

Economic Working Group
Report to the SEG
October 19, 1999

Regular meeting attendees: John Snedeker, Patty McIntosh, Trip Tollison, Morgan Rees, Larry Keegan, Teri Leffek, Judy Jennings, Dave Kyler, Dan Parrott, Richard Hill.

AGREEMENTS:

EWG recommended and will implement a presentation by the Institute of Water Resources to help the SEG and the public gain a better understanding of the maritime industry.

1996 will not be used in any analysis as a base year.

Benefits from lightloading are calculated by applying a percentage of current lightloading patterns and extrapolating to projected port calls of vessels of drafts which currently call the Port of Savannah.

More scientific and engineering data are required to evaluate the efficacy of proposed aeration systems to mitigate for lower dissolved oxygen.

The deployment of larger ships might result in fewer port calls.

The revised economics analysis will evaluate the consequences of

"second-order" impacts such as those created by adverse effects on

commercial and recreational fisheries and related resources important to

nature-based tourism, as such impacts affect both existing and projected

income earned and business activity supported by these resources.

SEG members will have access to information, data, research etc. from whomever revises and updates the economics analysis.

TOPICS WHICH SHOULD BE ADDRESSED OR MORE FULLY
ADDRESSED IN REVISED ECONOMIC ANALYSIS:

The current deployment of 6,700 TEU vessels.

The potential occurrence of mega-mega ships.

Competition with Charleston once its Daniel Island Container Terminal is finished in 2004.

Freeport as a competing port.

Competition with west coast ports

An analysis of how trade lanes may change with more bigger ships.

The effects of a continued trade imbalance especially since Savannah assumes that growth will be export driven.

Impacts of "fastships"

Much more specific statements from customers especially in light of the recent rash of shipping mergers.

A trend towards transshipment.

An industry trend away from general cargo.

An evaluation, in a manner consistent with water resource planning requirements, of infrastructure such as rail, road, land, and port landside infrastructure needed to support expanded harbor activity.