



Introducing
North America's Newest Supply Chain
LAURENTIA TERMINAL

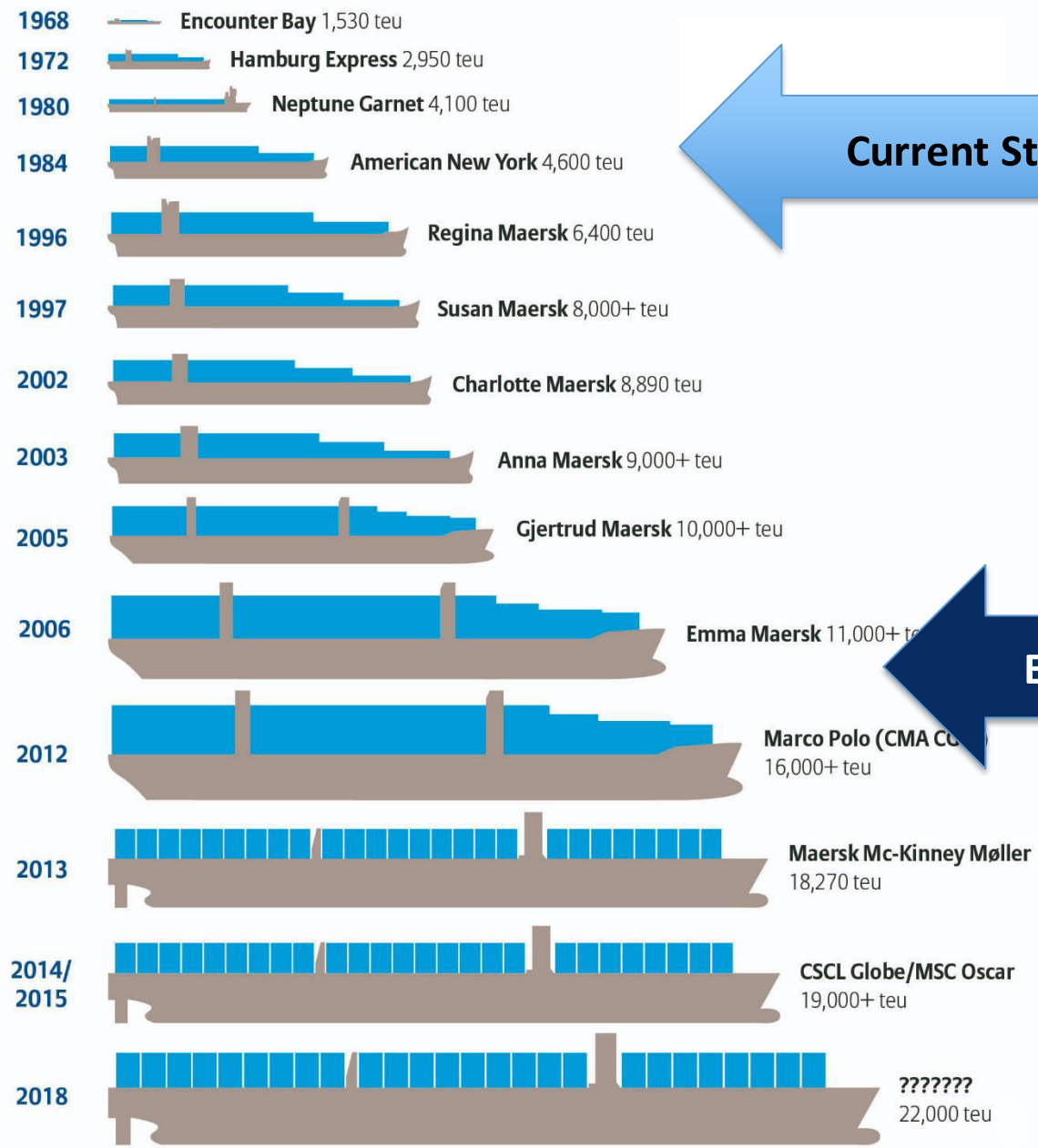
THE NEW 'STANDARD' OF SHIPPING



TODAY'S St. Lawrence 'STANDARD'



