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Florida Seaport Transportation and Economic Development Council

flaports.org



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INTRODUCTION

Florida's long and rich maritime history is a driver of the Sunshine State's flourishing economy. For years, the state has invested significantly in its 15 seaports, yielding a strong and unique partnership. These investments have paid off and as the COVID-19 pandemic has impacted the world's supply chain, Florida ports have reacted to **Open for Business** and allow trade to freely move to the Southeast United States by identifying and developing key priority projects and adjusting operations to meet demands.

Florida is a top maritime trade state and is home to the world's leading cruise ports. Since 1990, the Florida Seaport Transportation and Economic Development Council (FSTED) has produced the Seaport Mission Plan to meet the legal standards of the State of Florida. The record it demonstrates serves the people and businesses of Florida through a historical accounting of the overall health, capabilities, and trends in the important work our seaports perform for our economy and people. This document is specifically intended to provide key port information for our State and Federal legislatures; Florida residents, Port community stakeholders and facility users, capturing the recent past and clearly focusing on the mission for the future.

Given the unprecedented economic and supply chain upheaval caused by the COVID-19 pandemic – which began in early 2020 and continues to impact seaport activity today – it is clear that the Florida Ports can support current demand and grow into the future. This report presents potential future activity at Florida's seaports within the context of recovery, despite numerous lingering uncertainties. This document serves as an effective tool to measure the impacts of the pandemic and identify the myriad of opportunities and priority projects that are expected to assist in an emerging post-pandemic world.

Currently, Florida seaports generate nearly 900,000 direct and indirect jobs and contribute \$117.6 billion in economic value to the state through cargo and cruise activities. Florida maritime activities account for approximately 13 percent of Florida's Gross Domestic Product while contributing \$4.2 billion in state and local taxes.

A re-alignment of global trade routes is clearly underway, and Florida ports are strategically positioned to take maximum advantage of this opportunity. The Florida seaports goal is to invest in infrastructure, improve the business climate, and above all, seize the opportunity to become a global hub, capturing an even larger share of international trade and related commercial activities.

This will be accomplished by providing investments and incentives for projects that capture a larger share of the containerized imports serving Florida businesses and consumers; expanding export markets for Florida businesses; and, creating more efficient logistics patterns that attract advanced manufacturing and other exportrelated industries to Florida.

Guiding **Principles**

OUR MISSION

Seaports work to enhance economic vitality and quality of life in Florida by fostering the growth of domestic and international waterborne commerce. Charged with facilitating the implementation of seaport capital improvement projects, the Florida Seaport Transportation and Economic Development Council (FSTED) consists of the port directors of the 15 publicly owned seaports and a representative from both the Department of Transportation and the Department of Economic Opportunity.

OUR MANDATE

Florida's deepwater seaports, as mandated by Chapter 163, Florida Statutes, prepare master plans to guide their development and expansion. Regularly updated plans, consistent with the comprehensive plans of the seaports' respective local governments, establish goals and objectives, address forecasted needs, and identify five-year capital seaport improvement programs to implement.

OUR GOALS

- Develop world-class cargo and cruise facilities to enhance Florida's global competitiveness
- Build system-wide, seamless intermodal facilities to move port goods and passengers efficiently and cost-effectively
- Capitalize on increased north-south trade and the Panama Canal expansion to capture more direct all-water service and feeder calls
- Strengthen and diversify strategic seaport funding to ensure vital and timely improvements
- Advocate continued statewide economic development that includes investment in major economic engines Florida seaports
- Support security measures that balance compliance with an efficient flow of seaport commerce



MANDATE





FSTED Seaport Mission Plan | 5

Florida Seaports at a Glance

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FLORIDA PORTS

- 1. PORT CANAVERAL
- 2. PORT EVERGLADES
- 3. PORT OF FERNANDINA
- 4. PORT OF FORT PIERCE
- 5. JAXPORT

- 6. PORT OF KEY WEST
- 7. SEAPORT MANATEE
- 8. PORTMIAMI
- 9. PORT OF PALM BEACH
- 10. PORT PANAMA CITY
- 11. PORT OF PENSACOLA

- 12. PORT OF PORT ST. JOE
- 13. PORT ST. PETE

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- 14. PORT TAMPA BAY
- 15. PORT CITRUS

FSTED OVERVIEW

 Florida is a top maritime trade state and home to the world's leading cruise ports; the Florida state legislature created the Florida Seaport Transportation and Economic Development (FSTED) program in 1990 under Chapter 311, Florida Statutes (F.S.) to finance port transportation projects on a 50/50 matching basis.¹ What began as a modest venture with an initial investment of **\$8 million**² has expanded to a significant **\$25 million** state financing program³.

- The program was established in recognition of the importance of international trade to the state's economic progress and job creation; similarly, the state legislature realized the value in enhancing port infrastructure and capacity to align with the consumer demands of Florida's growing population.
- The directors from each of Florida's 15 publicly owned seaports participate in the FSTED Council, as well as a representative from the Department of Transportation and the Department of Economic Opportunity.
- Florida's seaports facilitate trade in the global marketplace, but each is firmly rooted in a unique Floridian community, meaning project development begins at the local level with community outreach and public engagement.

SEAPORT ECONOMICS

The combined five-year capital improvement plan (CIP) for Florida's 15 seaports totals more than \$4.5 billion for the period from FY2020/21-2024/25.²

The largest planned	investments in the	current CIP are for
---------------------	--------------------	---------------------

Cruise	Cargo	Berth	Site
Terminals	Terminals	Rehabilitation	Improvements
30.8%	21.8%	and Repairs	7.9%
		19.8%	

- Some 75.1 percent (\$3.44 billion) of statewide investment is being made in Atlantic coast seaports with the remaining 24.9 percent (\$1.14 million) of capital expenditures being made by Gulf coast seaports.
- Florida has 21 Foreign-Trade Zones (FTZs), which provide economic incentives to companies importing or exporting international goods; duty-free treatment is applied to items that are re-exported and duty payment is deferred on items sold in the U.S. market.³

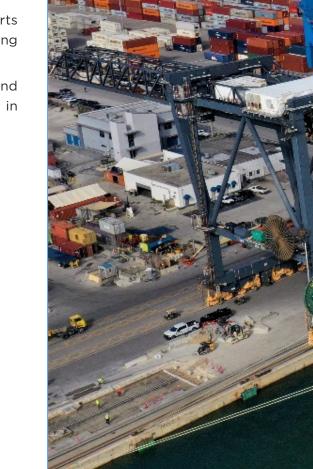
¹https://m.flsenate.gov/Statutes/311.09
 ² SMP workbooks 2021 - 2025 - (BA Analysis)
 ³ https://www.trade.gov/foreign-trade-zones-board

Port Economics

KEY TAKEAWAYS

- Florida ports act as an economic multiplier, contributing billions to the state's economy and creating jobs and a higher standard of living for residents.
- The combined five-year capital improvement plan (CIP) for Florida's 15 seaports totals more than \$4.5 billion for the period from FY2020/21-2024/25.7
- To meet supply chain demands and modernize the early infrastructure at many of Florida's historic seaports, 41.5 percent (\$1.905 billion) of statewide seaport investment is being directed at cargo terminals and existing berth rehabilitation and repair projects.
- Demonstrating a continued commitment to the sustainability and growth of cruise tourism, Florida seaports plan to invest 30.8 percent (\$1.413 billion) of their collective CIP into cruise facilities.
- In addition to revenue generated by port activity, seaports may access a variety of private, state, and federal funding and financing tools for infrastructure development.
- A significant value-add to international shippers and manufacturers are the 21 Foreign-Trade Zones (FTZs) in the state of Florida, second only to Texas.

⁷ SMP workbooks 2021 - 2025 - (BA Analysis)



THE BUSINESS OF PORTS

Florida ports act as an economic multiplier, contributing billions to the state's economy and creating jobs and a higher standard of living for residents. Strategic investment in port and associated infrastructure is necessary for Florida's seaports to remain competitive and continue generating prosperity in the Sunshine State.

Ports are facilitators. They provide the infrastructure necessary to accept and move trade as well as passenger vessels. Port infrastructure must therefore meet the demands of the private industry as well as the public. Growing vessel sizes, for example, introduce several infrastructure stressors. Are channels and harbors deep enough to accommodate larger ships? Are the number and sizes of berths and cranes adequate to unload and load cargo? Are terminal footprints large enough and equipped to handle cargo and cruise passenger surges and overall throughput? Are intermodal connections sufficient to move goods and people through the port safely and efficiently? Port officials monitor the pulse of the international trade and cruise industries as well as and the port community to understand and adopt best practices and maintain competitiveness and cohesion.



Florida Seaports Trade Dynamics & Cargo Volumes

KEY TAKEAWAYS

- 2021 saw a very solid recovery in terms of cargo volume as post-pandemic markets and supply chains regained stability and consumer confidence returned in line with the relaxing of economic and travel constraints.
- From a total tonnage perspective, year-over-year two-way (inbound and outbound) rose dramatically from 2020 to 2021. Total tonnage at all Florida seaports increased 118.3% percent in 2021 compared to 2020.
- Liquid bulk cargo accounted for 72.9 percent of total waterborne cargo tonnage last year, which is some 26% higher than 2020, when it comprised 46.6 percent of total tonnage.
- Containerized cargo accounted for the second-highest percentage of total tonnage (14.0 percent) moving through Florida's seaports in 2021 with 27.3 million tons being handled last year compared to 23.5 million tons in 2020 – an increase of 16.2 percent.
- In 2021, Florida's seaports saw an overall increase of 16.0 percent in TEUs compared to 2020, exceeding the previously highest levels in 2018 (4.0 TEUs) by some 218,000 TEUs. This year-over-year increase was driven by a 12.5 percent gain in export TEUs as well as a 15.1 percent jump import TEUs.
- Interestingly, all the Florida seaports reported strong yearover-year growth in container volume (+594,288 TEUs) with the exception of Port Panama City which reported a decline of 1,578 TEUs (3.1 percent) between 2020 and 2021.
- Florida's seven Atlantic ports combined accounted for over 90 percent of statewide containerized cargo activity in both 2020 and 2021.





Global Trade Re-alignment

The Florida Seaport Transportation and Economic Development Council estimated waterborne trade at the state's seaports fell 16.1 percent in 2020 due to the pandemic, a \$14.1 billion hit. Since that time and during the Covid-19 recovery period in 2021, all Florida Seports, except the Port of Panama City have reported record cargo activity. In October 2021, JAXPORT reported several shipping lines diverting cargo to its port, including Hapag-Lloyd, one of the largest shipping lines in the world.

Since 2019, Florida has invested nearly \$1 billion into its seaports to ensure that they have the capacity to serve as much cargo as possible. The state has also prioritized infrastructure investments in roadways and other freight mobility infrastructure to ensure capability of handling freight movements. The Governor's proposed Freedom First budget includes \$10.4 billion for Florida's transportation infrastructure.

"Florida seaport capital improvement projects focused on keeping the nationwide supply chain moving and also ensures that Florida has a strong workforce ready to support these businesses moving to our state."

