

GEORGIA PORTS AUTHORITY

ANCHORAGE

SUMMER 2014 VOLUME 64 | GAPORTS.COM



HARBOR DEEPENING CLEARS FINAL HURDLE

ALSO IN THIS ISSUE: SAVANNAH ILA CHIEFS TALK SHOP | HONDA CHOOSES BRUNSWICK | DYNACRAFT BIKES CRUISE INTO SAVANNAH



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Manager of Logistics and Compliance

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ABOUT THE COVER:

Passage of the federal Water Resources Reform and Development Act of 2014 (WRRDA) has cleared the way for construction to begin on the Savannah Harbor Expansion Project.

Cover photo by Stephen B. Morton.

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PERSPECTIVE

WRRDA Passage: Time To Dig



After more than a decade of study and due diligence to bring the Savannah Harbor Expansion Project to fruition, the time has finally come to dig. Passage of the Water Resources Reform and Development Act of 2014 provides the final approval needed for Georgia and the U.S. Army Corps of Engineers to sign a Project Partnership Agreement, let contracts and commence construction.

The measure is a vital step toward better accommodating the Post-Panamax vessels that are the new standard in global shipping. Two years from now, more of these larger vessels will be headed for our shores via an expanded Panama Canal. America must have an East Coast network of deepwater ports ready to maintain our country's global competitiveness.

Commerce has chosen Georgia's port as the trade hub for the Southeast. Deepening Savannah's port is precisely the sort of infrastructure project supporting global trade that America needs. An expanded port connected by highway and rail promises economic growth across the Southeastern U.S.

Trade is attracted to Savannah because of its superior economic, logistical and environmental efficiencies. Our two intermodal rail yards, for example, allow rapid loading and prevent the need for truck hauling from remote rail yards. We continually improve our facilities and equipment to expedite cargo, reduce emissions, improve safety and conserve resources.

The harbor deepening under the direction of the U.S. Army Corps of Engineers will follow exhaustive studies on engineering, environmental and economic impacts. This analysis was developed through extensive coordination with the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the National Marine Fisheries Service and state agencies in Georgia and South Carolina. Recommendations from a stakeholder evaluation group including dozens of companies, municipalities, legislators, business and environmental groups have been implemented.

Because of its central location in the Southeast, Savannah provides lower costs to move imports and exports alike. The deepening will further cut transportation costs by reducing transit delays for larger, more efficient Post-Panamax vessels. Cost reductions of about 30 percent are expected, saving billions over the 50-year life of the project.

Deepening the Port of Savannah is the right project at the right time to support American competitiveness in global markets.

Curtis J. Foltz
GPA's Executive Director

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*Senior Director of Strategic
Operations and Safety*

Hapag-Lloyd, CSAV Agree To Merge

Hapag-Lloyd AG and Compañía Sud Americana de Vapores (CSAV) signed a binding contract April 16 on merging CSAV's entire container business with Hapag-Lloyd, subject to the necessary approvals.

Following the integration, the new Hapag-Lloyd will rank among the four largest liner shipping companies in the world, with some 200 vessels with total transport capacity of around one million TEU, an annual transport volume of 7.5 million TEU and a combined turnover of 9 billion Euro. The company's head office will remain in Hamburg. In addition, Hapag-Lloyd will have a strong regional office in Chile for its Latin America business.

In return for contributing its container business, CSAV will become a new Hapag-Lloyd core shareholder besides HGV (City of Hamburg) and Kühne Maritime. CSAV will initially hold a 30% stake in the combined entity. The partners have agreed on a capital increase of EUR 370 million once the transaction has been concluded, to which CSAV will contribute EUR 259 million. This will then increase CSAV's share of Hapag-Lloyd to 34%. A second capital increase of EUR 370 million will be linked to Hapag-Lloyd's planned stock exchange listing.



Michael Behrendt, Chairman of the Executive Board of Hapag-Lloyd (left), and Oscar Hasbún, CEO of CSAV, at Ballin House (Hapag-Lloyd headquarters) in Hamburg after the signing.

“I am delighted that we have succeeded in concluding this partnership through which our two companies are playing an active part in consolidating the liner shipping industry. This day is an important milestone in the history of Hapag-Lloyd,” said Michael Behrendt, Chairman of the Executive Board of Hapag-Lloyd, upon signing the agreement.

“By joining forces, we are creating a stronger, larger and more global company with significant economies of scale and a considerably improved competitive position,” said Oscar Hasbún, CEO of CSAV.

The relevant corporate bodies of both companies have already approved the merger. The closing of the transaction is subject to the approval of competition authorities.



VIDALIA ONION GROWERS HOST FOOD BLOGGERS

TO CELEBRATE THE START of the 2014 season and their new “V is for Vidalia” consumer campaign, The Vidalia Onion Committee recently hosted a field tour for food bloggers and media. The tour provided a first-hand look at how and where Vidalia onions are grown along with one-on-one conversations with farmers. During the weekend event, participants were also treated to a wide variety of specially prepared meals from local chefs featuring the versatility and flavor of Vidalia onions.

Eleven national food bloggers and key media explored the onion fields and viewed how Vidalias are harvested by hand. A tour of the packing facility showcased how these sweet onions are carefully handled, graded and packaged ensuring quality and food safety. Commissioner Gary Black of the Georgia Department of Agriculture joined the tour and spoke about the benefits of the Georgia-grown initiative in promoting Georgia's locally grown products.

“Showcasing the entire farm to fork experience gave these individuals a real sense of not only how and where Vidalia onions are grown but more importantly what makes them so special,” stated Susan Waters Executive Director of the Vidalia Onion Committee. “The farmers enjoyed sharing their passion for growing Vidalia onions, their dedication to food safety and quality and the history of their family farms which is multi-generational.”

The tour luncheon was hosted by Applebee's and Michael Slavin, executive chef of product development for Applebee's, introduced and prepared a new menu item that launched in all U.S. restaurants May 5, the Grilled Vidalia Onion Sirloin.

GEORGIA'S GROWTH SNAPSHOT

#1

- ★ Georgia sits at the heart of the No. 1 fastest-growing region in the nation.
- ★ Ranking of Georgia's population in terms of educational attainment in the Southeast.
- ★ In new auto imports for the U.S. through the Port of Brunswick.

- ★ Ranking of Georgia's largest airport — Hartsfield-Jackson Atlanta International in terms of passenger volume.

No. 2 in the export of American-made goods through the Port of Savannah.

#2

NO. 4

- ★ Ranking of Georgia's population growth in the country from 2000-2013.
- ★ Ranking of Georgia's high-tech employment base nationally.

- ★ Ranking of Georgia's concentration of Fortune 500 headquarters nationally.

NO. 8

100,000

Georgia's projected net new job growth in 2015.

SOURCE: Georgia Power, Moody's Analytics, U.S. Census Bureau, American Community Survey, Hartsfield-Jackson Atlanta International Airport, Tech America, Fortune Magazine, GPA.



MSC Shifts Antwerp Terminal Operations

MSC MEDITERRANEAN SHIPPING COMPANY

is relocating its terminal operations at the Port of Antwerp from the Delwaide Dock to the Deurganck Dock.

The relocation to the Deurganck Dock will enable post-14,000 TEU ships to be included in MSC's Antwerp services in the future.

The additional approximate 4M TEU capacity at the new terminal configuration will also enable MSC to grow its Antwerp volumes which have in recent years been constrained by the Delwaide terminal capacity.



AT THE ANNUAL OBSERVANCE OF NATIONAL MARITIME DAY held in Savannah, Ga., Dudley New Jr. of the Propeller Club of Savannah lays a wreath in memory of maritime workers who died during the past year. National Maritime Day is observed May 22, the anniversary of the date the steamship SS Savannah sailed from the U.S. to England in 1819. This event marked the first successful crossing of the Atlantic Ocean using steam propulsion.

