



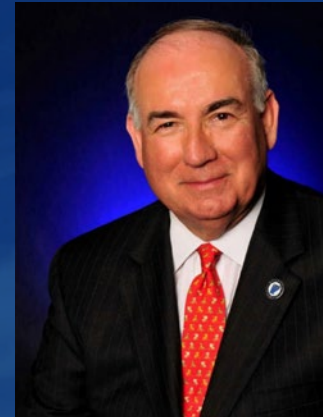
STRONGER SUPPLY CHAINS IN SAVANNAH AND BRUNSWICK

2025 ANNUAL REPORT

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**GOVERNOR
BRIAN KEMP**



ALEC POITEVINT
Chairman of the Board,
Georgia Ports Authority



GRIFF LYNCH
President and CEO,
Georgia Ports Authority



GATEWAY TO GLOBAL TRADE

The supply chain power of
Savannah and Brunswick ports

Georgia Ports operates the Port of Savannah – the fastest growing container port in the U.S. Southeast region and the Port of Brunswick, the nation’s largest volume Roll-on/Roll-off port for vehicles.

Savannah is the nation’s third busiest container gateway, with 40 ship calls and 42 doublestack trains weekly, and 14,000-16,000 truck gate transactions each weekday (with an average turn time of 35 minutes per single move and 49 minutes per dual moves).

U.S. inland market connectivity to consumers and manufacturing sites is central to the gateway port model. Inland ports are located in Appalachian Regional Port in Crandall, Ga.;

the Gainesville Inland Port in Gainesville, Ga.; a bulk rail terminal in Bainbridge, Ga., and the Carolina Connector in Rocky Mount, N.C.

Georgia Ports is the infrastructure leader in U.S. ports, investing \$4.13 billion over the past 10 years and plans for \$5 billion over the next 10 years to build five big ship berths in Savannah, growing from 7 million twenty-foot equivalent container units (TEUs) capacity to 12 million TEUs by the 2030s.

The Port of Brunswick, 90 minutes south of Savannah, handles autos, bulk, and breakbulk cargo. Over \$262 million in port improvements were performed.

GPA BY THE NUMBERS, FY 2025:

5.7 Million

Twenty-foot Equivalent Container Units handled²

20

Hours between container discharge from vessel and departure via rail

42

Double-stack trains per week

49/35

Minutes truck turn times for double-/single- container moves in Savannah

40

Weekly global container ship services

870,775

Units of Autos and Heavy Equipment handled in the Port of Brunswick

2,500

Vessels served annually

6-8

Trips truckers can complete per day in Savannah

0400-1800

Truck gate hours in Savannah

546,000

Rail Containers in FY2025

24-hour-a-day vessel operations set the Port of Savannah apart from other gateway ports. (Georgia Ports)

GEORGIA PORTS CONTAINER TRADE UP 8.6% IN FISCAL YEAR 2025



Savannah's second busiest year on record

In fiscal year 2025 (July 1, 2024–June 30, 2025), the Georgia Ports Authority handled 5.7 million twenty-foot equivalent units, an 8.6% increase—or 450,000 TEUs—over the previous year.

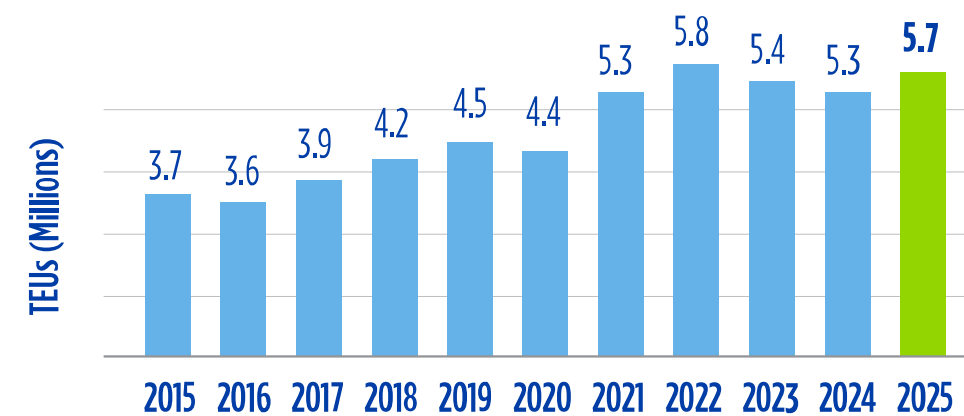
This marks the Port of Savannah's second busiest year on record, reflecting strong customer confidence in Georgia's logistics sector.

Since FY2016, Savannah's container volume has grown at a 4.5% compound annual rate, outpacing the national port average of 2.7% CAGR. GPA leadership credited customers, employees, partners, and the leadership of Gov. Brian Kemp and the state General Assembly for the successful year.



Georgia Ports' owner-operated container terminals offer greater flexibility, and the power to tailor services to customer needs. (Georgia Ports)

GPA CONTAINER VOLUMES



Source: GPA Internal data (EIS); Loads and Empties

SAVANNAH'S DIRECT GLOBAL CONNECTIONS HELP FARMERS COMPETE

The Port of Savannah is the busiest container gateway on the U.S. East Coast for agricultural exports. The top three farm commodity export groups were food, forest products and cotton in fiscal year 2025.

A manufacturing surge in the Indian subcontinent and Mediterranean is boosting cotton exports through the Port of Savannah. In fiscal year 2025, Savannah handled 37 percent of U.S. cotton exports, supported in part by nine weekly container services to the Indian subcontinent and eight to the Mediterranean.

