16 August 2022

U.S. Army Corps of Engineers
Savannah District
Attn: Ms. Sarah Wise
100 West Oglethorpe Ave
Savannah, GA 31402-0889

RE: Response to Comments **RLC#: 14-225.7**
Bryan County Mega Site
Bryan, Georgia
SAS-2015-00235

Dear Ms. Wise:

On 7 June 2022, the U.S. Army Corps of Engineers (USACE) issued a Joint Public Notice (JPN) for the Bryan County Mega Site and the proposed construction of an electric vehicle original equipment manufacturing facility. Via email, the USACE provided a copy of comments received during the public notice from the U.S. Environmental Protection Agency and the Ogeechee River Keeper. On behalf of the Georgia Department of Economic Development and Savannah Harbor-Interstate 16 Corridor Joint Development Authority (JDA), the following provides a response to those comment letters comments.

U.S. Environmental Protection Agency: In an email dated 5 July 2022, EPA provided general comments regarding the site selection criteria associated with the project and recommended that the U.S. Army Corps of Engineers, Savannah District require the applicant to amend his CWA 404 permit application to provide additional detail and clarity to his CWA 404(b)(1) alternatives analysis.
Response: The application and selected screening criteria were modeled after and are consistent with applicable regulations and agency guidance and demonstrate that the selected site avoids and minimizes impacts to the greatest extent practicable and is the least environmentally damaging practicable alternative. The USACE Savannah District has issued guidance for the public and for regulated entities titled, "Guidelines for Preparation of Analysis of Section 404 Permit Applications Pursuant to the Section 404(B)(1) Guidelines of the Clean Water Act (40 CFR, Section 230)." Part 1, Section G of the Guidelines provides:

> The applicant must determine appropriate project specific site selection screening criteria based on the need and purpose of the project. The applicant must provide a list of the project specific site selection criteria that were used to screen potential sites within this identified geographic area, and an explanation of why the criteria were selected. The applicant must provide a list of all potential alternative project locations that were investigated, and an explanation of how the project specific criteria were used to screen these sites. Any alternative site that was considered, but eliminated from further consideration, should be documented as not being a practicable project site, and why. Sites that do not meet all site selection criteria would not be considered in the off-site alternatives analysis in Part II, below. . . . The USACE will review the applicant's analysis of potential off-site alternatives for consistency with the USACE-determined overall project purpose.

The Guidelines provide examples of site selection criteria, including project size, proximity to target market; proximity to river, stream or other waterway; proximity to an airport, rail or major highway; proximity to electric transmission line, potable water or sewer main; zoning; and overall cost of project construction. The Guidelines go on to state, "A potential project site that meets all identified criteria would be considered a practicable alternative site. A site that fails one or more criteria would not be considered practicable."

Consistent with the Guidelines, the site selection criteria in the application includes overall cost of project construction, geographic location, size, availability of utilities, proximity to infrastructure, existing site access, existing property ownership/availability, ability to accommodate future expansion, consideration of operation limitations, among others. The first criterion (capable of supporting the project considering cost: site development costs must be reasonable considering scope, scale, and type of project, total costs, funding sources, etc.) is critical to analyze for any project. If a site is cost prohibitive for any reason, the project will not be constructed.

The second criterion (capable of being done considering logistics: geographic location, size, entitlements, utilities, proximate infrastructure, site access, and other factors) informs whether the proposed project will succeed or fail at a particular site. For example, proximity to a skilled labor force and an internationally recognized engineering and technology university will help ensure there is a pipeline of high-quality talent within the state that can fill the many important and high-paying jobs that will be created at the Georgia facility. Proximity to rail infrastructure is also critical for the manufactured product to be delivered to its ultimate point of sale or use. From a practical standpoint, where rail infrastructure is not currently available, it may take years to acquire additional parcels and get approvals to build rail, and such activities would be very disruptive to the community. By the same token, if a site does not have access to basic utilities, the developer must evaluate the cost and resource investment required to bring utilities to the property. Depending on the circumstances, bringing necessary infrastructure or utilities to a site could be cost prohibitive or cause delays that affect project financing and milestones.