Georgia Produced \$9.3 Billion in Agricultural Products in 2012



Kroger to Build 1M sq. ft. Distribution Center

The Kroger Co., one of the world's largest grocery retailers, is relocating to a new distribution center in Forest Park, Ga., creating 120 new jobs and investing more than \$175 million over the next five years.

Kroger will open a state-of-the-art distribution center on the nearly 1,000-acre Fort Gillem property, a former U.S. Army base. The one-million-square-foot distribution center will service existing operations in Alabama, Georgia, South Carolina and Tennessee. The new jobs at the Forest Park facility will include warehouse, security, transportation management and other maintenance positions.

"Kroger is excited to close on 253 acres of property to build a new state of the art distribution center," said Glynn Jenkins, director of communications and public relations for Kroger's Atlanta Division. **"The one-million-square-foot facility will improve efficiencies, help the economy in the communities we serve and deliver products to our stores much more quickly. We thank Governor Nathan Deal, the Georgia Department of Economic Development, Forest Park Mayor [David] Lockhart and the city of Forest Park for supporting Kroger with this project."**

The city of Forest Park assisted Kroger with this new facility. The Fort Gillem property, where the Kroger facility will locate, was officially transferred from the Department of Defense to the city of Forest Park for this project. The city of Forest Park partnered with master developer Forest Park/Fort Gillem Implementation Local Redevelopment Authority (ILRA) to redevelop the former army base to be named Gillem Logistics Center.

Kroger has a significant presence throughout Georgia and currently employs more than 24,000 Georgians. The company's existing operations include two food manufacturing facilities, distribution centers and numerous retail locations in Georgia. Charlie Moseley, senior project manager on the logistics, energy, agribusiness and food (LEAF) team at the Georgia Department of Economic Development (GDEcD), assisted the company on behalf of the state.



The U.S. Department of Agriculture's National Agricultural Statistics Service (NASS) has released the final 2012 Census of Agriculture results sharing a wide range of information about what agricultural products were raised in the United States in 2012, and where, how and by whom they were grown.

The data, which is reported at the national, state and county level, will help farmers, ranchers, local officials, agribusiness and others make decisions for the future.

"The 2012 Census of Agriculture provides a wide range of demographic, economic, land, crop, and livestock production information as well as first-time or expanded data," said Jim Ewing, Regional Director. "Many of these data about Georgia and our counties are only collected and reported as part of the every five-year census."

Highlights from the Georgia 2012 Census of Agriculture include:

- Georgia farms sold \$9.3 billion in agricultural products in 2012. This was 30 percent more than agricultural sales in 2007.
- Blueberry harvested acres more than doubled since the last census, making Georgia the number 2 blueberry producing state in the U.S., while peaches remained basically unchanged since 2007.
- Georgia pecan acres increased 8% from the previous census as new trees were planted.
- Poultry and eggs contributed 51.6 percent of the total agricultural products sold in Georgia.
- In Georgia, 5.5 percent of farms earning \$1.0 million or more accounted for nearly 68 percent of the value of sales for Georgia products. Farms with less than \$1,000 in sales accounted for 35 percent of Georgia farms.

“India is a valued and growing trading partner for Georgia’s ports. The Port of Savannah’s total container trade with India more than doubled between 2009 and 2013. In fact, Savannah handled 14 percent of all U.S. East and Gulf Coast container trade with India last year, making our port the busiest in the Southeast for U.S.-India trade.”

— JAMIE McCURRY, SENIOR DIRECTOR OF ADMINISTRATION, GPA

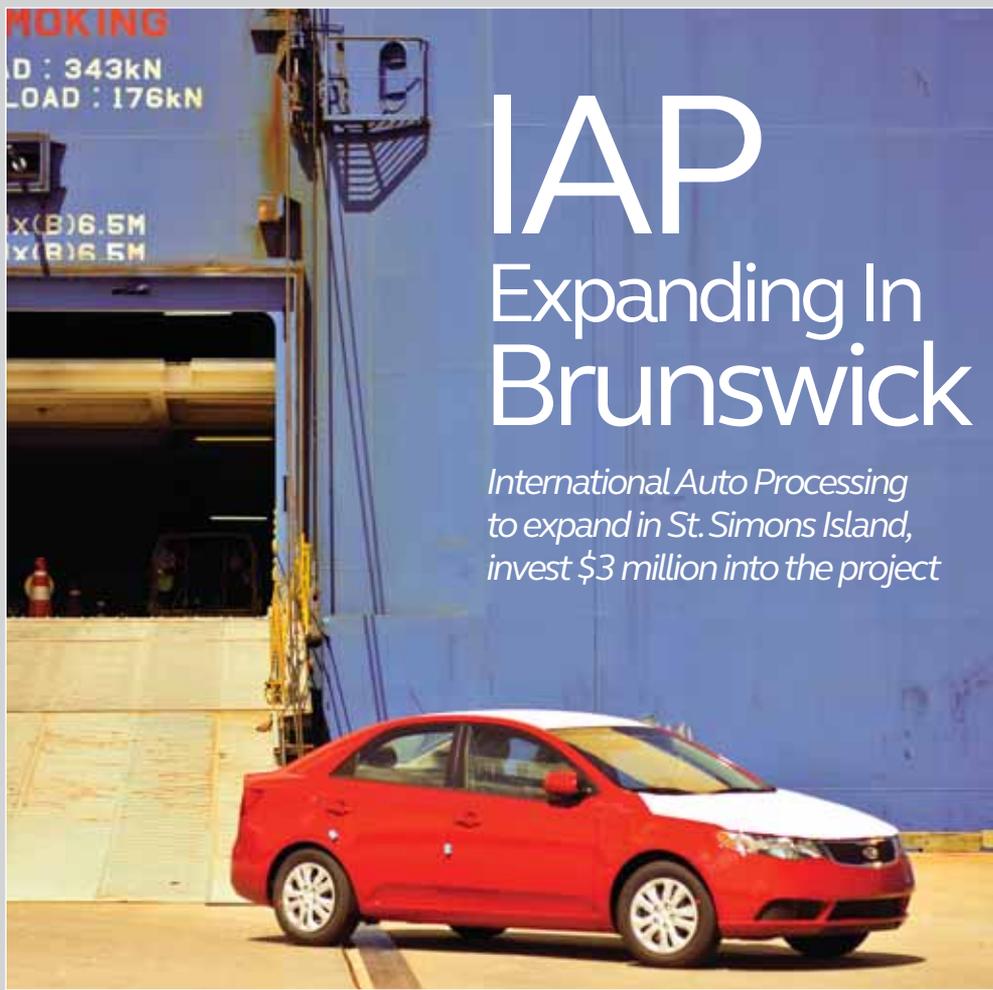
U.S.-India Trade the Focus of Savannah Conference

Savannah hosted the third annual *India Supply Chain: Market Opportunities Conference* in April.

This executive forum is designed for business decision-makers, strategic planners, consultants and senior academics with a special interest in India’s supply chain and the economic impact of its rapid growth and globalization.

“Our goal is to encourage investment, partnerships and business between the United States and India, and accelerate growth in key areas of science and technology, energy, supply chain, logistics and infrastructure,” said Ani Agnihotri, program chairman for the conference. “India stands out as one of the most promising markets in sectors such as agriculture, engineering goods, consumer goods, pharmaceuticals, textiles, infrastructural projects and telecoms, among others.”

Textiles such as rugs, sheets and blankets, as well as fabric including raw cotton, auto parts, and arts and crafts are the main imports from India handled by the GPA, while paper, wood pulp, logs and lumber, clay, and miscellaneous cargo are the main exports.