Florida's seaports have been working aggressively to expand cargo operations and that effort has paid dividends in record growth in cargo and new maritime business, including the following:

- In early March 2022, Sea Lead Shipping Pte Ltd. Announced that they would be moving part of their operations from California to JAXPORT in order to bypass heavy congestion at the Port of Long Beach. This is the first U.S. East Coast container service for the company and JAXPORT will serve as the last port of call on Sea-Lead's Asia East Coast rotation, connecting Jacksonville to 4 locations in Asia.
- Scheduled for completion at the end of 2022, Jaxport is deepening the federal shipping channel to 47-feet, positioning the port to accommodate fully loaded new panamax class cargo vessels.
- Port Miami recorded its busiest cargo year in its history, up almost 18% over last year with most of the additional cargo attributed to imports coming from Asia which would normally go into California.

- Port Tampa container tonnage increased by 14% in the first quarter of 2022, with huge jumps in building material specifically. Steel is up 122% and lumber is up 160%.
- Port Everglades saw 11% growth year over year, and they are up more than 25% year to date.
- At SeaPort Manatee, the first quarter of 2022 showed a 15% increase in short tons. Wood products which normally go into California have been coming to Port Manatee instead.

Expansion of the Panama Canal, completed in 2016, presented an opportunity for global ocean carriers to take advantage of economies of scale. For container ships, the expanded Panama Canal can accommodate vessels with triple the effective carrying capacity that the prior set of locks could handle. Florida's seaports have been taking advantage of these same scale economics by modernizing their infrastructure to accommodate the larger vessels now deployed in both north-south (i.e. Latin America) and east-west (i.e. Asia, Europe) trade lanes and provide for relief of the global supply-chain issues. To accommodate these "new Panamax" vessels, several of the state's seaports have invested in waterside improvements, such as harbor deepening projects and landside improvements, including new, larger cranes, new and upgraded yard equipment, and improved road and intermodal rail connections.

JAXPORT's single biggest growth initiative is the federal project to deepen the Jacksonville shipping channel from its current depth of 40 feet (12.2 meters) to a depth of 47 feet (14.3 meters). The \$484 million project is fully funded through JAXPORT's Blount Island Marine Terminal and includes construction of a vessel turning basin to allow larger ships to turn at Blount Island berths.

A deeper harbor is essential to meet the needs of larger cargo ships transiting the Suez and Panama canals as those vessels deliver cargo to JAXPORT terminals. A 47-foot depth for the federal channel will position JAXPORT as a port of call for fully loaded New Panamax class vessels.

Sea-Lead's move to JAXPORT can be attributed to berth availability, strong labor force available in Jacksonville, and strong infrastructure connecting freight to consumers. JAXPORT has same-day truck access to 98 million US consumers. Sea-Lead's new service is initially expected to bring 400-500 loaded containers to be discharged at JAXPORT and will bring in \$400,000 in new revenue.

In addition to Sea-Lead calling at JAXPORT's Blount Island Terminal every two weeks, beginning in May 2022, experienced terminal operator Ceres signed a 20-year, \$60 million agreement (\$45 million lease / \$15 million in terminal modernization, including investments in cargo handling equipment and systems) with JAXPORT of the 158-acre TraPac container terminal located at Dames Point. This facility connects Jacksonville to destinations in Asia and South America. Ceres is also purchasing the terminal's previous leaseholder, terminal operator TraPac Jacksonville, LLC from Mitsui O.S.K. Lines, Ltd. (MOL).

Port Everglades used their three new Super Post-Panamax gantry cranes and one existing Post-Panamax crane to off load a record breaking 4,849 containers, equating to nearly 9,000 TEUs from the 1,095-foot-long MSC Rachele. In late December 2021, they welcomed the longest container ship to ever call the Port, MSC's 1,114-foot-long Kotor Bay.

Florida's seaports are collectively recognized as important global gateways for waterborne cargo,

with strong waterside infrastructure and landside connections. Trade trends during the past several years have illustrated a clear positive growth trajectory.

For Florida seaports, from a total tonnage perspective, year-over-year two-way (inbound and outbound) rose dramatically from 2020 to 2021. Total tonnage at all Florida seaports increased 118.3% percent in 2021 compared to 2020, for example, with import tonnage increasing 43.4 percent, export tonnage moving up to 34.4 percent, and domestic tonnage improving by a whopping 195.5 percent. Overall, these increases resulted in total tonnage gains by 121.2 million tons year-over-year, from 102.5 million tons in 2020 to 223.7 million tons in 2021. For comparison, total tonnage decreased 8.4 percent (9.3 million tons) between 2019 and 2020.¹ Domestic cargo remained the primary tonnage moved by Florida's seaports in 2021, representing 67.8 percent of total waterborne tonnage - up from 50.1 percent in 2020. Imports accounted for 23.5% (dropping from 35.7 percent in 2020). Exports accounted for the remaining 8.7 percent, down from 14.2 percent the year prior.

EXHIBIT 1

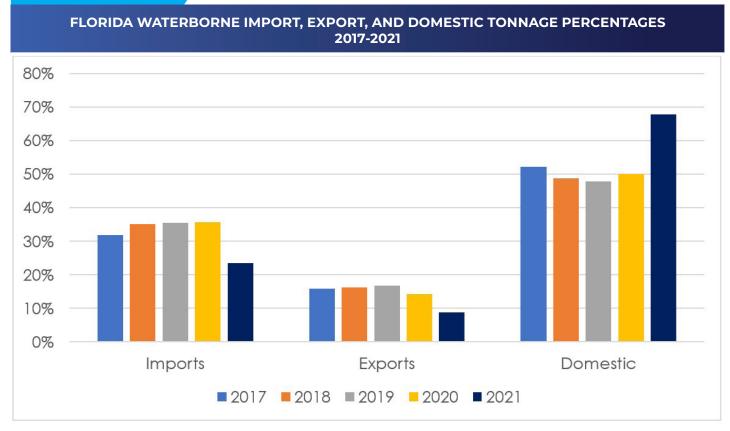
FLORIDA WATERBORNE IMPORT, EXPORT, AND DOMESTIC CARGO BY SEAPORT (BY TONNAGE) 2021 WITH 2018, 2019 AND 2020 COMPARISON

Port*	Imports	Exports	Domestic	Total
Port Canaveral	3,858,953	54,108	1,289,473	5,202,534
Port Everglades	23,169,724	3,580,872	122,476,072	149,226,668
Port of Fernandina*	0	0	0	0
Port of Fort Pierce*	0	0	0	0
JAXPORT	4,711,360	4,658,350	0	9,369,710
Port of Key West*	0	0	0	0
SeaPort Manatee	3,984,838	655,344	5,825,569	10,465,751
Port Miami	6,834,613	4,314,614	N/A	11,149,227
Port of Palm Beach	655,511	1,267,611	671,700	2,594,822
Port Panama City	553,969	1,353,452	44,861	1,952,282
Port of Pensacola	161,821	16,621	95,871	274,313
Port of Port St. Joe	0	30,000	0	30,000
Port St. Pete*	0	0	0	0
Port Tampa Bay	8,575,126	3,587,738	21,234,126	33,396,990
Port Citrus*	0	0	0	0
Total 2021	52,505,915	19,518,710	151,637,672	223,662,297
Total 2020	36,610,651	14,519,458	51,313,819	102,443,928
Total 2019	39,594,328	18,761,209	53,458,807	111,814,344
Total 2018	38,729,636	17,891,659	53,646,835	110,268,130

* The ports of Fernandina, Fort Pierce, Key West, St. Pete and Citrus did not report cargo tonnage for 2021.

The chart below provides a view of the cargo tonnage adjustment seen over the four year period prior and the jump in domestic tonnage in the 2021 figures as reported by the combined Florida seaports.





In terms of cargo type, liquid bulk cargo, which consists primarily of refined petroleum products such as jet fuel and gasoline, accounted for 72.9 percent of total waterborne cargo tonnage last year, which is some 26% higher than 2020, when it comprised 46.6 percent of total tonnage. Containerized cargo accounted for the second-highest percentage of total tonnage (14.0 percent) moving through Florida's seaports in 2021 with 27.3 million tons being handled last year compared to 23.5 million tons in 2020 - an increase of 16.2 percent. Dry bulk cargo, which includes fertilizers, cement, and aggregates, among other commodities, accounted for 10.4 percent of total waterborne cargo tonnage in 2021, making it the third-largest cargo type by volume last vear.2

In 2020, dry bulk cargo accounted for an almost equal percentage share of statewide tonnage than containerized cargo (22.8 percent vs. 23.0 percent). However, dry bulk volumes declined more than containerized cargo volumes during the pandemic. Breakbulk cargo saw a substantial drop of 4.9 percent, only accounting for 2.7% of total cargo movement in 2021. Breakbulk cargo consists of a large diversity of "miscellaneous" cargo types ranging from construction products such as rebar to roll-on/roll-off cargo such as new and used automobiles. Breakbulk also includes project cargo, such as wind turbines, rail cars, and yachts. Much of the volatility surrounding the cargo types is due to the pandemic and the question moving forward will be if and when a readjustment to more typical cargo levels will occur.

EXHIBIT 3

WATERBORNE CARGO TYPES HANDLED BY FLORIDA SEAPORTS (BY TONNAGE) 2021 WITH 2018, 2019 AND 2020 COMPARISON

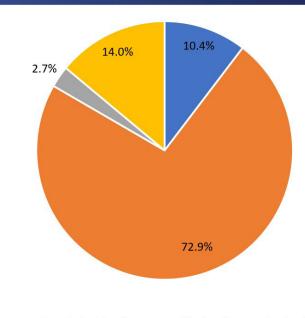
Florida Seaport	Dry Bulk	Liquid Bulk	Breakbulk	Containerized Cargo	Total
Port Canaveral	2,064,232	2,458,378	668,921	11,002	5,202,533
Port Everglades	1,664,241	113,045,814	218,649	6,509,190	121,437,894
Port of Fernandina*	0	0	0	0	0
Port of Fort Pierce*	0	0	0	0	0
JAXPORT	682,959	425,925	1,827,412	6,434,116	9,370,412
Port of Key West*	0	0	0	0	0
SeaPort Manatee	2,519,604	6,056,005	593,269	1,013,859	10,182,737
Port Miami	N/A	N/A	N/A	11,149,227	11,149,227
Port of Palm Beach	724,352	321,011	111,047	1,310,363	2,466,773
Port Panama City	940,597	22,057	817,802	171,826	1,952,282
Port of Pensacola	207,314	0	66,999	0	274,313
Port of Port St. Joe	30,000	0	0	0	30,000
Port St. Pete*	0	0	0	0	0
Port Tampa Bay	11,507,256	20,183,875	964,605	741,255	33,396,991
Port Citrus*	0	0	0	0	0
Total 2021	20,340,555	142,513,065	5,268,704	27,340,838	195,463,162
Total 2020	23,393,750	47,742,078	7,818,399	23,519,745	102,473,971
Total 2019	25,980,037	53,550,947	7,186,450	25,081,612	111,799,046
Total 2018	24,272,345	53,874,255	7,128,571	24,992,959	110,268,130

* The ports of Fernandina, Fort Pierce, Key West, St. Pete and Citrus did not report cargo tonnage for 2021.

