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# ANCHORAGE

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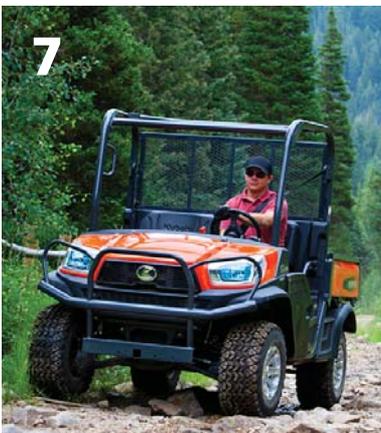
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### ABOUT THE COVER:

The *MSC Roma*, a 9,200-TEU vessel, passes another Super Post-Panamax vessel, the *Cornelia Maersk*, in the Savannah River channel on Thursday, Nov. 13, 2014.

Cover photo by Stephen B. Morton.

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# PERSPECTIVE

## Savannah's Harbor Deepening Under Way



Georgia's persistence is paying off for port customers, as work is beginning on the Savannah Harbor Expansion Project.

The U.S. Army Corps of Engineers has issued the contract to deepen the outer harbor of the Savannah River to 49 feet, which constitutes nearly half of the dredging.

Recovery of the Confederate ironclad CSS Georgia is under way, which must be completed before the inner harbor is dredged. The Corps of Engineers is also poised to issue an additional contract to install oxygen injection systems upriver.

The work will start with the \$266 million the state has allocated to the project, as well as additional funds allocated by the Obama Administration.

Originally authorized by Congress in 1999, the project has completed the most rigorous economic, environmental and engineering analysis of any pending harbor project in the nation.

The SHEP has received strong bipartisan support at both federal and state levels since its original authorization, because of its powerful economic potential.

Deepening the Savannah River will enable the port to more efficiently serve the larger vessels expected to call in greater numbers after the 2016 expansion of the Panama Canal.

The expansion project will deepen the channel to 47 feet from the ocean upstream to the Georgia Ports Authority's Garden City Terminal. The 47-foot depth, combined with an average tide of 7 feet, will allow the larger Post-Panamax vessels to operate more efficiently and experience fewer delays.

A deeper Savannah Harbor will also enable shippers to take advantage of the lower prices per container slot on today's larger, more efficient vessels. This will save companies shipping goods through Savannah 20 to 40 percent on transportation.

An economic impact study by the U.S. Army Corps of Engineers showed that SHEP's benefit-cost ratio is among the highest of any current construction project at a major port.

The estimated project cost is \$706 million, but it will provide an estimated gross savings on shipping of \$213 million a year, allowing the nation's economy to recoup construction cost in four years.

With improving capabilities, its optimal location to serve the fast-growing Southeast market and its impressive highway and rail connections, the Port of Savannah is poised for a new era of growth.

Curtis J. Foltz  
GPA's Executive Director

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JOHN DEERE

# AUGUSTA PRODUCES 1 MILLIONTH TRACTOR

## WALMART PLANS NEW GEORGIA DISTRIBUTION CENTER

Walmart Stores, Inc., the world's largest retailer, will locate to a new distribution facility in Union City, creating more than 400 jobs and investing \$108 million into the project over the next three years.

After looking at multiple locations in the Southeast, the company chose the Majestic site to construct the 1,200,000-square-foot, state-of-the-art warehouse facility, which will support Walmart's fast growing e-commerce business. The facility is expected to begin operations mid-2015 and will hold half-a-million stock keeping units (SKUs), including electronics, toys, apparel, home furnishings, sporting goods and more.

## TYSON FOODS TO CREATE 500 JOBS IN DOOLY COUNTY

Tyson Foods, Inc., one of the world's largest producers of chicken, beef, pork and prepared foods, has announced plans to expand in Vienna, Ga., creating 500 jobs and investing \$110 million over the next year.

The expansion adds 100,000 square feet to the current Tyson Foods processing facility. The Vienna plant has been producing chicken for food service customers, including restaurant chains, but will convert to supply fresh tray pack chicken to meet the needs of regional retail customers.

Georgia is the No. 1 exporter of poultry in the nation, and employs nearly 30,000 Georgians, more than any other food processing sector.

## Manufacturing Milestone Achieved at John Deere — Augusta

“Producing one million tractors is a significant milestone for John Deere and for the whole Augusta team,” said Mary Pat Tubb, factory manager, John Deere - Augusta. “We are proud of the legacy we’ve built as a company, and of the goal we’ve had here in Augusta since we started: To design and build tractors for our customers that deliver the quality and value they’ve come to expect from John Deere.”

In 1990, the factory produced its first unit – a 55 Series Compact Utility Tractor. Today, John Deere - Augusta produces 27 models of compact utility tractors and utility tractors that are distributed throughout North America, and exported to more than 40 other countries.

The facility occupies more than 400,000 square feet, spans more than 175 acres, and employs approximately 470 employees to support the design, production, and distribution of John Deere compact utility and utility tractors.

“We are thrilled that Badcock chose Georgia for their new regional distribution facility,” said Georgia Department of Economic Development Commissioner Chris Carr. “Georgia’s logistics infrastructure will give them easy access to supply their growing number of retail stores across the Southeast.”

