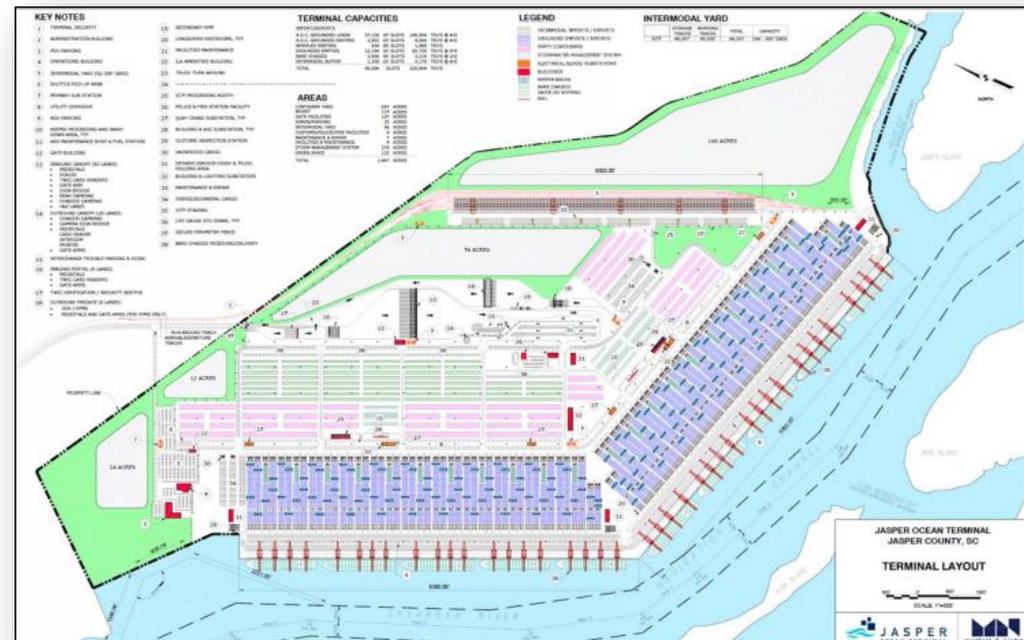


Jasper Ocean Terminal (JOT) SC General Assembly - Biannual Report



Outline:

- Cost Information
- Ongoing Environmental Impact Statement (EIS) Work
- FY21 EIS Work
- Section 408 Agreement/Feasibility Study
- SCPA Capacity
- Containerized Cargo Forecast
- Timeline for Completion
- Basis of Concept – TBA Simulation
- Landside Infrastructure Needs
- Waterway Infrastructure Needs



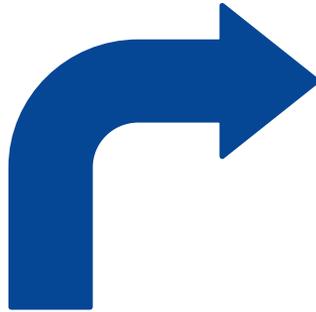
January 2021

JOT Joint Venture – Expenses to Date

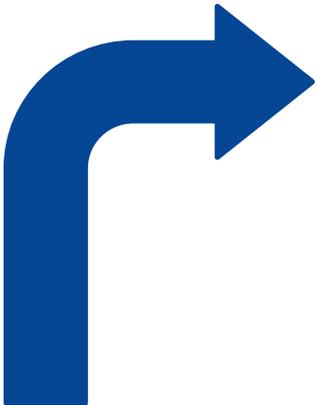


FY11 Contributions From Sponsors	\$3,800,000
FY12 Contributions	\$800,000
FY13 Contributions	\$800,000
FY14 Contributions	\$600,000
FY15 Contributions	\$2,100,000
FY16 Contributions	\$2,000,000
FY17 Contributions	\$3,750,000
FY18 Contributions	\$2,850,000
FY19 Contributions	\$1,000,000
FY20 Contributions	\$800,000
FY21 Contributions	\$800,000
Total	\$19,300,000