For this particular project, the speed of Hyundai go-to-market strategy is crucial to site selection. Development at the selected site will be expedited by the location and the support of the regional human and natural resources. From a wider perspective, the electric vehicle (EV) industry must shift to meet the ever-growing need for decarbonizing global transportation. Georgia's abundant resources – including water and a growing renewable energy sector – along with the skilled workforce, advanced training focus, and access to superior transportation hubs will allow Hyundai to move to full production more quickly and viably than anywhere else reviewed.

Other screening criteria address the availability of a property for the planned development, the ability to expand in the future, and the ability to acquire and use the land as needed for the project. The selected site is capable of utility and logistic infrastructure buildout within the parameters of meeting national EV demand for the next generation of Hyundai products. These are all critical to ensuring that a significant financial and resource-intensive investment can be sustainable and productive long into the future.

As the Army Corps Savannah District Guidelines provide, "A site that fails one or more criteria would not be considered practicable." For example, Off-Site Alternative 2 (Peach County) would not meet the airport proximity criterion, there were concerns about the availability of a diverse and skilled labor force (evaluated by population density, average levels of educational attainment, median age, projected population growth, and median household income levels), and critically important, this site has an approximately 280-acre federal conservation easement located in the middle of the property that would preclude development and use for the project purpose. Similarly, Off-Site Alternative 3 (Bartow County) has no access to rail infrastructure and, depending on the route, would require between 2.25-3.5 miles of new rail construction. This could impact anywhere from 12 to 50 or more parcels, affect the overpass over Joe Frank Harris Parkway, and would cause significant cost and scheduling problems.

The foregoing rationale demonstrates that each of the screening criteria presented in the application are important to the proposed project development and feasibility and were developed to fully evaluate potential sites. The applicants' analysis of the screening criteria is neither unsubstantiated nor vague, but rather provides appropriate detail on each of the alternate sites and why the screening criteria are not met.

As explained in the application materials, eight sites were evaluated against the site selection criteria. Only one property met all of the site selection criteria. This property was fully evaluated for water resources and a number of site configurations were evaluated based on potential impacts to streams, wetlands, other waters, federally listed threatened or endangered species, and cultural resources. Because none of the off-site alternatives met the initial screening criteria, they were not further evaluated for water resource conditions or other resource impacts.

Ogeechee River Keeper: In a letter dated 6 July 2022, the Ogeechee River Keeper provided comments regarding the proposed project. The following provides a response to each comment in the order outlined in the letter.

Comment 1: ***Applicant:*** *Although there is considerable speculation in the media about the electric vehicle company behind this proposed project, neither the application, nor the public notice identify the company that will be building and operating the plant should the applicant receive all the necessary authorizations. As a result, the public has no way to evaluate whether the company has a strong environmental track record or not. Also, it is interesting that the application number has remained the same even though the state of Georgia has become a co-applicant and the size of the site has grown considerably.*
Response: On 20 May 2022, Governor Brian P. Kemp and Hyundai Motor Group Executive Chair Euisun Chung announced that Hyundai Motor Group will open its first fully dedicated electric vehicle (EV) and battery manufacturing facility in the State of Georgia. Hyundai Motor Group (HMG, or "the Group") will invest $5.54 billion in opening a state-of-the-art U.S. smart factory at the Bryan County Megasite. Non-affiliated Hyundai Motor Group suppliers will invest approximately another $1 billion in the project. A complete copy of the press release is attached to this letter. The application for this project was submitted using file

number SAS-2015-00235 because that file number has been used by USACE for multiple permit actions and jurisdictional determinations within the project area.

Comment 2: ***Lack of assurances the plant will be built and operated:*** *Previously, an automotive site was permitted by the Savannah District, wetlands were filled, streams were piped, a massive concrete pad was constructed, but the plant that was supposed to occupy the pad was never built. Significant environmental harm was suffered by the region with no corresponding economic or social benefit. The Savannah District must ensure that the company behind this effort is contractually bound to ensure such a result is not repeated. The application includes references to a letter of intent and to an economic development agreement for the project, which require the Georgia Department of Economic Development and the Savannah Harbor-Interstate 16 Corridor Joint Development Authority to secure the necessary permits for the construction of the pad but does not include any statement that these documents will require the electric vehicle company to take ownership of the site and build its plant.*
Response: As previously noted, Governor Kemp and Hyundai Motor Group Executive Chair Euisun Chung announced that Hyundai Motor Group will construct its first fully dedicated electric vehicle (EV) and battery manufacturing facility on the Bryan County Mega Site. The project schedule includes initiation of site work in 2022, initiation of construction on the new facility in January 2023 and with full production expected in the first half of 2025.

