

Savannah Harbor Expansion Project

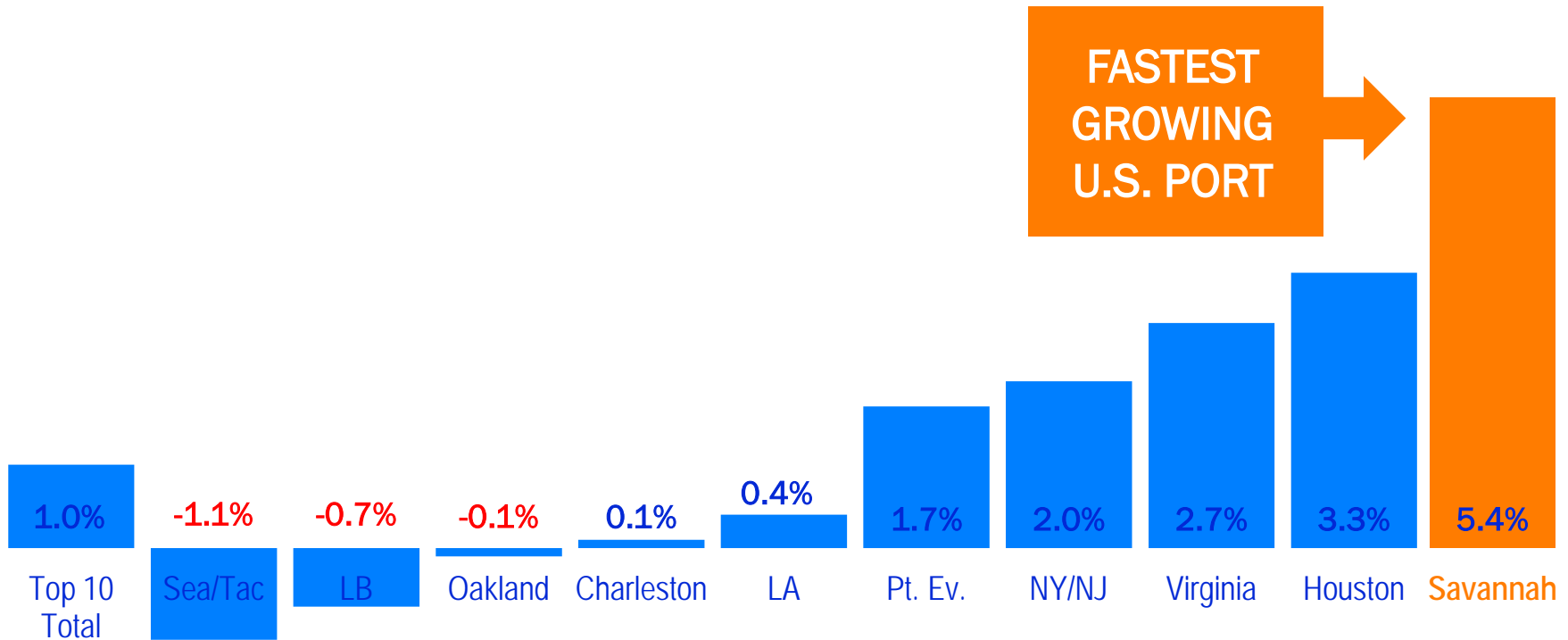
Critical Infrastructure Expansion for the United States



May 3, 2017

SAVANNAH: #4 AND FASTEST GROWING

TOP 10 PORTS: 10-YEAR GROWTH RATE CY2006-2016





GARDEN CITY TERMINAL TODAY

LARGEST SINGLE TERMINAL IN NORTH AMERICA

- 9 Container berths
- 9,693 ft (2,955 m) of contiguous berthing space
- 26 Container cranes
- 146 Rubber-tired gantries
- 1,200 acres (485.6 ha) terminal area

GARDEN CITY TERMINAL: EQUIPMENT NOW & IN THE FUTURE

- 4 New Super Post-Panamax Cranes delivered in December 2016
- Additional 4 Super Post-Panamax Cranes on order for delivery in 2017
- 10 RTGs in Sept. 2015, 10 in Apr. 2016, 5 in Jul. 2016, and 5 in Sept. 2016
- Gate 8 & Mason Empty Depot Yard
- Stevedore Technology
- 20 refrigerated container racks and an additional 960 TEUs of capacity for a total of 3,200 reefer slots

