

# PORT OF ST. MARYS INDUSTRIAL AND LOGISTICS CENTER

PoSM

Port of St. Marys, LLC



WORLDWIDE  
GROUP

AT THE FOREFRONT OF ENVIRONMENTALLY FRIENDLY INDUSTRIAL DEVELOPMENT

- The Port of St. Marys Industrial and Logistics Center consists of the acquisition of a 722-acre brownfield site located in southeast Georgia for the purpose of redevelopment into a dynamic, multi-use port, industrial and logistics center.
- Strategically located off of the St. Marys River which divides Georgia from Northeast Florida. Contains approximately 425 developable acres with around 4,000 linear feet of waterfront.
- Proven industrial site, 8 miles from the open ocean. Property has significant water frontage on the North River.
- Serviced by an active short-line railroad, 10 miles to major Class-1 railroad CSX.
- 1.25 million people within a one-hour drive of this location., more people can be accessed within this drive time than anywhere else in the state of Georgia, outside of Atlanta. SR-40 provides 4 lanes of highway to the interstate system.
- To be built in phases with each phase able to stand on its own economically.



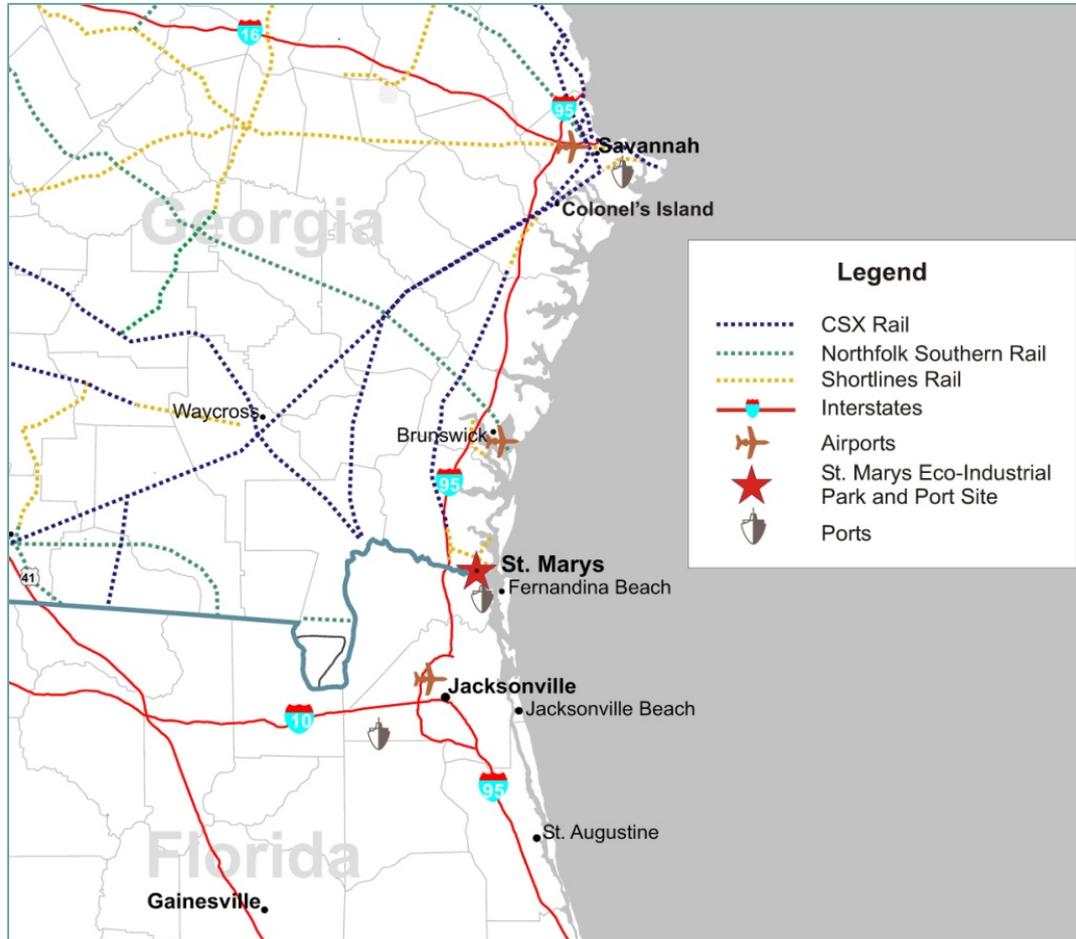
- **Develop a mix of industrial and cargo-related uses on the site. Project will utilize a highly-educated, highly-skilled but under-employed workforce.**
- **Potential for multiple revenue streams through**
  - **Land and building rent**
  - **Logistics and warehousing**
  - **Barge Terminal Port operations**
  - **Maritime services**
- **Land use is flexible and intended to be adjusted to meet specific tenant needs. The port and logistics area provide ample room for bulk, break-bulk and containerized cargo and the manufacturing area can accommodate multiple users.**