The chart below provides a view of the cargo type breakdown for 2021 figures as reported by the combined Florida seaports.

EXHIBIT 4

PERCENTAGE OF WATERBORNE CARGO TYPES HANDLED BY FLORIDA SEAPORTS, 2021

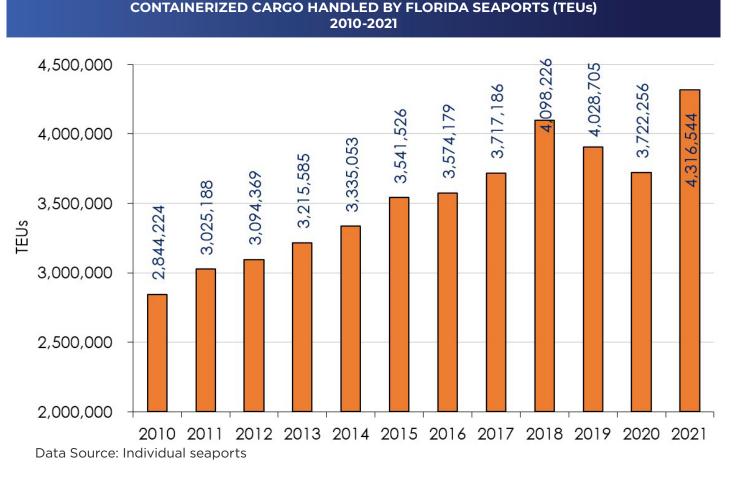


Containerized cargo is comprised largely of consumer goods, including furniture, clothing and bedding, electronics, and perishables, including fresh fruits and vegetables as well as dry goods. One of the largest containerized cargo commodities is waste paper, which consists mostly of consumer product packaging that is imported to the United States from foreign manufacturing hubs, such as China, and then exported back to China as a "waste" product that can be broken down and reused as a recycled product in the future.

In 2021, Florida's seaports saw an overall increase of 16.0 percent in TEUs compared to 2020, exceeding

the previously highest levels in 2018 (4.0 TEUs) by some 218,000 TEUs. This year-over-year increase was driven by a 12.5 percent gain in export TEUs as well as a 15.1 percent jump import TEUs. In both cases, as with other cargo types, the year-overyear acceleration in containerized cargo volume as measured by TEUs was fueled both by the pandemic recovery and an increase in consumer and business demand, although there wer still complex supply chain challenges that prevented products from being imported and exported efficiently as a result of COVID-19 related constraints and precautions.³

EXHIBIT 5



Interestingly, all the Florida seaports reported strong year-over-year growth in container volume (594,288 TEUs) with the exception of Port Panama City which reported a decline of 1,578 TEUs (3.1 percent) between 2020 and 2021. Florida's seven Atlantic ports combined accounted for over 90 percent of statewide containerized cargo activity in both 2020 and 2021. ⁴

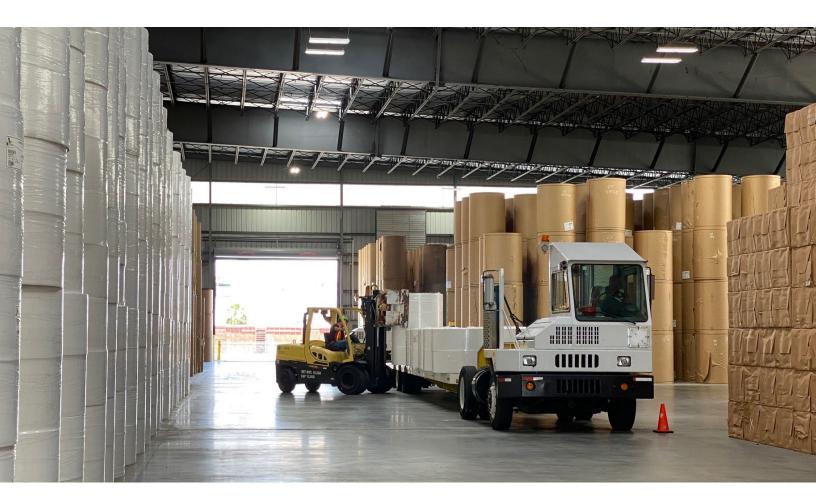
³ SMP workbooks 2021-2025 - (self-reported volumes; BA analysis)

⁴ SMP workbooks 2021-2025 - (self-reported voumes; BA analysis)

EXHIBIT 6

4-YEAR COMPARISON OF CONTAINERIZED CARGO HANDLED BY FLORIDA SEAPORTS (TEUs) 2018-2021

				Imports	Exports	TOTAL	
Florida Seaport	2018	2019	2020		2021		Ranking
Port Canaveral	7,126	1,490	1,579	447	1,727	2,174	8
Port Everglades	1,108,466	1,053,078	945,512	500,729	537,450	1,038,179	3
Port of Fernandina	8,000	15,000	0	0	0	0	n/a
Port of Fort Pierce*	88	0	0	0	0	0	n/a
JAXPORT	1,431,391	1,338,431	1,277,161	682,925	725,936	1,408,861	1
Port of Key West*	0	0	0	0	0	0	n/a
SeaPort Manatee	38,199	57,255	88,466	73,256	62,404	135,660	6
Port Miami	1,083,586	1,120,913	1,066,739	649,337	604,725	1,254,062	2
Port of Palm Beach	292,304	179,161	148,987	115,642	144,407	260,049	4
Port Panama City	38,092	35,182	52,726	25,364	25,784	51,148	7
Port of Pensacola	3,448	990	56	56	0	56	9
Port of Port St. Joe*	0	0	0	0	0	0	n/a
Port St. Pete*	0	0	0	0	0	0	n/a
Port Tampa Bay	87,526	105,663	141,030	83,131	83,224	166,355	5
Port Citrus*	0	0	0	0	0	0	n/a
Total	4,098,226	3,907,163	3,722,256	2,130,887	2,185,657	4,316,544	223,662,293



Capital Improvement Plan



PRIORITIZING PROJECTS

Florida is the only U.S. state other than Alaska and Hawaii that is bordered by water on three sides. Because of this, Florida's seaports have a long history of providing access and economic opportunity to importers, exporters, residents, and visitors. Florida's 15 seaports are highly integrated into the state's transportation infrastructure and together comprise a major component of the state's annual capital investment and economic output. Annually, each seaport produces a five-year capital improvement plan (CIP) that includes infrastructure improvements to meet the needs of tomorrow. CIPs lay out a wide range of projects, including channel and harbor deepening, land acquisition, intermodal connections, and terminal development and improvements, among other priorities.

Combined, Florida's 15 seaports have identified more than \$4.5 billion of investments through their CIPs for the period beginning in 2021 and running through 2025. Port Miami's five-year CIP features the highest investment, totaling more than \$2.4 billion over the five-year period. Port Tampa Bay, SeaPort Manatee, Port Everglades and JAXPORT round out the top five with a combined CIP of \$1.6 billion. Florida's remaining 10 seaports have a combined five-year CIP of \$563.4 million.

To meet supply chain demands and modernize the early infrastructure at many of Florida's historic seaports, 41.5 percent (\$1.905 billion) of statewide seaport investment is being directed at cargo terminal expansion, technology, and operational improvements (21.8 percent - \$998 million) and existing berth rehabilitation and repair projects (19.8 percent - \$907 million). Demonstrating a continued commitment to the sustainability and growth of cruise tourism. Florida seaports plan to invest 30.8 percent (\$1.413 billion) of their collective CIP into cruise facilities. Rounding out the top five areas for investment during the coming five years are site improvement projects \$360.5 million (7.9 percent) and the continuation of channel and harbor deepening projects totaling \$305.4 million (6.7 percent of total investment) that are required for Florida's seaports to continue to operate efficiently and sustainably.⁸

⁸ SMP workbooks 2021-2025 - (BA analysis)

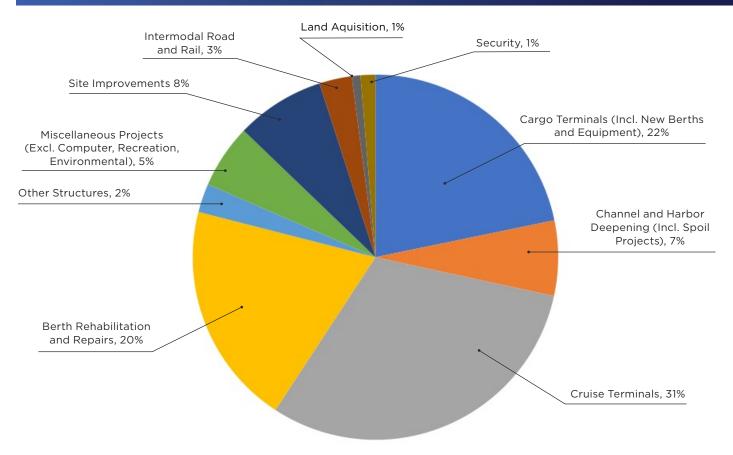
EXHIBIT 7

COMBINED FLORIDA SEAPORT 5-YEAR CAPITAL IMPROVEMENT PLAN (CIP) BY YEAR 2021-2025

PORT	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Port Canaveral	\$69,741,000	\$66,968,000	\$51,878,000	\$55,751,000	\$30,630,000	\$274,968,000
Port Citrus	\$-	\$-	\$-	\$-	\$-	\$-
Port Everglades	\$56,539,000	\$58,390,500	\$81,087,000	\$85,519,000	\$64,188,500	\$345,724,000
Port of Fernandina	\$-	\$675,000.00	\$9,000,000.00	\$10,575,000.00	\$13,150,000.00	\$33,400,000
Port of Fort Pierce	\$9,250,000	\$6,250,000	\$450,000	\$200,000	\$-	\$16,150,000
JAXPORT	\$108,859,247	\$83,166,760	\$17,489,110	\$4,199,110	\$64,814,110	\$278,528,337
Port of Key West	\$2,420,000	\$637,500	\$540,000	\$-	\$-	\$3,597,500
SeaPort Manatee	\$37,418,286	\$98,925,668	\$79,000,000	\$35,000,000	\$100,000,000	\$350,343,954
Port Miami	\$748,960,000	\$465,793,000	\$578,327,000	\$337,799,000	\$282,912,000	\$2,413,791,000
Port of Palm Beach	\$6,200,000	\$19,600,000	\$27,800,000	\$14,315,000	\$13,415,000	\$81,330,000
Port Panama City	\$7,850,000	\$22,000,000	\$25,800,000	\$17,600,000	\$10,500,000	\$83,750,000
Port of Pensacola	\$3,345,000	\$10,805,000	\$3,795,000	\$2,045,000	\$45,000	\$20,035,000
Port of Port St. Joe	\$-	\$11,750,000	\$16,000,000	\$12,000,000	\$10,500,000	\$50,250,000
Port St. Pete	\$-	\$-	\$-	\$-	\$-	\$-
Port Tampa Bay	\$67,025,000	\$105,750,000	\$142,300,000	\$120,000,000	\$201,500,000	\$636,575,000
TOTAL CIP	\$1,117,607,533	\$950,711,428	\$1,033,466,110	\$695,003,110	\$791,654,610	\$4,588,442,791

EXHIBIT 8

COMBINED FLORIDA SEAPORT 5-YEAR CAPITAL IMPROVEMENT PLAN (CIP) BY PROJECT TYPE FY2020/21 - FY 2024/25



ALIGNING INVESTMENTS WITH OPPORTUNITIES

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Seaports develop CIPs annually with a rolling five-year planning horizon to anticipate and capitalize on growth opportunities while maintaining sufficient flexibility to adapt to changes in market conditions and evolving industry trends. As Florida's seaports identify the opportunities and challenges to facilitate the growth of both trade and tourism, seaport executives identify investments that will grow and sustain the demands of their customer base, attract new customers, protect public assets, and impact trade & commerce positively as the USA and Florida recovers from the COVID-19 pandemic.