Fiscal Year 2021 Budget



Total Operating Revenue for FY 2021 is \$800,000



Estimated Budget Spent is \$503,562

Operating Expenses	FY 2021
Program Mgmt/Consolidation	
Task 1 – Project Management Services	\$104,000
Task 2 – Public & Stakeholder Outreach & JOT Website	\$15,550
Task 3 – Existing Conditions Report	\$44,500
Task 4 – Studies/Investigations for EIS	
Task 4.1 – Transportation Analysis Tech Memo	\$33,000
Task 4.2 – Cultural Resources Coord & Phase I Report	\$20,030
Task 4.3 – Natural Resources Desktop Analysis	\$26,160
Task 4.4 – Noise and Vibration Assessment	\$72,383
Task 4.5 – Visual Resources 3D Model Development & Analysis	\$17,598
Task 4.6 – Air Quality Analysis	
Task 4.6.1 – Operational Emissions Inventory	\$44,126
Task 4.6.2 – CO and PM2.5 Hot Spot Analysis	\$52,215
Total Development Expenses	\$429,562
Total Office & Admin Expenses	\$74,000
Total Operating Expenses	\$503,562

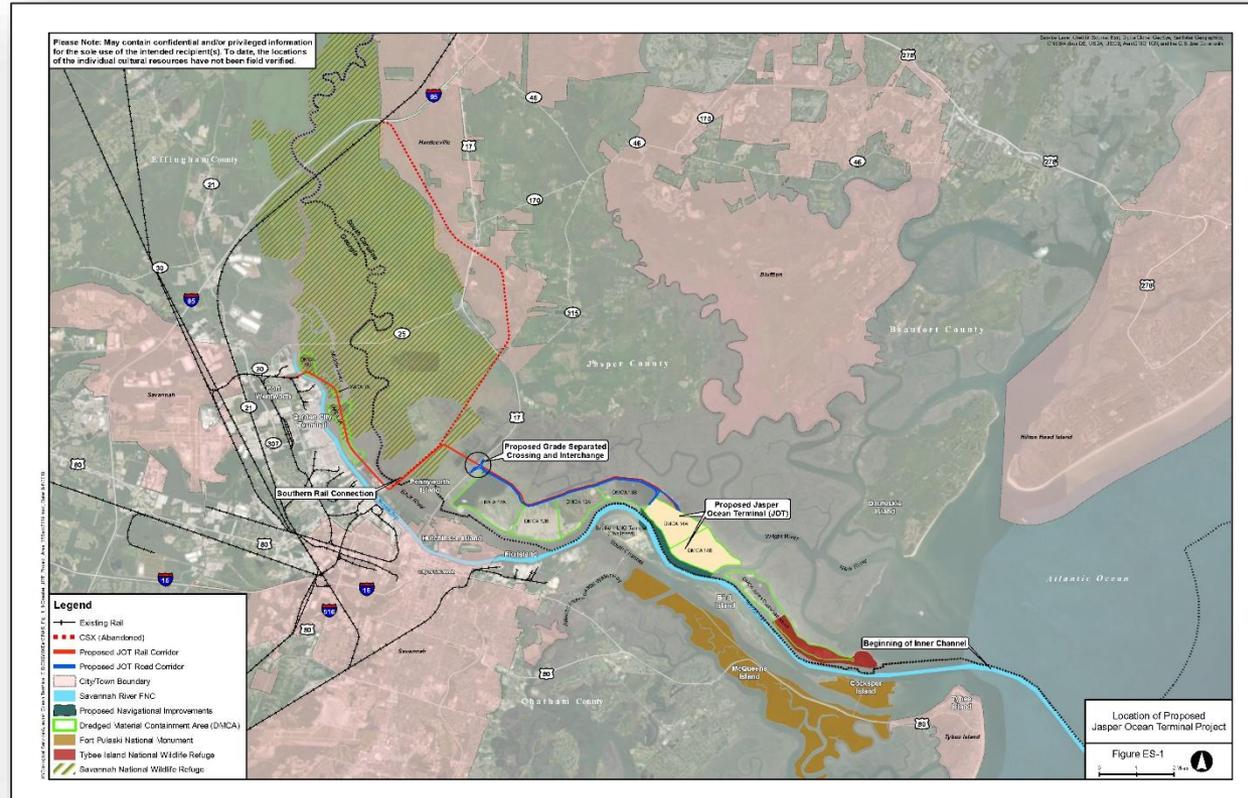
JOT Atkins EIS Work FY 21

Summary of Work Completed



August through December 2020:

- Completed Draft Transportation Analysis Technical Memo to document preliminary findings
- Prepared Draft Phase I Cultural Resources Assessment Report to document preliminary findings from 2018-2019 field investigations of certain JOT components [terminal site and portions of proposed rail and road access corridor]
- Prepared and circulated JOT EIS Project Update Newsletter [distributed to JOT EIS project stakeholder mailing list and uploaded to the JOT EIS project website]



www.jasperoceanterminaleis.com

Status of Current Studies/Investigations:

Natural Resources [Protected Species & Wetlands] Desktop Analyses:

- Created protected species (at the federal and state levels for both South Carolina and Georgia) habitat areas database – 100% complete
- Evaluated data to determine presence/absence of protected species habitat within the JOT project area – 100% complete
- Conducted a functional assessment of each potential wetland area within the JOT project area – 100% complete
- Preparing a Protected Species Habitat Technical Memo to document preliminary findings – 95% complete
- Preparing Wetlands Assessment Technical Memo to document preliminary findings – 95% complete
- Preliminary findings will need to be field verified prior to submittal of draft EIS



Status of Current Studies/Investigations:

Noise and Vibration Assessment:

- Collected existing traffic and rail noise data within the project area – 100% complete
- Developing and evaluating outputs from the traffic noise model – 50% complete
- Developing rail noise model and vibration impact assessment associated with intermodal rail operations – 25% complete
- Preparing Noise and Vibration Assessment Technical Memo to document findings – complete by May 2021



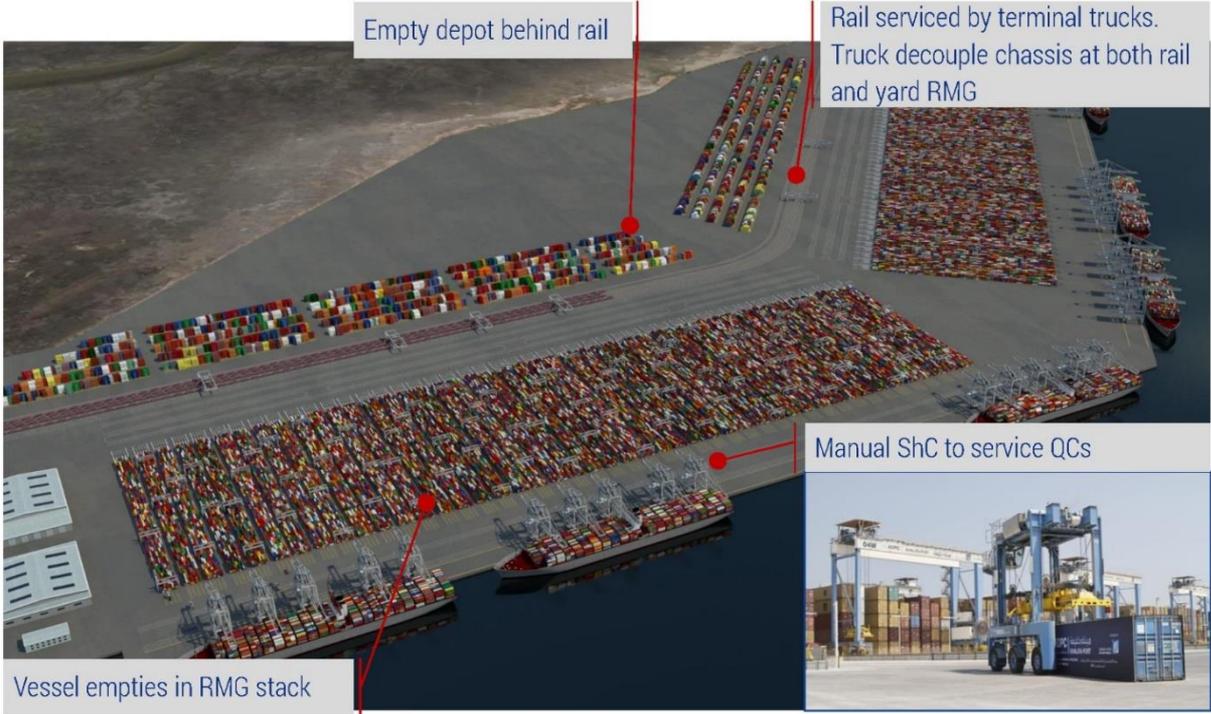
Status of Current Studies/Investigations:

Air Quality Emissions Inventory:

- Data collection – 100% complete
- Model setup and execution – 50% complete
- Operational emissions calculations – complete by March 2021
- Prepare Operational Air Emissions Technical Memo to document findings – complete by May 2021

T|B|A Simplifying your operation

Executive Summary (5): Perpendicular RMG + Manual shuttle carrier



Empty depot behind rail

Rail serviced by terminal trucks. Truck decouple chassis at both rail and yard RMG

Manual ShC to service QCs

Vessel empties in RMG stack

JOT - Design Review and Simulation Study – Executive Summary – V001

6

Status of Current Studies/Investigations:

Visual Resources Analysis:

- Site visit to obtain ground photography from selected viewpoints throughout the JOT project area – 100% complete
- Construct baseline ground model for 3D visualization – 100% complete
- Prepare renderings from selected viewpoints – 100% complete
- Prepare Visual Resources Assessment Technical Memo to document findings – 95% complete



JOT EIS

Schedule Overview



- Prepare Draft EIS (~3 years)
- Prepare Final EIS/ROD (~2 years)
- Schedule drivers (Must be completed in order to complete JOT EIS):
 - Section 408 review and approval of impacts to Savannah Harbor and existing Dredged Material Containment Areas
 - Section 203 Feasibility Study or Congressionally authorized navigation study (Deepening and widening of Savannah Harbor would be required to achieve the JOT JV's project purpose)
 - Compatibility Determination from USFWS for proposed impacts to Savannah National Wildlife Refuge

A

Section 10 – Rivers and Harbors Act of 1899 (33 U.S.C. 403), USACE Guidance

Section 404 – Federal Water Pollution Control Act Amendments of 1972 (P.L. 92-500; 33 U.S.C. 1344), as amended by the Clean Water Act of 1977 (P.L. 95-217; 33 U.S.C. 1251 et seq.), Environmental Protection Agency (EPA)'s 404(b)(1) Guidelines

***Section 103** – Marine Protection, Research, and Sanctuaries Act of 1972

Regulatory Division Actions

B

Section 408 – Section 14 of the Rivers and Harbors Act of 1899 and codified in 33 USC 408 (commonly referred to as "Section 408") and Engineer Circular (EC) 1165-2-216, *Policy and Procedural Guidance for Processing Requests to Alter U.S. Army Corps of Engineers Civil Works Projects Pursuant to 33 USC 408*

Planning Division Actions

JOT Section 408 Agreement



- Signed September 2020
- Section 408 review is required to determine impacts from JOT to Savannah Harbor and existing Dredged Material Containment Areas
- From Section 1165(a)(2) of the Water Resources Development Act 2016
- The agreement authorizes acceptance and expenditure of funds received from non-federal entities
- FY21 objective to start scoping 408 and other studies needed to complete the EIS
 - USACE meeting internally to identify these studies for the JOTJV
- USACE can define scope, schedule, milestones, oversight, review, and approval; but they cannot perform studies or produce documents
- USACE Savannah District has ~\$240,800 of available funds
- Completion of the EIS requires evaluation under Section 408 and evaluating the impacts from deepening and/or widening of the Navigation Channel

AGREEMENT BETWEEN
THE DEPARTMENT OF THE ARMY
AND
JASPER OCEAN TERMINAL JOINT VENTURE

THIS AGREEMENT is entered into this 25 day of September, 2020, by and between the Department of the Army (hereinafter the "Government"), represented by the U.S. Army Engineer, Savannah District, hereinafter "District Engineer" and the Jasper Ocean Terminal Joint Venture (hereinafter the "Contributor"), together ("the Parties").

WITNESSETH, THAT:

WHEREAS, the Contributor considers it to be in its own interest to contribute funds voluntarily to be used by the Government to evaluate a request under 33 U.S.C 408 (hereinafter "Section 408") to alter **The Savannah Harbor Navigation Channel and 14A and 14B disposal areas** ("hereinafter the "Project(s)");

WHEREAS, the Government is authorized pursuant to Section 408 to accept and expend funds to evaluate such requests;

NOW, THEREFORE, the Government and Contributor agree as follows:

1. The Contributor plans to contribute funds for the evaluation of engineering plans and other information requested under Section 408. The Contributor agrees to the provisions of this paragraph:

a. The Government and Contributor shall undertake with funds provided by the Contributor the description of activities to be undertaken, including schedules, and identification of travel by activities covered under this Agreement, with the Federal Travel Regulations and estimated review and update, as necessary, the scope of work.

b. Prior to the Government initiating any work, the Contributor shall provide to the Government the scope of work through the current and next quarter. The Contributor shall provide to the Government the scope of work through the current and next quarter. The Contributor shall provide to the Government the scope of work through the current and next quarter.

c. If at any time the Government determines that the Government shall notify the Contributor in writing.

