
GEORGIA PORTS
Media Kit
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Gainesville Inland Port
October 29, 2026

MEDIA KIT

Gainesville Inland Port

Location: 3315 White Sulphur Road, Gainesville, GA 30501

Highlights

The Gainesville Inland Port is a $134 million project, including $127 million funded by GPA and $7 million in investment from Norfolk Southern.

The GIP is a forward-looking infrastructure investment supporting Northeast Georgia's rapid population growth which will improve traffic mobility, create jobs, and keep infrastructure aligned with demand.

Rail Service on Norfolk Southern: With five-day-a-week service, the Gainesville Inland Port helps customers build a stronger, more affordable supply chain. Direct rail connection to Port of Savannah strengthens the Gainesville area's manufacturing and logistics corridor.

Manufacturing base: The Gainesville area is home to more than 330 manufacturers, expanding logistics capacity, and growth in food processing, automotive supplies, plastics, and life sciences

Economic Impact: The Gainesville Inland Port will provide 20 direct jobs and port activity supports more than 15,000 jobs in Hall County and nearly 90,000 jobs in the 10-county region.

Future growth: Georgia Ports anticipates trade through the Gainesville Inland Port to grow to 3-4 times that of the Appalachian Regional Port in Crandall, Ga. The ARP handled nearly 46,000 containers in 2025.

Sustainability: The Gainesville Inland Port is expected to eliminate 26,000 long-haul truck trips in Year One, improving congestion, air quality, and roadway safety across Hall County and the Atlanta region.