Savannah's strong supply chain connectivity and affordability are key advantages for American farmers. Investments such as the Mason Mega Rail Terminal – the nation's largest on-port rail terminal – enhance access for Midsouth producers, reinforcing Savannah's dominance in global cotton trade and strengthening U.S. competitiveness in key textile markets.

Savannah leads nation in poultry exports

Frozen poultry is another major export commodity for Georgia Ports.

According to the University of Georgia, broilers and eggs are Georgia's two largest agricultural commodities, making up nearly 40 percent of the state's production value. While per-capita chicken consumption has doubled since 1978, Georgia's production has tripled.

In 2025, Savannah ranked as the nation's top gateway for frozen poultry exports, handling more than 54,000 TEUs. Poultry exports rose 2.2 percent year over year. Savannah handled 37 percent of all U.S. frozen poultry exports, with leading destinations including the Philippines, Taiwan, China, the nation of Georgia and the United Arab Emirates.

To support the handling of chilled and frozen cargoes, the Port of Savannah features approximately 3,600 powered slots for refrigerated containers, including nearly 3,400 positions at refrigerated container racks and more than 200 slots for containers on chassis.

Extensive Private Infrastructure

Private, near-port cold storage and blast-freezing warehouses support exporters by acting as staging areas where products can be prepared and held before moving to Garden City Terminal and being loaded onto vessels.

A dozen private businesses in the Savannah area operate a total of nearly 2.4 million square feet of refrigerated cargo warehousing, including 1.64 million square feet for frozen cargo and more than 752,000 square feet of chilled space for perishable goods. Port officials said the near-port cold storage facilities extend Georgia Ports' capacity, enabling quicker turnaround and distribution.

GPA terminals in Savannah are 50 to 100 miles closer to major markets such as Atlanta compared to other East Coast ports. Growing imports of chilled produce through Savannah mean a steady supply of empty containers available for U.S. exports.



Savannah is the busiest port on the U.S. East Coast for ag exports, including both food and fiber.



GEORGIA PORTS, KONECRANES CELEBRATE 30-YEAR PARTNERSHIP ON YARD CRANES

Uptime performance and sustainability create competitive differentiator

In 2025, the Georgia Ports Authority and Konecranes celebrated 30 years since the purchase of GPA's first rubber-tire gantry crane, marking a significant milestone in port operations and yard crane innovation.

Konecranes has played a defining role in GPA's growth and productivity. The machines' uptime performance and electric-powered sustainability are competitive differentiators.

The Port of Savannah is home to the largest ship-to-shore (STS) and RTG fleet at a single terminal in North America – serving the largest container terminal in the nation – Garden City Terminal. Since the first yard crane purchase, GPA's fleet of Konecranes RTGs has grown to 257 machines at six locations. The Port of Savannah is also home to 42 Konecranes STS cranes and 10 rail-mounted gantry cranes.

In 1995, GPA bought the very first rubber-tire gantry (RTG) crane ever built by Konecranes, destined for the Port of Savannah. That machine – still in operation – was revolutionary for its time. It was the world's first container crane without hydraulics. It had Konecranes' patented Active Load Control system for the world's highest container handling productivity. It also had an eco-efficient AC drive supplied by Konecranes.



UNMATCHED ON-TERMINAL RAIL CAPACITY

Mason Mega-Rail delivers on GPA's 1-2-3 strategy with record efficiency

The Port of Savannah's Mason Mega Rail facility delivers exceptional speed and efficiency in cargo movement between the port and inland markets.

The on-terminal rail yard handles 42 double-stack trains weekly with an industry-leading 20-hour average dwell time from vessel offload to train departure.

As North America's largest marine terminal rail facility, Mason Mega Rail supports GPA's 1-2-3 Strategy, ensuring third-day cargo availability at inland hubs like Atlanta, Memphis, Nashville, Charlotte and Dallas. In FY2025, it processed 546,360 rail containers, consistent with FY2024 performance.



The Mason Mega Rail Terminal is the nation's largest on-port rail facility. An important aspect of GPA's growth strategy is the expansion of rail services that avoid truck traffic between port terminals and cargo hubs such as Atlanta, and that improve Georgia's reach to markets such as Dallas, Memphis and Charlotte. (Georgia Ports)

GEORGIA PORTS ECONOMIC IMPACT UP 7% IN FISCAL YEAR 2024

Port activity in Georgia now supports **650,965 full- and part-time jobs** across the Peach State, according to an economic impact study by the University of Georgia's Terry College of Business. The statewide number has grown by

41,770 jobs or 7 percent compared to fiscal year 2023, the period covered by the previous study. Georgia ports now help sustain 12 percent of total state employment, according to the study.

In fiscal year 2024 (July 1, 2023–June 30, 2024), Georgia's ports generated:

\$174B

in sales, representing 11% of total state sales, up 2% or \$3 billion year-over-year.

\$77B

in state GDP, or 9% of Georgia's total GDP, a 7% or \$5 billion increase.

\$43B

in personal income, 7% of the state total, up 7.5% or \$3 billion from FY2023.



Jobs supported by port activity grew by nearly 42,000 positions in industries across the state between fiscal year 2023 and FY2024. (Georgia Ports)

INDIA MAKES SAVANNAH ITS **TOP GATEWAY** TO THE U.S. SOUTHEAST

Southeast Asian nation set to become world's fourth largest economy

Mumbai, India's largest city, is home to over 20 million people

Georgia Ports handled 22 percent of India's containerized trade on the U.S. East Coast in fiscal year 2025, making it India's busiest gateway to the U.S. Southeast. Savannah's overall loaded container trade with India grew by 48 percent to 304,450 twenty-foot equivalent container units FY2021-2025.

