



AAPA
SEATTLE

100TH


Convention

SEPT. 11~15, 2011



Pinto Terminal Innovation Providing an Edge

Alabama State Port Authority

A large, stylized graphic of a ship's hull and waves in shades of red and white, positioned in the bottom left corner of the slide.

American Association of Port Authorities
2011 Annual Meeting – Seattle, Washington
September 15, 2011



Project Overview

- **\$5.2 Billion Steel Manufacturing Complex**
- **Marine Terminals That Could Serve 5 – 7 Million Tons of Import / Export Steel Products Annually (At Full Build-out)**
- **Post-Panamax Capability**
- **Access to Rail for Domestic Distribution of Manufactured Product**



Equalize With Competition

Mobile

Competition

- Mill Site Located on Shallow Draft River
- Seaport Terminal Located on 45 ft. Draft
Approximately 42 River Miles South of Mill Site
- Sea Buoy to Terminal:
Roundtrip Ocean Vessel Transit Time – 6 Hours

- Mill Site Located On Deep Draft River
- Ships Could Directly Call on the Mill Site
- Sea Buoy to Terminal:
Roundtrip Ocean Vessel Transit Time – 36 Hours



Port Authority Objectives

- Design a Terminal Capable of Handling 5 Million Tons of Import Carbon Steel Slab Annually
- Design a Terminal With Post-Panamax Capability
- Reduce Operating Cost / Improve Efficiencies to Overcome Double Handling Issue



Our Options

- Multiple Terminal Options
- Multiple Handling Options
- Port Authority Committed to Partnering with Client to Develop Most Reliable, Cost Effective Solution



