



SEABRIDGE
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Turning America's Coastal Oceans into Sea Bridges
Introducing Alternative Infrastructure
for America's Transportation Needs



Why Coastal Sea Services?

- ü Growing economic cost of highway congestion
- ü Increasing transport demand vs. limited new capacity
- ü Limited funding for new highways compared to projected economic growth
- ü Few alternatives to driving I-95 and I-10 for motorists
- ü Produces significant public benefits – reduced congestion and traffic accidents, lower environmental impact
- ü Meets key Federal policy goals – enables DOD/Homeland Security rapid reaction and deployment, revitalizes US shipbuilding





The SeaBridge Approach

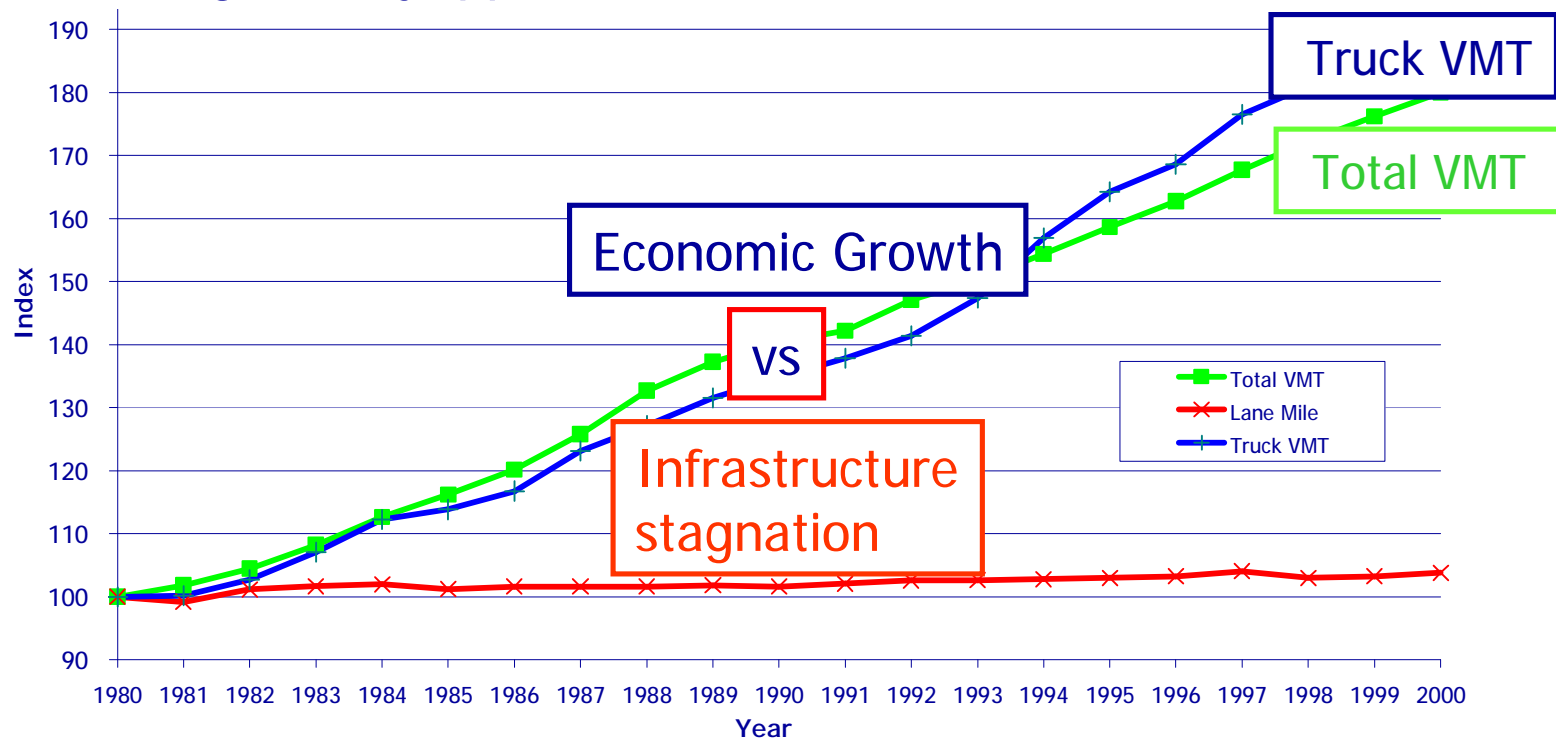
Create a fast coastal freight and passenger ferry network that improves motor carrier service capabilities and lowers costs & offers a new "mini-cruise" option to motorists