Tropic

Prioritized Trade Investments

PortMiami, among the nation's busiest ports, contributes approximately \$43 billion and more than 334,000 jobs annually to Florida's economy. Its sustained performance propels Miami to be recognized as the Cruise Capital of the World and Global Cargo Gateway. After completing more than \$1 billion of capital improvements on the cargo side, including a deep water channel with a depth of 50/52feet, the acquisition of new super Post-Panamax gantry cranes, upgrades to on-dock intermodal rail providing connectivity to 70% of U.S. population in less than four days, and a fast access tunnel link to the U.S. interstate highway system, the world's largest container shipping alliances have made PortMiami their preferred port solidifying its position as a world class global gateway. During the coming five years, once post-pandemic recovery is in full swing, PortMiami anticipates returning to its former cruise growth trajectory and homeporting additional ships from Royal Caribbean International, Norwegian Cruise Line, MSC Cruises, Carnival Cruise Line and Virgin Voyages, among others, at its new world-class cruise terminals. Thus, they have targeted \$1.2 billion on cruise facilities; \$591 million for berth rehabilitation and repairs; \$224.3 million for cargo terminals and \$298 million for site improvements.

Port Tampa Bay's 2021-2025 CIP totals more than \$636 million with \$209 million in cargo facility investment and another \$176 million for channel and harbor deepening. The Tampa Bay/I-4 Corridor region is home to the state's largest concentration of distribution centers and a huge consumer base, as well as the growing recognition of Port Tampa Bay as the preferred supply chain solution to serve this region, thanks to its proximity and resultant savings in truck delivery costs. Port Tampa Bay's container volume has increased nearly 30% over the past year, and the port has accommodated this growth thanks to a terminal build-out program, working closely with terminal operator partner Ports America. Most of the top global container lines now offer weekly service from Asia to Port Tampa Bay. The recent addition of new weekly container service from Central America by Dole and expanded connections with Mexico by ZIM and Linea Peninsular, have added diversity and options. The Port recently completed 25 acres of additional paved storage bringing the total container terminal footprint to 67 acres, with plans to add another 30 acres. Work has also begun on the addition of a third berth which will bring the total to over 4,500 linear feet allowing three large ships to be worked at the same time. The port is continuing to build, add a new container berth and yard expansion, including additional cranes; new bulk berth; and build out of Port Redwing.

With its proximity to the popular Caribbean, Port Everglades is the third busiest cruise homeport in the world. It is a leading container port in Florida and among the most active cargo ports nationally. Port Everglades is also South Florida's main seaport for receiving energy products, including gasoline and jet fuel. Port customers benefit from direct highway access, an international airport within two miles, state-of-the-art foreign-trade zone warehousing and a 43-acre international and domestic intermodal container transfer facility that makes it possible for cargo shipped to Port Everglades to reach Atlanta and Charlotte by rail within two days and 70 percent of the U.S. population in four days. Over the next five years, the port will invest some \$345 million into numerous projects to further enhance its diverse business model.

Construction is 75 percent completed on the largest infrastructure project in the Port's history. The Southport Turning Notch Extension, slated for completion in late 2023, will add new cargo berths and Super Post-Panamax container gantry cranes to the Port's main containerized cargo area by lengthening the existing turnaround area (turning notch) from 900 feet to 2,400 feet. Part of the \$471 million project includes installing crane rail infrastructure to handle new Super Post-Panamax container gantry cranes and the Port's existing cranes. Three additional Super Post-Panamax container gantry cranes are under construction and anticipated to arrive in late 2024. To further enhance ship traffic at Port Everglades, the Port's navigation JAXPORT is Northeast Florida's economic engine, with cargo activity through Jacksonville's seaport supporting more than 26,000 jobs in Florida and nearly \$31.1 billion in annual economic output for the region and state.

channels will be deepened by 2030 from 42 feet to 48-50 feet and widen narrower sections of the channel for safe vessel passage. In the Port's energy sector, a \$184-million Slip 1 expansion will allow the Port to safely service the petroleum industry with greater capacity, efficiency, sustainability, and resiliency. This is a public-private partnership, with the civil infrastructure being constructed by the Port and petroleum transfer infrastructure being installed by private industry partners. The port is also currently upgrading Cruise Terminal 4 for Disney Cruise Line at a cost of \$17 million. **JAXPORT** is Northeast Florida's economic engine, with cargo activity through Jacksonville's seaport supporting more than 26,000 jobs in Florida and nearly \$31.1 billion in annual economic output for the region and state. Dozens of ocean carriers call JAXPORT, offering shippers competitive transit times to 140 ports in more than 70 countries. JAXPORT offers ocean carrier services to all major world regions, including regular container service connecting Jacksonville with Asia, South America, the Caribbean and Central America, as well as customized container freight shipments and transshipment options to and from Europe and Africa. The Port's CIP looks to invest \$132 million in berth rehabilitation and repairs and \$97 million in further cargo terminal expansion. The port's single biggest growth initiativedeepening the Jacksonville shipping channel to 47 feet through the port's Blount Island Marine Terminal—is anticipated to be complete in summer 2022, three years ahead of its original schedule.



The deepening project includes construction of a vessel turning basin that allows larger ships to turn at Blount Island berths. More than \$200 million in berth and terminal enhancements are currently underway to add container capacity and enable Blount Island to simultaneously accommodate two post-Panamax ships.

Named "World's Best Cruise Port" by Global Traveler Magazine in 2019, and "Best Cruise Port in the U.S." by Cruise Hive in 2019 and 2021, **Port Canaveral** is the first LNG cruise port in North and South America. In FY2021, to support the arrival of LNG powered vessels, Port Canaveral commissioned into service a \$4.8 million high-tech fireboat designed and purpose-built to provide enhanced marine and LNG firefighting and rescue capabilities. The Port's five-year capital improvement program is spending \$274 million of which \$122 million is designated for cargo terminal upgrades and \$95 million for the development of cruise terminals to support the cruise industry. The port will continue to build and refurbish multi-purpose deep-water berths to keep pace with demands and promote economic prosperity for the region.

SeaPort Manatee has an aggressive CIP of \$345 million focusing on meeting the short-term needs of its existing and potential new cargo customers through the Extending Berth 4 some 600 feet to allow for larger vessels to berth and have access to the rail facilities and highway system adjacent to the port; Rehabilitation of the Inner Harbor - rebuilding berths 6,7,8,9,10 to allow for additional expansion; Intermodal Container Yard Phase III build out; and the construction of a 150 sq ft dry/chill warehouse.

The **Port of Panama City** has identified three major projects (\$83.7 million CIP) including the expansion of the East Terminal Berth to 900 feet including dredge; the construction of a new warehouse and laydown area - consisting of a 260,000 sq ft building; and a West Terminal Bulkhead Rehabilitation to allow for additional capacity.





The **Port of Fernandina** is investing 74.9 percent (\$25.0 million) of its 5-year CIP in cargo terminals and miscellaneous supporting projects.

The **Port of Pensacola** is investing \$9.8 million of its \$20 million CIP in berth rehabilitations and repairs, while the **Port of Key West** is planning to invest \$3.5 million to rehabilitate its berths between now and 2025. The **Port of Port St. Joe's** entire five-year CIP (\$50 million) is allocated to channel and harbor deepening and intermodal road and rail development. The **Port of Palm Beach** has an \$81 million CIP of which more than 32 percent (\$26 million) will go to intermodal road and rail improvements, with security and site improvements accounting for an additional 34 percent (\$28 million).

In 2019, vehicles topped Florida's imports by value and ranked as the state's second leading waterborne export by value. JAXPORT is the nation's secondbusiest vehicle-handling port, with vehicle processors AMPORTS, Wallenius Wilhelmsen Solutions and Southeast Toyota Distributors combining for more than 300 acres of auto processing on port terminals. JAXPORT is also the state's busiest container port by volume, handling nearly 1.3 million TEUs in 2020. Not surprisingly, JAXPORT's \$311.1 million overall CIP for the next five years includes \$136.1 million in cargo terminal investments along with \$76.8 million in channel and harbor deepening projects. Together these and other investments will allow JAXPORT to continue to grow post-pandemic.

The combined CIPs of SeaPort Manatee, Port Canaveral, Port Panama City, the Port of Fort Pierce and Port St. Pete feature investments in cargo terminals and related site improvements of \$205.4 million and investments in berth rehabilitations and repairs and other structures, including warehouses, of \$146.9 million between 2021 and 2025. Port Canaveral is also planning to spend \$75.6 million in cruise facility improvements during the coming five years to help secure its position as the world's second busiest cruise homeport, behind only PortMiami.

The Port of Port St. Joe's entire five-year CIP (\$45 million) is allocated to channel and harbor deepening while more than 40 percent (\$15.5 million) of the Port of Palm Beach's \$38.7 million CIP will go toward intermodal road and rail improvements, with berth rehabilitaitons and repairs and site improvements accounting for an additional 31.7 percent (\$12.3 million). The Port of Fernandina is investing 74.9 percent (\$25.0 million) of its five-year CIP in cargo terminals and miscellaneous supporting projects. The Port of Pensacola is investing \$7.8 million of its \$10.3 million CIP in berth rehabilitations and repairs while the Port of Key West is planning to invest \$3.4 million to rehabilitate its berths between now and 2025.



SUPPLY CHAIN

The seaports of Florida continue to identify key infrastructure and operations investment opportunities to keep the ports **Open for Business** and allow for growth of the state and southeastern region of the United States to promote trade, economic and employment prospects. The supply chain crisis will drive shippers to explore alternatives to traditional routes to move cargo into and through North America. As more shippers look to avoid congestion, the efficiencies of Florida's ports serve as a long-term solution.

In the near term, Florida ports can be a relief valve for cargo vessels frustrated by long waits elsewhere at congested ports. Long-term, it is believed that our ports will benefit when U.S. port congestion in general eases, as it will allow major ocean carriers to focus on strategic decisions such as adding ports to permanent port rotations, rather than focusing their attention on more immediate issues.

