

Offering Memorandum

# South Atlantic Logistics Terminal


For Sale

453 zoned and entitled upland acres available

Highway 17 & Interstate 95

Hardeeville, South Carolina

Jasper County

 **JLL** SEE A BRIGHTER WAY

# Contents

## Property Overview

Executive summary	3
Master plan and phasing plans	4
Master infrastructure plan	9
Transportation advantage	11

## South Carolina

Infrastructure improvements	13
Business tax Incentives	14
Incentives overview	15
Illustration of Fee-in-lieu of property tax	18

## Market Overview

Savannah industrial market stats	20
Savannah Q2 2025 report	21
2024 - 2025 Industrial tenant demand study	22
Savannah historical absorption	23
Savannah leasing activity	24
Savannah leasing per size segment	25
Savannah speculative starts	26

## Port of Savannah

TEU and industrial occupancy	29
Explosive growth and expansion	30
Planned development projects	31
Logistics	32

## Appendix

Alternative site plan	35
-----------------------	----



# Executive Summary

The Savannah industrial market has emerged as a premier industrial market in the United States. In Q2 2025, it led the nation in net absorption as a percentage of market.

This remarkable growth is fueled by the Georgia Ports Authority (GPA), now the fastest-growing port in America. The GPA is ensuring its upward trajectory by committing \$3 billion in infrastructure investment to expand operations and capacity. Current growth trends indicate that Savannah is on pace to become the second-largest port in the United States within just five years. The next phase of port expansion is occurring within 8 miles of the South Atlantic Logistics Terminal (SALT) offering, making SALT an ideal location for not only developers but future industrial users seeking proximity to port operations.

SALT offers an immediate development opportunity as a shovel-ready site with all necessary infrastructure already in place and Land Disturbance Permits secured. As only 3.6MSF is currently under construction in Savannah, SALT provides an excellent opportunity to bring new product to the market to meet anticipated demand. Adding to SALT's appeal is its location in South Carolina, which has advantageous tax incentives. The Fee-in-Lieu-of-Tax (FILOT) program, already established at the SALT project, will generate over \$11 million in tax savings for developers and users, creating a compelling financial advantage.

The combination of port growth, strategic location, development-ready sites, and significant tax incentives positions SALT as an industrial development of choice with abundant competitive advantages over other industrial sites in Savannah.



±453 developable acres in Jasper County, SC



Located on Highway 17 with direct access to I-95



Accommodates ±5.367 M SF of warehouse



CSX spur available for direct connection



Positioned in the industrial corridor



Frontage on I-95



Close proximity to the Port of Savannah with up to five truck turns a day



SC Department of Commerce  
**Palmetto site**



Significant infrastructure upgrades on I-95, Hwy 17 & the Houlihan & Talmadge Memorial Bridges



Capitalize on steady tenant demand



Site of scale that can be phased



Site is shovel ready

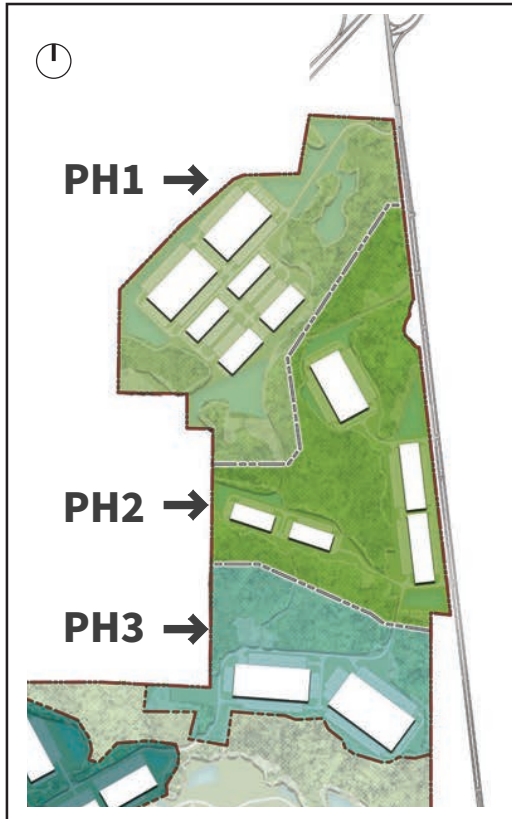


# Master plan



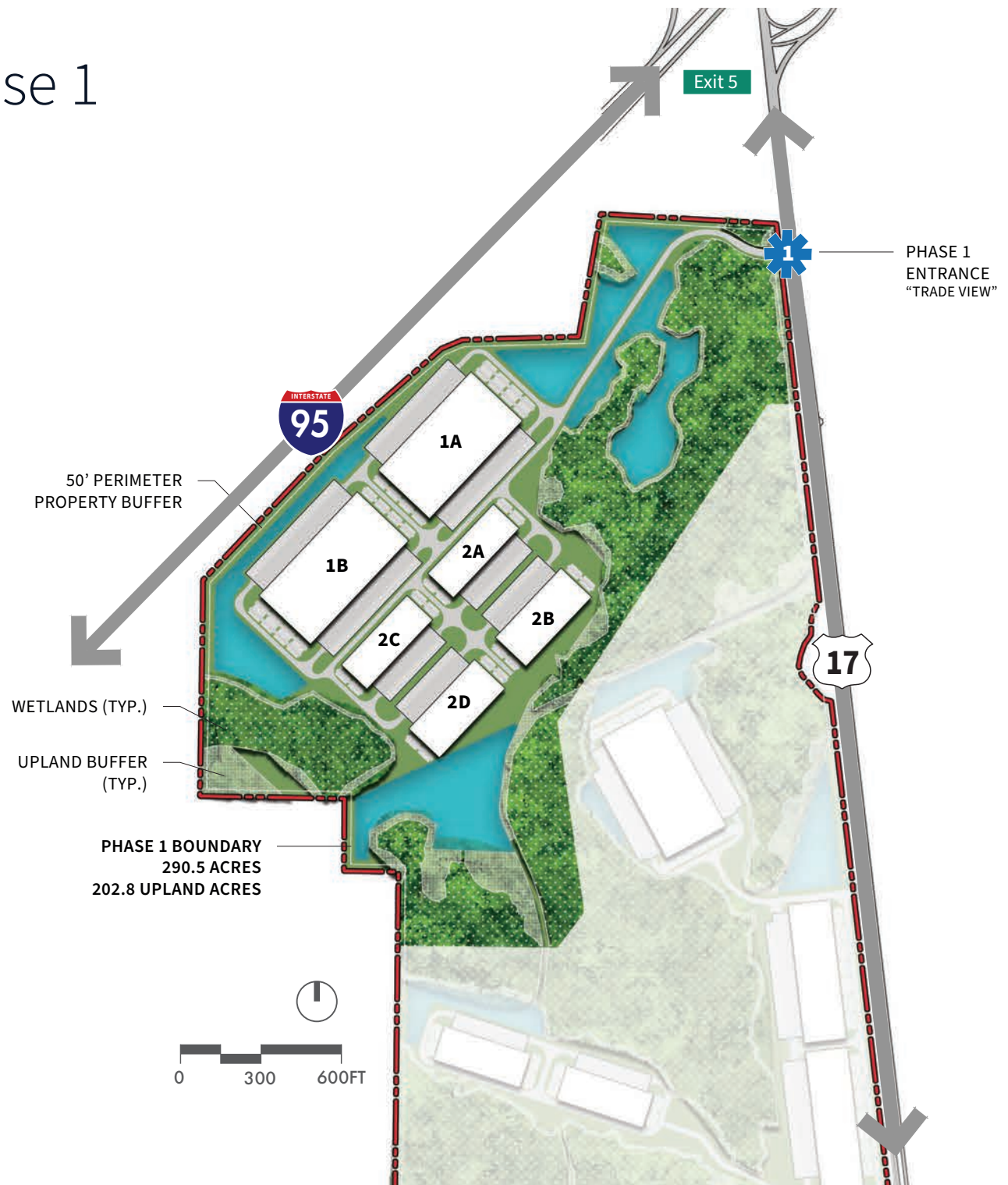


# Phasing plan - Phase 1

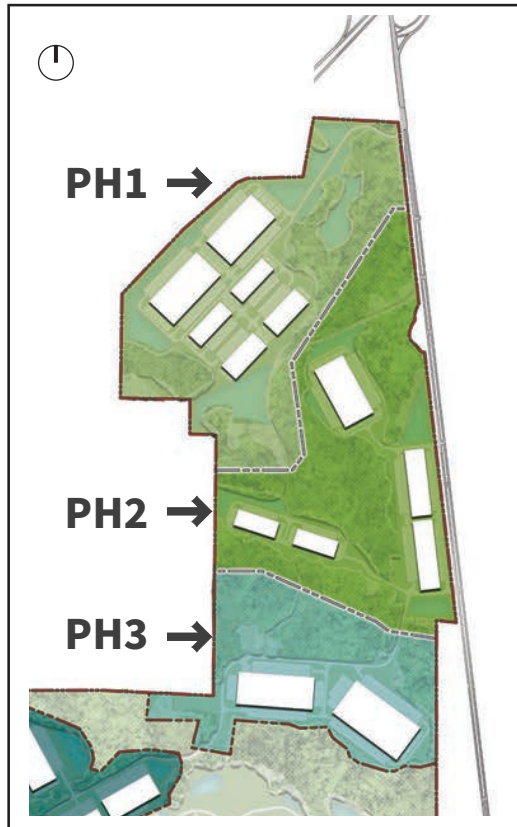


**BUILDING SUMMARY | PHASE 1**

BUILDING	DIMENSIONS (W' X L')	BUILDING SF
1A	520' X 1,045'	±543,400 SF
1B	520' X 990'	±514,800 SF
2A	260' X 700'	±182,000 SF
2B	310' X 700'	±217,000 SF
2C	260' X 700'	±182,000 SF
2D	310' X 700'	±217,000 SF
<b>TOTAL:</b>		±1,856,200 SF

