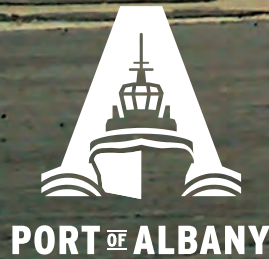


Port of Albany-Rensselaer (NY) Maritime Report



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(518) 463-8763



portofalbany.us

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Team

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Chief Executive Officer

Megan Daly
Chief Commerce Officer

Patrick K. Jordan
General Counsel

Christine Stuto
Chief Financial Officer

Eileen Criscione
Controller

Ann Dilillo
Administrative Assistant
to the General Counsel

Laura Golembieski
Receptionist/Office Assistant

John C. Kosa
Director of Operations
and Facilities

Jessica Lansing
Procurement
Compliance Manager

Josh Ostrander
Maintenance/Operations
Foreman

John Schneidawin
Director of Strategic Initiatives

Cheryl Stock
Facility Security Officer (FSO)/
Security Director

Jim Teller
Deputy Security Director

Penelope Vavura
Director of External Affairs

James P. Williams
Maintenance Supervisor

Roddy Yagan
Senior Construction
Project Manager

Mission

With four transport modes—ocean vessels, barges, freight railroads, interstate highways—the Port of Albany-Rensselaer is Upstate New York’s largest public port and logistics hub, serving as a Port of Entry with on-site U.S. Customs and Border Protection office and bonded warehouse. The Port is open and active year-round and includes deep-water shipping access and approximately 430 acres of land on both sides of the Hudson River in four municipalities. The facility has completed nearly \$100 million in maritime upgrades and has invested more than \$170 million investment in the Expansion Project.

In 1925, the Albany Port District Commission (APDC) was established through an act of the New York State Legislature. The enabling legislation granted broad authority to the APDC to develop, construct, and manage the Port’s maritime facility. During the succeeding decades, the APDC developed into a year-round, twenty-four-hour operation, directly and indirectly employing thousands of men and women, and generating hundreds of millions of dollars in regional and state-wide economic output.

Stevedoring services are provided by Logistec Stevedoring (logistec.com.) Through a Terminal Operating Agreement between the APDC and Logistec; the company is authorized to manage a portion of APDC property for general cargo and commodity handling and to conduct various activities related to vessel servicing.

The APDC strives to responsibly and effectively manage the publicly owned Port, driving the economy of the Capital Region and beyond, while emphasizing transparency and public stewardship.

From the City of Albany



Dr. Dorcey Applyrs

As the 76th Mayor of Albany, I am honored to share a vision for our city that is rooted in four centuries of perseverance and driven by a future of inclusive growth. Our city’s story began in 1614 as a Dutch trading post, and today, Albany remains a vital international gateway, largely due to the Port of Albany-Rensselaer.

The Port is a powerful economic engine for the entire Northeast and has been central to Albany’s identity as an innovation, manufacturing, and shipping hub. Spanning more than 400 acres, the Port supports over 20 businesses and indirectly employs over 4,500 New Yorkers statewide. It is a critical environment for industry and growth in our state.

We are in an exciting era for Albany. Our city is currently overseeing transformative investments in housing, community enhancements, cultural centerpieces, and business. The Port is essential in my Administration’s goals of attracting more investment, jobs, and residents to call Albany home.

This investment reflects how the Port has been able to combine its historic stability with modern momentum. The Port is more than just a transportation hub. It is the heartbeat of our regional economy, uplifting workers, manufacturers, and families in our community.

We aspire to be a city that values innovation, equity, and shared prosperity. With this investment, we are expanding our reach to ensure that our small businesses have every competitive advantage possible, and that our neighborhoods have the support, safety, and comfort that they need.

Congratulations to the Port of Albany-Rensselaer as they continue to drive economic growth, while providing professional service to the maritime industry and support to our local communities. Every dollar invested at the Port is an investment in our shared future.

Dr. Dorcey Applyrs
Mayor, City of Albany

From the City of Rensselaer



John DeFrancesco

On behalf of Rensselaer, I am proud to invite you to explore the unique economic landscape of a city where rich history and modern industry converge. Our identity has long been defined by the Hudson River, and today, our partnership with the Port of Albany-Rensselaer serves as a critical cornerstone for our regional growth.