“One of the nation’s biggest challenges is closing the gap between the demand for transportation services and infrastructure capacity.”

The Freight Story, pp. 12-13, USDOT, November 2002



Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, DC: Various years).





Secretary of Transportation Norman Mineta

Speech at US Chamber of Commerce Conference [6/12/03](#)

"Our landside transportation system is already stressed to the limit and currently planned infrastructure improvements and expansion cannot possibly meet this escalating demand."

"One intermodal alternative is the development of a robust short sea shipping system that would aid in the reduction of growing freight congestion on our nation's rail and highway systems."





The SeaBridge Value Proposition

A coastal freight and passenger ferry network that enables expedited intermodal transportation and offers an alternative to driving I-95 & I-10



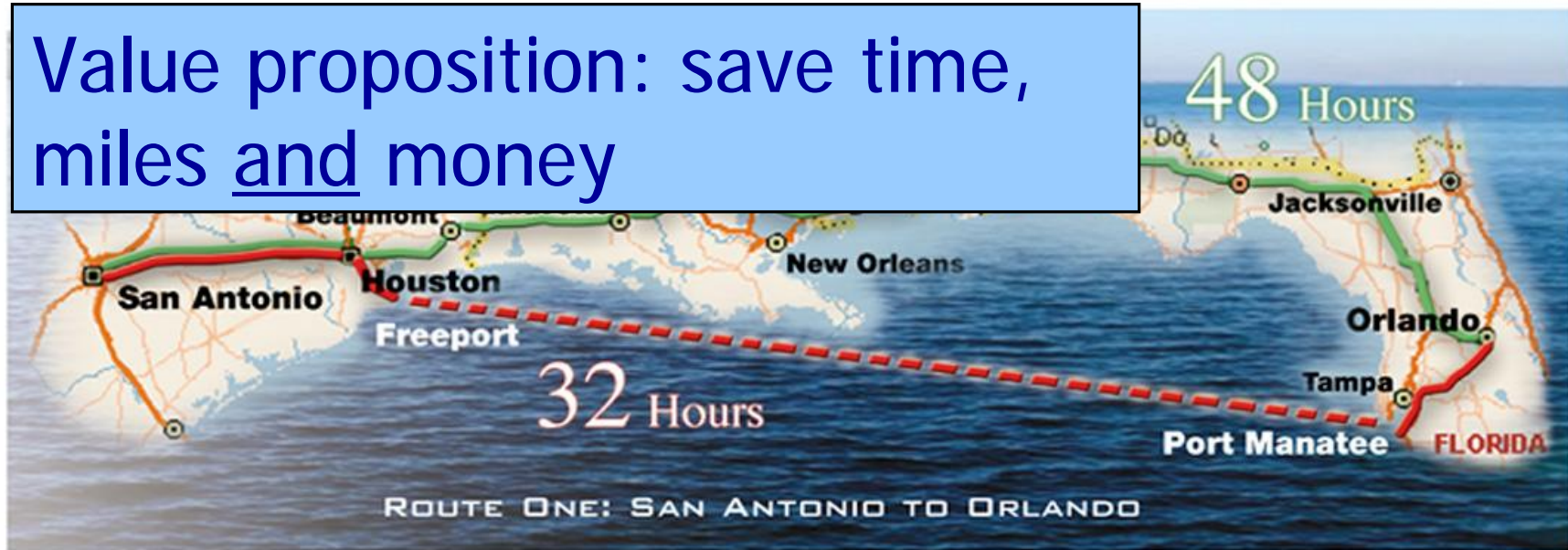
- ü Accelerates freight service with fewer road miles/operating costs
- ü Provides “mini-cruise” option that is faster and less stressful than using congested highway alternatives