Comment 3: ***Incomplete Information concerning the construction and operation of the plant:*** *The application explains that the plant will accommodate various processes, including form pressing, fabrication, painting, product completion/assembly, quality control and special products production. The required distribution components include a train yard, truck yard, and finished product yard. The EVOEM complex will also include employee services components supporting the large workforce (e.g., food services, medical facilities, employee parking, training facilities, and administrative workspaces). The storage component will include the central storage building and liquid storage building. The quality facilities will include a product testing area, testing station, and other miscellaneous buildings required for quality assurance support. Additional components include waste facilities, security facilities, and utility facilities. Yet, the application does not discuss the adverse environmental impacts that these activities will have on the Ogeechee River watershed and the region as a whole. Will the plant's vast impervious surfaces cause flooding in downstream communities? Will the plant cause unmitigated air, water, noise, and sound pollution? How will the plant impact traffic throughout the Savannah Harbor-Interstate 16 Corridor? Where will all these people live, go to school, and recreate? In short, it is not appropriate for the Savannah District to weigh the economic benefits associated with operation of the plant against the environmental impacts caused only by the construction of the pad.*
Response: The documentation provided to the USACE is required for processing of a 404-permit application. This documentation clearly depicts and discusses impacts to waters of the U.S. The facility layout was dictated by a variety of design considerations including topography, aquatic resources, the advanced principles of innovative manufacturing and assembly, as well as logistics and operational requirements for material flow and positioning during the manufacturing process. As depicted in the attached permit drawings, the proposed site plan includes development of 2,009.9 acres within the 2,541.25-acre tract. The project requires 194.07 acres of wetland impact and 763 linear feet of intermittent stream impact for general site development and access roads, 1.58 acres of ditch impact for general site development and access roads, and 27.29 acres of wetland impact for rail access. As compensatory mitigation, the applicant is proposing to purchase the 4,120.20 legacy stream credits from Yam Grandy Mitigation Bank and satisfy the 1,328.24 legacy (166.08 2018 SOP) wetland mitigation credit requirement through the Savannah District In-Lieu Fee Program.

Regarding air, water, noise, and traffic, air pollutants emitted from manufacturing facilities in Georgia are regulated by the EPD. Hyundai Motor Group has engaged with EPD and the proposed project will have all permits required based on the emissions profile. The EPD has provided publicly available information and materials that explains these and other environmental regulatory requirements. Prior to commencing construction or operation activities, the applicants are required to obtain coverage under the EPD Permit No. GAR100003 Authorization to Discharge under the National Pollutant Discharge Elimination System (NPDES) Storm Water Discharges Associated With Construction Activity for Common Development; and Permit No. GAR 050000, Authorization Discharge Under NPDES Stormwater Discharges Associated with Industrial Activity (Industrial Permit). These permits require practices to be in place to manage stormwater, prevent erosion and related discharges during construction, and prevent stormwater-related discharges during operation. Water and sewer will be provided by regional infrastructure plan developed in partnership by Bryan, Chatham, Bulloch and Effingham Counties. Lastly, the JDA and the Georgia Department of Transportation have completed the assessments and infrastructure improvement planning to accommodate the transportation needs for the proposed project.

Comment 4: ***Stormwater:*** *The application does not discuss how the electric vehicle company will address the massive amounts of stormwater that the plant will generate. Will this stormwater be directed, against Savannah District policy, into the wetlands surrounding the plant? Will the stormwater plan being developed take into account the more frequent and more intense storms that will surely engulf the plant in the coming years?*

Response: If located within Georgia's Coastal Nonpoint Source Management Area, the applicant must use on-site minimum stormwater management standards that conform to the guidance established in the Coastal Stormwater Supplement to the Georgia Stormwater Management Manual to reduce the stormwater runoff volume generated by the first 1.2" of rainfall. If the full 1.2" of stormwater runoff volume cannot be reduced due to site characteristics or constraints, it should be intercepted and treated to provide for at least an 80% reduction in TSS loads and a reduction in nitrogen and bacteria loads to the maximum extent possible.

