

GEORGIA PORTS AUTHORITY

AnchorAge

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Savannah Welcomes **8,500-TEU VESSEL**

FY2010: A Remarkable Recovery

Brunswick Agri-bulk Facility Moves One Million Tons



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GEORGIA PORTS AUTHORITY AnchorAge

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About the cover:

The largest vessel ever to call on the Port of Savannah arrived on August 27, 2010, when the 8,500-TEU M/V CMA CGM Figaro docked at Garden City Terminal.

Georgia Ports Authority



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- 250 acre business park
- 10 miles from Garden City Terminal
- Existing space for lease in Building 100
- Build to suit sites for sale or lease
- Container storage yard
- 1,200,000 square foot pad site



Perspective: Curtis J. Foltz

Savannah Deepening Marks Major Milestone



In November, the findings of the Draft Environmental Impact Study (EIS) and the Draft General Reevaluation Report (GRR) were released by the U.S. Army Corps of Engineers for public comment and review.

These documents represent the culmination of 14 years of work and the most exhaustive environmental study of the Savannah River estuary ever undertaken. The \$40-million scientific study details plans to avoid impacts to natural resources and proposes mitigation for any unavoidable impacts of the Savannah Harbor Expansion Project (SHEP).

The study's release is a significant step forward for the SHEP and addresses a critical need for our country's transportation infrastructure. We appreciate the hard work and dedication of the U.S. Army Corps of Engineers, the various resource agencies and other interested organizations who have been major contributors to the successful completion of this project of national significance.

As the fastest growing and fourth largest container port in the nation, and the only East Coast port offering two Class I rail providers on a single terminal, the Port of Savannah is responsible for moving 8.3

percent of the U.S. containerized cargo volume and more than 18 percent of all East Coast container trade in FY2010 (July 1, 2009 – June 30, 2010). The Port of Savannah, which boasts a uniquely balanced export-import ratio, handled 12 percent of all U.S. containerized exports -- a total of 1.14 million TEUs (twenty-foot equivalent units).

In preparation for the Panama Canal Expansion in 2014, the GPA has embarked on an aggressive expansion and modernization plan to more efficiently accommodate newer, larger vessels that are already calling on the U.S. East and Gulf Coasts. These vessels like the *CMA CGM Figaro*, which called on Savannah in August 2010, offer more capacity and lower cost per container compared to current Panamax vessels.

The SHEP will deepen the river from its current 42 foot depth to as much as 48 feet. The project is widely supported by Georgia's state leadership, which has appropriated \$105 million of construction funds to date.

This project – one of the most important and productive civil works projects in the country – will maintain and create jobs and commerce throughout the nation, while significantly reducing transportation costs for U.S. shippers. As the Southeast's gateway to the world, our harbor must be able to accommodate these vessels without tidal restrictions in order to efficiently serve global commercial demands.

The GPA is poised to strengthen its global leadership position, weathering the storm of an economic recession and solidifying the long-term interests of our nation.

Curtis J. Foltz, GPA's Executive Director

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Senior Advisor



Savannah WELCOMES

Russ Bryant

CMA CGM Figaro Marks a New Era in Global Container Shipping

The largest vessel ever to call on the Port of Savannah arrived on August 27, 2010, when the 8,500-TEU (twenty-foot equivalent unit) *M/V CMA CGM Figaro* docked at Garden City Terminal.

"The future of shipping is here," said GPA's Executive Director Curtis J. Foltz. "The arrival of the *Figaro* is a view into the future of shipping between Asia and the U.S. East Coast once the new locks on the Canal become operational in 2014/2015."

The *Figaro*, at nearly 1,100 feet long with a 140-foot beam, was the largest CMA CGM container ship ever to call on the United States, when it visited the U.S.

West Coast in June 2010. It is one of the most technologically advanced, fuel efficient and environmentally friendly vessels in the market today and was built by Samsung Heavy Industry in South Korea.

"CMA CGM is honored to participate with the GPA in the official welcoming ceremony marking the arrival of the 8,500-TEU *CMA CGM Figaro*," said Frank J. Baragona, President, CMA CGM (America) LLC.

"The *CMA CGM Figaro* marks a new era in global container shipping capacity serving Savannah and the South Atlantic Regional markets and represents our commitment to expansion and growth in the U.S. trades."

The *Figaro* is part of the Columbus Loop service, which has been calling on Savannah

"The Figaro is a current reminder of why the deepening of our waterways is so critical to economic and job growth for our region."

- Curtis J. Foltz, GPA Executive Director



GPA's Executive Director Curtis J. Foltz and CMA CGM (America) LLC President Frank J. Baragona celebrate the arrival of the CMA CGM Figaro at the Port of Savannah.

8,500-TEU VESSEL



since June 2009. The service has 15 vessels of 6,500-TEU capacity, but is expected to gradually deploy vessels larger than 8,000-TEU capacity. The service covers the USWC/Far East/USEC trade via the Suez. Its rotation includes Shanghai, Pusan, Ningbo, Hong Kong, Yantian, Tanjung Pelepas, New York, N.Y., Norfolk, Va., Savannah, Ga., Seattle, Wash., Vancouver, Canada and Yokohama.

"The *Figaro* comes to us through the Suez Canal, but will be restricted in its loading capacity in Savannah from its

designed draft of 49.5 feet," said Foltz.

"The *Figaro* is a current reminder of why the deepening of our waterways is so critical to economic and job growth for our region."

In order to more efficiently handle vessels like the *Figaro*, the Savannah Harbor Expansion Project (SHEP) will deepen the river from its current 42 foot depth to as much as 48 feet. This project – one of the most important and productive civil works projects in the country – will maintain and create jobs and commerce throughout the region.

Almost \$40 million has been spent on environmental and other work associated with the SHEP. The results of these studies will help to ensure that all of the impacts associated with the project will be avoided, reduced or mitigated. The SHEP is widely

supported by Georgia's state leadership, which has appropriated \$105 million of construction funds to date.

"The visit by CMA CGM *Figaro* signifies the importance of the deepening project for Georgia, the Southeast and the entire nation," said GPA's Chairman of the Board Alec L. Poitevint. "With 70 percent of the U.S. population served by the East Coast ports, it is critical that our infrastructure is ready for these vessels to efficiently deliver commerce to the majority of the American population. This port has the facility and the equipment to handle the largest vessels calling on the U.S. East Coast."

CMA CGM, based in Marseille, France, is the world's third largest container shipping company. It operates 352 vessels on 170 shipping routes linking 150 countries.

The Port of Savannah: PREPARING FOR TOMORROW'S DEMANDS TODAY

Stephen Morton

Georgia Ports Authority (GPA) Executive Director Curtis J. Foltz delivered his first State of the Port Address to a record crowd of more than 1,000 in September 2010. He outlined actions required to achieve continued growth and prepare the Port of Savannah for future prosperity.

"The Port of Savannah experienced a remarkable recovery in FY2010 (July 1, 2009 - June 30, 2010)," said Foltz. "The 9.7-percent increase in TEUs (twenty-foot equivalent units) for the year allowed the GPA to return to near record levels reached in FY2008 and continued its momentum gaining market share across the Southeast."

In FY2010, GPA posted its best year ever for exports moving 1,139,983 TEUs, which was a 15.5-percent increase compared with the previous fiscal year. During FY2010, the GPA handled nearly 12 percent of the total U.S. loaded container exports based on tonnage. The top five export commodities for FY2010 were wood pulp, paper and paperboard, food, clay and chemicals.

"Georgia's deepwater ports are one of the brightest spots in the Georgia economy right now," said GPA's Chairman of the Board Alec L. Poitevint. "Savannah has maintained its place as the fourth largest U.S. container port due to the hardworking men and women on our terminal, but also the strategic infrastructure upgrades.

Additionally, Foltz reviewed plans to

GARDEN CITY TERMINAL'S TOP EXPORT COMMODITIES					
FISCAL YEAR 2010 BY TEUS					
Source: PIER5					
TOP FIVE EXPORTS			TOP FIVE REFRIGERATED EXPORTS		
RANK	COMMODITY	FY10	RANK	COMMODITY	FY10
1	WOOD PULP	175,653	1	POULTRY (Fresh & Frozen)	61,028
2	PAPER & PAPERBOARD	158,372	2	MEAT (Fresh & Frozen)	2,972
3	FOOD*	129,635	3	ORANGES	1,796
4	CLAY	99,919	4	CITRUS JUICES & CONCENTRATES	1,173
5	CHEMICALS	65,331	5	GRAPEFRUIT & LEMONS	966

* Food includes refrigerated cargo and containerized agricultural products.

deepen Savannah's harbor. "The Savannah Harbor must be prepared for the demands of global shipping after the Panama Canal Expansion is completed in 2014," said Foltz. "With larger vessels already calling on the port, it is imperative that the Savannah Harbor Expansion Project (SHEP) is approved and remains on schedule."