IAP

Expanding In Brunswick

International Auto Processing to expand in St. Simons Island, invest \$3 million into the project

“It’s a great day when a Georgia-based company announces it is expanding its current operations to meet the demand of our growing automotive industry,” said Georgia Gov. Nathan Deal. **“Our comprehensive network of air, sea, rail and highway infrastructure make our state the perfect location for an automotive industry processor.”**

In order to support its growing needs, IAP will expand its current facility by 8,488 square feet, creating a new headquarters location for International Auto Logistics (IAL). Completion of the Class A offices are expected this fall.

“International Auto Processing was founded 28 years ago in Brunswick, where we were welcomed and warmly embraced,” said Robert Miller, president & CEO of IAP. “IAP’s subsidiary company, International Auto Logistics, is writing a remarkable new chapter for our company, and we are delighted that Glynn County has shown IAL the same warm Georgia welcome.”

IAP was awarded a contract with the United States Surface Deployment and Distribution Command (SDDC) to handle the logistics and storage of privately owned vehicles for military personnel in the United States, Asia and Europe. This project is the headquarters associated with the new business and has significantly utilized the Port of Brunswick.

ABOUT INTERNATIONAL AUTO LOGISTICS

International Auto Logistics (IAL) is a wholly owned subsidiary of International Auto Processing, Inc., a leading vehicle processor company based in Brunswick that services cars for major automotive manufacturers, including Hyundai, Kia, Mercedes-Benz, Volkswagen, Audi, Bentley, GM, Toyota and Honda.

CONGRESS VOTE SETS

SHEP IN MOTION

Georgia to Start Construction with State Money

Passage of the federal Water Resources Reform and Development Act of 2014 (WRRDA) has cleared the way for construction to begin on the Savannah Harbor Expansion Project.

“This project is vitally important for economic development and job creation not only in the Southeast, but nationally as well.”

— **GOV. NATHAN DEAL**, GEORGIA GOVERNOR



Georgia Ports Authority Executive Director Curtis Foltz called the bill's passage a critical milestone.

“This action is an important step toward better accommodating the larger vessels that are the new standard in global shipping,” said Foltz. “Georgians owe a debt of gratitude to the members of our congressional delegation, who worked tirelessly for more than a decade to bring this day about.”

The bill officially lifts the spending limit set when lawmakers first authorized the project in 1999, which will allow both state and federal dollars to flow to the port deepening.

“This landmark legislation will update an outdated spending cap that was put on the Savannah Harbor deepening project more than a decade ago, eliminating the last legislative hurdle and allowing us to use the money we have set aside to begin construction,” said Georgia Gov. Nathan Deal. “With the understanding that we’ll have a federal-state split on funding, Georgia has lived up to its promises. We’ve now put aside \$266 million — the total state share. This project is vitally important for economic development and job creation not only in the Southeast, but nationally as well.”

“After 16 years of study, we are now on the eve of construction,” said GPA Board Chairman Robert Jepson. “This project will provide significant annual benefits to American businesses, reducing shipping costs by \$213 million a year — for a return on investment of \$5.50 for every dollar spent to construct and maintain this project.”

Now that the president has signed WRRDA into law, Georgia will enter a Project Partnership Agreement (PPA) with the U.S. Army Corps of Engineers. The PPA defines how the costs of the project will be shared between the state and federal government.

Foltz said he expects to have a binding PPA within 90 days of the signing, held June 10, allowing accelerated use of Georgia’s portion of the funding. These funds will be credited against the state’s ultimate cost share at the end of construction.

Initial contracts will include dredging to extend the entrance channel from the mouth of the Savannah River by seven miles farther into the Atlantic Ocean. Other early project elements include mitigation features such as an oxygen injection system, a freshwater storage alternative for the city of Savannah and recovering the CSS Georgia.

The project is necessary because the world fleet is moving to larger ships. The average vessel calling on the U.S. East Coast is shifting from a capacity of 4,500 twenty-foot equivalent container units (TEUs) to approximately 9,000 TEUs.

SHEP has the highest benefit-cost ratio of any pending major harbor construction project — every dollar invested would generate 5.5 dollars in benefits to the nation.

SHEP WOULD PROVIDE
AN ESTIMATED NET
SAVINGS ON SHIPPING OF
\$174 MILLION

a year, allowing the nation to recoup construction in under four years.

The fourth largest container port in the nation, Savannah's primary markets encompass 138 million people —

44%

of U.S. consumers and businesses.

SAVANNAH HANDLES 8% of all U.S. containerized trade AND NEARLY 12% of U.S. containerized exports.

Serving companies located in all 50 states, Georgia's deepwater ports are strong economic engines for the nation.

EXPORTS make up
62%

OF SAVANNAH'S CONTAINERIZED TONNAGE.

As the nation's second largest port with respect to containerized exports, SHEP is critical to meeting the goals of the National Export Initiative.

On average, every dollar initially spent by the ports industry and ports users generates an additional 70 cents for the economy.

The Georgia Ports Authority supports more than

352,000

FULL- AND PART-TIME JOBS

and approximately

\$18.5 BILLION

in personal income annually.

Originally authorized in the Water Resources Development Act of 1999, the project has completed the most rigorous economic, environmental, and engineering analysis of any pending harbor project in the nation.

By deepening the Savannah River to **47 FEET,**

the project will enable the port to more efficiently serve the **LARGER VESSELS** expected to call in greater numbers after the 2015 expansion of the Panama Canal.

This translates to cost savings for U.S. companies shipping goods through Savannah.

THE TOTAL ECONOMIC IMPACT OF GEORGIA'S DEEPWATER PORTS IS

\$67 BILLION

AND

\$45 BILLION

IN FEDERAL TAXES.

LA

CHIEFS

The Port of Savannah's success requires daily cooperation and support from port employees and the workers of the **International Longshoremen's Association**. In this edition of *AnchorAge*, we talk with the three presidents of Savannah's ILA locals: Tommy Stokes of ILA #1414 representing longshoremen and stevedores; Ricky Deloach of ILA #1475, representing clerks and checkers; and Kerry Scott, representing the maintenance and repair workers of ILA Local #2046. While these leaders oversee different facets of terminal operations, they share a common goal: **Ensuring the smooth and speedy movement of cargo through the Port of Savannah.**



Photo: Stephen B. Morton

THOMAS STOKES

President, ILA LOCAL #1414

Elected president of the International Longshoremen’s Association, Local #1414 this year, Thomas “Tommy” Stokes III – a longshoreman since 1980 – said his top priority is worker training.

“My main job right now is to provide experienced, qualified labor to these ships,” he said. “We want to get the best production that we can.”

To broaden the qualified labor pool, Stokes is having new recruits attend the ILA Workshop, a program that provides training in every facet of the union’s ship-side operations.

“We’ve got that program running now. It’s going well,” he said. “We’re up to about 600 people who have graduated from the eight-week course.”

He said better training for more people will mean greater flexibility when an influx of cargo pushes beyond the typical labor demand.

“We need to reach out to the community a little more and offer them an opportunity to come down and train in some of these positions, so when an opportunity comes, they’re ready,” he said.

Stokes said the work of a longshoreman has evolved over time. Before Savannah began handling mainly containers, workers went into ship holds, stacking 80-pound bags of sugar and other cargo by hand.

“I worked from the ship hold, rolling paper down in the bottom of the ships, to the cranes, to the forklifts, jockey trucks. You name it, I did it all,”

Stokes said. “I worked in the gear shops; I even was a line handler.”

Stokes then became an SSA Cooper foreman, a position he held for about seven years. “I hired the labor to work their ships and directly supervised the guys – but I was still attached with the Local 1414.”

In time, Stokes became interested in union politics.

“I decided to get involved more, so I started running for any open position,” he said. He first became a Seniority Board member; then won a spot on the Contract Committee. (He was on the committee when past President Willie Seymore helped land the ILA’s current six-year deal with the U.S. Maritime Alliance.) Later, Stokes won a position as a trustee, managing the ILA welfare and pension fund. The various offices allowed him to shadow other local ILA leaders and learn from them before running for president of the local chapter.

