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August 7, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Letter of Support for GPA's FY 2025 Port Infrastructure Development Program Grant Application for Savannah Container Terminal Lay Berth and Supply Chain Optimization Project

Dear Secretary Duffy,

I am writing to express my strong support for the Georgia Ports Authority's USDOT FY 2025 Port Infrastructure Development Program (PIDP) grant application for the Savannah Container Terminal Lay Berth and Supply Chain Optimization Project at the Port of Savannah in Chatham County, Georgia. The project will improve the utilization of port facilities and enhance the efficiency of cargo loading and unloading at the Port of Savannah, one of the nation's top container ports and a critical link in U.S. supply chains.

This project is necessary to maintain U.S. competitiveness in global trade and meet the needs of an expanding economy. Cargo volume moving through the Port of Savannah's two container terminals grew 12.5 percent in 2024, reaching nearly 5.6 million twenty-foot equivalent container units (TEUs) making Savannah the fastest growing container gateway in the U.S. East and Gulf coasts. Within 10 years, container volume moving through the Port is expected to grow to over 9 million TEUs.

The Savannah Harbor's recently completed deepening was designed for vessels holding 8,500 container units. However, the port currently accommodates large vessels holding up to twice that amount. While these larger vessels can transit the Savannah River under certain tidal conditions and when berth space is available, they are unable to pass due to width restrictions, resulting in prolonged wait times. By constructing a staging area along the Savannah River near the Port's container terminals, ships destined to the Port will be able to sail on the Savannah River as soon as conditions permit and then hold at the lay berth until space becomes available at a terminal or until another large vessel passes. Vessels can then be quickly repositioned from the lay berth to the terminal for unloading and loading, reducing the wait times of crane operators, truck drivers, and dock workers during the transition when one ship departs and another arrives.

The Savannah Container Terminal Lay Berth and Supply Chain Optimization Project will play a critical role in accommodating the Port's projected volume growth and help keep U.S. supply

chains fluid. Big ships will be able to arrive and depart more rapidly and efficiently, delays to cargo and vessels will be significantly reduced, capacity at the Port of Savannah will expand, and the productivity and safety of the Port's cargo-handling infrastructure and its workforce will be improved.

I hope you will give full and fair consideration to this application while continuing to abide by applicable laws, rules, and regulations. Please reach out to my office with any questions.

Sincerely,



Earl L. "Buddy" Carter
Member of Congress