DEPARTMENT OF THE ARMY

Digitally signed by
HIBNER, DANIEL HARRY, 000007
DN: cn=DANIEL H. HIBNER, PMP
COL, EN, o=US Army, ou=US Army, email=dhhibner@army.mil
Date: 2020.09.25 18:41:15 -0400

BY:  DATE: 25 Sep 2020

DANIEL H. HIBNER, PMP
COL, EN

CONTRIBUTOR

BY:  DATE: 9/14/20

BARBARA MELVIN
Co-Director

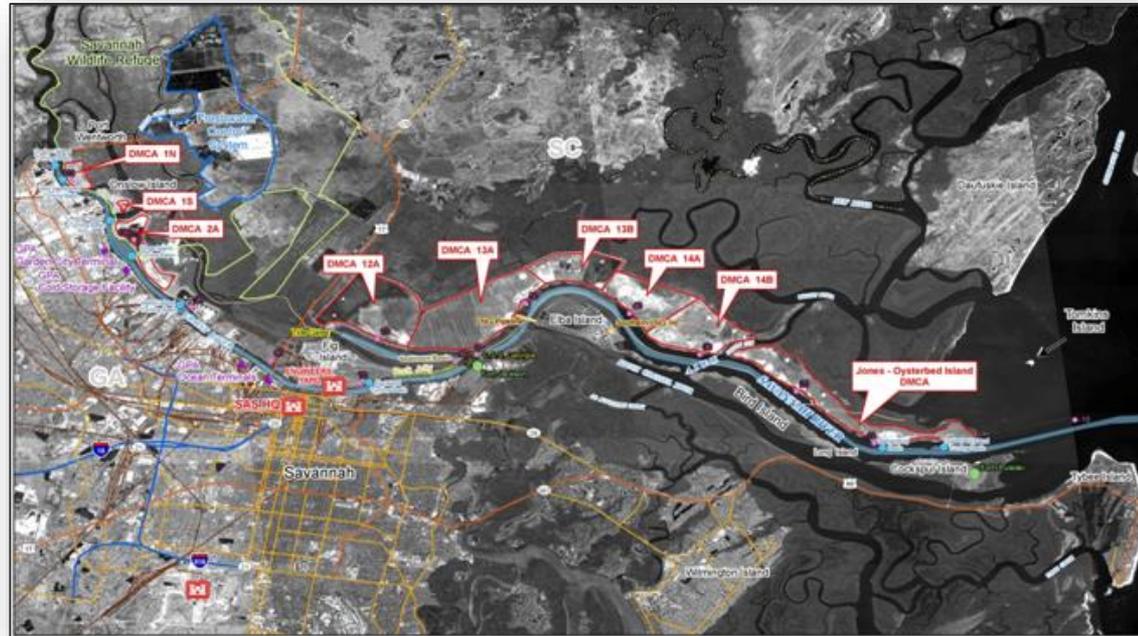
BY:  DATE: 9/15/20

JAMIE MCCURRY
Co-Director

JOT Section 203/204 Feasibility Study



- For evaluating the deepening/widening of the navigation channel
- Initiated when a local sponsor (JOT JV) requests a study
- Two types of Congressional authority are required:
 - Study authority (usually Water Resources Development Act)
 - Budget appropriations (usually Energy and Water Development Appropriations Act)
- Section 203 provides that a non-Federal interest can submit a completed study to the Secretary of the Army for review
- Section 204 of WRDA 1986 was amended by Section 1014(b) of WRRDA 2014, which consolidated several authorities that allowed non-Federal interests to undertake construction of certain water resources development projects.