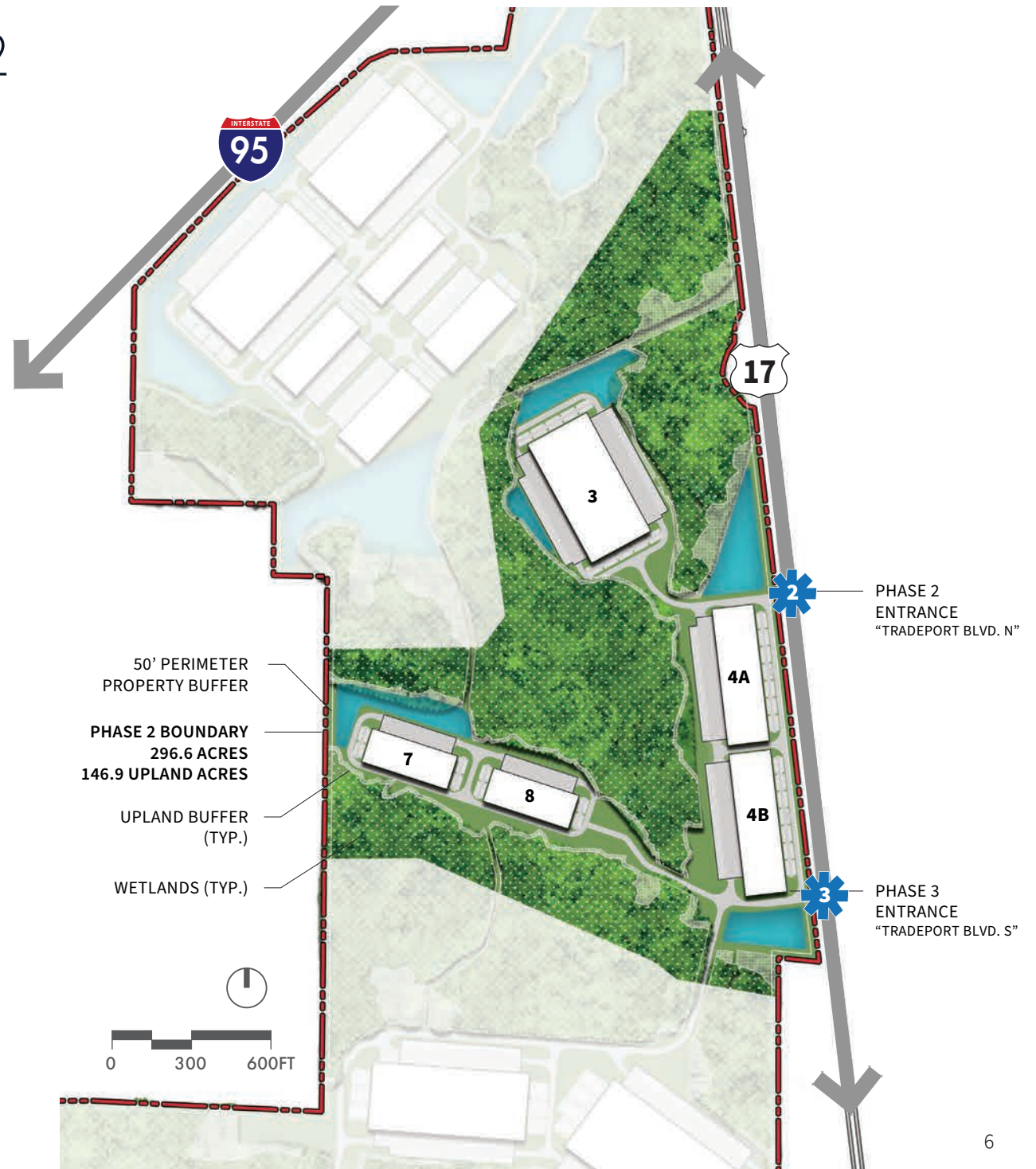


# Phasing plan - Phase 2



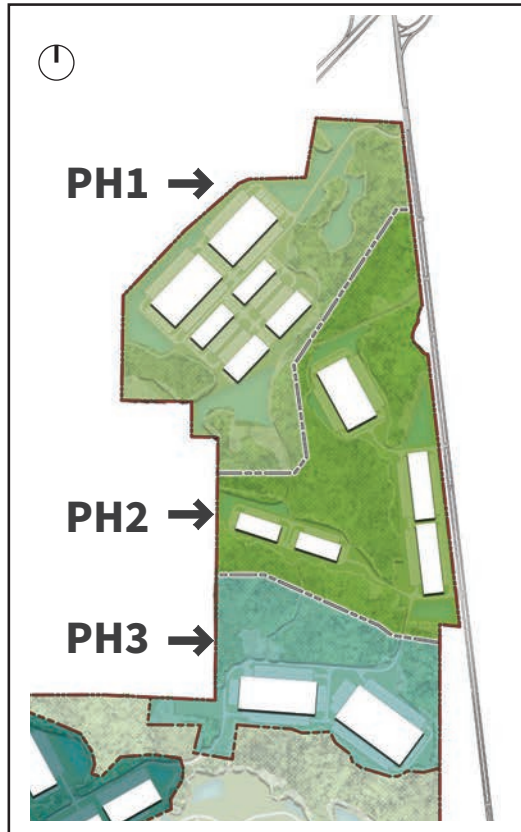
**BUILDING SUMMARY | PHASE 2**

BUILDING	DIMENSIONS (W' X L')	BUILDING SF
3	500' X 1,000'	±500,000 SF
4A	310' X 1,020'	±316,200 SF
4B	310' X 1,020'	±316,200 SF
7	260' X 665'	±172,900 SF
8	260' X 665'	±172,900 SF
<b>TOTAL:</b>		±1,490,600 SF



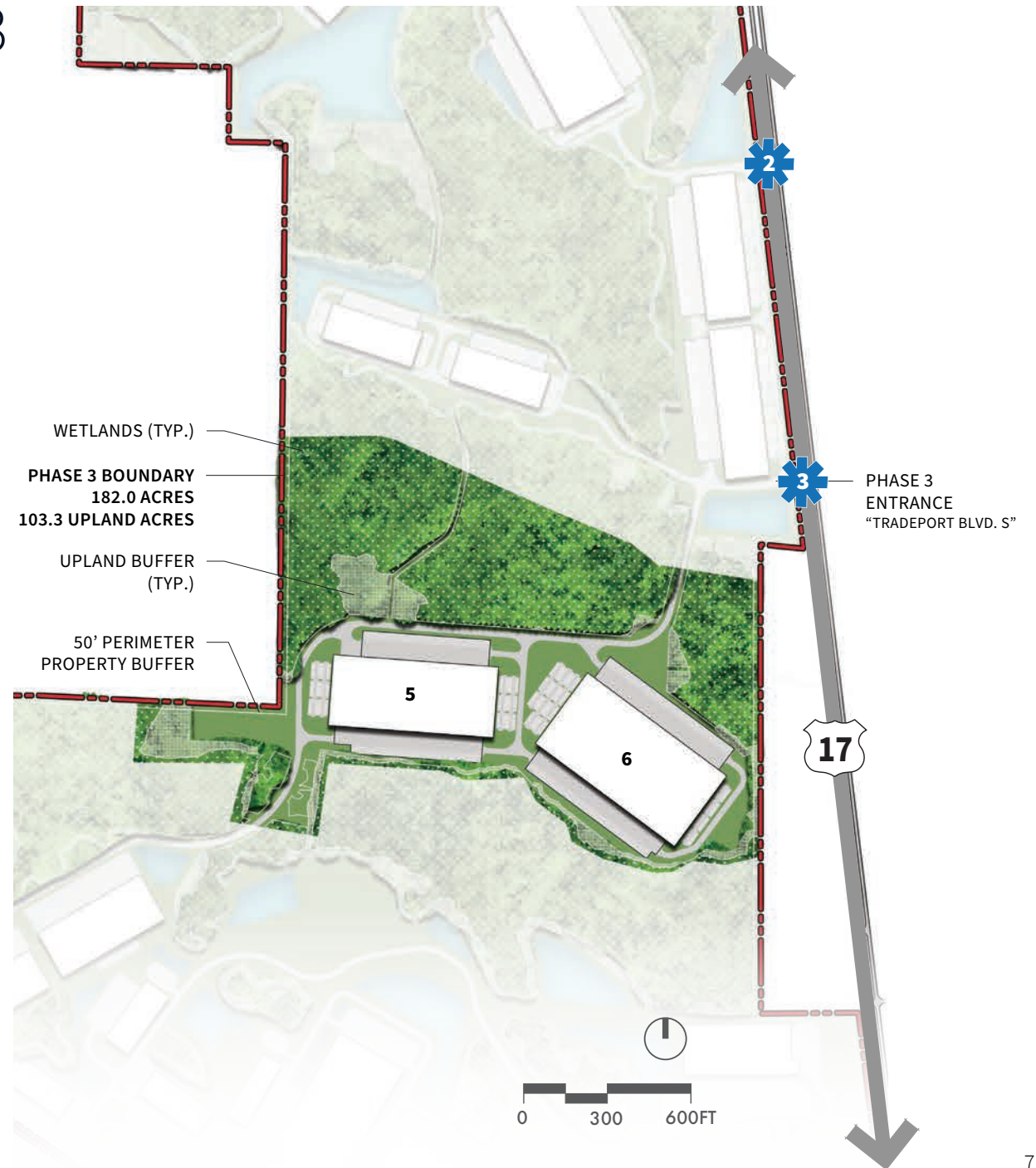


# Phasing plan - Phase 3



**BUILDING SUMMARY | PHASE 3**

BUILDING	DIMENSIONS (W' X L')	BUILDING SF
5	500' X 1,165'	±582,500 SF
6	620' X 1,220'	±756,400 SF
<b>TOTAL:</b>		±1,338,900 SF





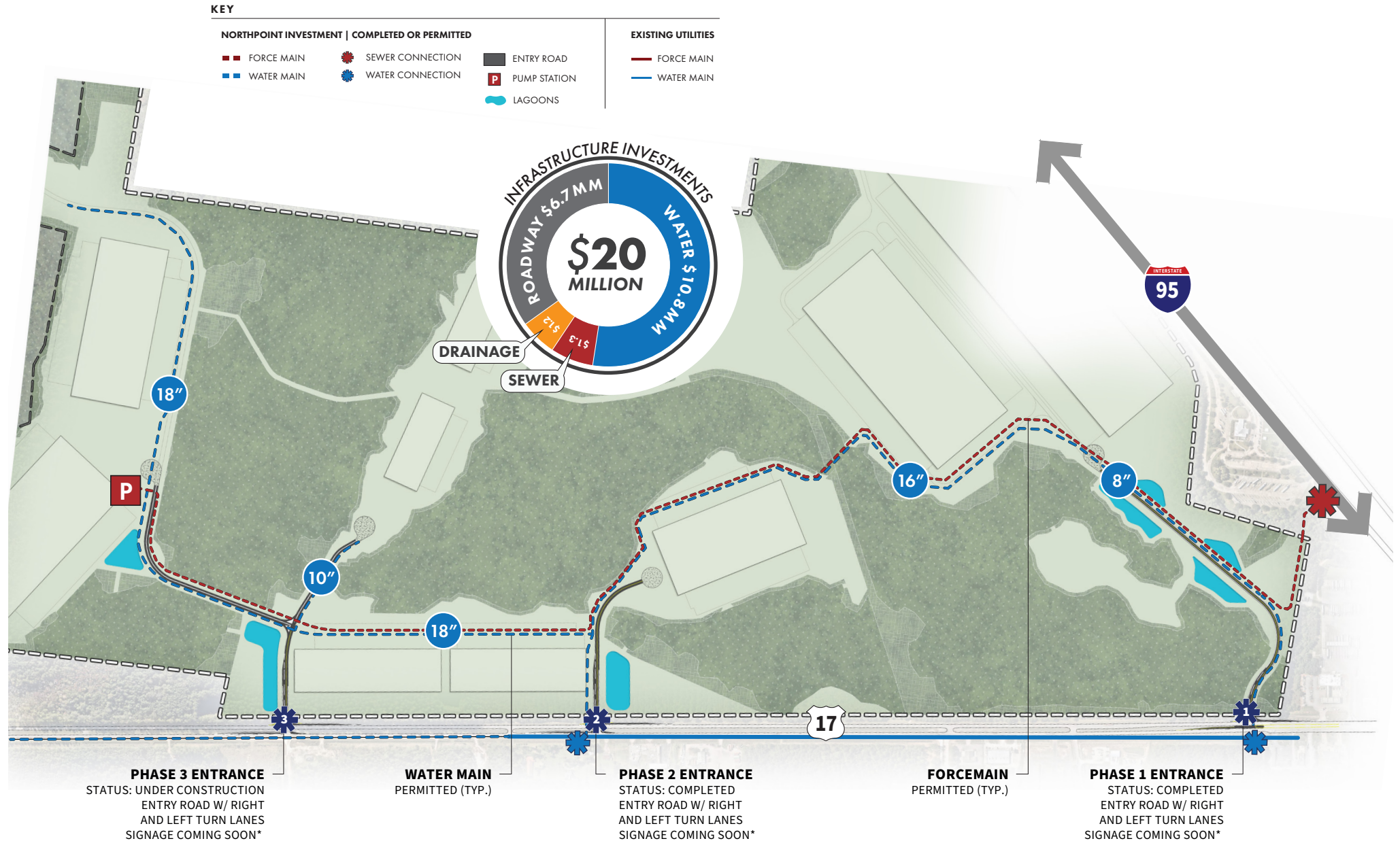
# Conceptual renderings - Phase I - 1.4 million SF





# Master infrastructure plan

Delivery October 2025



# Shovel ready!

Scan the QR codes below to see firsthand the 360 view of the current SALT infrastructure for each planned phase of development.



