Definition: supply chain management (scm) is the process of planning, implementing, and controlling the operations of the supply chain with the purpose to satisfy customer requirements as efficiently as possible.

Our name says it all! Supply Chain Management llc was created 15 years with a goal to provide our customers with all the tools necessary to have an efficient and cost affective supply chain. SCM has logistics professionals located in key distribution points throughout the Southeast. With services ranging from Customs Brokerage to Warehousing, SCM can handle all of your supply chain needs.

Our services include:
1. Freight Forwarding
2. Local and over the road drayage
3. Customs Brokerage
4. OTR trucking
5. Warehousing (internet based inventory management)
6. Intermodal

Let Supply Chain Management find your "Solution for maximum efficiency"

For additional information about any of our services please contact us at 1.800.433.0588

437 Telfair Rd., Garden City, GA 31415
Tel: 912.443.4008  Fax: 912.443.5036
www.scmllc.net or by email at Wynn@scmllc.net
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OUR MISSION
The Georgia Ports Authority’s mission is to develop, maintain and operate ocean and inland river ports within Georgia; foster international trade and new industry for state and local communities; promote Georgia’s agricultural, industrial and natural resources; and maintain the natural quality of the environment.
While providing an in-depth look at Georgia’s ports, gaports.com explores facilitating global trade, as well as the people, IT and infrastructure that moves your cargo. Georgia’s ports deliver what the market demands. Now. Because in the world of trade, we’re not just keeping up, we’re setting the pace.

Regular updates of the 2014 GPA Ports Guide and Directory may be found online at gaports.com/learnmore.
Georgia Ports Authority has been able to provide a single terminal in one location that allows us to go in and out of one spot – regardless of the carrier, regardless of the chassis, regardless of the dray provider – to come out in one seamless move. That sort of forward thinking by the Georgia Ports Authority has really provided us the opportunity to have that seamless execution. I’d probably call it best in class, as it relates to turn times and our drivers being able to come in and out in a pretty rapid manner.

– Reade Kidd • Home Depot Director of International Logistics

Get the whole story at GAPORTS.COM/HOMEDEPOT
See why the fourth-largest retailer in America and fifth-largest in the world depends on the single-terminal advantage to import 20% of its U.S. freight through Savannah.
GPA BOARD MEMBERS

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Chairman, Savannah

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Senior Director of Finance

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JOHN D. TRENT
Senior Director of Strategic Operations and Safety
GPA’S BIG INVESTMENTS PAYING OFF FOR CUSTOMERS

The Georgia Ports Authority is making significant investments in terminal improvements to increase capacity and improve efficiency, further establishing Georgia as the gateway for trade to the Southeast United States.

NEW CRANES

Among the largest recent investments are four new ship-to-shore cranes at Garden City Terminal, bringing the number of electric-powered container cranes to 25 – the most of any single terminal in the U.S.

“These new super-post-Panamax cranes further enhance the cargo handling efficiency at the fourth-busiest container terminal in the nation,” said GPA Executive Director Curtis Foltz. “Combined with the largest single container terminal in North America and two Class I railroads on site, these cranes will make the customer experience even smoother.”

The new cranes help prepare Savannah to better accommodate larger container vessels, expected to increase in number after the expanded Panama Canal opens in 2015. They are large enough to handle vessels carrying up to 12,000 twenty-foot equivalent container units (TEUs).

NEW ROADS

Also aiding faster cargo movement is the Jimmy Deloach Parkway extension, which will provide a direct link between Interstate 95 and the Port of Savannah. The Georgia Department of Transportation has broken ground on the project and expects to complete the 3.1 mile, $72.8 million connector in May 2016.

“The Deloach Connector shows the unprecedented level of cooperation and collaboration between Governor Deal, the Transportation and Ports Authority boards and Georgia DOT,” said Department of Transportation Board Chairman Jay Shaw. “We all understand that so much of Georgia’s growth and prosperity are inextricably linked to the success of our ports and to our ability to complement them with the best surface logistics network in the nation. That is exactly what we are committed to do.”
The project will cut drive times for truck and passenger traffic by 11.35 minutes for vehicles traveling S.R. 21 and Jimmy Deloach Connector.

Better connections for surface transport will also be provided by a recently completed overpass on Georgia Highway 307 – the main truck route into Garden City Terminal. The overpass is one of the final steps in a cargo beltway linking the Port of Savannah to the Southeast, by way of two major interstates, I-16 and I-95.

The overpass will expedite traffic into the GPA’s Garden City Terminal, which handles nearly 8,000 truck moves a day. Through its road and rail connections, the Port of Savannah serves 18 major retail distribution centers encompassing more than 15 million square feet of space.

“This $22.5 million investment shows the state’s commitment to improved cargo movement beyond the terminal gates,” Foltz said.

RAIL IMPROVEMENTS

The overpass will increase road and rail efficiency, working together with a $6.5 million six-track rail yard expansion. Norfolk Southern, the state Department of Transportation and the Georgia Ports Authority worked in tandem on the Highway 307 overpass and the rail expansion projects in order to boost efficiency for both truck and rail transport. The DOT-funded overpass routes trucks over six expanded tracks at Mason Intermodal Container Transfer Facility.

CSX Transportation has also made significant investments to improve efficiency, including a $5 million track upgrade, which expedited the movement of containers in and out of the Garden City Terminal.

“When combined with other recent improvements, this expansion will reduce Savannah-Atlanta roundtrip rail transit by six hours,” said GPA Chief Operating Officer Griff Lynch. “The time saved on each container will save port customers money.”

Lynch added that on-terminal facilities mean shippers don’t have to haul their goods to remote rail yards and can get cargo moving to distribution centers or other destinations more quickly.

DEEPER WATER

The infrastructure upgrade with the greatest impact, however, is the Savannah Harbor Expansion Project. The project will increase harbor depth from 42 feet to 47 feet.

U.S. Army Corps of Engineers studies show that post-Panamax vessels more efficiently served by a deeper harbor in Savannah will lower shipping costs for containerized trade by a net of $174 million a year over the next 50 years, for a total economic benefit of $8.7 billion during that span. Decreased costs per container will lower the bottom line for the more than 21,000 U.S. businesses, and thousands of international businesses shipping via the Port of Savannah.

GPA Board Chairman Robert Jepson noted that the Port of Savannah has already positioned itself as the busiest gateway for commerce to the Southeast – second in cargo volume only to the Port of NY/NJ on the East Coast.

“We have become leaders in our industry because of superb landside infrastructure, geographic proximity to high demographic density and overall service efficiency, capable of moving cargo to inland destinations more quickly and cost effectively than other ports through our direct road and rail connections,” Jepson said. “The last remaining piece of the logistical puzzle that must be improved is deeper water. With a deeper harbor, the Port of Savannah will improve its service times for the larger and more heavily laden vessels that are the future of global trade.”
GPA’S RAIL FASTEST TO MARKET

With a 5.4 million-person metro Atlanta area and a state population of 9.9 million, Georgia is more than a formidable singular market; its network of seaports, road and rail infrastructure make it a springboard to reach the entire US Southeast.

In fact, rail connectivity from the Port of Savannah means cargo owners enjoy daily service to every major destination east of the Mississippi. GPA’s Network Georgia provides the fastest rail connections of any East Coast port to Alabama, Tennessee, Louisiana and Texas, as well as overnight service to Atlanta, Charlotte, Jacksonville and Charleston.

“The Port of Savannah is 100 miles closer to Atlanta than any other port,” said GPA Executive Director Curtis Foltz. “This is significant because Atlanta serves as a major hub for rail and truck traffic.”

As the only East Coast port offering two Class I rail providers on a single terminal, Savannah also provides two-day
service to Birmingham and Huntsville, Ala.; Miami, Orlando and Tampa, Fla.; and Memphis and Nashville, Tenn.

Garden City Terminal features two on-terminal rail yards, served by Norfolk Southern and CSX that are not limited to the same weight restrictions as highway traffic. Combined, the two service providers average 18 inbound and 18 outbound trains per week, delivering more choices to reach inland markets.

“Our two on-terminal facilities also mean shippers don’t have to move goods to remote rail yards, and can get cargo to distribution centers or other destinations more quickly,” Foltz said. “What’s more, fewer rail miles mean shorter transit times for improved speed to market and lower storage costs.”

Superior infrastructure at the GPA is matched by more flexible service.

“In the past, many equated ‘intermodal’ directly with ‘rail,’ but today GPA is focusing on the big picture and how intermodal moves fit into the port’s overall efficiency,” said GPA Chief Operating Officer Griff Lynch. “The current view encompasses the whole process from a ship to a destination, and beyond. It actually includes establishing routes before a container is even shipped.”

The 30 employees who coordinate the movement of cargo to and from GPA rail yards are now also part of a larger and more flexible group that includes all of operations. Developed over the last several years, the new method of operation allows GPA to absorb increased volume in different sections of the terminal with the flexibility to move skilled workers to where the most work is required at the time.

“Savannah serves as the Southeast’s hub for intermodal moves,” said John Trent, senior director of strategic operations and safety. “We’re working with our two Class I railroads to create innovative logistics solutions that will strengthen our position and make Georgia the dominant hub for intermodal rail traffic on the entire East Coast.”

An inland port agreement signed by Governor Nathan Deal, the Georgia Ports Authority and Cordele Intermodal Services has extended the international reach of businesses in Southeast Georgia and adjacent regions of Florida and Alabama. The agreement, which ensures a direct 200-mile rail route to and from GPA’s Garden City Terminal in Savannah, will serve as a gateway to Southwest Georgia and adjacent regions of Florida and Alabama.

“The GPA is one of our state’s strongest economic engines, supporting more than 352,000 jobs across Georgia,” said Georgia Governor Nathan Deal. “By more efficiently connecting businesses in this region to the global marketplace through our deep-water ports, the Cordele Inland Port is now part of that broader effort, supporting jobs and future development.”

By reducing the number of truck miles into Savannah, the Cordele operation saves on shipping, reduces highway traffic and provides new service offerings to benefit shippers, truckers and steamship lines. The agreement is part of Network Georgia, a larger GPA initiative to extend its rail connections.
SAVANNAH:
THE HOTTEST HUB FOR DISTRIBUTION

The Port of Savannah forms a distribution center hub, with more than 4 million square feet of warehouse space available.

