

**Congress of the United States**  
**Washington, DC 20515**

January 26, 2024

Senator Tom Carper  
Chairman  
Committee on Environment and  
Public Works  
410 Dirksen Senate Office Building  
Washington D.C., 20510

Senator Shelley Moore Capito  
Ranking Member  
Committee on Environment and  
Public Work  
410 Dirksen Senate Office Building  
Washington D.C., 20510

Representative Sam Graves  
Chairman  
Committee on Transportation &  
Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515

Representative Rick Larson  
Ranking Member  
Committee on Transportation &  
Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515

Chair Carper, Ranking Member Capito, Chair Graves, and Ranking Member Larson:

As you consider proposals for inclusion in the Water Resources Development Act of 2024, we write to urge you to include language in the bill authorizing a study to examine the benefit of both widening and deepening the harbor at the Port of Savannah and to highlight the importance of this study and project to both Georgia and the United States economy.

Georgia's ports are vital supply chain conduits and job creators for Georgia and the United States. The Port of Savannah is by far the busiest container port in the Southeast and is the second most globally connected port in the country, behind only the Port of New York and New Jersey. Due to how important the Port of Savannah is to the United States economy, it is critical to examine deepening and widening the existing project to ensure that the port can continue accommodating the ever-larger container vessels demanding access to these facilities.

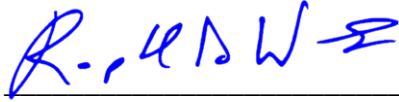
The recently completed dredging under the Savannah Harbor Expansion Project ("SHEP") was designed for vessels with an 8,200 twenty-foot equivalent unit (TEU) capacity. Before that dredging could even be completed, the Port of Savannah began receiving ships holding more than 16,000 TEUs on a tidally restricted basis. This trend has continued with increasing percentages of vessels experiencing restricted access to the port due to available water depth. We cannot sit back. Such restrictions prevent the Port of Savannah from operating efficiently and at full capacity, significantly and unnecessarily limiting the nation's waterborne commerce.

As larger ships with increasing TEU capacity continue to call on the Port of Savannah, and with the Georgia Department of Transportation's recent decision to increase the Port's air draft capacity by raising the nearby Talmadge Bridge, we believe the currently restricted vessel access to Savannah warrants a new feasibility study to maximize the economic viability of the Port for the nation.

Our delegation respectfully asks that both Committees include language to authorize a new feasibility study or modify the study authorized in the Water Resources Development Act of

2022 to include the ability to examine the benefits of both widening and deepening the harbor at the Port of Savannah.

Sincerely,



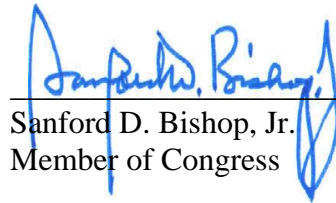
Reverend Raphael Warnock  
United States Senator



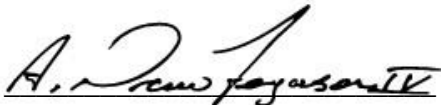
Jon Ossoff  
United States Senator



Earl L. "Buddy" Carter  
Member of Congress



Sanford D. Bishop, Jr.  
Member of Congress



A. Drew Ferguson, IV D.M.D.  
Member of Congress



Henry C. "Hank" Johnson Jr.  
Member of Congress



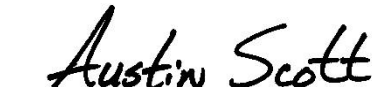
Nikema Williams  
Member of Congress



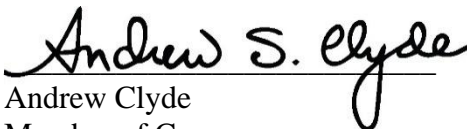
Rich McCormick, MD, MBA  
Member of Congress



Lucy McBath  
Member of Congress



Austin Scott  
Member of Congress



Andrew Clyde  
Member of Congress



Mike Collins  
Member of Congress



Barry Loudermilk  
Member of Congress



Rick Allen  
Member of Congress



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David Scott  
Member of Congress



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Marjorie Taylor Greene  
Member of Congress