Equipment Type	Current	Build Out
Ship to Shore (STS) Cranes	26	34
Rubber Tired Gantries (RTG)	146	169

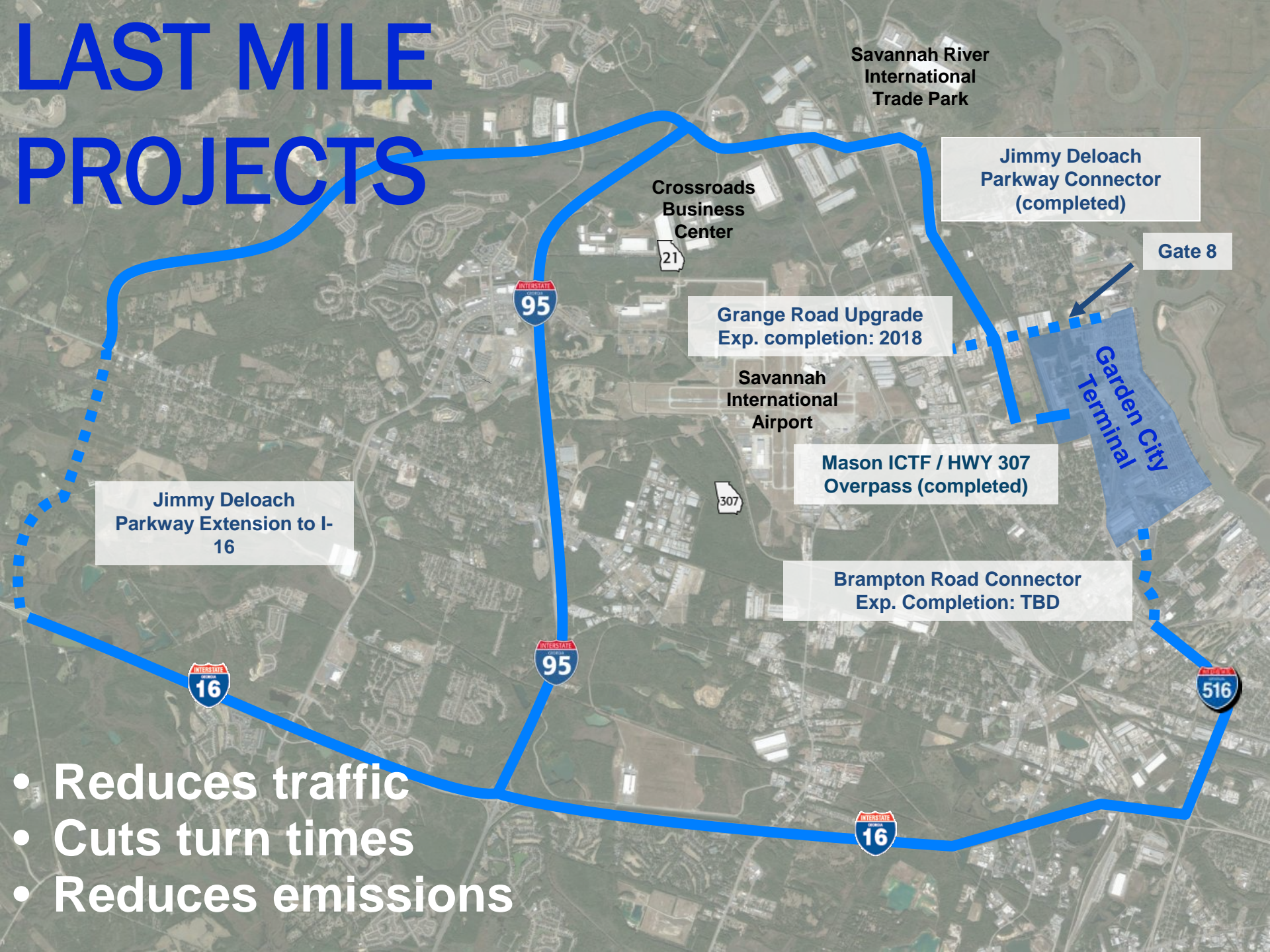
GATE FLUIDITY

**AVERAGE OVER 9,200 GATE MOVES/DAY;
SINGLE 33 MINUTES; DOUBLE 54 MINUTES.**

- 4 Gates. 48 Lanes with 28 Pre-check Lanes. 12 Portal Approach Lanes.
- Monday through Friday 6am to 6pm
- Saturday (Gate 4 only) 8am to Noon, 1pm to 5pm

Source: GPA Gate Operations, Average moves/turn times for January-December 2016 Monday-Friday

LAST MILE PROJECTS



Savannah River International Trade Park

Jimmy DeLoach Parkway Connector (completed)

Gate 8

Crossroads Business Center
21

Grange Road Upgrade
Exp. completion: 2018

Savannah International Airport

Mason ICTF / HWY 307 Overpass (completed)
307

Garden City Terminal