Stokes said he talks about the strength of the ILA’s partnership with Georgia Ports wherever he goes.

“I want the world to know that Savannah is a great port. We’re committed to the work here,” he said. “We’re here to work those ships, to get those ships in here and out as quickly as possible.”

KERRY SCOTT

President, ILA LOCAL #2046

At 58, Kerry Scott has labored in the same rigorous riverside berth for half his life, serving for 29 years as the leader of the International Longshoremen's Association Local 2046, a key cog in the efficient daily movement of cargo and containers through the Georgia Ports Authority.

"I've been president, the only president, since the chapter was founded in 1985," said Scott.

Nor do his responsibilities end in Savannah: Scott also serves as an ILA district representative and as an ILA international representative.

"I handle whatever jobs they assign me," Scott said of those higher-level organizations.

His primary concern, Local 2046, contains some 400 members.

It shares a rich history with the International Longshoremen's Association, which has been on the front lines of American labor relationships since the late 19th-century, and now speaks for dock workers on the East and Gulf coasts. (The International Longshore and Warehouse Union, or ILWU, serves that role on the West Coast.)

Scott said Local 2046 is primarily an "M & R" organization, one that does maintenance and repair on both dry and refrigerated containers, the most popular method of transporting cargo by ship, rail or truck.

Much of this labor, said Scott, occurs in what is best described as an assembly line, a process that was set up by the union and the GPA. The drivers pull in, and their containers are unloaded from the truck chassis and inspected by longshoremen. If necessary, repairs are made with the truckers sitting just a few feet away.

"It's like an express line," said Scott, adding the process usually runs smoothly, thanks in large part to the experience and expertise of the longshoremen.

In their efforts to strengthen Local 2046's position at the port, Scott and the longshoremen have also formed a strong working relationship with Savannah Tech, which offers a welding and joining diploma.

Longshoremen job applicants have to take a welding test at Savannah Tech. And, once hired, they then must complete an intensive training program. Local 2046, said Scott, is a "highly trained" workforce.



Photo: Stephen B. Morlan

RICKY DELOACH

President, ILA LOCAL #1475

Ricky DeLoach began his maritime career with four years in the Navy. In 1983, he started work for Smith & Kelly, eventually becoming head of stevedoring for breakbulk cargo vessels. Noncontainerized trade was much more common at GPA docks 30 years ago, when the Port of Savannah featured only six container cranes.

DeLoach worked his way up to terminal manager with Stevens Shipping Company, later bought by Marine Terminals Corporation. Then, 11 years ago, he decided to make the career change to labor. For the past six years, he has served as president of the Clerks and Checkers Union.

As head of ILA Local #1475, DeLoach represents around 800 clerks and checkers who see to the clerical side of freight handling at the Port of Savannah – verifying the correct cargo is moving on or off a container vessel or breakbulk ship.

At Garden City Terminal, arriving trucks are checked electronically to verify chassis, container number and load. Drivers then give ILA checkers a PIN number issued upon pre-registration of the visit.

“The checkers verify the booking is correct,” DeLoach said. “They will ask the drivers if they have an outbound box, and they set that up in the system.” Next, a clerk verifies the container seal, container number and condition of the equipment.

“We do an inspection on the container and the chassis to make sure there is no damage anywhere,” DeLoach said.

Including inbound and outbound trucks, the clerks and checkers process approximately 8,000 transactions a day, keeping track of the location of each on-terminal container.

Workers from Local #1475 also work dockside, monitoring cargo movements – now with the help of a real-time tracking system.

“Once the box comes off the vessel, we will automatically input it into the handheld, so when it goes out to the stack it will be automatically updated, similar to what happens at the gate,” he explained.

Workers will also input cargo going onto a vessel, freeing on-terminal space more quickly.

DeLoach said labor and the GPA have built a strong relationship.

“Everyone here at ILA understands what production means,” he said. “That’s how we’ve built this good reputation as a port – with guys who really want to get these vessels done.”



Photo: Stephen B. Morton



Robert Miller, president of International Auto Processing, welcomes Dennis Manns, American Honda's assistant vice president for sales and logistics planning.

Brunswick Perfect 'Fit' for Honda

GPA Wins New Import Business

The Georgia Ports Authority has won new import business from Honda. The 2015 Honda Fit, built at the carmaker's new plant in Celaya, Mexico, is moving into the U.S. through the Port of Brunswick. International Auto Processing (IAP) will handle the cars upon arrival.

Highlighting the truly global nature of auto manufacturing, a Japanese company building cars in Mexico has chosen Georgia's deepwater ports as a vital gateway to the U.S.," said GPA Executive Director Curtis Foltz. "These shipments will serve dealers in major markets across the Southeast."

While Honda has been exporting U.S.-made vehicles through Brunswick, this is the first time Honda imports will move through the GPA. Honda will also deliver the 2015 Fit to East Coast markets through Davisville, R.I., and Baltimore, Md.

Dennis Manns, American Honda's assistant vice president for sales and logistics planning, said the company is the first automotive manufacturer that has created a multi-faceted approach of distribution from Mexico to the U.S., including both rail and short sea.

"The use of short sea provides Honda with an alternative to ensure a high quality and consistent level of service to our dealers," Manns said. The Honda de Mexico team and American Honda have been collaborating closely to ensure a smooth launch and service to U.S. markets, he added.

GPA Board Chairman Robert Jepson welcomed the new import business from Honda. "The Port of Brunswick is strategically located to best serve the

Southeast," Jepson said. "And because we have another 900 acres permitted for expansion, we can easily accommodate new business in the roll-on/roll-off market without congestion worries."

The import Hondas will reach Brunswick via Mitsui O.S.K. Bulk Shipping. International Auto Processing President and CEO Robert Miller said because Honda accessorizes its vehicles for each of its markets at the manufacturing plant, IAP's main responsibility will be speeding the shipments along.

"Our job at IAP is to expedite those vehicles through our facility and get them to the truckers who will complete the last leg of the journey," Miller said. "We will be using around 10 acres for these vehicles. The impact on employment has yet to be determined, but we're thinking an additional 10 to 15 workers will be needed."

"American Honda has been working for quite some time with the HDM team to make sure the planning and operations of each group is prepared to efficiently and effectively manage this new piece of business," Manns said. "One of the key factors that has been duplicated with this sharing of resources is the implementation of Honda's yard management system. Going forward, this will assist both teams to maximize efforts in managing the shared inventory."



WE DO MORE

In their own words

“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.



ABOUT DYNACRAFT BIKES

Based in American Canyon, California, Dynacraft is an industry-leading importer and distributor of quality bicycles for the entire family. With brand names that include Barbie, Hot Wheels, Magna, Malibu, Next and Rhino, we offer families a wide variety of innovative bikes in the very latest designs. Our bikes are manufactured to some of the toughest quality standards in our industry. We always use top-of-the-line parts and production methods, thus ensuring the safety and dependability of every bike we sell.