Turning America's Coastal Oceans into Sea Bridges

Value proposition: save time, miles and money



All-Road Option - (Green Lines)

Day#/Duty		Miles	Hours
Day 1	Pickup	0	1
	Driving	578	11
	Rest+Other	0	12
Day 2	Driving	578	11
	Rest+Other	0	13
Day 3	Driving	3	0
Total Trip		1,159	48

SeaBridge Options - (Red Lines)

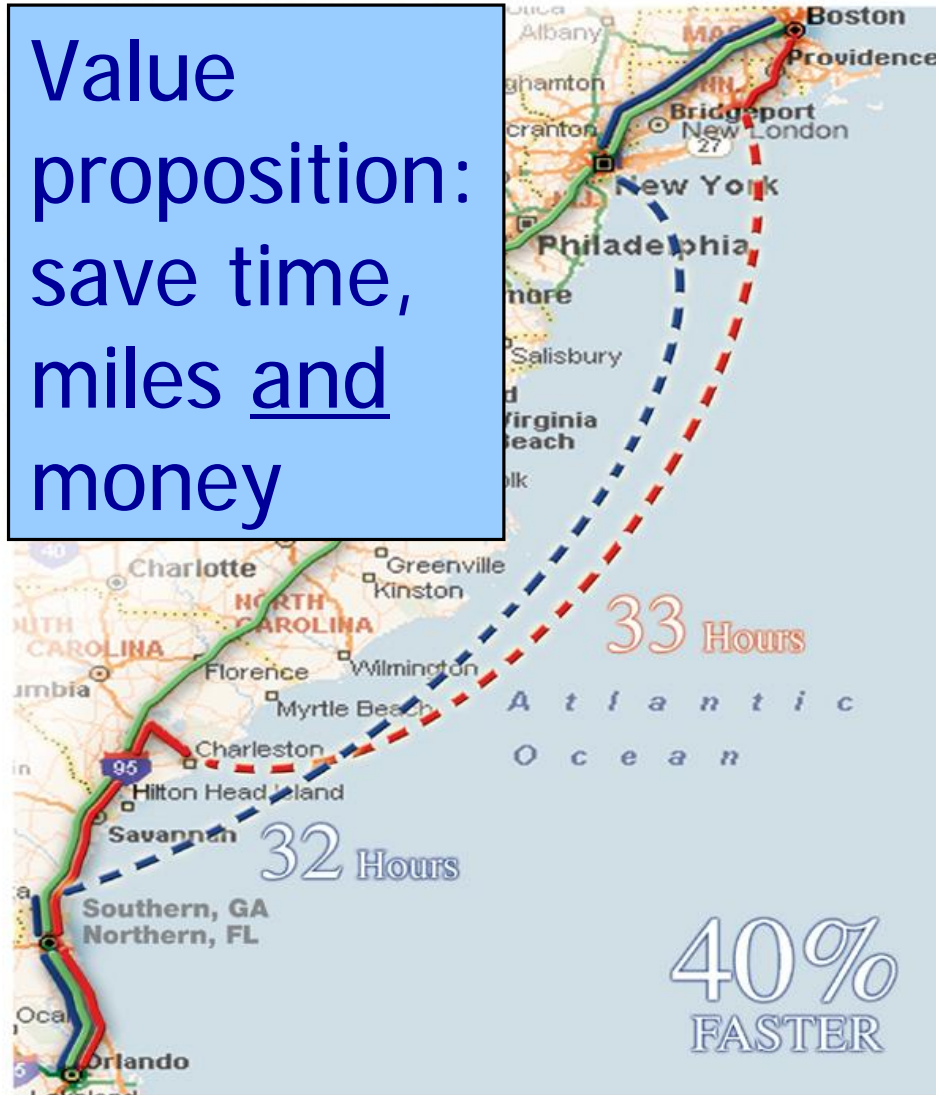
Origin	Destination	Miles	Speed	Driving	Hours
San Antonio	Freeport	266	52.5	5	6
SeaBridge Link					
Freeport to Port Manatee		0	N/A	0	23
Port Manatee	Orlando	108	52.5	2	2
Total Trip		374		7	32