SCPA CONTAINER CAPACITY BY EARLY 2030



WANDO WELCH TERMINAL
2.4 MILLION TEU
(READY 2020)

HUGH K. LEATHERMAN TERMINAL
2.4 MILLION TEU
(2021-2032)

NORTH CHARLESTON TERMINAL
0.5 MILLION TEU
(NOW)

TOTAL CAPACITY
5.3 MILLION TEU

GPA and SCPA Combined Capacity and Cargo Forecast



Year	Containerized Cargo Forecast (TEU)	Annual Throughput Capacity of Existing and Planned GPA Marine Container Terminals	Annual Throughput Capacity of Existing and Planned SCPA Marine Container Terminals
2015	5,782,412	6,500,000	2,625,000
2020	7,285,493	6,500,000	3,200,000
2025	8,801,607	9,000,000	3,700,000
2030	10,551,446	11,000,000	4,100,000
2035	12,234,796	12,000,000	5,300,000
2040	14,065,731	12,000,000	5,300,000
2045	16,074,054	12,000,000	5,300,000
2050	18,281,593	12,000,000	5,300,000

New Facilities Timeline



2003

- Filed permit application for Hugh Leatherman Terminal

2007

- Permit received for Hugh Leatherman Terminal

2008

- Intergovernmental Agreement for JOT signed by SCPA/GPA
- Lawsuit by CCL against Hugh Leatherman Terminal

2009

- SC Ports completes loss of 40% of container volume and delays need for Hugh Leatherman Terminal

2010

- Hugh Leatherman Terminal lawsuit settled

2012

- Original intended opening date of Hugh Leatherman
- Savannah Harbor Expansions Chief's Report

2015

- First Federal funding for SHEP
- JOT Intergovernmental Agreement replaced by JV Agreement

2017

- Begin pre-permitting effort on JOT

2019

- GPA announces 8 Million TEU capacity goal at September State of the Port address

2021

- March opening of Hugh Leatherman Terminal Phase One in Charleston

2025 (projected)

- Opening of Savannah Container Terminal

2026 (based on demand)

- Phase Two Hugh Leatherman Terminal

2032 (based on demand)

- Phase Three Hugh Leatherman Terminal

2035 (based on demand)