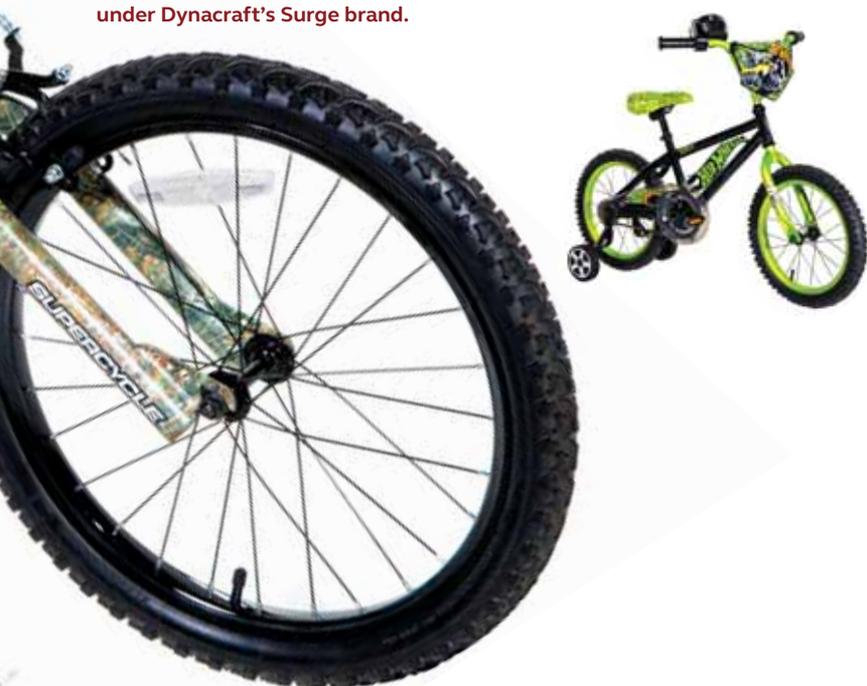
“The operational efficiency of the Port of Savannah will allow us to better serve the needs of our retail partners and reduce our operating costs. Growth potential is another key issue. As we continue to grow as a company, it is encouraging to see that the Port of Savannah also has plans in place to continue to meet the needs of the logistics community.”

— **NELSON COSTA**, VICE PRESIDENT OF OPERATIONS & LEADERSHIP DEVELOPMENT

DYNACRAFT BIKES *cruise into* PORT OF SAVANNAH

Dynacraft, one of the nation’s leading bicycle suppliers, has chosen the Port of Savannah as its new East Coast gateway.

Some of the products distributed by Dynacraft include the Tony Hawk Park Series, as well as bike and scooter brands such as Hello Kitty, My Little Pony, Monster High, Barbie, Transformers, and Hot Wheels. The company recently entered the electric and battery operated ride-on market by introducing a wide variety of exciting new licensed products, as well as new products under Dynacraft’s Surge brand.



Georgia Ports Authority Executive Director Curtis Foltz said the Port of Savannah’s geographic location and superior links via road and rail mean Dynacraft’s products will reach shelves faster.

“Dynacraft’s decision to locate its East Coast operation in Savannah will provide cost-effective and reliable access to the fastest-growing markets in the nation,” Foltz said.

In fact, the California-based company will serve not only the Southeast, but also portions of the Southwest, Midwest and Mid-Atlantic regions via Savannah.

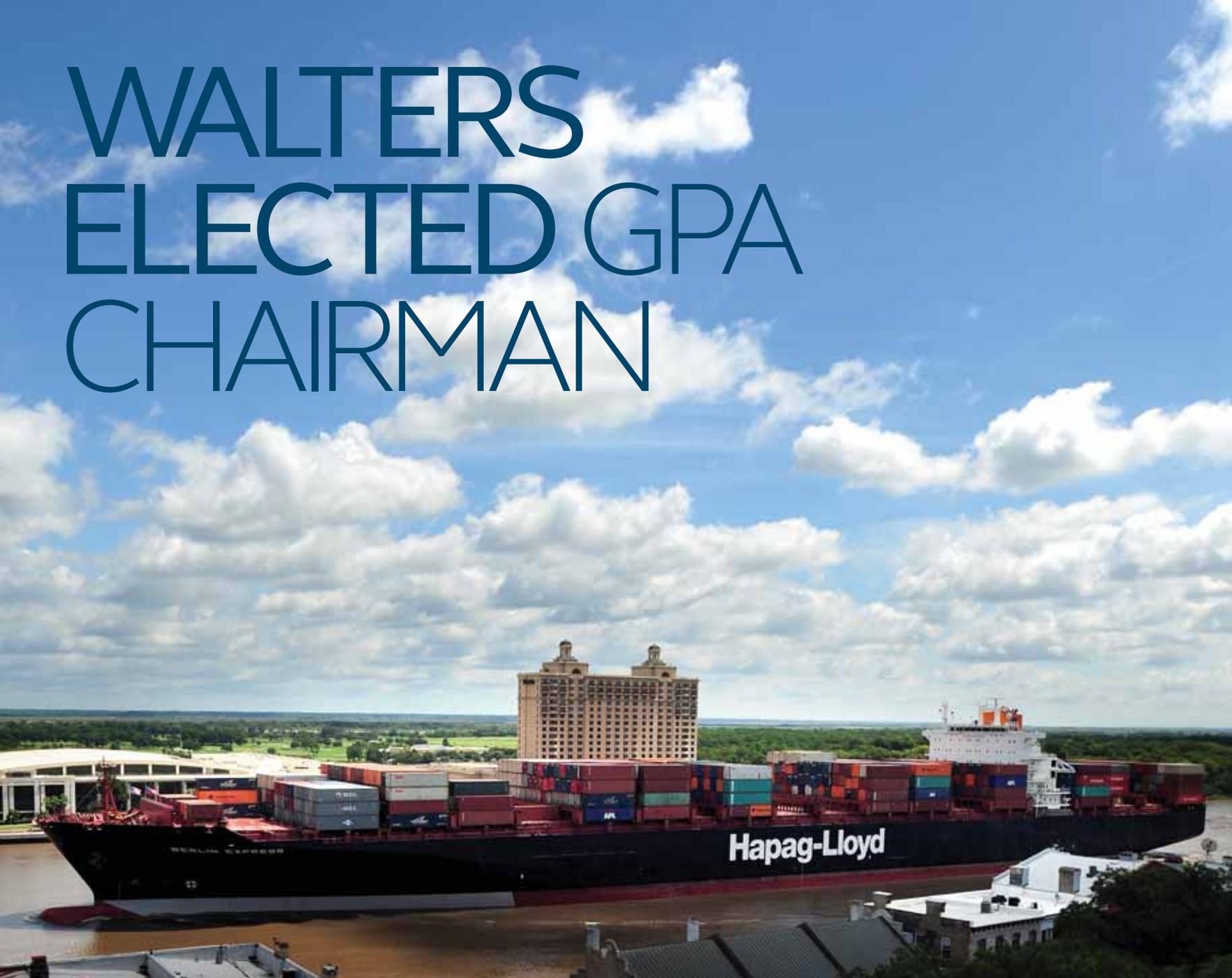
“The Port of Savannah is ideally located in a part of the country that enables us to service our East Coast retail partners efficiently,” Costa said, adding that the high-volume importer also decided to place its trust in the GPA because of the people involved.

“We feel that the strength of the port operation is its senior leadership,” he explained. “The team appears fully engaged and committed to ensuring that all entities of the operation are continuously working towards a common goal.”

Dynacraft has contracted third-party logistics provider California Cartage and leased 100,000 square feet for Phase I of its operation in Georgia. The first import shipments are expected to arrive in Savannah on June 25.

“We are excited Dynacraft has become a partner in our growth,” said GPA Board Chairman Robert Jepson. “Constant improvements in port infrastructure, highway and rail capacity — coupled with smart business practices — are drawing new customers to our state and new jobs for Georgians.”

WALTERS ELECTED GPA CHAIRMAN



JAMES A. WALTERS • CHAIRMAN

Walters is the president of Walters Management Co., a financial services company which operates in Georgia, Tennessee and Texas. He is a former director of First National Bank of Gainesville and its holding company, First National Bancorp. After the sale of First National to Regions Bank, Walters continued to serve as an advisory board member of Regions Bank of Gainesville. He currently serves as chairman of the board of Chattahoochee Bank of Georgia, a Gainesville, Ga.-based bank he helped found. Walters sits on the boards of Northeast Georgia Medical Center Foundation, James A. Walters YMCA, Elachee Nature Center, and the Texas Consumer Finance Association, and is a past president and current director of the Georgia Industrial Loan Association. He is secretary to the Board

of Trustees of Brenau University and is on the President's Advisory Committee of Gainesville State College. Walters attended North Carolina State University. He and his wife, Peggy, have two daughters, five granddaughters, and one great grandson. They reside in Gainesville.

