



2021 ANNUAL REPORT

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GOVERNOR BRIAN P. KEMP

## GEORGIA PORTS

# A KEY ECONOMIC ENGINE

At a time when the global supply chain saw some of its greatest challenges, the Georgia Ports Authority rolled up its sleeves and got to work with innovative solutions that keep commerce on the move and securely place Georgia at the lead of the Great Recovery.

The pop-up container yards GPA established serve as a national model for relieving pressure on marine terminals, and the authority's Board of Directors has charted a course that is adding more capacity than any other port in the nation. During the worst of the pandemic, the GPA and its partners throughout the supply chain remained on the job to ensure the delivery of food, medical equipment, and other supplies necessary for critical industries.

Whether in challenging times or prosperous, GPA's role in facilitating commerce remains key to Georgia's long-term economic success. The Ports of Savannah and Brunswick together play a major role in positioning Georgia as the go-to state for economic development and have broken record after record. I am thankful for all the hardworking men and women who have hunkered down to move Georgia forward over the past year.

This can-do work ethic sets us apart from the rest of the nation and helps build both a strong economy and attractive business climate. In Fiscal Year 2021 (July 2020-June 2021) alone, the Georgia Department of Economic Development won projects delivering roughly \$11 billion in investment and more than 33,000 jobs for our state. And in just the first six months of FY 2022, companies have invested an amazing \$10 billion in new and expanding business infrastructure.

I am proud of our ports' success over the past 12 months — handling an unprecedented 5.6 million TEUs — and the record growth and operational wherewithal displayed in adding nearly 1 million twenty-foot equivalent container units in a single year. This additional cargo translates to jobs for hardworking Georgians and new opportunities throughout our great state.

Thank you for being a part of that ongoing success story, and congratulations on yet another of what will surely be many more record-breaking years.

Sincerely,



Governor Brian P. Kemp

Governor Brian P. Kemp announces the Georgia Ports Authority has completed and is now operating the second set of nine new rail tracks for a total of 18 tracks at its Mason Mega Rail Terminal. The expansion immediately increases intermodal capacity to and from the Port of Savannah to 2 million twenty-foot equivalent containers units per year. *"The massive new Mason Mega Rail yard is coming online at the perfect time to help address the influx of cargo crossing the docks at the Port of Savannah,"* said Governor Kemp.





KONECRAN

GEORGIA  
PORTS

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CHAIRMAN JOEL O. WOOTEN

GEORGIA, GPA

# EXCEL UNDER PRESSURE

No one could have predicted the full impact of Covid-19 on the supply chain, or that it would have meant a year of record volumes for the Georgia Ports Authority.

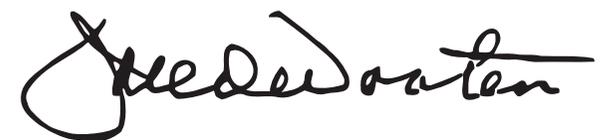
At the Port of Savannah, the container trade in Calendar Year 2021 leapt 20 percent in just 12 months. That's the fastest rate of growth in 20 years. Keeping up with that expansion would not have been possible without the hard work and forward thinking of our many partners throughout the supply chain.

I would like to take this opportunity to thank our staff for expediting delivery of new terminal capacity, for working long hours to ensure customers received their cargo, and for keeping those goods flowing in the midst of a pandemic. I would also like to thank our leadership team, who showed true creativity in developing the solutions that helped our deepwater ports to thrive.

On the state level, 2021 was another terrific year for Georgia under the leadership of Gov. Brian Kemp. For the eighth year in a row, Georgia has been named the best state in which to do business. In fact, the Peach State won \$10 billion in investment and more than 25,700 jobs in new projects announced last year. The consistent team approach between the Governor's Office, Georgia Department of Economic Development and GPA working to bring new logistics projects to our state creates the business climate that keeps Georgia's ports the fastest growing in the nation.

The test of this past year has strengthened our state and our ports.

The infrastructure expansion GPA achieved in 2021 not only allows our ports to better handle the current influx of cargo, but positions Georgia to welcome new business and accommodate the long-term growth of existing industries.



*Joel O. Wooten, Chairman*

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EXECUTIVE DIRECTOR GRIFF LYNCH

## PORTS, PARTNERS, CUSTOMERS PULL TOGETHER

The Georgia Ports Authority achieved several milestones in 2021, including: commissioning new capacity at the Mason Mega Rail Terminal, significantly expanding container operations, and serving the largest vessel ever to call the U.S. East Coast.

But the main accomplishment for GPA and its logistics partners was meeting an unprecedented demand for our port services. It was the first year ever GPA increased its volume by nearly one million twenty-foot equivalent container units, for a record 5.6 million TEUs.

To better accommodate that trade, GPA added more than 150 employees in 2021 and expedited new infrastructure, including container and pop-up yards that will expand the Port of Savannah's capacity by more than 20 percent. Thanks to Governor Brian Kemp, his team at the Georgia Department of Economic Development and the partnership with our local economic development authorities, 20 million square feet of new commercial space in the Savannah market alone are either under construction or came online this past year to meet the growing demand for distribution centers.

As a result of the tireless dedication of GPA's team members, the International Longshoreman Association, our new stevedore partners at Gateway Terminals, Georgia's motor carriers, river and tug captains and so many more throughout the supply chain, we were able to work through the challenges of the past year and emerge stronger than ever before.

None of this would be possible without the continuing commitment of our customers who are working with us as we grow together.

In fact, a major strength for GPA is its ability to respond to the needs of customers as they expand their positions in Georgia. Working in close collaboration with our Board of Directors, we have assembled an abundance of near-port property for logistics operations, and a long-term development plan that will keep Georgia's ports ahead of demand for decades to come.