The single most important factor for the Port of Savannah's future success remains the completion of the SHEP. The work to deepen the Savannah Harbor up to 48 feet at mean low water is precisely the type of effort that will bring comprehensive economic recovery for the United States.

Foltz asked the audience to become involved in efforts to deepen the harbor by joining the GPA's SHEP Ally program, a growing number of private citizens who will communicate support of Savannah's

harbor expansion with local, state and federal officials. To become an ally, send an email to deepening@gaports.com.

Finally, Foltz highlighted environmental initiatives throughout the port in conjunction with its capital improvement projects and port operations. In FY2010, the GPA reused and recycled 94-percent of its construction debris for its nine major construction projects. The GPA has also increased its treatment of stormwater runoff by nearly 800 percent in the last decade. Through the GPA's crane electrification, use of refrigerated container racks, the upcoming rubber-tired gantry crane repower project and use of fuel additives, the Port of Savannah avoids use of more than 4.5 million gallons of fuel annually.

*Foltz Announces FY2010 Was Best Year Ever
for Exports, Environmental Initiatives and Future Plans*

FY2010 YEAR-END RESULTS Ports of Savannah and Brunswick		
Total Containers	1,470,057	9.7%
Total TEUs	2,637,743	9.7%
Agri-Bulk Tonnage	1,034,235	37.1%
Bulk Tonnage	2,185,263	(7.4%)
Breakbulk Tonnage	1,596,624	(14.8%)
Auto Units	340,050	16.0%
Vessel Calls	2,553	4.2%
TOTAL TONNAGE	24,288,789	7.3%



Foltz recognized Paul Williams at the Savannah State of the Port in celebration of Williams' 100th birthday in August 2010. Williams began working on Georgia's docks in 1938 as one of the first black workers at the GPA terminals and a member of ILA Local 1414. He retired in 1974 after more than 35 years of service.

Back row (left to right): Albert J. (Al) Scott, former GPA Board Chairman (2004); Willie J. Seymour, president of ILA 1414; Foltz; Poitevint. Front row: Patricia Gunn (granddaughter), Williams, Rosalyn Rouse (granddaughter).

The Port of Brunswick:

INVESTMENT, GROWTH AND OPPORTUNITIES

*FY2010 Was Best Year Ever
for Colonel's Island Tonnage*

At the Brunswick State of the Port Address, Foltz announced that Colonel's Island Terminal marked its highest tonnage volume ever.

He also outlined actions required to achieve continued growth and prepare the Port of Brunswick for future prosperity.

"The Port of Brunswick experienced a remarkable recovery in FY2010," said Foltz. "The 26.2-percent increase in total annual tonnage of 1.672 million tons compared with the previous year allowed the GPA to surpass the record levels reached in FY2008."

In FY2010, GPA posted its best year ever for agri-bulk exporting more than one million tons, which was a 37-percent increase compared with FY2009. Soybeans nearly doubled with a 93-percent increase compared with FY2009, as a strong export to Asia. Other commodities included soybean meal, barley malt and wheat.

During FY2010 the GPA posted a 16-percent increase in auto and machinery units handled with a total of 332,100 units. The Port of Brunswick's East Coast market share for autos has grown by 66 percent and its total U.S. market share by 72 percent in the last three years.

"Brunswick has become the sixth largest U.S. auto port by having the best workforce, unsurpassed infrastructure, room to grow and a sound marketing plan to capitalize on its strengths," said Poitevint.

Additionally, Foltz lauded the new Mercedes-Benz USA (MBUSA) facility, which opened its doors at the Port of Brunswick in January 2010. As the second vehicle processing center on the southside of Colonel's Island Terminal, the MBUSA center also brought three ocean carriers, NYK, MOL and K-Line, to start calling the port regularly. He also discussed significant expansion opportunities and new infrastructure that will accommodate Georgia exports for biomass fuels.

Agri-bulk Facility Moves ONE MILLION TONS

Strong Teamwork Accommodates Increasing Volume

The agri-bulk facility on Colonel's Island Terminal marked a major milestone in April 2010, moving more than one million tons of cargo two months before the end of the fiscal year (July 1, 2009 – June 30, 2010).

This facility moved 1,034,235 tons in FY2010, which is a 37-percent increase compared with FY2009. The volume was primarily made up of soybean meal, which is a by-product in the oil extraction process and is used to make animal feed.

This significant growth is largely due to the foresight and strategic direction of the Georgia Ports Authority's (GPA) Trade Development team.

"Years ago, we had difficulties serving multiple customers with multiple products due to the coordination required to segregate and store multiple product types," said GPA's Senior Director of Trade Development John Wheeler. "You cannot mix products, even when they seem to be the same, because the grade and quality will vary. We had customers holding products in storage, but never had enough product to warrant chartering a vessel for export. Therefore, the facility was underutilized from the dock side of the business."

In an effort to maximize the utilization of the facility, the GPA decided to target a single account. Bunge North America saw the value in this approach. Today, vessels that call at the Brunswick facility now transport Bunge-traded commodities, which reduces transportation costs.

"With one company controlling the whole facility, they can combine shipments to different customers with multiple agri-bulk products and fill a ship with up to 20,000 tons," said GPA's Senior Account Executive for Agri-bulk Commodities Charlie Regini. "Ultimately, this plan has

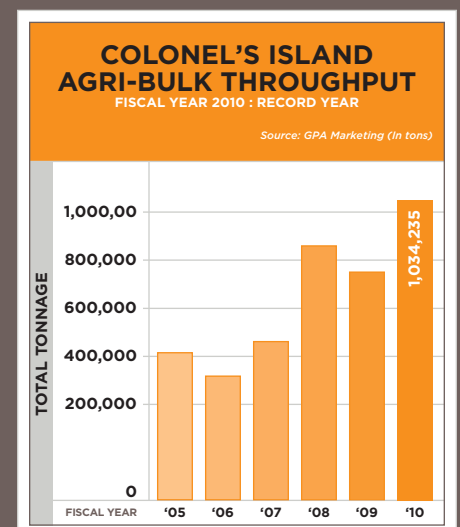


Port of Brunswick employees celebrated the million-ton milestone: (Back row, left to right) Paul Oglesby, Kirk Williams, Glenn Rooks, Rodney Wilcox, Charles Dowling, Greg Elmore, Ronnie Abner, Allen Cook, Jesse Sapp (middle row, left to right) Cliff Lee, Stephen Cain, Lawanna Cook, Diane Parmenter, Wade Lupo, Cecil Lentz, Billy Lightfoot (front row, left to right) Tony Holland, Allan Goodbread, Mike Linton, Jason Simmons, Stephen Davis, Aaron Griffin and Chris Hart.

been the single largest factor in our success."

The million-ton milestone is significant to Bunge as well. "Shipping a million tons in FY2010 through the Port of Brunswick reinforces Bunge's view that global demand for commodity exports remains strong," said Vice President for Bunge Grain and U.S. Oilseed Processing Bailey Ragan. "Last year was an unusually high demand for U.S. crops, and we were pleased with the capabilities of the Port as we worked to serve our customers around the world."

Infrastructure improvements at the Port of Brunswick enable the bulk facility at Colonel's Island Terminal to handle more of the grains produced by Georgia's farmers, as well as from all over the U.S. Southeast. Last year, the GPA brought a new 10,000-ton grain tank online. The recent Anguilla Junction expansion gives the GPA the capability of holding four unit trains, which consist of approximately 40 rail cars to move directly from grain facility



to the Port of Brunswick.

"Shipping a million tons took strong teamwork between Bunge and the Port," said Ragan. "We've enjoyed working with the Port of Brunswick over the past three years and look forward to a long-term relationship that benefits the Port, Bunge and our customers."



Schilli Distribution Services Locates At Georgia Steamship Terminal

Machinery Processing Center Adds 25 Direct and Hundreds of Indirect Jobs

Schilli Distribution Services has located its new Savannah Logistics Center at Georgia Steamship Terminal, a 49-acre facility in Port Wentworth, Ga.

"As we continue to expand capacity to accommodate greater demand for services at Georgia's ports, we are also moving ahead with filling existing distribution and cargo handling facilities," said GPA's Executive Director Curtis J. Foltz. "Increased focus on planning and locating new, port-related industrial development is a key component of our efforts to create economic recovery and opportunity."