A Growing Economy

With India set to become the world's fourth-largest economy in 2026, the country holds major trade potential for American shippers. Home to nearly 1.5 billion people, India is already the world's most populous country.

Sourcing from India helps U.S. companies diversify supply chains and offers cost competitive procurement. India is expected to outpace other Asian nations in 2026, with the World Bank projecting GDP growth of 6.5 percent.

Faster Connections

The Port of Savannah offers faster total transit times for Indian cargo destined for markets such as Atlanta, Memphis, Nashville and Dallas, compared to West Coast gateways. Ocean routes are shorter from India to the U.S. East Coast, and Savannah delivers faster rail service.

Six weekly vessel services provide direct Savannah-India connections, with a total of 10 services linking Savannah to the broader Indian subcontinent. Eleven ocean carriers operate on these routes, delivering transit times as short as 29 days. Direct services call Nhava Sheva/ Mumbai, Pipavav and Hazira with additional port calls on the Indian subcontinent, including Colombo, Sri Lanka.

India is expected to outpace other Asian nations in 2026, with the World Bank projecting GDP growth of 6.5 percent.

GPA IMPROVING TERMINALS TO HANDLE GROWING DEMAND

Over the next 10 years, GPA plans to invest \$5 billion in capacity improvements, which will see five big ship berths added in the next eight years. This future big ship berth capacity expansion represents the largest of any U.S. port.

Two big ship berths are being upgraded now at the Port of Savannah's Ocean Terminal, and will be ready 2027-2028. Three big ship berths are planned for Savannah Container Terminal from 2030-2034.

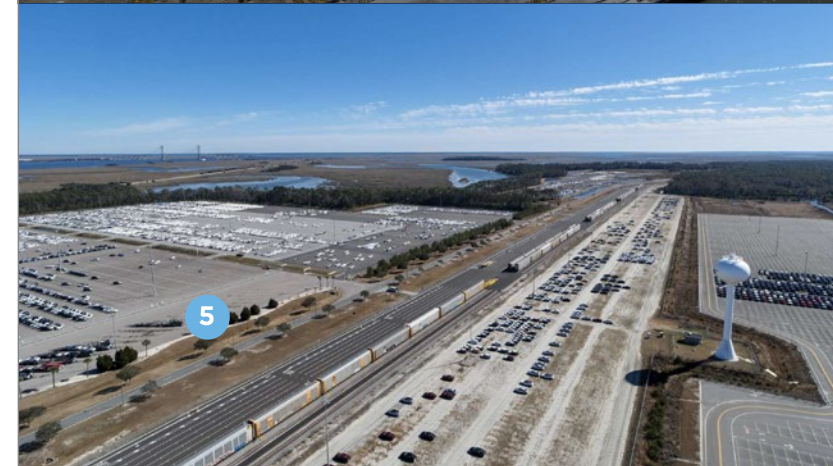
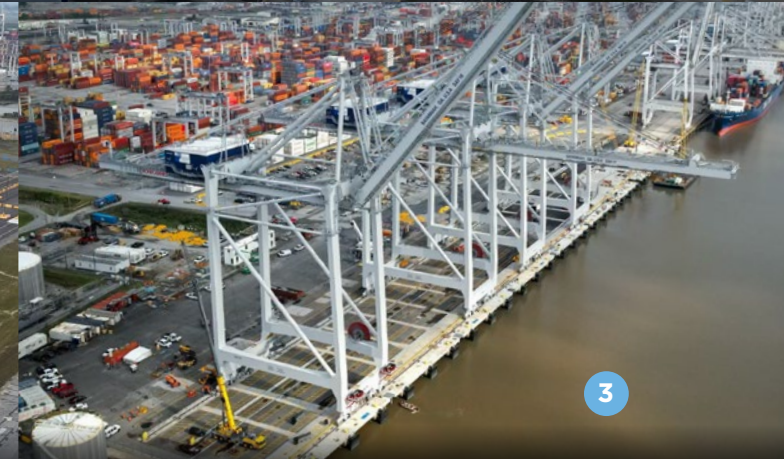
During fiscal year 2025, GPA completed \$470 million in projects, including:

- 1 Brunswick: Roll-on/Roll-off expansion**
Added 640,000 square feet of warehousing in support of processing autos and heavy equipment, and 122 acres of Roll-on/Roll-off storage added.
- 2 Savannah: Customs Examination Station**
Streamlines Customs inspections by doubling warehouse space and expanding refrigerated cargo capabilities.
- 3 Savannah: Eight ship-to-shore cranes**
The largest cranes on the U.S. East Coast, expanding Savannah's big ship capability, adding eight new ship-to-shore cranes.

