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November 24, 2014

Ms. Lisa Metheney
Deputy District Engineer
U.S. Army Corps of Engineers
Charleston District
Project Management
69-A Hagood Avenue
Charleston, SC 29403

Re: Jasper Ocean Terminal
Regulatory Process

Dear Ms. Metheney,

In 2007, the Joint Project Office (JPO) for the Jasper Ocean Terminal (JOT) began initial planning and data collection efforts in support of the development of a new marine container terminal in Jasper County, South Carolina. We are pleased to report that our due diligence is complete and the JPO Board has approved the proposed project to move forward with the permitting process.

The JPO, as representative of the property Ownersⁱ, proposes the construction of a new state-of-the-art marine container terminal on Dredge Material Containment Areas (DMCA) 14A and 14B, currently encumbered by easementsⁱⁱ granted to the U.S. Army Corps of Engineers (USACE) in support of operations and maintenance of the Savannah Harbor Federal Civil Works Project. Proposed access to the site by rail and truck will be from the west along the rear dikes of the other DMCAⁱⁱⁱ on the north side of the Savannah River Navigation Channel in Jasper County. Rail service from both CSX Transportation and Norfolk Southern Class 1 Railroads will access the proposed terminal from the closest point to their existing systems. Trucks will access the proposed terminal from U.S. Highway 17, which is currently planned for expansion by the South Carolina Department of Transportation. Documentation prepared by the JPO supporting and depicting the proposed project is enclosed with this letter.

It is our understanding, based on the correspondence with the USACE, that this submission constitutes the beginning of the regulatory review process in accordance with the National Environmental Protection Act. The JPO has contracted with Moffatt & Nichol Engineering (M&N) to lead this effort, and they will be the primary point of contact on behalf of the JPO during the regulatory process. We request the USACE coordinate with M&N through our Program Manager, Mr. Jason Ball, to schedule a Pre-Application Meeting at your earliest convenience to discuss the proposed project going forward.

The JPO appreciates the coordination support and informal efforts provided by the staffs of the South Atlantic Division, Charleston District, and Savannah District over the past eight years and looks forward to our continued partnership in this endeavor. Please contact our office if you have any questions or concerns.

Sincerely,

Handwritten signature of Doug J. Marchand in cursive script, followed by a forward slash and the initials 'cq'.

Doug J. Marchand
Executive Advisor to the Authority

DJM/cq

Enclosures: Proposed Project Summary

cc: David Posek, James Allgood, Moffatt & Nichol

ⁱ GPA & SCPA, Plat for DMCA 14A and 14B

ⁱⁱ Easements include: Chevron A101E 2, Eltztrothe A123P, Eltztroth A101E 1, and Simpson A118E

ⁱⁱⁱ GDTO owns the land, but a relocatable access easement has been provided to the Owners, GPA & SCPA

Mission Statements for Port Authorities

Georgia Ports Authority – “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.

South Carolina Ports Authority – “promotes, develops and facilitates waterborne commerce to meet the current and future needs of its customers, and for the economic benefit of the citizens and businesses of South Carolina. The SCPA fulfills this mission by delivering *cost competitive facilities and services*, collaborating with customers and stakeholders, and sustaining its financial self-sufficiency.”

Statement of Need for a New Terminal

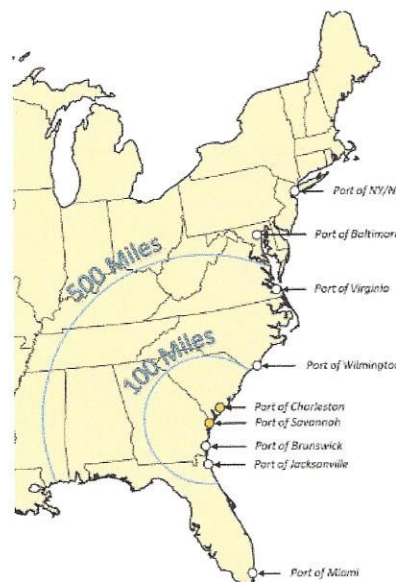
“The *forecast of cargo* throughput over the next 35-years into the *hinterland market region* for both the Ports of Charleston and Savannah will result in the *existing and planned* marine container terminals in this region experiencing *limitations and inefficiencies* as early as 2025.”