Positive Community Impact

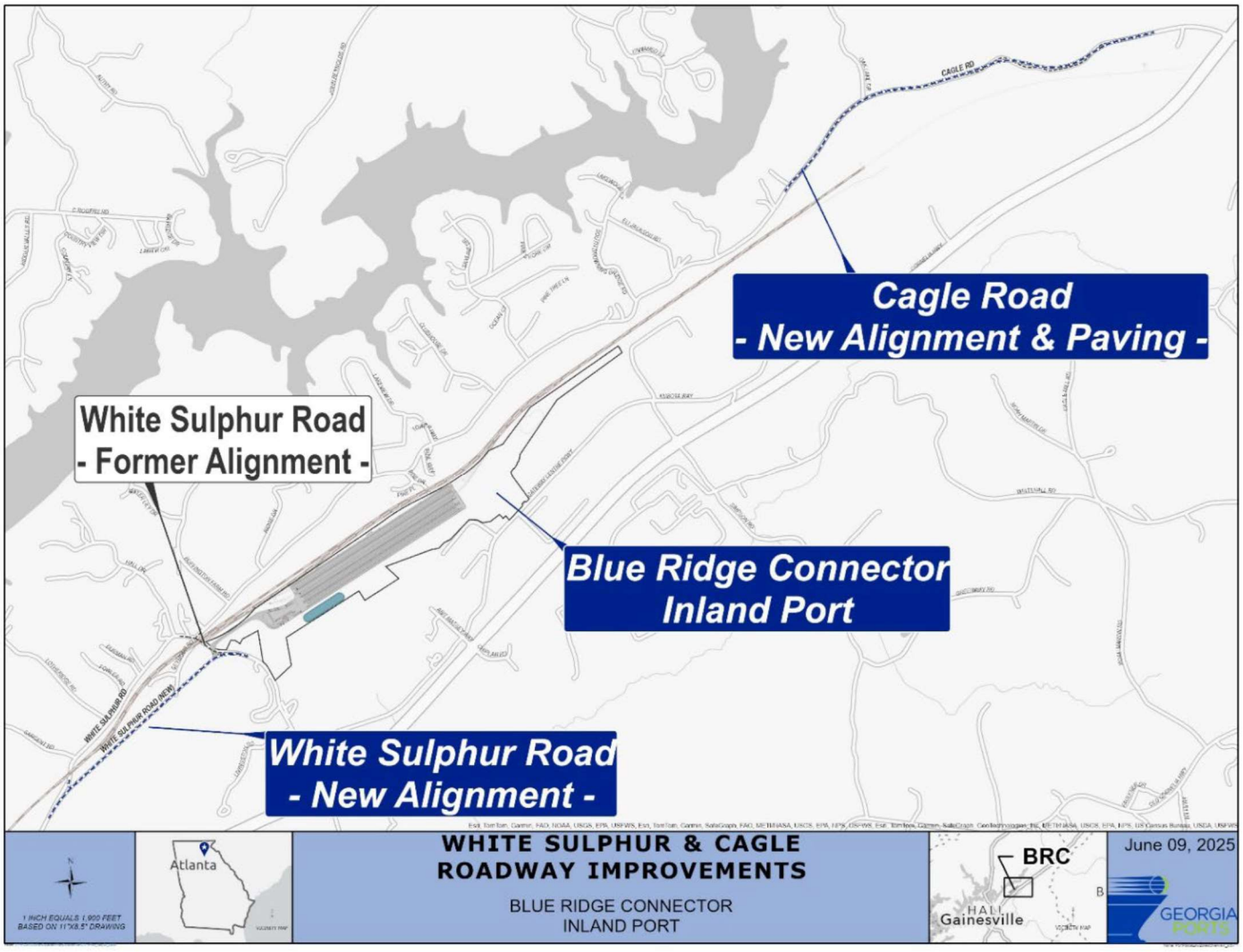
Improved Local Mobility

GPA invested **$4.8 million** in Hall County road upgrades, including:

- Eliminating an at-grade rail crossing.
- Rerouting White Sulphur Road for uninterrupted emergency access.
- Resurfacing Cagle Road for smoother travel.

Quality of Life and Traffic Relief

- Takes long-haul trucks off roads.
- Safer commutes.
- Less wear and tear on highway infrastructure.
- Better daily experience for families and businesses.
- GPA investment in White Sulphur Road and Cagle Road ensures emergency vehicles have uninterrupted access and avoids train delays for residents.



Gainesville Inland Port

Local road improvements partially funded by GPA were completed in the summer of 2025, ensuring better traffic flow for residents. A separate, county and state-funded project to improve traffic flow between SR 365 and the Gainesville Inland Port will be completed in September 2027.

A Boost for Local Jobs and the Economy

Long-Term Regional Planning / Smart Growth

The Gainesville Inland Port supports jobs, improves mobility, and ensures our infrastructure keeps pace with community needs.

Cleaner, More Sustainable Transportation

Environmental savings in Year One:

- Avoids 15 million truck miles from Georgia highways (26,000 roundtrips * 600 miles)
- 22,510 metric tons of CO_2 eliminated
- Nearly 80% reduction in carbon emissions compared to truck-only transport
- Daily train operations: Monday–Friday via Norfolk Southern's existing rail network

- Terminal capacity: Up to 200,000 containers annually at full build-out

Project Facts

Gainesville, GA Inland Port

- Project cost to date: $134 Million
- Supported by a grant of up to $46.9 million from the U.S. Maritime Administration (MARAD) to help cover construction costs, with the goal of transitioning long-haul trucks to rail.
- 104-acre site
- Three 6,000-foot working tracks.
- Opening with seven electric rubber-tire gantry cranes, expanding to 14 cranes as demand increases
- Only 50 miles from Atlanta

Project Timeline

Conceptual Planning: September 2017
MARAD Grant Notification: June 2021 (INFRA 2021 for Northeast Georgia Inland Port)
MARAD Grant Award: August 2023

- Up to $46.9 million to help cover construction costs, with the goal of transitioning long-haul trucks
- to rail.

GPA Board Approves Construction: December 2023

- Construction Start: January 2024
- Rubber-tire Gantry Crane assembly and commissioning complete: March 2026
- Construction Complete: April 2026
- Soft opening: May 2026
- Full service: Summer 2026

GPA's inland port network

The inland port model means containers can be trucked for shorter distances and staged at the intermodal yard, where they are loaded onto trains moving hundreds of containers in a single trip.

The Gainesville Inland Port is the latest addition to GPA's inland port network. Other terminals include:

Appalachian Regional Port: A joint effort of the state of Georgia, Murray County, the Georgia Ports Authority and CSX Transportation. The ARP inland rail terminal provides a powerful gateway to global markets. Each container moved by rail to and from the Appalachian Regional Port, in Crandall, Ga., offsets 710 truck miles.

Bainbridge Terminal: Owned and operated by the Georgia Ports Authority, Bainbridge is conveniently located on the Apalachicola-Chattahoochee-Flint Waterway, or Tri-Rivers System. The facility is equipped to handle a variety of bulk cargo via barge traffic, including nitrogen solution, gypsum, ammonium sulfate, urea, cottonseed and cypress bark mulch.