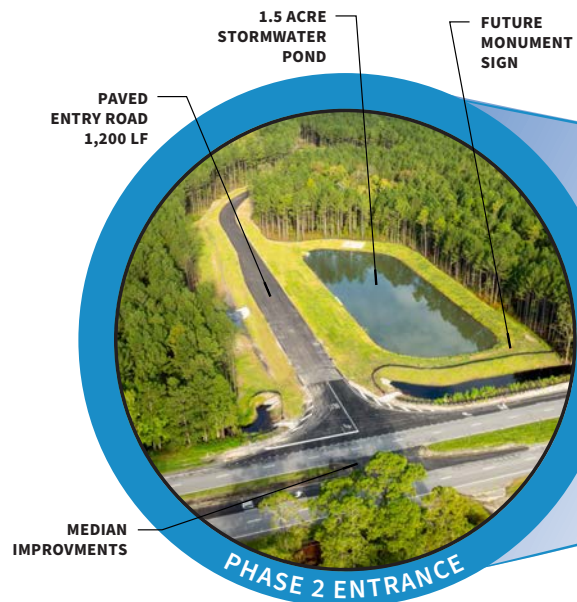
Phase 1 Entrance



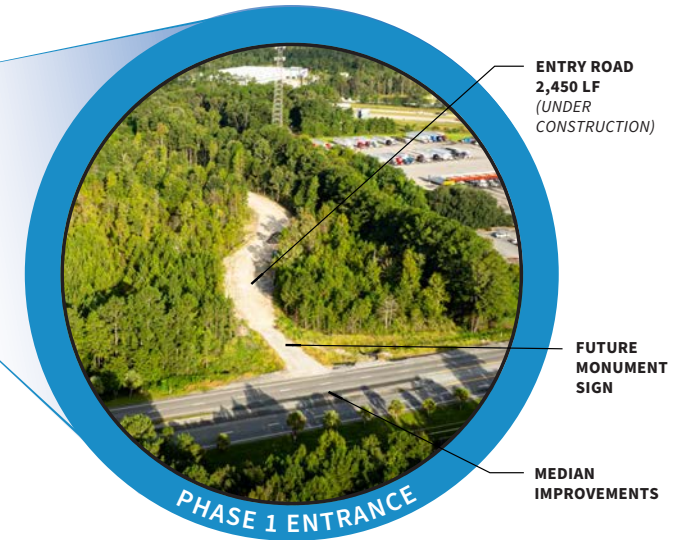
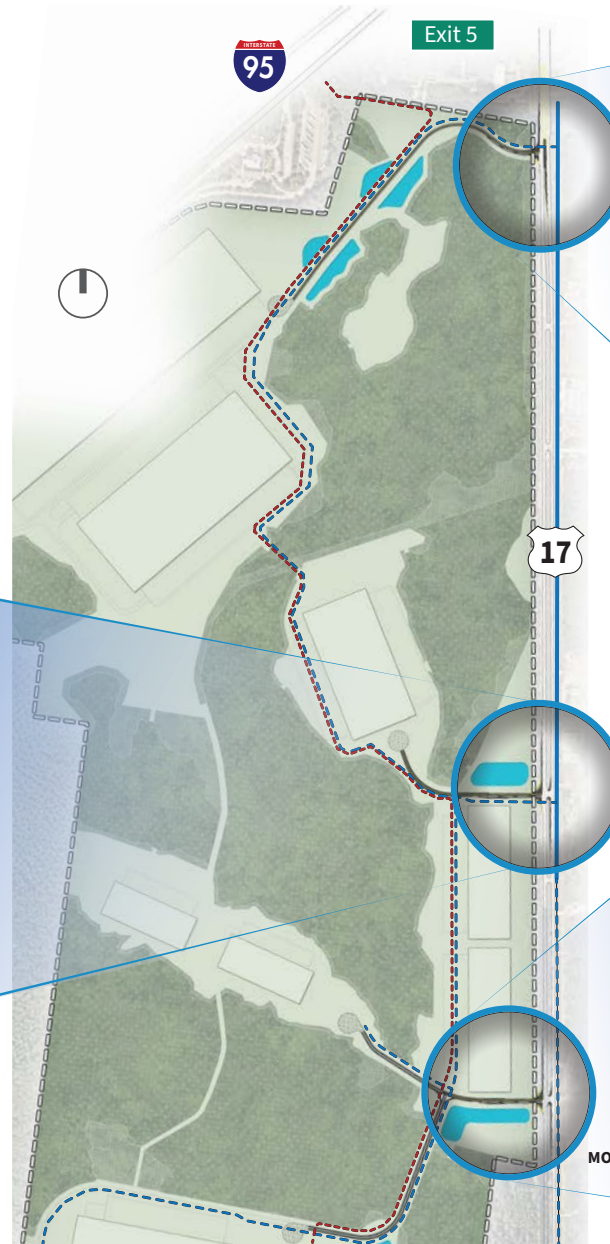
Phase 2 Entrance



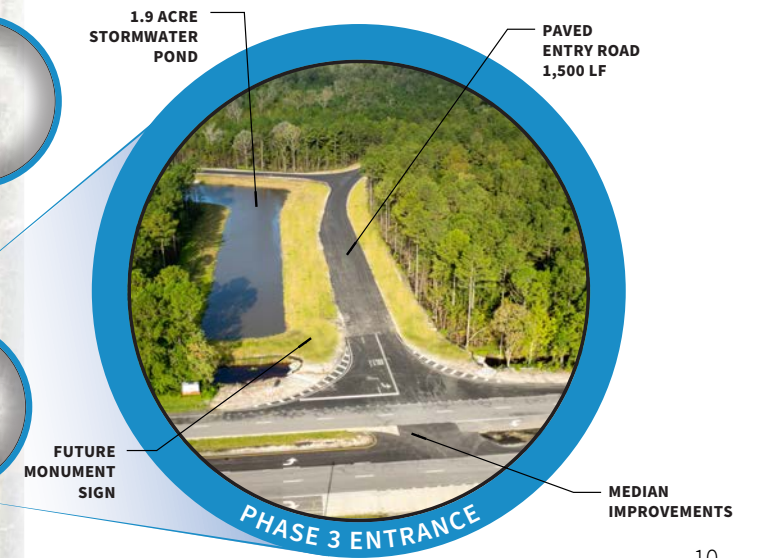
Phase 3 Entrance



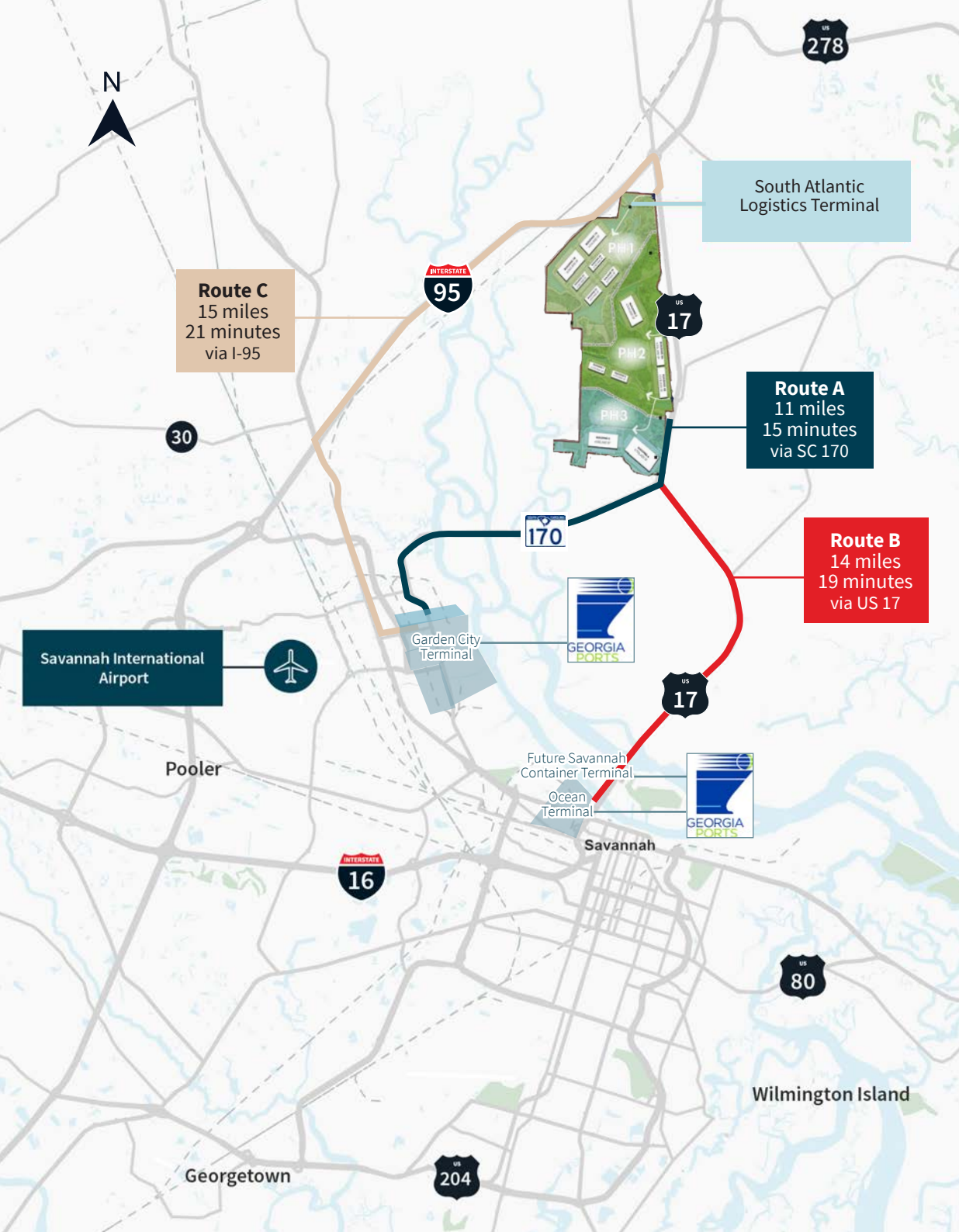
**TRADEPORT BLVD. NORTH**  
ENTRY ROAD W/ FULL ACCESS



**TRADE VIEW**  
ENTRY ROAD W/ FULL ACCESS







## Transportation advantage

Being able to access the GPA via three alternate routes is a rare strategic advantage that SALT provides over other development sites. Infrastructure improvements in South Carolina will further improve swift access.

SALT offers easy of access to the Garden City Terminal, Ocean Terminal and future Savannah Container Terminal in as little as 15 minutes.

**Route A via SC-170: 11 miles in 15 minutes**

**Route B via US-17: 14 miles in 19 minutes**

**Route C via I-95: 15 miles in 21 minutes**



South Carolina



# South Carolina Infrastructure improvements

## SALT Access

### I-95 widening from Savannah into South Carolina

A \$360 million South Carolina Department of Transportation project will widen a 10-mile stretch of I-95 from just inside the Georgia state line to the U.S. 278 interchange in Hardeeville.

### Houlihan Bridge

The Houlihan Bridge will be completely reconstructed by 2026. The current bridge will remain open while the new structure is built. The project is fast-tracked due to its impact on the GPA.

### US 17 widening to four lanes

The South Carolina Department of Transportation is currently focused on their \$41.9 million project to widen US Highway 17 from the Georgia border to the intersection of SC 315 near Hardeeville. The project is scheduled to be completed by late 2025.