Schilli Distribution Services, headquartered in Lafayette, Ind., will process machinery for container export through Garden City and Ocean Terminals. Company officials estimate 10,000 twenty-foot equivalent unit (TEU) containers will be handled annually through Georgia Steamship Terminal, creating 25 direct jobs and potentially hundreds of additional jobs throughout the transportation and logistics industry. Schilli Distribution is also affiliated with the Schilli family of transportation and

logistics companies, and will provide some inbound transportation services.

"We are pleased to be working with the Georgia Ports Authority," said George Benda, General Manager of Schilli Distribution Services, Inc. "The Port of Savannah's excellent carrier base and inland connectivity will allow us to achieve greater value from our supply chain and customers. Our new Savannah Logistics Center will allow Schilli Distribution Services to enhance our value to our primary customer, Caterpillar. The new facility further increases supply chain velocity which effectively reduces inventory and delivers finished goods to the dealers faster. The dealers also benefit from significantly reduced ocean shipping costs as we are able to consolidate products from multiple plants and increase the total container load weight."

The new Savannah Logistics Center is located three miles from the Garden City Terminal and includes more than 150,000 square feet of storage, 40 acres of outside drop yard and is served by the Norfolk Southern Railroad. The facility includes a rail cross-dock with capability to trans-load

from rail to container. Schilli Distribution also has logistics facilities in Griffin, Ga., and Greenville, S.C. along with the Lafayette logistics center.

"The Port of Savannah's excellent carrier base and inland connectivity will allow us to achieve greater value from our supply chain and customers."

*- George Benda,
Schilli Distribution Services, Inc.
General Manager*

"We want to thank Schilli Distribution Services for choosing Savannah," said Chairman of GPA's Board of Directors Alec Poitevint. "Georgia's ports continue to attract new jobs and opportunity for our entire region."

GREAT DANE TRAILERS TO OPEN PLANT IN STATESBORO

World's Top Trailer Manufacturer to Create 400-plus Jobs



Great Dane executives and state and local leaders break ground on the site of the company's new refrigerated trailer plant in Statesboro, Ga. Pictured from left: David Holland, Chairman, Development Authority of Bulloch County; Brandie Fuller, Vice President, Marketing, Great Dane Trailers; Alan Whiten, Manager, Manufacturing Engineering, Great Dane Trailers; Sam Gupta, Senior Vice President, Manufacturing, Great Dane Trailers; Rick Mullinix, Vice President, Engineering, Great Dane Trailers; Jim Pines, Executive Vice President, Great Dane Trailers; Sonny Perdue, Governor, State of Georgia; William "Bill" H. Crown, CEO, Great Dane Limited Partnership; Phillip Pines, President and COO, Great Dane Trailers; Garrett Nevil, Chairman, Bulloch County Commission; Tom Czapka, Vice President, Business Development, Great Dane Trailers; Jack Hill, Senator, State of Georgia; Joe Brannen, Mayor, City of Statesboro.

Great Dane Trailers will construct a new manufacturing facility in Statesboro, investing \$33.5 million and creating more than 400 jobs during the next four years. The advanced technology featured in the Statesboro plant, which will manufacture refrigerated trailers, will rank the facility the most efficient Great Dane plant in the world.

"We are very pleased that Great Dane's experience with our business-friendly environment in the state has motivated the company to expand their presence here," said Georgia Gov. Sonny Perdue. "Great Dane is an important part of the nation's supply-chain logistics infrastructure, and Georgia's deep background and workforce expertise in both logistics and manufacturing is an ideal match for the company's needs."

Construction for the new 450,000-square-foot facility will begin in 2011 and the plant will open in 2012. The world's leading trailer manufacturer Great Dane has seven other strategically located

"Choosing to build our new plant in the state of Georgia offered Great Dane the prime Southeast location necessary to more effectively serve our customers in this region."

*- Phill Pines
Great Dane Trailers Chief Operating Officer*

manufacturing plants in the U.S. In addition, it utilizes a network of company-owned branches and independent dealers with distribution points across North and South America.

"Choosing to build our new plant in the state of Georgia offered Great Dane the

prime Southeast location necessary to more efficiently serve our customers in this region," said Great Dane President and Chief Operating Officer Phill Pines. "Even more importantly, the site allows us to continue building Great Dane's rich legacy in this state."

Great Dane was founded in Savannah in 1900 and the first Great Dane trailer was assembled at its Savannah plant. Today, the company produces dry vans, refrigerated and platform trailers and is known for its innovation, technology and quality.

"Great Dane coming to Bulloch County is going to be an outstanding partnership," said State Sen. Jack Hill. "This very fine company is a good fit for the community and I know will be welcomed with good old-fashioned Southern hospitality. I salute the leadership of Bulloch County for a job well done and we all appreciate the hard work by the Department of Economic Development to bring this industry to Bulloch County."

PHILLIPS-VAN HEUSEN CORPORATION ANNOUNCES GEORGIA EXPANSION

Leading Apparel Company Creating 150 Jobs, Building State-of-the-Art Distribution Center

Phillips-Van Heusen Corporation, one of the world's largest apparel companies, announced plans to relocate and expand its current Georgia distribution operation in Henry County in September 2010. The company will add approximately 150 jobs, bringing its existing workforce to approximately 300, with the opening of a highly automated, state-of-the-art distribution center.

"Distribution operations like Phillips-Van Heusen's thrive in Georgia due in large part to our state's advanced logistics infrastructure that efficiently connects Georgia businesses to markets around the world," said Georgia Governor Sonny Perdue. "I am excited about Phillips-Van Heusen's decision to expand in Georgia, and create a positive impact for the state and local economy."

Phillips-Van Heusen will move from its existing facility in Austell, Ga. to the 852,000-square-foot Liberty Distribution Building in McDonough, Ga. The company's new facility will be fully automated and can accommodate an increased workforce, as well as allow for potential growth and expansion in the future.

"We look forward to establishing this new facility in McDonough, which will allow us to continue to meet the needs of our growing and expanded retail and wholesale

businesses," said Phillips-Van Heusen Executive Vice President of Logistics Services Kevin Urban. "This automated facility will enhance our ability to ship our products to our stores and retail customers in a timely and cost effective manner, while leveraging the expertise of our existing workforce."

"Distribution operations like Phillips-Van Heusen's thrive in Georgia due in large part to our state's advanced logistics infrastructure that effectively connects Georgia to markets around the world."

- Sonny Perdue, Georgia Governor

"We are very excited to bring Phillips-Van Heusen to Henry County. In these times, any number of jobs created is a good thing, but this project will

bring 300 quality jobs to our community," said Chairman of the Henry County Development Authority Jim White.

The company makes heavy use of seaports in its distribution operations and the move will enable it to double the volume of products through Georgia's deepwater ports.

"The Port of Savannah's strategic advantages include excellent shipping services and superior logistics that increase reliability and reduce cost for cargo owners," said GPA's Executive Director Curtis J. Foltz. "We look forward to this enhanced partnership with Phillips-Van Heusen."

Phillips-Van Heusen Corporation is one of the world's largest apparel companies. It owns and markets the iconic Calvin Klein and Tommy Hilfiger brands worldwide. It is the world's largest shirt and neckwear company and markets a variety of goods under its own brands, Van Heusen, IZOD, ARROW, Bass and G.H. Bass & Co., and its licensed brands, including Geoffrey Beene, Kenneth Cole New York, Kenneth Cole Reaction, unlisted, A Kenneth Cole Production, BCBG Max Azria, BCBG Attitude, MICHAEL Michael Kors, Sean John, Chaps, Donald J. Trump Signature Collection, JOE Joseph Abboud, DKNY and Timberland.

JIT BREAKS GROUND FOR NEW SAVANNAH WAREHOUSE

JIT Warehousing and Logistics began construction on its state-of-the-art warehouse complex near the Port of Savannah in September 2010. The complex will accommodate rail shipment with a private indoor rail siding in partnership with Norfolk Southern. Other building innovations will include clear span "super-space," reinforced floors to support extraordinary weights, seamless roof design and flat ground level entry doors to accommodate heavy and oversized cargo eliminating ramps.



Pictured (left to right): Adela Kelley, GDEC; Deborah Mobley, UTC, Inc; Lee Grimes, SEDA; William Tate, Norfolk Southern; JoAnn Goldberg, JIT; Ben Goldberg, JIT; Vince Thompson, Thompson Construction; Anna Lockwood, JIT; Benjy Lockwood, JIT; Evelyn Goldberg, JIT; Marc Liverman, Atlantic Coast Consul.; Rep. Bob Bryant, Ga House of Rep.; Britt Bazemore, JIT; Bruce Bazemore, Congressman Jack Kingston; Brent Swanson, Ga Small Business Capital; Carol Coppola, Suntrust; Larry Riggins, JIT.