The Board of Directors of the Georgia Ports Authority has elected James A. Walters of Gainesville to serve as chairman.

“Jim’s background in business and economic development make him a strong choice to lead the GPA,” said outgoing Chairman Robert Jepson. “His steady demeanor and strong vision for the future will help Georgia Ports continue on its mission to create new jobs and opportunity for Georgia.”

Appointed to the GPA board by Gov. Nathan Deal in 2012, Walters previously served as vice chairman. The new vice chairman will be James L. “Jimmy” Allgood, while A.J. “Joe” Hopkins III will serve as secretary/treasurer.

“This is an exciting time to serve as chairman of the GPA, a vital business asset for the state,” Walters said. “Important opportunities lie ahead in economic development and improving our maritime infrastructure.”

Walters noted that Georgia’s positive business environment has fueled

a tide of recent announcements in manufacturing and logistics. “The role of our deepwater ports – supporting trade while helping to lure new investment – will only be strengthened as the Savannah Harbor is expanded to better accommodate today’s larger vessels,” he said. “These more efficient ships will bring down the cost of exporting American-made goods, and bolster Savannah’s power to deliver jobs and development across the Southeast.”

“During my two years as chairman, our primary focus was seeing the Savannah Harbor Expansion Project through to final authorization,” Jepson said. “I am confident that with Jim’s leadership, we will quickly move forward with the construction and completion of this critical project.”



JAMES L. ALLGOOD • VICE CHAIRMAN

Allgood is chairman of the Board of Allgood Pest Solutions, a company he started in 1974. He was chairman of the Structural Pest Control Commission for 20 years and is past president of the Georgia Pest Control Association. He has served as chairman of the Dublin-Laurens County Development Authority, the Dublin Rotary Club, and the First United Methodist Church board. Allgood earned a bachelor’s degree from the University of Georgia, was a member of the Leadership Georgia Class of 1993, and was president of Leadership Georgia in 1996. He and his wife, Kathy, have three children and two grandchildren. They reside in Dublin.



A.J. “JOE” HOPKINS, III • SECRETARY/TREASURER

Hopkins serves as director of Hopkins-Gowen Oil Company, president of Toledo Manufacturing Company, director of Southeastern Bank, and as a partner in Gowen Timber Company. He earned a law degree from Mercer University before going into private practice from 1977-1988. He is a former president of the Georgia Forestry Association, and current president of the Forest Landowners Association. Hopkins has served as a member of the Joint Georgia House and Senate Future of Forest Study Committee; as a member of the Coastal Georgia Comprehensive Development Plan; and the First Congressional District Representative to the state Department of Community Affairs Board. He currently serves on the Suwanee-Satilla Regional Water Council.

SAILING SCHEDULE

Go to WWW.GAPORTS.COM to download a copy of the Global Services Tool for all-water and inland transit times.

PORT OF SAVANNAH

TRADE AREA/LINE	CARRIER CODE	FREQUENCY	TERMINAL	TYPE SERVICE
AFRICA (East-South-West)				
ACL Grimaldi	AG	Bi-Weekly	.OT	BB/CONT/RO/RO
CSAL	CSA	Monthly	.OT	BB/RO/RO
CMA CGM	CC	Weekly	GCT	CONT/REF
Maersk	MS	Weekly	GCT	CONT/REF
Safmarine	SAF	Weekly	GCT	CONT/REF
Safmarine	SAF	10 Days	.OT	BB/CONT/REF/RO/RO
United Arab	UA	Weekly	GCT	CONT/REF
ZIM	ZIM	Weekly	GCT	CONT/REF
AUSTRALIA/NEW ZEALAND				
ANL	USL	Bi-Weekly	GCT	CONT/REF
CMA CGM	CC	Bi-Weekly	GCT	CONT/REF
Marfret	MAR	Bi-Weekly	GCT	CONT/REF
Wallenius Wilhelmsen Logistics	WWL	10 Days	.OT	BB/CONT/RO/RO
CARIBBEAN/ISLANDS OF THE ATLANTIC				
ANL	USL	Weekly	GCT	CONT/REF
CMA CGM	CC	Weekly	GCT	CONT/REF
Evergreen Line	E	Weekly	GCT	CONT/REF
Hanjin	HJ	Weekly	GCT	CONT/REF
Hapag-Lloyd	HPL	Weekly	GCT	CONT/REF
Hyundai	HYU	Weekly	GCT	CONT/REF
Marfret	MAR	Bi-Weekly	GCT	CONT/REF
Mediterranean Shipping	MSC	Weekly	GCT	CONT/REF
Norasia	NCL	Weekly	GCT	CONT/REF
NYK	NYK	Weekly	GCT	CONT/REF
Yang Ming	YM	Weekly	GCT	CONT/REF
ZIM	ZIM	Weekly	GCT	CONT/REF
FAR EAST/INDONESIA/MALAYSIA				
ANL	USL	Weekly	GCT	CONT/REF
APL	APL	Weekly	GCT	CONT/REF
BBC Chartering	BBC	Monthly	.OT	BB
China Shipping	CS	Weekly	GCT	CONT/REF
CMA CGM	CC	Weekly	GCT	CONT/REF
COSCO	COS	Weekly	GCT	CONT/REF
Evergreen Line	E	Weekly	GCT	CONT/REF
Grieg Star Shipping	GSS	Monthly	.OT	BB
Hanjin	HJ	Weekly	GCT	CONT/REF
Hapag-Lloyd	HPL	Weekly	GCT	CONT/REF
Hyundai	HYU	Weekly	GCT	CONT/REF
Hyundai General Cargo	ISS	Monthly	.OT	BB
"K" Line	K	Weekly	GCT	CONT/REF
Maersk	MS	Weekly	GCT	CONT/REF
Mediterranean Shipping	MSC	Weekly	GCT	CONT/REF
Mitsui OSK	MOL	Weekly	GCT	CONT/REF
NYK	NYK	Weekly	GCT	CONT/REF
Oldendorff	WWL	Monthly	.OT	BB
OOCL	OOC	Weekly	GCT	CONT/REF
Pan Ocean	C/NL	Fortnightly	.OT	BB
Saga	SFC	Inducement	.OT	BB
S K Shipping	TER	Monthly	.OT	BB
Stolt	ISS	Fortnightly	GCT	BULK

SAVANNAH

OCEAN CARRIER KEY

ACL	Atlantic Container Line (800) 225-1235
AG	ACL Grimaldi (888) 860-4013
APL	APL (800) 999-7733
BBC	BBC Chartering (713) 668-4020
C	Carolina Shipping Company, LP (912) 234-3222
CC	CMA CGM (America) Inc. (877) 556-6308
COS	COSCO (843) 769-5443
CS	China Shipping (912) 920-2372
CSA	CSAL Montreal (514) 940-0660
E	Evergreen Line (770) 953-2626
GSS	Grieg Star Shipping (770) 226-5900
HJ	Hanjin Shipping Co., LTD. (770) 825-5500
HPL	Hapag-Lloyd (America) (888) 851-4083
HYU	Hyundai (877) 749-8632
ISS	Inchcape Shipping (912) 644-7151
K	"K" Line (770) 618-4100
MAR	Marfret USA, Inc. (888) 627-3738
MOL	Mitsui OSK Lines (678) 855-7700
MS	Maersk (704) 571-2000
MSC	Mediterranean Shipping (843) 971-4100
NL	Norton Lilly International (912) 234-4342
NCL	Norasia Container Lines (800) 804-9391
NYK	NYK Line (770) 956-9444
OOC	OOCL (USA), Inc. (843) 881-2910

United Arab	UA	Weekly	GCT	CONT/REF
Wallenius Wilhelmsen Logistics	WWL	10 Days	OT	BB/CONT/RO/RO
Yang Ming	YM	Weekly	GCT	CONT/REF
ZIM	ZIM	Weekly	GCT	CONT/REF

