SAVANNAH: 
#4 AND FASTEST GROWING

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

1.0% 1.1% 0.7% 0.1% 0.1% 0.4% 1.7% 2.0% 2.7% 3.3% 5.4%

Top 10 Total Sea/Tac LB Oakland Charleston LA Pt. Ev. NY/NJ Virginia Houston Savannah

Source: AAPA; throughput excluding domestic
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
- 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

<table>
<thead>
<tr>
<th>Equipment Type</th>
<th>Current</th>
<th>Build Out</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship to Shore (STS) Cranes</td>
<td>26</td>
<td>34</td>
</tr>
<tr>
<td>Rubber Tired Gantries (RTG)</td>
<td>146</td>
<td>169</td>
</tr>
</tbody>
</table>
GATE FLUIDITY

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

- 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

• Reduces traffic
• Cuts turn times
• Reduces emissions
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)

3 days
2 days
1 day
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

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
THANK YOU