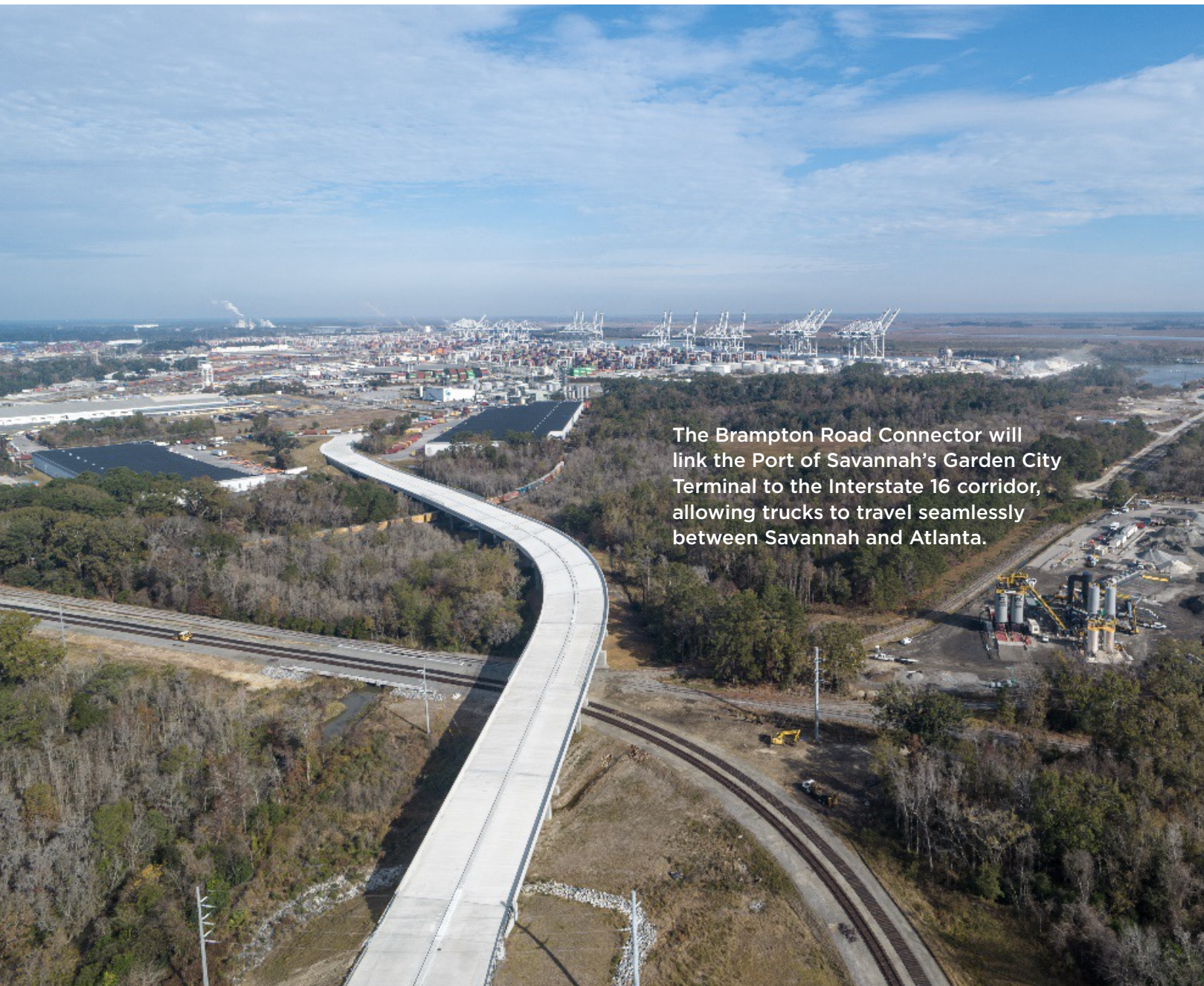
Also in fiscal year 2025, the GPA Board approved an additional \$472 million for new projects, including:

- 4 Savannah: Ocean Terminal Redevelopment**
Will add annual capacity of 1.75 million TEUs. Includes a GPA-funded, \$29 million overpass linking Ocean Terminal to Route 17, designed to keep terminal truck traffic from impacting local neighborhoods.
- 5 Brunswick: Colonels Island Southside Rail Phase 1**
Doubles rail capacity from five to 10 trains per week. Increases port's annual rail capacity from 150,000 autos to more than 340,000.
- 6 Brunswick: Colonels Island Berth 4**
Georgia Ports is adding a \$100 million fourth berth for Roll-on/Roll-off cargo to serve growing demand.

Georgia Ports Authority is building the capacity to power the next generation of global trade, creating capacity and fluidity for our customers and partners. Over the past decade, GPA has invested \$4.13 billion in infrastructure enhancements. Over the next 10 years, GPA's self-financed \$5 billion investment plan will add five big-ship berths in Savannah and a fourth berth in Brunswick. By 2035, GPA will have the capacity to handle more than 12 million TEUs annually, comparable to the port of New York/New Jersey.



HIGHWAY PROJECTS TO ENSURE FREE FLOW OF CARGO



The Bampton Road Connector will link the Port of Savannah's Garden City Terminal to the Interstate 16 corridor, allowing trucks to travel seamlessly between Savannah and Atlanta.