The Port is not just a neighbor; it is an integral part of Rensselaer’s heritage. For centuries, our shores have served as a vital gateway for trade, evolving from a colonial hub into a maritime and industrial center. This legacy of movement and manufacturing is embedded in our infrastructure and our workforce.

The Port is undergoing a historic transformation. The investment of hundreds of millions of dollars in infrastructure on both sides of the river and the opportunities to explore new economic development is going to lead to new jobs, new connections, and a new era of prosperity for our community.

The City of Rensselaer offers an ideal environment for business and for living. We provide unparalleled connectivity via the Albany-Rensselaer Amtrak station—one of the busiest in the nation—and immediate access to major interstate corridors. We are committed to welcoming new businesses, new residents and new cultural and recreational offerings in our community.

We look forward to the continued partnership with the Port and invite you to join us as we build a future that honors our past while empowering the next generation of American industry.

John DeFrancesco
Mayor, City of Rensselaer

From the Port of Albany-Rensselaer



Richard J. Hendrick

The Port of Albany-Rensselaer has marked a definitive milestone from building on investments in infrastructure to growth that has resulted in enduring operational value and industry capacity.

The Port's commitment to multi-year infrastructure upgrades has yielded significant returns, including several high-profile cargo handling opportunities. In 2025, the Port and Terminal Operator Logistec successfully managed the movement of more than 300 onshore wind components, manufactured regionally by GE Vernova, for export to Australia. Additionally, the Port completed the final cable shipment for the Champlain Hudson Power Express project, in total handling more than 340 miles of specialized cable to help facilitate the connection between Quebec and New York City. These activities directly supported longshore labor, regional manufacturing, and multi-modal transportation jobs.

The Port is committed to investing with purpose. To maintain a competitive edge amid shifting global trade policies, the Port has also initiated Foreign Trade Zone (FTZ) designation and has continued strategic maritime terminal investments. The work is underway to enhance on-dock heavy rail and wharf capacity to meet the growing demands of international shippers and the dimensional growth of cargo shipments across the globe.

The 85-acre expansion site south of the Port district is now development ready and creates the promise of exciting commercial activity for the future. The site is connected to the Port district by a new heavy-capacity bridge, with all new advanced water/sewer infrastructure and a high-voltage redundant substation capable of powering major manufacturing in the not-too-distant future.

By leveraging strategic federal, state, and public-private partnership funding, we have reinforced the Port's role as a critical logistics hub, ensuring the Capital Region remains a vital link in the global supply chain and continues to serve as Albany's Gateway to the World.

Richard J. Hendrick, Chief Executive Officer
Port of Albany-Rensselaer

From the Albany Port District Commission



Georgette Steffens
Chairwoman

Michael Cinquanti, Esq.,
Treasurer

Dominick Tagliento,
Secretary

On behalf of the Board of Commissioners, I am pleased to present the Port of Albany-Rensselaer Maritime Report. Since being signed into legislation more than a century ago, the Albany Port District Commission (APDC) was founded on the idea of leveraging the inland Port to connect the Capital Region to the rest of the world. I am pleased to say that the Port of Albany-Rensselaer is continuing to execute on this mission and is making fundamental investments for the future.

When Governor Franklin D. Roosevelt dedicated the Port in 1932, it boasted the world's largest grain elevator east of the Mississippi, and was vital to the Northeast's road, rail, and river commerce. Today, strategic investments, partnerships, and expansion have transformed the Port into a regional economic engine, as it serves as a year-round, international shipping hub.

Beyond historic milestones, the APDC's legacy is defined by its adaptability and performance. The Port's 2025 performance demonstrates that the Port has successfully deployed significant capital investments resulting in sustained operational value and industry capacity.

By responsibly managing facilities across more than 430 acres in Albany, Rensselaer, East Greenbush, and Bethlehem, the Commission has ensured that the Port's maritime terminal and business tenants remain competitive in a global market and are positioned for industry success.