The Bryan County Mega Site project is located in a Coastal Nonpoint Source Management Area. The Bryan County Mega Site will be governed by the Bryan County Unified Development Ordinance and Subdivision Regulation. These regulations require project stormwater design to be in accordance with methods and procedures outlined in the Coastal Stormwater Supplement to the Georgia Stormwater Management Manual, Volume 2, latest edition (CSS). To satisfy buffer GA EPD Buffer Mitigation Guidance, the first 1.2" runoff volume should be treated by runoff reduction volume of rainfall on the project site (Water Quality Volume) will be intercepted and captured by runoff reduction BMPs listed in Table 1 below, prior to discharging into a stormwater wet pond. The stormwater design will consist of a wet stormwater pond as a final BMP prior to stormwater discharge to receiving waterways. A wet stormwater pond will provide 80% TSS removal (GSMM Table 4.1.3-1 BMP Selection Guide). Since final design has not been completed, runoff reduction volume best management practices have not yet been designed. As design progresses, runoff reduction volume BMPs will be designed to achieve 80% TSS as required by Bryan County Unified Development ordinance and the Coastal Stormwater Supplement to the Georgia Stormwater Management Manual, latest edition. Runoff reduction BMPs to be considered during design will include bio-retention areas, downspout disconnects, enhanced dry and wet swales, mechanical TSS separator units (proprietary systems), permeable paver systems and vegetated filter strips.

The CSS Water Quality Tool spreadsheet demonstrating the achievement of 80% TSS pollutant load reduction is required and will be submitted, pursuant to Bryan County ordinances, at the time of final design development permit submittal. Design of BMPs will be in conformance with the CSS/GSMM and Bryan County regulations. See Table 1 below for documented pollutant removal efficiencies.

<u>Water Quality Protection:</u>
The applicant must implement on-site best management practices (BMPs) that address common post-construction pollutants other than TSS. Practices used to address these other pollutants can be selected from the BMP Selection Guide, Table 4.1.3-1 of the Georgia Stormwater Management Manual. The applicant must choose an appropriate BMP or "treatment train;" that is, a combination of BMPs, to fully address all pollutants of concern generated on site. The BMP or "treatment train" shall be designed to retain the first 1.0" of rainfall on site or at designated off site treatment area to the maximum extent practicable. If the entire 1.0-inch runoff reduction standard cannon be achieved, the remaining runoff from the 1.2-inch rainfall event must be treated by BMPs to remove at least 80% of the calculated average annual post-development TSS loading from the site. Please refer to Section 4.1.6.1 of the Blue Book for calculating removal rates of "treatment trains." Should the applicant choose practices not listed in Table 4.1.3-1, documented and proven pollutant removal efficiency rates must be submitted with the proposed practice and be accepted by EPD during the application review process. Developments with significant parking spaces and/or high-volume traffic areas must implement BMPs addressing oil and grease as pollutants. Pollutant removal efficiencies for these oil and grease BMPs must be included in the buffer variance application.

For this type of project, total suspended solids, hydrocarbons and metals have been identified as potential target pollutants. Prior to discharging into the stormwater wet pond, post-developed stormwater runoff will flow into green infrastructure or low impact development stormwater BMPs. The design will include BMPS selected from Table 1 below, and placed in series (treatment train), to cumulatively result a minimum of 60% pollutant removal efficiency from of TSS, hydrocarbons and metals from post-construction stormwater runoff.

The treatment train of stormwater BMPs required to achieve these standards will be designed in accordance with the CSS/GSMM. The CSS/GSMM Water Quality Tool spreadsheet demonstrating the achievement of post-construction pollutant load reduction is required, and will be submitted, at the time of final design development permit submittal pursuant to Bryan County ordinances. Design of BMPs will be in conformance with the CSS/ GSMM and Bryan County regulations. See Table 1 below for documented pollutant removal efficiencies.