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Value proposition: save time, miles and money



**ROUTE TWO:
BOSTON TO ORLANDO (TWO OPTIONS)**

All-Road Option (Green Line)

Day#	Duty	Miles	Hours
Day 1	Pickup	0	1
	Driving	523	11
	Rest+Other	0	13
Day 2	Driving	523	11
	Rest+Other	0	13
Day 3	Driving	254	5
Total Trip		1,300	54

SeaBridge Option 1 (Red Line)

Origin	Destination	Miles	Speed	Driving	Hours
Boston	New London	106	47.5	2	2
SeaBridge Link - - -					
New London to Charleston	0	N/A	0	23	
Charleston	Orlando	379	47.5	8	8
Total Trip		485		10	33

SeaBridge Option 2 (Blue Line)

Origin	Destination	Miles	Speed	Driving	Hours
Boston	New Jersey	244	47.5	5	5
SeaBridge Link - - -					
New Jersey to So GA/No FL	0	N/A	0	24	
So GA/No FL	Orlando	141	47.5	3	3
Total Trip		385		8	32





Advantages of expedited intermodal for truckers

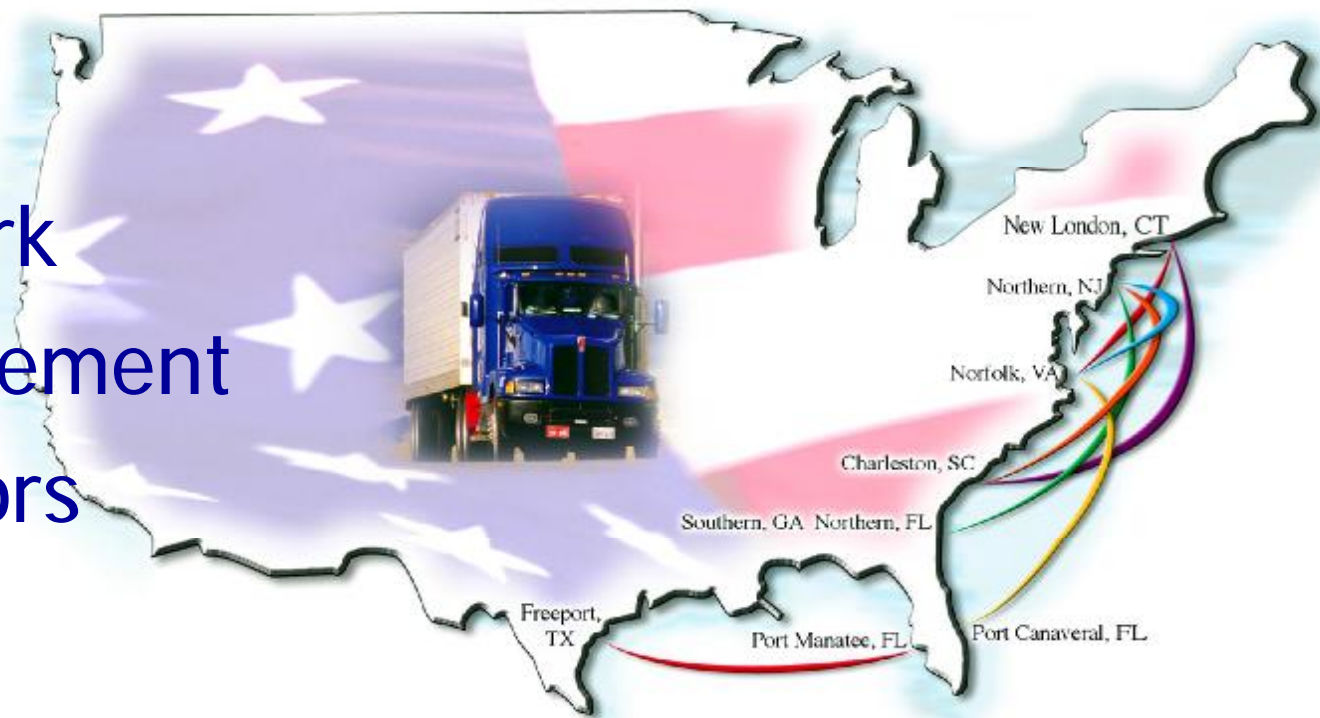
- ü Faster transit times than existing over-the-road and rail intermodal services
- ü Matches team driver operations
- ü Reduces exposure to accidents
- ü Improves equipment velocity and utilization
- ü Improves driver utilization and retention
- ü Hours of service compliance without loss of service speed
- ü Expands markets; increases profitability