### **BADCOCK TO LOCATE NEW DISTRIBUTION CENTER IN LAGRANGE**

**W.S. Badcock Corp., one of the largest privately held furniture retailers in the United States, will construct a new regional distribution center in LaGrange, Ga., investing \$22 million and employing more than 100.**

The 535,000-square-foot facility will be located at the Callaway South Industrial Park in LaGrange and is scheduled to open in the third quarter of 2015. The project will include enhanced energy efficiency technologies and is designed for expansion to 700,000 square feet. This facility will replace two existing facilities in Thomson and Cullman, Ala.

### **KUBOTA TO INVEST \$100M, CREATE 650 JOBS**

**Kubota Manufacturing of America (KMA), a leading global manufacturer of small tractors, RTVs and lawn mowers, will expand its headquarters in Gainesville, creating an additional 650 jobs and investing \$100 million into the project over the next several years.**

Kubota Corp. has had a presence in the state of Georgia for 26 years, currently employing 1,300 people under Kubota Manufacturing at the Hall County campus and 870 under Kubota Industrial Equipment at the Jefferson campus. The company is a true flagship for international manufacturing companies in Georgia and supports countless suppliers throughout the state.

“Georgia’s longstanding business relationship with Japan is enhanced when companies such as Kubota choose to expand here,” said GDECD Commissioner Chris Carr. “Not only has Kubota become a flagship for other Japanese companies to locate to Georgia, but they continue to invest in our thriving manufacturing sector, utilizing our solid logistics infrastructure and creating quality jobs for our well-trained workforce.”

### **AUTOMOTIVE COMPONENTS MAKER TO INVEST \$54M INTO FIRST U.S. FACILITY**

**Germany-based Häring, a leading global manufacturer of precision components and subassemblies for the automotive industry, will locate its first U.S. manufacturing facility in Hartwell, creating 800 jobs by 2025 and investing \$54 million into the project over the next five years.**

In order to better reach customers in the Southeast, the company will construct a 196,000-foot facility as well as a separate training center and detached dining hall at 83 Anton Haering Street in the Gateway II Industrial Park. The new facility will manufacture fuel injection parts and other precision components for the automotive industry. Some of the newly created positions will include extensive training, as well as learning German, at the company’s headquarters in Bubsheim, Germany



Russell Grizzle, President and CEO, Mannington Mills, addresses the crowd that gathered for the company’s event in Madison, Ga. At the event, Mannington officially opened its new LVT manufacturing line, and announced a second expansion project to be completed in mid-2017.

## **MANNINGTON MILLS TO CREATE 200 JOBS IN MORGAN COUNTY**

**Luxury vinyl tile producer Mannington Mills will expand in Morgan County, creating an additional 200 jobs and investing \$50 million into the project over the next four years.**

“Flooring companies such as Mannington Mills are a driving force behind our state’s economy,” said Georgia Gov. Nathan Deal. “Georgia’s interconnected logistics infrastructure, highly skilled labor and critical mass of customers have provided Mannington Mills with the resources and support it needs to grow and remain competitive.”

Mannington Mills will construct a 550,000-square-foot facility on new land in Madison to house additional manufacturing and distribution operations. This is the second expansion in the course of a year in Morgan County.

# PAGE INTERNATIONAL

## Announces New President, COO



Patrick Page  
President, COO  
Page International

**Page International, Inc., a leading international logistics provider based in Savannah, GA, has announced the promotion of Patrick Page to the role of President and Chief Operating Officer effective August 1, 2014. Mr. Page joined the company in 1998 and most recently served as its Vice President.**

Mr. Page has extensive experience working in all entities of the company from predominately import and export sales to operations, corporate management, human resources, marketing, and administration. Mr. Page and his management team will be ultimately responsible for leading and directing all operating areas of the company.

"I am very proud and excited to announce this well-deserved promotion of Patrick to President and COO at Page International," said Mr. Roy T. Page, who will remain at the company in the role of Chief Executive Officer and Chairman of the Board. "Since joining Page International, Patrick has been instrumental in leading our company through its many years of growth. During his tenure he has proven to be a tremendous asset and we're excited to recognize his well-rounded working experience and valued past contributions to Page International. Looking forward, we are confident that Patrick's deep industry experience, demonstrated expertise in business strategy, corporate management, and overall leadership will help him excel in his new role."

Mr. Page holds a Bachelors degree in Economics from the University of Georgia and a Masters degree from the Georgia Institute of Technology in International Logistics and Supply Chain Strategy. He is also a licensed Customs broker.



# ACUITY BRANDS CREATE 700 JOBS

## IN DEKALB, ROCKDALE COUNTIES

**Acuity Brands, a Georgia-based global leader in lighting solutions for indoor and outdoor applications, will expand its operations, creating 700 jobs and investing more than \$16 million into DeKalb and Rockdale counties over the next five years.**

As part of a plan to create a workplace that will drive collaboration, innovation and technological advances, Acuity Brands will build a world-class engineering and technology center at a site it owns in Decatur and will also invest in facility upgrades at its complex in Conyers.