Table 1. Summary of Pollutant Removal Efficiencies

BMPs	Target Pollutants Precent Removal		
	Total Suspended Solid Removal	Metals	Hydrocarbons
Wet Stormwater Pond	80%[1]	50%[1]	81%[3]
Dry Detention Basins	60%[1]	50%[1]	NA
Bioretention Basins	85%[1]	95%[1]	80%[2]
Downspout Disconnects	80%[1]	40%[1]	NA
Enhanced Dry Swale	80%[1]	40%[1]	80%[2]
Enhanced Wet Swale	80%[1]	20%[1]	NA
Grass Channels	50%[1]	30%[1]	NA
Contech Stormceptor (or similar)	>80%	*	>90%
Permeable Paver Systems	80%[1]	60%[1]	NA
Vegetative Filter Strips	60%[1]	40%[1]	NA

*Pollutant removal rates vary – BMPs will only be used if required to achieve standards.

Sources:

[1]Georgia Stormwater Management Manual, Volume 2, 2nd Edition, 2016, Table 4.1.3-1.

[2]https://stormwater.pca.state.mn.us/index.php?title=Median_pollutant_removal_percentages_for_BMPs (Minnesota Pollution Control Agency).

[3]National Pollutant Removal Performance Database for Stormwater Treatment Practices, 2nd Edition, September 2000

[4] https://www.conteches.com/stormwater-management/treatment/stormceptor-systems

Recommended maintenance of stormwater BMPs conforms to the Georgia Stormwater Management Manual recommendations and manufacturer recommendations for proprietary systems.

Comment 5: ***Wetlands and stream impacts:*** *As proposed, the construction of the pad would result in the loss of 221.36 acres of wetland, 763 linear feet of intermittent stream and 1.58 acres of ditch. It is not clear, however, whether the approved jurisdictional determinations were conducted during the time-period when the now vacated Navigable Waters Protection Rule was in place. Since the definition of waters of the United States provided in that administrative rule is no longer in effect, any AJDs performed applying that test would appear to be suspect.*

Response: The permit application is based on a pre-Navigable Waters Protection Rule (NWPR) determination originally issued for the project site by the USACE and a post NWPR jurisdictional determination request submitted after vacatur of the NWPR. NWPR guidance has not been applied to the current project.

Comment 6: ***Compensatory mitigation****: As compensatory mitigation, the applicant is proposing to purchase the 4,120.20 grandfather stream credits from Yam Grandy Mitigation Bank and satisfy the 1,328.24 grandfather (166.08 2018 SOP) wetland mitigation credit requirement through the Savannah District's In-Lieu Fee Program. The in-lieu fee program can only be used for mitigation if other sources of mitigation credits are not available. If this is the case, the application should provide this information and explain whether other mitigation banks will be approved during the permit process for this permit.*

Response: The compensatory mitigation plan for the project was developed using the EPA and Army Corps federal rule, Compensatory Mitigation for Losses of Aquatic Resources, promulgated at 33 CFR Part 332. See 73 FR 19594 (April 10, 2008), and the Army Corps Savannah District Regulatory Guidelines to Evaluate Proposed Mitigation Bank Credit Purchases in the State of Georgia. Because commercial mitigation bank credits are not available within the primary or secondary service area for the project, the applicant developed the proposed plan with the input of the USACE.

Comment 7: ***Plant expansion:*** *Since the application alludes to future expansions of the plant, the public should be informed of the probable size of these expansions and whether they will be limited to the current site and whether any waters of the United States will be impacted. Such cumulative impacts should be considered now, not separated out for a future permit modification.*
Response: The current site plan contemplates both current and future expansion needs of the project and the applicant has requested a 20-year permit to accommodate for the anticipated needs.

We greatly appreciate your assistance with this project. If you have any questions or require additional information, please do not hesitate to contact us at (912) 443-5896.

Sincerely,

Alton Brown, Jr.
Principal
Resource & Land Consultants

Enclosures

cc: Mr. Pat Wilson – Georgia Department of Economic Development
Mr. Trip Tollison - Savannah Harbor-Interstate 16 Corridor Joint Development Authority
Ms. Anna Chafin - Savannah Harbor Interstate-16 Corridor Joint Development Authority
Mr. Jason Chambless – Thomas & Hutton

For Immediate Release
Friday, May 20, 2022

Gov. Kemp: Hyundai Motor Group to Invest $5.54 Billion in Georgia at First Fully Dedicated Electric Vehicle and Battery Manufacturing Facility

Bryan County, GA – At a signing ceremony today, Governor Brian P. Kemp and Hyundai Motor Group Executive Chair Euisun Chung announced that Hyundai Motor Group will open its first fully dedicated electric vehicle (EV) and battery manufacturing facility in the State of Georgia. Hyundai Motor Group (HMG, or "the Group") will invest $5.54 billion in opening a state-of-the-art U.S. smart factory at the Bryan County Megasite. Non-affiliated Hyundai Motor Group suppliers will invest approximately another $1 billion in the project, delivering approximately 8,100 new jobs to Georgia's coastal region.