Jimmy DeLoach Parkway Extension to I-16

Brampton Road Connector
Exp. Completion: TBD

INTERSTATE 16

INTERSTATE 95

INTERSTATE 516

INTERSTATE 16

- Reduces traffic
- Cuts turn times
- Reduces emissions

INTERSTATE ACCESS

Georgia has one of the highest over-the-road container weight allowances among all U.S. Southeast states.

**Garden City Terminal to I-16
(East/West)
5.7 miles (9.2 km)**

**Garden City Terminal to I-95
(North/South)
5.5 miles (8.9 km)**



FREIGHT MOBILITY

Continued investment in rail infrastructure expansion to support greater inland access for our customers.



THE CHATHAM ICTF

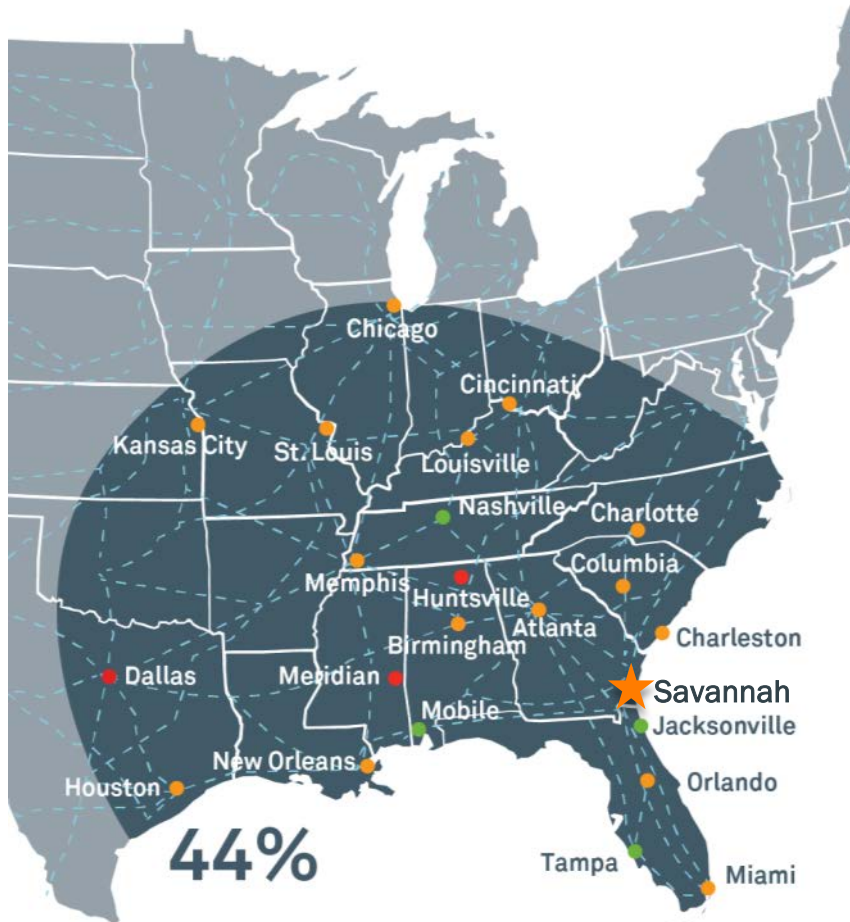
- Served by CSX Transportation
- RTGs
- Working Tracks: (3) 2,100 ft (640 m)
Total = 6,300 ft (1,920 m)
- Storage Tracks: 11,615 ft (3,540 m)