*Griff Lynch, GPA Executive Director*



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SAVANNAH

## PORT OF SAVANNAH MOVES 5M TEUs

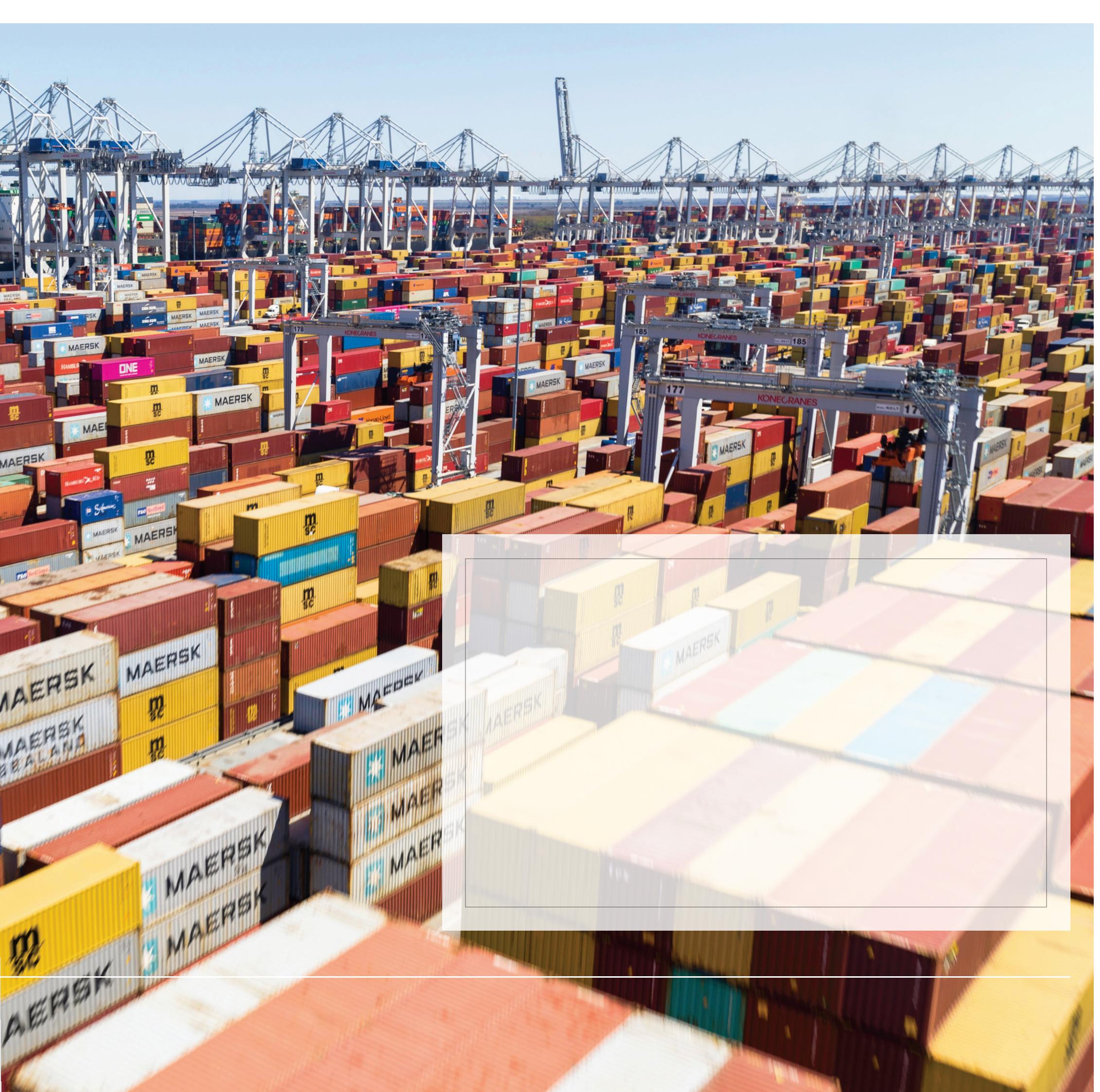
For the first time in its history, the Port of Savannah moved 5.6 million twenty-foot equivalent container units in a single year, growing cargo volumes by 20 percent in 2021, or nearly a million TEUs compared to the previous year.

On a 10-year basis, trade through the container port has expanded by 90 percent compared to 2011, when Garden City Terminal handled 2.9 million TEUs.

To accommodate growing business, GPA has expedited infrastructure projects that will add 1.7 million twenty-foot equivalent container units of annual container yard capacity at the Port of Savannah by June.

By 2025, further enhancements will bring the Port of Savannah's annual capacity from 6 million twenty-foot equivalent container units to 9.5 million TEUs, an increase of 60 percent.





## CALENDAR YEAR 2021 HIGHLIGHTS

- A 10 percent increase in total rail volumes at the Port of Savannah, up 49,000 lifts to a total of 538,000 rail lifts on the year.
- GPA added 400,000 TEUs of annual capacity at Garden City Terminal, and another 210,000 TEUs through expanded container handling space and equipment at Ocean Terminal.
- The 16,000-TEU CMA CGM Marco Polo, the largest container ship to ever serve the U.S. East Coast, began calling on Garden City Terminal.  
[\[CLICK TO VIEW GALLERY\]](#)
- Despite the pandemic interrupting supply chains, the Governor's Office and the Georgia Department of Economic Development won \$10 billion in investment and nearly 26,000 jobs through more than 100 projects supported by GDEcD's Global Commerce division in CY2021.