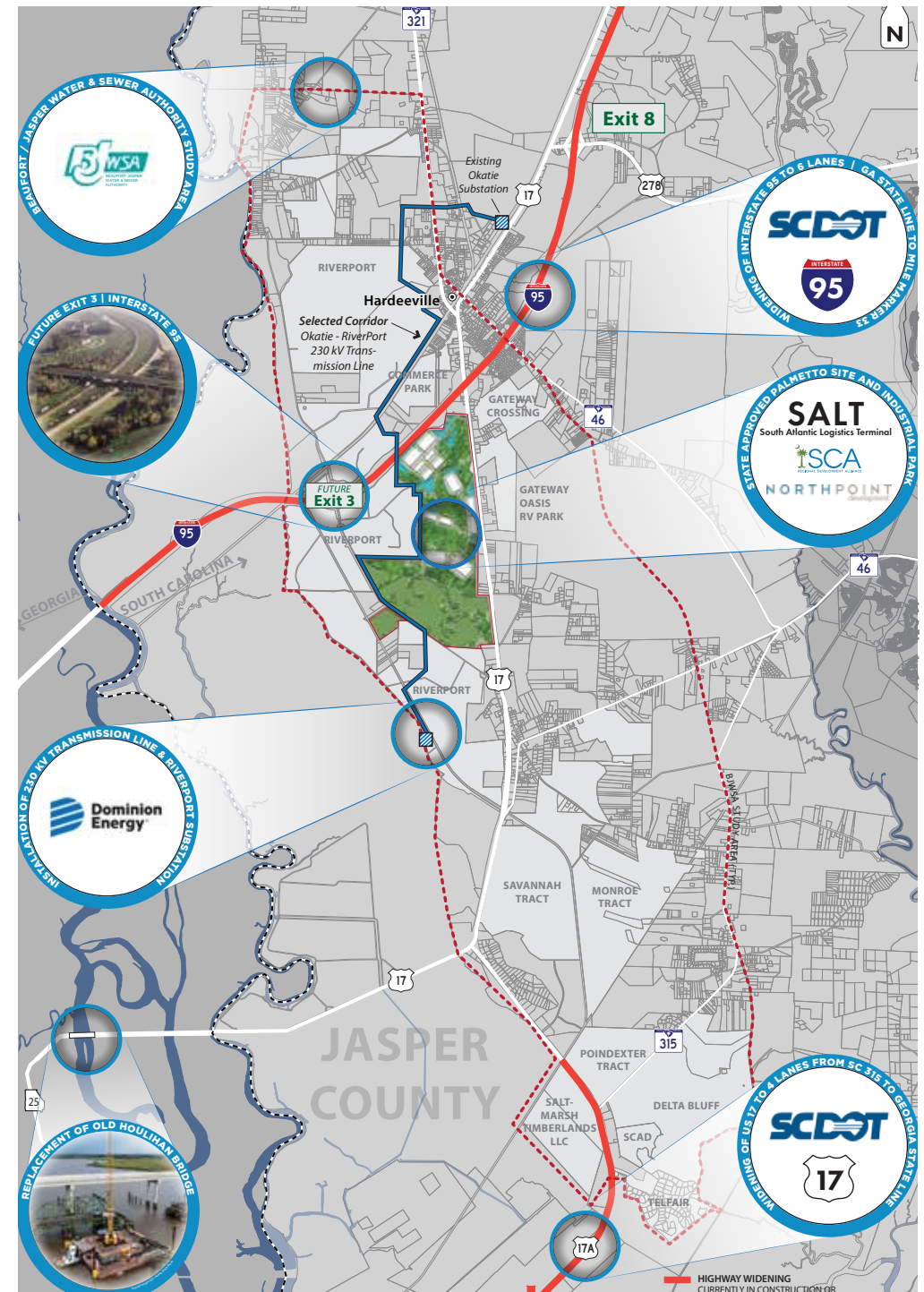
## Jasper County Upgrades

### Exit 3

A new proposed interchange at Exit 3 has received preliminary approvals and is being completed as a separate project by the town of Hardeeville. The new interchange will be at Purrysburg Road and I-95 to help connect traffic to U.S. 17 and U.S. 321.

### New 230 kV power lines installed and new substation in Jasper County

Dominion Energy South Carolina (DESC) plans to install two new 230 kV power lines in Jasper County beginning Q1 2025, as well as complete the new Riverport substation.



# South Carolina Business tax incentives

South Carolina maintains one of the lowest state and per capita tax rates in the nation while offering incentives to encourage business investment.

## General Tax Advantages

- No state property tax
- No inventory tax
- No local income tax
- No sales tax on manufacturing machinery, industrial power, materials for finished products
- Favorable corporate income tax structure
- Located in an Opportunity Zone

## Existing Discretionary Incentives:

- 30 year fee-in-lieu of property tax agreement with 6% assessment ratio and locked millage
- 40% property tax credit for 30 years
- Assumable by purchaser with County consent

## Additional Discretionary Incentives:

- Depending on overall jobs and employment, county may negotiate a fee-in-lieu of tax with an assessment ratio as low as four percent (4%) and a term up to 50 years
- County can also offer an additional or enhanced property tax credit to further reduce property taxes

## Future Tax Rate Considerations:

- No unitary tax on worldwide profits
- No wholesale tax
- Predictable tax rates for larger investments

## Additional programs:

### Enterprise Program

Provides financial assistance to help offset costs associated with locating or expanding a business in the state.

### Job Development Credit

Qualifying businesses that create full-time jobs with healthcare benefits may be eligible for reimbursement of certain capital expenditures, including land, building, site development, or infrastructure costs.

### Job Tax Credit

- A \$3,750 income tax credit is available for each new job per year for five years that is created. Additional details on qualifications can be found [Here](#)

*For additional details on South Carolina's business and tax incentives, click [Here](#)*



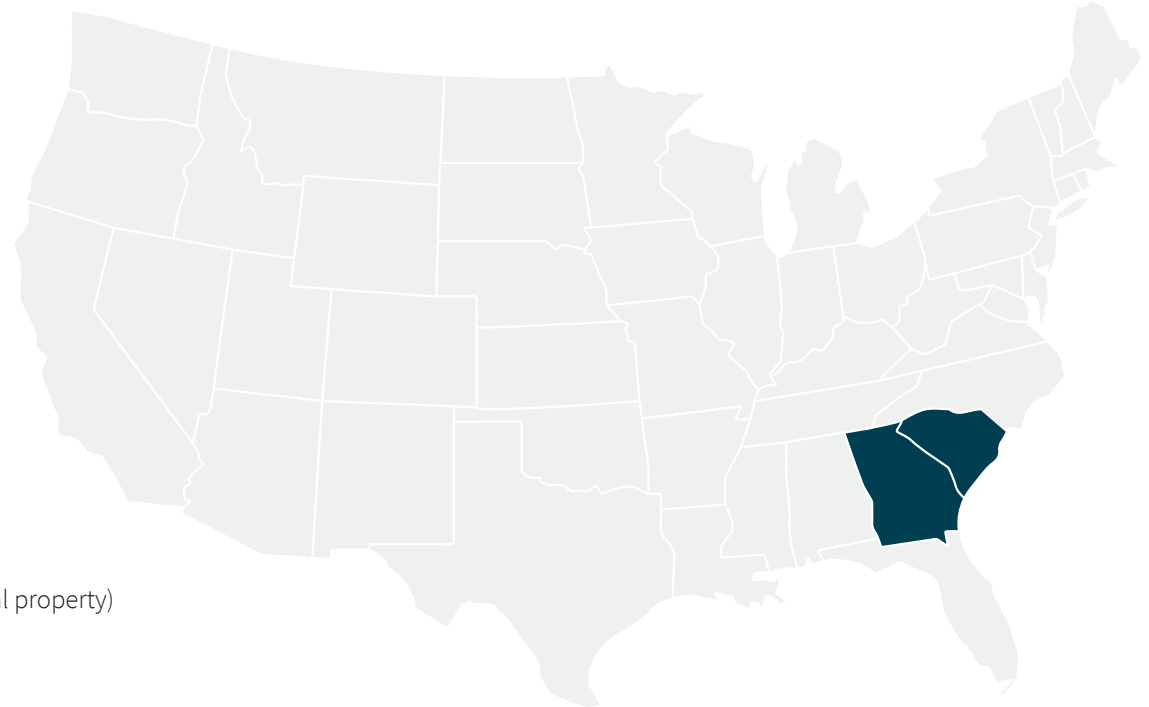
# Incentives overview

Being located in South Carolina versus Georgia, while still benefiting from the Georgia Ports Authority, is a strategic advantage for SALT. In addition to being in an opportunity zone, the most notable advantage is the FILOT program which is based on the investment amount, is assignable, and will not be reassessed during the 30 year term.

Developers and users will benefit from this cost savings, which is estimated to be \$11,000,000.

## Assumed Fact Pattern

- 200 new jobs
- Capital investment of \$25M (JLL assumption for estimate purposes – real property)
- Purchaser is using property for either distribution or warehouse



Market	Projected Incentive Range	Primary Incentive(s)
Georgia	\$2,850,000 - \$5,675,000	Income tax credits, property tax reduction, cash grant, training
South Carolina	\$3,800,000 - \$15,213,575	Income tax credits, property tax reduction, training

*The incentive estimates provided in this summary are estimates based on the limited fact pattern and without the benefit of substantive discussions at the state and local economic development levels. A comprehensive incentive strategy with strategic in-person discussions may result in significant actual incentive results and meaningful benefits to the end user.*

# Incentives overview

## Business and Economic incentives - **GEORGIA**

Program Type	Program Summary	Company Assessment	Potential Benefit
Income Tax Credits	<ol style="list-style-type: none"> <li>1. Job Tax Credit (JTC) ranging from \$1,250 - \$4,000 per job for five years to offset income tax liability in any given year with a carry forward for up to 10 years. Businesses locating in a Tier 1 county, Less Developed Census Tract (LDCT), Military Zone (MZ) or state Opportunity Zone (OZ) may elect to use excess credits against payroll withholding.</li> <li>2. Bonus Port Tax Credit – Company must increase imports or exports through a Georgia port by 10%. To qualify, your base port traffic amount must equal at least 10 TEU (Twenty-Foot Equivalent) units. The 10% increase can be measured against the previous year or base year.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is an income tax credit. The Company may carry forward unused credits for up to 10 years; however, if the company is located in a Tier 1 county, Less Developed Census Tract (LDCT), Military Zone (MZ) or state Opportunity Zone (OZ), it may elect to use excess credits against payroll withholding by filing a Notice of Intent (Form IT-WH) within 30 days of filing its GA Income Tax Return.</li> <li>2. This is an income tax credit. Bonus credit is an additional \$1,250 per net, new job.</li> </ol>	<ol style="list-style-type: none"> <li>1. 200 jobs at county tier 3 (\$1,750) credit for every year for five years: <b>Estimate - \$1,750,000</b></li> <li>2. 200 jobs at \$1,250 every year for five years – <b>Estimate - \$1,250,000</b></li> </ol>
Property Tax Relief	PILOT over a 5-to-10-year period after commencement of operations of 60% from normal ad valorem taxes on real estate improvements and equipment; level of tax abatement dependent upon committed level of employment and investment in project.	Depends on county; however, most agreements require job creation and investment commitments to be met (if not met, partial or full repayment of incentive will be required). Incentive is determined on a case-by-case basis; however, most projects require a minimum of \$10M of investment to make this program worthwhile.	This incentive requires a bond transaction and bond counsel will need to be secured – cost of bond counsel for company and development authority will be covered by company. <b>Estimate - \$500,000 - \$1,375,000</b>
State Grants	Regional Economic Business Assistance (REBA) Grant is an incentive program for competitive projects whereby companies are considering Georgia and another state or country for their location or expansion. This is a discretionary program; the amount of the grant is dependent upon investment and job creation and is determined on a case-by-case basis.	A local development authority must be the applicant for a REBA application and the application must be supported by a recommendation letter from a state agency, typically the Georgia Department of Economic Development.	<b>\$300,000 - \$550,000 as a cash reimbursement</b>
Other	Training assistance	State of GA's QuickStart program offers free customized training to competitive projects.	In-kind training at no cost to company – <b>average value is \$300,000 - \$750,000</b>



# Incentives overview

## Business and Economic incentives - SOUTH CAROLINA

Program Type	Program Summary	Potential Benefit
Income Tax Credits	<p>The Job Tax Credit (JTC) is a statutory incentive offered to companies that create new jobs in the state. The credit is available to companies that establish or expand qualified facilities. This credit can eliminate 50% of a company's liability. Benefits range between \$1,500 to \$25,000 per eligible position over a 5 year period.</p> <p>Port Tax Credit - Taxpayers who increase their South Carolina port cargo volume by a minimum of 5% over their base year port cargo volume in a calendar year. Amount is determined by the South Carolina Coordinating Council.</p>	<p>If the company does not have corporate income tax liability it may be difficult to use credits. Jasper is a Tier II County and the credit per job is \$2,750.  <b>Estimate - \$2,750,000</b></p>
Payroll Tax Credits	<p>Jobs Development Credit - A discretionary incentive based on employee payroll that can potentially offset certain approved capital expenditures. Only qualifying capital investments made within five years after the application can be considered which can include: Land acquisition, building construction, site/building improvements including some tenant improvements to leased property, and in certain instances, lease costs, utility system upgrades, and training costs not covered by the State training program.</p>	<p>Credit is capped at \$3,250 annually per each net new employee in the form of a rebate (percentage of gross wages). Only jobs with wages at or above the county's average are eligible for credit .  <b>Estimate - \$650,000</b></p>
Property Tax Relief	<p>FILOT - A company may negotiate a fee-in-lieu of tax (FILOT) with the county where a project is located, provided certain investment requirements are met. The term of a FILOT may be up to 50 years. The awarding of a FILOT is discretionary. There is an FILOT with Jasper County covering the property. The FILOT provides a 40% annual property tax credit for 30 years, among other benefits. Jasper County is expected to allow a purchaser to assume the FILOT. A purchaser could alternatively seek to negotiate a more favorable FILOT</p>	<p>TBD based on location. <b>Estimated value of existing FILOT - \$11,413,575</b>            Spreadsheet included for reference. Assumed \$25M investment is all real property.</p>
New Job/Training Grants	<p>The readySC™ program provides qualifying companies relocating to or expanding in South Carolina with well-trained and highly motivated employees through a comprehensive and customized process that includes recruiting, screening, and training for companies creating new jobs with competitive wages and benefits for the state.</p>	<p>The estimated value of the program is approximately \$2,000 per person. (\$400,000)</p>

# Illustration of Fee-in-Lieu of Property Tax

## Jasper County, South Carolina

### Assumptions

- 6% fixed assessment rate
- 30 year fee
- Fixed millage
- Normal fee schedule

Taxable M & E: \$0.00\*  
Land/Building: \$25,000,000\*\*  
Total investment: \$25,000,000

Millage rate: 0.457  
County abatement: 0  
Millage growth rate: 1.00%

\* Normal taxes assumes 6% assessment ratio for warehouse/distribution or fully funded manufacturer exemption.