MEDITERRANEAN

APL	APL	Weekly	GCT	CONT/REF
Bahri (formerly NSCSA)	C	21 Days	OT	BB/CONT/REF/RO/RO
BBC Chartering	BBC	Monthly	OT	BB
China Shipping	CS	Weekly	GCT	CONT/REF
CMA CGM	CC	Weekly	GCT	CONT/REF
COSCO	COS	Weekly	GCT	CONT/REF
Evergreen Line	E	Weekly	GCT	CONT/REF
Grieg Star Shipping	GSS	Monthly	OT	BB
Hanjin	HJ	Weekly	GCT	CONT/REF
Hapag-Lloyd	HPL	Weekly	GCT	CONT/REF
Hyundai	HYU	Weekly	GCT	CONT/REF
"K" Line	K	Weekly	GCT	CONT/REF
Maersk	MS	Weekly	GCT	CONT/REF
Mediterranean Shipping	MSC	Weekly	GCT	CONT/REF
Mitsui OSK	MOL	Weekly	GCT	CONT/REF
NYK	NYK	Weekly	GCT	CONT/REF
NYK Ro Ro	ISS	Fortnightly	OT	RO/RO
OOCL	OOC	Weekly	GCT	CONT/REF
Safmarine	SAF	Weekly	GCT	CONT/REF
Turkon	TUR	Weekly	GCT	CONT/REF
United Arab	UA	Weekly	GCT	CONT/REF
Yang Ming	YM	Weekly	GCT	CONT/REF
ZIM	ZIM	Weekly	GCT	CONT/REF

NORTH EUROPE/UK/IRELAND/SCANDINAVIA/BALTIC

ANL	USL	Bi-Weekly	GCT	CONT/REF
APL	APL	Weekly	GCT	CONT/REF
Atlantic Container Line	ACL	Weekly	GCT	CONT/REF
BBC Chartering	BBC	Monthly	OT	BB
CMA CGM	CC	Weekly	GCT	CONT/REF
Hapag-Lloyd	HPL	Weekly	GCT	CONT/REF
Hyundai	HYU	Weekly	GCT	CONT/REF
Jo Tankers	SS	Fortnightly	GCT	BULK
Maersk	MS	Weekly	GCT	CONT/REF
Marfret	MAR	Bi-Weekly	GCT	CONT/REF
Mediterranean Shipping	MSC	Weekly	GCT	CONT/REF
Mitsui OSK	MOL	Weekly	GCT	CONT/REF
Norasia	NCL	Weekly	GCT	CONT/REF
NYK	NYK	Weekly	GCT	CONT/REF
OOCL	OOC	Weekly	GCT	CONT/REF
Saga	SFC	Inducement	OT	BB
Wallenius Wilhelmsen Logistics	WWL	10 Days	OT	BB/CONT/RO/RO

RED SEA/PERSIAN GULF/INDIA/PAKISTAN/MYANMAR

APL	APL	Weekly	GCT	CONT/REF
Bahri (formerly NSCSA)	C	21 Days	OT	BB/CONT/REF/RO/RO
CMA CGM	CC	Weekly	GCT	CONT/REF
COSCO	COS	Weekly	GCT	CONT/REF
Evergreen Line	E	Weekly	GCT	CONT/REF
Hanjin	HJ	Weekly	GCT	CONT/REF
Hapag-Lloyd	HPL	Weekly	GCT	CONT/REF
Hyundai	HYU	Weekly	GCT	CONT/REF
"K" Line	K	Weekly	GCT	CONT/REF
Maersk	MS	Weekly	GCT	CONT/REF
Mediterranean Shipping	MSC	Weekly	GCT	CONT/REF
Mitsui OSK	MOL	Weekly	GCT	CONT/REF
NYK	NYK	Weekly	GCT	CONT/REF
OOCL	OOC	Weekly	GCT	CONT/REF
Safmarine	SAF	Weekly	GCT	CONT/REF
United Arab	UA	Weekly	GCT	CONT/REF
Yang Ming	YM	Weekly	GCT	CONT/REF
ZIM	ZIM	Weekly	GCT	CONT/REF

SAF	Safmarine (866) 866-4723
SFC	Saga Forest Carriers (912) 790-0300
SS	Southern Shipping (912) 644-7083
TER	Terminal Shipping (912) 964-5200
TKK	Toko Line (201) 392-0368
TUR	Turkon Line (912) 233-7877
UA	United Arab (404) 261-7598
USL	US Lines (866) 651-5847
WWL	Wallenius Wilhelmsen Logistics (912) 233-3239
YM	Yang Ming (America) Corp. (770) 931-9033
ZIM	Zim American-Israeli (912) 964-3100

SAVANNAH TERMINAL & CARGO SERVICE KEYS

GCT	Garden City Terminal
OT	Ocean Terminal
CONT	Container
BB	Breakbulk
BULK	Bulk
RO/RO	Roll-On/Roll-Off
REF	Refrigerated

TRADE AREA/LINE	CARRIER CODE	FREQUENCY	TERMINAL	TYPE SERVICE
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For all-water and inland transit times and services, visit the GPA Global Carrier Service Matrix at www.gaports.com.

SOUTH/CENTRAL AMERICA

ANL	USL	Bi-Weekly	GCT	CONT/REF
APL	APL	Weekly	GCT	CONT/REF
CMA CGM	CC	Weekly	GCT	CONT/REF
COSCO	COS	Weekly	GCT	CONT/REF
Evergreen Line	E	Weekly	GCT	CONT/REF
Hanjin	HJ	Weekly	GCT	CONT/REF
Hapag-Lloyd	HPL	Weekly	GCT	CONT/REF
Hyundai	HYU	Weekly	GCT	CONT/REF
Maersk	MS	Weekly	GCT	CONT/REF
Marfret	MAR	Bi-Weekly	GCT	CONT/REF
Mediterranean Shipping	MSC	Weekly	GCT	CONT/REF
Mitsui OSK	MOL	Weekly	GCT	CONT/REF
NYK	NYK	Weekly	GCT	CONT/REF
Norasia	NCL	Weekly	GCT	CONT/REF
Saga	SFC	Inducement	OT	BB
Wallenius Wilhelmsen Logistics	WWL	10 Days	OT	BB/CONT/RO/RO
Yang Ming	YM	Weekly	GCT	CONT/REF
ZIM	ZIM	Weekly	GCT	CONT/REF

PORT OF BRUNSWICK

TRADE AREA/LINE	CARRIER CODE	FREQUENCY	TERMINAL	TYPE SERVICE
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NORTHEAST/SOUTHEAST ASIA

Eukor	ISS	Weekly	CI	RO/RO
Höegh Autoliners	HU	Fortnightly	CI	RO/RO
"K" Line	KCC	Fortnightly	CI	RO/RO
NYK Ro Ro	ISS	Monthly	CI	RO/RO
Wallenius Wilhelmsen Logistics	WWL	Weekly	CI	RO/RO

AUSTRALIA/NEW ZEALAND

"K" Line	KCC	Fortnightly	CI	RO/RO
NYK RoRo	ISS	Monthly	CI	RO/RO

MIDDLE EAST

Eukor	ISS	Fortnightly	CI	RO/RO
NYK RoRo	ISS	Inducement	CI	RO/RO
Wallenius Wilhelmsen Logistics	WWL	Fortnightly	CI	RO/RO

NORTHERN EUROPE/UK/IRELAND/SCANDINAVIA/BALTIC

American RO/RO	WWL	Weekly	CI	RO/RO
Grieg Star Shipping	GSS	14 Days	MP	BB
"K" Line	KCC	Weekly	CI	RO/RO
Mitsui OSK Bulk Shipping	NL	Fortnightly	CI	RO/RO
Volkswagen Logistics	C	Bi-Weekly	CI	RO/RO
Wallenius Wilhelmsen Logistics	WWL	Weekly	CI	RO/RO

