



January 6, 2011

Mr. William Bailey
US Army Corps of Engineers – Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640

Via e-mail: CESAS-PD@usace.army.mil

Dear Mr. Bailey,

I am clarifying the importance of the Savannah Harbor Expansion Project to CMA CGM.

Our company is one of the largest container carriers calling on the Port of Savannah and, provided adequate infrastructure is available, we plan to continue to grow our trade through the port for many years to come. In fact, we brought in the largest vessel ever to call Savannah, the 8,500 TEU vessel "CMA CGM Figaro," which is featured on the 3Q cover of the Georgia Ports Authority magazine, "AnchorAge." However, the current 42-foot mean low water depth of the Savannah River is no longer sufficient to accommodate the post-Panamax vessels we have in service today. With the designed maximum draft of the Figaro at 49 feet, we actually could not load all the freight available in Savannah, and had to leave loads behind.

As you know, the newer post-Panamax vessels offer greater economic and environmental efficiencies that make their use both a preference as well as a priority to older generation vessels. The additional depth provided by the canal will not only allow CMA CGM to better utilize these ships, but it will also provide a more cost effective means of shipping United States exports to markets throughout the world, particularly to Asia. Simply put, each additional foot of water draft available at the Port of Savannah improves the operating efficiencies and lowers the per unit operating costs of our vessels.

CMA CGM (America) LLC

5701 Lake Wright Drive - Norfolk, VA 23502-1868 - Tel: (757) 961-2100 - Fax: (757) 961-2151
www.cma-cgm.com - 1-877-556-6308

Mr. William Bailey
Page 2

It is imperative that the Savannah Harbor be deepened to 48 feet at mean low water and that this project be completed as quickly as possible. Our business and that of other shipping lines, as well as United States exporters and importers, is depending on it.

Sincerely,



Joel Haka
Sr. Vice President & COO

cc: Curtis Foltz, GPA
Cliff Pyron, GPA
Frank Baragona, CMA CGM

CMA CGM (America) LLC

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From: acetank@aol.com
To: [CESAS-PD, SAS](#)
Subject: SHEP Comments
Date: Wednesday, January 19, 2011 10:13:34 AM

Dear Mr Bailey

As someone who has attended and participated in numerous SEG meetings from the very beginning, almost 12 / 13 years ago, I wish to commend the Corps for doing an outstanding job of preparing the GRR and Draft Tier II EIS as well as confirm my support for this project.

This harbor deepening project is absolutely vital to the continued success, growth and well being of the entire South East United States as well as the country at large.

This project is perhaps THE most studied, ever with perhaps several million dollars (around \$40 million plus), with numerous man hours of volunteer as well as paid personnel time expended to identifying and addressing areas of concern / reasonable mitigation plans.

When Savannah was founded in 1733, the navigable portions of the river was barely 14 feet deepcurrently we have a 42 ft project depth channel.

It is very important the public at large recognizes and is also made fully aware of the fact, that deepening the river to a project depth of 48 feet has more significant and much needed improvements to the navigational channel and increases overall safety of vessels currently making inbound and outbound transits.

The realignment of the navigational channel and inclusion of new and much needed passing areas is perhaps the most critical safety improvement that is long overdue and absolutely necessary.

The realigned channel with the proposed new project depth of 48 feet, will not only enhance safer navigation and piloting of vessels transiting the river but enable these wider (Post Panamax) and larger vessels to have a larger tidal window in which to operate.

Perhaps in the final EIS, please consider expanding and defining the project depth of 48 FTso that it becomes clear that vessels with a draft of 48 FT could use the river in the future as compared to the current 42 FT limitation.

Yours Truly

Capt, Christopher R Desa

Savannah GA

From: [Nick Bruce](#)
To: [CESAS-PD_SAS](#)
Subject: Savannah Harbor Expansion
Date: Sunday, January 02, 2011 12:39:08 PM

As a citizen of Savannah, I fully support the expansion. It is crucial in my opinion the the continued growth of Georgia's economy, and without it there will be a further increase in prices nationwide for the goods and products we use daily.

Nick Bruce

From: [Crawford, Ralph](#)
To: [CFSAS-PD, SAS](#)
Subject: SAV Harbor Deepening Project
Date: Tuesday, January 04, 2011 1:44:55 PM

Hello Mr. Bailey,

I recommend the harbor be deepened to 48 feet.

The future trend is to larger ships, and Savannah must have her harbor ready for them BEFORE they start appearing and companies change trade patterns to deeper ports.

Savannah's intermodal transportation capabilities would multiply the effects of the increased shipping.

I am a Savannah native and resident employed 12 years by a global shipping company with a large presence in Savannah and Brunswick, but this is my personal opinion.

Best Regards,

Ralph Crawford

Equipment Management

Cargo Quality, Region Americas
Wallenius Wilhelmsen Logistics
Savannah, GA, United States
Phone: +1 912 965 7467
Mobile: +1 912 655 3662
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E-mail: ralph.crawford@2wgglobal.com <<mailto:ralph.crawford@2wgglobal.com>>
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From: [Gigis, Paul](#)
To: [CFSAS-PD_SAS](#)
Subject: Savannah Harbor Expansion Project
Date: Wednesday, January 05, 2011 11:26:49 AM

Mr. Bailey,

I hope all is well. I am e-mailing you in support of the Savannah Harbor Expansion Project to deepen to 48' feet. My job as well as close to 300,000 Georgia jobs are directly related to the success of The Georgia Ports Authority. Allowing larger ships to access our port will give us a distinct advantage and will also allow President Obama to achieve his goal of doubling U. S. exports in the next 5 years. Georgia has the distinct advantage of being a port that has a large export base not only from our state but also from our neighboring states. The economic impact will include Tennessee, Alabama, South Carolina, North Carolina, and Mid-Western States railing commodities into our area.

I appreciate you taking the time to read my correspondence. I can be reached at my numbers below if needed.

Best Regards,

Paul Gigis
General Manager Sales
Bridge Terminal Transport
300 O'Leary Road
Port Wentworth, GA 31407
912-480-4426 office
912-659-7359 cell

This e-mail is intended exclusively for the addressee. If you are not the addressee you must not read, copy, use or disclose the e-mail nor the content; please notify us immediately [by clicking 'Reply'] and delete this e-mail.

From: JTATOM@gaports.com
To: [CFSAS-PD_SAS](#)
Subject: Support for the Savannah Harbor Expansion Project
Date: Thursday, January 06, 2011 8:51:09 AM

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey,

I want to express my full support for the Savannah Harbor Expansion Project. Not only is it essential to deepen the river from 42 feet to 48 feet for the Port of Savannah to remain competitive once the Panama Canal expansion is complete in 2014 and larger ships begin calling the U.S. East Coast, it is vital to the economic health of the Coastal region, the entire state, and at a national level. My job is directly effected by SHEP, but so are those at the distribution centers in Atlanta and the exporters in Memphis. Without the deepening, ocean carriers simply won't call the Port of Savannah. Cargo will move through less efficient ports further from the population centers served by Savannah, increasing overall costs and pollution.

The infrastructure serving the Port of Savannah, two major interstate highways (I-16 and I-95) and two major class I railroads (CSX and Norfolk Southern) with intermodal container transfer facilities on-terminal, is one-of-a-kind. It is the largest single terminal container terminal in the U.S. The Port should not suffer from a lack of harbor depth. It is imperative Savannah Harbor Expansion Project be approved and completed in a timely manner.

Thank you for your consideration.

Sincerely,

Jennifer Tatom
Economic Research Analyst
Georgia Ports Authority
P. O. Box 2406
Savannah, GA 31402
Phone: (912) 964-3821
Email: jtatom@gaports.com

From: [Dan Sullivan](#)
To: [CESAS-PD_SAS](#)
Subject: Comments on GPA Savannah Harbor Expansion Project
Date: Thursday, January 06, 2011 10:18:38 AM

I wish to comment on SHEP, which is reported to deepen the Savannah Port channel to 48 feet. This is a necessary project and one that will allow the new larger vessels to reach the marine terminal facilities at Garden City Terminal. The construction of larger, more efficient vessels, and the expansion of locks in the Panama Canal make the expansion project for the Savannah Harbor the next logical step.

Dan Sullivan
Director, International Logistics
Mohawk Home

From: [Tom Sheedy](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP
Date: Friday, January 07, 2011 10:22:32 AM

We at Keen Transport in Pooler, Ga. are supporters of this project. We see this as a great opportunity to increase our business in this area. This project will benefit our entire South East Region. Please consider our position as future decisions are made.

Tom Sheedy
S.E. Regional Manager
912-748-3999 x3010
731-676-3955 cell
tom.sheedy@keentransport.com
All of Keen Services can be viewed at www.keentransport.com

From: [Rick Lee](#)
To: [CESAS-PD_SAS](#)
Subject: SHEP Project
Date: Friday, January 07, 2011 1:33:27 PM

Mr. William Bailey

ATTN: PD, US Army Corps of Engineers,
Savannah District, 100 West Oglethorpe Avenue,
Savannah, Georgia 31401-3640

Good Day Mr. Bailey,

My name is Rick Lee and I am the President of Cargo Group, LLC (CGL). CGL is involved in warehousing and logistics serving the Port of Savannah, Ga. We are locally owned and have been in business since 1987. We started as a small rented facility with only 3 employees and have grown to a moderate size of 255,000 sf2 of owned warehouse space on 21 acres only 3 miles from the Georgia Ports Authority. We now employ close to 30 people on a full time basis. I was actually the fourth employee CGL hired and started out as a 19 year old college kid working a part time job driving a forklift and handling cartons in containers. This business is very personal to me as a great man my stepdad, Richard Carter was the financial backing for the company. After I graduated college, he mentored me in how to run a company.

The SHEP project is very much needed for the Port of Savannah and the Southeast United States. I am sure the GPA has offered numerous reasons financially for the expansion project. What I want to offer is my support from a family viewpoint. When I started with this company there were very few families involved. With the added growth of the ports over the years we have added about 30 families that CGL thru direct port related activity supports. I have three children to put thru college that will work at CGL part time during their schooling. I have had numerous employees who like me started out throwing boxes that now are involved in doing the rigging to lift machinery and crates that weight up to 100,000#. There is an educational factor involved that when you see boys grow to men is more rewarding than any financial return. My oldest son is ten, when he is seventeen and legally of age he will be working in the warehouse. By the time he graduates from college like many of my other part time college employees already have, he will have learned crane rigging, inventory control, carpentry work, and how to secure freight properly for transport across the world. He will in some aspects receive more of a hands on education than a college can offer. He will encounter real life problems that need solutions by direct interaction. I have already witnessed this several times in other employees children and it is very rewarding to think you are enhancing a young minds future.

Cargo Group, LLC is just one company out of thousands in the Southeast united States that the SHEP project will benefit to grow future men and leaders of tomorrows business world. Strong minds build strong countries and without the promise and aspiration of hope and prosperity especially in today's hard economic times then cities, states and economies will crumble. SHEP is needed to insure future prosperity for generations to come.

Sincerely,

Rick Lee, President
Cargo Group, LLC
6232 GA HWY 21
Port Wentworth, GA 31407
Phone: 912.966.2066

From: [Burt, Ashley](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP support
Date: Monday, January 17, 2011 8:54:09 AM

Mr. Bailey,

Good morning. Please consider this e-mail as our support for the Savannah Harbor Expansion Project. TTI and its US business units, utilize the Port of Savannah for a large number of our inbound containers. As most of our product is imported from Asia, the Panama Canal expansion will be a benefit to our company's supply chain. As you know, once the construction is complete, the Panama Canal will be able to handle larger vessels.

Aside from the economic benefit to US importers through lower transportation costs, there will be a significant environmental impact as well. This will be achieved through the reduction of ships necessary to transport containers to the east coast thus reducing the steamship lines carbon footprint.

However, the economic and environmental benefits to the United States will not be fully realized unless the Port of Savannah is able to handle these larger ships. As such, I feel strongly that the SHEP initiative needs to be implemented without delay.

Sincerely,

Ashley Burt
Sr. Director of Transportation
One World Technologies, Inc / TTI

Office: 864-332-5542

From: [McLeod Rominger](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP support
Date: Monday, January 17, 2011 9:03:08 AM

Please add this endorsement to the list of supporters for the deepening of Savannah Harbor. The Savannah Harbor Expansion provides overall benefits to the United States East Coast trade and distribution network as well as contributing to the continued viability of the United States' trade market in the world economy. The US East Coast Trade Ports become more of a point of national significance as the developing world increases their participation in global trade. If we are not prepared to meet demand, there are plenty of other countries and ports that will make the necessary adjustments to harbor that business. Good day.

McLeod Rominger
Sales & Service Manager



office (912) 964-7142
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mrrominger@ticocorp.com

Please see us at:
www.TICCorp.com

75 Brampton Rd.
Garden City, GA 3108
PO Box 1434
Savannah, GA 31402

From: [LIZ HARN](#)
To: [CESAS-PD_SAS](#)
Date: Monday, January 17, 2011 10:38:57 AM

I support the deepening of the Savannah, Ga Port. This is money well spend and will not only produce many jobs in our area but will help boost our entire economy

Sincerely,

Liz Harn

Sav-on Travel

6205 Abercorn Street Suite 101C

Savannah, Georgia 31405

(912) 354-1709

savontravel@bellsouth.net

From: [Rich W. Neal](#)
To: [CESAS-PD_SAS](#)
Subject: Port Deepening
Date: Monday, January 17, 2011 8:11:29 AM

Please accept this letter as a vote of support for the Savannah Harbor Deepening Project, based on the assumption that the final reports environmental impact analysis is accurate.

Rich Neal
Integrated Network Solutions, Inc

From: [Mollie Jasper](#)
To: [CESAS-PD_SAS](#)
Subject: Support Savannah Harbor Expansion Project
Date: Monday, January 17, 2011 3:49:22 PM

The state of Georgia and especially the city of Savannah need this expansion project to become a reality. Georgia's welfare and growth depend on this project.

Please ensure this expansion project is signed by the U.S. Government.

The Georgia community will experience rippling effects in the coming years if this is ignored.

Thank you for your attention to this matter.

Concerned citizen,
Mollie Jasper

From: [Bill Dempsey](#)
To: [CESAS-PD_SAS](#)
Subject: Savannah Harbor
Date: Tuesday, January 18, 2011 8:37:39 AM

Please appropriate the funds necessary to deepen the water at Savannah's port.
-Bill Dempsey

From: [Christopher Cay](#)
To: [CFSAS-PD_SAS](#)
Subject: Savannah River deepening
Date: Tuesday, January 18, 2011 10:36:01 AM

Please take this e-mail as my 100% support for the deepening of the Savannah River. The economic impact along with the very mild environmental impact of this action make it a great thing for Georgia and the people of the surrounding area. It will do much to increase jobs and prosperity in this time in which it is badly needed. Thank you.

Christopher Cay
Cay Insurance Services
2 East Bryan Street
Suite 400
Savannah GA 31401

Tel: 912-238-0098
Fax: 912-232-6564
ccay@cayinsurance.com
www.cayinsurance.com

From: [Kaleb Wynn](#)
To: [CESAS-PD_SAS](#)
Date: Tuesday, January 18, 2011 2:53:18 PM

The deepening of the harbor will help the economy tremendously due to the new amount of larger ships that will be able to access the port. This will allow the port to be busier producing more revenue and profit for all of Georgia. It will also bring more jobs to the area lowering the unemployment rate for our area. The positive aspects of harbor deepening outweigh the negative aspects easily. It will make the area more productive in every way.

From: davidschaller@comcast.net
To: [CESAS-PD_SAS](#)
Subject: Savannah Harbor Expansion Project
Date: Tuesday, January 18, 2011 5:40:51 PM

Please consider the following comments with regard to the proposed Savannah Harbor Expansion Project (SHEP).

The SHEP is the most studied and scrutinized project of its kind in the United States. More field data and been collected, analyzed and modeled in order to identify potential impacts than in any previous study.

As a result of this comprehensive effort, a very thorough mitigation plan has been developed to address all issues relating to the project. More importantly, an adaptive management plan has been prepared and is included in the project to monitor results of the expansion work for an extended period of time and to immediately implement corrective action when and if called for.

From a historical perspective, the last expansion missed the mark with ultra-conservative estimates of the world fleet, the Savannah fleet and the economic benefits projected to result from that deepening. With a fifty (50) year project life, the estimates for the SHEP appear conservative again. The forty eight (48) foot project depth shows the highest gross benefits and except for the very conservative economic assumptions used by the Corps, 48 feet should be the NED depth. 48 feet is required in order to retain the tremendous economic benefits currently produced as a direct result of the deep draft commercial commerce conducted via the Port of Savannah.

Every aspect of the project to date has been subject to public review and comment. A Stakeholders Evaluation Group (SEG) was assembled early in the study phase and has been closely engaged in the work effort every step of the way. The involvement of numerous environmental groups, not to mention the cooperation and critical input of state and federal resource agencies (including South Carolina) has greatly benefited the project. Every issue, both large and small, has

been identified and addressed as a result of this uncommon yet very effective collaboration.

The project is essential at 48 feet and it will produce wide-ranging economic benefits for the nation. Failure to implement this critical project will negatively impact the capacity and capability of the United States deep draft transportation system and result in higher transportation costs and increased consumer costs at the retail level. With exceedingly thorough study and evaluation and the inclusion of a comprehensive mitigation plan and adaptive management program, as well as significant economic benefits to be produced, the 48 foot expansion project should be implemented as soon as possible.

Thank you.

David Schaller

From: [Jane Stout](#)
To: [CFSAS-PD_SAS](#)
Subject: support Savannah Harbor
Date: Tuesday, January 18, 2011 5:40:17 PM

Dear Mr. Bailey,

On behalf of my company and its employees, I am hereby submitting my support of the proposed deepening of the Savannah Harbor.

By increasing the Savannah River's channel depth to 48 feet, the Savannah Harbor Expansion Project (SHEP) will provide U.S. exporters and importers the infrastructure required to efficiently accommodate global commercial demands. The SHEP will allow access to the new generation of larger container vessels, using the expanded Panama Canal beginning in 2014. In turn, this will provide my company and others cost savings and efficiencies in ocean commerce that are essential to create new jobs for the American people. This is an important national priority because the Port of Savannah serves more than 44 percent of the U.S. population and is the fastest growing container port in the nation and the second largest on the East Coast. Furthermore, Savannah handles 12 percent of all U.S. containerized exports.

In this challenging economic environment, it is important for our government to make the investments required to support job growth in the United States. With a nearly 5-to-1 benefit-to-cost ratio, America cannot afford to pass up the opportunity for economic growth created by this important project.

Again, I appreciate your time and efforts towards the successful completion of this nationally significant project.

Sincerely,

Jane Stout

Jane Stout

Senior Vice President

COOKERLY PUBLIC RELATIONS

3500 Lenox Road, Suite 510

Atlanta, GA 30326

e-mail: jane@cockerly.com - phone: (404) 816-2037 fax: (404) 816-3037 - mobile: (404) 323-9516

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U.S. ARMY CORPS OF ENGINEERS

SAVANNAH HARBOR EXPANSION PROJECT

PUBLIC WORKSHOP

DECEMBER 15, 2010

SAVANNAH CIVIC CENTER

1 PUBLIC COMMENTS

2 #589 MS. SPRAGUE: My name is Mary Ellen
3 Sprague. I'm an Alderman with the City of
4 Savannah District 4, and I just wanted to
5 state that I am very much in favor of the
6 deepening. We very much need it, the sooner
7 the better, that economically I think the
8 economic benefits outweigh the environmental
9 concerns.

10 I trust the Corps will mitigate properly,
11 as they have in the past, and I just wanted to
12 let everyone know my district, the fourth
13 district, is very much behind this project.

14 *****

15 #590 MR. WALLER: Charles Waller, that's me.
16 I own a marina. I want to put in a comment, a
17 word for the dredging project. I'm President
18 of Isle of Hope Marina. I strongly support
19 the harbor dredging project. We believe it's
20 critical to not only the economy of the
21 region, but then economy of the marina
22 businesses in this area, not necessarily just
23 the ones that are on the Savannah River.
24 I'm also the President of the Georgia
25 Marina Business Association, which includes

1 PUBLIC COMMENTS

2 almost every major marina in Coastal Georgia.