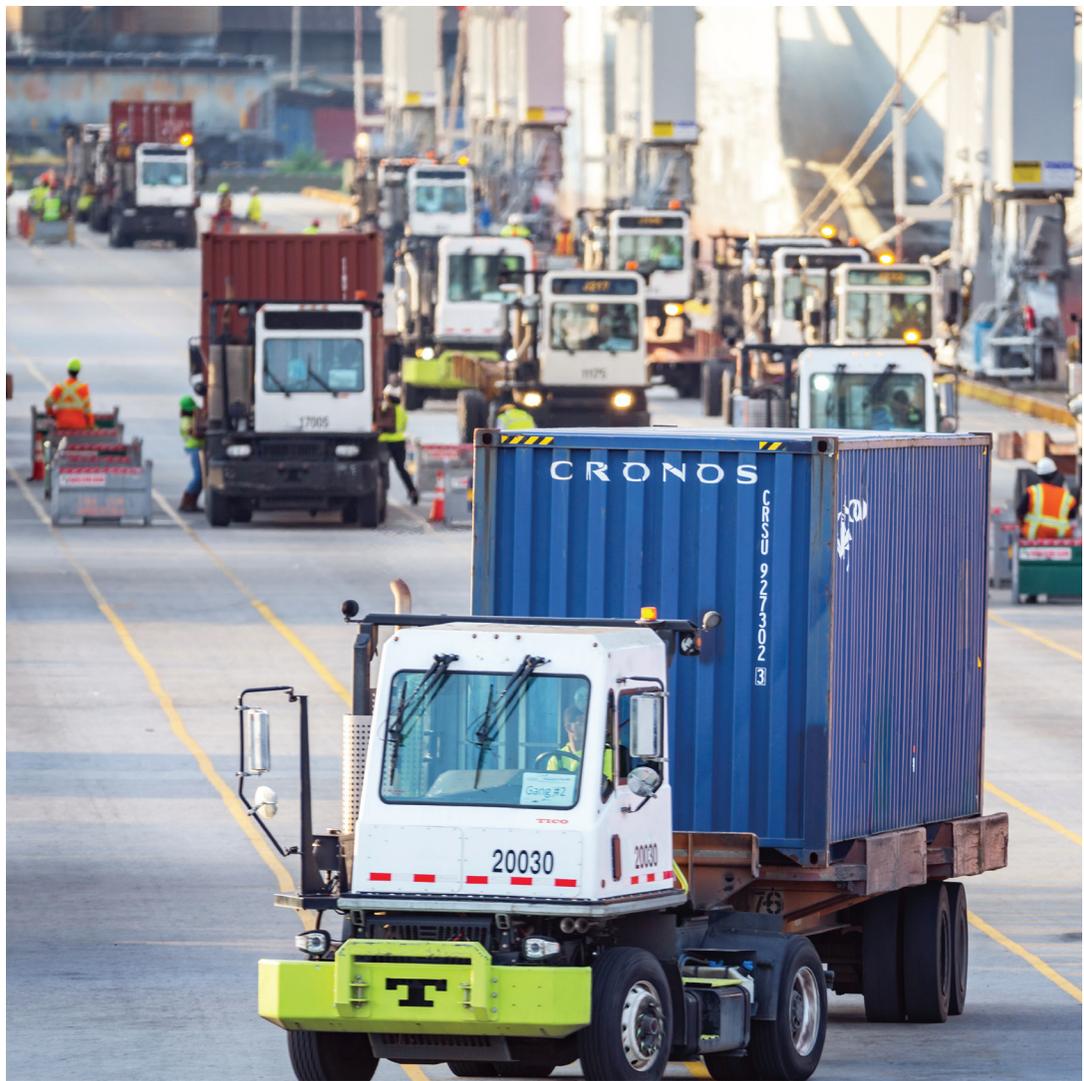
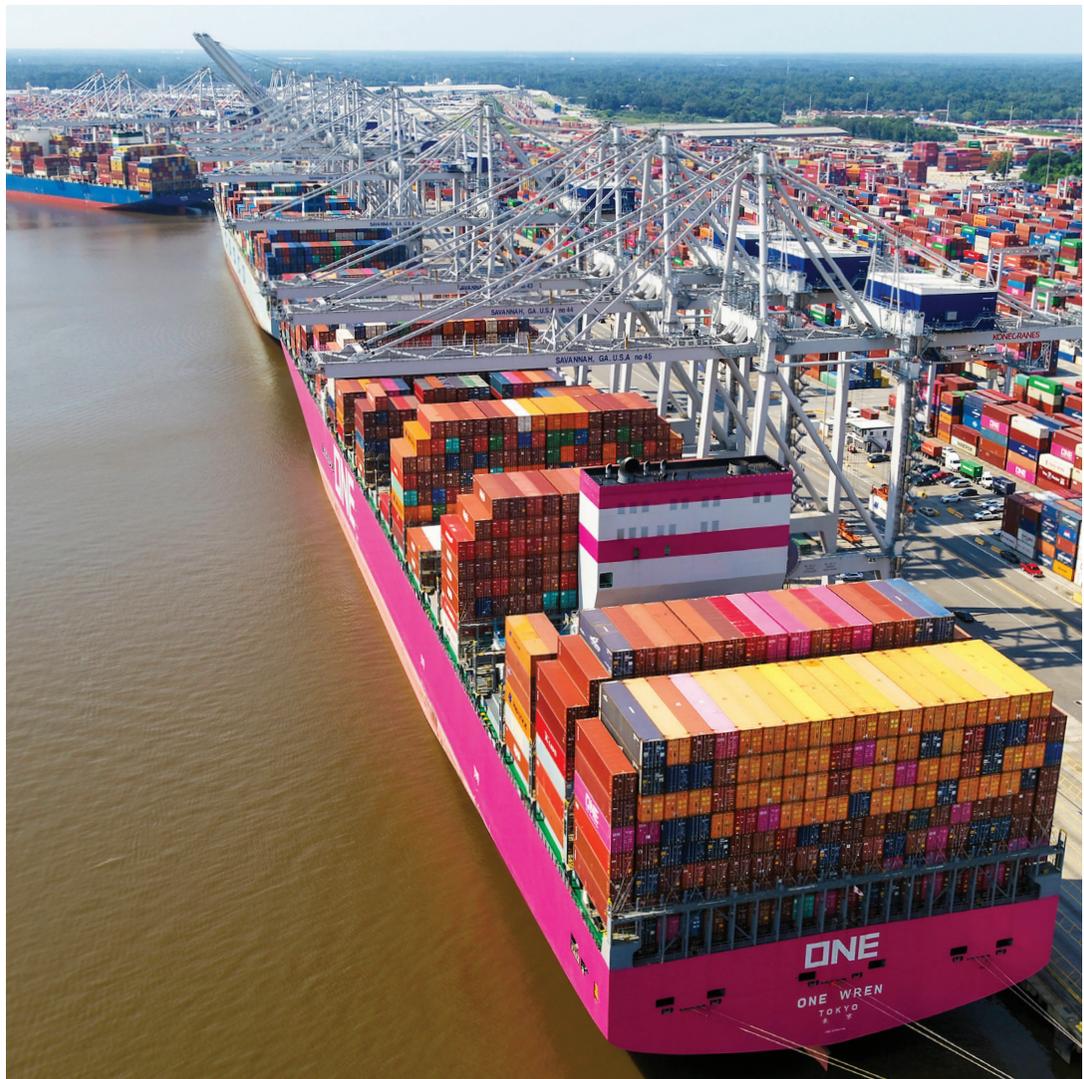
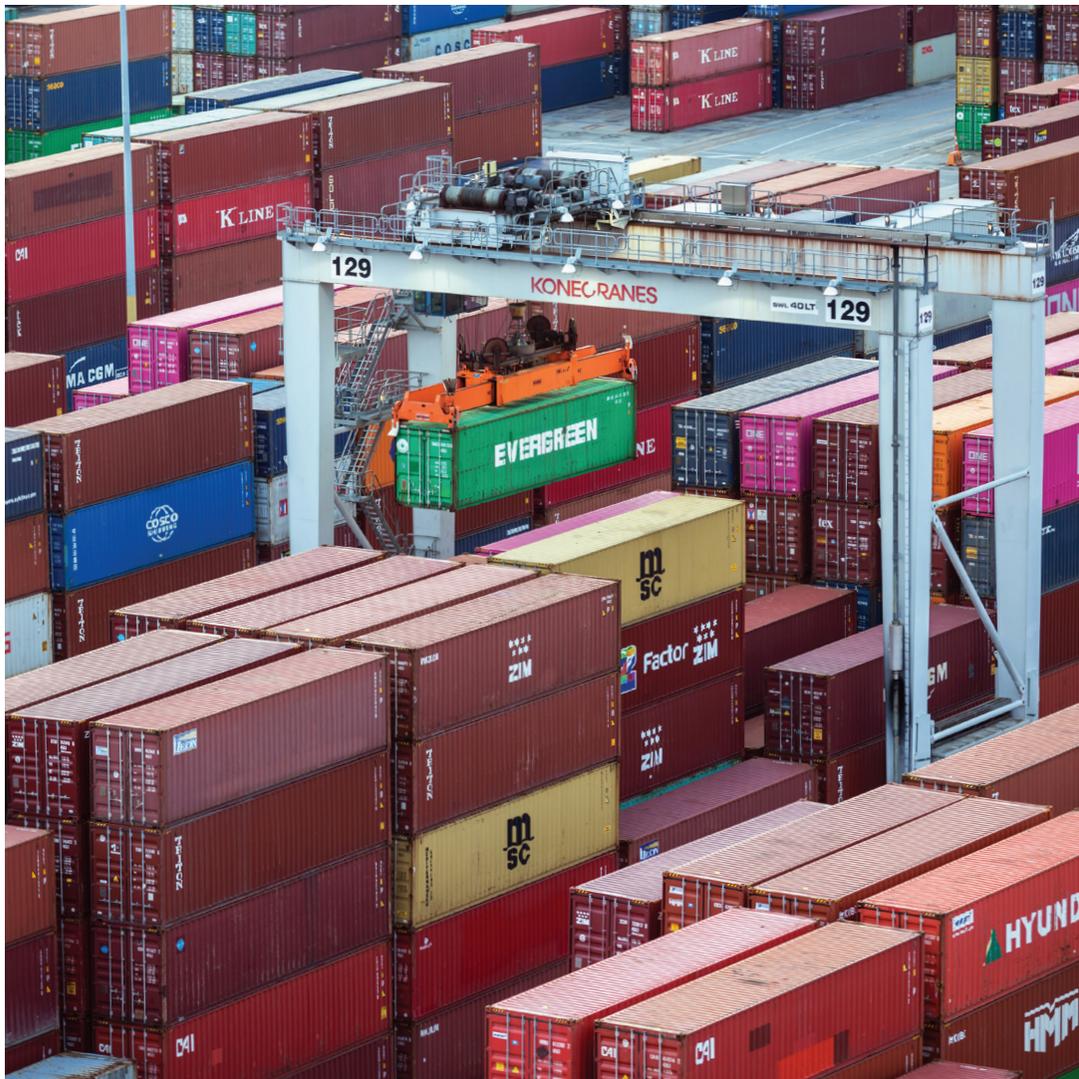
*Opposite, clockwise:*  
According to a study by the University of Georgia's Terry College of Business, port activity in Georgia supports \$122 billion in trade every year, including important economic sectors such as agriculture and manufacturing. The Port of Savannah ranks as the third busiest containerport complex in the U.S., after only L.A./Long Beach and New York-New Jersey.