PortMiami had a record year for containerized cargo with increases from Latin America, Asia, and Europe. The total TEUs for FY2020/21 increased 17.6 percent to 1,254,062 from 1,066,738 in FY2019/2020, while JAXPORT, Florida's largest container port absorbed a 10.3 percent increase from 1,277,161 in FY2019/20 to 1,408,861 TEUs in FY 2020/21. Combined TEU throughput climbed 16 percent year-over-year from 3,722,256 to 4,316,544. In all cases, both imports and exports saw solid increases.

JAXPORT has remained congestion-free throughout the pandemic. The port remains in close contact with

the global ocean carriers to provide efficient and customized solutions to meet their evolving needs. JAXPORT also is reaching out to cargo charter owners, and logistics providers placing charter vessels under contract, to advise of Jacksonville's congestion-free port. They have seen an increase in charter vessels calling the port to bypass U.S. port congestion elsewhere. Many of these vessels are carrying consumer goods from Asia, primarily China. Infrastructure enhancements, including the Jacksonville Harbor Deepening Project and the modernization of the Blount Island Marine Terminal, have prepared JAXPORT to serve the needs of customers today and well into the future.

Port Panama City handled an increased volume of forest product exports destined for the Far East, along with metals imports, that previously moved in containers through another East Coast Port. The Port also handled added lumber, which previously moved in containers from North Europe into the US.

ENVIRONMENTAL & COMMUNITY ENGAGEMENT

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The seaports of Florida face numerous environmental challenges as they meet the demands of expanding port business and further development of infrastructure for cargo, cruise, and commercial opportunities. Many Florida seaports focused on engaging in environmental stewardship with their individual areas to mitigate impacts and improve the quality of life through a wide variety of community-based initiatives. Some of the major issues facing Florida ports include required bulkhead improvements considering revised FEMA floodplain and sea level rise; uplands improvements with stormwater requirements; infrastructure enhancements to improve port resiliency; and establishing a baseline and long-term goals for emission levels.

The development of environmental stewardship programs/initiatives is key to the continuing development and growth of Florida ports. As such a few examples of environmental achievements and initiatives are illustrated as follows:



Port Canaveral:

- The Port has received the Green Marine Environmental Recertification in 2021 (3rd time). They are one of only two Florida ports to earn this certification.
- In addition, the Ports hazardous materials and spill prevention plan exceeds federal, state, and local requirements and involves detailed preventive measures, regular staff training and mandatory coordination with all regulatory and reporting agencies.
- The Port conducts monthly water quality monitoring and testing in Canaveral Barge Canal (Banana River and Indian River Lagoon), Canaveral Harbor and adjacent beaches. Port Canaveral is one of only a few U.S. seaports sustaining a long-term water quality monitoring program with a database going back to the early 1990s.

Port Everglades

- The Port has developed an award-winning Comprehensive Environmental Management Program that successfully meets compliance requirements, and voluntarily implemented stewardship initiatives to benefit the environment. They have also created an offshore mitigation reef to successfully relocate corals to the area. The Port is also in the process of establishing a formal internship program to provide relevant on-the-job training and work experience for local university environmental students. Nine interns have completed the program in the past 3 years.
- Port Everglades is the first seaport in the United States to voluntarily enter a partnership agreement with the U.S. Environmental Protection Agency (EPA) to study air emissions in a seaport scenario. Through this partnership, the EPA and Port Everglades agreed to work together to develop baseline and future year emission inventories and to evaluate various effective technology and operational strategies.
- Southport Turning Notch Extension Mitigation Reef: More than 800 corals have been relocated from the Southport Turning Notch Extension project to an artificial reef Port Everglades constructed approximately one mile offshore and two miles south of the Port entrance.
- Port Everglades invested \$15.8 million to complete a 16.5-acre Upland Mangrove Enhancement Project to replace 8.7 acres of an existing overgrown, shallow, and choked plant habitat adjacent to port docks.

JAXPORT

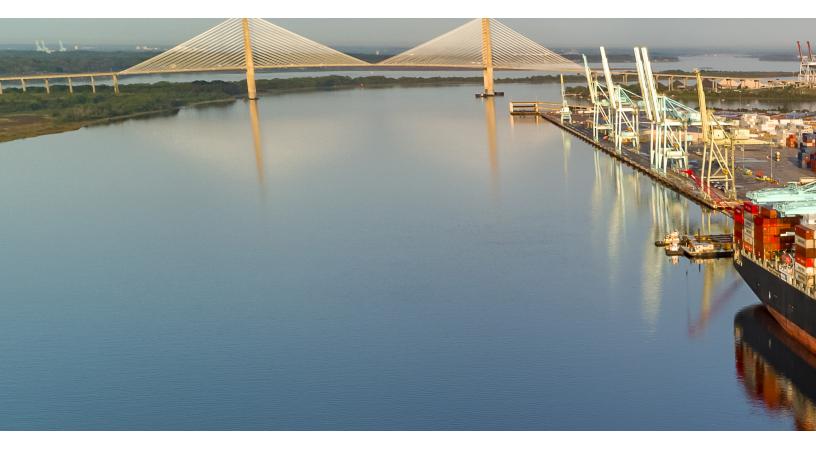
- The Port has electrified 2,400 linear feet of berthing space at Blount Island to support up to 10 fully electric container cranes, including three currently in use and three on order. The cranes work on regenerative power, consuming power during the lifting of containers and creating energy as they lower.
- JAXPORT continues its growth of liquefied natural gas as a clean marine fuel, including the first fueling of a vessel using renewable LNG, which is produced from the decomposition of organic waste.
- Over the last decade the port has contributed more than \$600,000 to fund the Physical Oceanographic Real-Time System (PORTS), which offers monitoring data from 14 stations comprised of multiple sensors located along the St. Johns River and its tributaries in Northeast Florida.

Port of Palm Beach

- The Port has invested more than \$700,000 in large diameter fendering to protect the Florida manatees that transit the vessel slips.
- They have also provided \$1.5 million to add shore power to the mega yacht berth occupied by port tenant, Berth One Palm Beach, to reduce vessel emissions.

PortMiami

- Successful coral recruits at offshore artificial reef site and seagrass stabilization now at Biscayne Bay fill hole from the Miami Harbor Phase III project.
- The port is also aggressively pursuing a cruise port Shore Power Program; Electrification of the port vehicle fleet; and, transitioning to eRTGs (Electric Rubber Tired Gantries) over diesel top loaders.



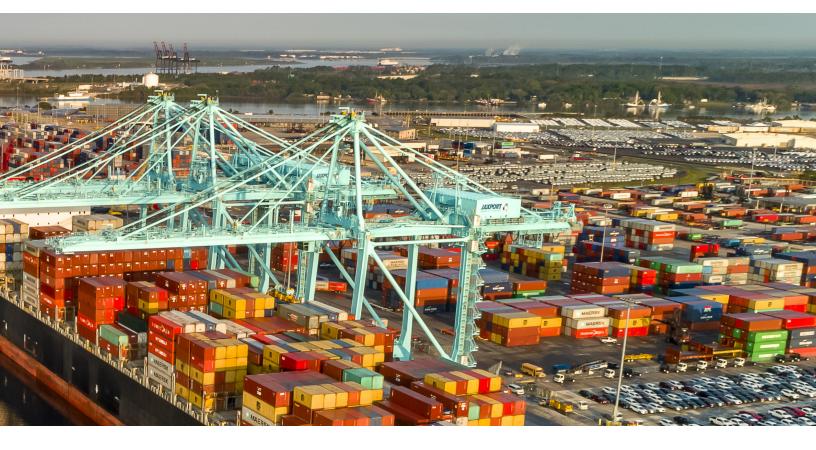
FUNDING THE FUTURE

A characteristic that separates seaports from other types of infrastructure is just how unique they are in governance and operations from one another. Some states - such as Maryland, Virginia, the Carolinas, and Georgia - manage their seaports through the state government. Elsewhere, such as in Los Angeles and Long Beach, California, seaports are part of a city government. Others still are managed by counties and public authorities. Florida seaports offer a window into the wide array of seaport governance structures. While JAXPORT is an independent authority of the City of Jacksonville, Port Everglades is a self-supporting enterprise fund of the Broward County government. Canaveral Port Authority is an independent governmental agency, complete with an elected board of commissioners. Governance structures play a role in how ports are funded and how they generate revenue.

While some seaports use an owner/operator model, others are considered "landlord" ports and sign lease agreements with private companies to occupy and manage cargo or cruise operations on port property. Lease agreements may detail shared cost arrangements between seaports and private companies to undertake facility upgrades on port property. Not all port real estate is industrial – some seaports lease land to hotels, dining, and retail businesses.

In addition to using revenue generated through port operations, seaports may choose to seek financing and funding tools available from federal, state, or local governments. Funding and financing options for capital projects include a combination of working capital, state grants, federal grants, construction bonds, bank loans, commercial mortgages, and private capital.

In order to execute on-port and near-port projects, Florida seaports work with their state, federal, private, and association partners to underwrite funding and financial incentives. The following is a list of grant and loan programs available to Florida seaports, administered at the state and federal levels.



STATE OF FLORIDA PROGRAMS

Florida Seaport Transportation and Economic Development (FSTED) Program: 15-member council comprised of Florida seaport representatives, Florida Department of Economic Opportunity (FDEO), and Florida Department of Transportation (FDOT). The FSTED Program makes available a minimum of \$25 million a year for seaport improvements, requiring either a 50-50 or 75-25 state-local match.⁹

Strategic Port Investment Initiative (SPII): FDOTmanaged fund which makes available a minimum of \$35 million to the initiative each year.¹⁰ State funding is matched by the local port, requiring either a 50-50 or 75-25 state-local match. The Initiative is funded primarily through FDOT's Strategic Intermodal System (SIS).

Strategic Intermodal System (SIS): Funding pool administered by FDOT to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel.¹¹

Florida's State Infrastructure Bank (SIB): Loan and credit enhancement program administered by FDOT and consisting of two separate accounts – the federally-funded account, which is capitalized by federal money matched with state money, and the state-funded account which is capitalized by state money and bond proceeds.¹²

Volkswagen Settlement (VW): State managed fund resulting from a lawsuit settlement between VW and the U.S. Environmental Protection Agency (EPA) to partially resolve allegations of violations of the Clean Air Act. Florida's share is more than \$166 million, or 5.68 percent of the overall Mitigation Trust Fund.¹³

Triumph Gulf Coast Grants: Following the 2010 Gulf Oil Spill, the State of Florida sued British Petroleum ("B.P.") for the economic damages it sustained. B.P. and the state entered into a settlement agreement whereby Florida will receive a total of \$2 billion until 2033. These funds are available to generate increased economic activity in the disproportionately affected counties, which are all located in the Florida Panhandle.¹⁴



⁹ http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0311/Sections/0311.07.html

¹⁰ http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0311/Sections/0311.10.html

¹¹ https://www.fdot.gov/planning/sis/default.shtm

¹² https://www.fdot.gov/comptroller/pfo/sibintro.shtm

¹³ https://floridadep.gov/air/air/content/volkswagen-settlement-mitigation-trust
 ¹⁴ https://www.myfloridatriumph.com/about/frequently-asked-questions/



FEDERAL PROGRAMS (AVAILABLE TO ALL STATES)

Port Infrastructure Development Grant: Federally managed grant program funded through an appropriations omnibus bill that included a \$230 million port infrastructure development grant program in Fiscal Year 2021.¹⁵

Fixing America's Surface Transportation (FAST) Act: Federal surface transportation authorization law that includes \$6.3 billion for the new National Highway Freight Program, which pioneers dedicated formula funding to states for freight projects such as port-inland connectivity. It provides \$4.5 billion for the Nationally Significant Freight and Highway Projects program (also known as INFRA), which includes \$500 million for multi-modal freight projects and a \$450-million.¹⁶ Only a percentage of FAST Act freight funding (\$1.13 billion of \$11 billion) is available for multimodal projects, a crucial funding type for many Florida seaports.