MEXICO

American RO/RO	WWL	Weekly	CI	RO/RO
Mitsui OSK Bulk Shipping	NL	Fortnightly	CI	RO/RO
Volkswagen Logistics	C	Weekly	CI	RO/RO
Wallenius Wilhelmsen Logistics	WWL	Weekly	CI	RO/RO

SOUTH/CENTRAL AMERICA

Eukor	ISS	Monthly	CI	RO/RO
Mitsui OSK Bulk Shipping	NL	Fortnightly	CI	RO/RO
Wallenius Wilhelmsen Logistics	WWL	Weekly	CI	RO/RO

AFRICA

Eukor	ISS	Fortnightly	CI	RO/RO
Mitsui OSK Bulk Shipping	NL	Fortnightly	CI	RO/RO

SAVANNAH TERMINAL & CARGO SERVICE KEYS

GCT	Garden City Terminal
OT	Ocean Terminal
CONT	Container
BB	Breakbulk
BULK	Bulk
RO/RO	Roll-On/Roll-Off
REF	Refrigerated

BRUNSWICK

OCEAN CARRIER KEY

C	Carolina Shipping Company, LP (912) 234-7221
GSS	Grieg Star Shipping (770) 226-5900
HU	Höegh Autoliners Inc. (904) 696-7750
ISS	Inchcape Shipping (912) 644-7151
KCC	"K" Line (866) 233-6875
NL	Norton Lilly International (912) 234-4342
WWL	Wallenius Wilhelmsen Logistics (912) 233-3239

BRUNSWICK TERMINAL & CARGO SERVICE KEYS

CI	Colonel's Island
MP	Mayor's Point
BB	Breakbulk
RO/RO	Roll-On/Roll-Off



WE DO MORE

In their own words

“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

Get the whole story at GAPORTS.COM/CATERPILLAR >

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.

GPA Introduces

RAPID ROUTES

INITIATIVE

Helps customers streamline logistics chain beyond the port



“At Georgia Ports, we do more than offer superior services within the terminal gates,” said GPA Executive Director Curtis Foltz. “We are helping clients coordinate the fastest, most cost effective logistics plan to reach essential markets across the Southeast.”

“Rail is an important facet of extending customers’ reach into the hinterlands,” Foltz said. “So we have begun our Rapid Routes program with an outreach effort informing customers of our competitive advantages in rail.”

Garden City Terminal’s two on-site rail yards are served by Norfolk Southern and CSX. As the only East Coast port offering two Class I rail providers on a single terminal, GPA’s rail network provides overnight service to a five-state area — Alabama, Georgia, Florida, North Carolina and South Carolina.

Savannah also offers two-day service to Birmingham and Huntsville, Ala.; Miami, Orlando and Tampa, Fla.; and Memphis and Nashville, Tenn. Savannah features the fastest rail connections of any East Coast port to Louisiana and Texas.

The Port of Savannah moved 254,263 containers by rail for the fiscal year through March, a 16,844 container (7 percent) increase compared

“Our direct to rail operation means quicker turn times and more daily departures. Combined, NS and CSX average 18 inbound and 18 outbound trains per week – delivering more choices to reach inland markets.”

— **JOHN TRENT**, SENIOR DIRECTOR OF STRATEGIC OPERATIONS

to the same period last year. Approximately 19 percent of the GPA’s total container volume moves by rail.

“The Port of Savannah is a hundred miles closer to Atlanta than any other port,” Foltz said. “That’s significant because Atlanta serves as a major hub for rail and truck traffic,” he added.

To better communicate Savannah’s rail advantages, the GPA is issuing an eight-page brochure including a full rail schedule with arrival and departure times at the Port of Savannah for 11 markets ranging from Winter Haven, Fla., to Chicago, Ill., and Cincinnati, Ohio.

Find the Rapid Routes web page at www.gaports.com/IntermodalRail.

BY LAND, BY AIR OR BY SEA, BRYAN COUNTY, GA MOVES COMMERCE.



PUT YOUR BUSINESS IN THE CENTER OF EVERYTHING!

BRYAN COUNTY, GA

BRYAN COUNTY:

- Strategic Location
- Available, Skilled Workforce
- Affordable Industrial Real Estate/ Construction Costs
- Exceptional Quality of Life
- Competitive Incentives
- Diverse Industry Base (Blue Bell, Caesarstone, Daniel Defense, Hobart, Oneida, Orafol & more)
- Drayage Rates Comparable with the Rest of Savannah MSA

INTERSTATE CENTRE:

- Direct Access to I-16 and Only Minutes from I-95
- Less Than 20 Minutes from Savannah-Hilton Head International Airport and Port of Savannah
- 800+ Acres Available
- Foreign Trade Zone
- No. 104 Magnet Site
- Shovel Ready Sites
- Georgia Ready for Accelerated Development (GRAD) Certified Park

BELFAST COMMERCE CENTRE:

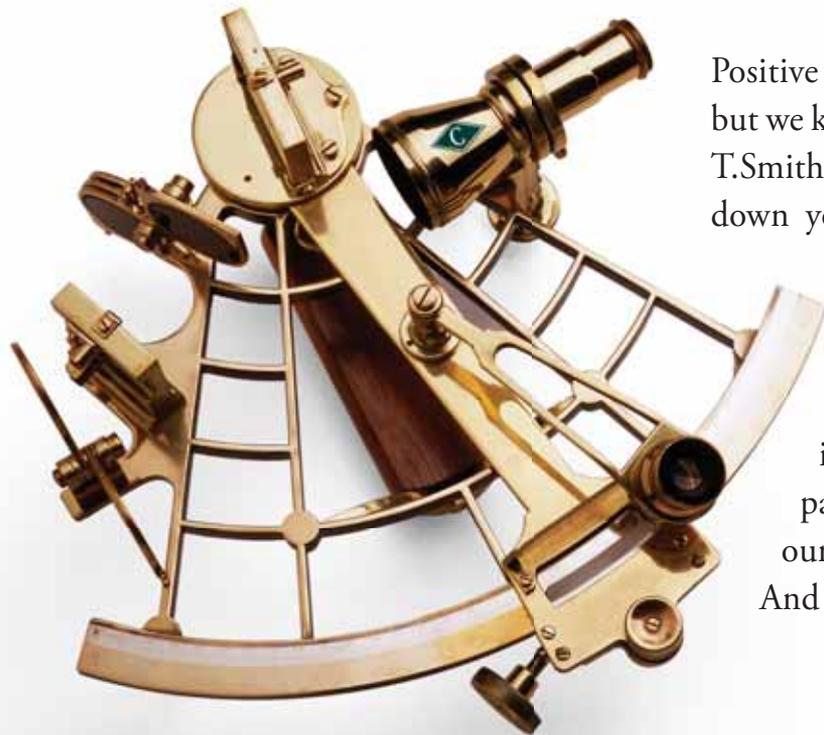
- I-95 Frontage and Only Minutes from I-16
- Less than 20 Minutes from Savannah-Hilton Head International Airport and Port of Savannah
- 1,000+ Acres Available
- CSX Select Site
- Rail Served
- Near Fort Stewart/HAAF



(912) 653-4967

WWW.BRYANCOUNTYGA.COM

We'll Help You Steer the Right Course



Positive signs of recovery are on the horizon but we know the course is difficult. At Cooper/T.Smith, we've been dedicated to holding down your cost of doing business since our founding in 1905. From our great-grandfathers' day to the present, difficult economic times have taught us to control costs, eliminate waste and increase efficiency. Our obsession with paying attention to detail and keeping our pencils sharp saves you money. And that helps keep your course true.



Stevedoring ♦ Logistics ♦ Tugboats ♦ Midstream Transfers ♦ Terminal Operators ♦ Restaurants ♦ Forest Products



www.coopertsmith.com