SeaBridge USA

- ü Ship
- ü Network
- ü Management
- ü Directors
- ü Status





Ship size, speed, fuel efficiency and seakeeping ensure schedule integrity with a high level of passenger comfort

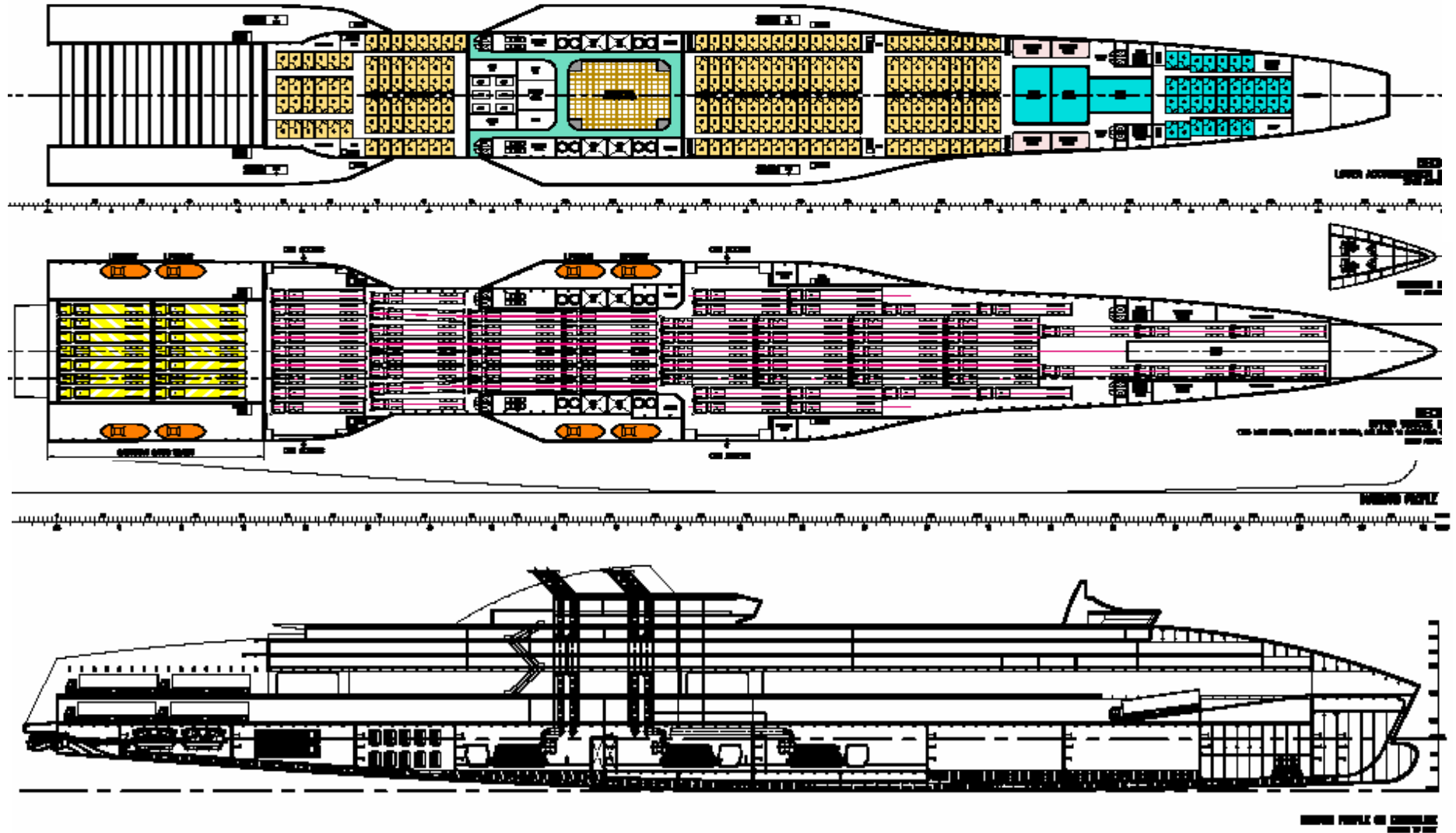


SeaBridge USA's roll-on/roll-off passenger vessel can transport more than 170 trailers or 100 trailers & 500 cars and 1,800 passengers at up to 42 knots





Turning America's Coastal Oceans into Sea Bridges





The SeaBridge Network

- ü Ports with available private facilities identified
- ü Discussions with port authorities and owners ongoing
- ü Port facility designs under development





Turning America's Coastal Oceans into Sea Bridges

SeaBridge USA – Executive Management

Stephen Flott – Chairman & CEO, Director

30+ years in motor carrier transportation, former CEO of Ontario Trucking Association, 6 years in developing a coastal shipping option for truckers and motorists

Michael Shea – President & COO, Director

35+ years in intermodal shipping, 20 years as CEO of shipping companies, created successful US flagged RO/RO and container service to Puerto Rico

Karl McGarvey – EVP & CFO

20+ years in senior management positions in transportation, distribution, logistics, environmental, energy and aviation





SeaBridge Board of Directors

- ü *Jack Basso* – Director, Administration and Business Development, AASHTO
- ü *General John Coburn (USA, Ret.)* – Chairman & CEO, VT Systems, Inc.
- ü *H. Clayton Cook, Jr.* – Senior Counsel, Seward & Kissel
- ü *Ron Kiss* – President Emeritus, The Webb Institute
- ü *Harvey Smalheiser* – Senior VP - Tax, Addeco Group NA, formerly Senior VP, Finance of Ryder Systems