Governor Kemp was joined by Jay Chang, President and CEO of Hyundai Motor Company, and José Muñoz, President and COO of Hyundai Motor Company, along with Hyundai Motor Group executives and state and local economic development leaders at the premier 2,923-acre site. The megasite was purchased jointly by the Savannah Harbor-Interstate 16 Corridor Joint Development Authority (JDA) and the State less than a year ago.

“We are proud to welcome Hyundai Motor Group to Georgia as we forge an innovative future together," **said Governor Brian Kemp.** "From initial conversations on my economic development mission to Korea to Georgia’s investment in the Bryan County Megasite, we've been preparing for an opportunity like this for a long time. My commitment to hardworking Georgians to make our state the best place to live, work, and raise our families remains steadfast, and with this announcement, which is now the largest economic development project in our state's history, we will continue working to make Georgia the premier destination for quality companies who are creating the jobs of today, tomorrow, and beyond.”

“As one of the world's most successful and advanced mobility leaders, we are incredibly proud to share our plan to open our first dedicated full EV and battery manufacturing facilities in the U.S.,” **said Hyundai Motor Group Executive Chair Euisun Chung.** “The U.S. has always held an important place in the Group’s global strategy, and we are excited to partner with the State of Georgia to achieve our shared goal of electrified mobility and sustainability in the U.S.”

Hyundai Motor Group expects to begin construction on the new facility in January 2023, with full production expected in the first half of 2025, with annual capacity of 300,000 units. Wages throughout the project will be well-paying advanced manufacturing positions competitive in the local market.

“We decided to build our first dedicated EV plant in the U.S. because America embraces change and drives innovation,” **said Jaehoon (Jay) Chang, President and CEO of Hyundai Motor Company**. “This new EV plant is the future of our business, and it will help us meet the growing demands of our U.S. customers who want leading edge design, safe, zero-emissions vehicles now and in the future.”

In choosing Georgia, Hyundai Motor Group cited speed-to-market, workforce, and the state’s ability to meet the company’s carbon neutrality standards. Additionally, Georgia is home to an existing network of Hyundai subsidiaries and suppliers. Developed by the Savannah Harbor-Interstate 16 Corridor JDA over the last several years in partnership with the state, the Bryan County Megasite offers the needed speed-to-market requirements that reduce barriers to speedy operations. Industrial utilities are adjacent to the site, and extensive due diligence reports have been completed.

“We are thrilled to partner with Governor Kemp and the Savannah Joint Economic Development Authority to bring what will be a flexible EV smart factory to Bryan County,"

said President and COO of Hyundai Motor Company José Muñoz. "With this plant, we will be well-positioned to win in a competitive market with more and more consumers demanding smart, sustainable mobility solutions now."

Headquartered in Seoul, Korea, Hyundai Motor Group employs 250,000 people worldwide. The Group's vehicles are sold in 193 countries through 5,000 dealerships and showrooms. At the new Georgia highly connected, automated, and flexible EV smart factory, Hyundai Motor Group plans to produce a diverse range of innovative full electric vehicles. Details of production models will be shared at later dates. Through the battery manufacturing facility, the Group also aims to establish a stable supply chain for EV battery and other EV components in the U.S. market.

When it nears planned 2025 start of operations, Hyundai Motor Group will seek local vendors and suppliers. Information related to inquiries about project RFIs, RFPs listing, and supply chain outreach will be available at www.georgia.org/hyundaimotorgroup when it becomes available.

"To say today's announcement is transformative is an understatement," **said Savannah Harbor-Interstate 16 Corridor Joint Development Authority Board of Directors Chairman Carter Infinger.** "The jobs being created and the investment being made by the Hyundai Motor Group will reverberate for years and years and generations to come. This is a great day for Bryan, Bulloch, Chatham and Effingham counties as well as this entire region and the State of Georgia."