Garden City Terminal cranes work the *ONE Wren* along with several other vessels. CY21 saw GPA's fastest 1 million-TEU leap from the previous milestone — growing cargo by nearly 39 percent in only four years.

Cargo is loaded and unloaded from vessels at Garden City Terminal. In total business for CY2021, GPA handled 41.6 million tons of cargo, up 8 percent (3.2 million tons) and a new record.

The Port of Savannah was the first container terminal in the Southeast or Gulf Coast to move 5 million twenty-foot equivalent container units in a calendar year.







Increases GPA's rail lift capacity to 2 million TEUs per year.

At 85 acres and 18 working tracks, the rail yard is the largest of its kind for a port terminal in North America.

With 34 miles of track, the new rail yard allows GPA to bring all switching on-terminal to improve local traffic flow.

Garden City Terminal handled 538,000 rail containers in CY2021. That's enough cargo to stretch from Savannah to Anchorage, Alaska.

The expansion of Mason Mega Rail will give GPA the capacity to move enough containers to stretch from Savannah to Anchorage and back.



MASON MEGA RAIL

## MEGA RAIL REACHES MILESTONE

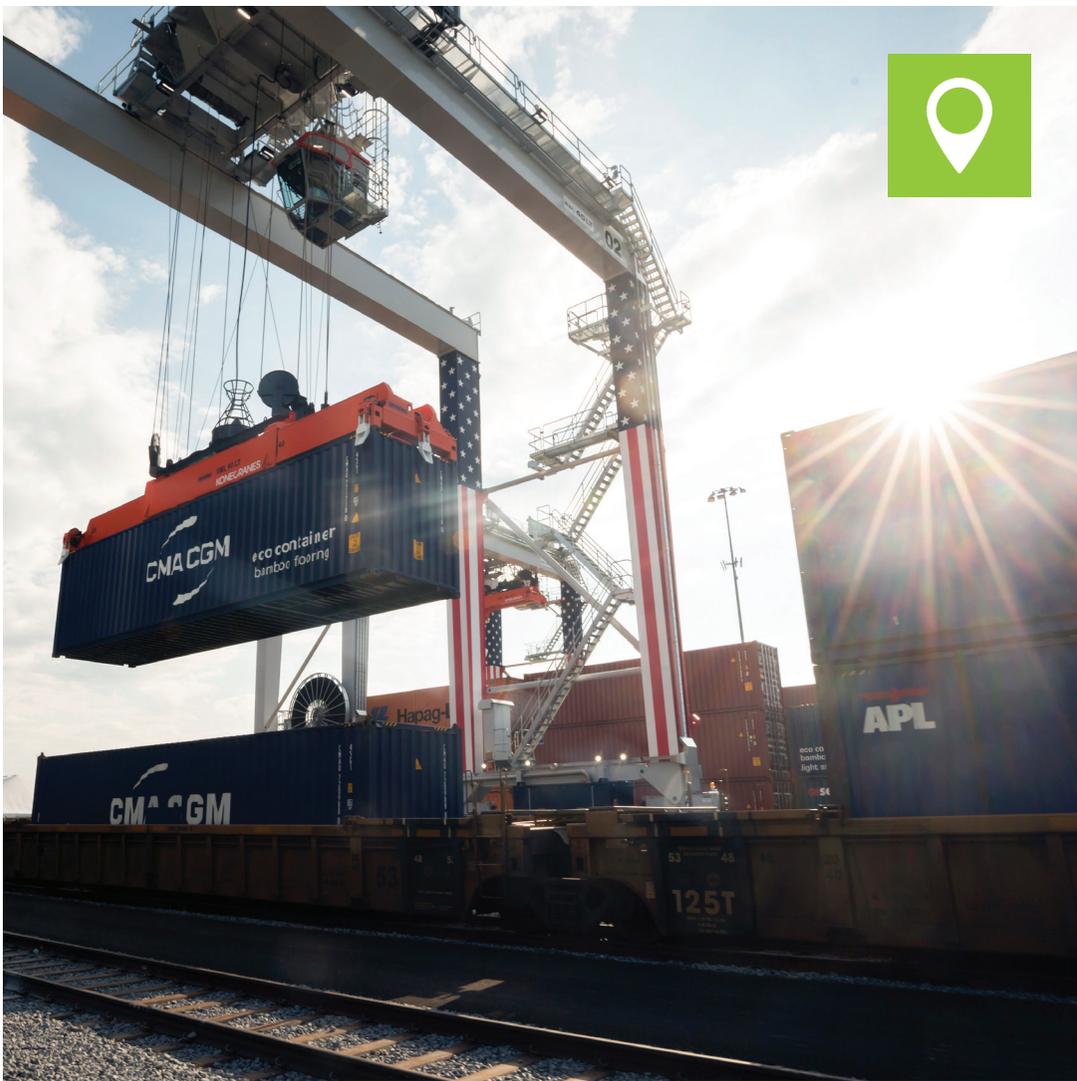
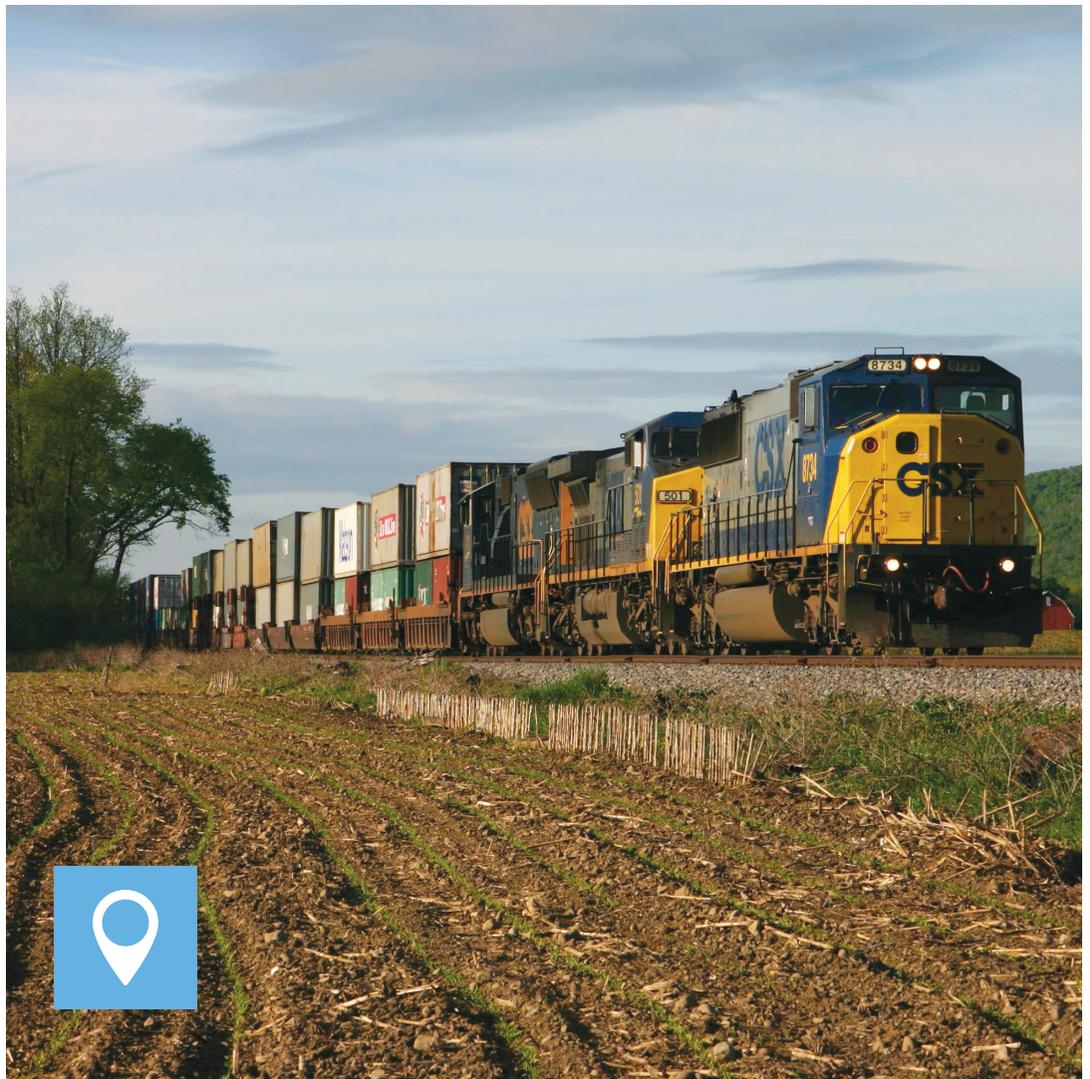
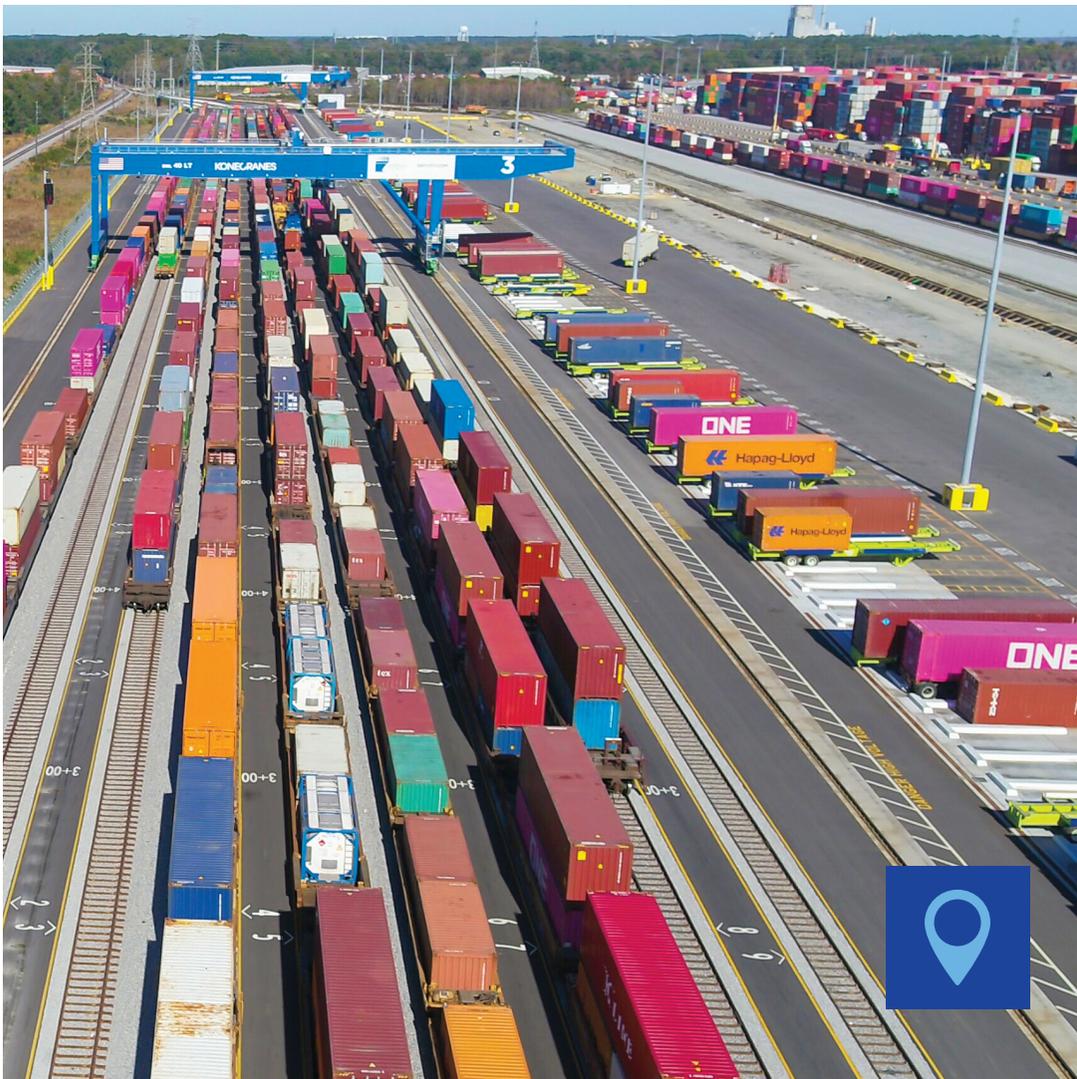
Georgia Ports Authority has completed and is now operating the second set of nine new rail tracks for a total of 18 tracks at its Mason Mega Rail Terminal. The expansion immediately increases intermodal capacity to and from the Port of Savannah by more than 30 percent.