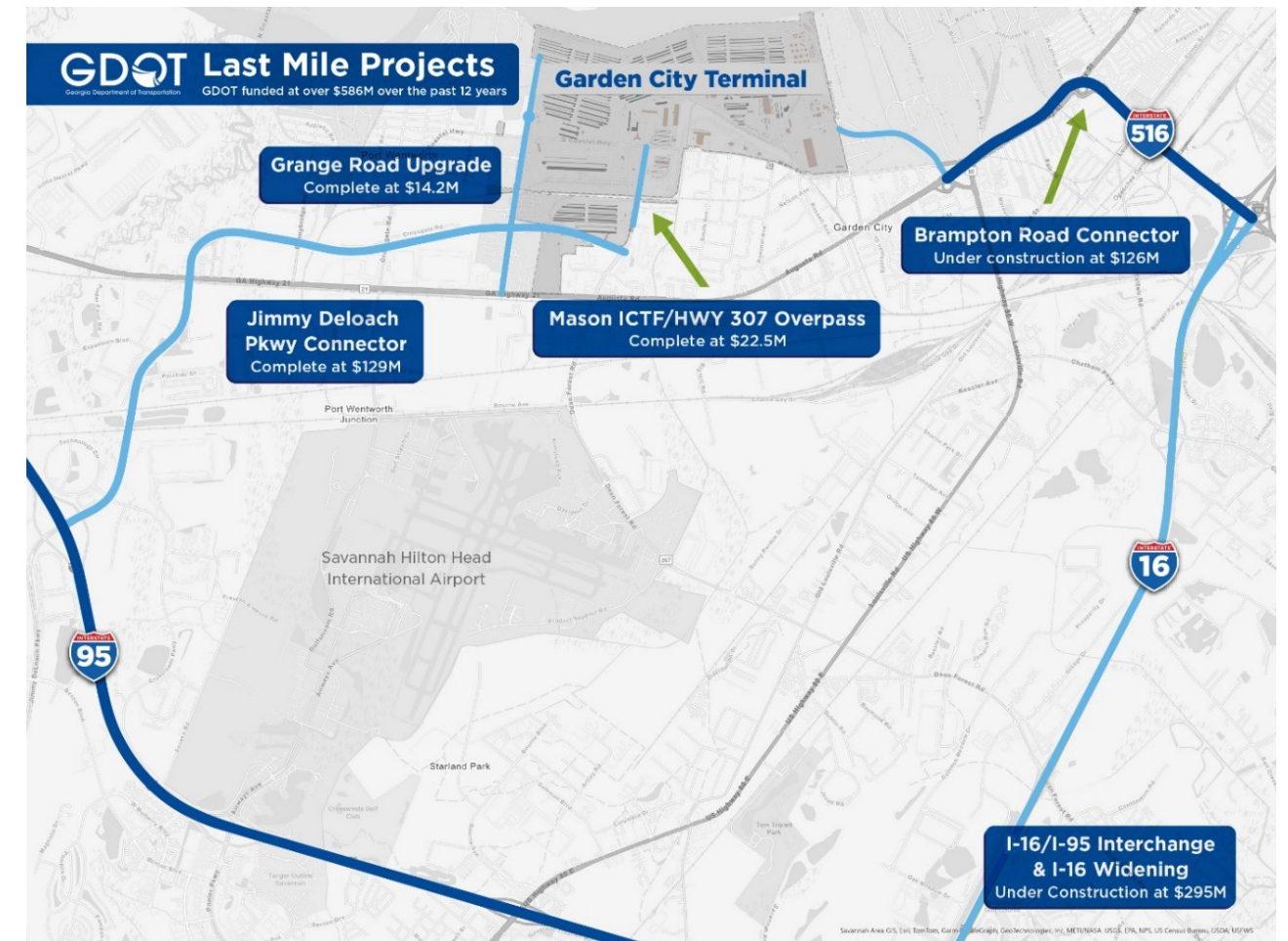
The Georgia Department of Transportation will open the final leg of a cargo beltway in Savannah in July 2026. The \$126 million Bampton Road Connector will link the Port of Savannah to the I-16 corridor into Atlanta - the business hub of the Southeast U.S. region.

The four-lane highway will give truck drivers faster access to the port and a more streamlined route to inland markets. Drivers will exit I-516 directly to Gate 3 on the south side of Garden City Terminal, bypassing surface streets and a busy rail line.

By diverting port traffic off local streets, the project will make nearby neighborhoods safer, while reducing travel time and fuel use.

Over the past 12 years, GDOT has invested nearly \$600 million in cargo beltway projects, that also include:

- Reconstructing the I-16/I-95 interchange and widening I-16, a \$295 million project improving the safety and flow of commuters and cargo.
- Jimmy Deloach Parkway, a \$129 million, access truck route linking Garden City Terminal with Interstates 16 and 95.
- Highway 307 overpass, a \$22.5 million project carrying vehicular traffic over the Port of Savannah's Mason Mega Rail Terminal.
- Grange Road upgrade, a \$14.2 million project providing better truck access between Jimmy Deloach Parkway and Garden City Terminal.



MAKING ROOM FOR THE FLEET OF THE FUTURE

The Talmadge Bridge modernization project reinforces GPA's role as a premier global gateway

The Georgia Department of Transportation's Talmadge Bridge modernization will strengthen the Port of Savannah's ability to serve the next generation of global trade.

By replacing and tightening the bridge's cables, the project will increase vertical clearance by an additional 20 to 21 feet of air draft, enabling larger vessels to transit the Savannah River with greater efficiency.

This strategic enhancement builds on Savannah's existing advantages and ensures the port remains fully accessible to the evolving global fleet.

Upon completion of the bridge improvements, **the port will be capable of accommodating ships in the 20,000 to 22,000 TEU range**—vessels that are already entering service and seeking East Coast calls. This added capacity positions Savannah to capture future growth, support customers' scaling needs, and reinforce GPA's role as a premier gateway for U.S. trade.

Project milestones are already underway, with construction scheduled to begin in fall 2026. Cable replacement is expected to conclude by 2029, with overall project completion targeted for 2030.