“The point of attracting distribution centers to the port is to generate vessel calls to serve those DCs,” said GPA Executive Director Curtis Foltz. “In turn, the vessel calls guarantee more empty container deliveries, which support the region’s export market.”

Savannah is one of the few port cities with a wealth of available land adjacent to the port and immediate interstate access (north-south on I-95 and east-west on I-16). The area is also served by two Class I railroads: CSX and Norfolk Southern.

The Port of Savannah has garnered keen interest among national third-party logistics providers, both as large and mid-size wholesalers and retailers located distribution centers in Georgia, (bringing their 3PLs with them), and as national 3PLs sought greater efficiency in serving their clients.

“Adding to that momentum was a change in the business model of the large retailers,” said Stacy Watson, general manager of economic and industrial development at GPA. “Concentrating on their core retail business, many of the big box retailers outsourced their logistics operations.”

The impact was two-fold. It created a boom in Savannah’s 3PL market, and it gave the GPA access to the clients served by the 3PLs in other cities.

In a recent win for Savannah, Matson Logistics contracted for 65,000 square feet, with the ability to increase to 125,000 square feet. The move follows an earlier expansion to its Bryan County, Ga., operation, which added 237,600 square feet to its previous 135,000-square-foot facility.

“More companies are using East Coast distribution centers to have their product closer to a rapidly growing regional market,” said Mark Ferzacca, assistant vice president of sales for Matson Logistics Warehousing.

Indeed, other 3PLs have also chosen Savannah, and brought their major clients with them. National logistics providers Kenco and OHL brought their clients, Haier (appliances) and Dukal (medical supplies), respectively.

“As a leading global 3PL provider, one of the things OHL prides itself on is our ability to provide an end-to-end supply chain solution for our customers,” said Tom Sides, OHL’s director of operations – southeast region. “A key component of that end-to-end solution is superior port access and that’s what we found with the Port of Savannah. We utilize the port for several of our customers along the Eastern seaboard, especially those from Florida on up to South Carolina. When first considering the port as a point of access to serve our customers, some of the things that immediately stood out as significant advantages included its proximity to I-95, the port’s modern facilities and equipment, and its growth potential.”

Another key factor in 3PLs selecting the Port of Savannah
is the number of ocean shipping services — which gives customers more solutions for meeting their logistics needs.

“We have more weekly container services than any other port on the East Coast besides New York,” said Chris Logan, GPA’s senior director of trade development, beneficial cargo owner sales. “The number of ocean services offers customers scope, frequency and multiple options for reaching world markets.”

Highway infrastructure is also a big draw.

“The initiative shown by the state of Georgia in pushing through the Jimmy Deloach Parkway expansion has been very important,” Logan said. The parkway will provide direct access from Garden City Terminal to Interstate 95. “This improvement assures cargo owners and 3PLs that the short turn times they enjoy on terminal will be matched off terminal.”

Further, the port’s placement west of the city of Savannah provides quick access to Interstates 95 and 16, speeding the movement of cargo to inland destinations.

“It is a huge advantage that the Garden City Terminal is not in a densely populated environment, in which commercial and residential traffic would be forced to compete for the same infrastructure,” Logan said. “When customers choose Savannah, they get fast turn times, the greatest breadth of ocean carriers, trucking, and rail services, and the vision of the state and private organizations to ensure that growth will continue.”

The GPA’s ongoing work to expand on-terminal capacity for refrigerated cargo, along with private developments by companies like Nordic and Gulf States Cold Storage, are strengthening Georgia’s position in the marketplace. The Georgia Ports Authority handles nearly 40 percent of the nation’s containerized poultry exports.
CLIENT RELATIONS CENTER:
MAKING CUSTOMER CARE A PRIORITY

A front-line problem-solving communications tool, the Client Relations Center is designed to respond to customer needs through a single, reliable point of contact.

Currently the nation’s only such program, the Client Relations Center or CRC uses proactive procedures to ensure port users receive fast, dependable service assistance, cargo coordination and issue resolution to keep cargo moving seamlessly.

CRC representatives assist port users with cargo services such as equipment availability, pick-up and delivery verifications, gate issues, conflict resolution, and U.S. Customs and agricultural inspections. In addition, Client Relations provides technical training assistance so that important information is where you need it, when you need it.

By offering a customer-centered tool that helps clients grow their business, the CRC is focused on creating customer loyalty.

“We believe relationships with people are the currency of our business. We strive to build relationships by exceeding our customers’ expectations,” said Cliff Pyron, GPA chief commercial officer. “Every call and email we receive is an opportunity to impress and build rapport with the ports’ cargo owners, ocean carriers, inland carriers and government agencies.”

The CRC receives over 400 emails and 500 phone calls daily.

Customers’ needs and expectations are constantly changing, and the CRC seeks to grow and adapt with them.

“Customer service from the GPA is very important to Target. A big part of our reason for going into the market was not just the services but the connection that both the port leadership and the customer service teams had with Target,” said Rick Gabrielson, Target’s director of international transportation. “They really, truly wanted to understand our business — how they could serve us better — and adjusted their operations accordingly to really meet our needs.”

The CRC’s success is based on knowledgeable representatives who are skilled at efficient issue resolution.

“Anytime that we have needed Georgia Ports Authority they have been able to respond immediately,” said Mercedes Hernandez Garner, manager of logistics and compliance for Kia. “They are only a phone call away. Everyone is passionate about the quality of customer service that they give, and it shows.”

The CRC, which views customer retention as a predictor of success, helps the GPA maintain a customer loyalty mindset.

“It is critical to ensure our customers remain satisfied and continue to use our port for their business, without hesitation,”
that speeds Coast Guard operations and allows real-time tracking of container inspections.

In addition to customer relations, the CRC plays a critical role in GPA’s relationships with government entities including Customs and Border Protection, U.S. Department of Agriculture and the federal Food and Drug Administration.

“The Georgia Ports Authority’s strong long-term relationship with government agencies helps expedite port arrival and departure, keeping our supply chain flowing,” Hernandez Garner said.

The U.S. Coast Guard has recognized the CRC for a program that speeds Coast Guard operations and allows real-time tracking of container inspections.

The web-based solution, named CG SCIP (Coast Guard Savannah Container Inspection Program), interfaces with GPA’s operations software to provide container inspection tracking.

The program allows local USCG officers to notify GPA when a container is designated for inspection, creates work orders to move containers through the inspection process, updates seal changes and tracks the release of individual containers – all in real time. Making this information instantly available to GPA and cargo owners speeds the movement of the container to its final destination.

**Track cargo at Webaccess.gaports.com:**
- Provides secure, 24-hour access for truckers, brokers, forwarders, consignees and ocean carriers
- Pre-advise Gate Process (creates truck gate transactions before arrival, eliminating most troubles at gate)
- Customized Reporting (track relevant info with customized reports that can be converted into multiple formats)
- Auto-notification (receive automatic email or fax alerts as shipment events occur)
- Ship Schedules (keep up to date on schedule changes with immediate access to arrival/departure time)
- Container & Equipment Availability (confirm availability and holds to be address before gate arrival)
- EDO / Booking Details (track complete booking info from cargo arrival to loads received)
- Terminal conditions (plan schedules by tracking daily terminal activity postings).
How to Ship Your Goods: Getting Started — User Guide

The first step in exporting goods through Georgia ports is to contact a freight forwarding company or ocean carrier. (Listings are available in the Port Services Directory at the back of this book.)

Be sure to have vital information about your cargo and shipment handy, including the origin, destination, weight and dimensions.

Importers should also start by choosing a customs broker or ocean carrier. Get the arrival date for your shipment from either service provider’s representative so that U.S. Customs and Border Protection can clear your cargo. Customs will inspect the freight at the first port of entry, unless the cargo owner contracts with a customs broker to have the goods shipped in bond to a more convenient customs port.

To obtain U.S. Customs clearance, you will need to provide a bill of lading, bill of sale, registration (if applicable), and any other documents covering the shipment. Go to CBP.gov, click on “Locate a Port of Entry – Air, Land, or Sea,” and choose Georgia for more details.

International Freight Forwarder

Licensed by the Federal Maritime Commission, freight forwarders prepare and coordinate the movement and storage of export cargoes. The freight forwarder advises exporters of the best rates and routings for transporting cargo. The freight forwarder also assists with the required foreign documentation for the cargo being exported and with special regulations. Such regulations include hazardous materials rules, U.S. government regulations, cargo packaging or handling restrictions, financial documents, such as letters of credit and commercial invoices, as well as any licensing provisions.

Customs Broker

Licensed by the U.S. Treasury Department, the customs broker prepares the needed documentation for importing cargo, including customs clearance. The customs broker advises importers as to tariff (duties) schedules, commodity quotas and customs regulations. The broker can also assist with transportation and dealing with other government agencies, such as the USDA, EPA and FDA. Brokers should have knowledge of exchange rates, hazardous materials, insurance and domestic transport.

Ocean Carrier

Ocean carriers provide common carriage ocean transportation. There are two types of common carriers; the VOCC, vessel-operating common carrier, and the NVOCC, non-vessel-operating common carrier. Examples of VOCCs include well-known names such as APL, Evergreen, Maersk and Wallenius Wilhelmsen.

NVOCCs buy a high volume of space aboard a vessel in order to get a lower rate. An NVOCC then sells that space to various small shippers, consolidates their freight, issues bills of lading and books space aboard a ship.

User Guide

Cargo Status

Breakbulk/Bulk/Roll-on, Roll-off Cargo

Contact the terminal involved for cargo status and assistance with/resolution of cargo issues, other than GPA pricing. (See Terminals listed below for phone numbers.)

Containerized Cargo

Contact the Client Relations Center (CRC). This department is designed to be the first point of contact regarding container status, and assistance with/resolution of container issues, other than pricing. 912.963.5526/customerservice@gaports.com.

Claims for Loss or Damage

See Tariff 5, Rule 34-026 and Contact GPA Claims Manager at 912.966.3612.

Credit, Payment & Billing

• To establish credit: Go to www.gaports.com, under Customer Service click on ‘Credit Application’

• How to pay until credit is established? Cashier’s check, wire transfer, credit card (MasterCard or Visa)
• **How to receive an old invoice?** Contact GPA’s Credit & Collections Dept. E-mail: csheppard@gaports.com.
• **How to receive a new invoice?** Contact GPA’s Billing Department, E-mail: ccolson@gaports.com.
• **Billing Dispute?** Should be addressed in writing to GPA Credit & Collections Department, E-mail: csheppard@gaports.com.