50 years of Container Ship Growth



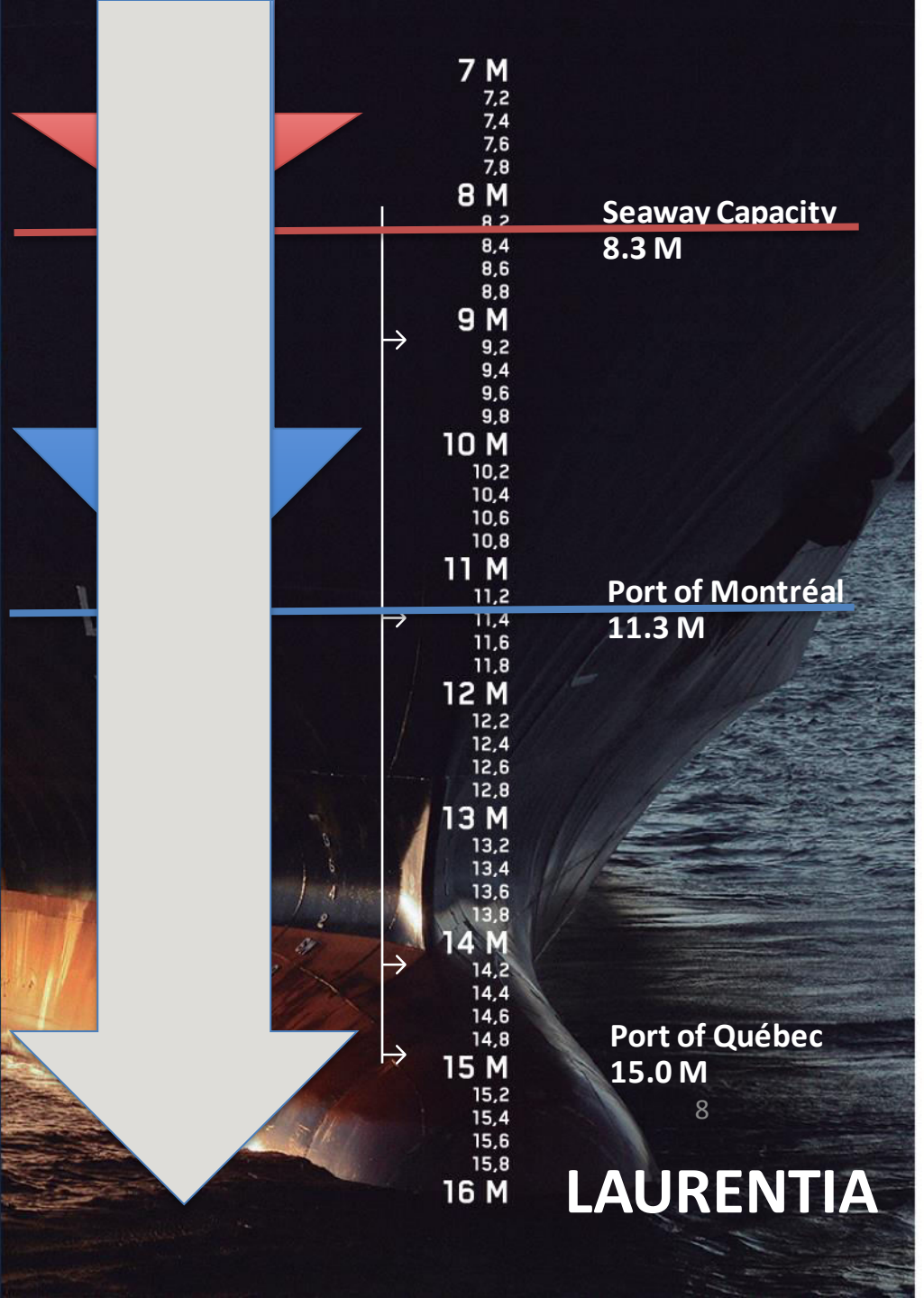
Current St. Lawrence standard

East Coast-Atlantic standard

And getting bigger

LAURENTIA TERMINAL

North America's most inland
deep-water terminal



THE RACE FOR DEPTH

US Ports & Supply Chains are there!