Infrastructure for Rebuilding America (INFRA): Federally managed grant program, borne out of the FAST Act of 2015, with approximately \$889 million available in Fiscal Year 2021 for projects that help rebuild America's 'crumbling infrastructure.'¹⁷ In addition to providing direct federal funding, the INFRA program aims to increase the total investment by state, local, and private partners. The program funds projects mainly outside the port gates, including set-asides for rural versus urban projects. This program was formerly known as the Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies, or FASTLANE, program. **Rebuilding American Infrastructure with Sustainability and Equity (RAISE):** Federally managed multimodal grant program, available to a wide variety of mobility needs, funded at \$1 billion in Fiscal Year 2021.¹⁸ This program was formerly known as the Transportation Investment Generating Economic Recovery, BUILD, or TIGER, program.

U.S. Army Corps of Engineers (USACE) Work Plan: Plan that provides federal funding for harbor deepening and maintenance. These funds need to be matched at the local or state level.¹⁹

Railroad Rehabilitation & Improvement Financing (**RRIF):** Federal Railroad Administration financing tool available for port rail projects. Some ports find program requirements burdensome, while some would prefer that it had a capital grants component, making continued advocacy important.²⁰

Port Security Grant Program (PSGP): Federally managed grant with \$100 million available in Fiscal Year 2021 for funded patrol vessels, video surveillance, access control systems, sonar equipment, cybersecurity assessments, Transportation Worker Identification Credential (TWIC) readers, and infrastructure.²¹

Diesel Emissions Reduction Act (DERA): Federally managed grant to improve air quality at the nation's ports. In Fiscal Year 2021, the U.S. EPA anticipates awarding \$46 million for emissions and idle control devices, aerodynamic equipment, engine and vehicle replacements, and alternative fuel options.²²

- ¹⁶ https://www.fhwa.dot.gov/fastact/summary.cfm
- $^{17}\ https://www.transportation.gov/buildamerica/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing/infra-grants/infrastructure-rebuilding-america/financing-america/financing-america/financing-america/financing-america/financing-america/financing-america/financing-america/financing-america/financing-america/financing-america/financing-america/fin$
- ¹⁸ https://www.transportation.gov/RAISEgrants
- ¹⁹ https://www.usace.army.mil/Media/News-Releases/News-Release-Article-View/Article/2476138/us-army-corps-of-engineers-releases-work-plan-for-fiscal-2021-civilworks-appro/
- ²⁰ https://www.transportation.gov/buildamerica/financing/rrif/railroad-rehabilitation-improvement-financing-rrif
- ²¹ https://www.dhs.gov/news/2021/02/25/dhs-announces-funding-opportunity-187-billion-preparedness-grants

²² https://www.epa.gov/dera/national

¹⁵ https://www.maritime.dot.gov/PIDPgrants

FOREIGN-TRADE ZONES

Created in 1934 to encourage international trade, a Foreign-Trade Zone (FTZ) is a land area located in or near a U.S. port of entry that is legally considered outside the national customs territory. There are 21 FTZs located in the state of Florida, second only to Texas.²³ FTZs provide economic incentives to companies importing or exporting international goods.²⁴ Duty-free treatment is applied to items that are re-exported and duty payment is deferred on items sold in the U.S. market. These savings are advantageous to shippers: one of JAXPORT's largest FTZ users, Mazda North America Operations, saves approximately \$100,000 annually on merchandise processing fees.²⁵ Collectively, FTZs across the United States employ more than 440,000 workers²⁶ with Florida's FTZs supporting some 6,000 jobs statewide.²⁷

- ²³ https://www.enterpriseflorida.com/wp-content/uploads/Foreign-Trade-Zones.pdf
- ²⁴ https://www.trade.gov/foreign-trade-zones-board
- ²⁵ https://www.JAXPORT.com/hidden-savings-opportunity-the-merchandise-processing-fee/
- ²⁶ https://www.naftz.org/wp-content/uploads/2021/02/Five-Ways-the-U.S.-FTZ-Program-Helps-Build-a-Stronger-U.S-Economy-Infographic-Final-2021.02.17.pdf
- ²⁷ https://www.naftz.org/wp-content/uploads/2012/10/2011-State-by-State-Study.pdf



Cruise & Leisure

KEY TAKEAWAYS

- Cruising has been integral to Florida's economic competitiveness for decades; in the most recent year prior to the onset of the COVID-19 pandemic, the industry's direct expenditures generated 158,992 jobs and \$8.1 billion in income across the state.
- The 15-month period between March 2020 and May 2021 saw a cancellation of nearly all cruise sailings across North America and most of the world; as a result, the robust growth trend experienced prior to the COVID-19 pandemic was interrupted in a near total and entirely unprecedented way.
- Cruise began its ascent from COVID-19 in June 2021 and will continue to deploy cruise vessels to key Florida homeports in the near-term with cruise activity returning to previous levels in mid-2022.
- Some 747,316-passengers departed Florida ports on one-day (184,744) and multiday (562,572) sailings. This is far below the annual numbers, but it is significant in that cruise has restarted. For multi-day sailings PortMiami led the way with 247,529 cruise passengers with Port Canaveral at 233,216 cruisers.
- By end 2021, some 6.1-million people have cruised worldwide with numbers expected to be approximately 24.8 million for 2022 at current rates of vessel deployment and passenger capacity percentages.
- Florida continues to claim the world's top three cruise homeports PortMiami, Port Canaveral, and Port Everglades – and is home to the largest cruise ships in the world, with carrying capacities surpassing 6,500 passengers and gross tonnage above 225,000 tons for some vessels.
- Despite the significant impacts of the COVID-19 pandemic on cruise activity worldwide, the fundamentals of the industry remain strong, and the combination of pent-up demand and industry protocols are expected to result in a full long-term recovery and pre-pandemic growth patterns within three years; cruise activity in Florida is expected to lead this recovery.
- For many years, Florida has been a global hub for mega yachts, both for extended marina stays and, increasingly, for maintenance; this trend is expected to continue.
- Port St. Pete, Port of Palm Beach, and Port of Fort Pierce all offer a variety of services and amenities to attract and support the mega yacht market. 28, 29

²⁸ https://www.berthonepalmbeach.com

²⁹ https://www.stpete.org/port/amenities.php

LEADING THE WORLD IN CRUISING

FERMINAL LAUNCH PAD

Cruising has been integral to Florida's economic competitiveness for decades and strategic investments in community-friendly facilities have allowed Florida's cruise ports to remain true to the goals of exceptional service, efficient operations, and local partnership. The state's embarkations increased 43.3 percent between 2010 and 2019.^{30, 31} In the most recent year prior to the onset of the COVID-19 pandemic, Florida ports accounted for 60.1 percent of total U.S. cruise passenger embarkations. As a result, the industry's direct expenditures generated 158,992 jobs and \$8.1 billion in income across the state.³² Florida-based cruise activity also generated more than \$9.0 billion in direct revenue for Florida businesses in 2019. Approximately \$4.0 billion of these direct expenditures went to tourism related businesses, with more than \$2.1 billion going to the manufacturing industry.³³

Florida has benefited not only from many years of steady cruise passenger growth prior to the COVID-19 pandemic, but also from the adoption of technological advances that will continue to drive and shape the industry in coming years.

- ³⁰ https://akcruise.org/wp-content/uploads/2012/05/2010-CLIA-Economic-Study.pdf (p.50)
- ³¹ https://cruising.org/-/media/research-updates/research/2019-usa-cruise-eis.ashx (p.42)
- ³² https://cruising.org/-/media/research-updates/research/2019-usa-cruise-eis.ashx (p.42)
- ³³ https://cruising.org/-/media/research-updates/research/2019-usa-cruise-eis.ashx (p.43)



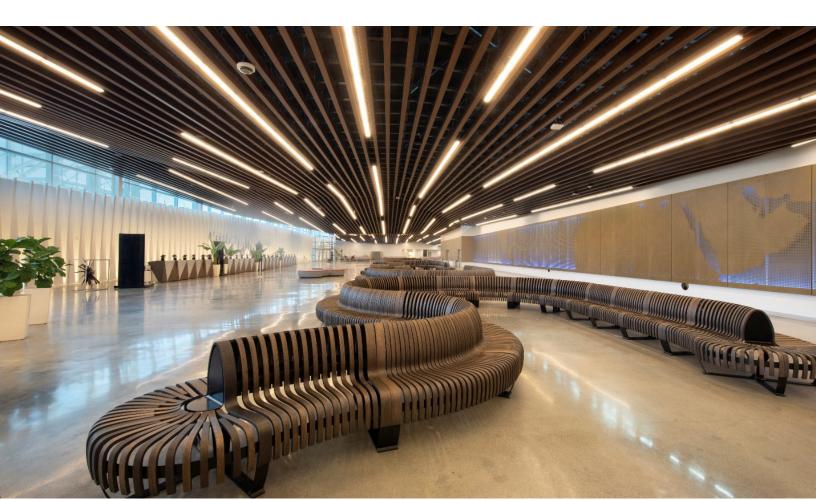
ADVANCING TERMINAL DESIGN AND ENVIRONMENTAL INITIATIVES

Florida continues to claim the world's top three cruise homeports - PortMiami, Port Canaveral, and Port Everglades - and is home to the largest cruise ships in the world, with carrying capacities surpassing 6,500 passengers and gross tonnage exceeding 225,000 tons for some vessels, up from an average of just over 2,000 passengers and approximately 80,000 gross tons 20 - 30 years ago.³⁴ The ability to accommodate the largest cruise ships in the global fleet distinguishes Florida's "big three" cruise ports from most other seaports in the U.S. and around the world and gives them a competitive advantage in terms of attracting future cruise activity. By constructing world-class cruise infrastructure and using cutting-edge technology, all three of these ports have established themselves as industry leaders and forward-thinking partners of the cruise industry.

PortMiami has led the way by building multiple custom-built cruise terminals and related amenities, such as transportation improvements and new parking facilities. This new infrastructure facilitates port operations by ensuring efficient passenger and baggage processing as well as an overall positive experience for cruise passengers and crew alike. Additionally, in 2021, PortMiami announced plans for shore power at the port by 2023. PortMiami recently delivered Terminal V for Virgin Cruises and is in the planning stages for additional facilities to meet the demands of the cruise industry.