- ü *Lana Batts* – Past President, Truckload Carriers Association; Principal, Transport Capital Partners
- ü *LTG Kenneth Wykle (USA, Ret.)* – President, National Defense Transportation Association; former Federal Highway Administrator





Status - 1998-2002 Milestones

- ü Identified how to integrate sea links into land based trucking logistics
- ü Validated expedited sea-based logistics concept with truckers in Europe and US
- ü Located proprietary hull design capable of supporting expedited sea-based logistics
- ü Secured exclusive rights to ship design
- ü Initiated ship design & development
- ü Decided to create first operation in US





Status - 2003-2004 Milestones

- ü Ship design successfully model-tested
- ü Identified optimal port pairing along the East and Gulf coasts of the United States
- ü Located facilities in each port that can meet the demands of high-speed, scheduled sea-based operations with highway access
- ü Secured positive support for concept from leading US trucking and logistics companies
- ü Developed US shipbuilding strategy and identified potential shipyards





Status - 2005 Milestones

- ü Signed letter of intent w/VT Halter Marine
- ü Design appraisal preview of ship design by Det Norske Veritas completed successfully
- ü Conducted European best practices study
- ü Self-propelled model tests of ship completed, confirming key design/operational attributes
- ü Initiated collaboration agreement discussions with major European ferry operator
- ü Initiated collaboration agreement discussions with major U.S. motor carriers