3 We strongly support the harbor dredging
4 project and feel that it is critical to --
5 really just to say the same thing -- critical
6 to the future health of all of our businesses
7 and the marine businesses on the coast.

8 That's pretty much it.

9 *****

10 #591 MR. SEYMORE: Willie Seymore, President
11 Local 1414. This has been a good run, as far
12 as Washington, D.C., Atlanta Georgia, and just
13 coming back here. I mean we had several
14 forums, education and I've been able to just
15 stay involved with this great project.

16 This project means to me, I guess, more
17 than most people might can imagine. Because
18 my father worked on the river many years and
19 could not read or write, to have his son rise
20 to the President of this great Local 1414, and
21 now enjoy the ships that come up and down this
22 river.

23 The Port Director, Curtis Foltz and his
24 team, the ILA three locals, Kerry Scott,
25 Ricky DeLoach, the three of us have put

1 PUBLIC COMMENTS

2 together a team that we work all in one.

3 I've always said no one of us is as great
4 as all of us. In this community we stand the
5 295,000 jobs throughout the State of Georgia.
6 This region right there, we stand.

7 It's extremely important because of what
8 it does for the northern regions of Georgia.
9 There'll be no more Atlanta, Macon, Bainbridge
10 -- not Savannah and those rivers and those
11 ships come up the river.

12 We have been blessed and very fortunate
13 to have been able to work the ships. And I
14 just thank my membership, and the port
15 personnel, and the Maritime Association all
16 working together as one to make this project
17 become a reality.

18 *****

19 #592 MS. RICHARDSON: Patricia Richardson, and
20 I work for Georgia Ports Authority as
21 Assistant Manager Commercial communications.
22 I've been there 21, going on 22 years. I
23 actually started with the Harbor Deepening
24 Project, when it started almost 15 years ago
25 with all the studies.

1 PUBLIC COMMENTS

2 I grew up in the maritime community. I'm
3 what they would consider to be a river brat,
4 as I grew up in a neighborhood surrounded by
5 1414 people.

6 The people that work the riverfront are
7 people who look out for each other. If one
8 family don't eat, then we all come together
9 and we feed each other. So we have never --
10 have never seen people starve, never seen
11 people have really true hardships.

12 The deepening of the Savannah River is
13 important to the entire community. It's not
14 just bringing new businesses to Savannah.
15 It's for the stability of the community, for
16 keeping jobs here, for seeing new jobs come
17 here, for seeing jobs come throughout the
18 entire state, the surrounding counties and
19 even South Carolina, because there are a lot
20 of people in the surrounding South Carolina
21 counties that actually come over to work here
22 as well for the Georgia Ports Authority.

23 Even though my family members and a lot
24 of friends work within 1414, I chose to go
25 with the Georgia Ports Authority.

1 PUBLIC COMMENTS

2 I've actually watched Georgia Ports
3 Authority go from being ranked at number 20
4 something in the United States to being the
5 4th largest port in the United States. To me,
6 that's been a great accomplishment.

7 *****

8 #593 MR. WILLIAMS: Shagari Williams. I'm in
9 favor of the river dredging because I got a
10 future and right along with me, Shagari
11 Williams, Jr., and it's a great thing. I'm a
12 second generation longshoreman. My daddy was
13 a longshoreman, started in 1935 and retired in
14 1976.

15 It's the best thing going. Let's keep
16 this thing going by dredging this, so I can
17 tell my son it's the best thing. He can have
18 a great life supporting his family and passing
19 it on to his son.

20 *****

21 #594 MR. ESKEW: Sam Eskew. This harbor
22 deepening needs to happen, the sooner the
23 better -- 48 feet. That's all that needed to
24 be said.

25 *****

1 PUBLIC COMMENTS

2 #595 MR. FERGUSON: Richard Ferguson out of
3 the Port of Savannah, Georgia, Longshoreman
4 Officer. I'm sergeant-at-arms, just reelected
5 as an officer, and I work on the docks. We
6 need that river to be deepened. We have a lot
7 of people that do whole lot for the City of
8 Savannah and also the City of Atlanta.

9 We send -- we export, import, move a lot
10 of cargo. We're going on being the number one
11 port in Savannah and we're depending on a lot
12 of people getting jobs at the harbor, more
13 jobs we can supply.

14 I want to appreciate that. I hope y'all
15 deepen the river for what we really need.
16 Thank you.

17 *****

18 #510a MR. JONES: In fact, I would like to have
19 myself quoted. Robert L. Jones, and I live at
20 631 Rose Dhu Road, D-H-U, Savannah, Georgia,
21 31419-3323. My comment is first, in general,
22 it is a matter of the tail wagging the head.
23 I am opposed to deepening the Savannah River
24 as presently proposed for the following
25 reasons; one, inadequate explanation has yet

1 PUBLIC COMMENTS

2 feasible, then the damages that arose, aquifer
3 namely and environment another, will long
4 since have been lost and difficult to gain,
5 making generally the local area in a very
6 difficult circumstance. Those are my
7 comments.

8 *****

9 #596 MR. MASHBURN: Michael Mashburn,
10 M-A-S-H-B-U-R-N. I work with Colonial
11 Terminals and one thing -- my comment would be
12 not only would this harbor deepening
13 positively affect the container traffic in the
14 port, but it's also going to greatly,
15 positively affect the liquid tanker traffic in
16 the port.

17 By that I mean that our customers, our
18 terminal customers are going to have a
19 efficiencies, because they're going to be able
20 to get bigger cargoes in.

21 The movement of their tankers are going
22 to be less restricted, because a lot of the
23 draft restrictions will be gone, which could
24 result in less inventories, run-outs in the
25 terminal, which would otherwise prevent other

1 PUBLIC COMMENTS

2 industries like trucking and rail traffic to
3 stop.

4 That would continue going and that's it
5 really. That's the biggest comment, I should
6 say.

7 *****

8 #597 MR. SUMMERS: Pratt Summers, P-R-A-T-T,
9 S-U-M-M-E-R-S. I'm with the Colonial Group,
10 and my comments are more of an economic
11 nature, I guess. I've seen so much money
12 poured into the Port of Savannah to make the
13 Port of Savannah an efficient port.

14 I see all that in jeopardy if we don't
15 expand or deepen harbor here to receive the
16 larger vessels.

17 Everybody knows that freight economics
18 favor the larger vessels, and the larger
19 container lines are going to go the larger
20 vessels.

21 There are already -- post-Panamax vessels
22 are already being built. So if Savannah
23 cannot host these post-Panamax vessels, then
24 the larger container lines are going to go
25 where the economics are.

1 PUBLIC COMMENTS

2 When the larger container lines leave,
3 then slowly the smaller container lines will
4 leave with them. That's my feeling. When
5 Savannah can't be a full-service port anymore,
6 then it will start to lose marketshare.

7 I think the southeast as a whole,
8 certainly the State of Georgia will suffer,
9 but I think the Southeast as a whole.

10 We have seen the Port of Savannah grow to
11 where it is the third largest port in the
12 United States.

13 It's the fastest growing port, and it's
14 because they put forward such an initiative
15 on growth, technology and expansion.

16 They have stolen a lot of marketshare
17 from Charleston, which incidentally doesn't
18 need to do this dredging, but I think they've
19 stolen marketshare from Charleston because
20 Charleston hasn't been willing to grow.

21 The container ships come here because
22 they can get through the Port of Savannah,
23 through town and to the interstate system into
24 the United States faster through Savannah than
25 they can through Charleston.

1 PUBLIC COMMENTS

2 So when I look at this as a national
3 issue, to me it favors the Port of Savannah,
4 because the Port of Savannah is more efficient
5 as -- what's the word I'm looking for -- as
6 shown by the growth it has achieved now.

7 It can still expand, and we've shown the
8 willingness to expand where the Port of
9 Charleston hasn't.

10 I think we need to favor the more
11 efficient port and deepen the harbor in order
12 to support national economy in the Southeast.

13 *****

14 #598 MR. KIRCHHEVEL: My name is Darrell
15 Kirchhevel, D-A-R-R-E-L-L,
16 K-I-R-C-H-H-E-V-E-L. I'm a resident of
17 Savannah, Georgia, and I've been looking at
18 the economic projections for the future if the
19 deepening project is put into effect.

20 I noted that if the Savannah River is
21 deepened to 47 feet that it will be the least
22 costly way to bring in much larger ships,
23 which will be an enormous fuel savings to the
24 shipping companies which access the Georgia
25 ports.

1 PUBLIC COMMENTS

2 I've also noted that if the deepening
3 project goes to the 48 feet depth, that the
4 extra 40 some million dollars that will be
5 spent on the project to deepen the Savannah
6 River to that depth would have a major impact
7 on the local area, to all the local business
8 residents' benefit.

9 Let me brainstorm for a minute. I guess
10 although the additional funds would benefit me
11 personally, along with millions of other
12 people in the local area, I would be most
13 concerned with the overall benefit for the
14 State of Georgia, and for the shipping
15 companies who are the major job providers, and
16 this will ultimately benefit more Georgians in
17 the long run. Thank you.

18 *****

19 #599 MR. DAVISSON: Adam Davisson,
20 D-A-V-I-S-S-O-N. I basically support the
21 harbor deepening, basically for survivability
22 of the ports, you know, job creation is the
23 headlines that not receiving this definitely a
24 lot of jobs will be lost.

25 It's proven to be economically viable,

1 PUBLIC COMMENTS

2 and just a lot of people I know and me
3 personally depend on the port for their
4 livelihood.

5 We want to see this go forward so we can
6 see the port expand and keep growing as they
7 intend to do.

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C E R T I F I C A T E

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G E O R G I A :

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I hereby certify that the foregoing transcript was taken down, as stated in the caption, and the comments thereto were reduced to typewriting under my direction; that the foregoing pages 1 through 14 represent a true and correct transcript of the comments given upon said hearing, and I further certify that I am not of kin or counsel to the parties in the case; am not in the regular employ of counsel for any of said parties; nor am I in anywise interested in the result of said case.

This the 29th day of December, 2010.

Kathleen Dore, Certified Court
Reporter, B-2041

PHILLIPS - VAN HEUSEN CORPORATION

1001 FRONTIER ROAD • BRIDGEWATER, NJ 08807 • (908) 685-0050

January 7, 2011

Mr. William Bailey
US Army Corps of Engineers - Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640

Via e-mail: CESAS-PD@usace.army.mil

Dear Mr. Bailey,

I am writing to state, for the record, the importance of the Savannah Harbor Expansion Project to Phillips-Van Heusen Corporation.

Our company currently utilizes the Port of Savannah as a major east coast gateway for importing our products. As long as adequate infrastructure is available, we plan to continue to grow our trade through the port for many years to come. However, the current -42 foot mean low water depth of the Savannah River is no longer sufficient to accommodate the post-Panamax vessels that we rely on today to transport our goods. This deficiency will be more significant in the future as we expect larger containerhips to be introduced by carriers serving the US east coast upon completion of the Panama Canal expansion.

As you know, the newer post-Panamax vessels offer greater economic and environmental efficiencies that make their use both a preference as well as a priority to older generation vessels. SHEP is critical so that we are able to continue to maintain cost-effectiveness of our business and our ability to create jobs throughout the region. Furthermore, ready access to the newer larger vessels at the Port of Savannah will enable us to manage our supply chain more efficiently and further support our corporate social responsibility and environment initiatives.

It is imperative that the Savannah Harbor be deepened to -48 feet at mean low water and that this project is completed as quickly as possible. Our business and that of other United States importers, is depending on it.

Sincerely,



Jason Evanchik

Group Vice President Transportation

Phillips-Van Heusen Corporation

January 7, 2011

Mr. William Bailey
US Army Corps of Engineers - Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640

Via e-mail: CESAS-PD@usace.army.mil
Dear Mr. Bailey,

I am writing to state, for the record, the importance of the Savannah Harbor Expansion Project to ensure that the port continues to have the ability to provide their service as the technology and size of the container ships increase. We need to plan for the inevitable need for the deepening now to ensure we remain as competitive as the other eastern ports.

As you know, the current -42 foot mean low water depth of the Savannah River is no longer sufficient to accommodate the post-Panamax vessels we rely on today to transport our goods. This deficiency will be more significant in the future as we expect larger containerships to be introduced by carriers serving the US east coast upon completion of the Panama Canal expansion.

Additionally, the newer post-Panamax vessels offer greater economic and environmental efficiencies that make their use both a preference as well as a priority to older generation vessels. SHEP is critical to the continued cost-effectiveness of our business and our ability to create jobs and reduce costs to U.S. consumers. By being able to load more boxes on fewer ships, our transportation costs are significantly decreased. Furthermore, ready access to the newer larger vessels at the Port of Savannah will avoid the higher financial and environmental costs of trucking our products to/from ports that are further from our markets and distribution network."

It is imperative that the Savannah Harbor be deepened to -48 feet at mean low water and that this project is completed as quickly as possible. Our business and that of other United States exporters and importers, is depending on it.

Sincerely,


Rob Sparks

From: [Meagan Dugan](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP
Date: Wednesday, January 19, 2011 3:01:04 PM

To whom it may concern,

I wanted to take a moment to voice my support for SHEP. The local economy has already taken a huge hit and would hit to see it get worse. From my research, this project will be a tremendous asset to Georgia.

Best regards,

Meagan Dugan
Administrative Assistant
Property Administrators, Inc.
4454 Bluffton Park Crescent
Suite 107
Bluffton, SC 29910
Office (843) 815-7133
Fax (843) 815-7134
www.paihhi.com

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#691

Gary R. Jones
Senior Vice President
Operations

January 6, 2011

Mr. William Bailey
US Army Corps of Engineers – Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401 – 3640

Dear Mr. Bailey,

I am writing to state, for the record, the importance of the Savannah Harbor Expansion Project to Wallenius Wilhelmsen Logistics.

Our company is the largest Roll On-Roll Off carrier calling the Port of Savannah and, provided adequate infrastructure is available, we plan to continue to grow our trade through the port for many years to come. However, the current 42 foot mean low water depth of the Savannah River does not support the safe navigation of our larger vessels. Furthermore, we plan to introduce more and larger ships to the East Coast market quickly upon completion of the Panama Canal expansion.

As you know, the newer post-Panamax vessels offer greater economic and environmental efficiencies that make their use both a preference as well as a priority to older generation vessels. The additional depth provided by the Canal will not only allow Wallenius Wilhelmsen Logistics to better utilize these ships, but it will also provide a more cost effective means of shipping United States exports to markets throughout the world, particularly to Asia. Simply put, each additional foot of water draft available at the Port of Savannah improves the operating efficiencies and lowers the per unit operating costs of our vessels.

It is imperative that the Savannah Harbor be deepened to 48 feet at mean low water and that this project is completed as quickly as possible. Our business and that of other Shipping Lines, as well as United States exporters and importers, is depending on it.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gary R. Jones', with a long horizontal stroke extending to the right.

WALLENIUS WILHELMSSEN LOGISTICS AMERICAS, LLC

Mail: P.O. Box 1232
Weedcliff Lake, NJ 07077
Office: 166 Broadway

Web Address: www.2arglobal.com
Email: gary.jones@2arglobal.com

Telephone: (201) 476-2910
Fax: (201) 307-9556

Wallenius Wilhelmsen Logistics AS is a limited company with its registered office in Isarum, Norway, and registered in the Brønnøysund Register Centre under Organization No 990 651 673



**BOARD OF REGENTS OF
THE UNIVERSITY SYSTEM OF GEORGIA**

CHANCELLOR ERROLL B. DAVIS, JR.
270 WASHINGTON STREET, S.W.
ATLANTA, GEORGIA 30334

PHONE (404) 656-2202
FAX (404) 657-6979
EMAIL: CHANCELLOR@USG.EDU

January 20, 2011

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers,
Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey,

As Chancellor of the University System of Georgia, I consider it an honor to safeguard the investment that our State has made in Georgia's 35 public colleges and universities. In a similar way, our nation's investment in the Savannah Harbor must be protected through the Savannah Harbor Expansion Project (SHEP). As the fastest growing container port in the nation and the second largest on the East Coast, the capacity of the Savannah Harbor is a critical factor in the capacity of our logistics infrastructure. The potential return for the U.S. from this valuable asset would be greatly diminished without SHEP, which is necessary to meet the changing demands of an evolving global economy.

The University System committed funds in 2007 for a project in which Georgia Tech faculty and graduate students built a computer model of the Port of Savannah so that changes to procedures and facilities could be simulated, and those effects modeled. The Georgia Logistics Simulator platform was shared with the University System's logistics programs, including Georgia Southern University, Clayton State University, Armstrong Atlanta State University, Columbus State University, and Georgia Tech. Georgia technical colleges also were able to use the platform in teaching logistics, and it was made available to other State agencies, such as the Georgia Department of Transportation's Freight & Logistics Division.

Our State continues to invest in logistics research, and educational programs that prepare tomorrow's logistics workforce through University System institutions. The University System prepares Georgians for the requirements of a global economy. The Savannah Harbor Expansion Project will provide U.S. businesses with the necessary infrastructure to meet the demands of global commerce.

Thank you for your work toward this important project.

Warmest regards,

Erroll B. Davis, Jr.
Chancellor

"Creating A More Educated Georgia"
www.usg.edu

January 20, 2011

Mr. William Bailey
US Army Corps of Engineers - Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640

Via e-mail: CESAS-PD@usace.army.mil

Dear Mr. Bailey,

I am writing to state, for the record, the importance of the Savannah Harbor Expansion Project to Schneider Logistics and its current customers (Wal Mart, Kohl's, Family Dollar, TJ Maxx, Cracker Barrel, Electrolux, Bi Silque, Fiji Water).

Our company currently utilizes the Port of Savannah as a major east coast gateway for import/exporting our products and provided adequate infrastructure is available, we plan to continue to grow our trade through the port for many years to come. However, the current -42 foot mean low water depth of the Savannah River is no longer sufficient to accommodate the post-Panamax vessels we rely on today to transport our goods. This deficiency will be more significant in the future as we expect larger containerships to be introduced by carriers serving the US east coast upon completion of the Panama Canal expansion.

As you know, the newer post-Panamax vessels offer greater economic and environmental efficiencies that make their use both a preference as well as a priority to older generation vessels. SHEP is critical to the continued cost-effectiveness of our business and our ability to create jobs and reduce costs to U.S. consumers. By being able to load more boxes on fewer ships, our transportation costs are significantly decreased. Furthermore, ready access to the newer larger vessels at the Port of Savannah will avoid the higher financial and environmental costs of trucking our products to/from ports that are further from our markets and distribution network."

It is imperative that the Savannah Harbor be deepened to -48 feet at mean low water and that this project is completed as quickly as possible. Our business and that of other United States exporters and importers, is depending on it.

Sincerely,

John Edwards

Schneider Logistics
Director Business Support
912 965 2034 Office (direct)
912 313 3052 Cell
edwardsj@schneider.com
www.schneider.com
PO Box 193
Savannah, GA 31402



January 20, 2011

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640
CESAS-PD@usace.army.mil

Telephone: (912) 239 9000
Toll Free: (800) 284 2738
Fax: (912) 238 2732
Website: www.willis.com

RE: USACE Draft Tier II Environmental Impact Statement and Draft General
Reevaluation Report for improvements and continued maintenance of the
Savannah Harbor Federal Navigation Project, Chatham County, Georgia and
Jasper County, South Carolina.

Dear Mr. Bailey,

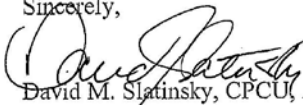
Willis Insurance Services Inc. (Savannah and Atlanta offices) with support from our
parent corporation, The Willis Group (210 offices in US), strongly support deepening the
current Savannah River Channel from 42 feet to 48 feet with associated turn widening
and meeting lanes.

As the largest global marine insurance broker representing numerous domestic and
international clients in the marine industry including: terminal operators, third party
logistics, vessel fleets, freight forwarders, etc. we can firmly state that the failure to
expand the channel will have a dramatic adverse impact on port traffic and all those
employed to support it's commerce.

