Presented to:
American Association of Port Authorities
Harbors, Navigation & Environment Seminar

Hope Moorer
May 2, 2012
Staying Ahead of the Growth Curve

We Strive to Keep Capacity 20% Ahead of Demand through Long-term Planning

Source: GPA Mktg (loads & empties) 1.11.11
Port of Savannah Trade Routes

41 WEEKLY CONTAINER VESSEL CALLS

<table>
<thead>
<tr>
<th>Trade Lanes</th>
<th>SAV</th>
<th>USEC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asia via Panama</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>Asia/India/Mid East via Suez</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td>North Europe</td>
<td>5</td>
<td>13</td>
</tr>
<tr>
<td>Oceania</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Mediterranean</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Latin America</td>
<td>7</td>
<td>14</td>
</tr>
</tbody>
</table>
Savannah’s Largest Markets

<table>
<thead>
<tr>
<th>Region</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northeast Asia</td>
<td>47.6%</td>
</tr>
<tr>
<td>North Europe</td>
<td>11.6%</td>
</tr>
<tr>
<td>Southeast Asia</td>
<td>9.5%</td>
</tr>
<tr>
<td>Latin America</td>
<td>7.9%</td>
</tr>
<tr>
<td>Mediterranean</td>
<td>7.1%</td>
</tr>
<tr>
<td>India Subcontinent</td>
<td>5.5%</td>
</tr>
<tr>
<td>Middle East</td>
<td>5.3%</td>
</tr>
<tr>
<td>Oceania</td>
<td>2.8%</td>
</tr>
<tr>
<td>Africa</td>
<td>2.7%</td>
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</tbody>
</table>

Source: Piers (Loads only. In FY2011 TEUs)
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technology Projects</td>
<td>$ 67,950,000</td>
</tr>
<tr>
<td>GCT Berth Upgrades</td>
<td>$ 62,219,000</td>
</tr>
<tr>
<td>GCT Container Storage/Support</td>
<td>$ 78,617,000</td>
</tr>
<tr>
<td>GCT Equipment</td>
<td>$ 366,050,000</td>
</tr>
<tr>
<td>GCT Intermodal &amp; Gate Projects</td>
<td>$ 109,063,000</td>
</tr>
<tr>
<td>GCT Facility Projects</td>
<td>$ 38,370,000</td>
</tr>
<tr>
<td>Infrastructure Reserve</td>
<td>$ 167,500,000</td>
</tr>
<tr>
<td>Annual Reserve/Future Projects</td>
<td>$ 330,969,000</td>
</tr>
<tr>
<td><strong>Total GPA Projects</strong></td>
<td>$ 1,220,738,000</td>
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<tr>
<td>Savannah Harbor Expansion Project (SHEP)</td>
<td>$ 260,000,000</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>$ 1,480,738,000</td>
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</tbody>
</table>
GARDEN CITY TERMINAL: ‘Today’

- 9 Container Berths
- 9,693 ft (2,955 m) of continuous berthing

- 23 Container Cranes
- 96 Rubber-Tired Gantries
- Terminal area: 1,200 acres (485.6 ha)

Aerial: 4.11
GARDEN CITY TERMINAL: ‘Tomorrow’

- Mason ICTF served by Norfolk Southern Railroad
- Chatham ICTF served by CSX Transportation

- 33 Container Cranes
- 169 Rubber-Tired Gantries
- Terminal area: 1,200 acres (485.6 ha)
PORT OF SAVANNAH: Connectivity…. ‘The Garden City Terminal Beltway’
GARDEN CITY TERMINAL: ‘The Mason ICTF’

- Served by Norfolk Southern Railroad
- 11 inbound / 11 outbound between the Austell Yard and the Mason ICTF
- Toplifts
- Facility specifications
  - Area: 160 Acres (65 ha)
  - Working Tracks:
    - (6) 2,500 ft (762 m)
    - Total = 15,000 ft (3,810 m)
  - Storage Tracks:
    - (3) 2,500 ft (762 m)
    - Total = 7,500 ft (2,286 m)
GARDEN CITY TERMINAL: ‘The Chatham ICTF’

- Served by CSX Transportation
- 8 inbound / 8 outbound
- 4 RTG’s

Facility specifications
- Area: 18 Acres (7.28 ha)
- Working Tracks:
  - (3) 2,005 ft (611 m)
  - Total = 6,015 ft (1,833 m)
- Storage Tracks:
  - 12,406 ft (3.781 m)
Terminal Improvements = Environmental Benefits

We Use Less to Move More

- **Equipment Upgrades and Terminal Improvements**: 54% Reduction in Diesel Consumption in Last Decade
- **Ship-to-Shore Crane Electrification**: 2 Million Gallons of Fuel Reduced Annually
- **Use of Ultra-Low Sulfur Diesel**: 34% Emissions Reduction
- **Total Diesel Fuel Avoidance**: 4.6 Million Gallons Annually
Features Will Improve Vessel Transit & Mitigate Impact

- Channel will be deepened up to 47 feet
- Three bends will be widened
- Entrance channel will be extended 7 miles (11.3 km) to reach deep water
- Two meeting lanes will be constructed
- Turning basin will be enlarged to 1,650 foot (503 m) diameter
- Federal and state agencies involved with creation of extensive mitigation plan
- Adaptive management plan included as required by WRDA 2007
- Post construction monitoring for up to 10 years for some resources as allowed by WRDA 2007
SHEP Features and Mitigation

Source: U.S. Army Corps of Engineers
Port of Savannah will be ready for future East Coast Fleet & Projected Volume Increases

- Project first to be subjected to new Corps container model
- NED Plan determined to be 47 feet
- Project cost during construction phase $652 million
- Annual net benefits of $174 million at 47 feet
- Benefit to Cost Ratio of 5.5 to 1
- $181.5 million in state funds approved through FY13
- Project funded in the President’s FY12 budget
- Terminal, roads and rail will be in place to handle future expected cargo
- Ready without major impact to urban area
What Happens Next?

Federal Funding  Record of Decision  Construction

Key Dates
- Winter 2012: Final study released
- Winter/Spring 2012: Corps responds to public comments
- Spring 2012: Washington, DC level of reviews
- Summer 2012: Record of Decision
- 2012 – 2016: Construction
PORT OF SAVANNAH: Beyond Garden City Terminal