The following baseline information presented for both ports:

- Hinterland market area served includes Port of Charleston and Savannah,
- Strong historical growth rates for hinterland market area,
- Forecasted demand will continue for the hinterland market area, and
- Maximum theoretical capacity of existing marine terminals is 10.7 MTEU

The following information justifying the need for the Jasper Ocean Terminal:

- ✓ Strong growth in the southeastern US,
- ✓ Adjacent to existing deep water navigation channel,
 - 8-miles upriver from Ocean Entrance,
 - 8.5-miles downriver from Trade Gateway,
- ✓ 4.5-miles from nearest roadway infrastructure,
- ✓ 5.5-miles from nearest rail infrastructure,
- ✓ 6.5-miles from nearest industrial zone,
- ✓ 12-miles from Interstates 95 and 16, and
- ✓ Strong workforce and technical school initiatives.



Purpose of a New Terminal

“The purpose for *Jasper Ocean Terminal* is to provide a bi-state owned and operated port facility in *Jasper County, South Carolina on the Savannah River* that can accommodate *a minimum of 25-years* of projected throughput growth for containerized cargo *in support of economic development for the region.*”

Proposed Terminal Components

Terminal Size

- ✓ 7M TEU Theoretical Capacity, 75% Local Dray, 25% Intermodal

Vessel Access

- ✓ 12,500 Linear Feet of Available Berth
- ✓ 40 Quay Cranes for Vessels with 24 Containers Across the Beam

Container Yard

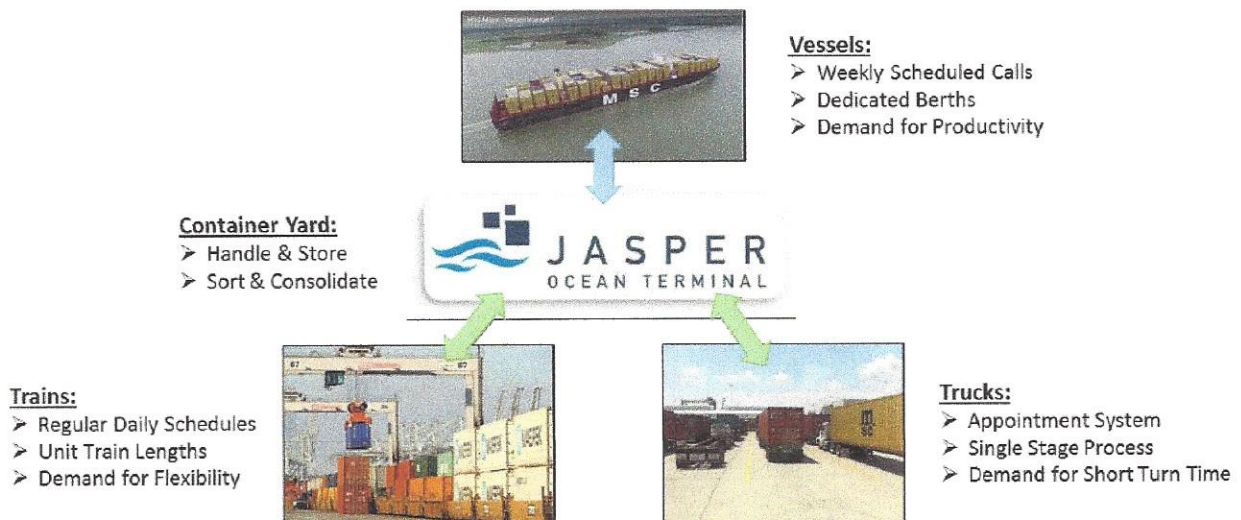
- ✓ 480 Acre Storage Area
- ✓ 210,000 Slots for 20' ISO Containers
- ✓ 10,900 Refrigerated Container Plugs
- ✓ 128 Rail Mounted Gantry Yard Cranes, 22 Lifts per Hour
- ✓ 360 Shuttle Carrier Horizontal Transports