Ultimately, the APDC is a testament to the power of strategic public stewardship and building a resilient platform capable of weathering global market shifts. The Port is converting today's infrastructure investments into next generation market opportunities. This not only ensures the Port remains a cornerstone of the Capital Region's dynamic economy but also drives the innovation necessary to power our future. The Port is anchored in history, while sailing toward a bright future.

Georgette Steffens, Chairwoman
Albany Port District Commission

The Albany Port District Commission (APDC) is the government entity charged with operating the Port of Albany-Rensselaer. Created by the laws of the State of New York in 1925, the Commission consists of five members, four appointed by the Governor upon nomination of the Mayor of Albany, and one appointed by the Governor upon nomination of the Mayor of Rensselaer. There are presently two vacancies. The APDC meets monthly, with Committee meetings held as required.

01 Transforming Opportunity into Enduring Capacity



Over the last several years, the Port of Albany-Rensselaer, New York has deliberately transformed opportunity into enduring capacity. The Port's financial statements reflect an organization that invests with purpose—leveraging competitive federal, state, and private partner funding to deliver mission-critical infrastructure that strengthens the region's supply chain and expands the Port's ability to serve evolving industrial markets.

This is not growth for growth's sake; it is disciplined, future-facing development that upgrades the public's assets and builds real, lasting throughput advantage. Lifting not only the Port's position, but also regional manufacturing

connections to the world, and the world to the Capital Region of New York.

At the same time, the Port's performance shows the hallmark of a modern port platform: resilience. Recurring revenue streams—anchored by property and equipment rentals and supported by essential maritime services—help stabilize the organization through the natural cycles of commodity flows and project cargo. That stability enables the Port to keep investing, keep improving, and keep delivering, even as the market shifts and new cargo opportunities rise and fall with broader economic conditions.

The Port's trajectory is also defined by readiness—readiness that is visible on the ground

and reflected in the numbers. Multi-year, multi-project improvements have expanded storage, strengthened waterfront capacity, improved on-dock rail, and modernized critical roadways, positioning the Port to capture new business and

This is not growth for growth's sake; it is disciplined, future-facing development that upgrades the public's assets and builds real, lasting throughput advantage.

serve customers more efficiently. As the Port's footprint expands and development milestones are achieved, the Port is building a foundation that is not only larger, but more capable, purpose-built for the next generation of maritime commerce and industrial development.

The Port remains anchored to a clear mission: effective stewardship of the public asset, meaningful economic contribution, and professional service to our customers and community. With a strengthened infrastructure

base, expanded commercial reach, and a commitment to diversification, the Port is positioned to convert today's investments into tomorrow's sustained value—supporting jobs, enabling new industries, and reinforcing the Capital Region's role in global supply chains.

02

Connecting to the World Market



In 2025, the Port of Albany-Rensselaer saw return on some of the more recent maritime infrastructure investments in the form of important commerce activity. Over the past several years, the Port has invested in multi-program asset and capacity building in the existing maritime infrastructure system to handle heavier and dimensionally larger cargo by leveraging state, federal, and operational funding. These investments include rail enhancement, road improvement, wharf and terminal reconstruction, new warehouse construction and maritime shed rehab.

Additionally, the Port handled the last shipments of the cables for the Champlain Hudson Power Express (CHPE) project that were

manufactured in Sweden and shipped directly to the Port. Over the past few years, the entirety of the cable necessary for the CHPE project was handled through the Port where cable was unloaded onto reels from a vessel using specialized equipment and techniques. This project is an innovative energy transmission line in and along the Hudson River designed to bring hydropower generated in Quebec, Canada to New York City. Cumulatively, the crew at the Port expended more than 11,750 long-shore hours and handled more than 340 miles of cable necessary for the project.

The Port received and handled more than 300 pieces of onshore wind power components that were regionally manufactured. This cargo

arrived by heavy rail or heavy haul tractor trailer, and went out via vessel.

These pieces were shipped from the Port to Australia and are estimated to have a market value of \$7-8 million for each unit. This is part of a larger overall regional economic ecosystem where GE Vernova announced investment of more than \$130 million since 2023 in their Schenectady, NY manufacturing operations and workforce related to new production. The manufacturing operation has announced signing multiple multi-year supply agreements with energy projects in Australia where GE will provide onshore wind equipment, with contracts valued at over a billion dollars each.