While we were unable to attend the recent public hearing on the SHEP project, we have
been pleased with extensive studies performed to ensure the project does not adversely
affect our local environment. We commend the Corps of Engineers for your leadership
and believe all issues or potential issues have been adequately addressed.

The State of Georgia and Southeast region of the United States could not be better
positioned for this exciting opportunity given the vision of GPA in Savannah and
Brunswick as well as support from respective logistics partners, such as warehousing,
trucking, rail, etc.

Sincerely,


David M. Slatinsky, CPCU, ARM
Vice President

Cc: Brian Morgan, CEO, Willis of Georgia

Willis Insurance Services of Georgia, Inc.
7 East Congress Street, Suite 1002
Savannah, GA 31401

From: [Billy Robinson](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP
Date: Thursday, January 20, 2011 11:24:29 PM

My name is Billy Robinson. I am a business owner in Savannah, GA and I understand the importance of having the Savannah harbor deepened. I am in full favor of having this project approved. It is vital not only for our city and state but for the whole United States. I hope SHEP is approved immediately.

Thank you,

Billy Robinson
Port City Logistics, Inc.

Sent from my iPad

From: [William Fogarty Jr](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP Comment
Date: Thursday, January 20, 2011 5:18:25 PM

Dear Sir,

I am writing to express my support for deepening the Savannah harbor to forty-eight feet. I have read much of the literature published recently by the U.S. Army Corp of Engineers about the SHEP. I understand the concerns about loss of freshwater tidal marsh at the Savannah NWR, the impact on several species of fish in the river, the affect on dissolved oxygen content in the river, the concerns about the impact on the upper Floridan aquifer, the concerns about increased salinity in Abercorn creek at Savannah's freshwater intake point, and more. I believe that in the twelve years of this project all parties had opportunities to raise points of concern and that these points were examined in detail. Where needed, the mitigation steps described in your report will address the vast majority of undesirable effects that will come with the deepening.

I recognize there will be considerable costs to the citizens of the United States for this work, probably more than four hundred million dollars in all. I think this money will be well spent. Deepening the harbor to forty-eight feet is needed to keep pace with the increase in size of large container vessels currently in use and those under construction. It is needed to meet the needs of the larger vessels that will be able to pass through the Panama Canal in 2014. It is needed because the steamship line services that use these larger vessels at Savannah, at other ports on the east coast of the U.S., and at foreign ports, already have harbors deeper than Savannah's at their other ports of call. If imports and exports are to be traded seamlessly through these services then the harbor must be deepened to reduce tide constraints and reduce the light-loading of vessels here. The port of Savannah serves a large portion of the southeastern U.S., an area that continues to see significant increases in population. Efficient operation of these container services is needed to import goods to this growing population and export goods produced in economies that support these same people. The impact of Georgia's two deep-water ports on the state's economy was recently shown to directly affect more than 295,000 full and part-time jobs here. Port business also generates considerable revenue for the federal government, and for the state. The benefit to cost ratio of 4.8:1 makes it clear that funding this project is a good investment.

The state of Georgia, and the GPA, have firmly committed to pay their portion of the cost of the SHEP. They have already spent hundreds of millions of dollars on improvements at the Garden City Terminal (GCT), and will invest more than one billion dollars in additional capital improvements at GPA facilities. The number one state road project for all of Georgia is an extension of a parkway to provide direct access to the GCT from Interstate 95. Clearly, the state of Georgia is willing to invest heavily to ensure the current and future success of the Georgia Ports Authority.

I understand that federal funds for projects such as this are allocated in a variety of ways. I do not attempt to say how money should be allocated here. I only say that it should be made available in order for the work to proceed.

I believe that this project is good for the international trade of goods for our nation; it is good for the economy of the region and of the state. To their credit, the GPA has tried to be a

responsible entity in this process by including all concerned parties in the discussion. Collectively, their work has produced a body of information that will allow for an informed decision. It is my opinion that this decision should be to deepen the Savannah harbor to forty-eight feet.

Sincerely,

William (Bill) L. Fogarty, Jr.

From: [Laurie Bell](#)
To: [CFSAS-PD_SAS](#)
Subject: Savannah Harbor Expansion Project
Date: Thursday, January 20, 2011 10:11:28 PM

Mr. William Bailey, My name is Donald Bell Jr. I am an officer with International Longshoremen's Association Local #1475 Savannah, GA. I have worked in the port of Savannah for the past 36 years. The transportation industry is one of the most competitive business in the world. I think the Corp has done a remarkable job of compiling facts and reaching the point of proceeding with this long overdue project. I think that there are many people who would use any means possible to stop this project cold, not on the merits of fact but for their own benefit. Some groups are related to business interest in other ports who feel that they would reap the cargo that our port would loose if the harbor is not deepened to 48 foot. I think that there are enviromental groups who were disappointed when the facts did not support their concerns and continue to oppose this project. This project should proceed to completion based on the facts that were researched and confirmed by the many professionals who worked for the past 10 years. Thank you, Donald Bell

From: [Patrick Grone](#)
To: [CESAS-PD_SAS](#)
Subject: SHEP
Date: Thursday, January 20, 2011 2:49:35 PM

Dear Mr. Bailey:

Please add my name to the list in support of the Harbor deepening to -48 feet MLW. I believe it is instrumental to the future growth of the Savannah and the state of Georgia.

Thank you

Patrick Grone
Savannah, GA



January 20, 2011

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey,

Thank you for the opportunity to submit comments on account of the proposed deepening of the Savannah Harbor. The Georgia Chamber is proud to support this effort on behalf of our employees and members.

As the state's largest business advocacy organization, the Georgia Chamber of Commerce represents a diverse cross-section of industry and commerce. The Port of Savannah is one of Georgia's most important assets - responsible for 286,000 jobs, \$52.6 billion in cargo, and \$2.8 billion in state and local taxes each year. As shipping vessels grow larger, it is critical that the port be able to grow accordingly.

By increasing the Savannah River's channel depth to 48 feet, the Savannah Harbor Expansion Project (SHEP) will provide U.S. exporters and importers the infrastructure required to efficiently accommodate global commercial demands. The SHEP will allow access to the new generation of larger container vessels, using the expanded Panama Canal beginning in 2014. In turn, this will provide my company and others cost savings and efficiencies in ocean commerce that are essential to create new jobs for the American people. This is an important national priority because the Port of Savannah serves more than 44 percent of the U.S. population and is the fastest growing container port in the nation and the second largest on the East Coast. Furthermore, Savannah handles 12 percent of all U.S. containerized exports.

In this challenging economic environment, it is important for our government to make the investments required to support job growth in the United States. With a nearly 5-to-1 benefit-to-cost ratio, America cannot afford to pass up the opportunity for economic growth created by this important project.

I appreciate your time and efforts towards the successful completion of this nationally significant project.

Respectfully,

Chris Clark
President & CEO

Doug Carter
2011 Chair

Chris Clark
President & CEO

www.gachamber.com

233 Peachtree Street NE, Suite 2000 | Atlanta, Georgia 30303-1564 | Phone: 404.223.2264 | Fax: 404.223.2290

From: [Will Coley](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP Comments
Date: Friday, January 21, 2011 3:11:53 PM
Attachments: [SHEP-Port Comparisons VS New Vessel Drafts.pdf](#)
Importance: High

I would like to offer a few comments regarding the necessity of the timely completion of the Savannah Harbor Expansion Project. We have all seen the % of cargo now moving through the Port of Savannah. We have also seen the dollar amount split between the Federal Government and the Georgia State Government. Should Georgia pay to deepen the Harbor from 46' to 48' ? There sometimes seems to be more questions than answers.

The attached two graphs (issued by the Corp of Engineers) showing (1) the current major trading Port depths and (2) the Panama Canal Expansion Project clearly show that the newer vessels will be forced to by-pass the Port of Savannah upon completion of the Panama Project.

This lost of container business at the GPA will be devastating to not only Savannah Warehouse Services, the employees of the GPA, Chatham County and the State of Georgia but to the Southeastern United States as a whole.

Respectfully submitted,

J. William Coley

CEO

Savannah Warehouse Services, LLC

Savannah Transportation Services, LLC

Tel: (912) 963-0859 Ext: 108

Fax: (912) 963-0865

Mobile: (912) 661-4234



savannahwarehouseservices.com

savannahtransportationservices.com

From: [Glenda Brown](#)
To: [CESAS-PD_SAS](#)
Date: Friday, January 21, 2011 5:08:09 PM
Importance: Low

This is written in support of The Savannah Harbor Expansion Project. It is the belief of our association this deepening to 48 feet is crucial to the future of our port and the state of Georgia. As you know, The Savannah River provides and supports numerous companies, manufacturers, transportation and thousands of jobs. This improvement will assure that the port of Savannah remains competitive in the future.

We also feel these improvements will provide a safer transit, with less restrictions, for the larger and deeper vessels to come. The post Panamax vessels have been coming to Savannah for several years, operating with limited drafts. The improvements will allow vessels to carry deeper drafts with less restrictions and also provide channel improvements for passing.

The Savannah Pilots have maintained one of the safest records in the country and it is our intention to maintain this safety record.

Tommy Browne, Master Pilot

Savannah Pilots Association

P.O. Box 9267

Savannah, Georgia 31412

(912) 236-0226

(912) 236-6574 fax

From: [Robert Dowd](#)
To: [CESAS-PD_SAS](#)
Subject: Get The Deepening Done!
Date: Friday, January 21, 2011 4:55:46 PM

Just a note to say we need to get started on the deepening so the jobs and the freight can flow.

Sent from my iPhone

From: [Alan Zipperer](#)
To: [CESAS-PD_SAS](#)
Subject: Harbor deepening
Date: Friday, January 21, 2011 2:39:27 PM

The port is the economic engine that drives this area and it also provides revenue to most of the counties in our region. I FEEL STRONGLY THAT WE NEED TO DEEPEN THE SAVANNAH RIVER TO KEEP THE PORT A DRIVING FACTOR IN OUR ECONOMY

Alan Zipperer
(please note new email address azipperer@diamonddcp.biz)

P. O. Box 1370
Rincon, GA 31326
912-728-9485 office
912-313-8716 cell
912-728-9510 fax

From: [Cheri Sale](#)
To: [CESAS-PD_SAS](#)
Subject: SHEP Expansion Project
Date: Friday, January 21, 2011 2:34:25 PM

Mr. Bill Bailey
U.S. Army Corps of Engineers
Savannah District
Savannah, GA

I am writing to you in support of the SHEP Expansion Project. As a citizen of Savannah, I see the SHEP Expansion Project as a logical progression in our city's growth. Further, Savannah is in desperate need of jobs and the SHEP Expansion Project will provide a venue for this to occur.

Please register my comment as a citizen in favor of the SHEP Expansion Project.

Thank you.

Cheri Sale
114 Pine Lakes Avenue
Savannah, GA 31405
Day: 912-629-1425

From: [David Karpowicz](#)
To: [CFSAS-PD_SAS](#)
Subject: Savannah Harbor Deepening Project.
Date: Friday, January 21, 2011 10:43:49 AM

I am in favor of this project.

David Karpowicz
Parts Manager
Industrial Tractor Co.
Savannah, GA.
912-964-7370

From: [kenny.miller](#)
To: [CESAS-PD_SAS](#)
Subject: SHEP
Date: Friday, January 21, 2011 10:27:56 AM

To whom it may concern,

As a local business owner in Savannah, I want to register my support in favor of the Savannah Harbor Expansion Project. This project is vital to the entire southeastern section of the country. Economically, it will keep us on pace with other major ports and will have major reverberating positive effects throughout the region at a time when the country needs it most. Not only will it expand the capacity at the ports, it will create jobs in industries that are in dire need of work.

Sincerely,

Kenny Miller

Sitework Construction, LLC

- Clearing, Grading, Paving,
& Underground utilities

Please see us at: www.siteworkconstruction.com

Email: kmiller@siteworkconstruction.com

Office: 912-234-6220

Fax: 912-234-6997

Mobile: 912-665-2860

Mailing Address:

PO Box 15386
Savannah, GA 31416

Physical Address:

2830A Tremont Rd.
Savannah, GA 31405

From: [John Moore](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP Harbor Project
Date: Friday, January 21, 2011 10:14:49 AM

I would like to see this project awarded.

John Moore



Phone: 912.354.4626
FAX: 912.352.1692
E-Mail: jmoore@hgbd.com
Web: www.hgbd.com
FTP: [files.hgbd.com](ftp://files.hgbd.com)

Hussey, Gay, Bell & DeYoung
Post Office Box 14247 • Savannah, GA • 31416

From: [Emily Zirpola](#)
To: [CESAS-PD, SAS](#)
Subject: Savannah Harbor Deepening Project
Date: Friday, January 21, 2011 9:47:19 AM

Good morning,

I would like to communicate to you my support of the Savannah Harbor deepening project. I am certain that the deepening is instrumental in the growth of Savannah and the entire state of Georgia.

Thank you.

Emily K. Zirpola

[Charleston/Savannah Area Sales Office](#)

Text Me/Mobile: 912-272-9122
Phone: 843-735-5001
Email: emily.zirpola@hilton.com



Visiting Savannah, GA: www.hamptonssavannah.com

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From: [Frances Helmey](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP Harbor Deepening Project
Date: Friday, January 21, 2011 10:10:13 AM

I am for this project.

Frances Helmey



Phone: 912.354.4626
FAX: 912.354.6754
E-Mail: fhelmey@hgbd.com
Web: www.hgbd.com
FTP: [files.hgbd.com](ftp://files.hgbd.com)

Hussey, Gay, Bell & DeYoung
Post Office Box 14247 • Savannah, GA • 31416

From: [Steve Waters](#)
To: [CESAS-PD, SAS](#)
Subject: Harbor Deepening
Date: Friday, January 21, 2011 9:37:36 AM

This is not an "if, when and how" question as to the deepening of the Savannah River basin to accommodate the larger vessels which will be arriving in a few years. This is a "YES, RIGHT NOW and MAKE the FUNDS AVAILABLE NOW" statement by all Georgians who are for jobs, growth and a path out of this terrible economy. We need this AND we need the Jasper Ports project to go forward.

Steve R. Waters, RLS



Phone: 912.354.4626
FAX: 912.354.8617
E-Mail: swaters@hgbd.com
Web: www.hgbd.com
FTP: [files.hgbd.com](ftp://files.hgbd.com)

Hussey, Gay, Bell & DeYoung
Post Office Box 14247 • Savannah, GA • 31416

From: [Margaret Johnson](#)
To: [CESAS-PD_SAS](#)
Subject: Savannah Harbor project
Date: Friday, January 21, 2011 9:35:57 AM

Good morning,

I would like to communicate to you my support of the Savannah Harbor deepening project. I am certain that the deepening is instrumental in the growth of Savannah and the entire state of Georgia.

Thank you.

*Margaret Johnson
General Manager
Hampton Inn & Suites
Savannah Historic District
912-721-1600(phone)
912-721-1610(fax)*

Margaret.Johnson@hilton.com

www.hamptonsavannah.com

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From: [Angela Lightsey](#)
To: [CESAS-PD_SAS](#)
Subject: SHEP Project
Date: Friday, January 21, 2011 9:31:25 AM

Good morning,

I would like to communicate to you my support of the Savannah Harbor deepening project. I am certain that the deepening is instrumental in the growth of Savannah and the entire state of Georgia.

Thank you.

Angela Lightsey
Director of Sales
Hampton Inn & Suites Savannah Historic District
201 Martin Luther King Jr. Blvd
(912) 721-1603 direct
(912) 721- 1610 fax
(912) 508-9814 mobile
Savannah, GA 31401
Angela.Lightsey@hilton.com

Check out our website at: www.hamptonssavannah.com

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From: [McLeod Rominger](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP Savannah Deepening
Date: Friday, January 21, 2011 8:57:04 AM

Please register this comment in support of the deepening to 48' MLW. The vitality of the Georgia economy is at stake and the position of South Eastern United States Global trade is dependent on remaining at the forefront of shipping capability. This has national and global implications for the future of our economy. Please deepen. Thank you.

McLeod Rominger
Sales & Service Manager



office (912) 964-7142
fax (912) 966-0160
cell (912) 604-0233
mrrominger@ticocorp.com

www.TICOCorp.com / 1-800-BUY-TICO

75 Brampton Rd.
Garden City, GA 3108
PO Box 1434
Savannah, GA 31402

From: [Chuck Heimes](#)
To: [CESAS-PD, SAS](#)
Subject: The Savannah Harbor Expansion (SHEP)
Date: Friday, January 21, 2011 8:33:59 AM

To Mr. William Bailey,

As a small company located near the port of Savannah, we have witnessed the growth of the port for the last 30 years. The port is a vital source of income for many of the small companies nearby. That being said, we support the deepening of the harbor.

Best Regards,

Chuck Heimes
Port City Industrial & Marine Supply
1250 West Bay Street
Savannah, GA 31402
Tel: 912.232.0722
Fax: 912.232.6118
www.portcityindustrial.com

From: [Chris W. Waters](#)
To: [CESAS-PD_SAS](#)
Subject: Comment on Savannah River Deepening
Date: Friday, January 21, 2011 9:08:26 AM

Gentlemen:

I think you have put together a very well thought out plan to deepen the river and protect the local environment.
This project will not only give a major boost to Georgia and South Carolina that is desperately needed, but will create huge savings for many millions of Americans. Let's get this project going, our Country needs it.

Chris W. Waters
Lanyard Development, Inc.
1000 Towne Center Blvd., Suite 706
Pooler, Georgia 31322
Phone 912-330-8351
Fax 912-330-9160
Cell 912-657-4761
Website www.lanyarddevelopment.com
Email chris@lanyarddevelopment.com
Alternate cwwaters@bulloch.net



PO Box 249
Rincon, GA 31326

January 19, 2011

Mr. William Bailey
US Army Corps of Engineers - Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640

Via e-mail: CESAS-PD@usace.army.mil

Dear Mr. Bailey:

I am writing to state, for the record, the importance of the Savannah Harbor Expansion Project to The Hubach Group, Inc. We are a Savannah based transportation provider and the Port of Savannah is critical to our business.

Our customers currently utilize the Port of Savannah as a major east coast gateway for importing/exporting products. Provided adequate infrastructure is available, our customers plan to continue to grow their businesses through the port for many years to come. However, the current -42 foot mean low water depth of the Savannah River is no longer sufficient to accommodate the post-Panamax vessels our customers rely on to transport their goods. This deficiency will be more significant in the future as larger containerships will be introduced by carriers serving the US east coast upon completion of the Panama Canal expansion.

As you know, the newer post-Panamax vessels offer greater economic and environmental efficiencies that make their use both a preference as well as a priority to older generation vessels. SHEP is critical to the continued cost-effectiveness of our customers business. By being able to load more boxes on fewer ships, our customer's shipping costs are significantly decreased. Furthermore, ready access to the newer larger vessels at the Port of Savannah will avoid the higher financial and environmental costs of trucking products to/from ports that are further from their markets and distribution network.

It is imperative that the Savannah Harbor be deepened to -48 feet at mean low water and that this project is completed as quickly as possible. Savannah is one of the fastest growing ports in the country. Failure to implement SHEP will negatively effect this growth and will pose a risk to our business.

Sincerely,

Gerald F. Hubach
Vice President/General Manager



Oglethorpe Power Corporation
2100 East Exchange Place
Tucker, GA 30084-5336
phone 770-270-7600
fax 770-270-7872
An Electric Membership Cooperative

January 21, 2011

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey,

On behalf of my company and its employees, I am hereby submitting my support of the proposed deepening of the Savannah Harbor.

By increasing the Savannah River's channel depth to 48 feet, the Savannah Harbor Expansion Project (SHEP) will provide U.S. exporters and importers the infrastructure required to efficiently accommodate global commercial demands. The SHEP will allow access to the new generation of larger container vessels, using the expanded Panama Canal beginning in 2014. In turn, this will provide my company and others cost savings and efficiencies in ocean commerce that are essential to create new jobs for the American people. This is an important national priority because the Port of Savannah serves more than 44 percent of the U.S. population and is the fastest growing container port in the nation and the second largest on the East Coast. Furthermore, Savannah handles 12 percent of all U.S. containerized exports.