\*\* This assumes the value of the real property (land and building) invested each year remains stable for 30 years.

Tax Year	Taxes without Abatement	2026 - Year 1 Invest \$25,000,000	Fee Payment	Infrastructure Credit	Net Payment	Net Savings
2027	\$692,355.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$281,055.00
2028	\$699,210.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$287,910.00
2029	\$706,065.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$294,765.00
2030	\$712,920.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$301,620.00
2031	\$719,775.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$308,475.00
2032	\$726,630.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$315,330.00
2033	\$733,485.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$322,185.00
2034	\$740,340.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$329,040.00
2035	\$747,195.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$335,895.00
2036	\$754,050.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$342,750.00
2037	\$760,905.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$349,605.00
2038	\$767,760.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$356,460.00
2039	\$774,615.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$363,315.00
2040	\$781,470.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$370,170.00
2041	\$788,325.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$377,025.00
2042	\$795,180.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$383,880.00
2043	\$802,035.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$390,735.00
2044	\$808,890.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$397,590.00
2045	\$815,745.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$404,445.00
2046	\$822,600.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$411,300.00
2047	\$829,455.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$418,155.00
2048	\$836,310.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$425,010.00
2049	\$843,165.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$431,865.00
2050	\$850,020.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$438,720.00
2051	\$856,875.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$445,575.00
2052	\$863,730.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$452,430.00
2053	\$870,585.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$459,285.00
2054	\$877,440.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$466,140.00
2055	\$884,295.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$472,995.00
2056	\$891,150.00	\$685,500.00	\$685,500.00	\$274,200.00	\$411,300.00	\$479,850.00
<b>TOTALS</b>	<b>\$23,752,575.00</b>	<b>\$20,565,000.00</b>	<b>\$20,565,000.00</b>	<b>\$8,226,000.00</b>	<b>\$12,339,000.00</b>	<b>\$11,413,575.00</b>





Market overview



# Savannah Industrial market stats - Q2 2025



**154.2M s.f.**

*Industrial inventory*

▲ 107.6M s.f. since 2015



**112.4M s.f.**

*W&D class A inventory*

▲ 91.1M since 2015



**3.7M s.f.**

*YTD W&D  
construction starts*  
▼ 29.8% YoY



**8.7M s.f.**

*YTD completions*  
▲ 12.6% YoY



**11.6M s.f.\***

*Under construction*  
▼ 63.5% YoY



**4.2M s.f.**

*YTD net absorption*  
▼ 29.9% YoY



**11.4%**

*Q2 vacancy*  
▲ 260 bps YoY



**16.4%**

*Q2 availability*  
▲ 250 bps YoY



**Savannah's industrial market** attracts a diverse range of industries, with over 154 million s.f. of industrial product. The Port of Savannah is the key driver for demand as well as the proximity to Atlanta, the largest population center in the region.

*\*7.0 million s.f. attributed to Hyundai's Metaplant*

Source: JLL Research; W&D = warehouse and distribution



# Savannah Q2 2025 report

- Savannah achieved the largest YTD absorption as a percentage of inventory among all markets, primarily driven by large occupancies and minimal move-outs.
- Savannah's industrial market demonstrates broad-based strength with occupancies spanning diverse tenant industries including Consumer Durables, Construction, Consumer Products and 3PLs. Leasing activity remains robust with 6 million s.f. of deals signed YTD, averaging 214,000 s.f. per transaction.
- Despite 4.4 million s.f. of new speculative deliveries causing vacancy to jump, the market remains healthy with minimal move-outs and a steady pipeline of tenant demand with roughly 25 million s.f. of active requirements. The construction pipeline is also well distributed, with deliveries spread evenly throughout the coming year.

Savannah's industrial market continues to show impressive demand, as the market secured its position as a national absorption leader, posting the largest YTD absorption as a percentage of inventory among all U.S. markets – it is a small yet mighty market. Absorption volumes were solid this quarter, primarily driven by large occupancies. Four large-block move-ins took place, totaling 1.4 million s.f., with all other occupancies averaging around 70,000 s.f. in the small-to-mid-sized range. The market experienced minimal disruption from move-outs, with only three vacancies averaging 106,000 s.f.

While vacancy rates increased 160 basis points from last quarter, this rise stems primarily from the 4.4 million s.f. of new speculative deliveries rather than space returning to the market. Despite a seemingly high development pipeline, especially in the face of increased vacancy, only 40% of under construction volumes represent warehouse and distribution product, with just 3.6 million s.f. remaining available for lease. Of these, notably, only two bulk facilities between 600,000 and 800,000 s.f. are available, with the balance being product sized less than 325,000 s.f.

## Outlook

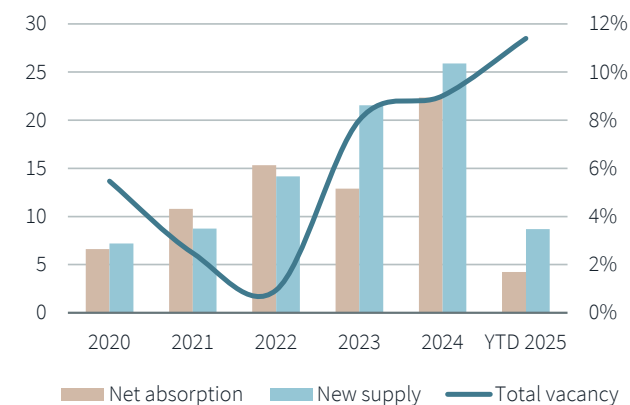
Leasing activity remains robust with 6 million s.f. of deals signed year-to-date, averaging 214,000 s.f. per lease. Nearly all deals (95%) represent new leases rather than renewals. The market currently has approximately 25 million s.f. of active tenant requirements, including three requirements exceeding 1 million s.f. each and one 600,000 s.f. deal nearing completion. If these larger deals alone convert, they could reduce market vacancy by over 2.5%, which would correct this quarter's vacancy increase and then some.

The Port of Savannah handled 500,900 TEUs in May 2025 – a 2.2% increase over the previous year and the third consecutive month exceeding the half-million TEU threshold. Along with infrastructure improvements currently underway, including a new \$44.5 million U.S. Customs facility, the Georgia Ports Authority plans to invest \$4.5 billion over the next decade to increase capacity to 9 million TEUs by 2035. This substantial investment promises significant economic benefits for Georgia broadly and the Savannah industrial market specifically, suggesting continued strength in this strategic logistics hub for years to come.

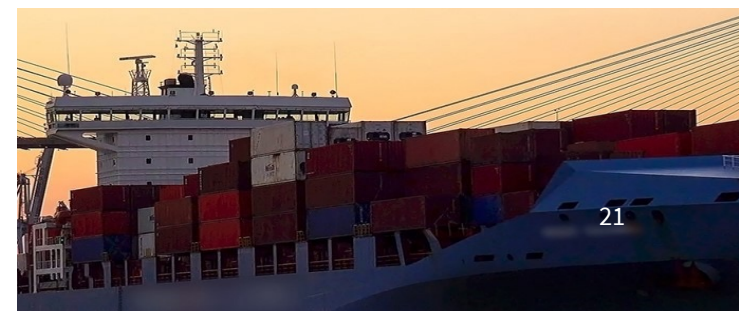
\*7.0 million s.f. attributed to Hyundai's Metaplant.  
“W&D” = warehouse and distribution

Fundamentals		Forecast
YTD net absorption	4,229,557 s.f.	↑
Under construction (total)	11,592,305 s.f. *	→
Preleased (total)	69.3%	↑
Under construction (W&D)	4,635,168 s.f.	↑
YTD deliveries	8,689,671 s.f.	↑
Total vacancy	11.4%	↓
Total availability	16.4%	↓
Average asking rent	\$6.90 p.s.f.	→
Concessions	Rising	↑

## Historical supply and demand trends



© Jones Lang Lasalle IP, Inc. 2025



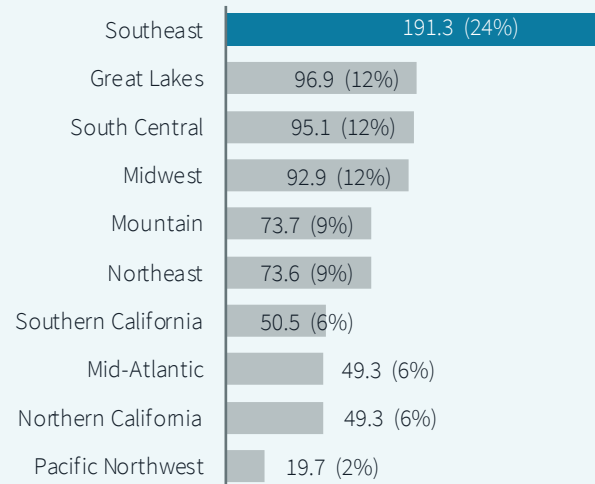
# 2024-2025 Industrial Tenant Demand study

SALT sits in a strong location regionally, with the advantageous ability to serve the Piedmont Atlantic Mega Region (including Charlotte and Atlanta) and Florida Mega Region (with Tampa, Miami and Orlando), which are some of the fastest growing population areas in the country.

**In 2024, the Southeast was the top region in terms of demand,** accounting for 24% of total U.S. requirements.

## Demand by region

Requirements (millions of s.f.)