**"We have great people who drive our success and have helped make us the industry leader," said Acuity Brands President, Chairman and Chief Executive Officer Vernon J. Nagel.**

"Our goal with these investments is to provide our people with the best work environment possible and the tools and technologies necessary to drive our future success. We also believe that a world-class workplace and our team-centered culture will help us continue to attract the best talent to come work with us. We greatly appreciate the support of the state of Georgia and DeKalb and Rockdale counties, for their assistance to help make these projects possible."

In the Decatur project, Acuity Brands will retrofit an existing 167,000-square-foot building to become its new state-of-the-art Engineering and Technology Center. The building, located at One Lithonia Way, will undergo a total transformation that will incorporate leading workplace design, technology and systems into the new facility. The company's goal is to provide an open work environment that enhances collaboration, spark innovation and help associates bring new technologies to market at a faster rate. The \$11 million Decatur project will begin immediately, with completion scheduled for mid-2015.



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## OA LOGISTICS/JLA HOME GOES BIG IN SAVANNAH

## NEW 3PL ENTERS SAVANNAH MARKET

The new Jerich USA site is four miles away from the GPA's Garden City container terminal, and features direct access to I-516 and I-16. Jerich's new location, at Georgia Commerce Center 400, 320 Telfair Road in Savannah, is only 6 miles from I-95.

The third-party logistics provider delivers what it calls "holistic logistics" — overall packages developed in a client- and project-specific way, and based on four sectors:

- Freight forwarder services
- Terminal logistics (regional distribution center)
- Information and IT services
- Value added services

OA Logistics/ JLA Home has announced plans to build a 1.1 million-square-foot e-commerce fulfillment center in the Savannah area that will add 200-300 jobs over the next year and a half.

"This is just the beginning," said OA Logistics Chief Operating Officer Rodney Dickey. "We are expecting phenomenal growth in Savannah."

The company, a subsidiary of home furnishings maker E&E Co., currently operates a 679,000-square-foot distribution center at the LogistiPort Industrial Park in Savannah.

"OA Logistics is the operations arm of E&E Co., which imports a variety of products for the home, including furnishings, rugs and art," Dickey said. "We have been expanding our product line, which now includes 13 different divisions, all of which will be represented in Savannah."

"I'd have to say the port of Savannah, with its excellent import facilities, was the No. 1 factor," he said. "But the entire state has a great business environment. Everyone was fantastic to work with, from the Savannah Economic Development Authority, the Development Authority of Bryan County and Liberty County Development Authority, to Peggy Jolley at Georgia Power and Jan Melcher at Quick Start."

## CORPS ISSUES

# SAVANNAH DREDGING CONTRACT



**Deepening the Savannah harbor can begin following the** award of a \$134.5 million contract to Great Lakes Dredge and Dock Company of Oak Brook, Illinois, by the U.S. Army Corps of Engineers. The contract covers deepening of the outer harbor, extending 18.5 miles into the Atlantic Ocean.

“After 16 years of study, it is gratifying to know that we can now move forward with the deepening of the Savannah River,” said Georgia Gov. Nathan Deal. “This announcement has been made possible, in part, by the state’s \$266 million investment into the port’s expansion. This crucial advancement in our logistics network will aid the prompt delivery of valuable cargo, preserving and creating economic opportunity across Georgia and the Southeast.”

Dredging the outer harbor is the first step to deepening the entire 40-mile shipping channel and harbor from deep ocean to the Georgia Ports Authority terminal in Garden City.

“The harbor deepening, which begins in earnest with this contract, supports long-term economic viability and growth for our state and nation,” said Georgia Ports Authority Executive Director Curtis Foltz. “The 21,000 American businesses that rely on the Port of Savannah are projected to save \$174 million a year through increased transportation efficiency.”

The Savannah Harbor Expansion Project will enable larger container ships to call on Savannah with greater ease, heavier cargoes and fewer tidal restraints than they currently experience.

“This award is a very significant part of deepening the Savannah Harbor,” said Col. Tom Tickner, Savannah District Commander. “About half of all the channel dredging for SHEP is incorporated into this one contract. The 47-foot depth is a forthcoming reality and we are well on our way to putting a critical piece of transportation infrastructure in place that will benefit not only the Southeast, but the entire nation.”

Jonathan Berger, Chief Executive Officer at Great Lakes Dredge and Dock, said the port deepening is necessary to keep up with evolving industry standards.

“As the Panama Canal deepening continues to progress, it is critical for U.S. ports along the Eastern Seaboard and Gulf Coast to accommodate post-Panamax vessels,” Berger said. “With its significant investment in the SHEP, the state of Georgia clearly appreciates the economic implications that this improvement to its infrastructure will have. The economic impact of the port deepening stretches far beyond Savannah or Georgia — it will be beneficial to the entire nation.”

“The 47-foot depth is a forthcoming reality and we are well on our way to putting a critical piece of transportation infrastructure in place.”

— **TOM TICKNER**, SAVANNAH DISTRICT COMMANDER, U.S. ARMY CORPS OF ENGINEERS

## The Savannah Harbor Expansion Project will:

- Deepen the harbor from 42 to 47 feet at low tide (54 feet at high tide)
- Deepen the entrance channel to 49 feet at low tide

### FEDS TARGET \$42M FOR SAVANNAH HARBOR DEEPENING

The Obama Administration is targeting \$42 million for construction of the Savannah Harbor Expansion Project.