West African Combination Service Adds Savannah's Ocean Terminal to Rotation

Multi-purpose Service to Handle Containers, Breakbulk and Roll-On/Roll-Off

The ACL/Grimaldi West African Service made its first call to the Port of Savannah's Ocean Terminal in July 2010.

"We welcome this West African combination service to Savannah," said Foltz. "Ocean Terminal offers a unique combination of excellent on-dock capabilities for roll-on/roll-off (Ro/Ro), breakbulk and containerized cargo, as well as an experienced labor force and close proximity to one of the fastest growing markets in the United States."

The fort-nightly service recently added four new combination container and Ro/Ro vessels. These service vessels are multi-purpose, so they can handle containers, breakbulk and Ro/Ro cargo like tractors and used cars (POVs). Imports will include commodities such as lumber and cocoa.

From Savannah, port rotation includes direct ports of Dakar, Cotonou, Lome, Lagos



and Tema with feeder service to Banjul, Conakry, Freetown, Monrovia, Boma, Douala, Point Noire, Luanda, Lobito, Takoradi and Abidjan.

"Grimaldi has always recognized the importance of the South Atlantic to the West Africa market by offering a service jointly with ACL via Europe for the last eight years," said ACL's General Manager

U.S.-West Africa Trade Erik Cole. "We are now pleased to be able to offer the only direct service from the South Atlantic to a full range of West African ports for both containers and Ro/Ro. With a frequency of every 14 days and superior transit times that only direct services can provide, we look forward to assisting in the growth of this market."

USA-WEST AFRICA MULTI-PURPOSE SERVICE ACL GRIMALDI

Source: Carrier's Website



DIRECT PORTS	Savannah	Baltimore	NY/NJ	Boston	Dakar	Tema	Lome	Cotonou	Lagos	Jacksonville	Savannah
Days to Next Port	2	2	2	8	4	1	1	1	17	2	0
To Savannah From					26	22	21	20	19	2	0
From Savannah To	0	2	4	6	14	18	19	20	21		

Turnaround Days	40
Frequency	Bi-Weekly
Number of Vessels	3
Average TEU Capacity per Vessel	900

TRANSSHIPMENT PORTS VIA DAKAR	Banjul	Conakry	Freetown	Monrovia	Abidjan	Takoradi	Douala	Pt. Noire	Boma	Luanda	Lobito
From Savannah To	20	22	23	20	32	40	32	24	33	32	32



GPA AND LIBERIAN NATIONAL PORT AUTHORITY *Sign Strategic Partnership*

GPA's Executive Director Curtis J. Foltz and Liberia National Port Authority Director Matilda Parker signed an MOU to expand trade between the ports. Pictured left to right: Savannah City Council Member and Mayor Pro-Tem Edna Jackson, Parker, Foltz, Honorary Consul General for the Republic of Liberia's Southeastern Representative Cynthia Blandford Nash and Savannah Mayor Otis Johnson.

Memorandum of Understanding Between Two Ports Will Expand International Trade with U.S. and Liberia

The Port of Savannah is Liberia's largest trading partner in the Southeastern United States.

Efforts to grow opportunities for Liberia are part of the historic Memorandum of Understanding (MOU) agreement signed by the Georgia Ports Authority (GPA) and the Liberia National Port Authority (NPA) in August 2010.

"This new partnership between the Liberian National Port Authority and the Georgia Ports Authority is an excellent opportunity to expand trade between our ports," said GPA's Executive Director Curtis J. Foltz. "Although the amount of trade between our two ports is relatively small, the agreement signed today is designed to develop new markets for the future."

Exports from Savannah to Liberia include grocery products, automobiles and auto parts, along with construction and building equipment, clothing and household goods. Imports from Liberia to the Southeastern United States include metalware, fruits, rubber and rubber products. Liberia is also rich in natural resources including

timber, rubber, gold, diamonds, coffee and cocoa, just as Georgia is the largest producer of poultry.

"I am especially proud today to have played a key role in negotiating this historic Memorandum of Agreement between the State of Georgia and the Republic of Liberia," said Honorary Consul General Republic of Liberia's Southeastern Representative Cynthia Blandford Nash. "I envision Liberia as a future gateway to other important markets in Africa, and the GPA is charting new waters to help answer this clarion call."

NPA's system has four ports, headed by the Freeport of Monrovia, which was built by the U.S. military for strategic purposes during World War II. It handles 90 percent of the country's trade. Other member ports include: the Port of Buchanan, which exports, primarily, iron ore deposits; the Port of Greenville, which functions as a primary outlet for the timber industry; and the Port of Harper, which serves the timber industry of Liberia's southeastern hinterland.

The MOU agreement provides both parties the opportunity to promote a strong working relationship and exchange information and expertise in the areas of marketing, operations and information technology. The agreement also calls for concerted efforts to expand international trade by supporting both parties' market presence in their respective countries and with common customers.

The GPA also has similar strategic partnerships with the Suez Canal Authority, Panama Canal Authority, Shanghai International Port Group, Sydney Ports Corporation, the Port of Veracruz and the Port of Shimizu in Japan.

"Savannah is a very diverse city whose rich history has been influenced greatly by the outside world," said Savannah Mayor Otis Johnson. "Our continued success as a global community requires that we reach out to our friends in other nations and share our knowledge and experiences. I believe that this partnership will provide many opportunities to both Liberia and Savannah well into the future."

PORT'S STUDY SHOWS DIESEL ADDITIVE INCREASES EFFICIENCY

GPA Conducts One of the Largest Tests of its Kind on Container-Handling Equipment

The Georgia Ports Authority (GPA) conducted a diesel additive study that yielded a five-percent reduction in fuel consumption, as well as drastically decreased emissions.

"We undertook this study as a proactive effort to reduce our environmental footprint," said GPA's Executive Director Curtis J. Foltz. "As we expand our operations to accommodate increased cargo, we continue to look for ways to improve efficiencies and operate in an even more environmentally-friendly manner."

GPA's engineering staff commissioned a study to determine whether a fuel additive would be effective in reducing

rubber-tired gantry cranes (RTGs) and 40 jockey trucks. Baseline monitoring consisted of collecting emissions and fuel consumption data with all vehicles using ultra-low-sulfur diesel without the additive.

For emissions monitoring, the test measured the Environmental Protection Agency's (EPA) criteria pollutants: nitrogen dioxide, carbon monoxide, sulfur dioxide and particulate matter. Fuel consumption and operating hours were measured to develop a consumption rate in gallons per hour.

"The intent of the fuel additive is to yield a more complete and efficient fuel combustion," said Joseph R. Ross, Jr., Senior Associate and Environmental Department Manager with WPC. "By increasing the combustion efficiency, not only are fuel savings evident, the formation of criteria air pollutants is also reduced. These reductions will benefit all of Chatham County by reducing pollutant concentrations and helping to maintain compliance with state and federal attainment criteria."

The result of the study indicated a decrease of approximately five percent in fuel consumption. Reductions in EPA criteria pollutants were more significant. Particulate matter reductions averaged as high as 71 percent, while nitrogen dioxide decreased as much as 20 percent and carbon monoxide decreased an average of 19 percent. The study did not produce conclusive results regarding the impact of the additive on sulfur dioxide emissions. However, GPA's conversion in 2008 to ultra-low-sulfur diesel reduced the total sulfur content by 99 percent.

"The results are proof-positive that these additives work," said Tillotson. "We plan to continue using fuel additives for all diesel consumed on GPA property."

The diesel additive study has spurred great interest from the Transportation Research Board, as well as other ports and state agencies.

"As we expand our operations to accommodate increased cargo, we continue to look for ways to improve efficiencies and operate in an even more environmentally-friendly manner."

- Curtis J. Foltz, GPA Executive Director

pollutant emissions and increasing engine fuel efficiency for its diesel equipment fleet. WPC of Savannah, Ga., was contracted to conduct the test and provide analysis. This large-scale test studied two of the most widely used pieces of container-handling equipment at the Port of Savannah.

"We were pleasantly surprised to see these dramatic results said GPA's Senior Director of Engineering and Facilities Maintenance Wilson Tillotson. "With the large-scale nature of this study, we are confident the additive will yield an improvement in fuel efficiency and a significant reduction in emissions."