**Dimensional/Heavy Lift Cargo**
*Georgia DOT: 888.262.8306*

**Containers:** Gross Weight of 100,000 pounds with permit, provided axle weights do not exceed 25,000 pounds.

**Non-Containerized Cargo:** GDOT will need to be contacted but, with proper equipment, permits are possible.

**Crane Capacity**

**Garden City Terminal:**
- S3 short tons to 78 short tons under hook beam.

**Ocean Terminal:**
- Two Gantry Cranes; 1 @ 100ST and 1 @ 175ST
- If cargo weight exceeds GPA crane capacity, third-party cranes are available, including a 500 ST floating crane.
- Crane lifts are by appointment only.

**Documents**

**Import Breakbulk Cargo**
- Cargo Delivery Order generated in GPA’s NAVIS System.
- Contact Client Relations Center for access and assistance. (See Tariff 5, Rule 34-245)

**Export Breakbulk Cargo**
- Dock Receipt (see Tariff 5, Rule 34-240)

**Free Time on Cargo or Containers**

**Breakbulk Cargo**
- Linerboard, Newsprint, Woodpulp: 20 consecutive days
- Waste Paper: 5 consecutive days
- All Other Breakbulk Cargo:
  - 15 consecutive days, inside storage
  - 20 consecutive days, outside storage

**Containers**
- If container discharged from or loaded to vessels calling GPA/Savannah, contact your ocean carrier. If container is landbridged to Savannah, contact both your ocean carrier and GPA.

**Pricing (GPA services only) & Warehousing**
- Available online at www.gaports.com
  - Find Tools, then click ‘Insta-Rate’
- 912.963.5506
- E-mail: rprescott@gaports.com

**Terminals**

<table>
<thead>
<tr>
<th>Name</th>
<th>Primary Cargo</th>
<th>Railroads</th>
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<tbody>
<tr>
<td>Garden City</td>
<td>Containers &amp; Liquid Bulk</td>
<td>SAPT (connects to CSX &amp; NS)</td>
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<tr>
<td>Port of Savannah</td>
<td></td>
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<tr>
<td>912.964.3811</td>
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<tr>
<td>Ocean Terminal</td>
<td>Breakbulk &amp; RoRo Cargo</td>
<td>NS and CSX (thru NS switch)</td>
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<tr>
<td>Port of Savannah</td>
<td></td>
<td></td>
</tr>
<tr>
<td>912.651.2195</td>
<td></td>
<td></td>
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<tr>
<td>Colonel’s Island</td>
<td>Agri-Bulk &amp; RoRo Cargo</td>
<td>GITM (connects to CSX &amp; NS)</td>
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<tr>
<td>Port of Brunswick</td>
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<tr>
<td>Agri-Bulk: 912.280.1560</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RoRo: 912.264.7295</td>
<td></td>
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<tr>
<td>Mayor’s Point</td>
<td>Breakbulk</td>
<td>CSX and NS</td>
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<tr>
<td>Port of Brunswick</td>
<td></td>
<td></td>
</tr>
<tr>
<td>912.264.7295</td>
<td></td>
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</tr>
<tr>
<td>Bainbridge</td>
<td>Agri-Bulk</td>
<td>CSX</td>
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<tr>
<td>(Inland River Terminal)</td>
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<tr>
<td>229.248.2902</td>
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</tbody>
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**Foreign Trade Zone No. 104**
- Contact FTZ Director Leigh Ryan
  - 912.447.9707
  - E-mail: lryan@wtcsavannah.org
CONNECTING WITH OVERSEAS CUSTOMERS
GDEcD HELPS GEORGIA PRODUCERS COMPETE GLOBALLY

The Georgia Department of Economic Development’s International Trade Division works with small- and medium-size Georgia companies to enhance their export sales in international markets. More than just increasing profits, exporting is about diversifying markets and gaining a competitive edge through global exposure to new technology, innovations and competition.

The International Trade Division provides Georgia companies with know-how, key in-country contacts and advantageous international opportunities. They leverage GDEcD’s international representatives located in Brazil, Canada, Chile, China, Colombia, Germany (EU), Israel, Japan, Korea, Mexico and the United Kingdom and Ireland to access these strategic global markets and provide export promotion through various services including:

GLOBAL INSIGHT — services designed to provide knowledge to companies including the “how-tos” of exporting and industry-specific and country specific data such as research, education, consultations, in-country market assessment and partner resources.

GLOBAL CONNECTIONS — services designed to match Georgia suppliers with international buyers and representatives including trade shows, missions, incoming buying delegations, in-country matching and Trade Opportunities Alert notifications.

The bi-monthly Trade Opportunities Alert lists specific opportunities to sell products and services in key markets abroad by including international companies seeking to purchase, distribute or represent Georgia companies and products. These leads are developed by the international trade division and/or the international representatives exclusively for Georgia businesses. (Find the Trade Opportunities Alert and other details at Georgia.org > International Trade > Programs & Services.)

Georgia exporters and export service providers can register to be listed in the online Georgia Export Directory at www.georgiaexportdirectory.com. Company listings feature contact and product information free of charge or, for a fee, companies may upgrade to a more detailed listing.

Each year, GDEcD’s nationally-recognized international trade services and programs help hundreds of companies in the state expand their business internationally through exports.

Experienced Georgia-based Export Trading (ETC) and Export Management (EMC) companies can apply for LINK, an initiative to help small businesses to start exporting. Information from companies experienced in providing ETC/EMC services is compiled into an electronic directory called LINK connecting small companies with experienced companies that can manage export sales on their behalf. Small businesses engage directly with the ETCs and EMCs to determine mutually beneficial business opportunities.

The Georgia Reaching Out Worldwide (G.R.O.W.) program provides appointments in different regions of the state for incoming buyer/representative delegations with Georgia suppliers.

Each year, GDEcD’s nationally-recognized international trade services and programs help hundreds of companies in the state expand their business internationally through exports. In 2012, $35.9 billion in exports and $72 billion in imports passed through Georgia ports, making Georgia the 12th-largest export state and 9th-largest import state in the U.S.

For more information, visit Georgia.org/Trade. For contact information for GPA’s 15 overseas representatives covering Asia, Australia, New Zealand, the Mediterranean and Middle East, see page 56.
GPA BY THE NUMBERS

GPA By The Numbers provides a snapshot of GPA cargo activity for Fiscal Year 2013. For more in-depth and up-to-date information, please visit ‘Market Intelligence’ online at gaports.com/learn more.

Georgia Ports Authority Fiscal Year 2013 Summary

<table>
<thead>
<tr>
<th></th>
<th>FY2012</th>
<th>FY2013</th>
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<td>Container Tonnage</td>
<td>22,484,176</td>
<td>22,206,101</td>
<td>-1%</td>
</tr>
<tr>
<td>General Cargo Tonnage</td>
<td>2,539,854</td>
<td>2,504,325</td>
<td>-1%</td>
</tr>
<tr>
<td>Bulk Tonnage</td>
<td>1,560,756</td>
<td>2,525,148</td>
<td>62%</td>
</tr>
<tr>
<td>Total Tonnage (short tons)</td>
<td>26,584,786</td>
<td>27,235,574</td>
<td>2%</td>
</tr>
<tr>
<td>Total Container Throughput (in TEUs)</td>
<td>2,982,471</td>
<td>2,949,449</td>
<td>-1%</td>
</tr>
<tr>
<td>Auto/Machinery Count</td>
<td>569,984</td>
<td>636,942</td>
<td>12%</td>
</tr>
</tbody>
</table>

Source: GPA Marketing

Port of Savannah Fiscal Year 2013 Summary

Port of Savannah Cargo Mix: Container 92%; General Cargo 5%; Bulk 3%

<table>
<thead>
<tr>
<th></th>
<th>FY2012</th>
<th>FY2013</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container Tonnage</td>
<td>22,484,176</td>
<td>22,206,101</td>
<td>-1%</td>
</tr>
<tr>
<td>General Cargo Tonnage</td>
<td>1,301,941</td>
<td>1,164,423</td>
<td>-11%</td>
</tr>
<tr>
<td>Bulk Tonnage</td>
<td>579,992</td>
<td>634,069</td>
<td>9%</td>
</tr>
<tr>
<td>Total Tonnage (short tons)</td>
<td>24,366,109</td>
<td>24,004,593</td>
<td>-1%</td>
</tr>
<tr>
<td>Total Container Throughput (in TEUs)</td>
<td>2,982,471</td>
<td>2,949,449</td>
<td>-1%</td>
</tr>
</tbody>
</table>

Source: GPA Marketing

Port of Savannah Total Annual Container Trade

FY2009-2013

<table>
<thead>
<tr>
<th></th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>% Growth (5 yr.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Port of Savannah</td>
<td>2,404,965</td>
<td>2,637,743</td>
<td>2,927,247</td>
<td>2,982,471</td>
<td>2,949,449</td>
<td>23%</td>
</tr>
</tbody>
</table>

Port of Savannah Fiscal Year 2013 Export/Import Balance (Containers)

32% Exports, 68% Imports

Source: GPA Marketing

Port of Savannah Fiscal Year 2013 Container Truck-to-Rail Ratio

81% Truck; 19% Rail

Source: GPA Marketing
Top 10 U.S. Container Ports (Calendar Year 2012)

1. Los Angeles
2. Long Beach
3. New York/New Jersey
4. Savannah
5. Oakland
6. Norfolk
7. Houston
8. Seattle
9. Charleston
10. Tacoma

Source: AAPA, includes loads & empties in TEUs

Port of Savannah Top 10 Container Trade Lanes (Exports)