In this challenging economic environment, it is important for our government to make the investments required to support job growth in the United States. With a nearly 5-to-1 benefit-to-cost ratio, America cannot afford to pass up the opportunity for economic growth created by this important project.

Again, I appreciate your time and efforts towards the successful completion of this nationally significant project.

Sincerely,

A handwritten signature in dark ink, appearing to read "W. Clay Robbins".

W. Clay Robbins
Senior Vice President
Governmental Affairs

WCR:jw

#638



January 7, 2011

Mr. William Bailey
US Army Corps of Engineers - Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640

Via e-mail: CESAS-PD@usace.army.mil
Dear Mr. Bailey,

I am writing to state, for the record, the importance of the Savannah Harbor Expansion Project.

Our company currently utilizes the Port of Savannah as a major east coast gateway for import/exporting our products and provided adequate infrastructure is available, we plan to continue to grow our trade through the port for many years to come. However, the current -42 foot mean low water depth of the Savannah River is no longer sufficient to accommodate the post-Panamax vessels we rely on today to transport our goods. This deficiency will be more significant in the future as we expect larger containerships to be introduced by carriers serving the US east coast upon completion of the Panama Canal expansion.

As you know, the newer post-Panamax vessels offer greater economic and environmental efficiencies that make their use both a preference as well as a priority to older generation vessels. SHEP is critical to the continued cost-effectiveness of our business and our ability to create jobs and reduce costs to U.S. consumers. By being able to load more boxes on fewer ships, our transportation costs are significantly decreased. Furthermore, ready access to the newer larger vessels at the Port of Savannah will avoid the higher financial and environmental costs of trucking our products to/from ports that are further from our markets and distribution network."

It is imperative that the Savannah Harbor be deepened to -48 feet at mean low water and that this project is completed as quickly as possible. Our business and that of other United States exporters and importers, is depending on it.

Sincerely,

Joseph W O'Connor

Director Intl Logistics

Franklin Sports Inc. 17 Campanelli Parkway Stoughton, MA 02072-0508

#639

David Sink

From: David Sink
Sent: Monday, January 10, 2011 4:39 PM
To: 'CESAS-PD@usaca.army.mil'
Cc: John Neely; Cliff Dales; Danny Chase; 'Ashley W Smith' (Ashley.Smith@Colliers.com); Maxwell Penn; Hilary Bel; Sherri Stroud; Ellen Lynes
Subject: Savannah Harbor Expansion Project

Dear Mr. Bailey:

Please accept this note as our firm's support of the Savannah Harbor Expansion Project (SHEP). Our company, formerly known as Neely/Dales, LLC, is fortunate to have been involved in a majority of the larger industrial real estate transactions that have occurred in the Savannah market over the past 25+ years. We interact on a regular basis with key decision makers within companies that are analyzing the strengths and weaknesses of the various east coast port markets. Our clients include many of the largest occupiers and developers of industrial warehouse facilities in the region, which gives us a unique perspective on the market and the SHEP. This project is of great importance, not only to the Savannah industrial market, but also to the surrounding counties in Georgia and South Carolina, the I-95 corridor, the I-16 corridor, the Atlanta industrial market, and beyond.

Thank you for your work on this essential project.

Best regards,

David Sink

David J. Sink, SIOR

Principal
Dir +1 912 233 7111 x 102
Main +1 912 233 7111 | Fax +1 912 236 1200
david.sink@colliers.com

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#640

1/15/2011

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

RE: Savannah Harbor Expansion Project (SHEP)

I am a businessman in Savannah and I would like to express my appreciation to the USACE for its dedication and the allocation of resources that it took to complete the 12-year-long study that was completed in 2010. The USACE report makes it clear that the environmental impacts will be minimal and the economic impacts will be HUGE. It is ABSOLUTELY NECESSARY to deepen our port if we want to continue to compete for global trade. I am aware that if we don't get this project approved and funded THIS YEAR, we will lose business to other East Coast ports that are already deep enough to handle the Post Panamax ships which will be calling on all East Coast ports beginning sometime in 2014. As you know, we will not have the ability to receive this new fleet of oceanic carriers unless we deepen the waters of our port from 42 to 48 feet. Furthermore, if we do not accomplish this by 2015 (which is already a year too late, but not a deal killer), many of the shipping and logistics companies that currently do business in Savannah and the state of Georgia will pull out and move their operations to other ports along the East Coast. **Once this happens, these companies will likely NEVER RETURN TO SAVANNAH**, or at least not for decades. Many of the ports that would be competing for our lost business are inefficient (Savannah has been one of the most efficient ports in the U.S. for over a decade, which is why we have been the fastest growing port for many years), use millions of gallons of diesel to operate their port (Savannah has become mostly electrified, which is better for the environment), and cannot strategically serve the Southeast in the same way that Savannah can through our complex and efficient logistics partners.

The SHEP will have a positive influence on virtually every business and industry in the State of Georgia. The impact of the 4th busiest port in the country – the Port of Savannah – has a rippling effect throughout the entire Southeast. It starts with the supply chain and ends on the shelves of our retail stores. **The deepening of the Savannah Port is CRITICAL to our economic livelihood.**

The State of Georgia has already committed their share of the funds necessary for the deepening, which as you know is scheduled to begin later this year. It is critical that we ensure our Federal Government commits their share of funds as well. Given our current Federal Budget deficits and accumulating national debt, the word "earmark" has recently attracted a lot of negative sentiment across the country. However, there are enormous differences between a project such as the SHEP, which affects 44% of the U.S. population and 7% of Georgia's total employment, and a program to study butterfly migration patterns. We need to make sure our lawmakers who vote on the appropriations of our tax dollars fully understand this difference. There are literally tens of thousands of jobs at stake pending the decision to fund this project NOW. If we miss our window, the opportunity will be lost forever as these ships will form long term agreements elsewhere. Please let me know if there is anything I can do to help to make that happen.

Sincerely,

Guy P. Davidson
G.Davidson@DAI-Development.com
912.944.4410

P.O. Box 16176, Savannah, GA 31416
Phone: 912.921.0481 Fax: 912.921.0879
DAI-Development.com

January 22, 2011



Mr. William Bailey
Attn: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Re: Comments on:
USACE Draft Tier II Environmental Impact Statement / Draft General Reevaluation Report
Report for improvements & maintenance of Savannah Harbor Federal Navigation Project

Dear Mr. Bailey:

The purpose of this letter is to express my very strong support for the deepening of the Savannah Harbor to forty-eight (48) feet.

All data, including ship calls, tonnage figures, etc., show Savannah is a growing port that will continue to grow well into the future. The growth of the Port of Savannah has great beneficial economic impact on the entire southeast region of the United States. It is especially important to note a high percentage of the port's cargo movements are exports out of the country. A more efficient port will serve to facilitate the exporting of more goods and improve our balance of trade with other countries.

A deeper channel and harbor will serve to alleviate ship congestion on the river caused by current tidal restrictions. Deepening the harbor to 48 feet will reduce congestion and increase efficiency at the port.

As a marine insurance broker, I make my living serving businesses on the waterfront by protecting their assets and their employees. It is important for the safety of the port that more ships are able to sail without tidal restrictions and that the sailing window for larger ships is expanded.

In my opinion, nothing will serve to reduce the perils associated with ship congestion and improve safety at the Port of Savannah more than deepening the harbor to 48 feet.

Thank you for reviewing my comments.

Very truly yours,

Edward T. Brennan, Jr.

#644

December 10, 2010

Mr. William Bailey
PD, US Army Corp of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey:

RE: SHEP

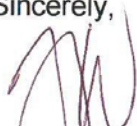
I greatly support the SHEP project to deepen the Savannah River.

This important project is absolutely crucial for the port of Savannah to remain competitive – even relevant – in post-PANAMAX transport world.

Failure to do so would result in the decline in transportation jobs in region, one of our few growth industries.

Your support will be greatly appreciated.

Sincerely,



Jeffrey Waters
260 St. Catherines Court
Richmond Hill, GA 31324
912/880-8024

#645

December 8, 2010

7 Lake View Drive
Guyton, GA 31312

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

RE: Savannah Harbor Expansion Project

Dear Mr. Bailey,

We would like to offer this letter in support of the Savannah Harbor Expansion Project and ask for your sustaining endorsement to deepen the Savannah River channel to 48 feet.

This project has become increasingly significant, not only to Georgia and the South East, but more importantly to the Nation. The inclusion of Georgia's Ports as a viable competitor in world shipping and developing markets is critical to promote healthy commerce well beyond the borders of our State. It is a sound investment in the future of our local, regional and national economies. Harbor deepening can provide a surety to the fulfillment of our obligations to improve the quality of life for thousands of Americans who will directly benefit now and well into the distant future.

We believe we have a vital national duty to develop partnerships of shared trust and responsibility to maximize our ability to provide increased economic opportunities and growth for our Country.

Together, our unified focus in supporting the Savannah Harbor Expansion Project will promote prosperity and democracy as well as strengthen national security for commercial navigation as well as improve shipping channel maintenance and emergency responses to both manmade and natural disasters.

This project is paramount to bolstering our Nation's economic and contingency operations during a perilous time in which our national economic system has been targeted as part of a continuing and intensifying worldwide conflict.

Thank you,



Frank Manson



Jodie Manson

From: [Charlie Suttive](#)
To: [CESAS-PD_SAS](#)
Subject: SHEP GRR DEIS Comments
Date: Saturday, January 22, 2011 5:40:45 AM

January 21, 2011

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

SUBJECT: Comments on the USACE Draft Tier II Environmental Impact Statement and Draft General Reevaluation Report for improvements and continued maintenance of the Savannah Harbor Federal Navigation Project, Chatham County, Georgia and Jasper County, South Carolina.

Dear Mr. Bailey;

The Savannah Harbor Safety and Navigation Committee recommends that the Savannah Harbor be expanded as described in the subject documents to a depth of 48 ft with all the associated turn widening and meeting lanes. The Savannah Harbor expansion will make the river safer for arriving and departing vessels and provide a safer workplace for the people working on the ships and associated piers.

Deepening the channel to 48 ft will reduce the number of vessels that are tide-constrained, providing larger windows, flexibility and safe passage at high tide and throughout the tide cycle.

The changes to access and flow between the middle and back rivers with the Savannah River will improve the ability to establish and maintain safety/security zones for and around commercial facilities on the Savannah River.

The environmental mitigation does not just maintain the current environment. The project improves many environmental areas and makes the Savannah River a better place.

Project justification is based on economic evaluation in the tier II reports. Safety

should also be considered. The proposed changes will improve the overall safety of the Savannah River.

Sincerely,

Charles E. Sutlive

Chairman

Savannah Harbor Safety and Navigation Committee

From: [Jack](#)
To: [CESAS-PD_SAS](#)
Subject: Harbor dredging
Date: Sunday, January 23, 2011 9:42:38 PM

I vote yes. This is very vital for the future growth of Savannahs Port. Each time the harbor has been dredged in the last fifty years to accommodate larger ships the same argument has been put forward by the same groups who have been proven wrong in their objections

Jack Meyer

From: [Jim Frederick](#)
To: [CFSAS-PD_SAS](#)
Date: Sunday, January 23, 2011 8:33:52 PM

yes to support Savannah Harbor expansion

From: Maxc1942@aol.com
To: [CESAS-PD_SAS](#)
Subject: Harbor Expansion
Date: Sunday, January 23, 2011 8:29:35 PM

I support the harbor expansion
Max C. Duncan

From: [Scott H. Rasplicka](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP
Date: Sunday, January 23, 2011 7:31:20 PM

Dear Mr. Bailey,

I am writing in support of the river deepening. My business will probably cease to be a going concern if the harbor is not improved allowing continued growth of the port. I am a fervent believer in preserving the environment; but, it appears that you have exhausted every possible effort to ensure the environment is properly protected and preserved. The economics are clear. The only question I have is why the COE does not recommend funding the deepening all the way to 48'.

Please continue to push for harbor deepening at the fastest possible speed.

Regards,

Scott H. Rasplicka

125 E. 44th Street cell: (912) 667-4337
Savannah, GA 31405 fax: (912) 233-6350
strasplicka@Comcast.net

From: [davidbreithaupt](#)
To: [CESAS-PD_SAS](#)
Subject: Savannah Harbor Deepening
Date: Sunday, January 23, 2011 5:08:10 PM

Sir: As residents of Savannah, my wife and I are very much in favor of proceeding on the deepening of the harbor. The project is critical to the continued positive development of Savannah that has occurred in the past 10-15 years. Inter-state political battles should not be permitted to detract from development in Savannah. My sense is that the environmental impacts can be minimized.

Sincerely,

David and Caren Breithaupt

David E. Breithaupt
dbreithaupt@aya.yale.edu
912.598.8552

From: [Robert Gephart](#)
To: [CESAS-PD_SAS](#)
Subject: Yes to Support SHEP
Date: Sunday, January 23, 2011 5:05:26 PM

I do support the Savannah Harbor Expansion Project.

Robert J Gephart
207 Hampshire Road
Savannah, GA 31410

From: [Al Nash](#)
To: [CESAS-PD_SAS](#)
Subject: Deepening of the Savannah Harbor
Date: Sunday, January 23, 2011 1:40:36 PM

Dear Mr. Bailey,

I am writing to you on behalf of my company and its employees, I am hereby submitting my support of the proposed deepening of the Savannah Harbor.

By increasing the Savannah River's channel depth to 48 feet, the Savannah Harbor Expansion Project (SHEP) will provide U.S. exporters and importers the infrastructure required to efficiently accommodate global commercial demands. The SHEP will allow access to the new generation of larger container vessels, using the expanded Panama Canal beginning in 2014. In turn, this will provide my company and others cost savings and efficiencies in ocean commerce that are essential to create new jobs for the American people. This is an important national priority because the Port of Savannah serves more than 44 per cent of the U.S. population and is the fastest growing container port in the nation and is the second largest on the East Coast. Furthermore, Savannah handles 12 per cent of all U.S. containerized exports.

In this challenging economic environment it is important for our government to make the investments required to support job growth in the United States. With nearly 5-to-1 benefit-to cost-ratio, America cannot afford to pass up the opportunity for economic growth created by this important project.

Again, I appreciate your time and efforts towards the successful completion of this nationally significant project.

Sincerely,

Mr. Alvin "AL" P. Nash
Parallax Advisory Group, LLC
404-867-8287
anash@parallaxadvisorygroup.com
www.parallaxadvisorygroup.com

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Milledgeville, GA

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Pinebluff Seed Inc.
Madison, GA

GENE SUTHERLAND
Sutherland's FoodService Inc.
Forest Park, GA

JOE TYSON
Timberland Harvesters
Savannah, GA

BILL VEINER
Georgia Electric Membership Corporation
Atlanta, GA

BOYLE WELTZBACHER
West End Milling Co.
Quitman, GA

Director Emeritus
BILL BAISLEY
Whiting Farms
Dayton, TN

Director Emeritus
LOVICK P. CORN
W.C. Bradley Co.
Columbus, GA

Educational Liaison
DR. ROBERT N. SHULSTAD
University of Georgia
Athens, GA

Economic Advisor
JOHN C. MCKISSICK
University of Georgia
Athens, GA



GEORGIA AGRIBUSINESS COUNCIL

COUNCIL MISSION: "To advance the business of agriculture through economic development, environmental stewardship and education to improve the quality of life for all Georgians."

January 24, 2011

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey,

On behalf of the Georgia Agribusiness Council and our more than 700 member companies, I am pleased to submit this letter of support for the proposed deepening of the Savannah Harbor. Agriculture is not only Georgia's largest industry, it is her first industry. While agriculture has a great story to tell regarding the history of Georgia's economy, it is our future that holds much promise as our production capacity has never been stronger. The opportunity to increase the exportation of our crops, livestock, equipment and other products, has this state, especially the rural areas, poised for economic growth. The Savannah Harbor Expansion Project (SHEP) is key to opening up these opportunities for Georgia and the U.S.

By increasing the Savannah River's channel depth to 48 feet, the SHEP will provide U.S. exporters and importers the infrastructure required to efficiently accommodate global commercial demands. It will allow access to the new generation of larger container vessels, using the expanded Panama Canal beginning in 2014. In turn, this will provide our member companies, which include farmers, processors, equipment manufacturers and producers of agricultural inputs, the increased convenience, cost savings and efficiencies in ocean commerce that are essential to create new jobs for the American people. This is an important national priority because the Port of Savannah serves more than 44 percent of the U.S. population and is the fastest growing container port in the nation.

There is not a more worthy "shovel ready" project in this nation than the SHEP and it is important for our government to make the necessary investments to support job growth in the United States. Georgia products are valuable here at home and all across the world. As our nation's top producer of poultry, peanuts, pecans, and rye, as well as the popularity of our Vidalia sweet onions, the diversity of turf grasses and our plentiful biomass, Georgia has a lot to offer the world. The SHEP is critical to providing the most cost effective and local method to the global access that is sorely needed.

Again, I appreciate your time and efforts towards the successful completion of this nationally significant project.

Respectfully,

Bryan R. Tolar
President



P. O. BOX 119 • 1655 SOUTH ELM STREET • COMMERCE, GA 30529 • 706/336-6830 • 800/726-2474 • FAX 706/336-6898

From: [Jennifer Abshire](#)
To: [CESAS-PD_SAS](#)
Subject: We support Savannah Harbor deepening
Date: Monday, January 24, 2011 10:35:10 PM

Please make this happen. Thank you.

Jennifer Abshire Patterson

Sent from my iPhone

From: [jc](#)
To: [CESAS-PD_SAS](#)
Subject: Harbor Deepening
Date: Monday, January 24, 2011 1:13:13 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

James C. Rossiter, Jr
Patricia R. Rossiter
James C. Rossiter, III
Angela A. Rossiter

From: [Tom Colasanto](#)
To: [CESAS-PD_SAS](#)
Subject: River dredging
Date: Monday, January 24, 2011 1:06:55 PM

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Tom Colasanto
419 East Congress St.
Savannah, GA
912-272-6557

Name: _____

From: [Tom Colasanto](#)
To: [CESAS-PD, SAS](#)
Subject: River deepening
Date: Monday, January 24, 2011 1:05:52 PM

If you dig, they will come!

So dig it!

Tom Colasanto

419 East Congress St.
Savannah, GA
912-272-6557

From: [D.E](#)
To: [CESAS-PD_SAS](#)
Subject: Comment on the USCE proposed harbor deepening project
Date: Monday, January 24, 2011 1:04:26 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of [Chatham County](#) and the State of Georgia .

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Name: Darrell Farringer

From: [Jeffrey Hardin](#)
To: [CESAS-PD_SAS](#)
Subject: Harbor Deepening Project
Date: Monday, January 24, 2011 12:32:28 PM

There is no doubt the economy is in shambles right now. This would be a huge project and a huge boost for the national economy. Not only will it impact southeast ga. but it will have a ripple affect nation wide. This project definitely needs to move forward and happen with a accelerated schedule. I am from southeast ga. and my dad, before he retired, worked at the GPA for 38 years. We must create more long term jobs like that in our area.

So, deeping the harbour needs to happen ASAP!

Thanks,
Jeffrey L. Hardin

From: [Jamie Hamrick](#)
To: [CESAS-PD_SAS](#)
Subject: Comment on the USCE proposed harbor deepening project
Date: Monday, January 24, 2011 12:19:33 PM

To Whom It May Concern:

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet. This project will pay dividends to our city for many years. Thank you for your consideration.