Carolina Connector: North Carolina importers and exporters tap into a faster supply chain through a direct rail

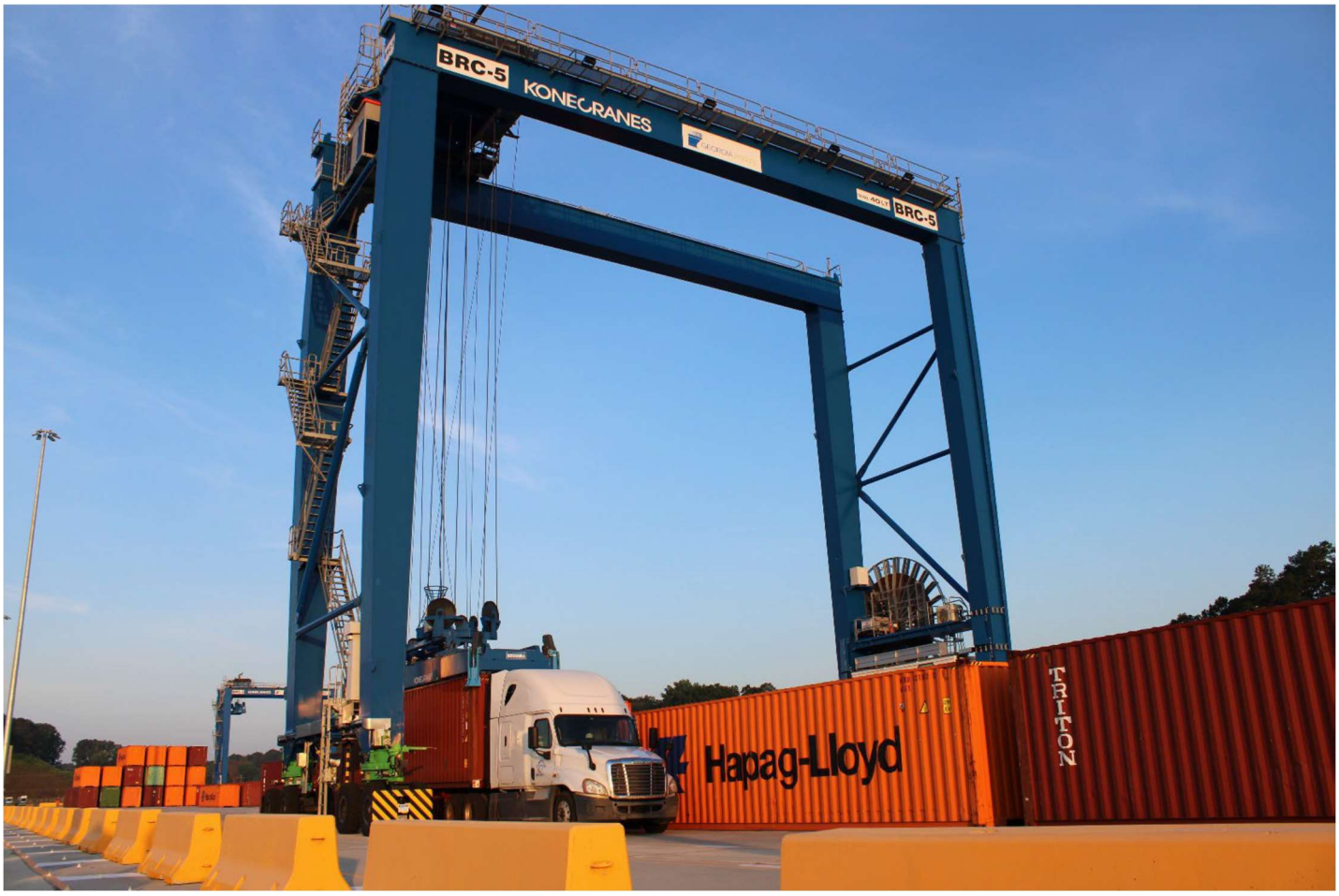
connection between Savannah and Rocky Mount, NC, via the CSX Carolina Connector (CCX) intermodal terminal. Features 7-day-a-week CSX rail departures with three-day transit time from vessel to cargo arrival. The CCX service delivers faster access to cargo, because Savannah is a first port of call from Panama Canal. Containers are ready for pick-up before they can be unloaded at other ports.

Advantages of GPA inland ports

- Extend Port of Savannah's reach
- Stage cargo on doorstep of end customer
- Shift long-haul truck routes to rail, easing highway traffic and reducing demands on roads
- Cut emissions through rail's greater fuel efficiency.
- Create new inland markets, acting as a draw for new private investment

Free up capacity at marine terminals.

- Provide additional container storage off the port.
- Better serve export/import container flows to inland markets.
- Allow GPA to handle more cargo at port.
- Optimize Mason Mega Rail's 1 million-container capacity at the Port of Savannah.



The Gainesville Inland Port is served by seven electric rubber-tire gantry cranes. (Georgia Ports)



Direct rail service via Norfolk Southern between Gainesville, Ga., and Savannah provides a new option to a long-haul truck move of around 600 miles roundtrip, reducing highway congestion, cutting emissions and avoiding costly empty container moves to or from the coast. (Georgia Ports)