In January 2010, the GPA conducted a baseline monitoring for its diesel vehicle fleet at Garden City Terminal. The study included a diesel vehicle fleet of 64

INCREASES FUEL EFFICIENCY AND REDUCES EMISSIONS



ANNUAL FUEL AVOIDANCE OF 4.5 MILLION DIESEL GALLONS

The GPA maintains its commitment to drive down diesel activity, while improving our environmental footprint on the community as we continue to grow our business. The following initiatives have been conducted without federal mandate and decrease the GPA's reliance on diesel.

ELECTRIFICATION OF SHIP-TO-SHORE CRANES

The four newest cranes brought online in FY2010 eliminate the use of more than 400,000 gallons of diesel annually. All Garden City Terminal cranes run on electricity, and 12 of these cranes generate approximately one-third of energy use via gravity and kinetic energy.

DIESEL ADDITIVE STUDY

Diesel additive study yielded a five-percent reduction in fuel consumption, as well as drastically decreased emissions.

RUBBER-TIRED GANTRY CRANES

The newest RTG cranes burn about four gallons of diesel per hour, a 33-percent cost/fuel consumption savings compared with the existing fleet's average. These cranes operate within a spectrum from 800 to 2100 RPM's. In 2010, the GPA was awarded an EPA/DERA grant to repower GPA-owned equipment (RTGs) with higher tier engines that will reduce air emissions. Repowering takes advantage of new technology that will significantly improve the efficiency, productivity and service life of the equipment. These newer engines will use 70-percent less fuel compared with older engines, which reduces diesel emissions and our dependence on fossil fuels.

REFRIGERATED CONTAINER RACKS

For every ten racks placed into service, the GPA saves about 540,000 gallons of diesel fuel annually, which would have been used to power diesel generators. With a total of 44 racks online, the GPA avoids using more than 2.376 million gallons of diesel annually.

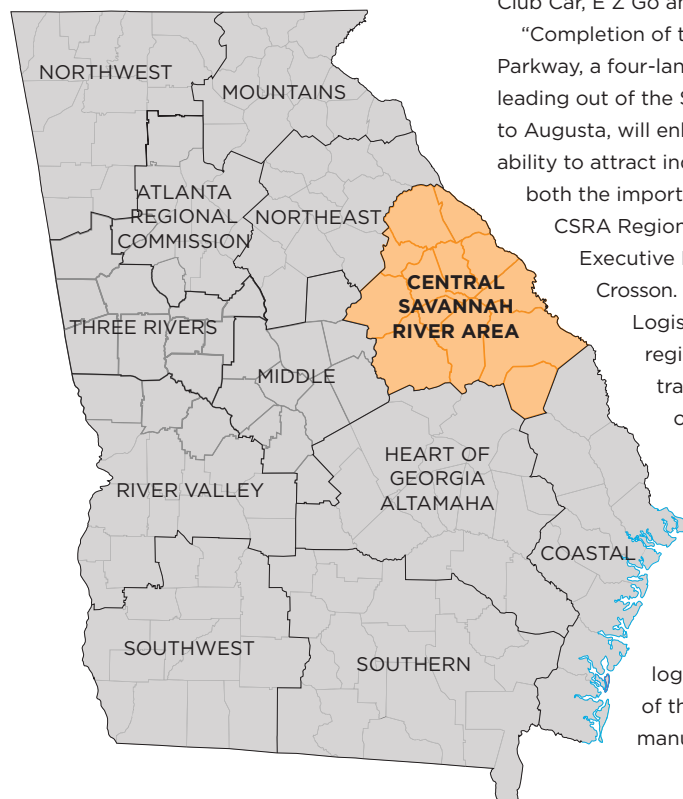
Eastern Georgia Communities Offer Kaolin, Chemicals and Carts

Two separate economic engines helped the Central Savannah River Area (CSRA) move cargo with an estimated total value of \$1.12 billion in FY2010 (July 1, 2009 – June 30, 2010).

Led by the 13-county regional commission's population base of Augusta-Richmond County and Washington county's important kaolin clay industry, the CSRA moved more cargo (based upon estimated values) than any of Georgia's Regional Commissions outside of Atlanta and the Coastal Georgia RDC.

With the bulk of the cargo being exported, the Port of Savannah moved more than 17,540 TEUs (twenty-foot equivalent units) of cargo originated in the CSRA in FY2010.

Georgia's 12 Economic Development Regions



Georgia's Regional Commissions function as the official regional and development organizations for local governments and citizens. Each Regional Commission Council creates policy direction for the area's short- and long-term comprehensive planning and serves as liaisons between regional communities and the state government.

"Communities in the Central Savannah River Area are vital to the economic development opportunities Georgia is able to extend to businesses here and abroad," said Georgia Department of Economic Development Commissioner Heidi Green. "This region's success translates into vital business for Georgia's seaports, and strengthens our state's competitive assets that help us win in the global marketplace."

Richmond County alone accounted for \$689.2 million of cargo in FY2010 and had the sixth largest impact of any county in the state on the ports' business. A major portion of this cargo is chemicals, which are used for local companies like NutraSweet and International Paper. This total also includes auto parts imported by recreational and utility vehicle manufacturers in the area like Club Car, E Z Go and John Deere.

"Completion of the Savannah River Parkway, a four-lane divided highway leading out of the Savannah Port area to Augusta, will enhance this region's ability to attract industries involved in both the import and export of goods,"

CSRA Regional Commission

Executive Director Andy

Crosson. "Companies like RBW

Logistics recognize this region's unique transportation network opportunities, and the Commission expects to see growth in the warehousing, distribution, and transportation market in coming years." RBW Logistics manages logistics for 80 percent of the area's industrial manufacturers from nearly

two million square feet of facility in and around Augusta, Ga. During the past year, RBW Logistics expanded its operation, adding about 15 new jobs.

According to a quarterly report released by Brookings Institute, Augusta is second only to Albany, N.Y. as the strongest-performing metro area in the United States for keeping its labor and housing markets stable and posting robust economic activity during the past few years.

"The Augusta/Richmond County area has had a lot of success locating new companies to the region," said Development Authority of Richmond County Executive Director Walter Sprouse. "The stability, vitality and expansion of Georgia's ports play a big role in creating opportunities for existing businesses as well."

EXPORTS: FY10

via Savannah by Companies
in the Central Savannah River Area* Georgia
TOP COMMODITIES

Source: PIERs

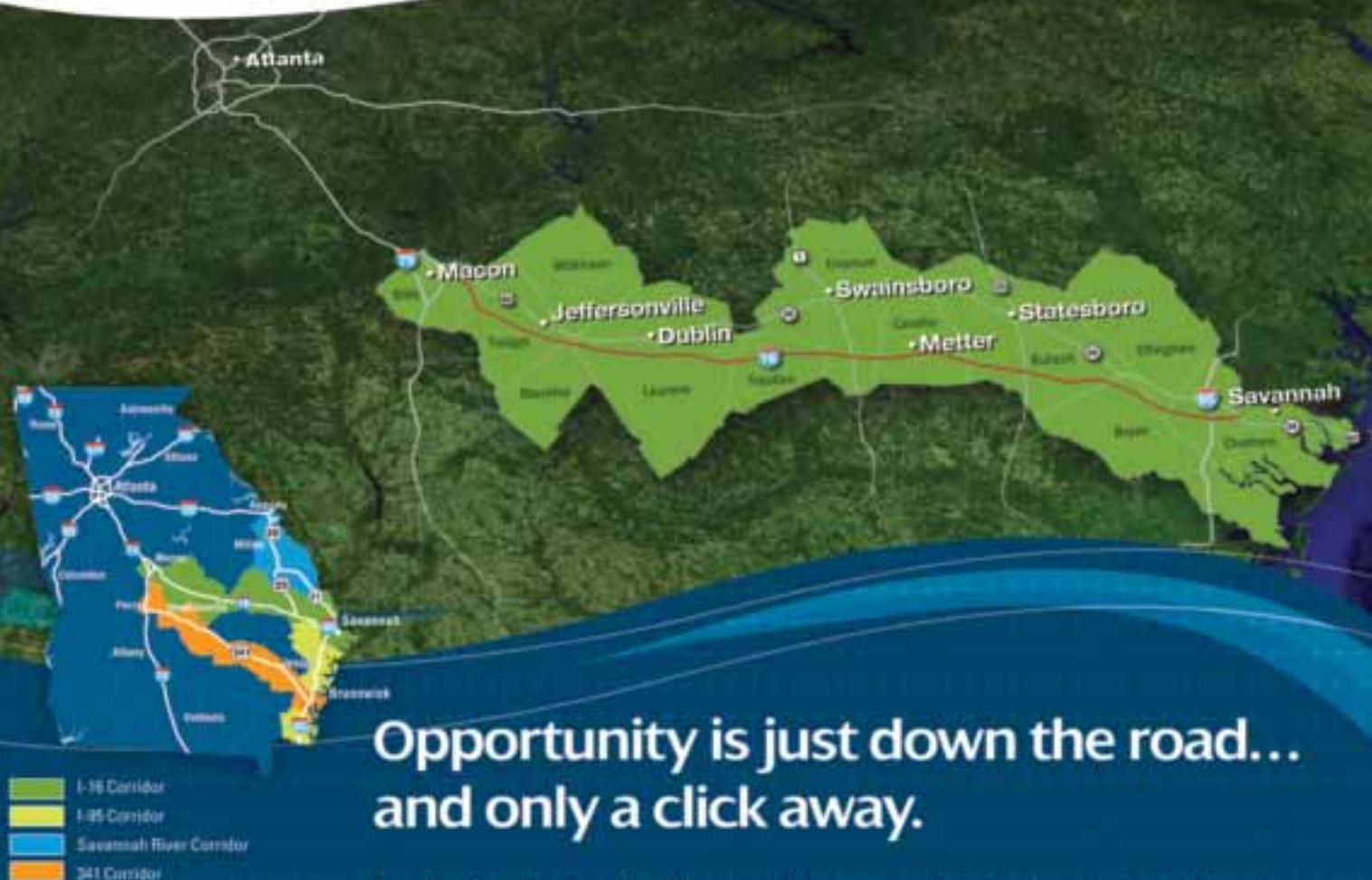
COMMODITIES	FY10 TEUs
Kaolin Clay	5,814
Amine, Amide, Imide, Lactam, NCO	3,496
Drilling Mud	1,626
Lawn and Garden Equipment	1,241
Chemicals	747
Automobiles	691
Logs and Lumber	584
Miscellaneous Inorganic Compounds	546
Bags	461
Miscellaneous Machinery	217
Other Commodities	2,117
TOTAL	17,540