- **Beneficial remediation of the site as required, along with preservation and enhancement of the existing Wood Stork Rookery and other sensitive wetland areas.**
- **A suitable and appropriate entrance to the site and internal access roads will be created, addressing the impact of traffic to downtown St. Marys and the surrounding residential areas.**
- **A buffer zone between the community and the site including a walkway and bike path on Point Peter Road, which will be accessible to the public.**
- **Revitalizing rail access to the site connecting it to the North American Railroad system, opening up the path to commerce and trade across the continent.**

- **Construction of a modern barge terminal and dock on the North River capable of accommodating multiple barges and handling a diverse mix of waterborne cargo, connecting St. Marys to the deep-water ports in the region including Fernandina Beach, Jacksonville, Brunswick and Savannah. This will open up St. Marys to world trade and the global marketplace.**
- **Securing one or more “Clean-Tech” type manufacturing operations, focusing on those users that particularly need access to the water and rail connectivity of the site and the highly capable work force in the community.**
- **Development of domestic and international distribution facilities with a Foreign Trade Zone designation.**

# Project Overview – Incomparable Location and Transportation Infrastructure

PORT OF ST. MARYS



Existing utilities on the site can accommodate the highest levels of industrial demand:

## Roads

Interstate 95, 90 minutes to I-16 and 20 minutes to I-10  
Four lane access to I-95 via SR 40, 8 miles