<table>
<thead>
<tr>
<th>Trade Lane</th>
<th>2012</th>
<th>2013</th>
<th>Difference</th>
<th>%Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northeast Asia</td>
<td>437,405</td>
<td>409,810</td>
<td>-27,595</td>
<td>-6%</td>
</tr>
<tr>
<td>Mediterranean</td>
<td>167,264</td>
<td>180,043</td>
<td>12,779</td>
<td>8%</td>
</tr>
<tr>
<td>Southeast Asia</td>
<td>112,788</td>
<td>124,222</td>
<td>11,434</td>
<td>10%</td>
</tr>
<tr>
<td>North Europe</td>
<td>109,158</td>
<td>100,207</td>
<td>-8,951</td>
<td>-8%</td>
</tr>
<tr>
<td>Middle East</td>
<td>85,519</td>
<td>89,143</td>
<td>3,624</td>
<td>4%</td>
</tr>
<tr>
<td>Southeastern Asia</td>
<td>57,384</td>
<td>68,378</td>
<td>10,994</td>
<td>19%</td>
</tr>
<tr>
<td>East Coast South America</td>
<td>52,847</td>
<td>46,985</td>
<td>-5,862</td>
<td>-11%</td>
</tr>
<tr>
<td>Africa</td>
<td>44,829</td>
<td>43,849</td>
<td>-980</td>
<td>-2%</td>
</tr>
<tr>
<td>West Coast South America</td>
<td>34,377</td>
<td>33,397</td>
<td>-979</td>
<td>-3%</td>
</tr>
<tr>
<td>Eastern Europe</td>
<td>30,819</td>
<td>30,471</td>
<td>-348</td>
<td>-1%</td>
</tr>
<tr>
<td>Oceania</td>
<td>56,935</td>
<td>29,306</td>
<td>-27,628</td>
<td>-49%</td>
</tr>
<tr>
<td>Other</td>
<td>44,542</td>
<td>47,371</td>
<td>2,829</td>
<td>6%</td>
</tr>
<tr>
<td>Total</td>
<td>1,233,867</td>
<td>1,203,183</td>
<td>-30,684</td>
<td>-2%</td>
</tr>
</tbody>
</table>

*Africa, Caribbean, North America, Oceania, & Puerto Rico

Source: PIERS (loaded TEUs)
### Port of Savannah Top 10 Container Trade Lanes (Imports)

**FY2012 v. FY2013 (in TEUs)**

<table>
<thead>
<tr>
<th>Route</th>
<th>2012</th>
<th>2013</th>
<th>Difference</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northeast Asia</td>
<td>639,557</td>
<td>629,513</td>
<td>-10,045</td>
<td>-2%</td>
</tr>
<tr>
<td>Southeast Asia</td>
<td>110,069</td>
<td>118,677</td>
<td>8,608</td>
<td>8%</td>
</tr>
<tr>
<td>Mediterranean</td>
<td>92,200</td>
<td>97,264</td>
<td>5,064</td>
<td>5%</td>
</tr>
<tr>
<td>North Europe</td>
<td>73,085</td>
<td>69,724</td>
<td>-3,361</td>
<td>-5%</td>
</tr>
<tr>
<td>Southern Asia</td>
<td>65,054</td>
<td>66,404</td>
<td>1,350</td>
<td>2%</td>
</tr>
<tr>
<td>East Coast South America</td>
<td>18,760</td>
<td>22,288</td>
<td>3,528</td>
<td>19%</td>
</tr>
<tr>
<td>Middle East</td>
<td>14,899</td>
<td>16,200</td>
<td>1,302</td>
<td>9%</td>
</tr>
<tr>
<td>Central America</td>
<td>16,960</td>
<td>14,855</td>
<td>-2,104</td>
<td>-12%</td>
</tr>
<tr>
<td>Eastern Europe</td>
<td>14,380</td>
<td>13,789</td>
<td>-591</td>
<td>-4%</td>
</tr>
<tr>
<td>West Coast South America</td>
<td>14,273</td>
<td>11,592</td>
<td>-2,681</td>
<td>-19%</td>
</tr>
<tr>
<td>Other</td>
<td>25,607</td>
<td>19,018</td>
<td>-6,589</td>
<td>-26%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,084,844</td>
<td>1,079,326</td>
<td>-5,518</td>
<td>-1%</td>
</tr>
</tbody>
</table>

*Source: P.I.E.R.S. (Loaded TEUs)*

### Port of Brunswick Top 10 Trade Lanes (Exports)

**FY2012 v. FY2013 (in short tons)**

<table>
<thead>
<tr>
<th>Route</th>
<th>2012</th>
<th>2013</th>
<th>Difference</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Europe</td>
<td>656,864</td>
<td>772,498</td>
<td>115,634</td>
<td>18%</td>
</tr>
<tr>
<td>Caribbean</td>
<td>122,329</td>
<td>133,368</td>
<td>11,040</td>
<td>9%</td>
</tr>
<tr>
<td>East Coast South America</td>
<td>74,114</td>
<td>132,232</td>
<td>58,118</td>
<td>78%</td>
</tr>
<tr>
<td>Eastern Europe</td>
<td>47,118</td>
<td>112,272</td>
<td>65,154</td>
<td>138%</td>
</tr>
<tr>
<td>West Coast South America</td>
<td>0</td>
<td>110,641</td>
<td>110,641</td>
<td>N/A</td>
</tr>
<tr>
<td>Northeast Asia</td>
<td>82,162</td>
<td>103,829</td>
<td>21,667</td>
<td>26%</td>
</tr>
<tr>
<td>Mediterranean</td>
<td>20,236</td>
<td>79,782</td>
<td>59,546</td>
<td>294%</td>
</tr>
<tr>
<td>Africa</td>
<td>5,174</td>
<td>22,591</td>
<td>17,417</td>
<td>337%</td>
</tr>
<tr>
<td>Middle East</td>
<td>6,776</td>
<td>17,394</td>
<td>10,618</td>
<td>157%</td>
</tr>
<tr>
<td>Central America</td>
<td>7,895</td>
<td>4,689</td>
<td>-3,206</td>
<td>-41%</td>
</tr>
</tbody>
</table>

*Source: P.I.E.R.S.*
### Port of Brunswick Top 10 Trade Lanes (Imports)

**FY2012 v. FY2013 (in short tons)**

<table>
<thead>
<tr>
<th>Trade Lane</th>
<th>2012</th>
<th>2013</th>
<th>Difference</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Europe</td>
<td>436,017</td>
<td>536,261</td>
<td>100,244</td>
<td>23%</td>
</tr>
<tr>
<td>Northeast Asia</td>
<td>265,251</td>
<td>283,766</td>
<td>18,515</td>
<td>7%</td>
</tr>
<tr>
<td>East Coast South America</td>
<td>2</td>
<td>142,625</td>
<td>142,623</td>
<td>709.5663%</td>
</tr>
<tr>
<td>Mediterranean</td>
<td>130,406</td>
<td>105,309</td>
<td>-25,097</td>
<td>-19%</td>
</tr>
<tr>
<td>Central America</td>
<td>70,555</td>
<td>74,144</td>
<td>3,589</td>
<td>5%</td>
</tr>
<tr>
<td>Eastern Europe</td>
<td>38,487</td>
<td>73,866</td>
<td>35,379</td>
<td>92%</td>
</tr>
<tr>
<td>Caribbean</td>
<td>89,564</td>
<td>64,417</td>
<td>-25,146</td>
<td>-28%</td>
</tr>
<tr>
<td>Africa</td>
<td>18,197</td>
<td>31,430</td>
<td>13,232</td>
<td>73%</td>
</tr>
<tr>
<td>Middle East</td>
<td>34</td>
<td>581</td>
<td>548</td>
<td>1634%</td>
</tr>
<tr>
<td>Oceania</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>N/A</td>
</tr>
</tbody>
</table>

*Source: PIERS*

---

**Taking business further, faster.**

CSXT Intermodal is proud to partner with the Georgia Ports Authority to offer a faster-than-ever schedule as a part of the Rapid Routes initiative. Customers will benefit from two-day service from the Georgia Ports to the Memphis terminal, helping freight flows grow at a rapid pace and taking Georgia Ports’ business further, faster.

[intermodal.com](http://intermodal.com)
“A big part of our reason for going into the market was not just the services but the connection that both the port leadership and the customer service teams had with Target. They really, truly wanted to understand our business – how they could serve us better – and adjusted their operations accordingly to really meet our needs.”

– Rick Gabrielson • Target Director International Transportation

Get the whole story at GAPORTS.COM/TARGET

See how America’s second-largest general merchandise retailer leverages the Savannah connection to keep their supply chain flowing and growing.
PORT OF SAVANNAH

GARDEN CITY TERMINAL
GARDEN CITY TERMINAL SPECIFICATIONS

Overview

Terminal Owner/Operator .............................................................. Georgia Ports Authority
Terminal Area ................................................................................ 1,200 acres / 485.6 hectares
Channel Width ............................................................................... 500 ft / 152.4 m
Channel Project Depth .................................................................. 42 ft / 12.8 m at MLW
Future Channel Project Depth ...................................................... 48 ft / 14.6 m at MLW
Tidal Range .................................................................................. 7.5 ft / 2.3 m
King’s Island Turning Basin ......................................................... 1,500 ft x 1,600 ft / 457.2 m x 487.7 m
Cargo Handled ................................................................................ Containers

<table>
<thead>
<tr>
<th>Container Berths</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linear Feet</td>
<td>1,690</td>
<td>1,158</td>
<td>1,200</td>
<td>917</td>
<td>719</td>
<td>733</td>
<td>1,092</td>
<td>1,092</td>
<td>1,092</td>
<td>9,693</td>
</tr>
<tr>
<td>Linear Meters</td>
<td>515</td>
<td>353</td>
<td>366</td>
<td>280</td>
<td>219</td>
<td>223</td>
<td>333</td>
<td>333</td>
<td>333</td>
<td>2,955</td>
</tr>
<tr>
<td>Depth Alongside</td>
<td>Berths 1,4,5,6,7 at 42 ft / 12.8 m &amp; Berths 2,3,8,9 at 48 ft / 14.6 m at MLW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dock Height</td>
<td>15 ft / 4.6 m at MLW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apron Width</td>
<td>Up to 196 ft / 59.7 mRS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Container Cranes (Total 23)

<table>
<thead>
<tr>
<th></th>
<th>1,2</th>
<th>7,8,9</th>
<th>10, 11, 12, 14, 16, 17</th>
<th>18-33</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer</td>
<td>Kocks</td>
<td>Kocks</td>
<td>Kone</td>
<td>Kone</td>
</tr>
<tr>
<td>Class</td>
<td>Post-Panamax</td>
<td>Post-Panamax</td>
<td>Post-Panamax</td>
<td>Super Post-Panamax</td>
</tr>
<tr>
<td>Vessel Width Capacity</td>
<td>16 Containers Across</td>
<td>16 Containers Across</td>
<td>17 Containers Across</td>
<td>22 Containers Across without slowdown*</td>
</tr>
</tbody>
</table>