The massive new Mason Mega Rail yard opened at the perfect time to help address an influx of cargo crossing the docks at the Port of Savannah. The added rail capacity, along with new container storage on terminal, are serving as important tools to resolve the supply chain issues for Georgia and the nation.

[\[CLICK TO VIEW MASON MEGA RAIL GALLERY\]](#)

The Mason Mega Rail Terminal  
Allows the Port of Savannah to build  
and receive six 10,000-foot long  
trains simultaneously, speeding  
the flow of international trade to  
and from the nation's third busiest  
container gateway







GARDEN CITY



STATESBORO



ATLANTA



CRANDALL / APPALACHIAN REGIONAL PORT

MASON MEGA RAIL

## POP-UP RAIL YARDS AID CARGO FLOW

When American port terminals were inundated with import containers, GPA worked with Norfolk Southern, CSX and other entities to establish temporary, pop-up container yards near manufacturing and distribution centers. Those yards have served as a pressure relief valve for Garden City Terminal.

The six pop-up yards provide inland and off-dock storage for long-dwell import containers. Use of these sites has not only eased movement of cargo across terminal, but also expedited vessel service by opening up space for offloaded containers.

The pop-up yards in Atlanta, Savannah, Statesboro, and Murray County in Northwest Georgia, as well as Huntsville, Ala., and Rocky Mount, N.C., bring cargo closer to customers and reduce the length of container storage time at the Port of Savannah to improve cargo flow.

GPA has the ability to expand the pop-up sites depending on demand, bringing the total annual capacity for the off-port locations to 500,000 twenty-foot equivalent container units.

## INFRASTRUCTURE

# GPA EXPANDING CONTAINER CAPACITY

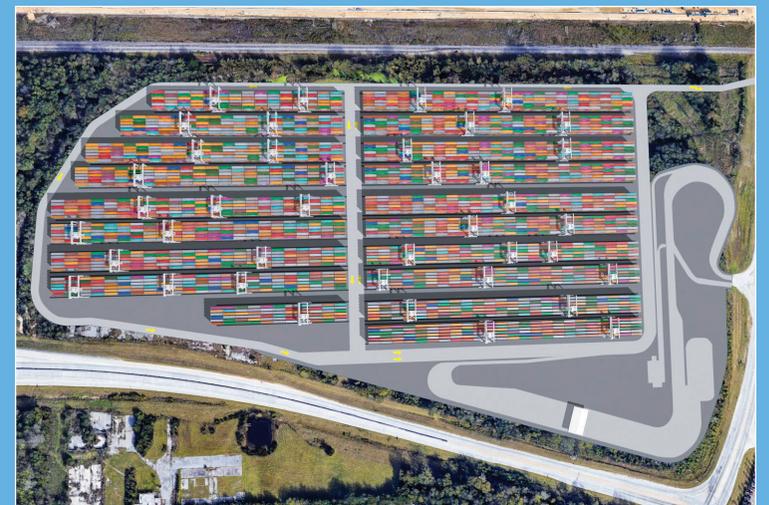
Georgia Ports Authority's infrastructure expansion efforts will allow the Port of Savannah to take on additional business by growing its annual throughput capacity from the current 6 million TEUs to approximately 10.7 million TEUs per year.