The logistics hub at the Port is critical to this regional ecosystem and supports significant investment, jobs, manufacturing, and more, by the logistics available at the Port. The work occurring at the Port in 2025 spurred longshore labor hours, as well as indirect employment activity with drivers, security, welding, and other work. This also generated ship activity and is reflected in the tonnage measured. The Center for Economic Growth, the region's economic development agency highlighted the six-year growth in manufacturing in the region and the correlating investments by manufacturers as well as to the rise in export activity at the Port. A modern day and Capital Region reflection on President John F. Kennedy's phrase "a rising tide lifts all boats."

03

Investing in Infrastructure



The guiding principle for the Port of Albany-Rensselaer’s infrastructure investment targets one outcome: stronger supply chains and faster cargo movement between the Port and its markets. Significant resources are allocated by the APDC to develop projects, identify funding opportunities, and perform grant administration related to infrastructure investments. These investments are intended to assist in retaining and attracting customers at the Port and expand its footprint as a regional logistics hub. The work that occurred in 2025 shows some exciting outcomes and capabilities at the Port as a result of this deliberate planning and investment.

In 2025, the Port began the implementation of Passenger and Freight Rail Assistance Program (PFRAP) funding the Port competed for and was awarded for improvements in the Albany maritime terminal. The project will enhance the on-dock heavy rail and the supporting wharf deck. This is critical maritime infrastructure for heavy cargo handling and movement. The project is expected to be completed in 2026 and is a capstone to the multi-year Maritime Infrastructure Investment Project.

As global market shifts occurred in 2025—reacting to trade policies and tariff adjustments—the Port began the process of Foreign Trade Zone (FTZ) designation that offers incentives for

international shipping. This pursuit is part of the performance of a modern port: resilience and help to stabilize and maximize the competitive advantage of the Port where possible.

The Port terminal operating services are provided by Logistec Stevedoring. The Logistec salesforce that stretches from the Arctic to Brownsville, TX is leading business development efforts for retaining and attracting shipping activity at the Port. The Logistec commercial team presented to the APDC leadership team on its updated commercial and commodity sales approach.

From 2020-2025, Port operations have included:

260
vessels called

237,677
longshore labor hours worked

1,433,842
tons of cargo handled

04

Investing in Expansion



The Port of Albany-Rensselaer's trajectory is also defined by readiness. Multi-year, multi-project improvements have expanded storage, strengthened waterfront capacity, improved on-dock rail, and modernized critical assets, positioning the Port to capture new business and serve customers more efficiently.

In 2025, construction activity at the Port's expansion area south of the existing maritime district narrowed as a multi-year public private partnership agreement was closed out. Concurrently, Port staff pursued alternative funding for critical "pad-ready" infrastructure and explored commercial opportunities for the future of the site.

The work completed at the 85-acre expansion site thoroughly took shape in 2025 with a development-ready site that will benefit from critical infrastructure investments and future commercial use. The site boasts the newly-completed heavy-capacity bridge span; significant infrastructure improvements and installation; with the site significantly built out of the flood plain; installation of water and sewer connections and work on major power connections with the installation of a new substation underway. The new substation will provide the 85-acre site with access to two 12.5MVA transformers designed to operate

350,000

tons of crushed stone and aggregate at the Port's Expansion Project were provided by Callanan Industries, a long-standing Port tenant

redundantly. The substation will provide constant industrial scale power (even in the event of a single transformer failure) and the substation can be fed bi-directionally from

National Grid transmission lines in the event of an upstream or downstream line outage. The power capacity is adequate for multi-site uses, including major manufacturing operations.

The site is fully designed and fully permitted for supply chain manufacturing and maritime commerce. While originally planned for offshore wind manufacturing, as U.S. policies were shifting away from this industry in 2025, the Port explored additional commercial opportunities for the site.

The Journey from Schenectady to Australia

A 10,000-Mile Wind Energy Supply Chain

Onshore wind turbine components manufactured by GE Vernova in Schenectady, NY depart through the Port of Albany—traveling the Hudson River, the Panama Canal, and the Pacific Ocean to reach the Port of Newcastle and Port of Gladstone in Australia.