Port Canaveral took similar steps last year to position itself as the first homeport in the world to host Carnival Cruise Line's newest and largest cruise ship, the Mardi Gras, which is the first cruise ship in North America to be powered by liquefied natural gas (LNG) rather than traditional bunker fuel. Port Canaveral has plans to build additional cruise infrastructure in the future, in line with post-pandemic market conditions. As such the Port opened a new state-of-the-art Cruise Terminal 3 in July 2021 for Carnival Cruise Lines.

³⁴ https://www.cruzely.com/chart-see-the-dramatic-rise-in-the-size-of-cruise-ships



Not to be outdone, in 2019 Port Everglades opened one of the industry's most advanced cruise terminals in partnership with Celebrity Cruises to host that brand's newest and largest class of vessels, the Celebrity Edge. The new terminal, constructed using green building practices, features the latest checkin technology for enhanced passenger processing, redesigned roadways for improved ground accessibility, and facial recognition technology to expedite disembarking customs and immigration processing. They are now underway with the renovation of Cruise Terminal 4 and the adjacent berth for Disney Cruise Line's newest homeport to be opened in November 2023. These ports, as well as SeaPort Manatee, Palm Beach, Port Tampa Bay and JAXPORT provide homeport facilities and are building new cruise infrastructure in the future to accommodate long-term growth in cruise activity as the industry restarts.





NUMBER OF CRUISE SHIPS BASED IN FLORIDA

In 2020, Florida seaports homeported nearly 100 cruise vessels.³⁵ The scope of economic activity generated by these ships represents significant value for the Florida economy, with the tourism and manufacturing industries being the largest beneficiaries. Prior to the COVID-19 pandemic, Florida's tourism-related businesses - including hotels, airlines, travel agencies, restaurants, and ground transportation services, among others - received approximately 44 percent of direct cruise industry expenditures, totaling just under \$4.0 billion. Another 24 percent of direct spending went to the manufacturing industry with \$2.1 billion in direct expenditures. The three largest sectors affected within this industry were the food and beverage manufacturers, petroleum manufacturers, and chemical manufacturers that make soap, cleaning, and toiletry products for use onboard cruise ships.³⁶

Carnival Corporation & plc., Royal Caribbean Group, Norwegian Cruise Line Holdings, MSC Cruises (USA) Inc., Disney Cruise Lines, Virgin Cruises, Ritz-Carlton Yacht Collection and American Queen Voyages are also all headquartered in Florida, which adds corporate and workforce spending and investment to the economic impacts of vessel operations at ports. As shown in Exhibit 21, the COVID-19 pandemic and subsequent shutdown of the cruise industry has had a devastating impact on port revenues and in turn the economic impacts and jobs cruising provides to Florida. However, the cruise industry is restarting with much of the capacity being deployed to key Florida homeports to take advantage of the option for shorter sailings and to call on their private islands in the Bahamas. Additionally, assessing the core regional growth of the Bahamas/Caribbean region of which the major Florida homeports provided most of the annual cruise capacity, large brand operators' trend toward the continued development of US homeports that can reach the North American drive consumer market and continue generating new demand including the Florida cruise ports. This significant investment going on before COVID-19 by cruise lines and downstream destinations alike shows the vast potential and direction for the future of the region. The investments suggest that not only is the Caribbean region expected to continue to serve as the world's leading cruise market, but that cruise lines fully intend to continue to deploy more traffic to the region overall for many decades to come.

EXHIBIT 9

CRUISE REVENUE PASSENGERS AT FLORIDA SEAPORTS 2021 V. 2020

		2020			2021	
Florida Seaport	One-Day	Multi-Day	Total	One-Day	Multi-Day	Total
Port Canaveral	126,095	2,261,431	2,387,526	135,690	233,216	368,906
Port Everglades	57,095	2,482,447	2,539,542	49,054	67,892	116,946
Port of Fernandina*	0	0	0	0	0	0
Port of Fort Pierce*	0	0	0	0	0	0
JAXPORT	0	74,865	74,865	0	0	0
Port of Key West	0	501,320	501,320	0	0	0
SeaPort Manatee*	0	0	0	0	0	0
Port Miami	0	3,478,000	3,478,000	0	247,529	247,529
Port of Palm Beach	0	141,051	141,051	0	13,935	13,935
Port Panama City*	0	0	0	0	0	0
Port of Pensacola	49,239	0	49,239	0	0	0
Port of Port St. Joe*	0	0	0	0	0	0
Port St. Pete	0	0	0	0	0	0
Port Tampa Bay	0	507,920	507,920	0	0	0
Port Citrus*	0	0	0	0	0	0
Total	232,429	9,447,034	9,679,463	184,744	562,572	747,316

* The ports of Fernandina, Fort Pierce, Manatee, Panama City, Port St. Joe and Citrus did not report cruise passenger activity for 2018-2020.

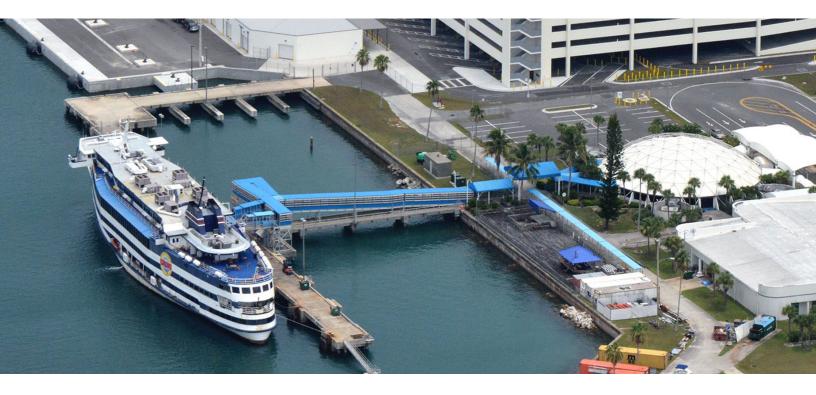
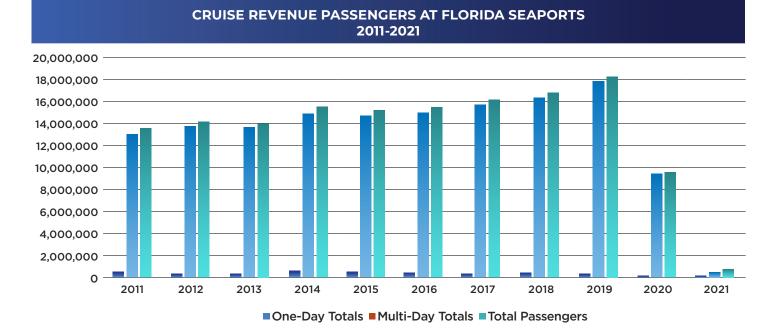


EXHIBIT 10







YACHTS OF FLORIDA

Florida has for many years been an important global hub for mega yachts, also referred to as superyachts. These large leisure yachts arrive for extended marina stays after long voyages and increasingly request and undergo maintenance, refit and overhaul services (MRO) in Florida. Several of Florida's public seaports are active in the growing MRO market.

Port St. Pete markets itself as the only superyacht marina on Florida's Gulf Coast. Its location in the heart of downtown St. Petersburg gives passengers and crew easy access to numerous local and regional recreational opportunities including elite golf courses, miles of white sand beaches, shops, restaurants, galleries and museums, including the world-renowned Dalí Museum.

The **Port of Palm Beach** leases a berth and related facilities to Berth One Palm Beach, which is a dedicated mega yacht facility located at the northern end of the port. Berth One Palm Beach offers dockage to luxury yachts up to 450 feet long with drafts as deep as 30 feet.

After signing a 75-year lease with St. Lucie County in April, 2019, Derecktor **Fort Pierce** opened for in-water service and dockage in November, 2020 and began developing its mega yacht infrastructure and facilities in December of last year. This project will boast a 1,500-ton mobile boat hoist, which will be the largest in the world, when complete. Once fully operational, Derecktor Fort Pierce will be a full-service shipyard capable of accommodating yachts up to 500 feet in length. Derecktor is also working with Indian River State College, the Economic Development Council of St. Lucie County and the Marine Industries Association of the Treasure Coast to create a yacht service technician apprenticeship program in order to develop a highly skilled and specialized workforce to support the local marine industry.

Several of Florida's seaports also handle the importing and exporting of boats, yachts and related products. Fort Lauderdale, which is often referred to as the yachting capital of the world, has more than 50,000 registered yachts and over 300 miles of inland waterways. It is also home to one of the largest boating shows in the world. Port Everglades, part of which is located in the City of Fort Lauderdale, imported and exported more than \$1 billion of *Ships*, *Boats* and *Floating Structures* in 2020, up from \$917.5 million in 2019.

PORT PROFILES

PORT CANAVERAL PORT EVERGLADES PORT OF FERNANDINA PORT OF FORT PIERCE JAXPORT PORT OF KEY WEST SEAPORT MANATEE PORT MANATEE PORT OF PALM BEACH PORT OF PALM BEACH PORT OF PENSACOLA PORT OF PORT ST. JOE PORT ST. PETE PORT TAMPA BAY PORT CITRUS*



Port Canaveral

CANAVERAL PORT AUTHORITY www.portcanaveral.com Year port was established: 1953 Foreign-Trade Zone #136



Port Canaveral is a world-class deep-water seaport for global trade. For nearly seven decades, the Port has served as a critical gateway connecting commerce and consumers throughout Florida and the southeastern United States. Today, the Port continues to play a vital and historic role in supporting U.S. military operations, government, military and commercial space exploration and commerce.

Port Canaveral has a significant position and responsibility in building and sustaining a strong economy on Florida's Space Coast and the Central Florida region – as it is the 10th largest consumer market in the U.S. with economic growth well above the national average. The Port and its Foreign Trade Zone #136 serve as a unique quadri-modal transportation hub: linking sea, land, air and space with the benefits of a deep-water seaport that includes easy and efficient highway access; unrestricted airdraft; -43 deep-water sea access; and, uncongested multipurpose berthing.

Port Canaveral is perhaps best known as the second busiest cruise port in the world, hosting some of the largest cruise vessels from the largest cruise brands in the world with millions of multi-day passenger embarkations annually. The Port currently has a total of seven cruise terminals with several recently undergoing major renovations to further support industry growth.

Prior to the onset of the global COVID-19 pandemic in March 2020 and the shutdown of cruising in the United States, Port Canaveral was hosting nearly 5 million multiday revenue cruise passengers annually. In FY 2020 that number dropped to 2,261,431, and in FY 2021 it was 233,216. However, in FY 2022 the number of homeported cruise vessels at Port Canaveral grows to 11 – the highest number of cruise ships in the Port's history — and the Port is anticipating passenger levels to approach or potentially exceed pre-pandemic levels.

Named "World's Best Cruise Port" by Global Traveler Magazine in 2019, and "Best Cruise Port in the U.S." by Cruise Hive in 2019 and 2021, Port Canaveral is the first LNG cruise port in North and South America.