THE MASON ICTF

- Served by Norfolk Southern Railroad
- Toplifts
- Working Tracks: (5) 2,800 ft (853 m)
Total = 14,000 ft (4,267 m)
- Storage Tracks: 8,000 ft (2,438 m)

UNRIVALED ON-DOCK RAIL CONNECTIVITY

18 WEEKLY TRAINS TO KEY MARKET - ATLANTA



- **Daily service** to every major destination east of the Mississippi
- **Fastest East Coast connections** to/from Alabama, Tennessee, Louisiana and Texas
- **Best in class service** to Atlanta

● Served by both Class I's ● Served only by CSX ● Served only by NS

CONSOLIDATED ALLIANCES, LARGER VESSELS REQUIRE INFRASTRUCTURE INVESTMENT

GPA INVESTMENT FOR NEXT 10 YEARS: \$1.9B

On Terminal

Road

Rail

Water



PANAMA CANAL EXPANSION

GAME CHANGER!

56% OF ALL VESSELS
CALLING ON
SAVANNAH ARE
NEOPANAMAX



Photo courtesy of Panama Canal Authority

SAVANNAH HARBOR EXPANSION PROJECT (SHEP)

MILESTONES

- Reconnaissance Study completed in 1996
- GPA completes **Feasibility Study** in 1998
- Project *conditionally authorized by Congress* in 1999
- Chief of Engineers Report issued August 2012
- Record of Decision issued October 2012
- Global Settlement Agreement with South Carolina and environmental interests achieved in May 2013
- Final Project Permits issued in July 2013
- WRRDA signed by President on June 10, 2014
- Project Partnership Agreement signed October 2014
- Construction Begins September 2015



SAVANNAH HARBOR EXPANSION PROJECT

- Deepen from 42 feet to 47 feet
- \$973 Million total first cost (FY17 price levels)
- 75% federal/25% non-federal cost share (\$732M/\$241M)
- \$282 Million annual net benefits
- 7.3 to 1 benefit to cost ratio
- Study began in 1996 and authorized in WRDA 14
- Nearly 16 years of study
- Approved by Secretaries of Army, Commerce, Interior &
Administrator of EPA
- One of the most rigorously studied Civil Works projects
- Almost 50% of the cost is towards environmental mitigation

SHEP PROGRESS



COMPLETE

- Contribution to striped bass stocking program
- Purchase 2,245 acres wetlands for SNWR mitigation

IN PROCESS

- Remove CSS Georgia – 80% Complete
- Deepen Entrance Channel to 49 ft; extend 7 miles – 60% Complete
- Construct DO injection systems – 28% Complete
- Construct Raw Water Storage Impoundment – 65% Complete
- Raise disposal area dikes – 64% Complete
- SB I: Remove Tide Gates, Abutments – 48% Complete

SHEP PROGRESS

A map of the Savannah River estuary in South Carolina, showing the river's path from the Atlantic Ocean inland. The map is overlaid with a dark green background. A prominent orange line highlights the main channel of the river, while a yellow line highlights a secondary channel or area. Various islands and landmarks are labeled, including South Carolina, Garden City Terminal, Elba Island, and Little Back Island. The Atlantic Ocean is labeled at the bottom right.

2017

- McCoys Cut diversion structure, fill in new cut – Award Aug 2017

2018 AND BEYOND

- Deepen Inner Harbor Channel to 47 feet MLLW
- Construct boat ramp for access to back river
- Freshwater marsh restoration
- Construct fish bypass at New Savannah Bluff Lock & Dam
- SB II: Construct weir at back river, fill sediment basin

Atlantic Ocean

THANK YOU