Best regards,
Jamie Hamrick

James C. Hamrick, AAI
President - Thomas J. Sheehan Insurance, Inc
(912) 650-2811 - Direct Office
(912) 650-2831 - Direct Fax
jamie@tjsheehanins.com

144 Habersham Street
Savannah, Georgia 31401

P.O. Box 10205
Savannah, Georgia 31412

How is our service? Please let us know at info@tjsheehanins.com

From: [Mcchesney, Michael R](#)
To: [CESAS-PD, SAS](#)
Subject: Harbor Deepening Project.
Date: Monday, January 24, 2011 12:05:38 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Name: Michael R. McChesney

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From: [Cathy Colasanto](#)
To: [CESAS-PD_SAS](#)
Subject: Harbor Project
Date: Monday, January 24, 2011 11:48:50 AM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Cathy Colasanto
419 East Congress Street
Savannah GA 31401

From: [Megan Cox](#)
To: [CESAS-PD_SAS](#)
Subject: Comment on the USCE proposed harbor deepening project
Date: Monday, January 24, 2011 11:45:37 AM

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Megan Cox
Director of Sales
The Pirates' House Restaurant
20 East Broad Street
Savannah, GA 31401
P: (912) 233-2225
F: (912) 234-1212
megan@thepirateshouse.com

From: [Roberts, Dave](#)
To: [CESAS-PD, SAS](#)
Cc: ["hoganin@aol.com"](#)
Date: Monday, January 24, 2011 11:44:27 AM

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Name: _Dave Roberts_____

Dave Roberts
Sales Manager Savannah/Brunswick
Georgia Crown Distributing
(912) 695-0630 Cell
(912) 352-0908 Fax

From: [Daniel Mahfet](#)
To: [CESAS-PD_SAS](#)
Subject: Comment on the USCE proposed harbor deepening project
Date: Monday, January 24, 2011 11:35:29 AM

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia .

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Daniel J. Mahfet

From: ASHAFFER@gaports.com
To: [CESAS-PD_SAS](#)
Subject: Savannah Harbor Expansion Project - 48 feet!!!
Date: Monday, January 24, 2011 11:30:45 AM

Every corner of the state relies upon Georgia's deepwater ports. Imports and exports alike fuel small and large businesses and help make Georgia the transportation and logistics hub of the Southeast. Georgia's ports continue to maintain and create jobs as one of the state's strongest economic engines, fostering the development of virtually every industry. Even during periods of extreme economic and financial stress, Georgia's ports not only generate substantial economic impacts, adding jobs in the most challenging times experienced in several generations.

The Savannah Harbor Expansion Project not only will benefit Georgia, but it is also a project of national significance. With more than 1.1 million TEUs of containerized freight exported through the Port of Savannah, the GPA handled 12 percent of all U.S. containerized exports and 8.3 percent of the total U.S. containerized cargo volume for FY2010. The Port of Savannah's balanced export-to-import ratio promotes efficiency for its customers and has helped to drive economic recovery throughout the state of Georgia and the entire Southeast.

In order to more efficiently accommodate the larger vessels already calling on the U.S. East Coast, the Savannah Harbor Expansion Project **must deepen the river from to 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 nation, while significantly reducing transportation costs for U.S. shippers.

As the Southeast's gateway to the world, Savannah's harbor must be able to accommodate larger vessels in order to more efficiently serve global commercial demands.

Amy Shaffer, APR
Manager of Communications
Georgia Ports Authority
(912) 964-3806

From: [Cliff Ducey](#)
To: [CESAS-PD_SAS](#)
Subject: Subject: Comment on the USCE proposed harbor deepening project
Date: Monday, January 24, 2011 11:23:18 AM

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Cliff M. Ducey

From: Jimkeller29@aol.com
To: [CESAS-PD_SAS](#)
Subject: Fwd: Savannah Harbor Federal Navigation Project
Date: Monday, January 24, 2011 11:22:51 AM

Subj: Savannah Harbor Federal Navigation Project

Mr. William Bailey, ATTN: PD, US Army Corps of Engineers, Savannah District, 100 West Oglethorpe Avenue, Savannah, Georgia 31401-3640 or by e-mail to CESAS-PD@usace.army.mil

YES!!

I cast my vote **in support** of the pending **Savannah Harbor Federal Navigation Project.**

James W. Keller
Past President
Savannah Council
Navy League of the United States

|

From: [Billy Bremer](#)
To: [CESAS-PD_SAS](#)
Cc: [Jerry Hogan](#)
Subject: SAVANNAH RIVER HARBOR DEEPENING
Date: Monday, January 24, 2011 11:20:57 AM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

William J. Bremer III

220 Debra Road
Savannah, GA 31410
912-313-6334 Fax - 912-897-0594

rbb3721@hotmail.com

From: laureline@comcast.net
To: [CESAS-PD_SAS](#)
Subject: Subject: Comment on the USCE proposed harbor deepening project
Date: Monday, January 24, 2011 11:18:00 AM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Name: Laurel Ireland_____

From: DTKELLER29@aol.com
To: CESAS-PD.SAS
Subject: Savannah Harbor Federal Navigation Project
Date: Monday, January 24, 2011 11:17:34 AM

Mr. William Bailey, ATTN: PD, US Army Corps of Engineers, Savannah District, 100 West Oglethorpe Avenue, Savannah, Georgia 31401-3640 or by e-mail to CESAS-PD@usace.army.mil.

YES!!

I cast my vote **in support** of the pending **Savannah Harbor Federal Navigation Project**.

Deborah T. Keller
Member, Savannah Council
Navy League of the United States

From: [James Vandenburg](#)
To: [CESAS-PD_SAS](#)
Subject: support of Savannah Harbor Widening
Date: Monday, January 24, 2011 10:59:32 AM

We support the widening of the Savannah Harbor which will allow the new larger Panama Canal Ships to have access to our port and create more jobs in our area.
Mr.& Dr.James J. Vandenburg Jr. , Tybee Island Ga

From: mjhoganinc@comcast.net
To: [CESAS-PD_SAS](#)
Subject: Comment on the USCE proposed harbor deepening project
Date: Monday, January 24, 2011 10:37:39 AM

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Monica Stroud
M.J. Hogan & Company, Inc
PO Box 30277
Savannah, GA 31410

Office: 912-897-2008
Fax: 912-897-0701

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From: jerryhogan01@comcast.net
To: [CESAS-PD_SAS](#)
Subject: Comment on the USCE proposed harbor deepening project
Date: Monday, January 24, 2011 10:33:17 AM

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Michael J. (Jerry) Hogan, Jr.

Michael J. (Jerry) Hogan, Jr.
209 Winchester Drive
Savannah, Georgia 31410

Home: 912-897-6798
Office: 912-897-2008
Fax: 912-897-0701
Cell: 912-631-3088

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From: [Jim Myrick](#)
To: [CESAS-PD, SAS](#)
Subject: I am in Favor of this project.
Date: Monday, January 24, 2011 9:30:22 AM

I think after reading all the information and looking at the overall impact this harbor has on the community and the state of Georgia. This project needs to be completed and must be done to keep the US and the Southeast competitive with the rest of the world. We cannot afford to be without a deeper river and the project must go forward. The cost is much higher to the US if we do not complete this project.

Sincerely,

Capt. J. Robert Myrick, Jr. "Jim"
Vice President
Myrick Marine Contracting Corp.
Mailing Address:
P.O. Box 60697
Savannah, GA 31420
Email: Jim@myrickmarine.com
Main Office: 912-964-0711
Direct Line: 912-964-0712 ext. 100
Cell: 912-313-3347
Fax: 912-964-0771
Website: www.MyrickMarine.com
Shipping Address Only:
107 Prosperity Drive
Garden City, GA 31408



From: [Llewellyn, Jonathan F. \(Contractor\)](#)
To: [CFSAS-PD_SAS](#)
Subject: Savannah Harbor Expansion Project - Support for Project
Date: Monday, January 24, 2011 9:20:05 AM

Gentlemen:

Please register my support for the project to deepen the Savannah Harbor.

Regards,

Jon Llewellyn

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OR PROPRIETARY MATERIAL FOR THE SOLE USE OF THE INTENDED RECIPIENT. ANY
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COPIES OF THIS MESSAGE.

From: [Bob Myrick](#)
To: [CESAS-PD, SAS](#)
Subject: Harbor Deepening
Date: Monday, January 24, 2011 2:47:14 PM

The ship channel must be deepened to allow the newer more efficient ships to call the Port of Savannah. The lack of depth would make Savannah less competitive and cost many jobs in the Southeastern United States. The port must be allowed to increase the depth in the interest of National Security if in the event of closure of other large East coast ports due to act of war or terrorism.

The benefit to jobs, security, competitiveness, growth, and safety far out way the cost of the project and annual maintenance costs to the taxpayers.

Respectfully Submitted,

Bob Myrick
President
Myrick Marine Contracting Corp.
Post Office Box 60697
Savannah, GA 31420
P: 912-964-0711
C: 912-313-3346
F: 912-964-0771
Email: Bob@myrickmarine.com
Website: www.myrickmarine.com



From: [Tim Evans](#)
To: [CESAS-PD_SAS](#)
Subject: Public Comment in Support of the Savannah Harbor Expansion Project
Date: Monday, January 24, 2011 2:33:33 PM
Attachments: [Tim Evans \(tim@ghcc.com\).vcf](#)

To Whom It May Concern:

The Nation desperately needs the harbor deepening of the Savannah Port to accommodate the next generation of post-Panamax class ships. These larger ships will serve the needs of industry and consumers throughout the US. Gainesville-Hall County, Georgia and the US will benefit from increased volume of trade as a result of the deepening of the Savannah River from 42 to 48 feet. This project has strong bipartisan support in Georgia.

We support this project.

Thank you,

Tim Evans, CEcD
VP Economic Development
Greater Hall Chamber of Commerce

tim@ghcc.com
Ph: 770-532-6206 ext. 107
Mobile: 678-644-1864

P.O. Box 374
Gainesville, Georgia 30503
USA

www.greaterhallchamber.com

www.greatstorytotell.com

New: Watch the 4-minute version of Why Gainesville-Hall County: <http://www.youtube.com/watch?v=ISavLnJcin4>

From: rjdemott@gmail.com on behalf of [Ray DeMott](#)
To: [CESAS-PD_SAS](#)
Subject: Harbor Deepening
Date: Monday, January 24, 2011 2:25:50 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Name: _____

Thanks and Best Regards
Ray DeMott

From: [John Forbes](#)
To: [CESAS-PD_SAS](#)
Date: Monday, January 24, 2011 2:01:03 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia .

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Name: John P. Forbes

From: [Jack Dressel](#)
To: [CESAS-PD, SAS](#)
Subject: Harbor
Date: Monday, January 24, 2011 1:50:26 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

John P. Dressel

From: [Tom Wright](#)
To: [CESAS-PD_SAS](#)
Subject: SHEP GRR & DEIS Comments
Date: Monday, January 24, 2011 8:48:14 AM

USACE Savannah District Planning
Mr. Bill Bailey;

The Savannah Harbor Expansion Project should be approved and funded as soon as possible.

SHEP benefits all areas of our community, from commercial to environmental. The benefits cover the southeast, include exports and spread across the country. The port will be safer and more efficient when the project recommendations are accomplished.

The Stakeholders Evaluation Group provided a dynamic and effect forum for all the community participants, both regulatory and environmental. All issues brought to the SEG have been addressed.

Although the results are all positive, the planning process has taken too long. Recent delays were due to changes in economic evaluation. These changes reduced the return on investment estimates by half and failed to provide any benefits for safety and exports. The end result was still a strong, positive program with benefits for all.

Thank you for all your USACE work to bring this project to conclusion.

Tom Wright
710 Bradley Point Rd
Savannah, GA 31410
O/C-912-429-3350
H-912-897-1582

From: [Don Billet](#)
To: [CESAS-PO, SAS](#)
Subject: Savannah River Deepening
Date: Monday, January 24, 2011 8:48:25 AM

COMMENT

It makes common sense to proceed and be ready to accommodate the larger ships.

Don Billet, PE



Phone: 912.354.4626
FAX: 912.354.6754
E-Mail: dbillet@hgbd.com
Web: www.hgbd.com
FTP: [files.hgbd.com](ftp://files.hgbd.com)

Hussey, Gay, Bell & DeYoung
Post Office Box 14247 • Savannah, GA • 31416

From: [Brian Diefenbach](#)
To: [CESAS-PD_SAS](#)
Subject: Port of Savannah Harbor Deepening
Date: Monday, January 24, 2011 11:26:03 PM

To Whom it May Concern,

I am writing in support of the harbor deepening in Savannah, Ga. As a resident of Bulloch County and an avid fisherman who uses the Savannah River to access inter costal and deep sea fishing I am in avid support of this for the economic impact it will have on our coastal region. Please approve this so our community can move forward in step with the type of ships who will be calling on the Port of Savannah in future years.

Thanks in Advance,

Brian D. Diefenbach



January 24, 2011

Mr. William Bailey
U.S. Army Corps of Engineers
Savannah District
Attention: PD
100 West Oglethorpe Avenue
Savannah, Georgia 31401

Dear Mr. Bailey,

As the executive director of the Regional Business Coalition of Metropolitan Atlanta (RBC), I want to express our total support for the Savannah Harbor Expansion Project (SHEP).

The RBC believes that the in-depth study you have completed assures that deepening the Savannah River from forty-two feet to forty-eight feet is performed in such a manner as to maximize the national economic benefits while minimizing any harm to the environment.

The RBC recognizes the significant economic impact that the deepening project will generate not only for the Savannah community but also the state of Georgia and communities served by the port. The over 15,000 businesses who make up the membership of the RBC know that the improvements proposed by SHEP will lower the cost of shipping and receiving products to and from foreign ports, provide new opportunities for expansion and job creation in Georgia and other states served by the Savannah port and will provide more and better access to world markets.

The RBC believes there is no other single project that can offer such a significant increase in jobs and economic growth for all regions of our state and the southeastern United States than SHEP. Indeed, we have included support for the necessary state funds for SHEP in our 2011 legislative policy statement. Please know that the RBC chambers, their companies and employees they represent support your work and the completion of SHEP.

Sincerely,

A handwritten signature in blue ink, appearing to read "Terry D. Lawler", is written over a horizontal line.

Terry D. Lawler
Executive Director
Regional Business Coalition of Metropolitan Atlanta

The Regional Business Coalition of Metropolitan Atlanta (RBC) is an organization of over a dozen local Chambers of Commerce throughout the metro Atlanta region. RBC member chambers represent over 15,000 member companies who employ over 3 million metro Atlanta residents. The RBC's primary goal is to represent the interests of RBC Chamber members on regional public policy issues impacting our transportation, water and air quality and to advocate for solutions that improve metro Atlanta's quality of life and economic vitality. RBC member chambers include Central Atlanta Progress, Cherokee County Chamber, Clayton County Chamber, Cobb County Chamber, Covington-Newton County Chamber, DeKalb County Chamber, Douglas County Chamber, Fayette County Chamber, Greater Hall County Chamber, Greater North Fulton Chamber, Gwinnett County Chamber, Henry County Chamber, Metro Atlanta Chamber, Newnan-Coweta County Chamber, Paulding County Chamber and the South Fulton County Chamber of Commerce.

From: louisshame@comcast.net
To: [CESAS-PD_SAS](#)
Subject: Deepening Harbor
Date: Monday, January 24, 2011 3:47:15 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

name Louis Sharpe

From: hollyvoelkel@hotmail.com
To: [CESAS-PD_SAS](#)
Subject: Savannah harbor deepening
Date: Monday, January 24, 2011 5:04:09 PM

I would like to express my personal approval for the deepening of the savannah river. As someone that can see everyday the impact of what will happen if it is not, I can only say that it will be devastating to myself, my family, my co-workers and their families, and to the entire region. This is very important for not only the livelihood but the economic survival of the state. Thank you for your time.
Connected by DROID on Verizon Wireleiss

From: [Ina Hardin](#)
To: [CESAS-PD_SAS](#)
Subject: harbor deeping
Date: Monday, January 24, 2011 6:20:33 PM

The deepening of the Savannah harbor is an important project for the Port of Savannah. It will keep an already economy booster to this area and to Georgia. This project needs to move forward as fast as possible.

Howard Hardin
retired GPA

From: annieem57@aol.com
To: [CFSAS-PD_SAS](#)
Subject: Savannah Harbor Expansion Project
Date: Monday, January 24, 2011 5:30:28 PM

Dear Sir/Madam:

As an employee of the Georgia Ports Authority (GPA) for 23 years, I have seen incredible growth and productivity gains at the Port. The regional distribution centers, with better paying jobs, are not only located around Savannah but follow Interstates 95 and 16 to afford more work opportunities to the underemployed and unemployed in other counties.

Additionally, many workers employed by the GPA and other non-GPA personnel working or conducting business on the terminals (ILA, truckers, vendors, etc.) travel from other counties and states which includes a significant number residing across the Savannah River in South Carolina.

The Georgia Ports Authority has a regional impact as the fourth largest container port in the nation with GPA exports greater than imports helping to offset the trade imbalance. There are 295,000+ jobs related to the Georgia Ports Authority and associated Federal taxes are \$3.5 billion along with state & local taxes of \$2.6 billion.

Please deepen the harbor to 48 feet; it has been studied in excess of ten years. The Panama Canal is slated for completion in 2014 and this deeper harbor is needed to accomodate the larger ships that will be passing through it.

Cathy Willis

From: [chris.rice](#)
To: [CESAS-PD_SAS](#)
Subject: SHEP comments
Date: Monday, January 24, 2011 5:43:44 PM

Dear Mr. William Bailey:

It is important that the Savannah Harbor be expanded to 48 ft, as this expansion is vital to the growth, and success of Georgia, United States, and to maritime partners around the globe.

The proposed project depth of 48 feet will improve safer navigation for deep draft vessels, and will allow vessels a deeper draft with an unconstrained transit. In addition, it will enhance the queuing of vessels, minimize impacts to deeper draft vessels, and with the realignment of the channel for passing areas will improve safer navigable transit for deep draft vessels.

The expansion is critical to all vessel traffic using the Savannah River, and by having 48 feet you allow for more hours in a tide window for vessel with more capacity to arrive and depart without causing delays to other vessels not tidally constrained and allows for safer conditions for pilotage, asset management, and vessel transit. The expansion will equally enhance and adequately support the vessel movements for two-way traffic in Savannah River.

The documents and information supports harbor expansion from the economics, the engineering, and evaluation to maintain and improve the environmental mitigation of the Savannah River, and it is clear that justification for 6 more feet speaks volumes to deepening this harbor to 48 feet.

Respectfully,

Chris Rice

From: [Robin Rutherford](#)
To: [CESAS-PD_SAS](#)
Cc: tadl@mindspring.com; [Robin Rutherford](#)
Subject: Savannah Harbor Expansion Project (SHEP)
Date: Monday, January 24, 2011 5:48:03 PM
Importance: High

Dear Mr. William Bailey,

The Atlanta Regional Commission (ARC) is the state designated regional planning agency for the 10-county metropolitan Atlanta region. Our organization is composed of the local elected leadership of the 10-counties and the City of Atlanta.

ARC supports the widening and deepening of the Savannah Harbor to a maximum of 48 feet. This project is critical not only to the State of Georgia, but also to the southeastern U.S.

The Port of Savannah is one of the fastest growing ports in the country and it is absolutely essential that the deepening project move forward in a timely manner so the Port can accommodate the larger container ships that will be moving through the Panama Canal in the future.

Respectfully,

Tad Leithead
Chair
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303
Phone: 404.463.3100 | Fax: 404.463.3205
E-mail: tadl@mindspring.com
Visit ARC's Website at: www.atlantaregional.com

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From: [Carolyn Roush](#)
To: [CESAS-PD_SAS](#)
Subject: harbor deepening project
Date: Monday, January 24, 2011 10:00:37 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Name: **Michael W. Roush, Sr.**

From: [Angela Hendrix](#)
To: [CFSAS-PD_SAS](#)
Subject: In support of harbor deepening!
Date: Monday, January 24, 2011 10:00:40 PM

Angela Hendrix
AMH Communications
912.856.7329
468 Kingston Circle
Richmond Hill, Ga. 31324
angela@amhcommunications.net

From: BStep28991@aol.com
To: [CF5AS-PD_SAS](#)
Subject: Harbor Project
Date: Monday, January 24, 2011 10:01:18 PM

I am in favor of deepening the Harbor to 48 FT

Byron A Stephens SR
22 Vista Point Dr
Savannah, Ga 31406



From: [Carolyn Roush](#)
To: [CESAS-PD_SAS](#)
Subject: harbor deepening project
Date: Monday, January 24, 2011 10:02:15 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Name: **Carolyn A. Roush**

From: [Carolyn Roush](#)
To: [CESAS-PD_SAS](#)
Subject: harbor deepening project
Date: Monday, January 24, 2011 10:02:15 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Name: Michael W. Roush, Jr.