Bryan County is the fastest-growing county in the state, and the strategic purchase of the Bryan County Megasite in 2021 was the largest in state history. The site is adjacent to Interstate 16 with immediate access from I-95 and I-16 to 250 major metro areas. It is less than 30 miles from the Port of Savannah, the single-largest and fastest-growing container terminal in the U.S. with two Class I rail facilities on-site provided by Georgia Central Railway.

"Today's news that Hyundai Motor Group will build a new facility in Georgia is evidence that Georgia's collective focus on supporting the electric mobility future is working," **said Georgia Department of Transportation Commissioner Russell McMurry.** It also exemplifies the power of our partnership and preparation. Georgia's planning to ensure our logistics networks are safe, sustainable, innovative, and ready to support economic growth continue to provide new opportunities for business and all Georgians. The Georgia

Department of Transportation looks forward to the opportunities Hyundai Motor Group will bring to the state."

"Hyundai Motor Group's new location, less than 30 miles from Garden City Terminal and directly adjacent to I-16, provides stellar access to global and domestic markets for both assembly components and finished vehicle marketing," **said Georgia Ports Authority Executive Director Griff Lynch.** "The group's decision to expand here in Georgia is a clear endorsement of the Peach State as a dynamic center for cutting-edge manufacturing."

Building on the state's existing automotive assets and developing workforce, Georgia is consistently welcoming increased investment in the electric mobility ecosystem and supply chain across the state. Additionally, Georgia is the Southeastern leader for EV registrations per 1,000 registered automobiles and offers more EV charging outlets per capita than anywhere else in the Southeast. Georgia's Electric Mobility and Innovation Alliance is a public-private-nonprofit initiative focused on growing the electric mobility ecosystem in the state and strengthening Georgia's position in electrification-related manufacturing and innovation.

The Georgia Department of Economic Development (GDEcD) was represented by Project Manager Taylor Walden in partnership with the Department's Georgia-based Director of Korean Investment Yoonie Kim, as well as the Savannah Harbor-Interstate 16 Corridor JDA, which includes Bryan County, Bulloch County, Chatham County, and Effingham County; the Georgia Department of Transportation; the Georgia Ports Authority; Georgia Quick Start; and Georgia Power.

"Under Governor Kemp's leadership, we have been focused on putting Georgia at the forefront of electric mobility. Today's announcement of Hyundai Motor Group's first fully dedicated EV manufacturing facility solidifies our spot at the vanguard of the EV transition," **said Georgia Department of Economic Development Commissioner Pat Wilson.** "We could not be more excited welcome the Hyundai Group to Georgia and to celebrate this incredible investment. This state-of-the-art facility will create exciting new possibilities for all Georgians and transform an entire region. Congratulations to everyone who has worked tirelessly to support this project. I could not be prouder to be part of Team Georgia."

At the new facility, Hyundai Motor Group plans to implement many of its advanced intelligent manufacturing technologies that are currently under test at the Group's innovation hub, including intelligent A.I.-equipped manufacturing and data-driven processes to best meet demands of customers. The plant will help support Hyundai Motor

Group's efforts to achieve its carbon neutrality target through the active use of renewable energy for the facility.

With today's announcement by Hyundai Motor Group, since 2020 alone, Georgia has announced more than 20 EV-related projects that will invest more than $13.54 billion and create nearly 18,000 jobs in the state.

An exhibit of the Bryan County Megasite is available here.

About Hyundai Motor Group

Hyundai Motor Group is a global enterprise that has created a value chain based on mobility, steel, and construction, as well as logistics, finance, IT, and service. With about 250,000 employees worldwide, the Group's mobility brands include Hyundai, Kia, and Genesis. Armed with creative thinking, cooperative communication and the will to take on any challenges, we strive to create a better future for all.

For more information about Hyundai Motor Group, please see www.hyundaimotorgroup.com.

Press Contacts

Katie Byrd - Director of Communications
Office of Governor Brian P. Kemp
katie.byrd@georgia.gov

Andrew Isenhour - Deputy Director of Communications
Office of Governor Brian P. Kemp
andrew.isenhour@georgia.gov

Marie Gordon - Director of Communications
Georgia Department of Economic Development
mgordon@georgia.org