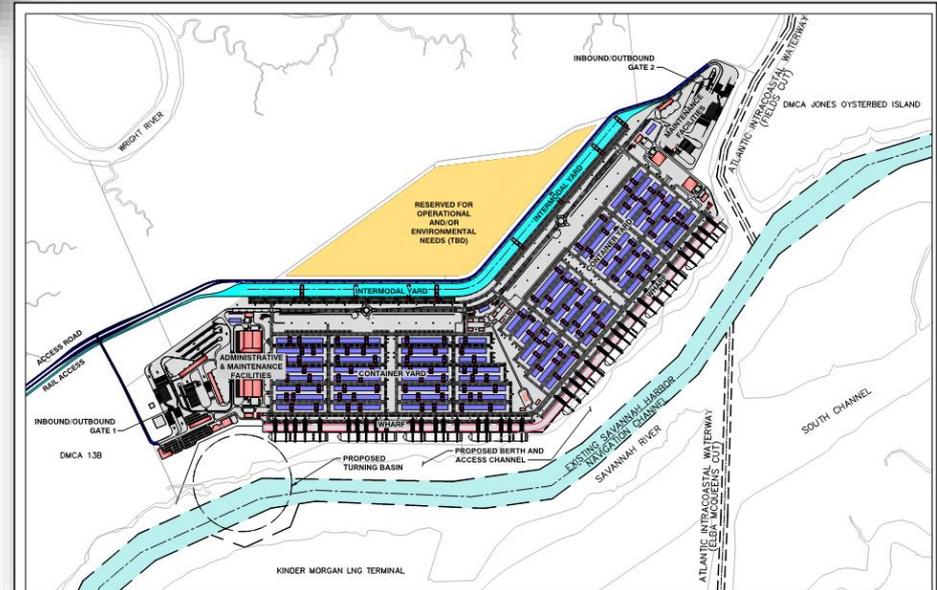
- Phase One JOT

Joint Venture Agreement Goals and Objectives



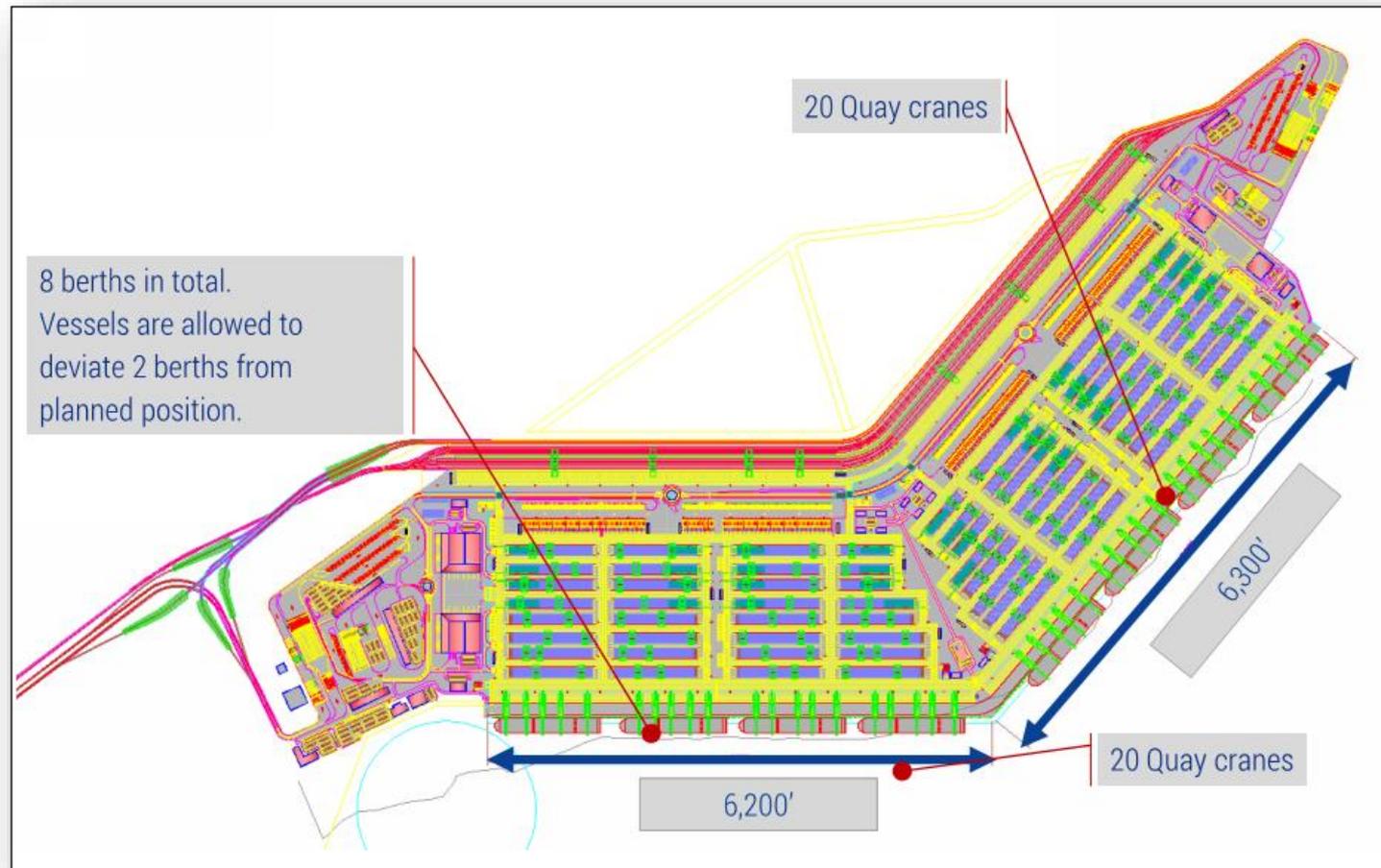
- JOT shall have handling capacity of 8 million TEU
- JOT shall accommodate draft and beam requirements of a fully loaded 14k – 20k TEU vessel without tidal restriction

- Savannah River channel shall be modified as authorized in future WRDA to provide for 2 way traffic
- Dual rail access on terminal
- Sufficient highway access



JOT - TBA Recommendation

- A perpendicular RMG yard layout
- Both manual shuttle carrier and Lift AGV are suitable



JOT - Waterway Infrastructure Needs



- Future conditions need to consider further deepening of the Federal Channel to accommodate larger ships
- Proposed dredging for JOT may be updated following analysis of sedimentation conditions for the Section 408 Study