From: [Dee Herb](#)
To: [CESAS-PD, SAS](#)
Subject: Harbor Deepening
Date: Monday, January 24, 2011 10:02:50 PM

To whom it may concern - I am a resident of Tybee Island in the county of Chatham - I fully support the deepening of the Savannah Harbor to 48ft .

Regards, Dee Herb

Dee Herb
Coastal Territory Manager
Quality Wine & Spirits
2279 Defoor Hills Road
Atlanta, GA 30318-220
912-695-0147 cell
dherb@qwine.com
www.qwine.com



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From: [Tim](#)
To: [CESAS-PD_SAS](#)
Date: Monday, January 24, 2011 10:35:01 PM

The Savannah harbor MUST be deepened in order for our region to continue to compete globally. If we do not do this, the consequences could be dire. We deal with this or we deal with increased poverty and all of its ripple effects.

Tim Feathers

From: [Fred Beason](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP comment
Date: Tuesday, January 25, 2011 7:34:43 AM

As a State Pilotage Commissioner, local business owner, member of the

US Coast Guard - Marine Safety Unit (USCG-MSU) Safety Committee, participant in the long running Sake Holders Evaluation Group (SEG), member of the Savannah Maritime Community I would like to express an enthusiastic approval for the proposed Savannah Harbor Expansion Proposal!

The improvements in the Savannah Harbor will increase safety for vessels presently transiting the existing harbor. The improved under keel clearance would reduce the opportunity for damage to vessels hulls as they transit the commercial areas by providing requested depths for vessels transiting the harbor with out utilizing tidal lift. Under the current system the deep draft vessels need to be scheduled for arrival or departure with the tide cycle. If there is a natural hurdle (i.e. fog) or mechanical hurdle the vessel is restricted in its safe passage. These occurrences not only present environmental hazards they always result with higher operational costs that compute to increases consumer costs. The review of the proposed improvements in the harbor by the scientific and engineering parties provide non bias documentation to not only support these improvements but also include improvement safety valves for unexpected negative impacts while providing improvements in the system for past changes that have now been identified as environmental over sights.

There is documented evidence the existing harbor is a national asset for the expeditious deployment of our local military forces. Facts confirm the existing harbor has a proven positive impact of the local, state, region and national economy that will increase with the harbor expansion! I support the harbor improvement.

With best of regards,

Fred N. Beason, Jr.

Fred@BottomLineEcho.com



Georgia Poultry Federation

January 24, 2011

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey:

The Georgia Poultry Federation supports the proposed Savannah Harbor Expansion Project. The Federation is a trade association which represents the poultry industry in Georgia, the nation's leading poultry producing state.

The poultry industry is the largest segment of agriculture and agribusiness in Georgia, accounting for over \$20 billion in economic impact annually according to a recent study conducted by the University of Georgia. The jobs of nearly 100,000 Georgians depend on the poultry industry either directly or indirectly.

Exports are vitally important to Georgia poultry producers today, but more importantly, the future economic viability of Georgia's poultry industry depends on maintaining our competitive position compared to other poultry producing nations. We must accomplish this by retaining our current international customers to the extent possible, while penetrating new markets in the future. The Port of Savannah has been a key factor in maintaining the competitive advantage for poultry producers in Georgia and the southeastern United States. In fact, poultry products valued at nearly \$700 million were shipped through the Port of Savannah in 2010 alone.

The balance of imports and exports which exists through the Port of Savannah today provides an indicator of the tremendous potential for agricultural exports in the future -- agriculture is a significant part of this trade balance. Some experts predict that the demand for food in the world will double or triple by 2050. We believe that Georgia and the southeast are poised to benefit from this increased demand. An efficient and competitive port is a critical piece of the infrastructure that will enable agricultural producers in Georgia and the southeast to take advantage of this opportunity.

We believe that the Port of Savannah must be deepened if we are to remain competitive in the post Panama Canal expansion era. We also believe that the Corps' extensive analysis of the alternatives, environmental impacts, and costs and benefits demonstrates that the harbor deepening is based on a sound plan, environmentally and economically.

Thank you for the opportunity to provide comments in support of the Savannah Harbor Expansion Project.

Sincerely yours,

A handwritten signature in cursive script that reads "Mike Giles".

Mike Giles, President

P.O. Box 763
Gainesville, Georgia 30503

518 South Enota Drive
Gainesville, Georgia 30501
email: mike@gapf.org

770-532-0473
Fax: 770-532-7543

W. Paul Bowers
President and
Chief Executive Officer

Bin 10240
241 Ralph McGill Boulevard NE
Atlanta, Georgia 30308-3374
Tel 404.506.5355
Fax 404.506.7985
wpbowers@southernco.com

#1742



January 19, 2011

Mr. William Bailey
US Army Corps of Engineer, Savannah District
ATTN: PD
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey,

On behalf of Georgia Power, one of the largest employers in Georgia, I am writing to express our full support of the Savannah Harbor Expansion Project (SHEP).

Georgia Power has a long history of aligning with state and community leadership to ensure Georgia remains a growth engine in the Southeast as well as the nation. The company's motto of being "a citizen where we serve," speaks to its commitment to engage community, regional and state partners to facilitate smart growth and simply, lend its leadership expertise and resources to promote Georgia's success. Georgia Power takes this responsibility very seriously. The company's reach around the state is vast. In fact, it is difficult to find an area of leadership that does not have a key company representative around the table.

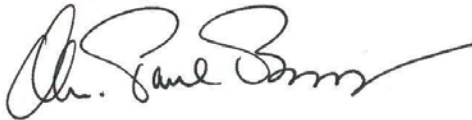
We believe there has not been a project where leadership from around the state have been more closer united in agreement than the subject of the vital importance of the Savannah port deepening project. The deepening of the port and expansion of existing capabilities to receive larger ships coming from the Panama Canal expansion is essential for Georgia and Southeast commerce as well for the interest of the nation. Although numbers are yet to be fully realized, it is estimated that as much as 25 % of ocean trade flows could shift from the west to east coast of the United States due to the Panama Canal expansion. Savannah, the second busiest port on the East Coast after the Port of New York/New Jersey and the fastest-growing, is a critical U.S. hub to accommodate this world shift in commerce, once the deepening is accomplished.

We know from our 80 years of experience in community and economic development, and especially in business recruitment, the value the ports bring to attracting companies to Georgia, largely in manufacturing and logistics. Many of the companies we assisted cited the Savannah port as its reason for locating in Georgia.

One of Georgia's largest and fastest-growing industries is transportation and logistics. Georgia's ports are instrumental in attracting these types of companies. The Atlanta metro area is the nation's fifth largest transportation and logistics cluster and the largest in the Southeast, according to the Harvard Cluster Mapping Project 2011. Of the companies Georgia Power's Community & Economic Development group assisted in locating in the last five years, 23% were in warehousing and transportation, creating 11,500 jobs and \$2.9 billion in capital investment. Supporting port deepening will allow our state and the Southeast to continue to be successful in attracting these companies and continue the export-import engine that the Savannah port has quickly become.

We believe supporting the Savannah Harbor Expansion Project (SHEP) will provide a highly cost-effective return on investment for Georgia and the nation. Georgia's historical economic success and beginnings have always been tied to its success in moving product and people. Georgia is home to the world's busiest airport because of its commitment to efficiency and superior geographic location, and it is positioned to efficiently move world commerce just the same. For this reason, Georgia Power stands firmly behind SHEP with local, regional and state leaders.

Sincerely,

A handwritten signature in black ink, appearing to read "Ch. Paul Brown". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

#743

Kiwanis Club of Atlanta

"Serving the Children of the World"

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MACK D. SECORD, PRESIDENT ELECT
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GEORGE WIEDER
J. BLAKE YOUNG

January 18, 2011

William Bailey
ATTN: PD, U.S. Army Corps of Engineers
Savannah District
100 West Oglethorpe Ave.
Savannah, GA 31401-3640

Re: Savannah Harbor Expansion Project

Dear Mr. Bailey:

The Kiwanis Club of Atlanta is a diverse organization of 250 civic and business leaders in Metro Atlanta. Since 1918, the club has had a positive impact on our city and state.


The Garden City Terminal at Savannah Harbor is currently the second largest container port in the United States east coast and the fourth largest in the country. It services more than 50 container ship services, which call weekly on a fixed day schedule. However, the Savannah Harbor also has the shallowest controlling depth for a major port.

We strongly support the deepening the Savannah Harbor from its current 42-foot depth to 47 or 48 feet deep from the Harbor Entrance Channel to the Garden City Terminal, channel widening and deepening of the Kings Island Turning Basin and channel widening at three bends.

At the present time there is inefficient operation of container ships in the channel at the Savannah Harbor which affect our country's international trade transportation costs. We understand that existing ships are experiencing problems associated with turning capabilities and overall maneuverability in the inner harbor. These problems will increase as vessel sizes increase.

The Savannah Harbor Expansion Project will reduce the transportation cost of import and export trade through the Savannah Harbor and contribute to increases in the national net income. It will also dovetail with the rapidly expanding cargo capabilities at the Hartsfield Jackson Atlanta International Airport.

Sincerely,


Kathy Kite
President

Suite 804 • 100 Edgewood Avenue • Atlanta, Georgia 30303 • (404) 521-1443 • Fax (404) 521-1444
www.kiwanisatlanta.org • kiwanisatlanta@gmail.com



#744

January 7, 2011

Mr. William Bailey
US Army Corps of Engineers - Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640

Via e-mail: CESAS-PD@usace.army.mil

Dear Mr. Bailey,

I am writing to state, for the record, the importance of the Savannah Harbor Expansion Project to the WS Badcock Corporation.

Our company currently utilizes the Port of Savannah as a major east coast gateway for importing our products and provided adequate infrastructure is available, we plan to continue to grow our trade through the port for many years to come. However, the current -42 foot mean low water depth of the Savannah River is no longer sufficient to accommodate the post-Panamax vessels we rely on today to transport our goods. This deficiency will be more significant in the future as we expect larger containerhips to be introduced by carriers serving the US east coast upon completion of the Panama Canal expansion.

As you know, the newer post-Panamax vessels offer greater economic and environmental efficiencies that make their use both a preference as well as a priority to older generation vessels. SHEP is critical to the continued cost-effectiveness of our business and our ability to create jobs and reduce costs to U.S. consumers. By being able to load more boxes on fewer ships, our transportation costs are significantly decreased. Furthermore, ready access to the newer larger vessels at the Port of Savannah will avoid the higher financial and environmental costs of trucking our products to/from ports that are further from our markets and distribution network."

It is imperative that the Savannah Harbor be deepened to -48 feet at mean low water and that this project is completed as quickly as possible. Our business and that of other United States exporters and importers, is depending on it.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Brinkman".

Greg Brinkman
VP Supply Chain
WS Badcock Corp.
PO Box 497
Mulberry, FL 33860

cc: Wogan Badcock III

W.S. Badcock Corporation
P.O. Box 497 Mulberry, Florida 33860 863/425-4921 www.badcock.com

746

P.O. Box 151
Sandersville, GA 31082

800-342-6462
FAX 478-552-0384



Savannah, GA
800-762-3042

Charleston, S.C.
800-443-0928

Sylacauga, AL
800-335-9947

January 19, 2011

Mr. William Bailey
Attn: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey:

On behalf of B-H Transfer Co. and its 167 employees and 194 independent contractors, I am hereby submitting my support of the proposed deepening of the Savannah Harbor. B-H Transfer Co. is one of the largest motor carriers serving the Port of Savannah.

By increasing the Savannah River's channel depth to 48 feet, the Savannah Harbor Expansion project (SHEP) will provide U.S. exporters and importers the infrastructure required to efficiently accommodate global commercial demands. The SHEP will allow access to the new generation of larger container vessels, using the expanded Panama Canal beginning in 2014. In turn, this will provide my company and others cost savings and efficiencies in ocean commerce that are essential to create new jobs for Georgians. This is an important national priority because the Port of Savannah serves more than 44 percent of the U.S. population and is the fastest growing container port in the nation and the second largest on the East Coast. Furthermore, Savannah handles 12 percent of all U.S. containerized exports of which my company is heavily engaged.

In this challenging economic environment, it is important for our government to make the investments required to support job growth in the United States. With a nearly 5-to-1 benefit-to-cost ratio, America cannot afford to pass up the opportunity for economic growth created by this important project.

Again, I appreciate your time and efforts towards the successful completion of this nationally significant project.

Sincerely,

Frank L. Young, Jr.
President

jd

cc: Hugh M. Tarbutton
Ben Tarbutton, Jr.



January 19, 2011

Mr. William Bailey
United States Army Corps of Engineers
Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401

Dear Mr. Bailey:

On behalf of our 2,100 business members representing over 77,000 employees in our area, we strongly encourage the U.S. Army Corps of Engineers to proceed with the Savannah Harbor Expansion Project.

The Savannah Harbor serves as the fourth largest and fastest growing container port in the United States handling 8 percent of all U.S. containerized cargo and more than 18% of all East Coast trade. Georgia's ports also represent 300,000 jobs and \$2.6 billion in state and local taxes. The shipping/logistical sector is a major economic driver in our region, supports our expanding industrial base and provides numerous other substantial benefits to other sectors of our economy.

Deepening the harbor and channel to reflect a depth of 48 feet at mean low water will further enhance our port's ability to serve global commerce and meet the demands set forth in the National Export Initiative.

The Georgia Ports Authority, private terminal operators and numerous other stakeholder groups have been studying and reviewing this project for the last 12 years. We feel confident that the project is ready to be funded which will hopefully lead to a construction start date in the first quarter of 2012.

Thank you for your assistance and support of the Savannah Harbor Expansion Project. We look forward to your final report in the coming months.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick Graham', written over a horizontal line.
Patrick Graham
2011 Chamber Chairman

A handwritten signature in black ink, appearing to read 'William W. Hubbard', written over a horizontal line.
William W. Hubbard
President & CEO

We clearly see the proposed deepening of the harbor as substantially enhancing the safety of our port. The entire Board of Pilotage Commissioners strongly supports the proposed expansion of the Savannah Harbor to 48 ft.

Very Truly Yours,

A handwritten signature in black ink, appearing to read 'S. Formey', with a long, sweeping horizontal line extending to the right.

Sylvester C. Formey, Chairman

cc: Mr. Edward Brennan, Jr.
Mr. Benjamin S. Bryan
Mr. Christopher Desa
Mr. Fred N. Beason, Jr.
Mr. Robert S. Creech, III
Mr. Joseph Cetti
Mr. James Blackburn
Mr. James Pannell

Environmental Affairs
Bin 10221
241 Ralph McGill Boulevard NE
Atlanta, Georgia 30308-3374
Tel 404.506.7063



Via Electronic Mail

January 25, 2011

Mr. William Bailey
Attn: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640

Re: Comments of Georgia Power Company on the Draft General Re-evaluation Report (GRR)
and the Draft Tier II Environmental Impact Statement (EIS) for the Savannah Harbor
Expansion Project

Dear Mr. Bailey:

Georgia Power Company ("Georgia Power" or the "Company") appreciates the opportunity to comment on the above-referenced EIS and GRR. Based on our review of these documents, the Savannah District U.S. Army Corps of Engineers (the "Corps") has conducted an extensive examination of the proposed project, its alternatives, affected environment, environmental impacts (direct and cumulative), and economic impacts. Importantly, we believe the EIS and GRR contain a reasonably thorough discussion of the significant aspects of the probable environmental consequences of the proposed project. In addition, the Corps has proposed adequate mitigation measures where needed. Based on the Corps' examination of the proposed project's environmental and economic impacts and the Corps' proposed mitigation plan, the Corps has satisfied the requirements of the National Environmental Policy Act ("NEPA"), as well as the Water Resources Development Act of 1999 ("WRDA"). Accordingly, the Company supports the Savannah Harbor Expansion Project.

Below, Georgia Power discusses the Corps' compliance with NEPA and WRDA, and provides some supporting comments highlighting the public participation aspect of the process and certain environmental issues. In a separate letter, the Company addresses the significance of the proposed project to Georgia's economy.

A. NEPA and WRDA Compliance

The two primary legal authorities driving the development of the EIS and the GRR are NEPA and WRDA. NEPA requires the responsible federal agency to prepare an environmental impact statement for major federal actions significantly affecting the quality of the human environment. An environmental impact statement is expected to "provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of the reasonable alternatives which avoid or minimize adverse impacts or enhance the quality of the human environment." See 40 C.F.R. §1502.1. In carrying out this mandate, courts have characterized this

obligation as requiring a reasonably thorough discussion of the significant aspects of the probable environmental consequences of a particular project. Stated another way, the federal agency preparing the EIS must take a "hard look" at the potential environmental consequences of the proposed action. The EIS and GRR together assemble the information and analysis required by NEPA.

In 1999, under the WRDA, Congress conditionally authorized deepening the Savannah Harbor Navigation Project to a maximum controlling depth of 48 feet within the river channel contingent upon the completion of a GRR and a Tier II EIS, a mitigation plan, and an incremental analysis of the channel depths from 42 to 48 feet. The above-referenced GRR and the accompanying Tier II EIS have been developed to fulfill the conditions of the conditional authorization Congress granted. Together, the GRR and EIS provide documentation of the analyses conducted in developing a recommended plan for navigation improvement and environmental mitigation, including an assessment of mitigation plans for alternative channel depths. Thus, the Corps has met its NEPA and WRDA obligations.

While the EIS and the GRR address numerous issues, below Georgia Power provides specific comments regarding the public participation process and certain environmental issues to highlight, by way of examples, the comprehensive effort the Corps has undertaken regarding the proposed project.

B. Public Involvement

Georgia Power applauds the extensive public input that the Corps facilitated throughout the process of developing the EIS and the GRR. In addition to the other federal agencies involved in the proposed project, the Corps coordinated with numerous state and local agencies, interested and affected groups, and individuals. The Corps consulted with state and local agencies such as the South Carolina Department of Health and Environmental Control, the Georgia Department of Natural Resources (DNR) Coastal Resources Division, Georgia DNR Wildlife Resources Division, Georgia DNR Environmental Protection Division, and the City of Savannah throughout the process and in preparation of the environmental analyses.

Furthermore, a Stakeholder Evaluation Group (SEG), which includes concerned members of the general public and agency officials, was also formed specifically to provide input to help the process. The first SEG meeting occurred on January 12, 1999. Since then, at least 65 SEG meetings have been held. SEG was instrumental in identifying potential environmental impacts, appropriate impact assessment tools and techniques, and mitigation measures.

In addition to SEG, the Corps used other methods to involve the public. On February 21, 2002, the Corps held a scoping meeting to discuss the project and seek input. The public has also been made aware of the project through the distribution of brochures and through discussion of the proposed project at various professional and community groups and public meetings. In the process of conducting numerous meetings and analyses spanning over a decade, the Corps responded to concerns from interested parties with additional studies and, with those concerns in mind, structured its proposed mitigation plan.

C. Environmental Issues

The Corps took the required “hard look” at the environmental impacts and potential mitigation actions related to the proposed project. By way of examples, the Corps closely examined the affected fisheries and protected species (including endangered shortnose sturgeon habitat, striped bass spawning and nursery areas), salinity with particular focus on its impact on wetlands, and levels of dissolved oxygen in the harbor. Furthermore, the EIS and GRR have been produced consistent with current regulatory policy in that they ensure that project-related adverse environmental impacts have been avoided or minimized to the extent practicable, and that remaining unavoidable significant adverse impacts are mitigated.

1. Fisheries and Protected Species

The Corps and involved agencies engaged in a substantial effort to conduct and coordinate evaluation of potential negative effects of the proposed project on striped bass habitat, state and federally-protected species and their habitats, and the federally-listed shortnose sturgeon. This effort resulted in plans to mitigate those potential effects. The Corps proposes to offset sturgeon lifecycle habitat impacts by restoring access to historic spawning areas. In addition, the Corps proposes to offset striped bass lifecycle habitat impacts by increasing annual stocking.