* 24 containers across into slowdown zone

### Container Cranes Lift Capacity

<table>
<thead>
<tr>
<th></th>
<th>1,2</th>
<th>7,8,9</th>
<th>10, 11, 12, 14, 16, 17</th>
<th>18-33</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under Spreader Bar</td>
<td>45 st / 40.2 lt / 40.8 mt</td>
<td>45 st / 40.2 lt / 40.8 mt</td>
<td>50 st / 50 lt / 50.8 mt</td>
<td>72 st / 65 lt / 65.3 mt</td>
</tr>
</tbody>
</table>

### Main Hoist Speed

<table>
<thead>
<tr>
<th></th>
<th>1,2</th>
<th>7,8,9</th>
<th>10, 11, 12, 14, 16, 17</th>
<th>18-33</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fully Loaded</td>
<td>150 fpm @ 40 lt 45.7 mpm</td>
<td>143 fpm @ 40 lt 43.6 mpm</td>
<td>170 fpm @ 50 lt* 51.8 mpm</td>
<td>246 fpm @ 65 lt 75 mpm</td>
</tr>
<tr>
<td>No Load</td>
<td>240 fpm / 73.2 mpm</td>
<td>260 fpm / 79.2 mpm</td>
<td>365 fpm / 111.25 mpm* 54.9 mpm</td>
<td>492 fpm / 150 mpm</td>
</tr>
<tr>
<td>Trolley Speed</td>
<td>410 fpm / 125 mpm</td>
<td>500 fpm / 152 mpm</td>
<td>500 fpm / 152 mpm</td>
<td>590 fpm / 180 mpm</td>
</tr>
<tr>
<td>Gantry Speed</td>
<td>180 fpm / 54.9 mpm</td>
<td>180 fpm / 54.9 mpm</td>
<td>180 fpm / 54.9 mpm</td>
<td>180 fpm / 54.9 mpm</td>
</tr>
<tr>
<td>Dock Elevation</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mean High Water Elevation</td>
<td>-6.98 ft / -2.13 m</td>
<td>-6.98 ft / -2.13 m</td>
<td>-6.98 ft / -2.13 m</td>
<td>-6.98 ft / -2.13 m</td>
</tr>
<tr>
<td>Mean Low Water Elevation</td>
<td>-15.48 ft / -4.7 m</td>
<td>-15.48 ft / -4.7 m</td>
<td>-15.48 ft / -4.7 m</td>
<td>-15.48 ft / -4.7 m</td>
</tr>
<tr>
<td>Bottom Elevation</td>
<td>-57.48 ft / -17.5 m</td>
<td>-57.48 ft / -17.5 m</td>
<td>-57.48 ft / -17.5 m</td>
<td>-57.48 ft / -17.5 m</td>
</tr>
<tr>
<td>Total Lift Height</td>
<td>160 ft / 48.8 m</td>
<td>158.5 ft / 48.3 m</td>
<td>180 ft / 54.9 m</td>
<td>180 ft / 54.9 m</td>
</tr>
<tr>
<td>Clear Lift Above Dock</td>
<td>100 ft / 30.5 m</td>
<td>98.5 ft / 30 m</td>
<td>120 ft / 36.6 m</td>
<td>120 ft / 36.5 m</td>
</tr>
</tbody>
</table>

* Increasing hoist speed to match new cranes CY14

### Boom Clearance

<table>
<thead>
<tr>
<th></th>
<th>1,2</th>
<th>7,8,9</th>
<th>10, 11, 12, 14, 16, 17</th>
<th>18-33</th>
</tr>
</thead>
<tbody>
<tr>
<td>Above Dock</td>
<td>123 ft / 37.5 m</td>
<td>121.4 ft / 37 m</td>
<td>119.25 ft / 36.3 m</td>
<td>139.8 ft / 42.6 m</td>
</tr>
</tbody>
</table>

### Crane Overall

<table>
<thead>
<tr>
<th></th>
<th>1,2</th>
<th>7,8,9</th>
<th>10, 11, 12, 14, 16, 17</th>
<th>18-33</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height Boom Up</td>
<td>273 ft / 83.2 m</td>
<td>272.3 ft / 83 m</td>
<td>317 ft / 96.6 m</td>
<td>374 ft / 111.9 m</td>
</tr>
<tr>
<td>Portal Clearance</td>
<td>60 ft / 18.3 m</td>
<td>40 ft / 12.2 m</td>
<td>45 ft / 13.7 m</td>
<td>52.2 ft / 15.8 m</td>
</tr>
</tbody>
</table>

### Outreach

<table>
<thead>
<tr>
<th></th>
<th>1,2</th>
<th>7,8,9</th>
<th>10, 11, 12, 14, 16, 17</th>
<th>18-33</th>
</tr>
</thead>
<tbody>
<tr>
<td>From Dockface</td>
<td>128.5 ft / 39.2 m</td>
<td>128.5 ft / 39.2 m</td>
<td>145 ft / 44.2 m</td>
<td>191.8 ft / 58.4 m</td>
</tr>
<tr>
<td>Waterside Rail Setback</td>
<td>5 ft / 1.52 m</td>
<td>5 ft / 1.52 m</td>
<td>5 ft / 1.52 m</td>
<td>8.3 ft / 2.5 m</td>
</tr>
<tr>
<td>Crane Rail Gauge</td>
<td>90 ft / 27.4 m</td>
<td>90 ft / 27.4 m</td>
<td>90 ft / 27.4 m</td>
<td>90 ft / 27.4 m</td>
</tr>
<tr>
<td>Backreach</td>
<td>65 ft / 19.8 m</td>
<td>110 ft / 33.5 m</td>
<td>65 ft / 19.8 m*</td>
<td>80 ft / 24.3 m</td>
</tr>
<tr>
<td>Overall Width</td>
<td>110 ft / 33.5 m</td>
<td>88.5 ft / 27 m</td>
<td>88.5 ft / 27 m</td>
<td>88.5 ft / 27 m</td>
</tr>
<tr>
<td>(Bumpers Compressed)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clearance Between Legs</td>
<td>55 ft / 16.8 m</td>
<td>55 ft / 16.8 m</td>
<td>55 ft / 16.8 m</td>
<td>60 ft / 18.3 m</td>
</tr>
</tbody>
</table>

*Crane 16 & 17’s Backreach is 80 ft (24.3 m)

### Liquid Bulk Berth

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linear Feet</td>
<td>600</td>
</tr>
<tr>
<td>Linear Meters</td>
<td>183</td>
</tr>
</tbody>
</table>

---

*Crane 16 & 17’s Backreach is 80 ft (24.3 m)
Equipment
Rubber-tired Gantries .................................................................................................................................................. (116) 45-56 st / 40-50 lt Capacity*
Five-high Loaded Toplifts ....................................................................................................................................... (5) 80,000 lb / 36,287 kg Under Spreader Capacity
Seven-high Empty Stackers .................................................................................................................................... (21) 18,000 lb / 8,165 kg Under Spreader Capacity
Forklifts ........................................................................................................................................................................... (48) 11,000 lb-50,000 lb / 4,990 kg-22,680 kg Capacity With Accessory Attachments
Over-height Container Crane Attachment .................................................................................................................. (7) 45 st / 40 lt Capacity Speed Loader
Reefer Wheeled Plugs .................................................................................................................................................. 738
Reefer Rack Plugs ......................................................................................................................................................... 2,016
Reefer Racks ............................................................................................................................................................... (84) CB-2, 34 Racks with Capacity of 816 Slots; CB-5, 10 Racks with Capacity of 240 Slots; CB-8, 40 Racks with a Capacity of 960 Slots
*4 RTGs will be electric

<table>
<thead>
<tr>
<th>Warehousing</th>
<th>Area</th>
<th>Rail Siding</th>
</tr>
</thead>
<tbody>
<tr>
<td>B3-A</td>
<td>402,000 ft² / 37,347 m²</td>
<td>1400 ft / 427 m</td>
</tr>
<tr>
<td>B3-B</td>
<td>400,800 ft² / 37,236 m²</td>
<td>1400 ft / 427 m</td>
</tr>
<tr>
<td>Warehouse 27/U.S. Customs and Border Protection (USCBP)</td>
<td>130,000 ft² / 12,077 m²</td>
<td>578 ft / 176 m</td>
</tr>
<tr>
<td>CFS 1</td>
<td>87,992 ft² / 8.175 m²</td>
<td>N/A</td>
</tr>
<tr>
<td>CFS 2</td>
<td>103,224 ft² / 9,590 m²</td>
<td>N/A</td>
</tr>
<tr>
<td>Cold Storage</td>
<td>68,150 ft² / 6,331 m²</td>
<td>N/A</td>
</tr>
<tr>
<td>Total</td>
<td>1,192,166 ft² / 110,756 m²</td>
<td>3,378 ft / 1,030 m</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Container Field</th>
<th>CB1</th>
<th>CB2</th>
<th>CB3</th>
<th>CB4</th>
<th>CB5</th>
<th>CB6</th>
<th>CB7</th>
<th>CB8</th>
<th>CB9</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Paved Area (acres)</td>
<td>70.5</td>
<td>102.5</td>
<td>51.7</td>
<td>28.5</td>
<td>17.1</td>
<td>67.9</td>
<td>74.7</td>
<td>89.2</td>
<td>4.5</td>
<td>517.8</td>
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<tr>
<td>Paved Area (hectares)</td>
<td>28.5</td>
<td>41.5</td>
<td>20.9</td>
<td>11.5</td>
<td>6.9</td>
<td>27.5</td>
<td>30.2</td>
<td>36.1</td>
<td>1.8</td>
<td>209.5</td>
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<table>
<thead>
<tr>
<th>Rapid Dispatch Facility</th>
<th>Total</th>
<th>Container Field &amp; Rapid Dispatch Facility</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paved Area (acres)</td>
<td>13</td>
<td>Paved Area (acres)</td>
<td>517.8</td>
</tr>
<tr>
<td>Paved Area (hectares)</td>
<td>5.2</td>
<td>Paved Area (hectares)</td>
<td>209.5</td>
</tr>
</tbody>
</table>

Mason ICTF
Working Tracks .......................................................................................................................................................... (5) 2,500 ft / 762 m totaling 15,000 ft / 3,810 m
Storage Tracks ......................................................................................................................................................... (3) 2,500 ft / 762 m totaling 7,500 ft / 2,286 m
Facility Area ......................................................................................................................................................... 160 acres / 65 hectares
Paved Area ............................................................................................................................................................... 2.5 acres / 1 hectare

Chatham ICTF
Working Tracks .......................................................................................................................................................... (5) 2,500 ft / 762 m totaling 15,000 ft / 3,810 m
Storage Tracks ......................................................................................................................................................... (3) 2,500 ft / 762 m totaling 7,500 ft / 2,286 m
Facility Area ......................................................................................................................................................... 160 acres / 65 hectares
Paved Area ............................................................................................................................................................... 2.5 acres / 1 hectare

Interchange Lanes
Gate 3 ....................................................................................................................................................................... 15 Lanes with 10 Pre-check lanes; 2-lane entry portal with OCR-Smart Cameras and RF-Reading Equipment to electronically capture data from arriving trucks
Interchange Lanes (Continued)

Gate 4 .................................................................19 Lanes with 13 Pre-check Lanes; 6-lane entry portal with OCR-Smart Cameras and RF-Reading Equipment to electronically capture data from arriving trucks

Gate 6 .................................................................6 Lanes with 2 Pre-check Lanes; 2-lane entry portal with OCR-Smart Cameras and RF-Reading Equipment to electronically capture data from arriving trucks

Total .................................................................................40 Lanes with 25 Pre-Check Lanes; 10 Portal Approach Lanes

Gates 3 and 4 are equipped with 120,000 lb (54,431 kg) capacity truck scales and over-height sensing devices. Fully integrated computer and radio frequency communications are utilized for rapid cargo throughput.