Demand as a percentage of inventory:

**Savannah ranks 2nd**  
nationally (**20.7%**)

Total demand, by volume:

**Atlanta ranks 3rd**  
nationally (**46.5M s.f.**)



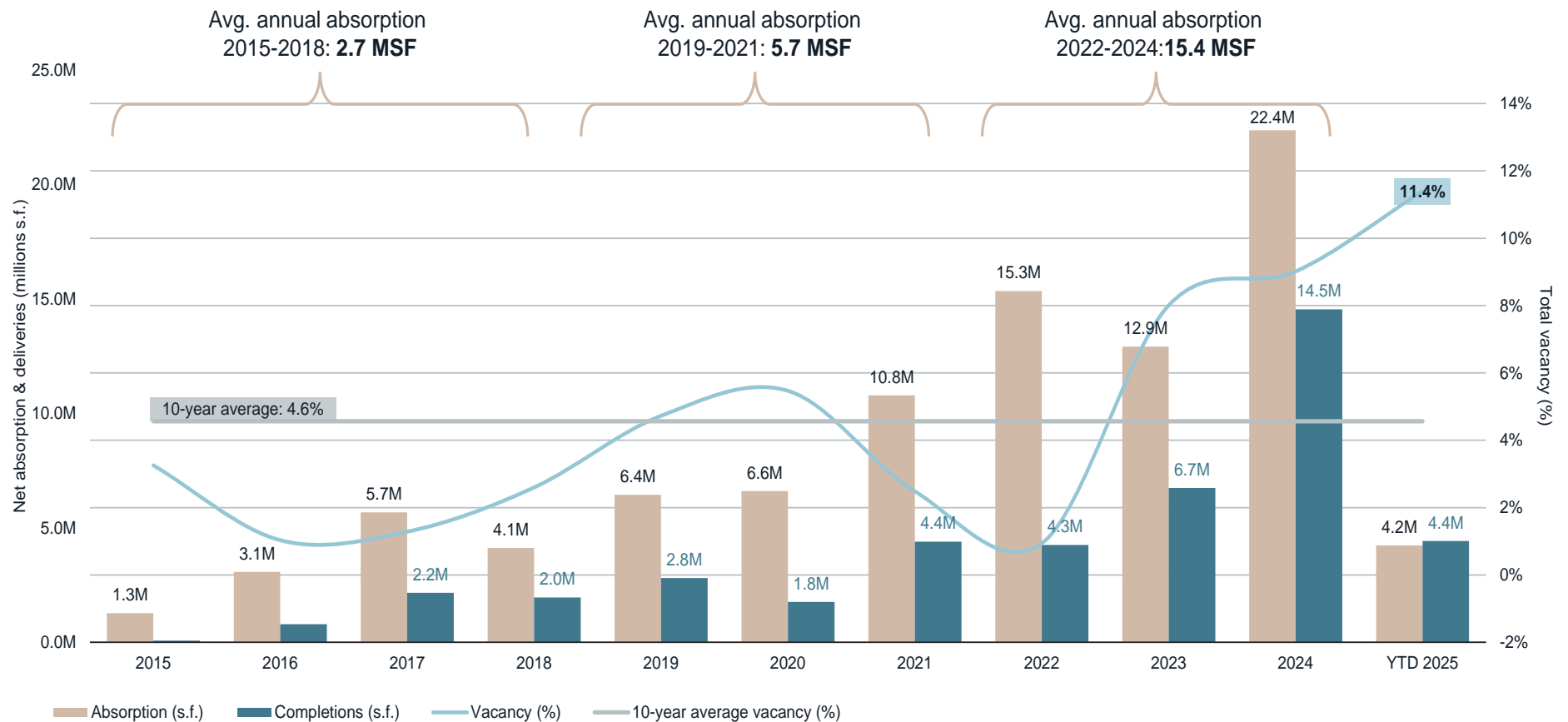
# 792.2 MSF

2024 national requirements





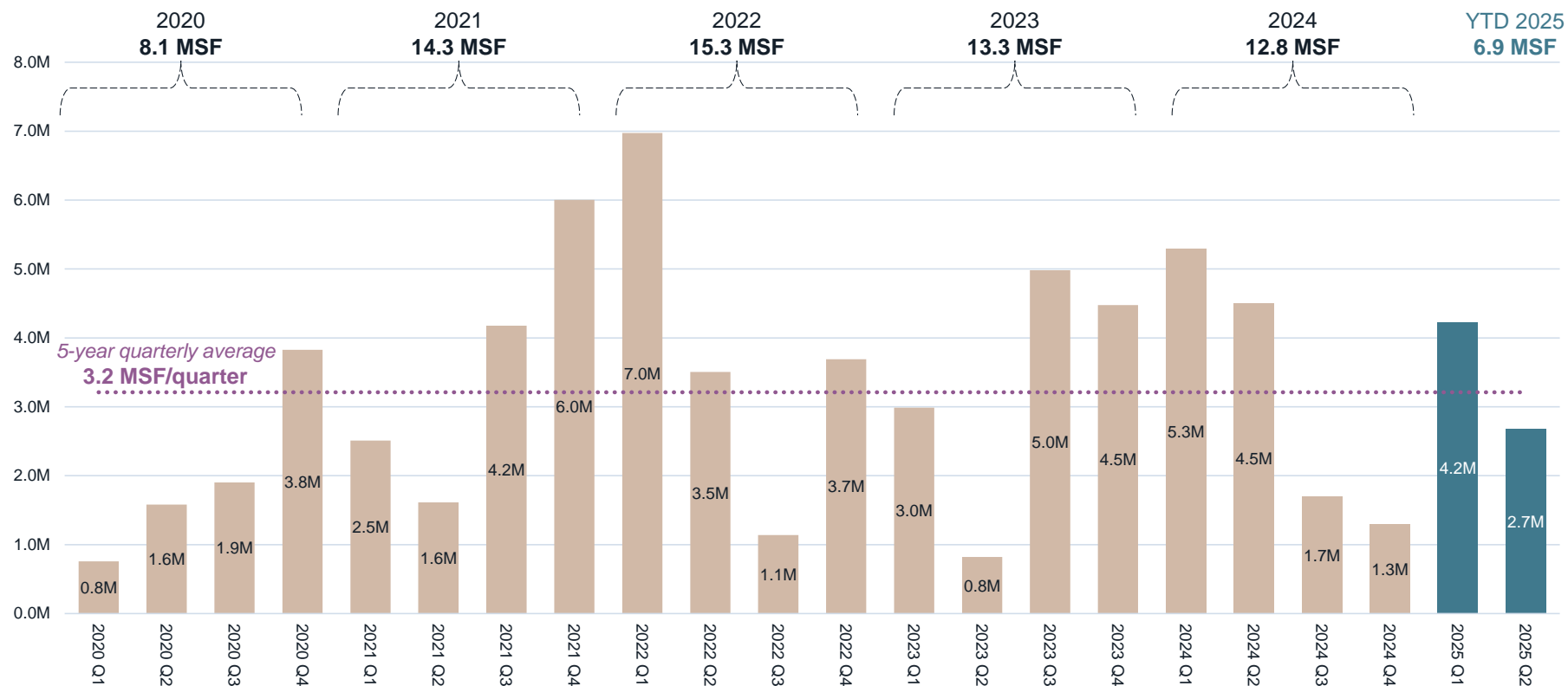
# Savannah Historical absorption



Source: JLL Research

# Savannah Leasing activity

Savannah's quarterly leasing volumes at the start of 2025 surpass the five-year quarterly average.

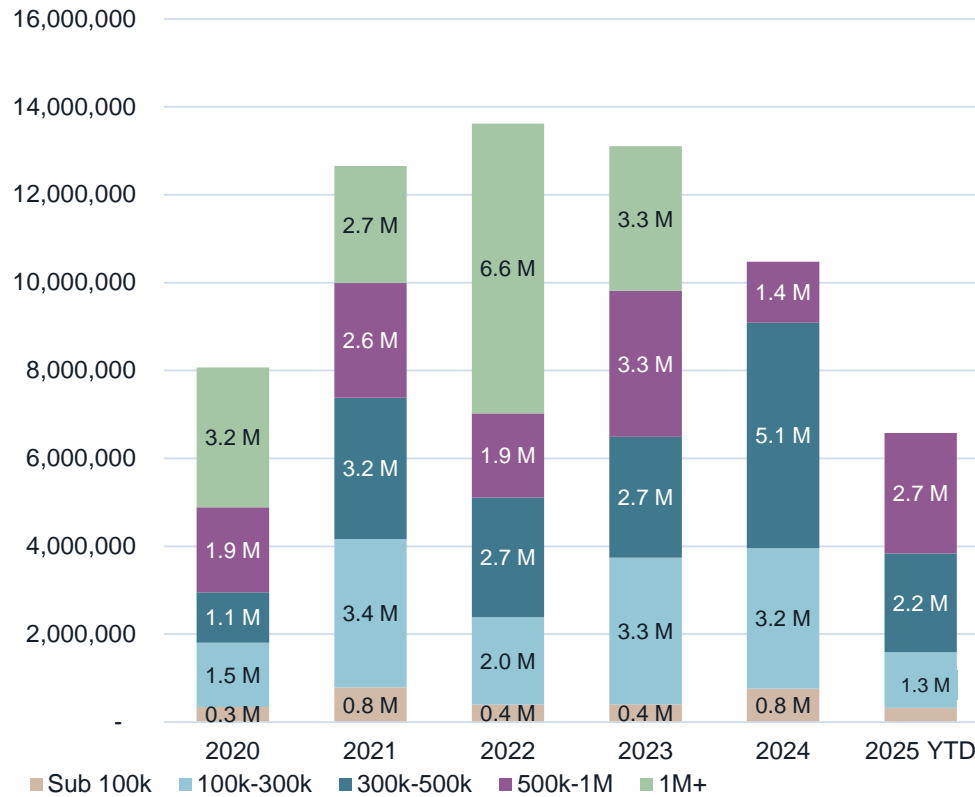


Source: JLL Research

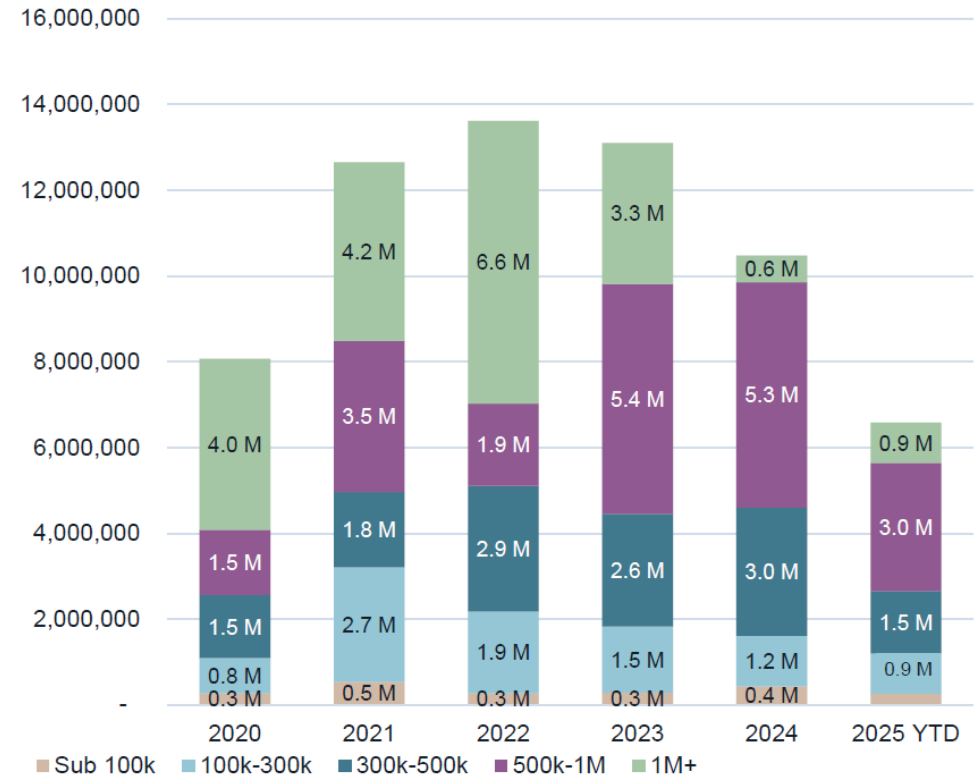


# Savannah Leasing per size segment

Leasing volumes per **deal** size segment (new leases, excludes renewals)



Leasing volumes per **building** size segment (new leases, excludes renewals)