## ONGOING INFRASTRUCTURE EXPANSION PROJECTS INCLUDE:

# 8

### EIGHT NEW SHIP-TO-SHORE CRANES:

Arriving in 2023, the new cranes will bring Garden City Terminal's total fleet to 38.



### GARDEN CITY TERMINAL WEST EXPANSION:

Having opened with a new chassis yard in January 2022, GPA's 92-acre Garden City Terminal West will grow to include a container yard with a capacity of 750,000 TEUs in 2024.

# 750,000 TEUs



READ MORE

# 25

## 25-ACRE CHASSIS YARD:

Coming in March 2022, along Ga. 21.

# 400,000 TEUs

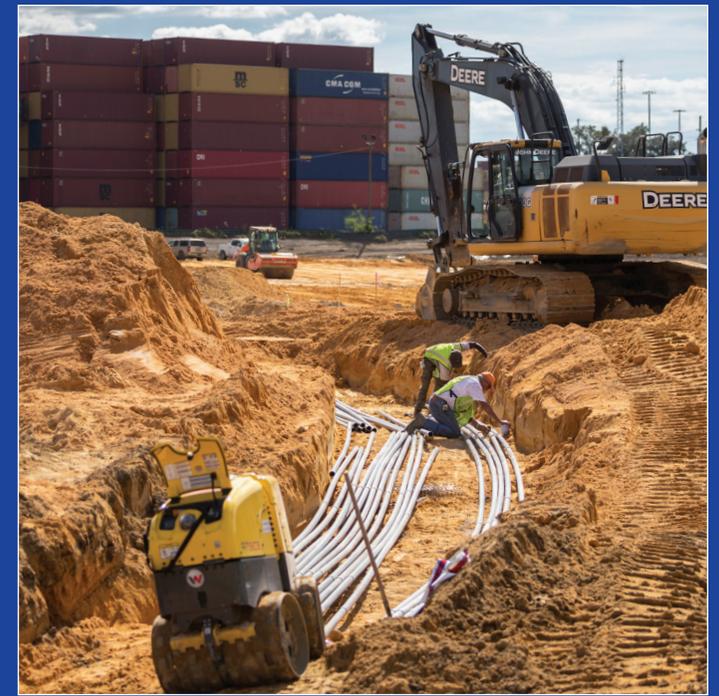


CLICK TO PLAY VIDEO

## CROSS DOCK FACILITY:

The Port of Savannah will add a transloading facility on a 90-acre parcel just upriver from Garden City Terminal. A cross-docking warehouse will be served by a yard with nine rubber-tired gantry cranes and an annual capacity of 400,000 TEUs. By 2023, the facility will allow customers to transfer cargo from shipping containers to delivery trucks for speedy delivery to stores, warehouses or e-commerce fulfillment centers.

# 1.2M TEUs

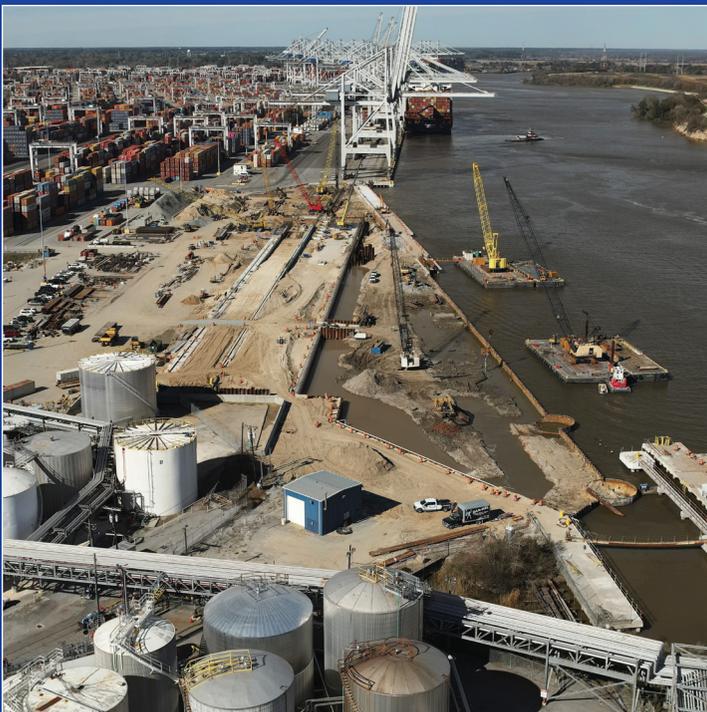


## PEAK CAPACITY PROJECT:

The project will add 1.2 million TEUs of annual capacity in two phases. Phase I, which began opening in December 2021, will deliver three new rubber-tired gantry crane rows. Phase II will be complete in the spring of 2022.

## BERTH 1 IMPROVEMENTS:

The new dock will add a new big ship berth, allowing Savannah to simultaneously serve four 16,000-TEU vessels, and three additional ships. Completion is expected in 2023.



# BIG SHIP BERTH

## NORTHEAST GEORGIA INLAND PORT:

This inland rail yard will lower costs and improve efficiency of cargo movement for port customers in the manufacturing hub of Gainesville, Ga. Completion is expected in mid- to late-2024.

# 2024

Counting these and other projects, GPA is investing \$600 million in new berths and yard capacity. The current projects will deliver a total capacity increase of 25 percent. Over the next 10 years, GPA will invest \$4 Billion in new terminal capacity.





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SAVANNAH HARBOR EXPANSION PROJECT

# SAVANNAH HARBOR DEEPENING

The Savannah Harbor Expansion Project is expected to wrap up in the first quarter of Calendar Year 2022. The outer harbor, stretching roughly 20 miles from the mouth of the Savannah River to the end of the shipping channel in the Atlantic, has been deepened to 49 feet at low tide.