IMPORTS: FY10

via Savannah by Companies
in the Central Savannah River Area* Georgia
TOP COMMODITIES

Source: PIERs

COMMODITIES	FY10 TEUs
Auto Parts	344
Furniture	240
Miscellaneous Machinery Parts	217
Amino Acids, Triazoles	176
Automobiles	139
Casein, Cellulose Compound, Polish	125
Batteries	121
Sheets, Towels, Blankets	119
Lamps and Parts	90
Benzenoid Chemicals	75
Other Commodities	887
TOTAL	2,532



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It's another way the Georgia Ports Authority is redefining the pace of trade – one  at a time.

REDEFINING THE PACE OF TRADE



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THE COLL

Colonel Jeffrey M. Hall,

By K. W. Oxnard

Ask where he's been stationed over his 26-year career with the U.S. Army, and Colonel Jeffrey M. Hall's list will give anyone instant wanderlust.

"I've traveled to over 45 countries and provinces, most for my military job," he says in his corner office overlooking Telfair Square. Now Hall has assumed command of the U.S. Army Corps of Engineers (USACE) Savannah District, whose deceptively local name actually comprises a territory as far-flung as Georgia, North Carolina, South Carolina and the Middle East.

Hall projects efficiency and an unnerving level of concentration. He answers questions quickly, as befits someone with several people waiting to meet with him at any given point in the day. He commands a workforce of more than 1,200, both military and civilian, and his goals for this crew over the three years of his USACE posting are clear and compelling: help the Army and Air Force meet requirements to realign military installations throughout the country; initiate construction on the Savannah Harbor Expansion Project (SHEP); and make sure the Savannah District is "set up for the future — which includes making the right decisions about staffing, programming and resourcing."

Clearly this man has his eye on the future — but his past is fascinating as well. He spent several short deployments in both Kosovo and Bosnia on peacekeeping missions, such as building bridges and overseeing the removal of improvised explosive devices (IEDs). He's served in the Middle East several times, useful experience because the Savannah District has 35 civilian employees deployed to Iraq and Afghanistan on any given day in support of Overseas Contingency Operations. And he's used to the rigors of travel, which he does three to four days every week throughout his district. In fact, a typical day-in-the-life could just as easily

ABORATIVE OPTIMIST

Commander and District Engineer, U.S. Army Corps of Engineers

find him inspecting a reservoir in north Georgia or checking progress construction at Ft. Bragg, N.C., as working with management at the Georgia Ports Authority (GPA).

"I start every day with a cup of coffee, then check water levels and other information for Russell, Hartwell and Thurmond," he explains, rattling off three dam/reservoirs on the upper Savannah River providing flood risk management, hydroelectric power, drinking water for cities downriver and recreation, as well as much-needed freshwater for marshes in the Savannah River delta.

"Then I meet with stakeholders related to various projects, such as construction at military installations. In most of our projects, we supervise the work done by outside contractors and architects. We ensure we're meeting the needs of the customers: the soldiers on the base and their installation managers. We have to know it functions the way they intended." He pauses for a moment, then adds, "Working with local companies, both small and large, is just one way the Corps can affect the local economy in a positive manner."

With 12 military installations, three dams and all or part of three states under his purview, this job seems enough to fill any normal human being's day, and then some. But to this he must add the always complex SHEP project, which, he admits with a grin, "is ten percent of the job description but takes up about 75 percent of my time." Nevertheless, Hall raves about the "great working relationship" between the GPA and his team at the USACE, "from annual dredging maintenance to SHEP. I meet regularly with Curtis Foltz and Jamie McCurry, checking in on where we are with the studies," he says, referring to the recently released Draft General Re-Evaluation Report and Environmental Impact Statement, joint documents that form a proposal to deepen the Savannah

Harbor from its current depth of 42 feet up to a maximum 48 feet.

When asked why there's been some misinformation about SHEP in the press and the Savannah community at large, Col. Hall thinks for a moment. "Well," he offers, "everyone has their own interests and values. Our job is to take the great complexity of this project and deliver something that can be supported by all. By definition, we're the neutral broker amongst the active parties, and our job is to solve for 'yes.' It's not always possible, but that's our goal."

"Our job is to take the great complexity of the Savannah Harbor Expansion Project and deliver something that can be supported by all."

*- Colonel Jeffrey M. Hall,
Commander and District Engineer,
U.S. Army Corps of Engineers*

So how does he balance the demands of multiple partners, customers and stakeholders? "I take at least 30 minutes every day to think towards the future," he says, hands clasped firmly on the table in front of him. "Day-to-day distractions can disrupt that view, but that's what I aim for." He also exercises with weights and on the elliptical machine, if not every day — his goal — then often enough to give him the solid build of a combat soldier.

He also looks to his team, whom he says, "I would pit against anyone — they are that talented." As to his management style? His staff reports that "people compliment Col. Hall on his ability and willingness to listen, engaging them and encouraging them to

share what they know — which helps break down any mysteriousness. He's great at building relationships."

Col. Hall himself feels that "leadership comes from a lifetime of learning. I learn new stuff every day, then apply what I've learned to be better at it the next day." His approach is to be "accessible — provide a clear intent and direction, listen first, then make a decision based on the available information. I like the give and take. Working collaboratively, you solve problems better and faster, because you get at many different sides of the issue. Sometimes we don't have 100 percent of the information, so we have to make risk-based decisions. But if you wait for that 100 percent information, you can't implement what you want when you want. So you have to set priorities and focus on what's most important."

SHEP, of course, is one of those priorities, and the colonel is obviously excited about the next stage in this project. "What do I see in my crystal ball about SHEP? The next step is to lay the plan out to the public, and truthfully, we won't know what we get until we receive the comments." (The proposal for the harbor expansion was provided to the public for comment shortly after the interview with Col. Hall and can be found at www.sas.usace.army.mil.)

In the meantime, Col. Hall will continue to visit all parts of the Savannah District — "that's part of my goal of transparency" — and in his tiny bit of spare time, he hopes to hit some of Savannah's golf courses with his wife Elyce. Hall's other passion, geo-caching (using GPS to locate hidden items), is highly symbolic of his leadership at USACE: collaborating with various partners to solve complex problems, while staying optimistic to achieve a goal. It's a winning combination, and one that will serve him well as he tackles the many challenges ahead.

GPA's Annex 2 Becomes a Model for Environmental Stewardship and Energy Conservation Design

Building Consolidates Port Police, Credentialing, Employee Health and Credit Union



The GPA has applied for LEED Commercial Interiors (CI) Silver status for the Annex 2 building. Reflective materials were used for roof construction to increase the building's overall energy efficiency by reducing the interior heat load.