THE NATION'S LEADING RORO GATEWAY

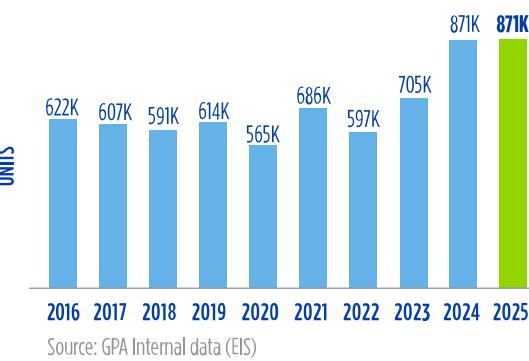
The Port of Brunswick handled 870,775 units of autos and heavy equipment in fiscal year 2025, consistent with fiscal year 2024, which was an all-time record year.

Also in FY2025, GPA completed \$284 million in improvements at the Port of Brunswick, including:

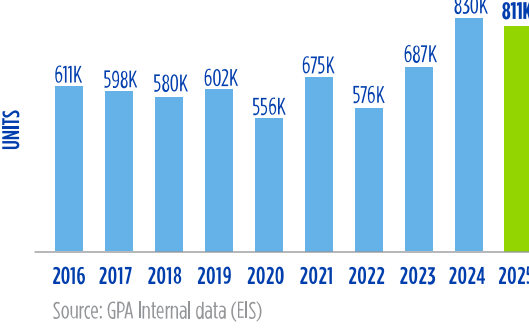
- A Southside rail yard on Colonels Island Terminal, complementing the existing rail yard on the north side. Increased the port's annual rail capacity from 175,000 autos to more than 340,000.
- 680,000 square feet of additional warehousing for auto and heavy equipment processing
- 161 acres of RoRo storage space added

With 230 acres still available for development, the Port of Brunswick offers **more expansion capacity than any other U.S. RoRo port**, positioning it for continued growth in global vehicle and heavy machinery trade.

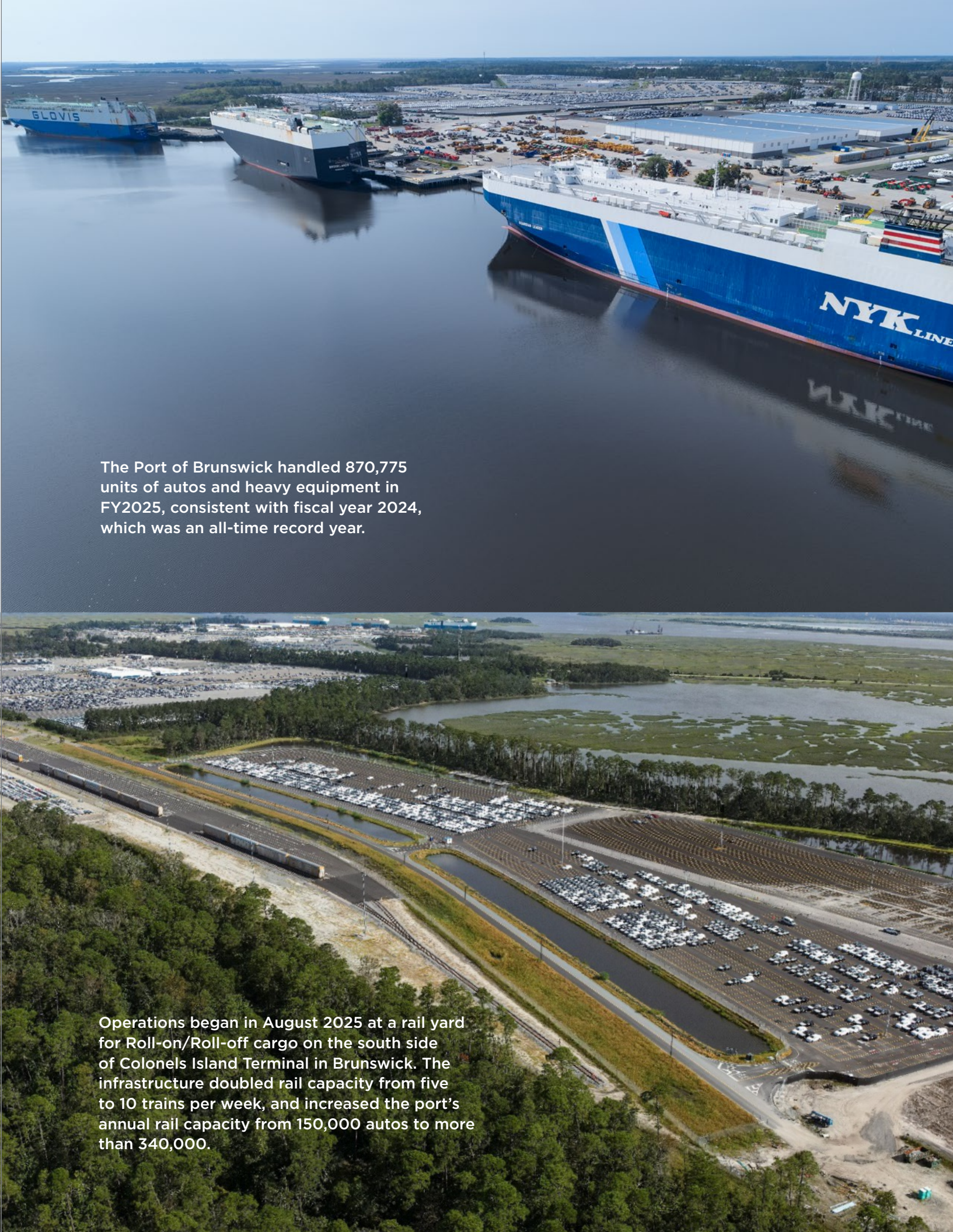
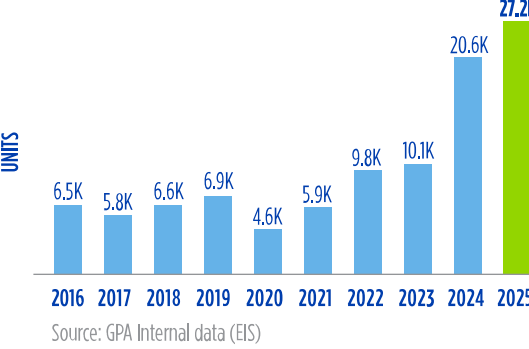
BRUNSWICK TOTAL RORO