President Obama's Fiscal Year 2016 budget proposal devotes \$21.05 million for the deepening. Another \$21 million came in a restructured work plan for the U.S. Army Corps of Engineers.

The president's budget proposal is now before Congress. Meanwhile, the Corps' revised work plan shifts funds in the current fiscal year. These construction dollars can be put to work now, along with the \$266 million Georgia has already committed.

The project is expected to take four years and \$706 million to complete.

Deepening the channel to 47 feet will enable the Port of Savannah to better accommodate the larger vessels serving world trade. Lower costs per container slot on today's megaships will save Savannah port customers 20 to 40 percent on ocean transit.





Photo by Stephen B. Morton

U.S. ARMY CORPS  
OF ENGINEERS  
TO RAISE  
**CSS Georgia**  
FROM SAVANNAH RIVER

*A First Step In SHEP Construction*

**A**t an event on the grounds of Fort Jackson overlooking the Savannah River, Col. Thomas Tickner, Savannah District commander of the U.S. Army Corps of Engineers announced work has begun to raise the Civil War-era vessel CSS Georgia.

Recovering the Confederate ironclad marks the beginning of construction work on the Savannah Harbor Expansion Project.

Scuttled in 1864 to prevent its capture by the Union, the vessel has rested at the bottom of the river for more than 150 years

“The recovery work we are now performing will remove the entire remains of the vessel so we can deepen channel in that area. The full recovery effort for the CSS Georgia will span several years and includes artifact analysis, conservation, and a final technical report,” Tickner said.

“This marks a major milestone toward making this harbor more efficient. It is the key to unlocking so much of the infrastructure already built or planned for the next generation.”

In October, Georgia made its share of the project costs available for construction.

“This enabled us to immediately advertise our first set of contracts,” Tickner said. “We are on track to award our first dredging contract, which will deepen the entrance channel from Fort Pulaski out to deep water in the Atlantic Ocean. Soon after that, we plan to award a contract to construct the Dissolved Oxygen Injection System, which is a critical mitigation feature for the inner harbor.”

Panama Canal Authority CEO Jorge Quijano, left, and GPA Executive Director Curtis Foltz speak at a discussion session Feb. 2.



## FOREIGN TRADE CONFERENCE DRAWS NEARLY 300 EXECS

Logistics leaders from automakers, retail, shipping and rail shared their insights at the 47th Georgia Foreign Trade Conference (GFTC) on Feb 1-3.

### **The 2015 GFTC provided business insights to 291 senior level shippers and maritime executives from across North America.**

“This conference brings together thought leaders who are shaping the future of the logistics industry,” said Curtis Foltz, executive director for the Georgia Ports Authority. “It’s a terrific opportunity to meet and gain new perspectives from experts in cargo transit across an array of business interests.”

The GFTC attracts high-level maritime professionals from industries such as ocean carriers, 3PLs, retail, banking, stevedores, warehouse operators, customs brokers, freight forwarders, area developers, auto processors, exporters, manufacturers, and intermodal service providers — making it one of the most significant transportation events on the U.S. East Coast.

Over the course of three days, participants enjoyed informative business sessions such as briefings by Georgia Governor Nathan Deal, U.S. Representative Buddy Carter, U.S. Army Corps Brigadier General David Turner, and Panama Canal Authority CEO Jorge Quijano. The conference was held at The Cloister on picturesque Sea Island, Ga.

GFTC 2015 participants discussed maritime industry opportunities and challenges while promoting the advancement of trade activity through the Southeastern United States.

The panel of speakers included executives from shipping lines, power providers, economic analysts, retailers, third-party logistics providers,

automakers, and other manufacturers.

Panel topics ranged from growing ship sizes to the outlook for the auto industry, as well as supply chain logistics and Georgia economic development success stories.

Speakers include Michael White, president of Maersk Line Agency (North America); Marc Bourdon, president of CMA CGM (America); Jorge Quijano, CEO, Panama Canal Authority; Allen Clifford, executive VP at Mediterranean Shipping Company; Tony Davis, senior VP of distribution and logistics at Academy Sports + Outdoors; Dennis Manns, assistant VP for sales and logistics planning at American Honda Motor Co.; Rick Gabrielson, VP of transportation at Lowe’s Companies, Inc.; Patricia Haver, market manager for ports and international business at Norfolk Southern; and Walter Kemmsies, chief economist at Moffatt & Nichol. Conference advisors include Tom France, director of global transportation for Caterpillar Logistics; Phil Dammarell, senior manager of fresh supply chain for Kroger; Reade Kidd, director of international logistics for The Home Depot; Chris Swartz, director of global transportation and logistics for AJC International; Dean Tracy, director of import transportation for Lowe’s Companies, Inc., former Congressman Jack Kingston and Commissioner Chris Carr, Georgia Department of Economic Development.

The next GFTC will be held Feb. 7-9, 2016, at Sea Island, Ga.

# INTERNATIONAL AUTO PROCESSING HANDLES 5 MILLIONTH VEHICLE

Milestone Reached After 30 Years of Service at Port of Brunswick



IAP employees Kevin Waters and Diane Jones have been with the company since the start of its Brunswick Island operations.