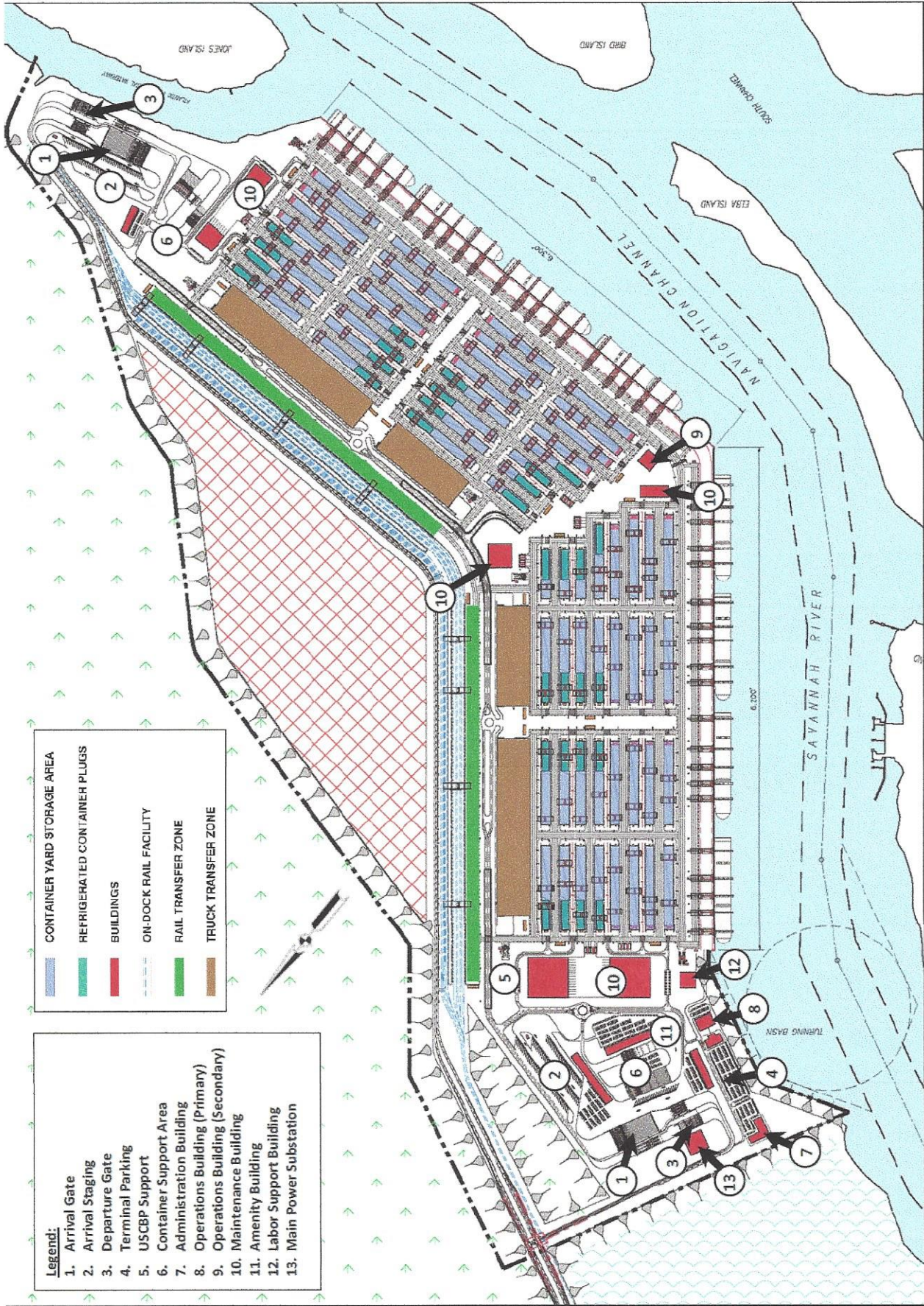
Truck Access

- ✓ 2 Separate Single Stage Gates with Internal Service Support Areas
- ✓ 16 Hour/Day, 5 Days/Week, Appointment Only Gate Operation
- ✓ 240 Truck Transfer Slots, Accommodating up to 1,200 Transactions per Hour

Train Access

- ✓ On-Dock Rail Facility for Class 1 Railroads
- ✓ Unit Train Ready for 9,200 Foot Train Lengths, Single Delivery, Single Pull
- ✓ 73,600 Feet of Terminal Controlled Working Track
- ✓ Dedicated Arrival and Departure Tracks
- ✓ 8 Rail Mounted Gantry Yard Cranes, 21 Lifts per Hour





- Legend:**
1. Arrival Gate
 2. Arrival Staging
 3. Departure Gate
 4. Terminal Parking
 5. USCBP Support
 6. Container Support Area
 7. Administration Building
 8. Operations Building (Primary)
 9. Operations Building (Secondary)
 10. Maintenance Building
 11. Amenity Building
 12. Labor Support Building
 13. Main Power Substation

- CONTAINER YARD STORAGE AREA
- REFRIGERATED CONTAINER PLUGS
- BUILDINGS
- ON-DOCK RAIL FACILITY
- RAIL TRANSFER ZONE
- TRUCK TRANSFER ZONE

Proposed Terminal Master Plan