## Rail

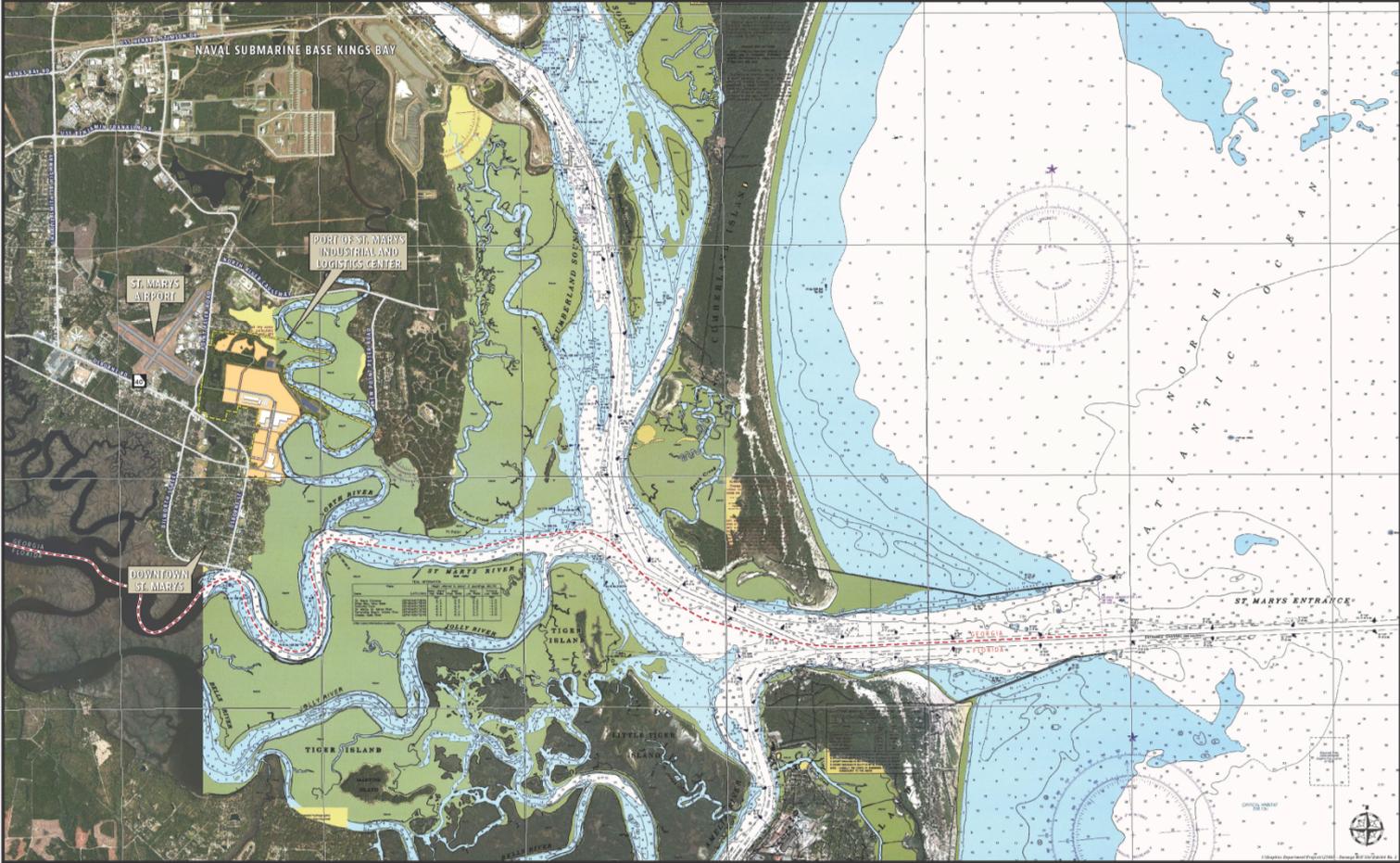
St. Marys & Genesee Wyoming Short Line Railroads  
10 miles from CSX Railroad

## Air

Jacksonville International Airport (10,000 ft runway)  
Brunswick Glynco Jetport (10,000 ft runway)  
St Marys Airport

## Utilities

City of St. Marys Water and Sewer  
Georgia Power  
Atlanta Gas & Light  
Existing on-site industrial water wells



EXTENDED VICINITY MAP  
 OF  
**THE PORT OF ST. MARYS  
 INDUSTRIAL & LOGISTICS CENTER**  
 CAMDEN COUNTY, GEORGIA  
 JULY 2015 | PREPARED FOR: KGS/WORLDWIDE GROUP

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The Hydro Survey is a general part of the development plan for the project and is not intended to be used for navigation. It is subject to change and is not intended to be used for navigation. It is subject to change and is not intended to be used for navigation. It is subject to change and is not intended to be used for navigation.

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 METRIC SCALE: 1" = 2.5 MILE (WHEN PRINTED AT 1:47)

# Project Overview – Vicinity Maps

# PORT OF ST. MARYS



**SITE ACREAGE SUMMARY**

TOTAL PROPERTY ACREAGE	700 AC
SALT MARSH	140 AC
FRESHWATER WETLANDS	410 AC
UPLANDS	150 AC
WASTE POND	100 AC
LANDFILL AREAS	40 AC

VICINITY MAP OF  
**THE PORT OF ST. MARYS INDUSTRIAL & LOGISTICS CENTER**  
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**PARCEL KEY**