BRUNSWICK AUTOMOTIVE



BRUNSWICK HEAVY MACHINERY

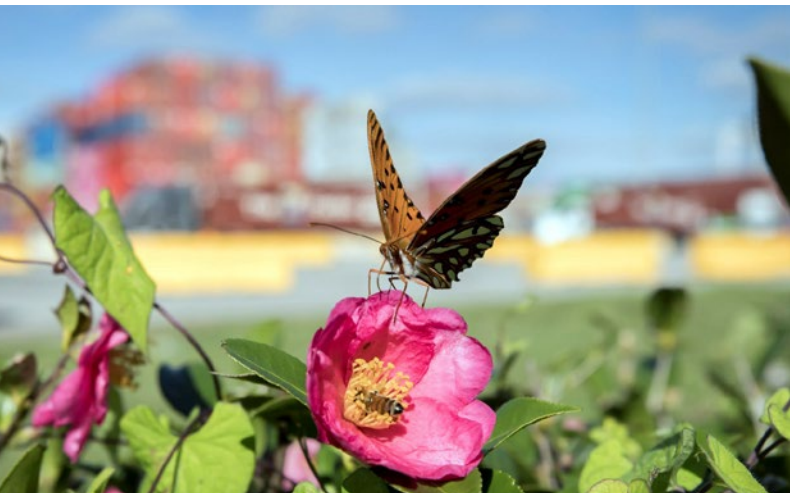


The Port of Brunswick handled 870,775 units of autos and heavy equipment in FY2025, consistent with fiscal year 2024, which was an all-time record year.

Operations began in August 2025 at a rail yard for Roll-on/Roll-off cargo on the south side of Colonels Island Terminal in Brunswick. The infrastructure doubled rail capacity from five to 10 trains per week, and increased the port's annual rail capacity from 150,000 autos to more than 340,000.

GEORGIA PORTS LOWER EMISSIONS

Hybrid, electric equipment at GPA
pays off in cleaner air



Annual air emissions per container moved was reduced nearly 17 percent at Georgia Ports Authority terminals in 2024, thanks to increased use of electric and hybrid cargo-handling equipment.

A comprehensive air emissions inventory by Starcrest Consulting Group, funded by GPA, measured emissions in metric tons per one million twenty-foot equivalent units (TEUs) moved.

In addition, the authority conducted an air monitoring study following the completion of the Savannah Harbor Expansion Project (SHEP). The scope of the study was coordinated with the U.S. Environmental Protection Agency, Georgia Environmental Protection Division, and local communities.

The study involved one year of continuous monitoring for air pollutants across multiple locations. Study results indicated fine particulate matter (PM2.5) was within EPA standards across all monitoring sites, and vessel passage did not impact PM2.5.

Other efforts included establishing a new Community Action Network that regularly meets with local neighborhood associations to discuss subject matter directly related to the port’s activities.

Georgia Ports has once again demonstrated its leadership in achieving certification by Green Marine, a voluntary environmental certification program for the marine industry in North America. The rigorous certification process requires organizations to benchmark environmental performance and be externally audited.



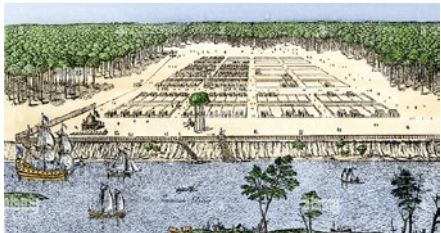
An independent study found the Georgia Ports Authority reduced greenhouse gas emissions from container handling equipment and electricity use in 2024 by

17%



A HISTORY OF FOSTERING INTERNATIONAL TRADE

1700's - 1800's



1733
Gen. James Oglethorpe and 114 colonists arrive from England and establish Savannah as the new colony of Georgia.

Cotton and rice quickly become the colony's main exports.

1819
The S.S. Savannah becomes the first steamship to cross the Atlantic Ocean from the United States to Europe, departing from its namesake in Savannah, Georgia.



1900's

1945
Georgia Gov. Ellis Arnall signs legislation creating the Georgia Ports Authority.

Since its founding, Georgia's ports have served as magnets for international trade and investment, enriching the state's economy to benefit all Georgians.



1956
The GPA designates Brunswick and Bainbridge, Georgia as state ports.



1958
Ocean Terminal is purchased from the Central of Georgia Railway. It will later become a roll-on, roll-off terminal, handling primarily automobiles and wheeled heavy equipment.

1962
Three new berths are put into operation at Garden City Terminal.

The GPA purchases Colonel's Island in Brunswick.



1982
Mayor's Point Terminal joins the lineup of terminals at the Port of Brunswick.

Three years later, the Yugo is the first automobile to come through Colonel's Island terminal.