300+

wind components shipped to Australia

\$134M

value of high-tech machinery exported in 2025*

135%

year-over-year increase in high-tech machinery exports. The highest level in six years*

AUSTRALIAN PORTS

→ 9,300 NM / 10,000 NM

PORT OF GLADSTONE

PORT OF NEWCASTLE

*Center for Economic Growth, March 12, 2026

1

GE VERNOVA TO ALBANY

→ 15 MILES

Wind components manufactured at GE Vernova in Schenectady NY, begin their 10,000 journey to Australian ports, with a 15 mile overland transport to Albany.

2

ALBANY TO ATLANTIC OCEAN

→ 124 NM

From Albany, wind components begin their nautical journey down the Hudson River to the Atlantic Ocean.

3

ATLANTIC OCEAN TO PANAMA CANAL

→ 2,018 NM

Ships travel south through the Atlantic to the Panama Canal, where they begin a Trans-Pacific route.

4

PANAMA CANAL TO AUSTRALIAN PORTS

→ 7,900 NM

GE VERNOVA

GE VERNOVA
PORT OF ALBANY-RENSSELAER

PORT OF ALBANY-RENSSELAER

PANAMA CANAL

OVERLAND
WATERWAY

The Port of Albany-Rensselaer is a Gateway to Global Markets, moving cargo into and out of the Capital Region to destinations around the world. Through its partnership with GE Vernova, the Port ships wind energy components—hubs, drive trains, and machine heads manufactured in Schenectady—more than 10,000 nautical miles to onshore wind farms in Australia via the Hudson River. What begins on the

banks of the Hudson ends at the edge of the Pacific, powered by the Port's heavy-lift infrastructure and its role as an international gateway for the region. The Port has dedicated maritime operations on both sides of the Hudson River and connects New York State's Capital Region to the world.*

*In addition to onshore wind components, the Port's primary cargo includes bulk and breakbulk, heavy lift/project cargo, forest products, paper pulp, steel, scrap, grain, molasses, and petroleum products.

06

Investing in Capacity

During the past 12 years, the Port of Albany-Rensselaer Maritime Infrastructure Investment Project has included reconstruction projects, new projects, and upgrades that have created a safer workspace, greater efficiencies, and attracted new cargo/commodity opportunities.

Through strategic resource development, including competitive grant processes, the Port has received millions in funding from the U.S. Department of Transportation’s Transportation Investment Generating Economic Recovery (TIGER) program, NYS Department of Transportation, Empire State Development, Capital Region Economic Development Council (CREDC), and private investors to support strategic maritime terminal improvements and expansion.

Rensselaer Wharf Reconstruction (600 LF)

In 2014, the Port completed the \$8.5 million reconstruction project of the Rensselaer Wharf. The project restored more than 600 linear feet of wharf that was put into active use for commercial activity. The reconstruction project doubled the shipping capacity on the Rensselaer side of the Hudson River and allowed for increased capacity for heavy / project lift cargo. The project was a Capital Region Economic Development Council (CREDC) Priority Project in Round 1 of the program.

Acquisition of Beacon Island

In 2018, the Port acquired more than 80-acres adjacent to the Port’s southwestern border in the town of Bethlehem for expansion opportunities, adding 25% to the land area of the Port District. In 2021, the Port was selected through NYSERDA’s competitive Round 2 Solicitation to develop the nation’s first offshore wind tower manufacturing supply chain facility. The site was developed to support this proposed project with more than \$170 million of funding as part of an innovative public-private partnership. However, due to changed economic and supply chain conditions, considerations were made toward additional projects. Today, the fully permitted (i.e., local, state, and federal permits in-hand)

project, stands as a key opportunity to advance investment, manufacturing, and new and additional maritime commerce.

Construction of Big Lift Maritime Warehouse (45,000 SF)

In 2018, the Port constructed a climate-controlled, secure and modern 45,000 square feet facility with high ceilings and an open floor plan. This maritime heavy lift cargo operations building was built in an upland area of the port, with weight capacity to handle the weight and dimension of the new heavy lift cargo that is manufactured in the region, which is expected to grow.