**A silver Hyundai Genesis rolling down the ramp of the Wallenius Wilhelmsen vessel *Isolde* became the 5 millionth vehicle handled by International Auto Processing at the Port of Brunswick.**

“On behalf of the GPA, I would like to congratulate IAP, a long-time partner at the Port of Brunswick,” said Georgia Ports Authority Executive Director Curtis Foltz. “This important milestone exemplifies IAP’s reliability and the trust automakers have in their service.”

International Auto Processing began its Colonel’s Island operation in 1986, with its first shipment of 567 Yugos (all in red).

“Over the years, more and more carmakers have seen the value in using Colonel’s Island as a gateway to the Southeastern U.S. market, helping IAP and the Port of Brunswick to achieve phenomenal growth over three decades as a RO/RO facility,” said Robert Miller, president and CEO of International Auto Processing.

Having grown to employ 250 full-time workers and up to 100 in flexible staffing, IAP now serves Audi, Bentley, General Motors, Honda, Hyundai, Kia, Mercedes-Benz, Toyota and Volkswagen. In addition to receiving and storing new vehicles, IAP acts as an extension of the factory floor. The company



A Hyundai Genesis was the 5 millionth vehicle handled by IAP at Colonel's Island Terminal at the Port of Brunswick.

performs quality checks, installs over 100 various accessories, and washes and prepares the vehicles for transportation to dealers.

“In 2014, we handled more than 450,000 vehicles,” Miller said. “Most of the import vehicles handled by IAP are delivered to the six-state Southeast area, although some customers serve dealerships as far west as Texas and as far north as the mid-Atlantic states.”

Imports arrive from Europe, Asia and Mexico. Exports account for about a third of IAP's volume.

“These are vehicles manufactured in the U.S. and then exported to Europe, Asia, Central and South America,” he said, adding the vehicle handling process has evolved from its start three decades ago.

Today, vehicles arrive wrapped in white plastic. Previously, imported cars were smeared in a wax-like material called cosmoline, which had to be removed before delivery to dealerships. The vehicles used to travel inland on open rail cars, exposed to the elements. Also, at the start of IAP's operations, no export vehicles were processed at Brunswick.

The port now ranks as the busiest in the nation for the import of new vehicles and the No. 2 U.S. port in total import-export trade. By the end of 2014,

GPA terminals in Brunswick and Savannah surpassed 7 million vehicles moved since 1986.

Other changes at the Port of Brunswick include additional ship berths, and the new, higher Sydney Lanier Bridge spanning the Brunswick River, which cleared the way for today's larger roll-on/roll-off vessels.

IAP field manager Diane Jones, who has worked at the facility since its start, said growth in the size and scope of the operation has required technological upgrades. “We've gone from working from a list of vehicle ID numbers to almost all-electronic communication using scanners, tablets and computers to gather and transmit information,” she said.

Since the inception of the Brunswick autoport, IAP has been joined by three other auto processors: AMPORTS, Atlantic Vehicle Processors, and Mercedes-Benz USA. In FY2014, four processors served 20 automotive manufacturers, moving 674,327 vehicles over Colonel's Island — an 8.3 percent (51,625-unit) improvement over fiscal year 2013. Including Port of Savannah Ro/Ro, Georgia deepwater ports moved 700,702 units in FY2014.



# SAVANNAH: The Southeast's Logistics Hub



While there is 45.3 million square feet of developed industrial property in the Savannah market, there is enough fully entitled land to support another 34.6 million square feet of growth.

Several factors have led to the success of Savannah's logistics hub. The first is location. The Port of Savannah is 100 miles closer to the city of Atlanta, Ga., than any other port in the nation.

"This metro area of more than 4 million residents is an important retail market," said Georgia Ports Authority Executive Director Curtis Foltz. "Additionally, Atlanta serves as an important logistical center for reaching the hinterlands and for bringing agricultural and other exports to the coast."

Besides its proximity to Atlanta, the Port of Savannah enjoys superior connections via road and rail. Interstates 95 and 16 converge at a point approximately five miles from the port. No other port on the U.S. East Coast offers such direct interstate connections. What's more, because the riverside port is actually located west of the city of Savannah, trucks are not encumbered by city traffic.

The Port of Savannah is served by two Class I railroads: Norfolk Southern and CSX Transportation.

"We have the fastest westward transit times in the South Atlantic region, including overnight service to a five-state area – Alabama, Georgia, Florida, North Carolina and South Carolina," Foltz said.

On the port side, Savannah's 38 weekly containership services, supported

by the largest single-operator terminal in the nation at 1,200 acres, provide faster, easier connections to global markets.

"These factors have drawn commerce to the Port of Savannah. Simply put, businesses can get imports and exports to their customers more quickly by using Georgia's deepwater ports," Foltz said.

This realization among the logistics managers of major U.S. retail outlets led these companies to establish distribution centers in Georgia – chiefly in the Savannah and Atlanta metro areas.

## BENEFITS OF A SINGLE-OPERATOR TERMINAL

Garden City Terminal's size provides several advantages. First, truck drivers dropping off a container and picking another up have a single check-in process, instead of the two check-ins necessary when moving between leased terminals.