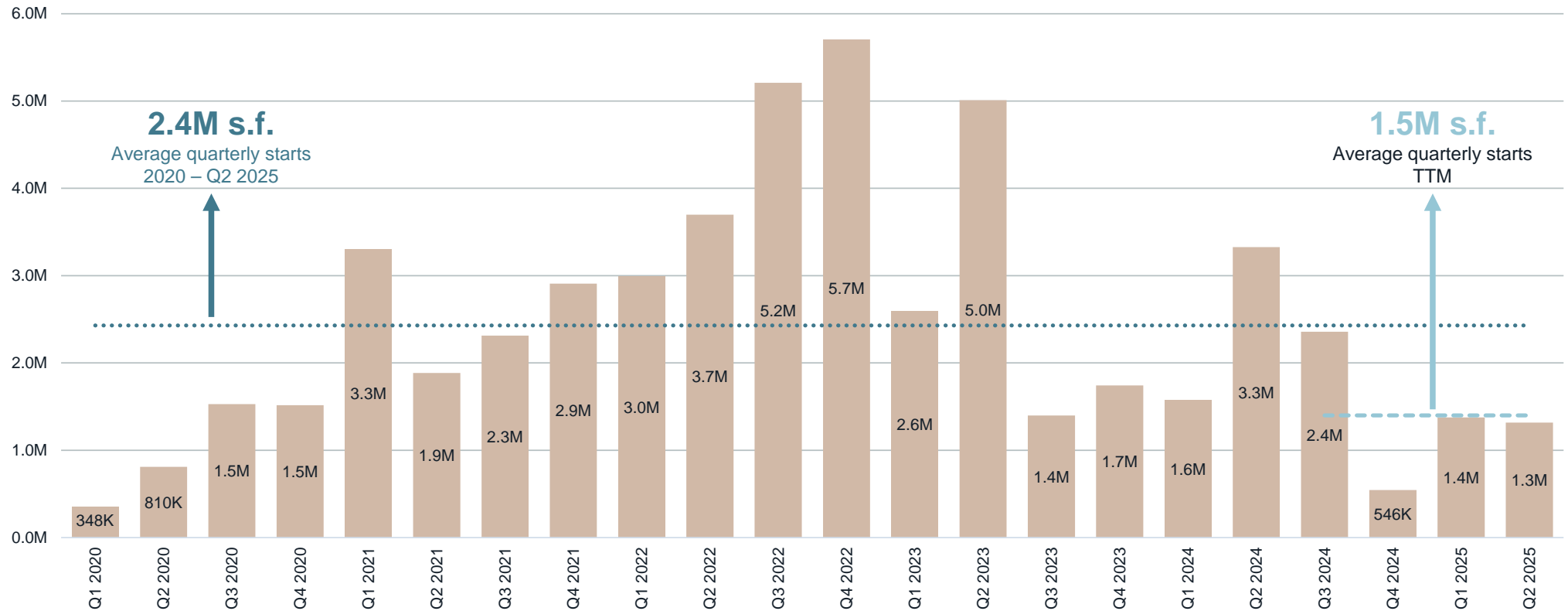


*SALT offers a variety of building size configurations to meet tenants' leasing needs.*

# Savannah Speculative starts

Construction starts have dropped significantly providing an excellent opportunity to bring new product to the market to meet anticipated demand.

Construction starts by quarter (millions of s.f.)



Source: JLL Research





# Port of Savannah



# The Port of Savannah

The Port of Savannah is home to the largest single-terminal container facility of its kind in North America and with **37 weekly container services, the most global services in the U.S. South Atlantic and second most globally connected in the United States.**



Georgia Port Authority is owner-operator, allowing operational flexibility.



\$1.9 billion in projects underway and \$4.5 billion infrastructure projects planned over the next 10 years. These projects will allow the GPA to handle five million more TEUs.



Two on-terminal Class A railroads, CSX and Norfolk Southern.



Third-day availability across the region.



Most westerly major port of the U.S. East Coast

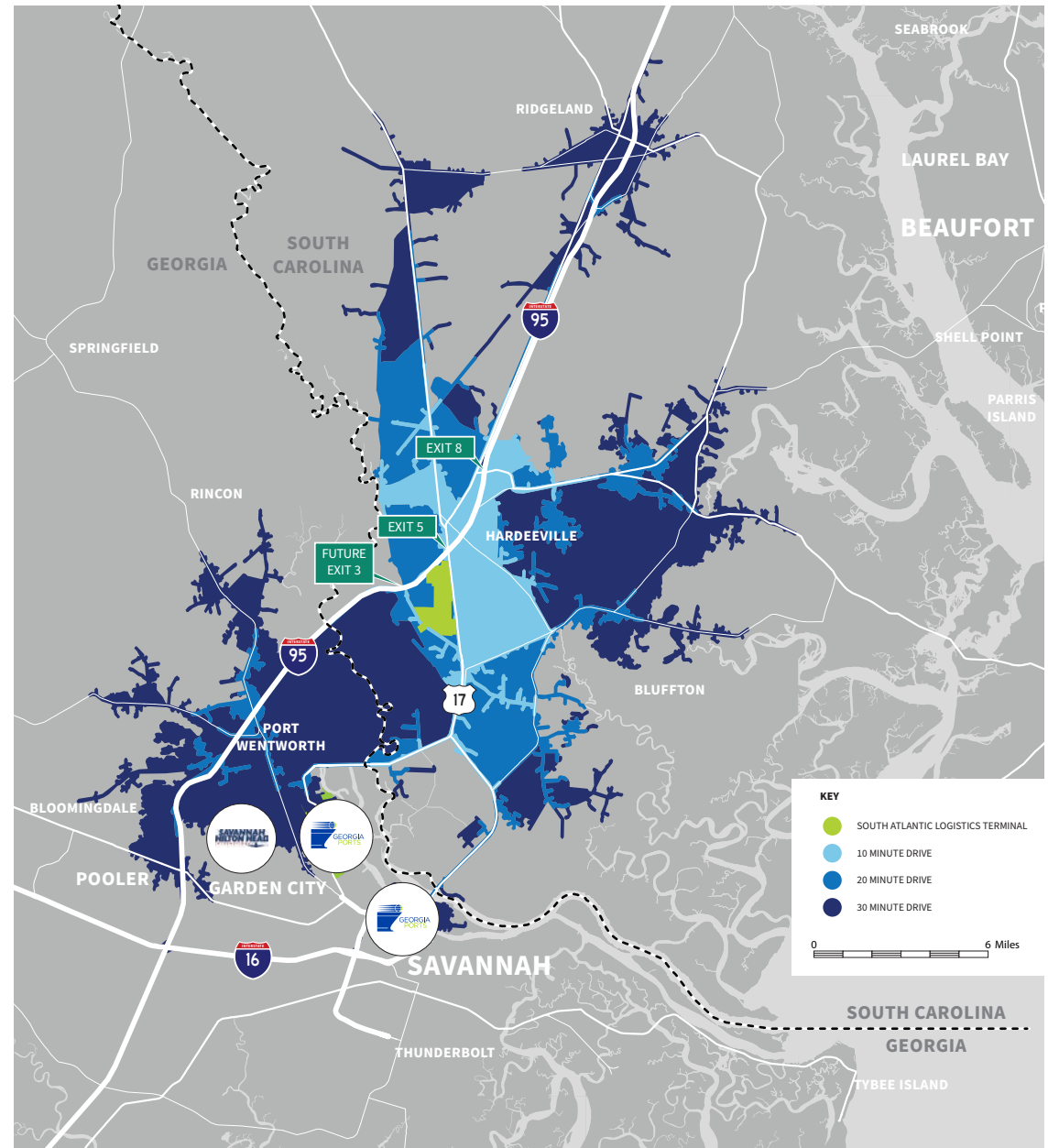


Better port for perishables – only gateway in the Southeast with local cold-retreatment services.



U.S. Customs and Border Protection, U.S. Department of Agriculture, U.S. Consumer Product Safety Commission, and U.S. Fish and Wildlife on-port for faster inspections and cargo clearance.

Source: Georgia Ports Authority

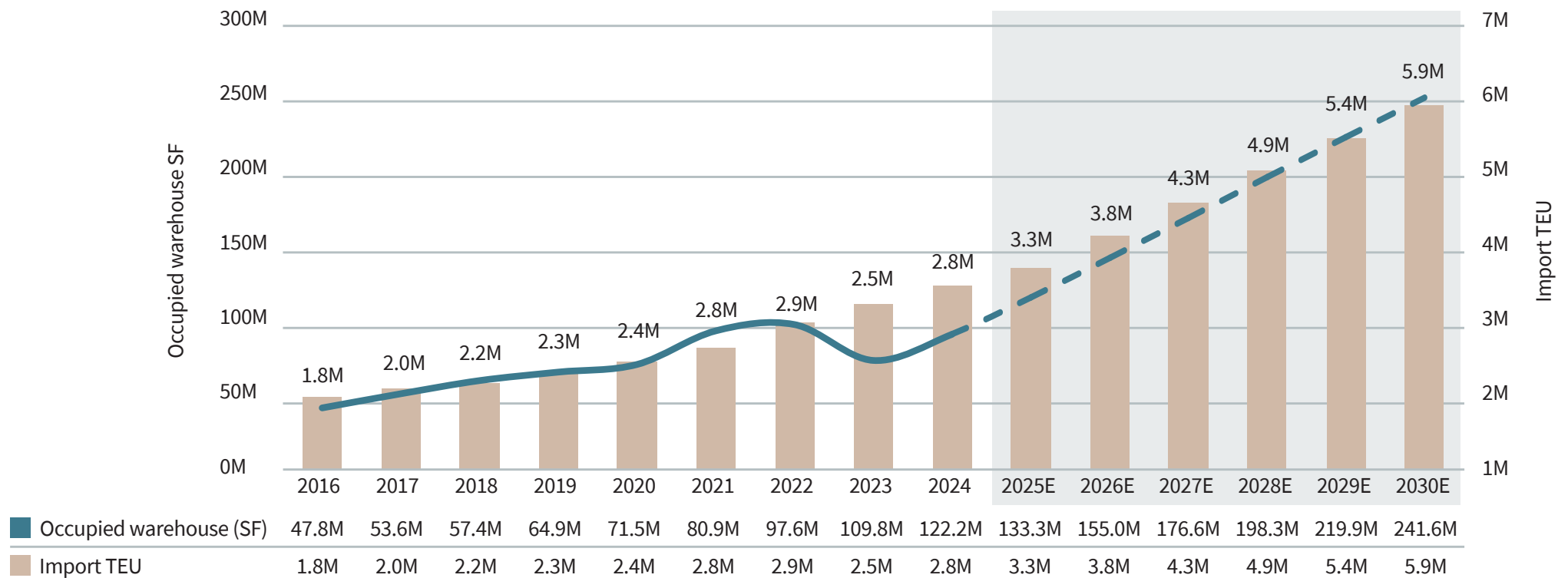




# Savannah TEU and industrial occupancy

*A strong correlation exists between TEU volume and occupied industrial space. Based upon forecasted TEU growth and the current demand ratio of 41 SF per TEU, Savannah industrial market is poised for significant expansion.*

*By 2030, the GPA projects total capacity to reach 12M TEUs, with Import TEUs expected to be +/- 6M, translating to 119 MSF of additional industrial demand (excluding the Hyundai Metaplant).*



Source: JLL Research

# The Port of Savannah: Explosive growth and expansion

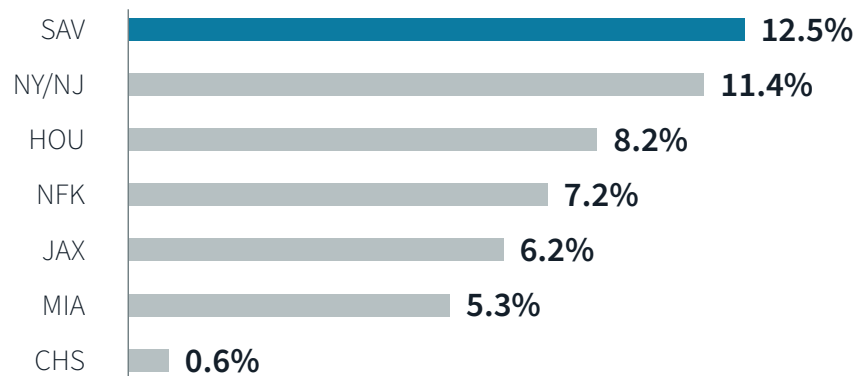
## Third busiest port in the nation

The Port of Savannah stands to benefit from a number of factors including continued southeast population growth, market share change from west coast to east coast ports, and the shift of manufacturing away from China.