The Georgia Ports Authority (GPA) opened its newest facility, formerly Garden City's City Hall, and unveiled a series of significant environmental improvements in September 2010.

"The newly renovated Annex 2 Building is an excellent example of GPA's commitment to conservation," said GPA's Executive Director Curtis J. Foltz. "This facility achieves environmental savings across all metrics that matter most: energy savings, water efficiency, CO2 reduction, improved indoor air quality and stewardship of resources."

Annex 2 will use 30-percent less water than average commercial buildings, saving more than 45,000 gallons of water annually. Additionally, the building will use 25-percent less energy than average commercial buildings. Both the lighting and HVAC in the building were designed to maximize energy performance. Optimizing energy performance will reduce environmental impacts associated with energy use, while reducing operation costs of the building. For example, all appropriate rooms are equipped with a sensor that turns off the lights after a certain time limit to save power.

"Once again, the GPA is demonstrating its commitment to energy conservation and reducing its environmental impact," said

GPA's Executive Director Curtis J. Foltz. "As we expand our operations, we continue to look for ways to improve efficiencies and operate in an even more environmentally-friendly manner."

During the renovation of GPA's Annex 2, half of the demolition debris and construction waste was recycled. Commonly recycled construction materials include wood, metal, gypsum wall board and carpet. Additionally, recycled content materials made up one-third of the materials used to construct this building. These materials include wall board, acoustical ceiling tile, porcelain ceramic tile, toilet partitions and carpet.

Construction materials were chosen with low off-gas emissions to increase air quality for the occupants. The paints and coatings, adhesives and sealants, carpets, composite woods and office furniture in Annex 2 were all selected based on the lowest levels of contaminants, resulting in a healthier working environment. Not only do contaminate-free materials and furniture contribute to the well-being of occupants, they help to preserve the environment.

Additionally the GPA incorporated the following environmental design elements: solar lighting for the parking lot, designing around existing trees to preserve them, capturing and reusing storm drainage for irrigation and designing

the roof with reflective materials so as to reduce solar gain.

The GPA has applied for LEED Commercial Interiors (CI) Silver status for the Annex 2 building. To qualify for LEED Silver status, the building has met many environmental criteria.

"The green building movement offers an unprecedented opportunity to respond to the most-important challenges of our time, including global climate change, dependence on non-sustainable and expensive sources of energy and threats to human health," said President, CEO and Founding Chair of the U.S. Green Building Council Rick Fedrizzi. "The work of innovative building projects such as Georgia Ports Authority's Annex 2 is a fundamental driving force in the green building movement."

The GPA's Annex 2 houses GPA's Port Police, Credentialing, Employee Health and Credit Union. It provides a great opportunity to improve the terminal's efficiency, as well as services for GPA employees. Consolidating GPA's Port Police and Credentialing Center into one location improves the efficiency of security operations, while removing non-essential traffic from Garden City Terminal. GPA's employees will also benefit from a new and expanded employee health facility and credit union.



The employee parking lot features solar-powered lighting with no connection to the power grid.

FACT SHEET

WATER CONSERVATION

Annex 2 will use 30-percent less water than average commercial buildings, saving more than 45,000 gallons of water annually.

ENERGY CONSERVATION

The building will use 25-percent less energy than average commercial buildings. The lighting and HVAC in the building were designed to maximize energy performance. Optimizing energy performance will reduce environmental impacts associated with energy use, while reducing operation costs of the building. For example, all appropriate rooms are equipped with a sensor that turns off the lights after a certain time limit to save power.

RECYCLED DEMOLITION MATERIALS

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RECYCLED BUILDING CONTENT MATERIALS

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INDOOR AIR QUALITY

Construction materials were chosen with low off-gas emissions to increase air quality for the occupants. The paints and coatings, adhesives and sealants, carpets, composite woods and office furniture in Annex 2 were all selected based on the lowest levels of contaminants, resulting in a healthier working environment. Not only do contaminate-free materials and furniture contribute to the well-being of occupants, they help to preserve the environment.

SOLAR LIGHTING

The employee parking lot features solar-powered lighting with no connection to the power grid.

STORM WATER MANAGEMENT

Storm water is captured, treated using natural methods and used for irrigation at Annex 2. This maintains and recharges the groundwater.

ENERGY-EFFICIENT ROOFING

Reflective materials were used for roof construction to increase the building's overall energy efficiency by reducing the interior heat load.

NATURAL SHADING OF DEVELOPED AREAS

The parking lot was designed to retain as many trees as possible and new trees have been added to provide shading for the developed area.

GPA Offers Teleconferencing Training for Port Users

Client Relations Center Training Includes Real-time Desktop Sharing for Multiple Locations



Georgia Ports Authority's (GPA) Client Relations Center (CRC) conducts customized customer training classes through real-time desktop sharing with photo conferencing.

"The GPA's Client Relations Center offers exceptional service and training for our customers," said GPA's Chief Commercial Officer Cliff R. Pyron. "As the only centralized customer service department of its kind in the U.S., the CRC combines proactive training and real-time cargo information"

The CRC is a front-line communications tool that responds to customer needs through a single, reliable point of contact. Proactive procedures ensure that customers and other port users receive fast, dependable responses to service assistance, cargo coordination and issue resolution to keep cargo moving seamlessly through the logistics chain.

One of these procedures is the GPA's technical training assistance. Previously this was conducted one-on-one or in groups at the customers' offices or on-site at Garden City Terminal. Now with real-time desktop sharing, multiple locations may participate in training without leaving their desk. Training sessions have been held with attendees from Atlanta, Chicago, Texas, New Jersey and Virginia.

Import Customer Service Supervisor for MOL America Nicole Hensley attended the training: "We've always had great rapport with the GPA. They did an excellent job and were very responsive to our request for training on import cargo."

All tools and instructions are provided to access training, including a toll-free number. The comprehensive sessions were created to accommodate the customers' requests and included additional information related to their needs. Also, attendees receive materials included in the training sessions as a way to review what was discussed.

"I've attended training from other ports and this was by far the best yet," said Hensley. "The CRC is in a league of its own for training; they were very helpful and accommodating. This was a convenient way to train, especially because we can't travel. I've been with MOL America for nine years and learned new information. It was very comprehensive."

Sailing Schedule

Visit us online at www.gaports.com to download your copy of the Global Carrier Services Tool for all-water and inland transit times. It's just one more way the Georgia Ports Authority is "Redefining the Pace of Trade".

Russ Bryant

Port of Savannah

Trade Area/Line	Carrier Code	Frequency	Terminal	Type Service
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Africa (East-South-West)

ACL Grimaldi	AG	Bi-Weekly	OT	BB/CONT/RO/RO
CSAL	CSA	Inducement	OT	BB/RO/RO
CMA CGM	CC	Weekly	GCT	CONT/REF
Maersk	MS	Weekly	GCT	CONT/REF
Safmarine	SAF	10 Days	OT	BB/CONT/REF/RO/RO
ZIM	ZIM	Weekly	GCT	CONT/REF

Australia/New Zealand

ANL	USL	Bi-Weekly	GCT	CONT/REF
CMA CGM	CC	Bi-Weekly	GCT	CONT/REF
Hamburg Sud	HS	Weekly	GCT	CONT/REF
Hapag-Lloyd	HPL	Weekly	GCT	CONT/REF
Maersk	MS	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

China Shipping	CS	Weekly	GCT	CONT/REF
CMA CGM	CC	Weekly	GCT	CONT/REF
CSAV	CCV	Weekly	GCT	CONT/REF
Hapag-Lloyd	HPL	Weekly	GCT	CONT/REF
Mediterranean Shipping	MSC	Weekly	GCT	CONT/REF
NYK	NYK	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
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

Savannah

Ocean Carrier Key

ACL	Atlantic Container Line (800) 225-1235
AG	ACL Grimaldi (888) 860-4013
APL	APL (800) 999-7733
BL	Bringer Line (305) 592-5427
C	Carolina Shipping Company, LP (912) 234-3222
CC	CMA CGM (America) Inc. (877) 556-6308
CCV	CSAV (800) 804-9391
CLS	Clipper Shipping (713) 953-2200
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. (866) 442-6546
HPL	Hapag-Lloyd (America) (888) 851-4083
HS	Hamburg Sud (888) 228-3270
HYU	Hyundai (877) 749-8632
ISS	Inchcape Shipping (912) 644-7151