1995
GPA pioneers the "Savannah Model" of working directly with major retailers to develop nearby distribution centers. Emulated nationwide, the Savannah Model resulted in additional shipping services and cargo coming to Georgia, benefiting both importers and exporters.

2000's

The Georgia Ports Authority – with control over the deepwater ports in both Savannah and Brunswick – was created by an act of the Georgia legislature in response to the post-World War II economic boom. The new authority was empowered to operate state-owned facilities and “to do any other things necessary to proper to foster or encourage the commerce, domestic or foreign, of the state, the United State of America, or the several sister states.” The order was signed by Governor Ellis Arnall on March 9, 1945.

Today the Georgia Ports Authority continues its historic role as the epicenter of Georgia's and the Southeast's economy. Interstate highways have joined railroads as the vital arteries of international trade that connect Georgia's ports with America's trading partners across the globe.

2001
GPA moves more than 1 million TEUs for the first time.

Just five years later, the port handles 3 million TEUs.

That same year, the Savannah Harbor Expansion Project kicks off to deepen the river to 47 feet.



2018
The Port of Savannah handles 10 percent of all U.S. container exports.

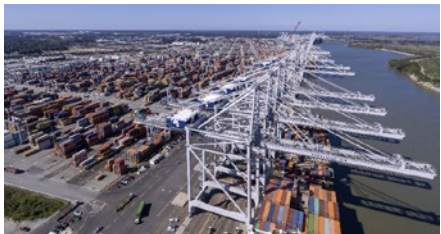
Groundbreaking for Mason Mega Rail, the largest on-dock intermodal facility in North America.

Appalachian Regional Port opens in Northwest Georgia.

2023
Georgia ranked #1 State to Do Business 10 years in a row.

Savannah Transload Facility begins operation.

Gainesville Inland Port given approval for North Georgia, while GPA announces plans for Carolina Connector.



2024
Port of Brunswick achieves record year and sets all-time record.

Garden City Terminal West yard opens increasing container storage.

GPA board approves Ocean Terminal improvements – berth renovation and overpass.



2025
The Port of Brunswick becomes the No. 1 RoRo gateway in the nation in volume.

Georgia Ports celebrates 80th anniversary of driving trade and economic growth.



Ocean Terminal lay berth opens, optimizing Savannah River transit for inbound vessels to Garden City Terminal.



Georgia Ports and Konecranes celebrate 30-year partnership on yard cranes.



2026
The Gainesville Inland Port opens in May, a \$134 million inland terminal connecting Gainesville, Georgia to the Port of Savannah.

A renovated U.S. Customs central examination station opens at Garden City Terminal, a \$49.25 million dollar investment in customs inspection efficiency.



Georgia DOT's Brampton Road Connector is scheduled for completion in July 2026. The project links the Port of Savannah's Garden City Terminal directly to the I-16 corridor, providing faster, easier access for trucks.

Georgia Ports announces 10-year, \$5 billion master plan to add five big ship container berths in Savannah and a fourth RoRo berth in Brunswick to meet future growth.

As of June 30, 2025, 2024, and 2023

Georgia Ports Authority

Condensed Statements of Net Position

(In thousands)

	2025	2024	2023
Assets:			
Current assets	\$1,403,063	\$1,546,621	\$1,826,455
Capital assets	3,129,622	2,773,509	2,350,694
Other long-term assets	313,757	292,978	173,307
Total assets	\$4,846,442	\$4,613,108	\$4,350,458
Deferred outflows of resources	\$31,954	\$45,846	\$44,309
Liabilities:			
Current liabilities	\$ 185,799	\$ 162,967	\$ 149,564
Other non-current liabilities	1,327,158	1,362,079	1,392,644
Total liabilities	\$1,512,597	\$1,525,046	\$1,542,208
Deferred inflows of resources	\$ 288,036	\$ 278,349	\$ 157,224
Net position:			
Net investment in capital assets	\$2,045,322	\$1,931,936	\$1,775,321
Restricted for debt service	16,350	16,160	15,980
Unrestricted	1,015,721	907,463	904,032
Total net position	\$3,077,403	\$2,855,559	\$2,695,333

For the fiscal years ended June 30, 2025, 2024, and 2023

Georgia Ports Authority

Condensed Statements of Revenues, Expenses and Changes in Net Position

(In thousands)

	2025	2024	2023
Operating revenues	\$ 798,854	\$ 698,661	\$ 753,914
Operating expenses	590,711	527,737	492,213
Operating income	208,143	170,924	261,701
Non-operating income (expense)	(8,871)	(16,393)	50,963
Income before capital contributions	199,272	154,531	312,664
Capital contributions repaid to the state of Georgia	—	—	(60,534)
Extraordinary item	—	—	—
Capital contributions	22,572	5,695	19,599
Change in net position	\$ 221,844	\$ 160,226	\$ 271,729

Condensed Statements of Cash Flows			
Cash flows from operating activities	\$ 355,217	\$ 269,855	\$ 419,324
Cash flows from investing activities	66,417	83,040	60,198
Cash flows from non-capital financing activities	(21,880)	(11,616)	(845)
Cash flows from capital and related financing activities	(566,157)	(642,806)	164,544
Net increase (decrease) in cash and cash equivalents	(166,403)	(301,527)	643,221
Balances — Beginning of the year	1,432,356	1,733,883	1,090,662
Balances — End of the year	\$1,265,953	\$1,432,356	\$1,733,833



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