Second, because all containers are stacked on a single terminal, it is easier and faster to stage cargo for loading onto large vessels that might be picking up boxes for multiple shipping lines.

And finally, the terminal's 9,700 feet of contiguous docking space features nine first-come, first-served container berths. That means more scheduling flexibility for shipping lines.

## SAVANNAH HAS THE RIGHT INFRASTRUCTURE FOR GROWTH

In addition to the four Super Post-Panamax ship-to-shore cranes the Port of Savannah commissioned last year, the GPA has purchased another



Photo by Stephen B. Morton

four ship-to-shore cranes and 20 new rubber-tired gantry cranes. GPA's current fleet stands at 22 ship-to-shore cranes and 116 RTGs – more than any other single-operator terminal in the U.S. The new ship-to-shore cranes are due to arrive in 2015.

Also aiding faster cargo movement is the Jimmy DeLoach Parkway extension, which will provide a direct link between Interstate 95 and the Port of Savannah. The Georgia Department of Transportation has broken ground on the project and expects to complete the 3.1-mile, \$72.8 million connector in May 2016.

The infrastructure upgrade with the greatest impact, however, is the Savannah Harbor Expansion Project. The project will increase harbor depth from 42 feet to 47 feet.

“We have prepared Savannah’s landside infrastructure to handle the influxes of cargo delivered by super Post-Panamax vessels,” said Board Chairman James Walters. “And now we have entered the construction phase of the harbor expansion, which will deepen the river to 47 feet — and allow today’s larger, more efficient ships to transit the channel with heavier loads and greater scheduling flexibility.”



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#### ABOUT GULF STATES COLD STORAGE

Georgia Cold Storage Company was founded in the 1960s with one of the original founders being Henry L. Crisp. Henry and his family still own the company and he currently serves as board chairman. In 1998 his son, John L. Crisp came to work for the company and now serves as President and CEO. The original peanut cooler warehouse was in Americus, Ga., with the Blakely, Ga., warehouse being purchased in 1999. In 2002, the Columbus warehouse was purchased and the company began serving the poultry exporting industry in Columbus and Americus. In 2005, the Crisp family started a sister company named "Gulf States Cold Storage Co." This company initially purchased warehouses in Andalusia, Ala., and Dothan, Ala. In 2007, the family purchased its Shreveport, La., location.

# GULF STATES ADDS 55,000 SQUARE FEET

## Doubles Cold Storage Capacity



**Gulf States Cold Storage has announced a 55,000 square-foot expansion in storage, as well as new blast freezing capacity at its Savannah warehouse.**

“The Georgia Ports Authority welcomes this private investment in Savannah’s refrigerated cargo market,” said GPA Executive Director Curtis Foltz. “Gulf States’ new blast freezer will

enable their facility to handle another 15 export loads of poultry and other proteins each week.”

John Dean, vice president of sales at Gulf States, said the additional infrastructure should be operational by the end of January 2015.

“Previously, we were blasting around 3 million pounds a week; with the expansion, we are now close to 5 million pounds a week,” Dean said. “We have added a dock with five new doors, to go with the 18 doors already in use.”

In August of 2013, Gulf States Cold Storage opened a 100,000-square-foot facility in Savannah, less than 10 miles from GPA’s Garden City Terminal. The cold storage area is maintained at -12 degrees Fahrenheit, while the blast cells reach as low as -35 degrees. Most of the cargo is moved on racks, however the facility also features a bulk staging area for transload operations.

With the addition, Gulf States has doubled its storage capacity to a total of 28 million pounds of frozen cargo.

“We want to grow with the port of Savannah,” Dean said. “I think it is very

important for businesses such as ours to keep up with the capacity that can be handled through the port.”

The Port of Savannah can accommodate more than 2,000 refrigerated containers at a time.

“I only see the port offering more in the future, and I think it might entice more producers to move into the state of Georgia,” Dean said. “This is yet another reason that we want to expand our capabilities in Savannah.”

Gulf States handles the export of poultry, beef, pork and seafood, as well as some frozen vegetables – a growing business segment.

Dean said the company also anticipates the growth of frozen imports. Produce such as onions grown in South America – which has an opposite growing season from the U.S. – are brought in through Savannah to supply the Southeast during the winter months. The GPA is also participating in a U.S. Department of Agriculture pilot program bringing in South American citrus, grapes and blueberries.

“I think that imports are going to be a big part of our future,” Dean said. “With the demand for export boxes in Savannah, I think you will see more and more imports coming in through GPA.”

Along with the new space, Gulf States will be adding 12 to 14 jobs to the 35 people currently employed there.

In addition to the Savannah refrigerated cargo storage, the company operates peanut warehouses in Andalusia, Ala., and Blakely, Ga., as well as freezing facilities in Americus and Columbus, Ga., Dothan, Ala., and Shreveport, La.



# TREY THOMPSON KNOWS THE SAVANNAH RIVER



Photos by Stephen B. Morton



**Savannah River Master Pilot Robert T. “Trey” Thompson III has worked on the river most of his adult life, getting his captain’s license in college to run fishing charters.**

He started with the Savannah Pilots 24 years ago, ferrying pilots to the sea buoy to board freighters bound for the Port of Savannah.