The project was planned to meet anticipated logistics and storage needs of regionally based international manufacturing companies that produce heavy lift or project cargo.

Roll-On/Roll-Off (RO/RO) System



In 2019, the RO/RO slip was built to enable loading and unloading of items that are too large or too heavy to utilize rail or truck transportation. In its inaugural

use, the Port and partners used the RO/RO to facilitate the move of a 940,000-pound, 60-hertz W86 generator from rail inside the maritime terminal to SPMT (self-propelled modular transporter) to barge.

South Wharf Reconstruction (840 LF)

In 2019, the Port completed the reconstruction of the dock system with a design to accommodate the next generation of heavy lift cargo, such as General Electric transfers, and ensure reliable bulk product transfer. The new structure features a pile-supported high level deck system, with cast-in-place concrete bent caps supporting precast concrete panels and composite cast-in-place concrete deck slab closures, combined with a high-modulus steel sheet pile cutoff wall with inclined pressure-injected rock anchors.

Maritime Warehouse C Construction (65,000 SF)

In 2021, the Port completed the construction of a new secure and modern maritime warehouse in response to increased demands for covered and breakbulk storage. The 500’ x 125’ space features two end doors (25’ x 25’) and four side doors (20’ x 16’) for ground-level access. The new warehouse is span-less construction (without interior columns) and features fire suppression and modern electrical infrastructure and lighting.

Shed #1 On-Dock Maritime Shed Reconstruction

In 2023, the Port celebrated the renovation of Shed #1—adding 58,000 square feet of on-dock maritime space—as the warehouse was “put back in service.” The Port invested in upgrades to fully rehab and modernize the oldest warehouse in the maritime terminal (originally built in the 1930s). Improvements included modernizing electrical infrastructure and lighting, floor capacity upgrades and enhancements, as well as a full roof and canopy replacement. The space once slated for demolition is fully restored. Ninety percent of the work on this project was done by NYS Women Business Enterprise-certified businesses. The project came in on time and within budget.

Maritime Terminal and Adjacent Road Reconstruction

In 2024, the Port completed reconstruction of the Port’s 30-acre maritime terminal and adjacent roadways, including Smith Boulevard, Raft Street, Boat Street, Normanskill Street, and S. Port Road. This is the first time in the Port’s history that the entire maritime terminal was entirely reconstructed since 1932.

Current Projects



- Upgrades to heavy rail and on-dock wharf system (the concrete support) at the Port’s existing maritime terminal through a \$9.9

million grant from NYS Department of Transportation Passenger and Freight Rail Assistance Program (PFRAP)

- Utility infrastructure work at the Port’s Expansion Project, including installation of a high-voltage substation, a sanitary wastewater treatment plant, and the intake lines and pump station package for the fire protection system as funded through a \$18.79 million grant from Empire State Development’s Focused Attraction of Shovel-ready Tracts New York (FAST NY).

- The development of 35 Riverside Avenue (Rensselaer, NY), a 42.5-acre lot with connection to the existing Port of Rensselaer wharf on the east side of the Hudson River.

- The development of 700 Smith Boulevard (Albany, NY), a 12-acre lot that is directly across from the Port of Albany’s maritime terminal and RO/RO on the west side of the Hudson River.

07 Investing in Sustainability

The Port of Albany-Rensselaer strives to conduct activities in a sustainable manner defined as environmentally responsible, community-driven, and economically beneficial. Respecting the environment is important for the Hudson River watershed and neighboring communities in addition to the sustained operations of the Port.



Green Marine

This is proven by the Port's commitment to consistent and consecutive Green Marine certifications beginning in 2016. The Port was the first port in New York State to volunteer and certify in the Green Marine program and has continued to demonstrate and expand its environmental leadership.

The Green Marine Program is an environmental certification program for the international marine industry and includes environmental performance measurements such as monitoring invasive

species, GHG emissions and air pollutants, spill prevention, community impacts, environmental leadership, and waste management.

Green Marine certification comes after a year-long process of an internal assessment to benchmark annual performance through the program's comprehensive self-evaluation guides. These results are verified by an accredited external verifier and then published.

The Port remains committed to continuously improving environmental efficiencies in daily operations and working with its partners, customers, and tenants to do the same.