- **Port of NY/NJ**

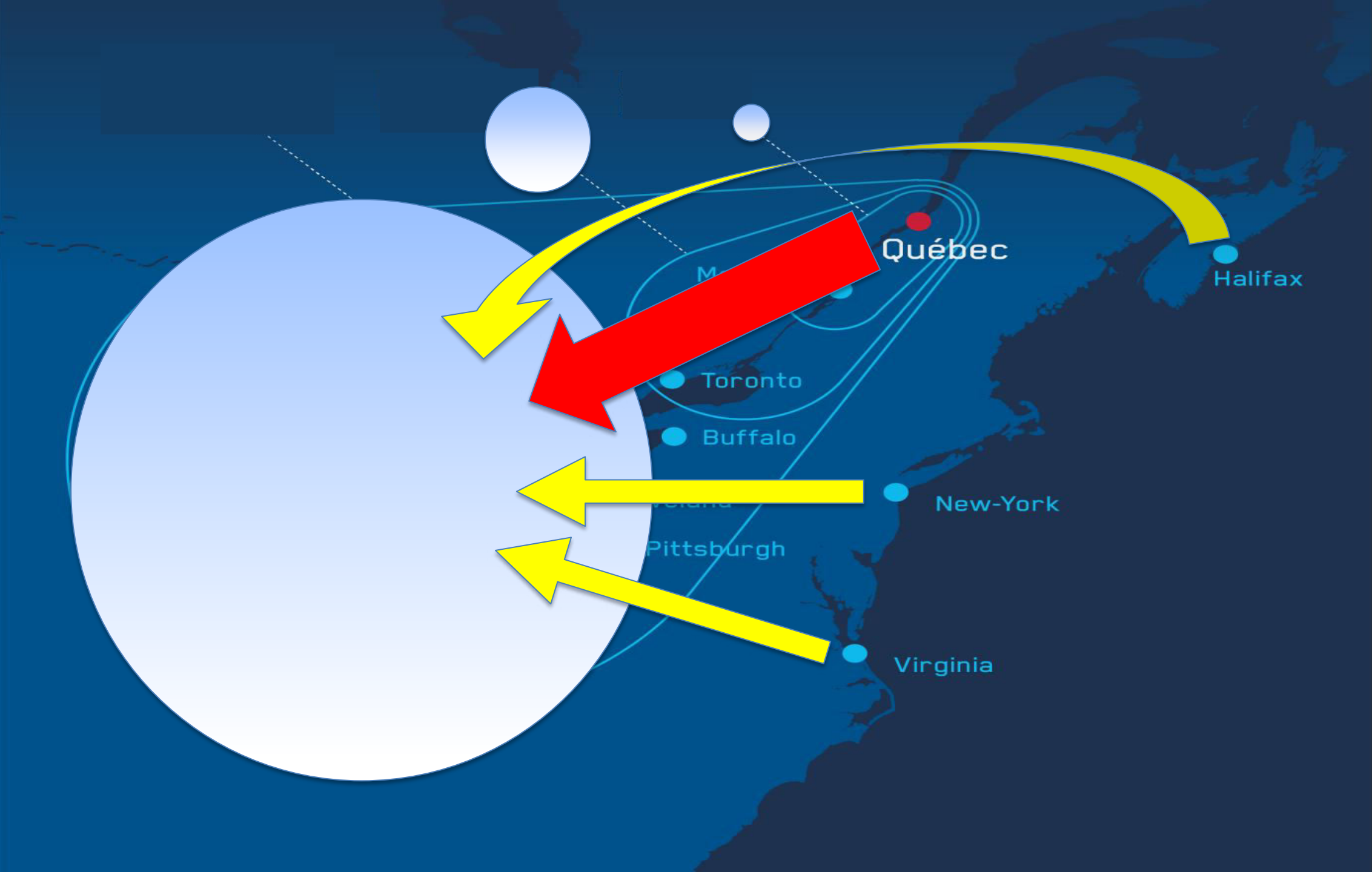
- Dredging Project at 50' (15.2m) completed \$2.1 Billion
- Bayonne Bridge Elevation \$1.6 Billion completed in June 2017