“I knew nothing about the pilots when I came to work here,” said Thompson, a burly guy going salt-and-pepper at the temples and goatee. “I learned through the years what pilots do.”

In 1997, he started a four-year apprenticeship to become a full-fledged pilot.

“As an apprentice, you ride with the pilots and learn how to handle ships of various sizes and drafts and all the conditions we deal with,” Thompson said.

Thompson recently took the helm of the MSC Roma. At 1,105 feet long and 151 feet wide, the Roma is the widest vessel currently calling on Savannah and 50 feet shy of Savannah’s longest ship.

The trip out to meet the Roma begins at the pilot’s station on Cockspar Island, near the Fort Pulaski National Park. The pilot’s boat, a nearly 65-foot long cabin cruiser powered by twin diesel engines, skims along under steel-grey

skies and over a little chop as the boat’s captain makes the 10-mile trip out to the sea buoy.

Any foreign-flagged vessel over 200 gross tons is required to take on a state pilot. The service is paid by the shipping line.

Pilots approach vessels from the opposite side of the wind and waves, and climb a rope ladder up the side of the ship. Boarding a vessel sometimes requires scrambling up the entire height of the behemoth container ships.





The Roma, however, features an entry way about halfway up the hull. From the pilot's boat, it takes just a few rope ladder rungs to meet a waiting crew member.

With a computer bag slung over his shoulder, Thompson zips up the ladder and makes his way through an arcane series of steel ladders, heavy doors and echoing passageways. A quick elevator ride ends at the bridge of the ship, where Thompson sets up his computer, and begins giving directions.

Looking out from the immaculate bridge of the MSC Roma, containers stacked on the ship's deck stretch out like the blocks of a small city.

During the trip up the river channel, Thompson makes use of several technologies, including data from the ship's two radars, an identification system to track other ships, VHF radios, and a computer charting program. His laptop features super-accurate GPS.

One might expect the deck of such a ship to be a noisy affair full of the thrumming of engines. Instead, it's a quiet place where coffee is sipped from porcelain cups, and the pilot calls directions to the ship's helmsman, who makes adjustments to course. In stately motions, the vessel rides relatively calm waters like a floating island. High above the Roma, streamers of cloud ride a bracing offshore breeze back out to sea.

As the vessel progresses up the Savannah River, the surroundings transition from beaches and marsh grass to the port activities that have been a part of Savannah's history since its founding in 1733.

In that year, Gen. James Edward Oglethorpe and 114 colonists landed on what was then known as Yamacraw Bluff on the Savannah River to establish Savannah and the new colony of Georgia. Cotton and rice quickly became the new colony's money crops and Savannah became one of the leading cotton-shipping ports in the world.

At its founding as a British colony, Savannah's major trading partner was England. Today, traffic to and from Asia via the Suez and Panama canals constitutes the majority of Savannah's import and export trade.

At present, super-sized vessels like the Roma must come to Savannah via the Suez Canal, but an expanded Panama Canal is set to open next year. The development will enable megaships calling on the U.S. West Coast to transit to the East Coast via Panama.

In light of the canal's growth, Savannah's pilots are gearing up for an increase in Super Post-Panamax ships.

"We're working on a simulator, training on these bigger ships – and going to other ports and riding these ships already," Thompson said.



The port is also preparing for the larger vessels: the Savannah Harbor Expansion Project to deepen the river to 47 feet at low tide has entered the construction phase.

The river pilots who serve Savannah River traffic work one week on, one week off, and are on-call 24-hours a day when they are on duty. Each week, 10 pilots are on duty and three more are on standby. They range in age from 23 to 60.

“Our office gets two hours notice before a ship transits the channel,” he said. “The pilots normally get an hour and a half call. The boat shoves off 45 minutes before the ship is due.”

Savannah’s master pilot said he still remembers the first time he climbed a rope ladder up the side of a container ship moving at 10 knots.

“It’s nerve racking. It’s the most dangerous part of this job,” he said.

The 28-mile trip from the entrance channel to Garden City Terminal takes about four hours, depending on the time of year. Container ships do 18 to 20 knots on the ocean – on the river, around 14 knots.

After decades working as a pilot, Thompson said he has seen plenty of unusual things happen on the water.

“Our crews have rescued people before that have hit the jetties,” he said. “One time, a Navy high-speed boat came in with somebody they had picked up off shore that was having a medical issue. They brought them in to meet the Coast Guard in the channel.”

On this day, only a broad view out over the water and some lively sea creatures catch the eye.

“I just saw a pod of dolphins,” Thompson noted while motoring out to the

MSC Roma. “There are all kinds of birds, the occasional right whale, sharks. You see it all out here.”

When the containership nears the terminal, Thompson hands control over to a docking pilot who boards around Savannah’s Talmadge Bridge, and shepherds the vessel through the docking process.

Once the ship is docked, Thompson makes his way down the gangway to catch a ride back to the pilot’s station and start the process all over again.





WE DO MORE

In their own words

“I can’t overstate this: Predictability and reliability, particularly as we are trying to improve the velocity of our supply chain, is a very critical piece. Rail access directly into the terminal, as well as access to the interstates, makes the Georgia Ports a good strategic partner for Caterpillar.”