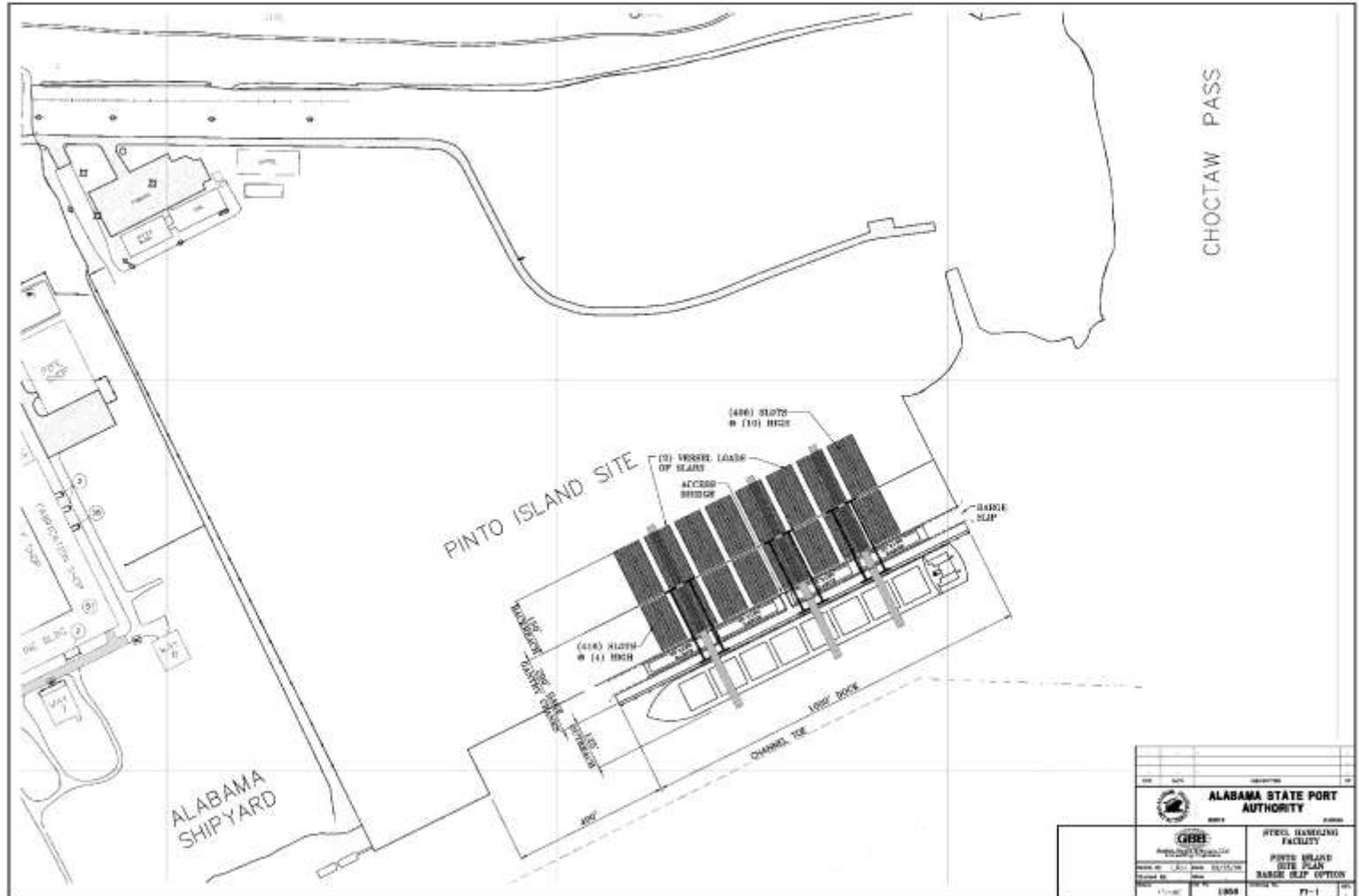


Pinto Terminal Concept

- A Terminal Capable of Discharging a Minimum of 25,000 Tons Per Day
- A Terminal Capable of Loading a Minimum of 9-10 Barges Per Day, whether a Vessel is In Berth or Not
- A 45ft Draft Terminal Consisting of a 20 ft. by 1,000 ft. Dock Set 40 ft. Out from the Sheetpile Bulkhead
- Barges Placed Between the Dock and the Sheetpile Wall with Barge Haul System That Positions Barges Under Cranes
- Terminal Equipped with Three Wide-span Gantry Cranes - 125 ft. of Outreach and 150 ft. of Backreach
- Cranes Designed to Lift Slabs and Discharge Directly to Barge or to Storage Area
- Ground Area Immediately Behind the Sheetpile Wall Capable of Stacking Slabs Four High
- In the Backreach Area, Slabs Stacking Up to Ten High for a Total Storage Capacity of Over 150,000 Tons



Pinto Concept





Pinto Concept



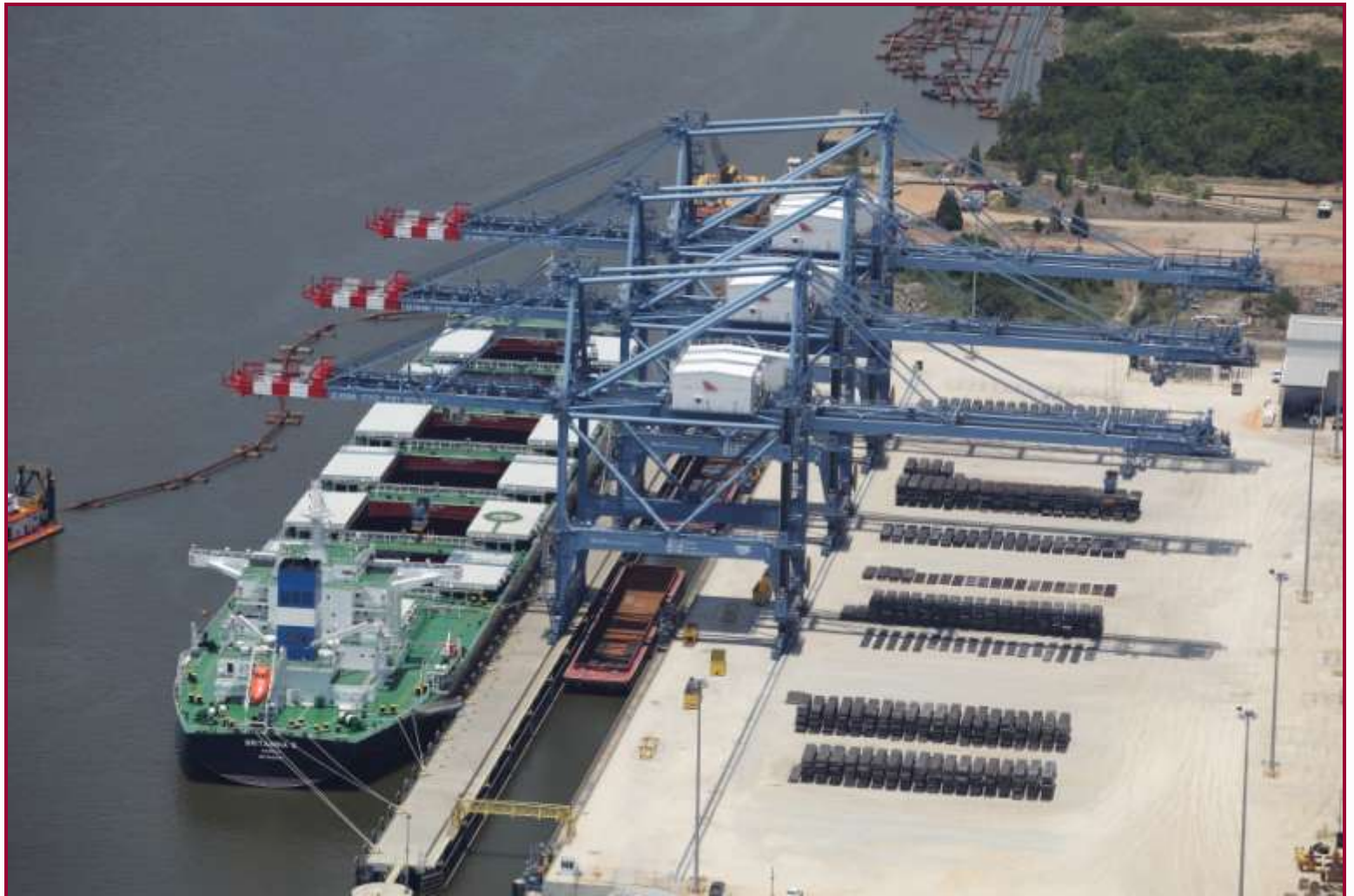


Pinto Terminal Use of Technology

- Use of Magnetic Lift in a Ship to Shore Application
- RFID in Yard Management
- First of Its Kind Barge Haul System
- Result:
 - Daily Throughput Goal Met
 - Minimal Dunnage
 - Reduction in Direct Costs



Pinto Terminal Operational





Pinto Terminal Innovation Providing an Edge Alabama State Port Authority

Thank You !
Jimmy Lyons
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