2. Wetlands Mitigation

The Corps followed standard practice for wetland mitigation planning by systematically considering avoidance of impacts, reduction of impacts, and finally replacement or compensation for unavoidable impacts. These impacts are largely related to salinity intrusion. As is standard practice, where unavoidable impacts must be mitigated, priority-ranked consideration was given to ways to mitigate by enhancement, creation, preservation, or compensation. The Corps' evaluation of ways to reduce wetlands impacts generated a broad range of direct and indirect conceptual mitigation actions.

3. Adequacy of the Wetland Mitigation Alternatives Analysis

The Corps demonstrated procedural and technical due diligence by following current regulatory standard operating procedures as steered by reviewing agencies, and consulting with stakeholders in an attempt to identify sites where freshwater wetlands could be restored, enhanced or created within the basin as in-kind mitigation. The EIS indicates that numerous means were taken to avoid and/or minimize adverse wetland impacts. The Corps' current wetland mitigation plan would result in an excess of wetland credits to be available as “advance mitigation” for the existing Savannah Harbor Navigation Project.

4. Adequacy of Dissolved Oxygen Analysis

Dissolved oxygen is a critical resource in the harbor that experiences low levels during the warm summer months. The states of Georgia and South Carolina are working cooperatively with the U.S. Environmental Protection Agency to implement a dissolved oxygen Total Maximum Daily Load. Dissolved oxygen studies previously conducted for the Savannah Harbor Ecosystem

Mr. William Bailey
January 25, 2011
Page 4


Restoration Study were incorporated into the EIS. After examining numerous methods of improving oxygen levels in the Savannah Harbor, the Corps proposes flow-altering plans and oxygen injection as the most cost effective method for raising dissolved oxygen in the harbor.

D. Conclusion

The Company recognizes that the EIS and the GRR are the culmination of substantial iterative, collaborative efforts made by the Corps to conduct and coordinate evaluation of potential environmental effects from the proposed Savannah Harbor Expansion Project. Evaluations included that of various experts (such as wetlands, water quality, and fisheries experts) within the federal and state natural resource agencies and stakeholder organizations. Also, the EIS clearly shows that public involvement has been a major part of the process, and the collaborative effort to date produced the best information that could reasonably be developed to identify changes that could be expected from the proposed project. Impacts are either avoided or minimized to the maximum extent possible in the proposed action. Mitigation is proposed for unavoidable impacts to significant resources such as the loss of freshwater tidal marsh within the Savannah National Wildlife Refuge, reduced dissolved oxygen within the inner harbor, and loss of habitat for the shortnose sturgeon and striped bass. Georgia Power offers no objection to mitigation plans featured in the EIS and GRR.

As discussed above, the Corps has demonstrated the requisite "hard look" by performing exhaustive studies over numerous years, soliciting and accommodating input from stakeholders, and thoroughly re-analyzing areas of particular concern. In light of the Corps' comprehensive effort, Georgia Power supports the proposed project.

Sincerely,



Ronald Shipman
Vice President Environmental Affairs

From: [Tom & Helen Shantz](#)
To: [CESAS-PD_SAS](#)
Subject: SAVANNAH HARBOR
Date: Tuesday, January 25, 2011 12:04:22 PM

AS A RESIDENT AT 3 BUCKTHORN LANE I APPROVE OF THE PLANNED EVSPANSION
OF THE SAVANNAH HARBOR. TOM SHANTZ

From: [Fred Beason](#)
To: [CESAS-PD_SAS](#)
Subject: SHEP
Date: Tuesday, January 25, 2011 7:41:49 AM

I would like to support the Savannah Harbor Expansion. The improvements in the harbor improve safe passage of vessels. The increased draft provides for the continued ready deployment of military from our port, improved national and inter national economic competitiveness of our port!

All point to the expeditious implementation of these proposed depths of 48' MLLW.

Regards,
Carole B. Beason
Carole@BottomLineEcho.com



Mr. William Bailey
U.S. Army Corps of Engineers, Savannah District
100 West Oglethorpe Ave.
Savannah, Ga. 31401-3640

01/25/2011

Re: Harbor Deepening

Mr. Bailey,

As the owner of several businesses person and a lifelong resident of Savannah I wanted to put my two-cents in about the deepening (or lack of) project. I can draw some distinct parallels between the quality of the Savannah River now and what it used to be like. I can remember growing up and skiing in front of the Sugar Refinery and remembering how dirty the water was. We had industries dumping everything from process water from the Paper Mills (I retired from IP in 2000) to orange discharges from American Cyanamid which was orange in color. I point this out in how good we have become stewards of the river since the 60's and 70's before we started cleaning up the environment. I have a tour company and provide high end tours for business and professionals in the river. I am amazed how people are impressed by the river and its tributaries and also the high air quality that is maintained here. I say this because most industry here since that time has grown and still maintained an equal or even better quality of life for the residents of Savannah and Chatham County. I am not going to go into the details of the study or results. But I will say the study has passed all the criteria from environmental to a return on investment. This deepening is not just about GPA but many other terminals (Petroleum , Military ships, etc) that are located here that in the future may also take advantage of the deeper harbor to bring in ships that are more cost effective. I ask on behalf of myself and the other 300,000 Georgians that this port impacts and ask the Corps of Engineers to move ahead with this project. I also ask that it be put on a fast track in order to let Savannah's Port deliver the cost advantages that the GPA has spent time and money implementing in a timely manner. In closing I think we can do the deepening and still protect the environment.

There has to be a balance reached and I know that it can be done. Please don't hesitate in calling me should you have any questions regarding this or any other matters. **Just do it!!!!**.

Regards,

Mikell F. Cates

www.savannahporttours.com

www.savannahportjournal.com

www.savannahcams.com

Savannah Yacht Enterprises, LLC.

Just do it!!!!!!

From: [michael.pilgrimII](#)
To: [CESAS-PD_SAS](#)
Subject: SAVANNAH HARBOR DEEPTH CHANGES
Date: Tuesday, January 25, 2011 9:06:22 AM

As a retired Trucker, I have realized the importance of making Savannah competitive in the import business. many containers are offloaded and sent to distribution companies here in savannah for breakdown and reshipping by truck to the ultimate end users throughout the usa and canada. if we do not deepen all aspects of our port/harbor accesses then we fail to continue to compete in this economic distribution process and allow other areas to flourish from the economic gain as we wither on the vine. With the project to enlarge the panama canal, we need to keep pace. new york and new jersey and deleware are 'keeping up with the joneses' and we should too. The ports in virginia have become the home port/base for several new businesses that are flourishing in this economy. when you read the packaging info, you can see which states/cities are doing their part in keeping their ports competitive. thank you for this opportunity to make my views known. mike pilgrim(retired trucker of 40 years over the road) i hauled meat and produce east and then hauled imports west.m

From: drhodes@gaports.com
To: [CESAS-PD_SAS](#)
Subject: Harbor deepening
Date: Tuesday, January 25, 2011 9:28:47 AM

Every corner of the state relies upon Georgia's deepwater ports. Imports and exports alike fuel small and large businesses and help make Georgia the transportation and logistics hub of the Southeast. Georgia's ports continue to maintain and create jobs as one of the state's strongest economic engines, fostering the development of virtually every industry. Even during periods of extreme economic and financial stress, Georgia's ports not only generate substantial economic impacts, adding jobs in the most challenging times experienced in several generations.

The Savannah Harbor Expansion Project not only will benefit Georgia, but it is also a project of national significance. With more than 1.1 million TEUs of containerized freight exported through the Port of Savannah, the GPA handled 12 percent of all U.S. containerized exports and 8.3 percent of the total U.S. containerized cargo volume for FY2010. The Port of Savannah's balanced export-to-import ratio promotes efficiency for its customers and has helped to drive economic recovery throughout the state of Georgia and the entire Southeast.

In order to more efficiently accommodate the larger vessels already calling on the U.S. East Coast, the Savannah Harbor Expansion Project **must deepen the river to 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 nation, while significantly reducing transportation costs for U.S. shippers.

As the Southeast's gateway to the world, Savannah's harbor must be able to accommodate larger vessels in order to more efficiently serve global commercial demands.

Debbie Rhodes
External Affairs
Georgia Ports Authority
(912) 964-3855 office
(912) 964-3921 fax

From: JGroover18@aol.com
To: [CF5AS-PD_SAS](#)
Subject: SAVANNAH RIVER DEEPENING
Date: Tuesday, January 25, 2011 10:51:13 PM

January 25, 2011

Mr. William Bailey
Attn: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Re: Comments on USACE Draft Tier II Environmental Impact Statement and Draft General Reevaluation Report for improvements and continued maintenance of the Savannah Harbor Federal Navigation Project, Chatham County, GA and Jasper County, SC

Mr. Bailey:

I am writing as a concerned citizen on the deepening of the Savannah River to 48 feet. As a wife of a Savannah River Pilot, I have seen how the shipping industry affects Savannah and the entire southeast.

I have watch the ship traffic increase and the port flourish over the last 20 years. With this prosperity comes the concern of safety with the number and size of the vessels at the current river depth. Throughout these years, Savannah has grown into a respectable port and should pride itself with its business transactions and safety record. Without this deepening I'm afraid Savannah will lose its opportunity to stay competitive with the other ports in the southeast.

Thank you for the opportunity to participate in the opinions of this study.

Sincerely,

Jodi R. Groover

From: tanderson@hipage.com
To: [CESAS-PD_SAS](#)
Date: Tuesday, January 25, 2011 9:45:07 AM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Name: Tricia Anderson

From: Savpilot18@aol.com
To: [CF5AS-PD_SAS](#)
Subject: SAVANNAH RIVER DEEPENING
Date: Tuesday, January 25, 2011 10:20:46 PM

January 25, 2011

Mr. William Bailey
Attn: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Re: Comments on USACE Draft Tier II Environmental Impact Statement and Draft General Reevaluation Report for improvements and continued maintenance of the Savannah Harbor Federal Navigation Project, Chatham County, GA and Jasper County, SC

Mr. Bailey:

As Vice President of the Savannah Pilot Association and active River Pilot on the Savannah River, I support and encourage the deepening of the Savannah River to 48 feet as described in the Impact Study.

Deepening the river to 48 feet will greatly increase the safety for the next generation for ships on the horizon to a port that already prides itself with an incredible safety record. In fact I have had the opportunity to handle some of these vessels already. In my position, I have seen first hand what the impact of the Savannah River shipping commerce has had, not only on Georgia, but on the entire southeastern United States. The effect of this deepening will only enhance transit in and out of the Savannah River.

Sincerely,

Capt. J. Nicholas Groover

From: [Kilduff, Melinda](#)
To: [CESAS-PD, SAS](#)
Subject: Savannah Port Expansion
Date: Tuesday, January 25, 2011 5:11:06 PM

Dear Mr. Bailey,

I am writing to state, for the record, the importance of the Savannah Harbor Expansion Project to Carter's Inc.

Our company currently utilizes the Port of Savannah as a major east coast gateway for importing our products and provided adequate infrastructure is available, we plan to continue to grow our trade through the port for many years to come. However, the current -42 foot mean low water depth of the Savannah River is no longer sufficient to accommodate the post-Panamax vessels we rely on today to transport our goods. This deficiency will be more significant in the future as we expect larger containerhips to be introduced by carriers serving the US east coast upon completion of the Panama Canal expansion.

As you know, the newer post-Panamax vessels offer greater economic and environmental efficiencies that make their use both a preference as well as a priority to older generation vessels. SHEP is critical to the continued cost-effectiveness of our business and our ability to create jobs and reduce costs to U.S. consumers. By being able to load more boxes on fewer ships, our transportation costs are significantly decreased. Furthermore, ready access to the newer larger vessels at the Port of Savannah will avoid the higher financial and environmental costs of trucking our products to/from ports that are further from our markets and distribution network."

It is imperative that the Savannah Harbor be deepened to -48 feet at mean low water and that this project is completed as quickly as possible. Our business and that of other United States exporters and importers, is depending on it.

Regards,

Melinda Kilduff

Melinda Kilduff

Carter's Inc.

Import Compliance Manager

770-389-6328

From: [SANKARAN LAKSHMAN](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP Comment
Date: Tuesday, January 25, 2011 4:56:30 PM

It is important that the Savannah Harbor be expanded to 48 ft, as this expansion is vital to the growth, and success of Georgia, United States, and to maritime partners around the globe. The proposed project depth of 48 ft will improve safer navigation for deep draft vessels, and will allow vessels a deeper draft with an unconstrained transit. In addition, it will enhance the queuing of vessels, minimize impacts to deeper draft vessels, and with the realignment of the channel for passing areas will improve safer navigable transit for deep draft vessels.

The expansion is critical to all vessel traffic using the Savannah River, and by having 48 ft you allow for more hours in a tide window for vessel with more capacity to arrive and depart without causing delays to other vessels not tidally constrained and allows for safer conditions for pilotage, asset management, and vessel transit. The expansion will equally enhance and adequately support the vessel movements for two-way traffic in Savannah River.

The documents and information supports harbor expansion from the economics, the engineering, and evaluation to maintain and improve the environmental mitigation of the Savannah River, and it is clear that justification for 6 more feet speaks volumes to deepening this harbor to 48 feet.

Respectfully,

Capt. S. Lakshman
Colonial Marine Industries
Savannah, GA 31412
912 231 2273 W
912 313 1577 C

From: [Clark, Hays](#)
To: [CESAS-PD, SAS](#)
Subject: Savannah harbor Expansion Project
Date: Tuesday, January 25, 2011 4:15:40 PM

Good day Sir/Madam,

The port of Savannah must be prepared to handle the demand of global shipping once the Panama Canal Expansion is completed in 2014 at which time larger vessels will be calling east coast ports. Deepening of the Savannah harbor to 48' will certainly help maintain and create jobs and commerce throughout the region. The deepening will also provide more than \$100 annually in net benefits per extensive study done by the US Corp of Engineers.

My vote is to please move forward with this project as soon as possible.

Hays Clark
Crescent Towing Savannah

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From: [Mindy Klauss](#)
To: [CFSAS-PD_SAS](#)
Date: Tuesday, January 25, 2011 3:42:49 PM

Good morning,

I would like to communicate to you my support of the Savannah Harbor deepening project. I am certain that the deepening is instrumental in the growth of Savannah and the entire state of Georgia.

Thank you.

Mindy Klauss

Sales Manager
Hampton Inn and Suites Historic Savannah
201 Martin Luther King Jr. Blvd
Savannah, Ga 31401
Phone 912-721-1604
Fax 912-721-1610

mindy.klauss@hilton.com
www.hamptonsavannah.com

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From: smurray33@comcast.net
To: [CESAS-PD_SAS](#)
Subject: Subject: Comment on the USCE proposed harbor deepening project
Date: Tuesday, January 25, 2011 3:17:56 PM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident of Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

name: Stuart Murray

From: PTrickey@ymmc.yamaha-motor.com
To: [CFSAS-PD_SAS](#)
Subject: Savannah Harbor Expansion
Date: Tuesday, January 25, 2011 2:26:38 PM

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey:

I want to make you aware of Yamaha's support for the Savannah Harbor Expansion Project (SHEP).

Yamaha Motor Manufacturing Corporation of America assembles and manufactures Personal Watercraft, All Terrain Vehicles and Golf Cars in its facility located in Newnan, Georgia. Yamaha operates a foreign trade sub-zone and combines imported components with domestic parts to produce finished goods that are in turn shipped all over the world. Yamaha has over 1,000 full time associates, and we hope to continue to grow our production as the economy continues its recovery (in 2007 we had 1,700 associates).

Yamaha brings in approx. 70% of its import cargo and exports 80% of its cargo through the port in Savannah. We transitioned from the west coast several years ago to take advantage of the reliable ocean cargo schedules compared with the fluxuations related to inland delivery from the west coast.

We are anxious to see the Savannah Port expand and grow in order to be able to cost effectively continue to serve the local manufacturing and distribution needs.

We are confident that proceeding with the Savannah Harbor Expansion Project is the right thing to do.

We are in full support of the SHEP and deepening the harbor from 42ft to 48ft.

Thank you for your kind attention.

Sincerely,

(signed) Philip W. Trickey

Yamaha Motor Manufacturing Corporation of America

Vice President - Finance and Administration

This message has been scanned for malware by Websense. www.websense.com
<<http://www.websense.com/>>

From: [Walter Barelka](#)
To: [CESAS-PD, SAS](#)
Subject: SHEP Comments
Date: Tuesday, January 25, 2011 2:10:24 PM

Mr. Bailey,

The harbor deepening is vital to the economy of the Savannah area and has impact on the entire Southeast US. It sets the infrastructure for our country to maintain a strong export trade. This region is definitely on the map of the global economy. The harbor deepening is absolutely necessary to keep us in the forefront into the future.

Harbor deepening is a huge, complex undertaking, no matter how you measure it. This project can serve as a model for "how to do it right"... to make the decisions to get the most benefits to the most citizens.

I wholeheartedly support SHEP.

Walter Barelka
1223 Ralph Rahn Rd
Rincon, GA 31326

From: [Glenda Brown](#)
To: [CESAS-PD, SAS](#)
Subject: RE: Savannah Harbor Expansion Project
Date: Tuesday, January 25, 2011 1:10:57 PM
Importance: High

This is written in support of The Savannah Harbor Expansion Project. It is the belief of our association this deepening to 48 feet is crucial to the future of our port and the state of Georgia. As you know, The Savannah River provides and supports numerous companies, manufacturers, transportation and thousands of jobs. This improvement will assure that the port of Savannah remains competitive in the future.

We also feel these improvements will provide a safer transit, with less restrictions, for the larger and deeper vessels to come. The post Panamax vessels have been coming to Savannah for several years, operating with limited drafts. The improvements will allow vessels to carry deeper drafts with less restrictions and also provide channel improvements for passing.

The Savannah Pilots have maintained one of the safest records in the country and it is our intention to maintain this safety record.

This will supplement our earlier comments in support of the Savannah Harbor Expansion Project

- The members of the Savannah Pilots Association regularly handle 8500 TEU vessels and 48' will allow for safe and adequate movement of these vessels.
- A depth of 48' will allow for improved maneuverability of vessels in the harbor.
- The Project will support 2 way traffic.
- Passing lanes are important to permit proper queuing of vessels.
- The entrance relocation is adequate; it supports 2 way traffic; and the entrance relocation was made with input from members of our Association.

Thank you for your favorable consideration of our comments.

Tommy Browne

Master Pilot

Savannah Pilots Association

P.O. Box 9267

Savannah, Georgia 31412

(912) 236-0226

(912) 236-6571 fax



From: [SUBU SUBRAMANIAM](#)
To: [CESAS-PD_SAS](#)
Subject: Savannah Harbor deepening
Date: Tuesday, January 25, 2011 12:30:42 PM

Sir,

The captioned harbor deepening is a "must-do" project and will have a positive impact all around the low country hinterland and on both sides of the river. Deepening the harbor will further enhance the port of Savannah's ability to efficiently cope with the modern trend in increased draft vessels. Dredging to deeper drafts is the only way to keep the maritime industry afloat in this region; failure to do so will only result in a similar fate such as that experienced by US Shipyards, who failed to modernize their equipment while third world countries raced past us.

JUST DO IT should be the motto!!

Thanks.

Subu Subramaniam
Technical Manager
Chatham Towing Company, Inc.
Cell: 912-313-6000

From: [Hoag Pat](#)
To: [CESAS-PD, SAS](#)
Subject: Support for the Savannah Harbor Expansion Project
Date: Tuesday, January 25, 2011 12:11:21 PM

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey,

I want to express my full support for the Savannah Harbor Expansion Project. Not only is it essential to deepen the river from 42 feet to 48 feet for the Port of Savannah to remain competitive once the Panama Canal expansion is complete in 2014 and larger ships begin calling the U.S. East Coast, it is vital to the economic health of the Coastal region, the entire state, and at a national level. My job is directly effected by SHEP, but so are those at the distribution centers in Atlanta and the exporters in Memphis. Without the deepening, ocean carriers simply won't call the Port of Savannah. Cargo will move through less efficient ports further from the population centers served by Savannah, increasing overall costs and pollution.