– Ed O’Neil ▪ Caterpillar  
Manufacturing Logistics  
Services Manager

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# SAILING SCHEDULE

Go to [WWW.GAPORTS.COM](http://WWW.GAPORTS.COM) to download a copy of the Global Services Tool for all-water and inland transit times.

## PORT OF SAVANNAH

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

## SAVANNAH

### OCEAN CARRIER KEY

<b>ACL</b>	<b>Atlantic Container Line</b> (800) 225-1235
<b>AG</b>	<b>ACL Grimaldi</b> (888) 860-4013
<b>APL</b>	<b>APL</b> (800) 999-7733
<b>BBC</b>	<b>BBC Chartering</b> (713) 668-4020
<b>C</b>	<b>Carolina Shipping Company, LP</b> (912) 234-3222
<b>CC</b>	<b>CMA CGM (America) Inc.</b> (877) 556-6308
<b>CLS</b>	<b>Clipper Shipping</b> (713) 953-2200
<b>COS</b>	<b>COSCO</b> (843) 769-5443
<b>CS</b>	<b>China Shipping</b> (912) 920-2372
<b>CSA</b>	<b>CSAL Montreal</b> (514) 940-0660
<b>E</b>	<b>Evergreen Line</b> (770) 953-2626
<b>GSS</b>	<b>Grieg Star Shipping</b> (770) 226-5900
<b>HJ</b>	<b>Hanjin Shipping Co., LTD.</b> (770) 825-5500
<b>HPL</b>	<b>Hapag-Lloyd (America)</b> (888) 851-4083
<b>HYU</b>	<b>Hyundai</b> (877) 749-8632
<b>ISS</b>	<b>Inchcape Shipping</b> (912) 644-7151
<b>K</b>	<b>"K" Line</b> (770) 618-4100
<b>MAR</b>	<b>Marfret USA, Inc.</b> (888) 627-3738
<b>MOL</b>	<b>Mitsui OSK Lines</b> (678) 855-7700
<b>MS</b>	<b>Maersk</b> (704) 571-2000
<b>MSC</b>	<b>Mediterranean Shipping</b> (843) 971-4100
<b>NL</b>	<b>Norton Lilly International</b> (912) 234-4342
<b>NCL</b>	<b>Norasia Container Lines</b> (800) 804-9391
<b>NYK</b>	<b>NYK Line</b> (770) 956-9444
<b>OOC</b>	<b>OOCL (USA), Inc.</b> (843) 881-2910

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

**MEDITERRANEAN**

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

**NORTH EUROPE/UK/IRELAND/SCANDINAVIA/BALTIC**

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

**RED SEA/PERSIAN GULF/INDIA/PAKISTAN/MYANMAR**

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

<b>SAF</b>	<b>Safmarine</b> (866) 866-4723
<b>SAG</b>	<b>Saga Welco AS</b> (912) 790-0300
<b>SEL</b>	<b>Sealand</b> (844) 474-4775
<b>SS</b>	<b>Southern Shipping</b> (912) 644-7083
<b>TER</b>	<b>Terminal Shipping</b> (912) 964-5200
<b>TKK</b>	<b>Toko Line</b> (201) 392-0368
<b>TUR</b>	<b>Turkon Line</b> (912) 233-7877
<b>UA</b>	<b>United Arab</b> (404) 261-7598
<b>USL</b>	<b>US Lines</b> (866) 651-5847
<b>WWL</b>	<b>Wallenius Wilhelmsen Logistics</b> (912) 233-3239
<b>YM</b>	<b>Yang Ming (America) Corp.</b> (770) 931-9033
<b>ZIM</b>	<b>Zim American-Israeli</b> (912) 964-3100

**SAVANNAH TERMINAL  
& CARGO SERVICE KEYS**

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

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

### SOUTH/CENTRAL AMERICA

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

## PORT OF BRUNSWICK

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

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

### AUSTRALIA/NEW ZEALAND

"K" Line	KCC	Fortnightly	CI	RO/RO
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### MIDDLE EAST

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

### NORTHERN EUROPE/UK/IRELAND/SCANDINAVIA/BALTIC

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

### MEXICO

American RO/RO	WWL	Monthly	CI	RO/RO
Mitsui OSK Bulk Shipping	NL	Monthly	CI	RO/RO
Wallenius Wilhelmsen Logistics	WWL	Weekly	CI	RO/RO

### SOUTH/CENTRAL AMERICA

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

### AFRICA

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

### SAVANNAH TERMINAL & CARGO SERVICE KEYS

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

## BRUNSWICK

### OCEAN CARRIER KEY

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

### BRUNSWICK TERMINAL & CARGO SERVICE KEYS

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



WE DO MORE

In their own words

“The GPA is a bridge to the world. We export to over 100 countries around the world. We can reach all of those countries, all of those ports, all of those destination markets and, more importantly, all of our customers through the GPA. They’ve done a great job embracing the ocean carrier markets and making sure they are doing all of the things to bring in more services.”

– Chris Swartz ▪ AJC International  
Director of Global Transportation  
and Logistics Services

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