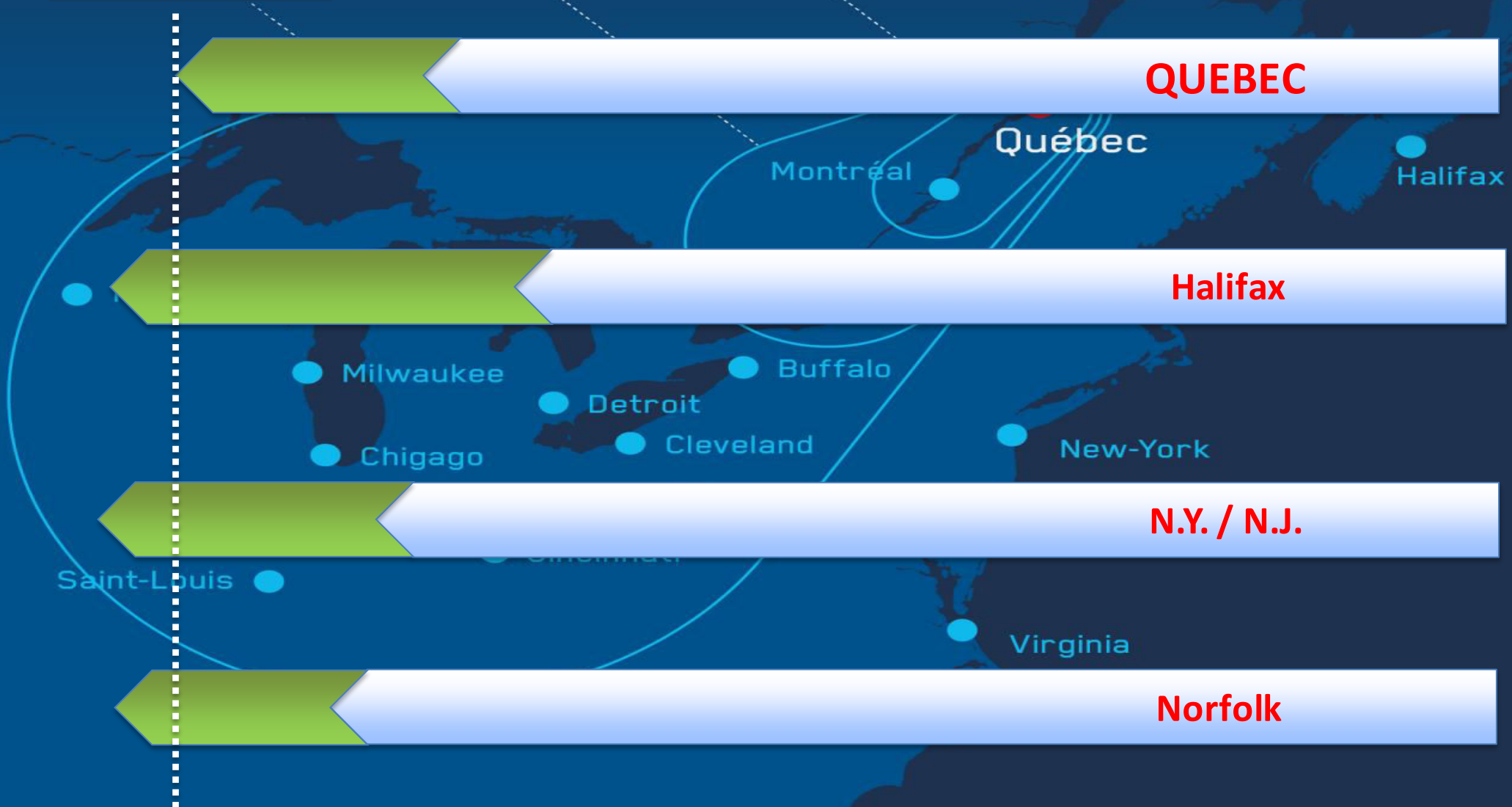
- **Norfolk**

- \$670 M investment for improving two terminals
- Authorized project by Congress for dredging from 50' to 55'
- Deepest Port on the East Coast





Genoa to Chicago



ENHANCE NORTH EUROPE & MED MARKETS



ENHANCE NORTH EUROPE & MED MARKETS

1 2



ATTRACT NEW VOLUME FROM S.E. ASIA

3

- Asian volume through E.C.N.A. growing at nearly 4% annually
- Forecast to be over 4.0 million TEUs by year 2042
- Asia-Suez trade lane dominated by large vessels
- Major opportunity for LAURENTIA



GROWING “BIGGER” by GOING “DEEPER”

- 16 METER DEPTH
- 500,000 TEUs
- \$775 MILLION
- OPERATIONAL 2025



BENEFITS of LAURENTIA

- Create the shortest land/sea supply chain into the North American Mid-West Market
- Introduce Ultra Panamax Container vessels into St. Lawrence
- Improve total supply-chain economics
- Make Canada competitive with US East Coast deep water ports
- Increase capacity on existing St. Lawrence services (LUTU)
- Improve East Coast Supply Chain linking growing SE Asian Trade Lane
- Create added capacity and new markets for Canadian Exporters



GO DEEP

INTO THE “HEART” OF NORTH AMERICA!

Offering a new “Level” of “Big Ship” economics closer to the customer.

