“An East Coast Port Perspective… Meeting Future Infrastructure Needs Landside & Inland”

American Association of Port Authorities
Tampa, Florida

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Presentation Outline

- bottlenecks impacting port congestion
- initiatives being undertaken by the GPA to increase capacity
- the relevance of inland ports
- the viability of short sea shipping as an option to ease rail and highway congestion
Scrutinizing Supply Chain Strategies, Adding Flexibility, More Sourcing Options...

Redefining the pace of trade.
Shifting International Trade Routes - Planning for the Panama Canal Expansion

Redefining the pace of trade.
Overall U.S. Ports 2001 to 2006
Compounded Annual Growth Rate (CAGR) = 9.3%

Source: PIERS
Savannah Harbor Channel

Garden City Terminal, together with additional site options, would provide the Port of Savannah with the necessary space to more than accommodate future growth.
$1.2 BILLION IN CAPITAL EXPENDITURES & NEW HIRES TO SUPPORT GROWTH

- 60 New Hires to support container field operations
- 4 New Super Post-Panamax Container Cranes operational by April 2008
- 4 Additional Super Post-Panamax Container Cranes to be operational by 1st quarter 2008
- OCR Gate Project completion by November 2007 (gate portion of ATAMS)
- Savannah Harbor Expansion Project to begin 2008 and scheduled for completion in 2012 / Cost: $412 million
- On-terminal Rail Expansion (2 Class I railroads provide on-terminal services)
  - Additional track being added to the Mason ICTF. July ’07. Served by NS
To summarize the report’s findings...

1. Fast volume growth is impacting inland infrastructure with “rail” and “truck” volumes projected to increase by 98% and 88%, respectively, by 2035.

2. An aging transportation network is constrained by a number of natural and manmade factors.

3. Inefficiencies such as poor signal timing and prices paid by users that do not align with infrastructure costs that result in congestion.

ICTF and On-Dock Rail Operations
5-year Container Volumes

Between FY02 and FY06, ICTF volume grew by 88.3%.

Between 2007 & 2015, Savannah’s intermodal traffic is projected to double.

20% of Savannah’s total container volume in FY07 moved via rail.

Source: GPA Marketing

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**Current Specifications**

(5) 2,500 ft (762 m) working rail tracks  
Total: 12,500 ft (3,810 m)

(3) 2,500 ft (762 m) storage tracks  
Total: 7,500 ft (2,286 m)

**Final Build-out Specifications**

The 160 acres (65 ha) facility will include 79 acres (32 ha) of paved marshalling area

This phase will double the trackage  
40,000 ft (12,200 m) of lead track

Plus, room for additional expansion

Project Expansion Cost: $72.9 million

Today, 10 Trains Weekly move via the Mason ICTF with overnight service to Atlanta, as well as 3 to 4 day service to markets such as Dallas, Chicago, Memphis, Charlotte, St. Louis and beyond.
Chatham ICTF Track Capacity

- Working tracks... 3 at 2,145 ft (654 m) each
- Total Working tracks... 6,435 ft (1,961 m)
- Storage Total... 12,406 ft (3,781 m)
- Project Start-up: Underway
- Project Completion: October 2008
- CSX today operates on-terminal
Note: This list is not intended to be definitive of Georgia’s extensive list of port dependent DCs.
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