



FRANCIS SCOTT KEY BRIDGE COLLAPSE INCIDENT UPDATE 4/1/2024

Dear Valued Customer,

Salvage operations began on Saturday, 3/30/24. Intentions are to clear a temporary channel to access both sides of the bridge with additional tugs & barges and expedite the salvage. The wreckage will be consolidated at Tradepoint Atlantic where it will be processed. On Page 2, we have included the Salvage Operations Plan currently in place by the US Army Corps of Engineers. We could not be more amazed by the response to this tragic incident, and we are very proud to be part of such a strong community.

We have gotten clearer information on where cargo is being diverted to that was originally intended for Baltimore. We are seeing cargo re-routed to Norfolk, VA, Philadelphia, PA, and NY/NJ. Please keep us informed of your intentions to get your cargo through our service network in Baltimore. If you plan to use an outside drayage carrier to bring your cargo into Baltimore, we will work with your different carriers to schedule the delivery of the cargo. Please keep us informed of your intentions by sending communications to the following mailboxes:

- ttsops@terminaltransportation.com
- operations@termcorp.com

Additionally, CSX just announced that they will be running intraport trains beginning this week between The Port Authority of New York & New Jersey and The Port of Baltimore where freight would be railed to Seagirt Marine Terminal and our local drivers could handle final delivery. We encourage this option for any freight you have diverted into NY/NJ. As a reminder, we are offering drayage services with our own assets to/from the following points to/from our warehouse facilities in Baltimore:

- Philadelphia, PA
- Wilmington, DE
- Norfolk, VA
- Harrisburg, PA (NS rail ramp)
- Front Royal, VA (NS rail ramp)
- Richmond, VA (Barge service from Port of Norfolk to Richmond, VA)

Again, we cannot thank you enough for being such great partners and working with us through this difficult situation. Better days are ahead!

Best regards,

Perry Menzies
CEO
The Terminal Corporation

Pete Menzies
President
The Terminal Corporation



FRANCIS SCOTT KEY BRIDGE RESPONSE



SALVAGE OPERATIONS PLAN

The situation remains dynamic, and the plan and the graphic will be continually updated as the engineering data becomes known.



US Army Corps of Engineers

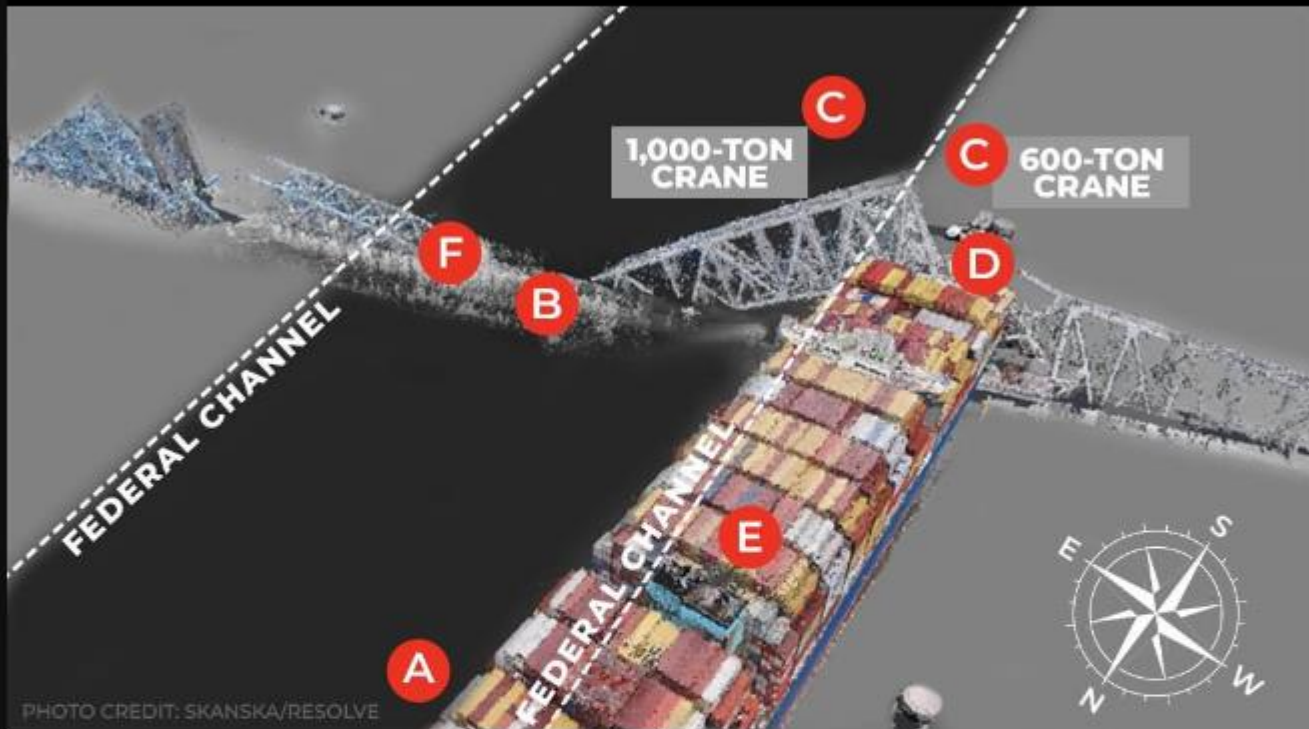


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OBJECTIVES

- A** Stabilize DALI to prevent pivoting.
- B** Analyze internal bridge truss structure.
- C** Position 1000-ton and 600-ton floating cranes.
- D** Cut diagonal truss to lift from vessel and swing wreckage for removal.
- E** Refloat DALI away from wreckage.
- F** Disassemble and remove bridge.

PRIORITIES

- 1** CLEAR FEDERAL CHANNEL
 - o Establish wreckage consolidation point
 - o Position cranes to remove bridge span from Dali
 - o Clear wreckage from DALI
 - o Remove wreckage from Federal Channel
- 2** REFLOAT & REMOVE DALI
 - o Assess cargo and remove containers as necessary
 - o Stage assets for repositioning of DALI
 - o Refloat and move DALI from hard grounding
- 3** CLEAR REMAINING WRECKAGE
 - o Systematically clear wreckage from outside of the federal channel
 - o Facilitated under the direction of Maryland Department of Emergency Services

As of 31MAR2024

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