Port Services

Interstate Access: Garden City Terminal is within 6.3 miles (10 km) of Interstate 16 (east/west) and 5.6 miles (9 km) of Interstate 95 (north/south).

Rail Services: CSX Transportation and Norfolk Southern Railroad provide Class I service and operate on-terminal. CSX Transportation serves the Chatham Intermodal Container Transfer Facility (ICTF), while Norfolk Southern Railroad calls the James D. Mason ICTF. Both on-terminal ICTFs are owned and operated by the Georgia Ports Authority. Two-to-five day double-stack rail service is available to inland destinations such as Atlanta, Charlotte, Chicago, Dallas, Memphis and beyond.

Security

Through a federal mandate all port users of Garden City Terminal must carry a Transportation Worker Identification Credential (TWIC) in addition to a GPA credential. The terminal has a monitored fencing system outlining the entire perimeter of the facility, and video surveillance to oversee on-terminal port activity. A specialized unit of port police officers conduct surveillance of the facility 24/7 and check all port users and visitors for said credentials for both inbound and outbound traffic.
"I can’t overstate this: Predictability and reliability, particularly as we are trying to improve the velocity of our supply chain, is a very critical piece. Rail access directly into the terminal, as well as access to the interstates, makes the Georgia Ports a good strategic partner for Caterpillar."

– Ed O’Neil • Caterpillar Manufacturing Logistics Services Manager

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See why the world’s leading manufacturer of diesel and natural gas engines depends on the fast road and rail access of Georgia’s ports to help export 40% of its engines and generators.
PORT OF SAVANNAH
OCEAN TERMINAL
OCEAN TERMINAL SPECIFICATIONS

Overview
Terminal Owner/Operator: Georgia Ports Authority
Terminal Area: 200.4 acres / 81 hectares
Channel Width: 500 ft / 152.4 m
Channel Project Depth: 42 ft / 12.8 m at MLW
Future Channel Project Depth: Up to 48 ft / 14.6 m at MLW
Turning Basin Marsh Island: 900 ft x 1,000 ft / 274.3 m x 304.8 m
Turning Basin King’s Island: 1,500 ft x 1,600 ft / 457.2 m x 487.7 m
Cargo Handled: Breakbulk, RoRo, Containers, Heavy-Lift and Project Cargo

<table>
<thead>
<tr>
<th>Berths</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
<td>12</td>
<td>13</td>
<td>18</td>
</tr>
<tr>
<td>Linear Feet</td>
<td>600</td>
<td>578</td>
<td>686</td>
<td>975</td>
<td>760</td>
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<tr>
<td>Linear Meters</td>
<td>183</td>
<td>176</td>
<td>209</td>
<td>297</td>
<td>232</td>
</tr>
<tr>
<td>Depth Alongside</td>
<td>Berths 1, 12, 13, 18 at 42 ft / 12.8 m &amp; Slips 14, 15, 16, 17 N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dock Height</td>
<td>Berths 1, 12, 13, 18 at 42 ft / 12.8 m &amp; Slips 14, 15, 16, 17 N/A</td>
<td>15 ft / 4.6 m at MLW</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apron Width</td>
<td>From 53 ft / 16.2 m to 200 ft / 61 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Gantry Cranes**

<table>
<thead>
<tr>
<th>Gantry Cranes</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clyde (Berths 12/13)</td>
<td>175 st / 156.3 lt Capacity Under Main Hook at 45 ft / 13.7 m Radius</td>
</tr>
<tr>
<td>Kocks (Berths 12-18)</td>
<td>100 st / 89.3 lt Capacity Under Main Hook at 65 ft / 19.8 m Radius</td>
</tr>
</tbody>
</table>

**Barge Crane**

<table>
<thead>
<tr>
<th>Barge Crane</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>500 st / 446 lt</td>
</tr>
</tbody>
</table>

**Container Crane**

<table>
<thead>
<tr>
<th>Container Crane</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kone (Berths 12-18)</td>
<td>45 st / 40.2 lt Capacity Under Spreader, 56 st / 50 lt Capacity Under Cargo Beam</td>
</tr>
</tbody>
</table>

**Open Storage**

<table>
<thead>
<tr>
<th>Open Storage</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kone (Berths 12-18)</td>
<td>82 acres / 37.4 hectares Accommodates RoRo, Breakbulk and Container Cargos</td>
</tr>
<tr>
<td></td>
<td>(B12 &amp; B13) Paved Area 35 acres / 14.1 hectares</td>
</tr>
<tr>
<td></td>
<td>Paved Area 47 acres / 19 hectares</td>
</tr>
</tbody>
</table>

**Warehousing**

<table>
<thead>
<tr>
<th>Warehousing</th>
<th>Area</th>
<th>Rail Siding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warehouse 1</td>
<td>190,000 ft² / 17,651 m²</td>
<td>1,520 ft / 463 m</td>
</tr>
<tr>
<td>Warehouse 2</td>
<td>190,000 ft² / 17,651 m²</td>
<td>1,520 ft / 463 m</td>
</tr>
<tr>
<td>Warehouse 3</td>
<td>208,158 ft² / 19,338 m²</td>
<td>750 ft / 229 m</td>
</tr>
<tr>
<td>Sheds 1 &amp; 2</td>
<td>171,950 ft² / 15,974 m²</td>
<td>1,900 ft / 579 m</td>
</tr>
<tr>
<td>Sheds 11 &amp; 12</td>
<td>215,837 ft² / 20,051 m²</td>
<td>1,006 ft / 307 m</td>
</tr>
<tr>
<td>Sheds 14 &amp; 15</td>
<td>213,400 ft² / 19,825 m²</td>
<td>950 ft / 290 m</td>
</tr>
<tr>
<td>Sheds 16, 17 &amp; 18</td>
<td>114,300 ft² / 10,618 m²</td>
<td>1,400 ft / 427 m</td>
</tr>
<tr>
<td>Shed 19</td>
<td>57,000 ft² / 5,295 m²</td>
<td>950 ft / 290 m</td>
</tr>
<tr>
<td>K Shed</td>
<td>66,600 ft² / 6,187 m²</td>
<td>1,104 ft / 336 m</td>
</tr>
<tr>
<td>Total</td>
<td>1,427,245 ft² / 132,596 m²</td>
<td>11,100 ft / 3,385 m</td>
</tr>
</tbody>
</table>

Transit sheds and warehouses are equipped with alongside rail and truck capabilities to expedite the handling of breakbulk and container stripping/stuffing operations.

**Equipment**

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over-height Container Crane Attachment</td>
<td>(1) 45 st / 40 lt Capacity Speed Loader</td>
</tr>
<tr>
<td>Four-high Loaded Toplifts</td>
<td>(S) 67,400 lb / 30,572 kg Under Spreader Capacity</td>
</tr>
<tr>
<td>Forklifts</td>
<td>(22*) 12,000 lb-65,000 lb Capacity, 5,443 kg-29,483 kg with Accessory Attachments</td>
</tr>
<tr>
<td>Reefer Outlets</td>
<td>Available</td>
</tr>
</tbody>
</table>

*Additional equipment will be made available based on demand.

**Port Services**

**Interstate Access:** Ocean Terminal is within 1.2 miles (1.9 km) of Interstate 16 and 10 miles (16.1 km) of Interstate 95.

**Rail Services:** Norfolk Southern Railroad provides switching services on-terminal. Line-haul services are provided by Norfolk Southern Railroad and CSX Transportation.

**Towing and Tug:** Services are available on a 24-hour basis.

**Security**

Through a federal mandate all port users of Ocean Terminal must carry a Transportation Worker Identification Credential (TWIC) in addition to a GPA credential. The terminal has a monitored fencing system outlining the entire perimeter of the facility.

A specialized unit of port police officers conduct surveillance of the facility 24/7 and check all port users and visitors for said credentials for both inbound and outbound traffic.

**Future Expansion**

Additional land is available to increase capacity.
“Anytime that we have needed Georgia Ports Authority, they have been able to respond immediately. They are only a phone call away. Everyone is passionate about the quality of customer service that they give, and it shows.”