08 Investing in Seafarer Well-Being

Albany Maritime Ministry



Since 1974, the Albany Maritime Ministry has been helping make life a little easier for seafarers who find their way to the Port of Albany-Rensselaer and other ports in the Capital Region by offering kindness and hospitality. With humble beginnings when it was known as the Mariners House in Albany's South End, the program has expanded and now serves the needs of thousands of seafarers annually.



The Ministry operates out of the Reverend William G. Hemple Seafarers Center in the Port's maritime terminal (109 Smith Blvd, Albany), and benefits from the professional leadership of two chaplains—Rev. Kate Drefke, Pastor of Faith Lutheran Church (Troy) and Evangelical Lutheran Church of Poestenkill (Poestenkill) and the Rev. D. Lowell Chilton, Pastor of First Lutheran Church (Albany) and Good Shepherd Lutheran



Church (Loudonville). The Ministry has a volunteer Board of Directors and partners with Seafarers International House in New York City.

Together with Seafarers International House, the Albany Maritime Ministry is an all-volunteer, ecumenical group meeting the spiritual, personal, and practical needs of mariners arriving in and around the Port. They care for seafarers' spiritual, family, and material needs; advocating for seafarers' rights; welcoming seafarers aboard their ship when they cannot come ashore; collaborating with related agencies worldwide; and offering special programs and services, such as Christmas at Sea.

For more information on how to volunteer or to donate, visit albanyymm.us

The Port of Albany-Rensselaer's dedication to its mission is also visible through partnering in opportunities to be a good neighbor, boosting and benefiting the regional economy, and to educating the public on the state of the maritime industry. The Port is an active participant in many local, regional, national and international entities. In keeping with the mission of the APDC, the Port provides annual sponsorship and other hands-on support to mission-related organizations.

Hudson River Trading Game and Navigating the Seas

A school program through Historic Cherry Hill providing fourth and fifth graders in the Albany City School District the experience of 18th-century sailing and trading on the Hudson River—while learning economics and social studies on a 40-foot game board! historiccherryhill.org

USS Slater

The only WWII Destroyer Escort left afloat in the United States, docked at the Albany waterfront and operating as a living museum, offering tours and special programs. usslater.org

Waterford Canal Fest

A festival featuring vendors, food and beverages, live music, kayak, bicycle and walking tours, boat rides, and more to kick off the canal season via lock travel across New York state.

waterfordcanalfestival.com.

Waterford Tugboat Roundup

An annual celebration of tugboats, workboats, barges, and the maritime heritage of the Northeast Inland Waterways held on the Hudson River. tugboatroundup.com

The Port hosted more than 125 Capital Region BOCES Career and Technical Education (CTE) students and teachers. This opportunity showcased the skills that the students are learning in the classroom, as they are put into action here at the Port. Port tenants and neighbors—Arden Mills, Callanan Industries, Inc., C. Springer Welding Works & Marina, Port Welding, Gilbane Building Company, and Logistec also participated and helped connect the dots about job opportunities for people with those skills.



The Port is honored by the long-standing tradition of annually hosting an experiential visit for the current class of emerging leaders from the Leadership Capital Region class of the Capital Region Chamber.

Port Tours

Throughout the year, the Port hosts groups who are interested in a better understanding of the connection between the Port and the greater community, as well as workforce opportunities, business connection, and the Port's legacy as a gateway to the world.

The Port hosts a range of visitors, including regional community tour groups, colleges and universities including a graduate class on Coastal Management from the UAlbany Department of Geography and Planning, and a group of freight facilities graduate students from RPI's Center for Infrastructure,

Transportation and the Environment; teachers and educators including the NYS Department of Labor Teacher Ambassadors; and business interests including the international coalition of the German American Semiconductor Cities Network (GASCN).

AAPA

At the national level, the Port is a member of and participates in the American Association of Port Authorities (AAPA). Port team members attend educational conferences and hold leadership roles in profession-specific committees. Port CEO Richard Hendrick is the Vice Chair of AAPA.