Savannah

Ocean Carrier Key

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
NYK	NYK Marine (770) 956-9444
OOC	OOCL (USA), Inc. (843) 881-2910
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
WLS	Westfal-Larsen Shipping (770) 569-5821
WWL	Wallenius Wilhelmsen Logistics (912) 233-3239
YM	Yang Ming (America) Corp. (770) 931-9033
ZIM	Zim American-Israeli (912) 964-3100

Savannah Terminal and Cargo Service Keys

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

SAILING SCHEDULE

Trade Area/Line Carrier Code Frequency Terminal Type Service

Port of Savannah Continued

OOCL	OOC	Weekly	GCT	CONT/REF
Pan Ocean.....	C/NL	Fortnightly.....	OT	BB
Saga	SFC	Monthly	OT	BB
S K Shipping	TER	Inducement	OT	BB
Stolt	ISS	Fortnightly	GCT	BULK
Toko	TKK	Fortnightly.....	OT	BB
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
China Shipping	CS	Weekly	GCT	CONT/REF
CMA CGM	CC	Weekly	GCT	CONT/REF
COSCO	COS	Weekly	GCT	CONT/REF
Grieg Star Shipping	GSS	Monthly	OT	BB
Hanjin.....	HJ	Weekly	GCT	CONT/REF
Hapag-Lloyd	HPL	Weekly	GCT	CONT/REF
K-Line	K	Weekly	GCT	CONT/REF
Maersk.....	MS	Weekly	GCT	CONT/REF
Mediterranean Shipping	MSC	Weekly	GCT	CONT/REF
NSCSA	C	21 Days.....	OT	BB/CONT/REF/RO/RO
NYK	NYK	Weekly	GCT	CONT/REF
NYK Logistics & Megacarrier	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	Weekly	GCT	CONT/REF
APL	APL	Weekly	GCT	CONT/REF
Atlantic Container Line.....	ACL	Weekly	GCT	CONT/REF
Clipper	CLS	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
NYK	NYK	Weekly	GCT	CONT/REF
OOCL	OOC	Weekly	GCT	CONT/REF
Saga	SFC	Monthly	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
CMA CGM	CC	Weekly	GCT	CONT/REF
COSCO	COS	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
NSCSA	C	21 Days.....	OT	BB/CONT/REF/RO/RO
NYK	NYK	Weekly	GCT	CONT/REF
OOCL	OOC	Weekly	GCT	CONT/REF

For all-water and inland transit times and services, visit the GPA Global Carrier Service Matrix at www.gaports.com.

Trade Area/Line	Carrier Code	Frequency	Terminal	Type Service
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Port of Savannah Continued

Safmarine	SAF	Weekly	GCT	CONT/REF
United Arab	UA	Weekly	GCT	CONT/REF
Wallenius Wilhelmsen Logistics	WWL	Bi-Weekly	OT	BB/CONT/RO/RO
Yang Ming	YM	Weekly	GCT	CONT/REF

South/Central America

APL	APL	Weekly	GCT	CONT/REF
Bringer Line	BL	Bi-Weekly	GCT	CONT/REF
China Shipping	CS	Weekly	GCT	CONT/REF
CMA CGM	CC	Weekly	GCT	CONT/REF
COSCO	COS	Weekly	GCT	CONT/REF
CSAV	CCV	Weekly	GCT	CONT/REF
Evergreen Line	E	Weekly	GCT	CONT/REF
Hamburg Sud	HS	Weekly	GCT	CONT/REF
Hanjin	HJ	Weekly	GCT	CONT/REF
Hapag-Lloyd	HPL	Weekly	GCT	CONT/REF
K-Line	K	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
Saga	SFC	Monthly	OT	BB
Wallenius Wilhelmsen Logistics	WWL	10 Days	OT	BB/CONT/RO/RO
Westfal-Larsen Shipping	WLS	Monthly	OT	BB
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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Far East/Indonesia/Malaysia

Eukor	ISS	Weekly	CI	RO/RO
Höegh Autoliners	HU	Fortnightly	CI	RO/RO
K-Line Car Carrier	KCC	Fortnightly	CI	RO/RO
NYK Logistics & Megacarrier	ISS	Monthly	CI	RO/RO
Wallenius Wilhelmsen Logistics	WWL	Weekly	CI	RO/RO

Mediterranean

K-Line Car Carrier	KCC	Fortnightly	CI	RO/RO
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Northern Europe/UK/Ireland/Scandinavia/Baltic

American RO/RO	WWL	Weekly	CI	RO/RO
Grieg Star Shipping	GSS	10 Days	MP	BB
K-Line Car Carrier	KCC	Fortnightly	CI	RO/RO
Mitsui OSK Bulk Shipping	NL	Fortnightly	CI	RO/RO
NYK Logistics & Megacarrier	ISS	Fortnightly	CI	RO/RO
Volkswagen Logistics	C	Bi-Weekly	CI	RO/RO
Wallenius Wilhelmsen Logistics	WWL	Weekly	CI	RO/RO

Mexico

K-Line Car Carrier	KCC	Fortnightly	CI	RO/RO
Mitsui OSK Bulk Shipping	NL	Fortnightly	CI	RO/RO
Volkswagen Logistics	C	Bi-Weekly	CI	RO/RO

South/Central America

Eukor	ISS	Monthly	CI	RO/RO
Mitsui OSK Bulk Shipping	NL	Fortnightly	CI	RO/RO
Volkswagen Logistics	C	Bi-Weekly	CI	RO/RO

South Africa

Mitsui OSK Bulk Shipping	NL	Fortnightly	CI	RO/RO
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Savannah Terminal
and 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 Car Carrier (866) 233-6875
NL	Norton Lilly International (912) 234-4342
WWL	Wallenius Wilhelmsen Logistics (912) 233-3239

Brunswick Terminal
and Cargo Service Keys

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



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GPA Shares “World of Work” For Junior Achievement Job Shadow Students

In November 2010, the GPA hosted a group of students for a Junior Achievement of Georgia Job Shadow Day. The GPA has participated in Job Shadow Day for more than five years. This program offers students the opportunity to observe the “world of work” first hand, making the critical link between the skills they are learning in school and the importance of this knowledge to career success. The West Chatham Middle School students were treated to a port tour, working lunch and panel discussion with port representatives from human resources, port police, finance, gate operations, live-lift container operations and marketing departments.



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Savannah Hosts Southeast Ports Safety and Health Committee

The Georgia Ports Authority (GPA) hosted the first Southeast Ports Safety and Health Committee meeting September 2010 at the Garden City Terminal.

The committee was established to bring together ports safety, security, operational and maintenance representatives from various ports to discuss best safety practices related to a range of safety and health issues. This committee serves as a forum to determine whether there are more effective means to address similar safety and health concerns that affect each port.

"It is great to see competitive ports working together to enhance the overall safety and well being of their workforce," said GPA's Safety and Loss Control Manager John Bloess. "Working as a team to address relatively similar safety concerns will serve as a tremendous advantage in solving sometimes complex issues."

The committee is represented by the following five South Atlantic port authorities: Virginia International Terminals, North Carolina State Ports Authority, South Carolina State Ports Authority, Jacksonville Ports Authority and the Georgia Ports Authority. The committee plans to meet on a biannual basis, and each port will take turns hosting the event.



Best practices like GPA's recent high-angle rescue training with local fire departments were discussed at the first Southeastern Ports Safety Committee meeting.



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Maiden Voyages Call On GPA

M/V Guangzhau

The OOCL M/V Guangzhau of the SCE service visited the Port of Savannah on June 28, 2010.



M/V Italy Express

The Hapag Lloyd M/V Italy Express arrived at the Port of Savannah on July 2, 2010, from the AEX service.

M/V Grande Benin

The ACL Grimaldi M/V Grande Benin made its maiden voyage to the Port of Savannah's Ocean Terminal on July 8, 2010. This was the first ship of the ACL/Grimaldi West African Service to call on Savannah. Captain Giovan Battista Virzi is pictured with GPA's Carrier Sales Representative for Trade Development Herman Brown.



M/V Figaro


The largest vessel ever to call on the Port of Savannah arrived on August 27, 2010, when the 8,500-TEU (twenty-foot equivalent unit) M/V CMA CGM Figaro docked at Garden City Terminal. Figaro photos by Russ Bryant



M/V Tian An He, M/V Tian Qing He, M/V Tian Yun He

Cosco Container Lines Americas' AWE2 service has brought three maiden voyages to call on the Port of Savannah. The brand new 5,100-TEU M/V Tian An He (pictured) arrived in July, the M/V Tian Qing He arrived in August and the M/V Tian Yun He arrived in September 2010.





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