– Mercedes Hernandez Garner  •  Kia Manager of Logistics and Compliance

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PORT OF BRUNSWICK

COLONEL’S ISLAND TERMINAL
Overview

Terminal Owner: Georgia Ports Authority
Distance From Sea Buoy: 15 nm
Channel Width: 400 ft / 121.9 m
Channel Project Depth: 36 ft / 11 m at MLW
Tidal Range: 7.6 ft / 2.3 m
Turning Basin: South Brunswick River 1,200 ft / 365.8 m in diameter
Bridge Vertical Clearance: 185 ft / 56.4 m at MHW (high-level, fixed-span design)
Bridge Horizontal Clearance: Unrestricted
Total Berth Length: 3,355 ft / 1,022.6 m
Terminal Acreage: 1,700-plus acres / 688-plus hectares
Paved Open Storage: 346 acres / 140 hectares

Port Services

Interstate Access: Colonel's Island Terminal is within 2.5 miles (4 km) of Interstate 95 (North/South) via U.S. Highway 17, and is one hour from both Interstate 16 (East/West) and Interstate 10 (East/West). The Highway 17 Overpass allows for the seamless transport of autos between the north and south sides of the terminal.
**Port Services (Continued)**

**Rail Access:** The Golden Isles Terminal Railroad interchanges with CSX Transportation and Norfolk Southern Railroad. The Golden Isles Terminal Railroad operates 3 Engines with power to spare to interchange with the two Class I rail providers. When requesting rates to Colonel’s Island Terminal please specify rates for Myd Harris, Ga. The Colonel’s Island Terminal provides the flexibility to handle daily railcar requirements, plus the capacity to handle weekend accumulation on Mondays with ease.

**Terminal Rail Marshalling Capacity:**
- Passing Track: 1 track with 5,789 ft / 1,764.5 m of storage
- Anguilla Yard: 5 tracks with 20,940 ft / 6,382.5 m of storage
- Myd Harris Yard: 9 tracks with 15,010 ft / 4,575 m of storage

**Towing and Tug:** Services are available on a 24-hour basis.

**Security**

Through a federal mandate all port users of Colonel’s Island Terminal Northside must carry a Transportation Worker Identification Credential (TWIC) in addition to a GPA credential. The terminal has a monitored fencing system outlining the perimeter of the facility. A specialized unit of port police officers conduct surveillance of the facility 24/7 and check all port users and visitors for said credentials for both inbound and outbound traffic.

**Auto / Roll-on, Roll-off Port**

**Overview**

Autoport Facility (inclusive of 700-plus acres for future development excluding infrastructure) ........................ 1,312 acres / 531 hectares
Cargo Handled ................................................................. Automotive, RoRo (Agricultural and Construction Equipment), Project Cargo
Rail ................................................................. 60 Railcar Unit Train Capability

<table>
<thead>
<tr>
<th>Berth</th>
<th>Berth 1</th>
<th>Berth 2</th>
<th>Berth 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wharf Length</td>
<td>550 linear ft / 168 m</td>
<td>750 linear ft / 229 m</td>
<td>550 linear ft / 168 m</td>
</tr>
<tr>
<td>Berth Length (Total 3,355 ft / 1023 m)</td>
<td>1,215 linear ft / 370 m</td>
<td>925 linear ft / 282 m</td>
<td>1,215 linear ft / 370 m</td>
</tr>
<tr>
<td>Depth Alongside</td>
<td>36 ft at MLW / 11 m</td>
<td>40 ft at MLW / 12 m</td>
<td>36 ft at MLW / 11 m</td>
</tr>
<tr>
<td>Dock Height</td>
<td>14.5 ft at MLW / 4.4 m</td>
<td>14.5 ft at MLW / 4.4 m</td>
<td>14.5 ft at MLW / 4.4 m</td>
</tr>
<tr>
<td>Apron Width</td>
<td>150 linear ft / 46 m</td>
<td>35 linear ft / 11 m</td>
<td>150 linear ft / 46 m</td>
</tr>
<tr>
<td>Lighted Docks &amp; Roads</td>
<td>24 Hours Per Day</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Expansion capabilities include the construction of up to 2 additional berths.*

**Auto Processors**

<table>
<thead>
<tr>
<th></th>
<th>Amports</th>
<th>BMW of North America, LLC</th>
<th>Mercedes-Benz USA, LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Vehicle Processors</td>
<td></td>
<td>International Auto Processing, Inc.</td>
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</table>

**Ocean Carriers**

<table>
<thead>
<tr>
<th></th>
<th>American RoRo Carriers</th>
<th>Eukor</th>
<th>Hoegh Autoliners</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>K-Line America, Inc.</td>
<td>Mitsui O.S.K. Bulk Shipping (USA), Inc.</td>
<td>NYK Line RoRo</td>
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<td></td>
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<td>Wallenius Wilhelmsen Logistics</td>
</tr>
</tbody>
</table>

**Colonel’s Island Neighbours**

<table>
<thead>
<tr>
<th></th>
<th>GPA Grain Distribution Facility</th>
<th>International Auto Processing, Inc.</th>
<th>Mercedes-Benz USA, LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allied Universal</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Atlantic Vehicle Processors, Inc.</td>
<td></td>
<td></td>
<td>Lyondell-Basell Chemical Company</td>
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</tbody>
</table>
**Automobile Trucking Lines**

<table>
<thead>
<tr>
<th>Company</th>
<th>Fleet Car Carriers*</th>
<th>Hanen &amp; Atkins*</th>
<th>Horseless Carriage</th>
<th>Intercity Lines</th>
<th>Jack Key Auto Transport</th>
<th>Pilot Auto Transportation</th>
<th>Pycar Auto Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alapex Transportation, Inc.</td>
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<tr>
<td>Allied Systems</td>
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<tr>
<td>Auto Carriers Express, Inc.</td>
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<tr>
<td>Axis Group</td>
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<tr>
<td>Centurion Auto Transport*</td>
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<tr>
<td>Crown Auto Transport &amp; Logistics Company</td>
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<tr>
<td>Dixon Auto Transportation*</td>
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</tr>
</tbody>
</table>

*Automobile trucking lines with offices on Colonel's Island

**Automobile Manufacturers With Offices On Colonel's Island**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Audi of America</td>
<td></td>
</tr>
<tr>
<td>BMW North America, LLC</td>
<td></td>
</tr>
<tr>
<td>Hyundai Motor America</td>
<td></td>
</tr>
<tr>
<td>Jaguar Cars</td>
<td></td>
</tr>
<tr>
<td>KIA Motor America, Inc.</td>
<td></td>
</tr>
<tr>
<td>Land Rover North America</td>
<td></td>
</tr>
<tr>
<td>Mercedes-Benz USA, LLC</td>
<td></td>
</tr>
<tr>
<td>Porsche Cars of North America, Inc.</td>
<td></td>
</tr>
</tbody>
</table>

**Agri-bulk**

**Overview**

- Agri-bulk Facility: 50 acres / 20.3 hectares
- Cargo Handled: Agri-bulk
- (2) On-Terminal Loop Tracks: 14,235 ft / 4,338.8 m /100 Jumbo Hopper Car Capacity Each Track
- Total Rail Capacity: 750 Jumbo Hopper Cars

**Berthing**

- Berth 2 Length: 925 linear ft / 282 M
- Wharf Length: 750 linear ft / 229 M
- Apron Width: 35 linear ft / 10.7 M
- Depth Alongside: 40 ft / 12 m at MLW
- Dock Height: 14.5 ft / 4.4 m at MLW

**Inbound Receiving**

- From Truck: 10 Semis Per Hour Average / 40,000 Bushels Per Hour / 1,200 Short Tons Per Hour Maximum Capacity
- From Rail*: 6 Hoppers Per Hour Average / 40,000 Bushels Per Hour / 1,200 Short Tons Per Hour Maximum Capacity
- From Ship: 11,000 Bushels Per Hour / 330 Short Tons Per Hour Maximum Capacity

**Outbound Loading**

- To Ship: 40,000 Bushels Per Hour / 1,200 Short Tons Per Hour Maximum Capacity
- To Truck: 8 Semis Per Hour Average
- To Rail: 6 Hoppers Per Hour Average

**Agri-bulk Facility Equipment**

- Grain Cleaning / Blending (Rotex Megatex Cleaner): 40,000 Bushels Per Hour / 1,200 Short Tons Per Hour
- Weighing (Compuweigh): 40,000 Bushels Per Hour / 1,200 Short Tons Per Hour
- Samplers (Intersystems): Cross Cut Samplers
Agri-bulk Facility Equipment

Truck Dump (Toledo Scale) ........................................................................................................................................ 60 Degree Tilt Ramp with 70 ft Deck Scale
Port Reclaimer (Kocks) ................................................................................................................................................ Portal Scraper Type, Automatic Operation with Programmed Control of Cut Depth;
40,000 Bushels Per Hour / 1,200 Short Tons Per Hour
Ship Loader (Transbulk) ........................................................................................................................................ 550 ft / 167.6m Travel, 94 ft / 28.7 m Shuttle, 100 ft / 30.5 m Telescopic Spout;
40,000 Bushels Per Hour / 1,200 Short Tons Per Hour
Ship Uploader (Christianson Systems) ..................................................................................................................... Pneumatic Unloader, 82 ft / 25 m Boom, 82 ft / 25 m Vertical Telescopic Spout
11,000 Bushels Per Hour / 330 Short Tons Per Hour
Inbound Conveyors (Rapat Conveyors, Inc.) ...................................................................................................... Enclosed Conveyors Rated at 23,300 Bushels Per Hour / 700 Short Tons Per Hour
Outbound Conveyors (Voss International) ........................................................................................................... Enclosed Conveyors Rated at 40,000 Bushels Per Hour / 1,200 Short Tons Per Hour
FGIS ........................................................................................................................................................................ Federal Grain Inspection Service On-Site

Storage

Flat Storage .......................................................................................................................................................... 36,800 st / 32,857 lt
Silos (14) ............................................................................................................................................................ 10,000 st / 8,928.6 lt combined
Steel Tanks (3) ....................................................................................................................................................... 27,000 st / 24,107.1 lt combined
Current Combined Storage .................................................................................................................................. 64,800 st / 57,857 lt

*Rail Hard Car Unloader scheduled to be completed Q3 CY2012

Photo: Stephen Morton
“Having multiple options with container and breakbulk carriers at the Georgia Ports Authority is very important to us. It helps us deliver that perfect order to our customers. On time. Right quantity. Right quality.”