Deepening the inner harbor to 48 feet is the final portion of the project. With a high-tide depth of 54 feet, the deeper inner harbor will allow vessels in the 16,000+ TEU range to take on heavier loads with fewer tidal restrictions.

Once the dredging is complete, vessels such as the *ONE Wren* will be able to carry an average of 1,000 more containers of import and export cargo with each visit.

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BRUNSWICK

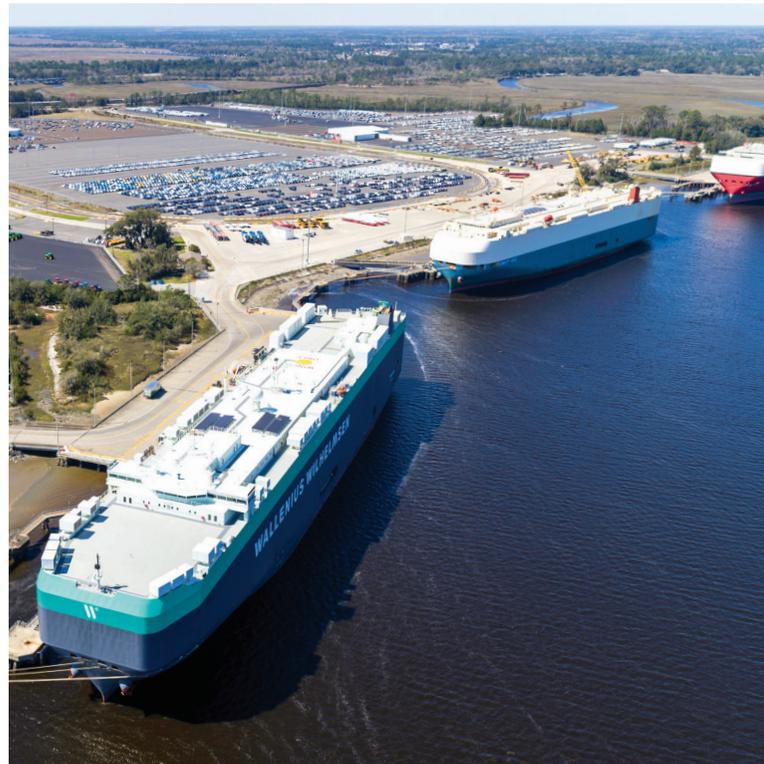
# BRUNSWICK HANDLES 650K AUTO, HEAVY MACHINERY UNITS

GPA's trade in autos and heavy machinery saw significant growth in Calendar Year 2021. Roll-on/Roll-off volumes reached 668,166 units crossing all GPA docks, with the Port of Brunswick alone handling nearly 650,000 units of vehicles and heavy machinery. Total Ro/Ro volume grew by 11 percent over the previous year, or an additional 65,400 units.

Thanks to the major autoport at Colonel's Island in Brunswick, Georgia is one of the nation's busiest hubs for the import-export of vehicles and heavy equipment.

Today, more than a dozen major auto manufacturers rely on the Port of Brunswick. To address long-term growth, GPA has received federal approval to add a fourth berth for Ro/Ro cargo at Colonel's Island.

Brunswick also features two other terminals, Mayor's Point, which facilitates forest product exports, and East River Terminal, which handles bulk commodities.



*Left:*  
Vehicles are loaded and unloaded from three vessels at Colonel's Island Terminal at the Port of Brunswick.

*Opposite:*  
At more than 1,700 acres, Colonel's Island Terminal features more room for expansion than any other U.S. autoport.



## FINANCIALS

As of June 30, 2021, 2020, and 2019

### CONDENSED STATEMENTS OF NET POSITION

(IN THOUSANDS)

	FY2021	FY2020	FY2019
<b>ASSETS</b>			
Current Assets	\$567,227	\$434,837	\$490,727
Capital Assets	\$1,589,653	1,460,779	1,310,360
Other Long-Term Assets	\$24,988	23,032	31,244
<b>Total Assets</b>	<b>\$2,181,868</b>	<b>\$1,918,648</b>	<b>\$1,832,331</b>
<b>Deferred Outflows of Resources</b>	<b>\$37,449</b>	<b>\$53,264</b>	<b>\$29,728</b>
<b>LIABILITIES</b>			
Current Liabilities	\$89,048	\$41,579	\$71,619
Other Non-Current Liabilities	\$82,067	94,943	89,652
<b>Total Liabilities</b>	<b>\$171,115</b>	<b>\$136,522</b>	<b>\$161,271</b>
<b>Deferred Inflows of Resources</b>	<b>\$2,707</b>	<b>\$2,605</b>	<b>\$4,622</b>
<b>NET POSITION</b>			
Net Investment in Capital Assets	\$1,589,653	\$1,460,779	\$1,310,360
Unrestricted	\$455,842	372,006	385,806
<b>Total Net Position</b>	<b>\$2,045,495</b>	<b>\$1,832,785</b>	<b>\$1,696,166</b>

For the Fiscal Years Ended June 30, 2021, 2020, and 2019

## CONDENSED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION (IN THOUSANDS)

	FY2021	FY2020	FY2019
Operating Revenues	\$615,429	\$481,728	\$473,619
Operating Expenses	\$397,267	343,323	325,548
Operating Income	\$218,162	\$138,405	148,071
Non-Operating Income (Expense)	(13,925)	(2,088)	35,306
Capital Contributions Repaid to the State of Georgia	-	(5,472)	(7,198)
Capital Contributions	8,473	5,774	21,151
<b>Change In Net Position</b>	<b>\$212,710</b>	<b>\$136,619</b>	<b>\$197,330</b>

## CONDENSED STATEMENTS OF CASH FLOWS

Cash Flows from Operating Activities	\$317,398	\$180,640	\$225,290
Cash Flows from Investing Activities	(1,624)	3,264	5,496
Cash Flows from Non-Capital Financing Activities	(8,453)	(5,216)	(2,390)
Cash Flows from Capital and Related Financing Activities	(209,460)	(207,896)	(192,728)
Net Increase in Cash and Cash Equivalents	97,861	(29,208)	35,668
<b>Balances - Beginning of the Year</b>	<b>371,498</b>	<b>400,706</b>	<b>365,038</b>
<b>Balances - End of the Year</b>	<b>\$469,359</b>	<b>\$371,498</b>	<b>\$400,706</b>

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