Albany Maritime Ministry

109 Smith Blvd.
Albany, NY 12202
albanymm.us

Albany Port Employees Association

106 Smith Blvd.
Albany, NY 12202

Cargill Animal Nutrition

200 Keane St.
Albany, NY 12202
cargill.com

C.D. Man, LLC

301 Raft St.
Albany, NY 12202
wmbiers.com/cd-man.htm



Dagen Truck Pull 2025 Teams of athletes, first responders, local businesses, and community members go head-to-head in support of Special Olympics New York, hosted by Port tenant, Dagen Trucking

Albany Port Railroad

101 Raft St.
Albany, NY 12202
albanyportrailroad.com

Ardent Mills, LLC

101 Normanskill St.
Albany, NY 12202
ardentmills.com

Buckeye Partners

301 Normanskill St.
Albany, NY 12202
buckeye.com

Callanan Industries, Inc.

101 Dunham Dr.
Albany, NY 12202
callanan.com

Dagen Trucking, Inc.

101 Boat St.
Albany, NY 12204
dagentrucking.com

LOGISTEC Terminal

106 Smith Blvd.
Albany, NY 12202
logistec.com

Mohawk/Fedrigoni Group

108 Smith Blvd.
Albany, NY 12202
mohawkconnects.com

New Castle Asphalt, LLC

230 Riverside Ave.
Rensselaer, NY 12144
newcastleasphalt.co

NYS Dept. of Environmental Conservation

102 Smith Blvd.
Albany, NY 12202
dec.ny.gov

Rensselaer Generating, LLC

39 Riverside Ave.
Rensselaer, NY 12144

Rensselaer Iron & Steel Scrap Recycling

35 Riverside Ave.
Rensselaer, NY 12144

U.S. Customs & Border Protection

106 Smith Blvd.
Albany, NY 12202
cbp.gov

Upstate Shredding/ Ben Weitsman of Albany

300 Smith Blvd.
Albany, NY 12202
upstateshredding.com

WM | Waste Management

100 Boat St.
Albany, NY 12202
wm.com

Westway Feed Products

500 Smith Blvd.
Albany, NY 12202
westwayfeed.com

Wm. Biers, Inc.

100 Port St.
Albany, NY 12202
wmbiers.com

Albany Port District Commission Statement of Net Position

December 31, 2025 and 2024

	2025	2024
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
CURRENT ASSETS		
Cash and cash equivalents	\$ 12,888,784	\$ 15,938,608
Accounts receivable	386,421	629,989
Lease receivables	3,423,797	3,317,697
Grants receivable	298,617	1,394,855
Other current assets	480,436	196,397
Total current assets	17,478,055	21,477,546
LONG-TERM ASSETS		
Lease receivables	12,881,392	14,729,693
Right-to-use lease assets, net of amortization	519,951	898,385
Net property and equipment	89,821,464	79,474,016
Total long-term assets	103,222,807	95,102,094
Total assets	120,700,862	116,579,640
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows related to net pension liability	381,467	531,860
Deferred outflows related to other post employment benefit obligation	576,922	689,216
Total deferred outflows of resources	958,389	1,221,076
	\$ 121,659,251	\$ 117,800,716
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
CURRENT LIABILITIES		
Current maturities of long-term debt	\$ 169,640	\$ 655,555
Lease liabilities	-	303,373
Deferred revenue	9,249	11,622,267
Accounts payable	1,041,047	3,494,718
Accrued expenses	887,072	1,794,293
Total current liabilities	2,107,008	17,870,206
LONG-TERM LIABILITIES		
Long-term debt, net of current maturities	-	169,640
Security deposits	109,641	109,219
OPEB obligation	4,231,508	4,242,109
Net pension liability	833,448	663,385
Total long-term liabilities	5,174,597	5,184,353
Total liabilities	7,281,605	23,054,559
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows related to net pension liability	10,328	355,071
Deferred inflows related to other post employment benefit obligation	1,155,766	1,067,895
Deferred inflows related to lease receivables	15,416,542	17,186,238
Total deferred inflows of resources	16,582,636	18,609,204
NET POSITION		
Net investment in capital assets	89,651,824	78,648,821
Unrestricted	8,143,186	(2,511,868)
Total net position	97,795,010	76,136,953
	\$ 121,659,251	\$ 117,800,716