1	LOT 1	113.0 AC
2	LOT 2	210.0 AC
3	LOT 3	173.0 AC
4	LOT 4	41.0 AC
5	LOT 5	110.0 AC
6	LOT 6	110.0 AC
7	LOT 7	21.0 AC
8	LOT 8	110.0 AC
9	LOT 9	102.0 AC
10	LOT 10	110.0 AC
11	LOT 11	113.0 AC
12	LOT 12	113.0 AC
13	LOT 13	113.0 AC
14	LOT 14	110.0 AC
15	LOT 15	110.0 AC
16	LOT 16	110.0 AC

**SITE ACREAGE SUMMARY**

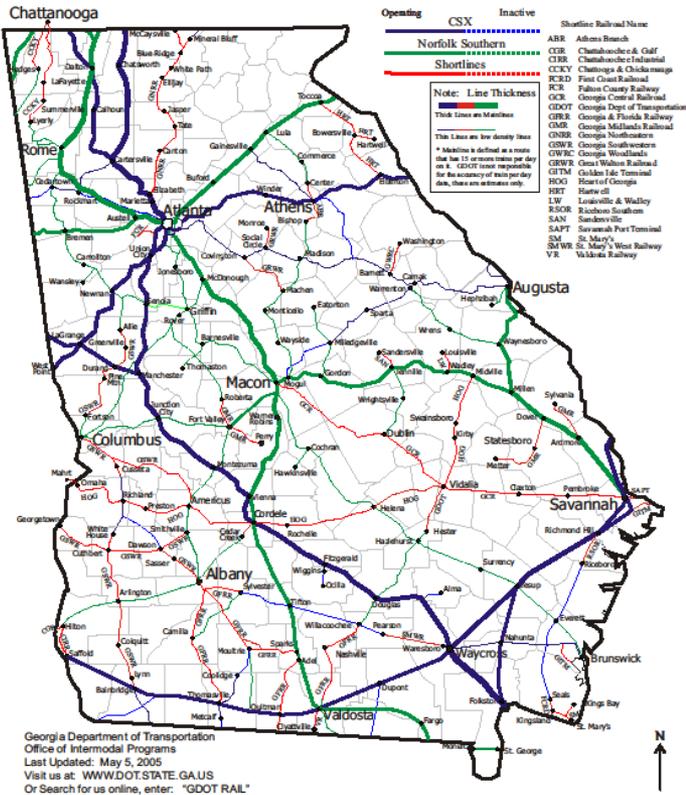
TOTAL PROPERTY ACREAGE	700 AC
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CONCEPTUAL LAYOUT OF  
**THE PORT OF ST. MARYS INDUSTRIAL & LOGISTICS CENTER**  
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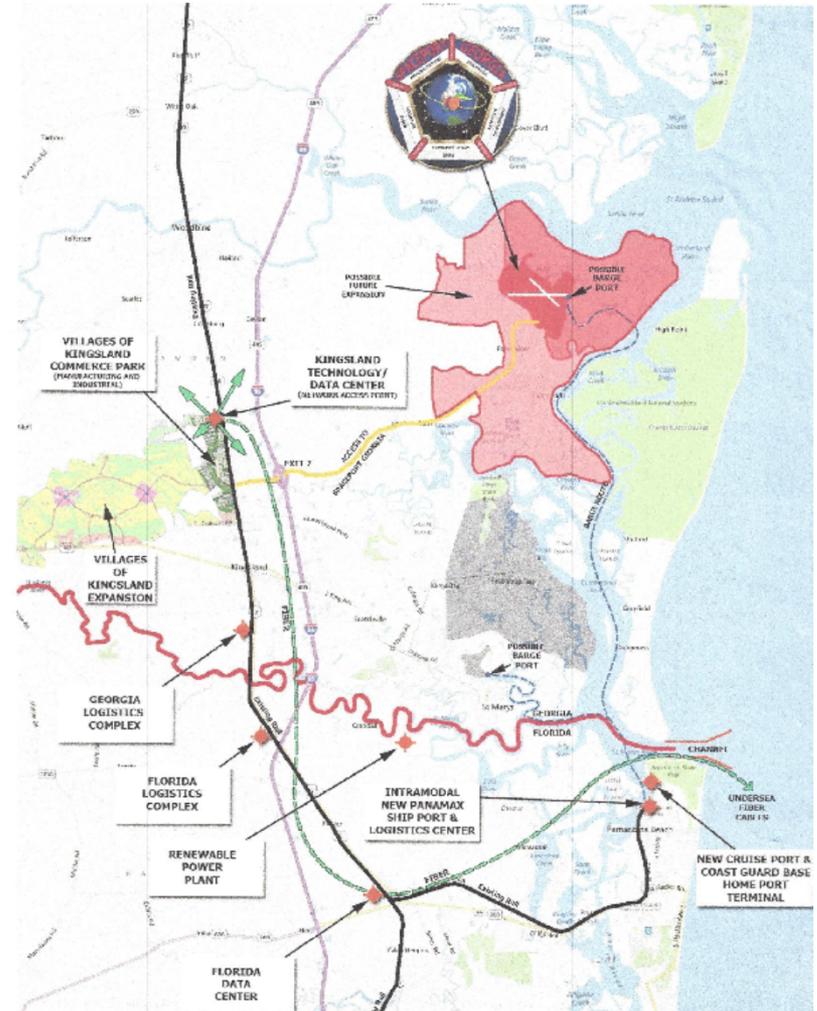
# Georgia Rail System