– Ryan Hutcherson  •  Georgia-Pacific Director of Supply Chain

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See how one of the world’s leading manufacturers of pulp, paper and building products relies on Savannah and Brunswick for fast turn times and greater efficiency.
PORT OF BRUNSWICK
MAYOR’S POINT TERMINAL
**MAYOR’S POINT TERMINAL SPECIFICATIONS**

**Overview**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminal Owner/Operator</td>
<td>Georgia Ports Authority</td>
</tr>
<tr>
<td>Terminal Area</td>
<td>22 acres / 8.9 hectares</td>
</tr>
<tr>
<td>Channel Width</td>
<td>350 ft / 106.7 m</td>
</tr>
<tr>
<td>Channel Project Depth</td>
<td>1,040 ft / 317 m x 1,220 ft / 371.9 m</td>
</tr>
<tr>
<td>East River Turning Basin</td>
<td>1,040 ft / 317 m x 1,220 ft / 371.9 m</td>
</tr>
<tr>
<td>Bridge Vertical Clearance</td>
<td>185 ft / 56.4 m at MHW (high-level, fixed-span design)</td>
</tr>
<tr>
<td>Bridge Horizontal Clearance</td>
<td>Unrestricted</td>
</tr>
<tr>
<td>Cargo Handled</td>
<td>Breakbulk</td>
</tr>
<tr>
<td>Vessel Berthing</td>
<td>1,750 linear ft / 533 m</td>
</tr>
<tr>
<td>Depth Alongside</td>
<td>36 ft / 11 m</td>
</tr>
<tr>
<td>Apron Width</td>
<td>55 ft / 16.8 m</td>
</tr>
<tr>
<td>Dock Height</td>
<td>36 ft / 11 m</td>
</tr>
<tr>
<td>Open Storage</td>
<td>4 Paved Acres / 1.62 hectares and 3.9 unpaved acres / 1.59 hectares</td>
</tr>
</tbody>
</table>

**Warehousing**

| Shed 1                           | 305,000 ft² / 28,335 m² | 2,000 ft / 610 m |
| Shed 2                           | 50,000 ft² / 4,645 m² | N/A |

**Equipment**

- Forklifts: (10) 9,000-15,500 LB capacity (4,082.3-7,030.7 KG) with accessory attachments.

**Port Services**

- **Interstate and Rail Services:** Mayor’s Point Terminal is located 5 miles (8 km) from Interstate 95 (North/South). Interchange and line-haul services are provided by CSX Transportation and Norfolk Southern Railroad.
- **Towing and Tug:** Services are available on a 24-hour basis.

**Security**

Through a federal mandate all port users of Mayor’s Point Terminal must carry a Transportation Worker Identification Credential (TWIC) in addition to a GPA credential. The terminal has a monitored fencing system outlining the perimeter of the facility. A specialized unit of port police officers conduct surveillance of the facility 24/7 and check all port users and visitors for said credentials for both inbound and outbound traffic.
PORT OF BRUNSWICK
EAST RIVER TERMINAL • LANIER DOCKS

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Website: www.logistec.com
Overview

Terminal Owner: Georgia Ports Authority
Terminal Operator: Logistec

Terminal Area: 66 acres / 27 hectares
Channel Width: 400 ft / 121.9 m
Channel Project Depth: 36 ft / 11 m at MLW
Tidal Range: 7.3 ft / 2.2 m
East River Turning Basin: 1,040 ft / 317 m x 1,220 ft / 371.9 m
CargoHandled: Dry Bulk & Breakbulk

Vessel Berths

<table>
<thead>
<tr>
<th>Vessel Berth</th>
<th>1</th>
<th>2</th>
<th>Lanier Dock</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linear Feet</td>
<td>560</td>
<td>540</td>
<td>500</td>
<td>1,600</td>
</tr>
<tr>
<td>Linear Meters</td>
<td>171</td>
<td>165</td>
<td>152</td>
<td>488</td>
</tr>
<tr>
<td>Depth Alongside</td>
<td>36 ft / 11 m</td>
<td>36 ft / 11 m</td>
<td>36 ft / 11 m</td>
<td></td>
</tr>
<tr>
<td>Dock Height</td>
<td>13 ft / 3.9 m above MLW</td>
<td>13 ft / 3.9 m above MLW</td>
<td>13 ft / 3.9 m above MLW</td>
<td></td>
</tr>
<tr>
<td>Apron Width</td>
<td>52 ft / 15.8 m</td>
<td>52 ft / 15.8 m</td>
<td>38 ft / 11.6 m</td>
<td></td>
</tr>
</tbody>
</table>

Open Storage

15 acres / 6.1 hectares

Warehousing

<table>
<thead>
<tr>
<th>Warehousing</th>
<th>Square Foot</th>
<th>Square Meters</th>
</tr>
</thead>
<tbody>
<tr>
<td>L-Shed</td>
<td>12,500</td>
<td>1,161</td>
</tr>
<tr>
<td>T-Shed 1</td>
<td>57,000</td>
<td>5,296</td>
</tr>
<tr>
<td>T-Shed 2</td>
<td>26,000</td>
<td>2,416</td>
</tr>
<tr>
<td>T-Shed 3</td>
<td>57,000</td>
<td>5,296</td>
</tr>
<tr>
<td>T-Shed 4</td>
<td>30,000</td>
<td>2,787</td>
</tr>
<tr>
<td>Warehouse 1</td>
<td>50,000</td>
<td>4,645</td>
</tr>
<tr>
<td>Warehouse 2</td>
<td>60,000</td>
<td>5,574</td>
</tr>
<tr>
<td>Warehouse 3</td>
<td>70,000</td>
<td>6,503</td>
</tr>
<tr>
<td>Warehouse C &amp; D</td>
<td>45,000</td>
<td>4,181</td>
</tr>
<tr>
<td>Domars 1 &amp; 2</td>
<td>21,000</td>
<td>1,951</td>
</tr>
<tr>
<td>Total</td>
<td>428,500</td>
<td>39,809</td>
</tr>
</tbody>
</table>

Port Services

Interstate and Rail Services: East River Terminal/Lanier Docks is located 6 miles (9.7 km) from Interstate 95 (North/South). Interchange and line-haul services are provided by CSX Transportation and Norfolk Southern Railroad. Towing and Tug: Services are available on a 24-hour basis.

Security

Through a federal mandate, all port users of East River Terminal/Lanier Docks must carry a Transportation Worker Identification Credential (TWIC). The property is secured 24 hours a day and the perimeter is completely fenced and fire protected.
The efficiency that Rayonier sees in the Port of Savannah, through the Georgia Ports Authority, is not one that we see in many ports. It’s well run. It’s well organized. It’s very efficient. The costs are low. When you are a private enterprise, you look for partners that want to operate and do operate like you do.

— Paul Boynton • Rayonier Executive Chairman, President & CEO

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See how a leading pulp, paper and cellulose manufacturer trusts the efficiency of Savannah’s operations to export nearly 600,000 tons of products a year.
PORT OF BAINBRIDGE SPECIFICATIONS

Overview
Terminal Owner/Operator: Georgia Ports Authority
Terminal Area: 67 acres / 27 hectares
Cargo Handled: Dry Bulk

Transit Shed & Warehousing

<table>
<thead>
<tr>
<th>Warehouse</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-Shed</td>
<td>6,000 ft² / 557 m²</td>
</tr>
<tr>
<td>Warehouse 1</td>
<td>26,000 ft² / 2,416 m²</td>
</tr>
<tr>
<td>Warehouse 2</td>
<td>26,000 ft² / 2,416 m²</td>
</tr>
<tr>
<td>Warehouse 3</td>
<td>15,000 ft² / 1,394 m²</td>
</tr>
<tr>
<td>Warehouse 4</td>
<td>20,000 ft² / 1,858 m²</td>
</tr>
<tr>
<td>Total</td>
<td>93,000 ft² / 9,292 m²</td>
</tr>
</tbody>
</table>

Support Equipment
(2) Forklifts with 9,000 lb / 4,100 kg Lift Capacity
Portable Conveyors
Dry Bulk Rail Unloader
Dump Trucks, Hoppers and Other Miscellaneous Materials Handling Equipment

Port Services
Interstate/Highway Access: Port of Bainbridge is located on Spring Creek Road and may be accessed via Highway 84 and Highway 27. The terminal is within close proximity to Interstate 10.
Rail Services: Facility is served by CSX Transportation
PORT OF COLUMBUS SPECIFICATIONS

Overview
Terminal Owner: Georgia Ports Authority
Terminal Operator: Omega Partners and Columbus II LLC
Terminal Area: 14 acres / 5.7 hectares
CargoHandled: Liquid Bulk

Transit Shed & Warehousing

<table>
<thead>
<tr>
<th>Warehouse</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warehouse 1</td>
<td>27,280 ft² / 2,535 m²</td>
</tr>
<tr>
<td>Warehouse Platform</td>
<td>3,960 ft² / 368 m²</td>
</tr>
</tbody>
</table>

Port Services

Interstate/Highway Access: Port Columbus is located on Lumpkin Boulevard and is within close proximity to Highways 27 and Highway 280. North/south interstate access is available via Interstate 85 and Interstate 185.

Rail Services: Norfolk Southern Railroad and Georgia Southwestern Railroad
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<td><a href="http://www.us.yusen-logistics.com">www.us.yusen-logistics.com</a></td>
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<td>201.330.1900 Ext. 2737</td>
<td><a href="http://www.mrsinlone.com">www.mrsinlone.com</a></td>
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<td>100 Ocean Link Way, Port Wentworth, GA 31407</td>
<td>912.963.9898</td>
<td><a href="http://www.ocean-link.com">www.ocean-link.com</a></td>
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<td>Port City Logistics, Inc.</td>
<td>P.O. Box 2514, Savannah, GA 31402</td>
<td>912.544.0321</td>
<td><a href="http://www.portcitylogistics.com">www.portcitylogistics.com</a></td>
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<td>Port Logistics Group</td>
<td>550 Telfair rd., Savannah, GA 31415</td>
<td>912.748.4424 / 201.206.6967</td>
<td><a href="http://www.portlogisticsgroup.com">www.portlogisticsgroup.com</a></td>
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<td>PortsSide Cargo Services</td>
<td>4895 Old Louisville Rd., Garden City, GA 31408</td>
<td>912.234.6060</td>
<td><a href="http://www.pcssav.com">www.pcssav.com</a></td>
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<td>RBW Logistics</td>
<td>101 Clyde Alexander Ln., Pooler, GA 31322</td>
<td>877.724.0106 ext. 240</td>
<td><a href="http://www.rbwlogistics.com">www.rbwlogistics.com</a></td>
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<td>5565 Export Blvd., Garden City, GA 31408</td>
<td>912.414.0227</td>
<td><a href="http://www.rinchem.com">www.rinchem.com</a></td>
</tr>
<tr>
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<td>515 Bourne Ave., Savannah, GA 31408</td>
<td>912.966.7340</td>
<td><a href="http://www.savannahriverlogistics.com">www.savannahriverlogistics.com</a></td>
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