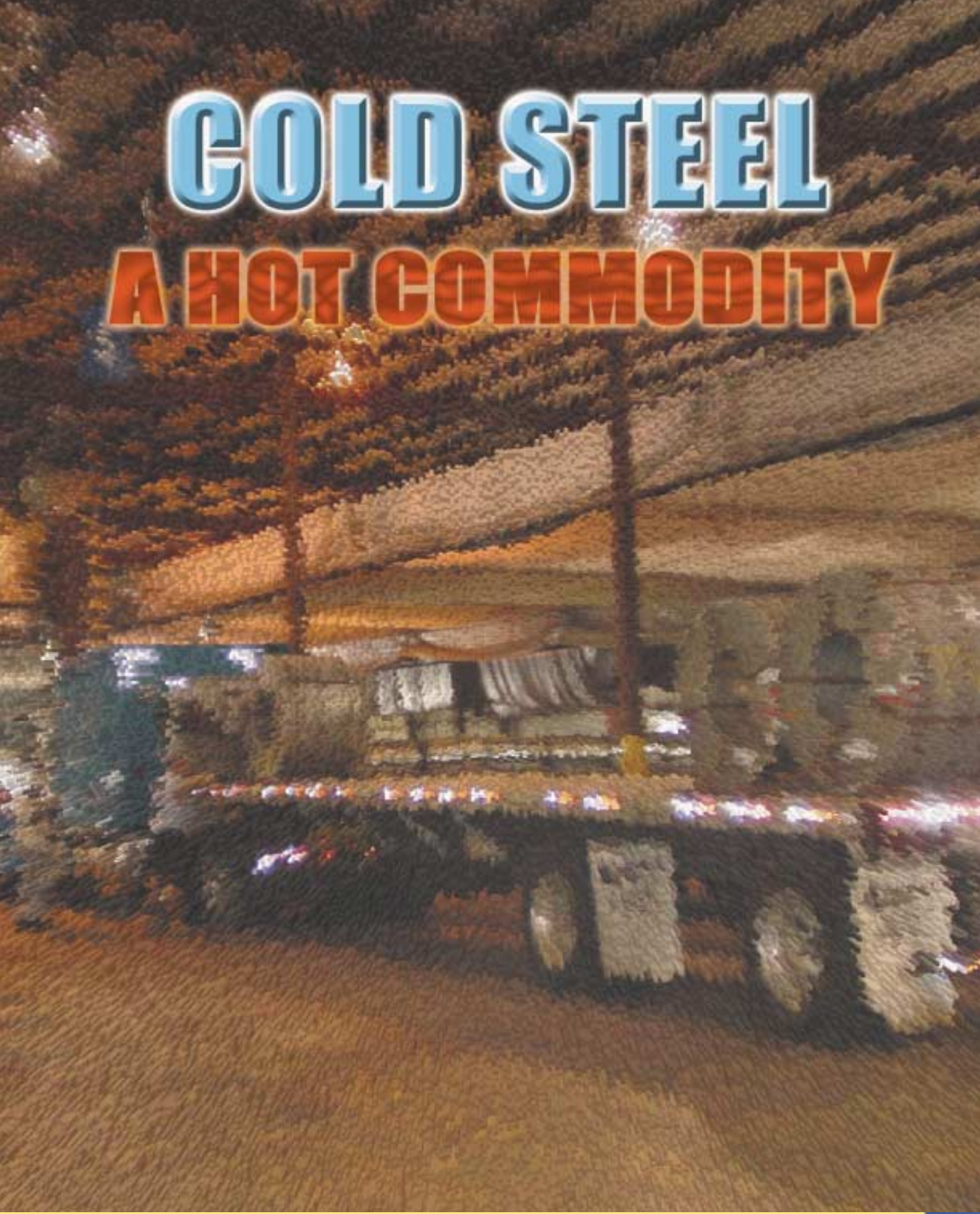
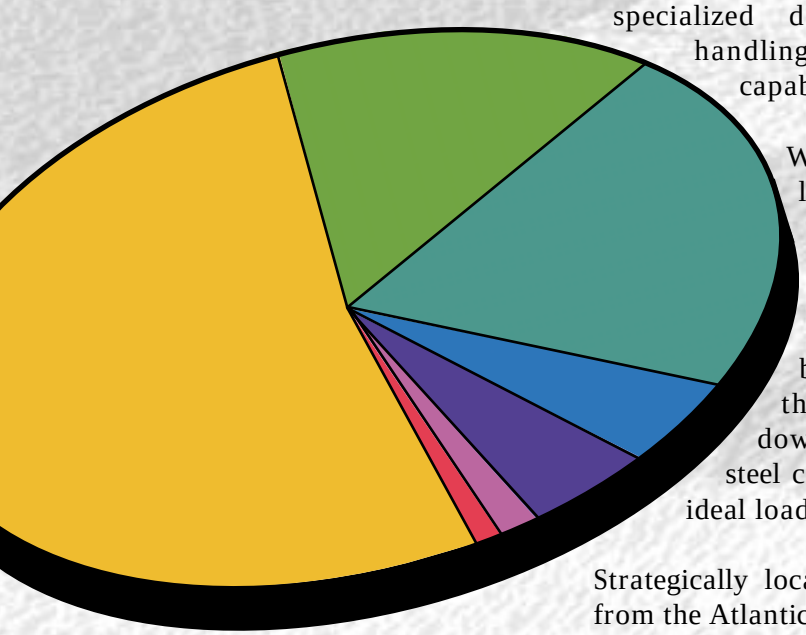