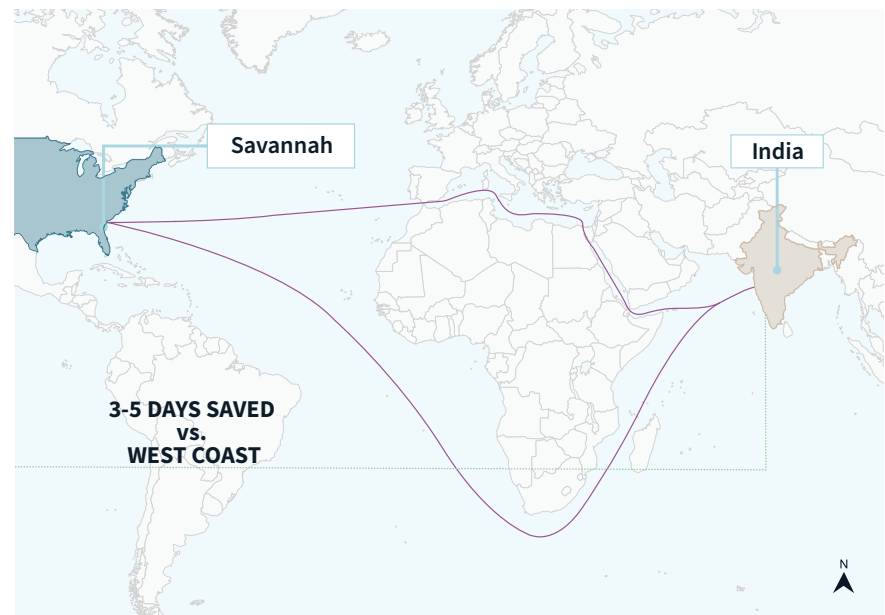


## Year Over Year Growth

*Savannah was the fastest growing port on the East and Gulf Coasts in 2024.*



Source: GPA Intertrak Data (EIS)





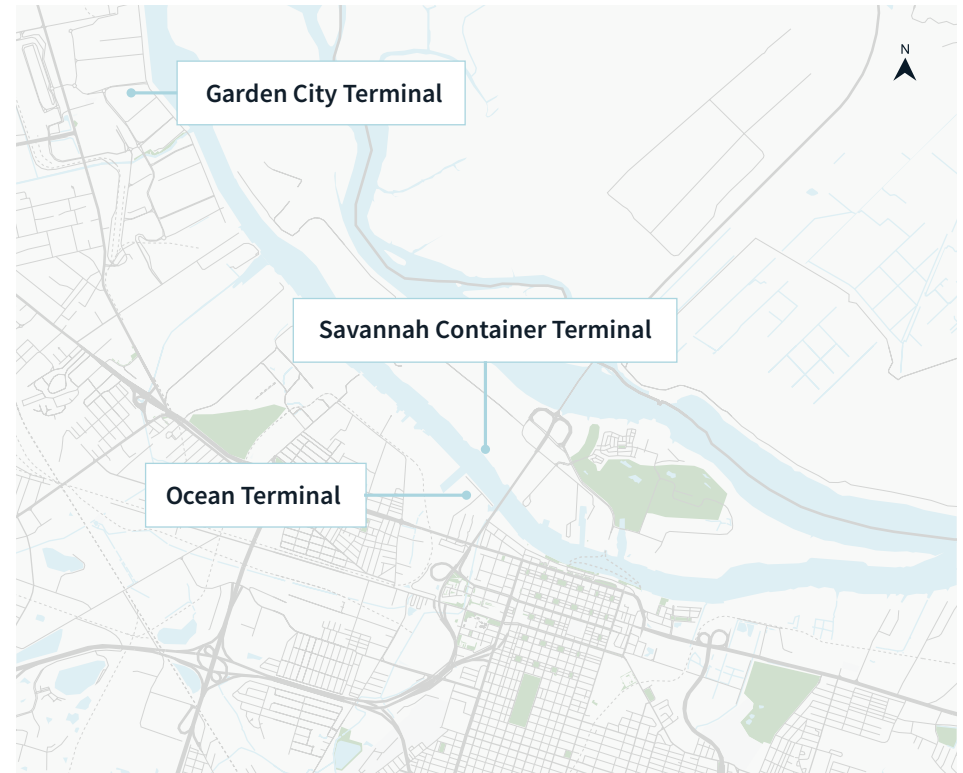
# The Port of Savannah: Planned development projects

## **Ocean Terminal**

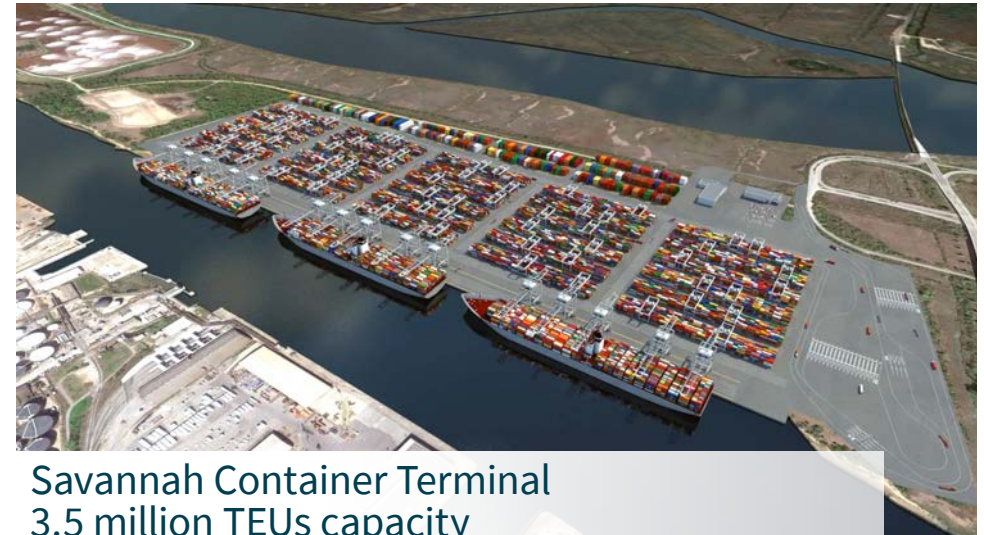
Berth and container yard renovations are under way at Savannah's 200-acre Ocean Terminal to serve two large container ships simultaneously and offer 2 million TEU annual capacity. Renovations are to be completed by 2026 and will add a total of 2,650 feet of berth. It is located under the Talmadge Bridge, with easy access to South Carolina.

## **Savannah Container Terminal**

The new terminal on Hutchinson Island is set to open in Phase I by 2030, ultimately adding three additional big ship berths and 3.5 million TEUs of annual capacity in phases. It will be the closest terminal to South Carolina.



**Ocean Terminal**  
2 million TEUs capacity



**Savannah Container Terminal**  
3.5 million TEUs capacity

# The Port of Savannah: Logistics

*Savannah is an internationally recognized transportation and logistics hub and home to the largest concentration of import distribution centers on the east coast. The South Atlantic Logistics Terminal is fueled by its proximity to the Port of Savannah, direct connectivity to a broad network of major transportation thoroughfares, Class I rail service via CSX and Norfolk Southern, and access to Savannah/Hilton Head International Airport.*

## **Railroad**

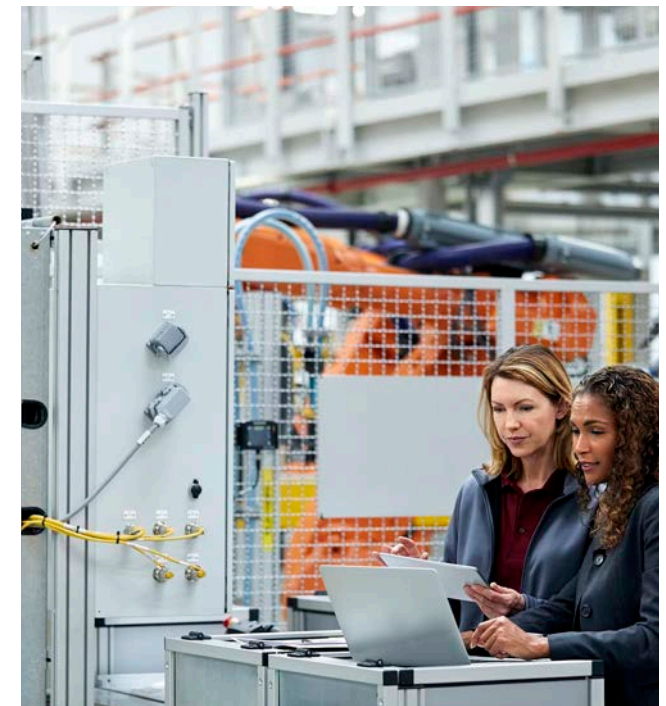
Savannah enjoys uninterrupted access to every major destination east of the Mississippi via two Class I railroads, CSX and Norfolk Southern, which also provide on-terminal service to the Port of Savannah. Additionally, 24 short-line rail companies covering 5,000 miles of track grant Savannah continuous access throughout the southeastern region. There is a rail spur available at SALT.

## **Interstate Network**

Savannah is connected to the most extensive network of transportation thoroughfares in the United States. I-95 affords Savannah access to the entire eastern seaboard while I-16 provides seamless connectivity to the Atlanta population center. Subsequently, Savannah enjoys overnight service to the entirety of the Southeast and direct access to more than 80% of the US population within a two-day drive. SALT is located directly on I-95.

## **Savannah/Hilton Head International Airport**

Savannah/Hilton Head International Airport is the second-busiest airport in the state, offering 26 non-stop destinations and 45+ daily direct flights, including a 35-minute flight to Hartsfield-Jackson Atlanta International Airport, the world's busiest and most efficient passenger airport. Conveniently located along I-95 within eight miles of the Port of Savannah and fifteen miles from downtown Savannah.







# The Port of Savannah

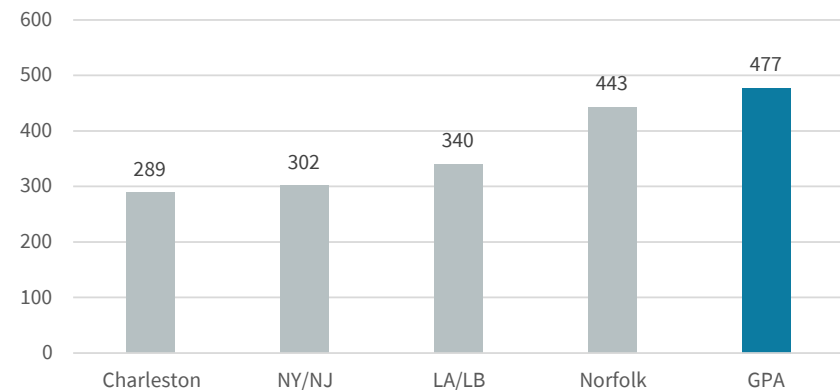
As the Georgia Port Authority (GPA) continues to expand infrastructure and capacity for increased container handling, the Savannah Industrial Real Estate market is well positioned to accommodate the growing users interested in locating to Savannah or expanding their presence.

Bolstering Savannah's competitive edge, the Georgia Ports Authority (GPA) continues to implement significant infrastructure improvements, including a recent \$46 million EPA grant for electrification. The ILA/USMX reached a 6 year labor agreement, further enhancing stability at the port. The GPA's ongoing improvements, coupled with the market's diverse tenant base, strategic location and steady tenant requirements, set the stage for sustained success in the region.

## The Port of Savannah: Driving Radius Comparison

Compared to other ports in the U.S., the Port of Savannah provides far better logistical access than Charleston, LA, Norfolk & NY on average. This creates a broader radius for industrial users to locate.

Average Square Miles (traveled in 30 minutes)



Today, users at other ports are growing increasingly frustrated with the mounting congestion and expenses associated with moving in and out of their respective locations. The Port of Savannah is strategically well-positioned to accommodate the future logistical needs of users and will continually draw importers/exporters away from the more congested ports.





# Appendix



# Alternative site plan



# Get in touch

## For Investment Advisory:

**Ryan Hoyt, SIOR***Executive Managing Director*

ryan.hoyt@jll.com

+1 404.995.2090

**Chris Tomasulo, SIOR***Vice Chairman*

chris.tomasulo@jll.com

+1 404.995.2462

**Bennett Rudder, SIOR***Executive Managing Director*

bennett.rudder@jll.com

+1 912.250.4595

**Lee Allen***Vice Chairman*

lee.allen@jll.com

+ 1 843.566.2064

**Lindsey Wilmot***Vice President*

lindsey.wilmot@jll.com

+1 912.663.9394

**Kevin Coats***Senior Managing Director*

kevin.coats@jll.com

+1 843.805.5112

## For Debt & Structured Finance:

**Mark Sixour***Senior Managing Director*

mark.sixour@jll.com

+ 1 404.942.3189

**Britton Burdette***Senior Managing Director*

Britton.Burdette@jll.com

+1 404.664.2961

*Jones Lang LaSalle (JLL) is acting as both owner and agent for South Atlantic Logistics Terminal. In this dual capacity, JLL holds proprietary interest in the asset while simultaneously managing its marketing and sale. All inquiries regarding this property should be directed to JLL's designated sales team.*