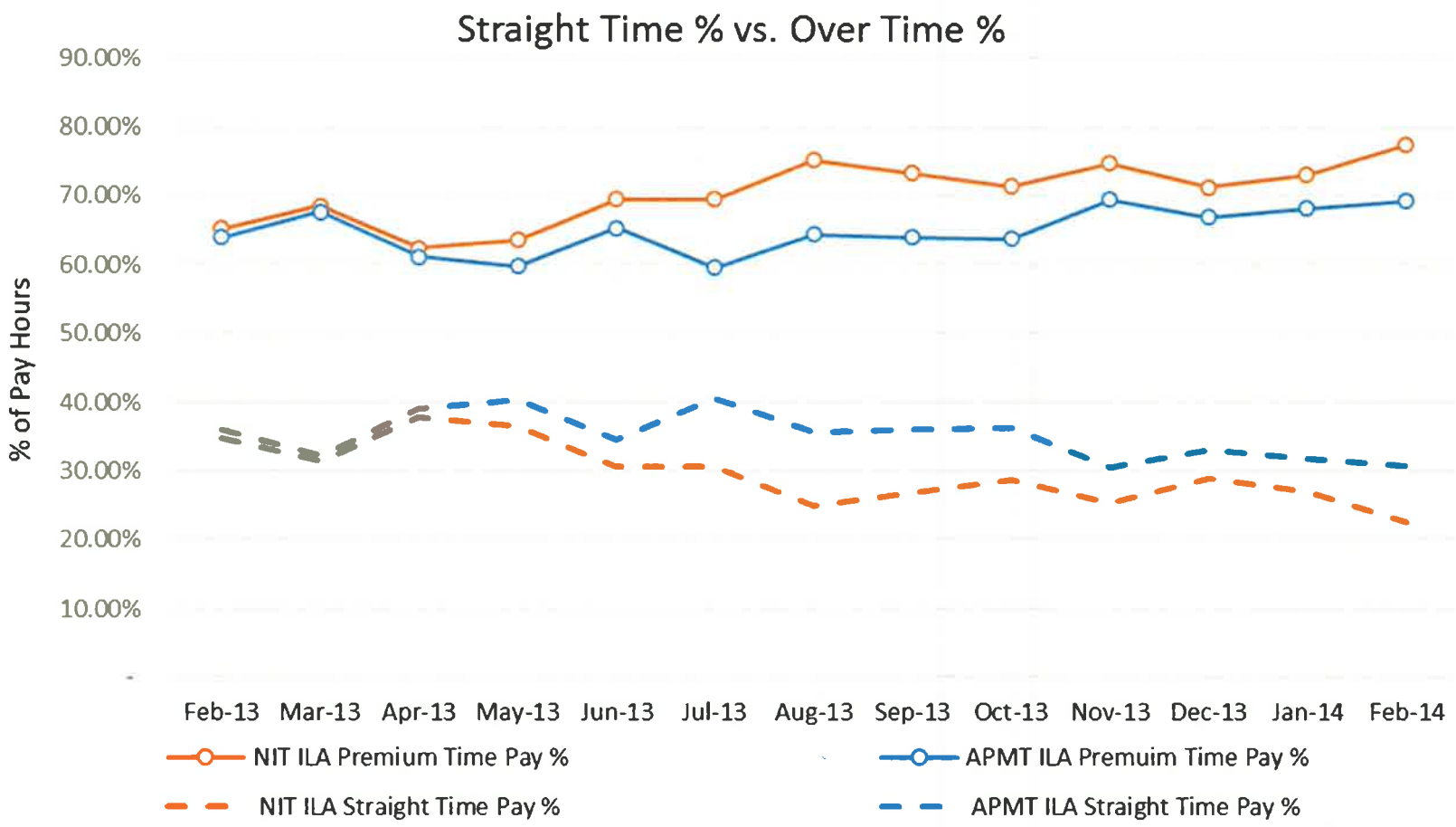
GATE TURN TIMES NIT



GATE TURN TIMES APMT



TERMINAL LABOR HOURS



Weather

- The Port of Virginia experienced multiple significant weather events
  - January
    - 1/22 – 3 inches/14F
    - 1/28 – 8.4 Inches/19F
- Weather in Port and Inland Markets
  - Northeast – Vessel Impacts
  - Midwest - Rail Impact
- Container Volume Diversion was experienced
  - Export Rail arriving from Midwest
  - Import Rail departing to Midwest

Future Changes

- Forecast indicates volumes will increase in the remaining months of FYI 2014.
- NIT rail modification will provide stability and capacity
- N4 Implementation on July 4, 2014 will create a platform for continued efficiency gains
- POV Trucker Task Force
  - Increased Velocity
  - Stakeholder Buy-In