The infrastructure serving the Port of Savannah, two major interstate highways (I-16 and I-95) and two major class I railroads (CSX and Norfolk Southern) with intermodal container transfer facilities on-terminal, is one-of-a-kind. It is the largest single terminal container terminal in the U.S. The Port should not suffer from a lack of harbor depth. It is imperative Savannah Harbor Expansion Project be approved and completed in a timely manner.

Thank you for your consideration.

Best Regards,

Pat Hoag, Customer Service Manager
17 Park of Commerce Blvd., Ste.300, Savannah, GA 31405
Tel: 912-964-3106; **Fax:** 912-964-3158
hoag.pat@us.zim.com www.zim.com



From: [Lee Grimes](#)
To: [CESAS-PD_SAS](#)
Subject: Savannah Harbor Deepening
Date: Tuesday, January 25, 2011 12:06:06 PM

I urge the Corp to move forward with the deepening of the Savannah River harbor. The Port of Savannah is a tremendous economic driver for our region as well as the State of Georgia. Let's give it the tools to be competitive into the future.

*Lee I. Grimes
Director, Established Business Initiatives
Savannah Economic Development Authority
P. O. Box 128
Savannah, GA 31402
912-447-9715 (direct)
912-447-8450 x16 (main line)
912-447-8455 (fax)
lgrimes@seda.org
For more information visit www.SEDA.org*

From: SCOLLUM@gaports.com
To: [CFEAS-PD_SAS](#)
Subject: Port of Savannah Harbor Deepening
Date: Tuesday, January 25, 2011 9:57:45 AM

To Whom it may Concern,

I have been an employee of the Georgia Ports Authority for almost 39 years. I have seen it grow from a one container crane port to what it is now. Along the way we have had to make many changes to grow the way we have. It is absolutely crucial that the Port of Savannah's river be deepened to the 48 feet needed to accommodate the super post panamax vessels that are being built and are presently calling ports around the globe. What we have is many different shipping lines that own many different sized vessels. When these lines negotiate contracts with the choice ports of call, they negotiate their rates based on volumes. The more volume, the better rates they are able to get. If Savannah is to remain competitive with other ports on the east coast, it must be able to accommodate the line's largest vessels. If we can't accommodate the biggest vessels, they will surely take the larger and smaller ones else-where. There are many jobs throughout the state that depend on the volumes generated by the Port of Savannah. These jobs include fork-lift drivers, crane operators, brokers, sales people, truck drivers, and rail employees. The list goes on and on. It is imperative that this project moves on as all of Georgia has something at stake and will benefit long term.

Thanks for Your Time,

Steve Collum

Steve Collum
Manager, Crane Operations
Georgia Ports Authority
Phone 912.963.6911
Fax 912.963.6912
Cell 912.658.4205

From: bnhusk@gmail.com on behalf of [Brian Huskey](#)
To: [CESAS-PD_SAS](#)
Subject: Savannah River Project
Date: Tuesday, January 25, 2011 10:14:58 AM

I am a business owner on the corner of Bay St and Habersham. We are supporting the deeping project because we are in business for the long term and desire Savannah and the Coastal Empire to grow. We are excited to have Savannah as a cruise ship destination and want to see the economic impact of the deeping project by elevating our port to facilitate the larger ships. This seems to be a vital move for our city along with the South East part of the country.

--

Brian Huskey
B Matthews Eatery
Blowin Smoke BBQ
912-655-5749

From: [Mary Kathryn Farrahar](#)
To: [CESAS-PD_SAS](#)
Subject: Harbor Deepening
Date: Tuesday, January 25, 2011 11:16:32 AM

Subject: Comment on the USCE proposed harbor deepening project

To Whom It May Concern:

I am a resident and a business owner in Chatham County and the State of Georgia.

I would like to go on record as being strongly in favor of the proposed harbor deepening project to a depth of 48 feet.

Thank you,

Mary Kathryn Farrahar

And The Dan J. Sheehan Company



Mary Kathryn Farrahar
DAN J. SHEEHAN COMPANY
SPECIALTY CONTRACTORS
912.236.4423
800.297.1996
912.234.8310 F
912.547.5429 Cell

From: [Brynn Grant](#)
To: [CESAS-PD_SAS](#)
Subject: SHEP Support
Date: Tuesday, January 25, 2011 11:30:52 AM
Importance: High

We must deepen the Savannah harbor. There will be impacts that will require responses but none greater than the impact of NOT deepening the port. We must do this for the greater good of the entire Southeastern region of the US.

Brynn Grant

From: [BOB AND MARIE KRAFT](#)
To: [CESAS-PD_SAS](#)
Subject: Savannah River Depth
Date: Wednesday, January 26, 2011 12:35:48 AM

We support the 48 ft depth project which is vital to the future economic development of our area and to Georgia and South Carolina.
Robert E. Kraft & Marie E. Kraft
11 Gray Heron Retreat
Savannah, GA 31411

From: [Edwin McCuen](#)
To: [CESAS-PD_SAS](#)
Subject: Savannah Harbor Deepening
Date: Wednesday, January 26, 2011 12:26:05 AM

Sir, this is just a brief message to relay my full support of the deepening of the Savannah harbor. I feel this project is vital to the economic viability of not only Georgia, but the entire southeast. Furthermore, as an avid outdoorsman in the Savannah area I am aware of the potential enviromental side consequences of this project. However; I feel the financial consequences in this fragile economic enviroment have to override those concerns.

Sincerely,

Edwin J. McCuen, Jr.



From: ldowd804@comcast.net
To: [CESAS-PD_SAS](#)
Subject: Savannah Port Expansion
Date: Thursday, May 05, 2011 7:51:07 AM

To Whom It May Concern,

My name is Leslie M. Belin. I teach at West Chatham Elementary. As a teacher in Pooler, Georgia, I have been directly affected by the lost tax revenue in our state. Our local school system is facing an \$12-\$13M shortfall this year. So far, this means the loss of up to 100 teaching jobs in Chatham, and at least 3 furlough days for the remaining teachers who haven't had raises of any kind for the last 3 years. Sadly, our insurance continues to rise, and Governor Deal has instituted another change in insurance that will cause it to rise another 20% next year. Unfortunately, I am also a casualty of the state's failure to follow through with funding of Georgia's Pre-K Program. Our program was once a leader in the country, but Georgia evidently does not take education as seriously as the rest of the country. I went to New York in 2003, and I was told they thought I was coming to visit barefoot, in overalls, and chewing hayseed. That is the kind of reputation Georgia has in the eyes of the rest of the country. The saddest part of that is if the cuts continue, we could very well be left without very many options, and our children will be so uneducated they won't be far from that very image. How can the state continue to cut education and expect to ever recover?

Our profession has taken a beating, and I am sick of it. Not only do I have to watch the quality of education continue to get worse as the years go by with increased class sizes, very little money for classroom supplies, and a general lack of caring by teachers who are tired of politicians thinking they should teach out of the kindness of their hearts, but I also have very little say in financial decisions that directly affect me and my family. Last night, my husband, Josh, brought to my attention that there just might be a way out of this hopeless situation. My husband has been saying things here and there about the deepening of the ports, all along. He reads the newspaper and shouts random things about the articles he reads concerning issues that are holding up the progress. I've been trying to persuade him to write to the newspaper if he believes in the importance of the deepening so passionately, to no avail. I believed in the expansion, but really never took the time to educate myself on the importance the deepening means to our state. Last night, during the news story pertaining to the teacher cuts, he said, "That is one more reason they should expand the ports! It will increase state and local tax revenue, which will hopefully help to improve the education shortfalls in Georgia." I always knew he was smart, I had no idea he was a genius! Now, I have a reason to write!

I will continue to educate myself with the project, but I truly believe that the deepening is the only project big enough to improve the economy in Georgia. I need the economy to improve. I have 3 children, whom I am not able to afford private school for them to attend, but if the education system continues it's downward spiral, I won't be able to afford not to send them. Please know that I have many more reasons the state is in desperate need for this expansion, but a limited time in which to write. I hope that Georgia will not take this magnificent opportunity to help dig itself out of this massive economic hole and allow it to fizzle out like it's done with it's once shining Pre-K Program.

Sincerely,

Leslie M. Belin

#811

careerbuilder.com®

William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

As an added benefit to the region, by creating a more robust port in the southeast region our heavy dependence on ground transportation may be alleviated by the anticipated upgrades to rail and air trade flows from the port. This will not only improve our economic outlook but our quality of life with potentially fewer trucks on the ground to transport large amounts of goods across the region.

I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,



Dan Latka



#815

William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,

A handwritten signature in black ink, appearing to read "Jim Goff".

Jim Goff

416

careerbuilder.com®

William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,



Jim Johnston

5550-A Peachtree Parkway, Suite 200, Norcross, GA 30092 Phone: 770.349.2400 Fax: 770.576.3098



William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

As an added benefit to the region, by creating a more robust port in the southeast region our heavy dependence on ground transportation may be alleviated by the anticipated upgrades to rail and air trade flows from the port. This will not only improve our economic outlook but our quality of life with potentially fewer trucks on the ground to transport large amounts of goods across the region.

I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,

A handwritten signature in blue ink, appearing to read "Kelsy Pofahl".

Kelsy Pofahl

#818



William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

As an added benefit to the region, by creating a more robust port in the southeast region our heavy dependence on ground transportation may be alleviated by the anticipated upgrades to rail and air trade flows from the port. This will not only improve our economic outlook but our quality of life with potentially fewer trucks on the ground to transport large amounts of goods across the region.

I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,

A handwritten signature in black ink, appearing to read "Craig Hoffmann".

Craig Hoffmann

#819



William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,

Timothy Engram

A handwritten signature in black ink, appearing to read "Tim Engram".

#820

careerbuilder.com®

William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

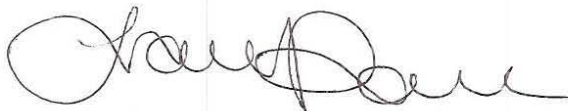
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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,

Lauren Rancilio



5550-A Peachtree Parkway, Suite 200, Norcross, GA 30092 Phone: 770.349.2400 Fax: 770.576.3098



#821

William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,

A handwritten signature in black ink that reads "Sarah Whittaker".

Sarah Whittaker

#822

careerbuilder.com®

William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,


Patty Urban

5550-A Peachtree Parkway, Suite 200, Norcross, GA 30092 Phone: 770.349.2400 Fax: 770.576.3098

#823



William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,

A handwritten signature in cursive script that reads "Frank Holt".

Frank Holt

#824

careerbuilder.com®

William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401


Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,


Dustin Dolatowski

5550-A Peachtree Parkway, Suite 200, Norcross, GA 30092 Phone: 770.349.2400 Fax: 770.576.3098

#825

careerbuilder.com®

William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

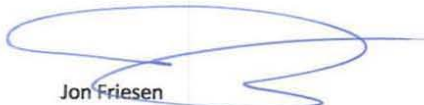
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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,



Jon Friesen

5550-A Peachtree Parkway, Suite 200, Norcross, GA 30092 Phone: 770.349.2400 Fax: 770.576.3098

#826



William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

Dear Mr. Bailey,

I am writing in support of the Savannah Harbor Expansion Project and the deepening of the Savannah Harbor by the required 48 feet. Not only will the project provide a much needed expansion of the Harbor, but will also provide many needed jobs in the state and region in the immediate timeframe. Additionally, the potential increase of as much as 25% of current trade flows will help grow the regions employment base through organic job growth, as well as provide a significant incentive to global companies who are viewing the state and region for potential future operations.

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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,

A handwritten signature in black ink, appearing to read "Earl Austin".

Earl Austin

#827

careerbuilder.com®

William Bailey
US Army Corp of Engineers, Savannah District
Attn: PD
100 West Oglethorpe Avenue
Savannah, GA 31401

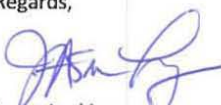
Dear Mr. Bailey,

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I look forward to your decision in support of proceeding with the Savannah Harbor Expansion Project.

Regards,



Jason Lucking

5550-A Peachtree Parkway, Suite 200, Norcross, GA 30092 Phone: 770.349.2400 Fax: 770.576.3098



January 31, 2011

Mr. William Bailey
US Army Corps of Engineers - Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640
Via e-mail: CESAS-PD@usace.army.mil

Dear Mr. Bailey:

I am writing on behalf of Target Corporation to express our support for the Savannah Harbor Expansion Project (SHEP).

The Port of Savannah is a major gateway for our products. Target utilizes the port for importing product and employs approximately 250 people who work in relation to movement of our containers from the port, as well as operating an Import Warehouse. In addition, Target has a Distribution Center within 50 miles of the Port in Midway, Georgia.

Target supports the deepening project as the current -42 foot mean low water depth of the Savannah River is no longer sufficient to accommodate the post-Panamax vessels that we rely on today to transport goods. The newer post-Panamax vessels offer greater economic and environmental efficiencies that make their use both a preference as well as a priority to older generation vessels. SHEP is critical to the continued cost-effectiveness of our business. Ready access to the newer larger vessels will avoid the higher financial and environmental costs of trucking our products to and from ports that are further from our markets and distribution network.

Target is committed to the communities where our guests and team members live and work. We are also mindful of the potential impact increased goods movement could have in our communities. Target was one of the founding members of the Coalition for Responsible Transportation, a clean trucking initiative which seeks to lessen the environmental impact by using low emitting and fuel efficient drayage trucks for goods movement surrounding the ports. Several ports have adopted this program across the nation and we shared these success stories with the Port of Savannah. We are hopeful these types of efforts will complement expansion.

In closing, I want to reiterate Target Corporation's support for the deepening of the Savannah Harbor. Thank you for your consideration.
Sincerely,

A handwritten signature in black ink, appearing to read "Rick Gabrielson".

Rick Gabrielson
Director of Import Transportation

33 South 6th Street, Minneapolis, MN, 55402



engineering and constructing a better tomorrow

#1122

January 21, 2011

ALLEN KIBLER
President

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey,

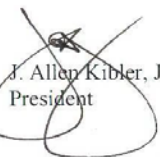
On behalf of my company and its employees, I am hereby submitting my support of the proposed deepening of the Savannah Harbor.

By increasing the Savannah River's channel depth to 48 feet, the Savannah Harbor Expansion Project (SHEP) will provide U.S. exporters and importers the infrastructure required to efficiently accommodate global commercial demands. The SHEP will allow access to the new generation of larger container vessels, using the expanded Panama Canal beginning in 2014. In turn, this will provide my company and others cost savings and efficiencies in ocean commerce that are essential to create new jobs for the American people. This is an important national priority because the Port of Savannah serves more than 44 percent of the U.S. population and is the fastest growing container port in the nation and the second largest on the East Coast. Furthermore, Savannah handles 12 percent of all U.S. containerized exports.

In this challenging economic environment, it is important for our government to make the investments required to support job growth in the United States. With a nearly 5-to-1 benefit-to-cost ratio, America cannot afford to pass up the opportunity for economic growth created by this important project.

Again, I appreciate your time and efforts towards the successful completion of this nationally significant project.

Sincerely,
MACTEC Engineering and Consulting, Inc.


J. Allen Kibler, Jr.
President

MACTEC Engineering and Consulting, Inc.

1105 Lakewood Parkway, Suite 300 • Alpharetta, GA 30004 • Phone: 770.360.0743 • Fax: 866.534.4383

www.mactec.com



#1123

Dear Mr. Bailey,


On behalf of my company and its employees, I am hereby submitting my support of the proposed deepening of the Savannah Harbor.

By increasing the Savannah River's channel depth to 48 feet, the Savannah Harbor Expansion Project (SHEP) will provide U.S. exporters and importers the infrastructure required to efficiently accommodate global commercial demands. The SHEP will allow access to the new generation of larger container vessels, using the expanded Panama Canal beginning in 2014. In turn, this will provide my company and others cost savings and efficiencies in ocean commerce that are essential to create new jobs for the American people. This is an important national priority because the Port of Savannah serves more than 44 percent of the U.S. population and is the fastest growing container port in the nation and the second largest on the East Coast. Furthermore, Savannah handles 12 percent of all U.S. containerized exports.

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Again, I appreciate your time and efforts towards the successful completion of this nationally significant project.

Sincerely,


Executive Vice Pres.

113 Arkwright Landing • Macon, Georgia 31210 • (478) 757-1211 • FAX (478) 757-1949
<http://www.georgiamining.org> • E-mail: info@georgiamining.org

#1150



DOLLAR TREE STORES, INC.

February 11, 2011

Mr. William Bailey
US Army Corps of Engineers - Savannah District
100 West Oglethorpe Avenue
Savannah, Georgia 31401-3640

Dear Mr. Bailey,

This letter is written in support of the Savannah Harbor Expansion Project. The expansion of the harbor draft from 42' to 48' would have a very positive long term impact on Dollar Tree's business and our continued success in Savannah.

Dollar Tree currently utilizes the Port of Savannah as one of three east coast gateways for importing products. We recently made a decision to expand our existing Savannah distribution center from 603,000 square feet to 1,013,000 square feet. This expansion will increase the number of ocean containers and associate staffing at the Dollar Tree Savannah facility. For reference, below are expected growth numbers for our Savannah operation.

Ocean Containers

Year	2010	2011	2012	2013	2014
20' Containers	8,000	9,200	10,580	12,168	13,992

Associates

Year	2010	2011	2012	2013
Associate Count	247	283	302	315

The current 42 foot mean low water depth of the Savannah River is a long term concern to Dollar Tree. Once the Panama Canal expansion is completed, the 42 foot draft will not support the post-Panamax vessels. Larger container ships will eventually be introduced into this trade lane and if the Port of Savannah is not able to physically accommodate the larger vessels, ocean carriers might opt to skip the Port of Savannah. This would limit Dollar Tree's service options and potentially deter future growth.

CORPORATE HEADQUARTERS

500 Volvo Parkway Chesapeake, Virginia 23320 Tel 757-321-5000 Fax 757-321-5292 www.dollartree.com

Celebrating 20 Years, 1986 - 2006

Again, Dollar Tree supports the Savannah Harbor 48 foot draft project. This expansion would ensure that Dollar Tree remains competitive and we encourage the immediate approval of this project. The Savannah Harbor expansion needs to be completed as soon as possible to be in position to leverage the future larger vessel rotations as a result of the Panama Canal expansion.

Sincerely,

A handwritten signature in red ink, appearing to read "Stephen W. White", is written over the printed name.

Stephen White
Chief Logistics Officer
Dollar Tree, Inc.

February 23, 2011

(706) 367-5281
(706) 367-6102 Fax
www.jacksonemc.com

Mr. William Bailey
ATTN: PD, US Army Corps of Engineers, Savannah District
100 West Oglethorpe Avenue
Savannah, GA 31401-3640

Dear Mr. Bailey:

On behalf of my company and its employees, I am hereby submitting my support of the proposed deepening of the Savannah Harbor.

By increasing the Savannah River's channel depth to 48 feet, the Savannah Harbor Expansion Project (SHEP) will provide U.S. exporters and importers the infrastructure required to efficiently accommodate global commercial demands. The SHEP will allow access to the new generation of larger container vessels, using the expanded Panama Canal beginning in 2014. In turn, this will provide many customers of Jackson Electric Membership Corporation and others cost savings and efficiencies in ocean commerce that are essential to creating new jobs for the American people. This is an important national priority because the Port of Savannah serves more than 44 percent of the U.S. population and is the fastest growing container port in the nation and the second largest on the East Coast. Furthermore, Savannah handles 12 percent of all U.S. containerized exports.

In this challenging economic environment, it is important for our government to make the investments required to support job growth in the United States. With a nearly five-to-one benefit-to-cost ratio, America cannot afford to pass up the opportunity for economic growth created by this important project.

Again, I appreciate your time and efforts towards the successful completion of this nationally significant project.

Sincerely,



Randall Pugh
President/CEO