COLD STEEL
A HOT COMMODITY

COLD STEEL
A HOT COMMODITY
AT THE PORT OF WILMINGTON

Steel Cargo Mix

- Wire Rod 57%
- Slabs 16%
- Cold Rolled Coils . . .12%
- Hot Rolled Coils 6%
- Rebar 6%
- Profiles 2%
- Billets 1%



Increased world consumption of steel mill products coupled with the lifting of U.S. tariffs on steel imports drove a remarkable 220 percent increase in steel cargo handled at the Port this year. Nearly 120,000 tons of steel were discharged in Wilmington in 2004.

Imported semi-finished steel products have been arriving since early summer in a variety of shapes and sizes as a result of the Port's specialized deepwater berths, handling and storage capabilities.

With a 38-foot mean low water depth, the Port of Wilmington can accommodate deep-draught break bulk vessels that are weighed down with the heavy steel cargo, making it an ideal load-out center.

Strategically located just 63 miles from the Atlantic Ocean, the Port of Wilmington is the first inbound deep water port on the Delaware River. Vessel operators benefit from shorter transit time, resulting in lower operating costs. Ships are unloaded at one of seven berths on the Christina River or at an 875-foot long berth on the Delaware River.

In addition to its waterway advantages, the Port of Wilmington has an excellent interstate highway connection plus access to a newly dedicated rail swing bridge on the Christina River–the Shellpot Bridge.

"With the diversity and volume of steel products coming into the Port, the recent reopening of the Shellpot Bridge on the Christina River proved to be a timely event for our customers requiring rail delivery," said DSPC Deputy Executive Director Tom Keefer. (See related article on page 12.)

While some of the steel cargo can be stored outdoors, other specialized products require protection from the elements. The Port of Wilmington's dry storage facilities, which include about 25 acres of

Cold rolled steel coils loaded into coil cars for a major steel mill in Pennsylvania.

Steel profiles for ship building require specialized truck loading.

Wire rod destined for Delaware-based manufacturing facility.

Cold rolled steel coils required protective storage in Warehouse F.

An assortment of steel billets were stored at and distributed through Wilmington by rail and truck.

open space and 250,000 sq. ft. of dry warehouse space, are a perfect fit to host the variety of steel cargo arriving in Wilmington. In addition, all of the Port's storage facilities have excellent rail and truck access for timely distribution.

Imported steel bound through Wilmington includes hot- and cold-rolled coils, rebar, wire rod, sheets and slabs, as well as steel profiles. Steel cargo is imported from Romania, Turkey, South Africa, Brazil and Norway and other European countries. These semi-finished steel products are used by domestic mills to meet the growing demands of the U.S. automotive, construction and marine industries. Last summer, the Port secured a new agreement for the handling and storage of year-round imports of steel profiles for various shipyards in Canada and the U.S., including the Kvaerner Philadelphia Shipyard. The extremely long and delicate profiles are used as "ribs" to provide structural support to the hulls of new ships.

In partnership with Delaware River Stevedores (DRS), the Port of Wilmington once again demonstrated its superior personal service reputation and competitive edge to win the year-long contract for this specialized cargo.

Steel slabs weighing approximately 51,000 lbs. each are discharged at the Port of Wilmington.