- The development of a multi-purpose, modern barge loading facility will greatly enhance the property's capability to attract significant manufacturing and distribution clients.
- The North River provides barge access from the site to the St Mary's River ship channel. There are no bridges or overhead restrictions to contend with and the Atlantic Ocean is less than 8 miles away.
- Various users on the site will have ability to receive raw materials, components and supplies by water and rail, and export their finished goods or products by water and rail, as well as by truck.
- Enhanced global reach is afforded through direct water and/or rail connection to each of the four deep-water ports in the region.
- Port facilities open the door to a wide range of logistics opportunities, such as large-scale project cargo, modular plant construction, and bulk material handling of aggregates, ores, agricultural products and other commodities.
- The barge port will be constructed to support all major types of cargoes and materials including bulk, liquid bulk, break-bulk, neo-bulk and containers. It can be incorporate user-dedicated as well as multi-user facilities.
- A Foreign Trade Zone designation can be secured, allowing manufacturers and importers on-site to delay payment of US Custom's duties and charges while value-added services are performed.

- **The site's location and access to deep water, rail and interstate road traffic makes it well-suited to multiple industrial uses including**
  - manufacturing and industrial processing,
  - multi-user warehousing and distribution/Foreign Trade Zone,
  - potential energy infrastructure projects,
  - agricultural/food processing,
  - fiber, wood and paper products,
  - hi-tech materials,
  - aggregates and other bulk commodities.
- **Site will be designed with on-site logistics service – receiving/delivery/storage of goods and commodities by truck, rail and water for the benefit of manufacturing tenants. Economies of scale will allow for lower transportation costs and less environmental impact as shared services reduce the use of less-than-load shipping. We are committed to pro-active site management to take advantage of scale and synergies among site users in an environmentally friendly way.**

- The state of Georgia and Camden County are both aggressively courting the aerospace industry, through a potential Spaceport in Camden County, Georgia.
- The close proximity to the US Strategic Nuclear Submarine Base at Kings Bay provides an optimal staging area for the base's various suppliers.
- Further, local and state officials are courting manufacturers from the surrounding states and those looking to onshore production.
- On-site rail and barge connections with quick access to the interstate means the site can be used to service any of the potential future projects.



**Inquiries concerning leasing and development opportunities at the Port of St. Marys Industrial & Logistics Center should be directed to:**

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