Carnival Cruise Line's Mardi Gras – a 180,000-ton cruise ship powered by cleaner-burning LNG, arrived in June 2021 at the Port's brand new 188,000 sq. ft. Cruise Terminal 3 – the Mardi Gras's new home – and began sailing 7-day Eastern and Western Caribbean itineraries from Port Canaveral on July 31, 2021. The \$163 million terminal, berth works and adjacent 1,800 vehicle parking garage was the largest capital project in the Port's 68-year history.

In FY 2021, to support the arrival of LNG powered vessels, Port Canaveral commissioned into service a high-tech fireboat designed and purpose-built to provide enhanced marine and LNG firefighting and rescue capabilities. The \$4.8 million "Canaveral Fireboat 2" is a 65-foot Marine Firefighting Rescue Vessel equipped with conventional and dry-chemical firefighting apparatus to ensure the safety of the Port's growing maritime operations and expanding space enterprises in the region.

In FY 2019, Port Canaveral hosted nearly 4.6 million revenue cruise passengers through its state-of-the-art terminals and 6 million tons of cargo, including dry and liquid bulk, break-bulk, project, and containerized. In FY 2021, following an 18-month suspension of cruising due to the global COVID-19 pandemic, cruising is gradualling resuming from Port Canaveral while cargo operations expanded, continuing a growth pattern which began in FY 2020.

Goals & Objectives

- Diversify Port Canaveral's business portfolio with cargo terminal expansion and uplands development projects to accommodate more bulk and breakbulk cargo, energy products storage and distribution (transportation fuels and LNG).
- Increase cargo handling capabilities and add capacity for more flexibility to accommodate diverse commodities and increased heavy lift and project cargo for expanding commercial space operations.
- Improve berth capacities and capabilities to accommodate increasing vessel size and tonnage of cargo and cruise ships.

TOP Accomplishments

- \$110 million in total revenue for 2019 (highest in Port history).
- Completion of newly-built Cruise Terminal 3 complex in June 2020 to homeport Carnival Cruise Line's Mardi Gras - the largest and newest class of ship and the first LNG powered cruise ship in North or South America.
- Carnival's Mardi Gras arrived in June 2021 and began revenue sailings on July 31, 2021.



Although approximately 75-percent of the Port's total revenue is derived from its cruise business, the Port has an increasingly diversified cargo portfolio and growing needs to support the region's commercial space operations.

The Port is investing in increasing its operational capabilities and capacity to meet the needs of today's larger more sophisticated vessels; add value to the Port's capabilities; and, to maintain its competitive position for handling current and future business demands.

The Port's five-year capital improvement program was paused in FY 2020 and FY 2021, but is back on track for FY 2022 encompassing harbor and landside infrastructure improvements, such as renovating cruise and cargo terminal facilities, as well as building and refurbishing multipurpose deep-water berths to keep pace with demands and promote economic prosperity for the region.

Current or Planned Investments for the Next Five Years

- Renovating/rebuilding North Cargo Berths 3 and 4.
- Stormwater improvements and utilities relocation to improve infrastructure resiliency, and expand land utilization and suitability of approximately 34 acres for uplands development.
- Acquiring second mobile harbor crane to substantially increase the Port's cargo handling capabilities.
- Relocating and/or improving access roadways and installing new signaling to improve traffic access / egress and improve public safety and security.
- Cruise terminal expansion and berth improvements to increase flexibility to accommodate larger cruise vessels.

	E PARTNERS /ALUE)	TOP COMMODITY TRADED (BY VALUE)			
IMPORTS	EXPORTS	IMPORTS	EXPORTS		
 Bahamas Germany Sweden Canada Japan 	 Bahamas Ascension Bermuda Netherlands 	 Petroleum Slag Lumber Limestone Granite 	 Salt Petroleum Containers Sand Juice 		
	FY 2020 TEUs	FY 2021 TEUs			

FY 2020 TI	EUs	FY 2021 TEUs			
Imports:	371	Imports:	447		
Exports:	1,208	Exports:	1,727		
Total:	1,579	Total:	2,174		

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Cargo terminals (including upgrades, new berths, and equipment)	\$48,700,000	\$16,707,000	\$22,500,000	\$30,023,000	\$5,000,000	\$122,930,000
Channel or harbor deepening (including spoil sites)		\$3,250,000				\$3,250,000
Cruise terminals	\$9,322,000	\$11,152,000	\$25,000,000	\$25,000,000	\$25,000,000	\$95,747,000
Miscellaneous projects (such as research, environmental, equipment, repairs, fees)	\$4,668,000	\$10,550,000	\$3,249,000	\$628,000	\$630,000	\$19,725,000
Intermodal road and rail	\$148,000	\$2,683,000	\$300,000			\$3,131,000
Site improvements (excluding spoil sites)	\$255,000	\$16,835,000	\$250,000			\$17,340,000
Other structures	\$4,656,000	\$4,100,000	\$100,000	\$100,000		\$8,956,000
Security	\$1,992,000	\$1,691,000	\$479,000			\$4,162,000
TOTAL	\$69,741,000	\$66,968,000	\$51,878,000	\$55,751,000	\$30,630,000	\$274,968,000



Port Everglades

BROWARD COUNTY, PORT EVERGLADES DEPARTMENT www.porteverglades.net Year port was established: 1927 Foreign-Trade Zone #25



Business diversity and a strong commitment to customer service distinguishes Port Everglades from most U.S. seaports. With its proximity to the popular Caribbean, Port Everglades is the third busiest cruise homeport in the world. It is a leading container port in Florida and among the most active cargo ports nationally.

Port Everglades is also South Florida's main seaport for receiving energy products, including gasoline and jet fuel. Port customers benefit from direct highway access, an international airport within two miles, state-of-the-art foreign-trade zone warehousing and a 43-acre international and domestic intermodal container transfer facility that makes it possible for cargo shipped to Port Everglades to reach Atlanta and Charlotte by rail within two days and 70 percent of the U.S. population in four days. An epicenter for international trade, the Port is positioned in one of the world's largest consumer regions, including a combined 110 million residents and seasonal visitors within an 80-mile radius.

Port Everglades is the U.S. gateway for trade with Latin America, moving 13 percent of all U.S./Latin American trade. The Port's diversified cargo mix includes containers, refrigerated cargo (4th for imports in the United States), new and used automobiles and trucks, dry bulk, breakbulk, project, RO/RO and liquid bulk. Approximately 38 percent of the transportation fuels consumed in Florida are stored and distributed by companies located within Port Everglades, including jet fuel for four international airports.

In a typical, non-COVID-19 year, Port Everglades hosts nearly 4 million cruise passengers annually sailing Caribbean, South American and Transatlantic itineraries offered by a variety of cruise lines and one daily ferry service. Guests enjoy the Port's proximity to three international airports including the rapidly growing Fort Lauderdale-Hollywood International Airport (FLL) less than two miles away. For pre- and post-cruise stays, Port Everglades is a short drive to sweeping beachfronts, a vibrant art scene, world-class restaurants, craft breweries, entertainment, shopping, casinos, and family-friendly activities -- including its namesake, the Florida Everglades.



Always striving to modernize its facilities to maximize productivity, Port Everglades follows an aggressive, comprehensive Master/Vision Plan that is updated every 2-4 years to reanalyze market trends, changes in the cruise, cargo shipping and energy industries, local planning initiatives and evolving technology. This in-depth analysis provides a projective and substantiated market-driven and environmentally sound phased roadmap for guiding cost-feasible capital investments.

A Broward County department, Port Everglades does not rely on local tax dollars for operations. The total value of economic activity related to Port Everglades was nearly \$29 billion is fiscal year 2020. More than 196,000 Florida jobs are impacted by the Port, including 10,389 people who work for companies providing direct services.

	E PARTNERS ALUE)	TOP COMMODITY TRADED (BY VALUE)
IMPORTS	EXPORTS	IMPORTS EXPORTS
 Honduras 	 Brazil 	Apparel Machinery
2 Dominican Republic	2 Dominican Republic	 2 Mineral Fuel, Oil 2 Television and Sound Equipment
3 Nicaragua	3 Chile	Image: 3 Television and Sound Image: 3 Vehicles
4 Guatemala	4 Honduras	Equipment
5 Brazil	5 Costa Rica	 Ships, Boats And Floating Structures
		Image: 6Image: 6Image: 6Image: 6Image: 60000Image: 60000Image: 60000Image: 60000Image: 60000Image: 60000Image: 60000Image: 60000Image: 60000Image: 70000Image: 7000<
	FY 2019/20	TEUs FY 2020/21 TEUs
	Imports:	457,618 Imports: 500,729
	Exports:	487,893 • Exports: 537,450
	Total:	945,512 👝 Total: 1,038,179

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GOALS & OBJECTIVES

- Complete the Southport Turning Notch Extension and crane rail infrastructure project.
- Develop a shore power program for cruise ships with Florida Power & Light and cruise line partners.
- Complete the U.S. Army Corps of Engineers Port Everglades Navigation Improvements Project.
- Diversify cruise line mix and begin renovations to Cruise Terminal 4 for Disney Cruise Line.

ACCOMPLISHMENTS

- Received first three of six low profile super post-Panamax gantry cranes in November 2020, placed into service in late February 2021, and commissioned with a combination live and "virtual" ceremony on March 21, 2021.
- Completed construction on the 1,818-space, state-of-the-art Heron Parking Garage, which serves Cruise Terminals 2 and 4.
- Received a construction "New Start" designation in the U.S. Army Corps of Engineers (USACE) FY 2020 Work Plan. The New Start designation funds \$29.1 million to build a new facility for the U.S. Coast Guard (USCG) Station in Fort Lauderdale.

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Construction is 75 percent completed on the largest infrastructure project in the Port's history. The Southport Turning Notch Extension, slated for completion in late 2023, will add new cargo berths and Super Post-Panamax container gantry cranes to the Port's main containerized cargo area by lengthening the existing turnaround area (turning notch) from 900 feet to 2,400 feet. Part of the \$471 million project includes installing crane rail infrastructure to handle new Super Post-Panamax container gantry cranes and the Port's existing cranes.
- Port Everglades commissioned three Super Post-Panamax container gantry cranes in February 2021 at \$13.8 million each to meet demands from current customers and new services anticipated from the Port's multimillion-dollar expansion program. Three

additional Super Post-Panamax container gantry cranes are under construction and anticipated to arrive in late 2024.

- To further enhance ship traffic at Port Everglades, the U.S. Army Corps of Engineers (USACE) is advancing a 24-year plan to deepen the Port's navigation channels from 42 feet to 48-50 feet and widen narrower sections of the channel for safe vessel passage. Construction is anticipated to be completed by 2030.
- In the Port's energy sector, a \$184-million Slip 1 expansion will allow the Port to safely service the petroleum industry with greater capacity, efficiency, sustainability and resiliency. This is a public-private partnership, with the civil infrastructure being constructed by the Port and petroleum transfer infrastructure being installed by private industry partners.

Through a comprehensive 20-Year Master/Vision Plan, Port Everglades and its consultant Bermello Ajamil & Partners, Inc. (B&A) have identified 50 infrastructure improvements, budgeted from \$1.6 billion to \$3 billion that will increase the Port's productivity over the next five, 10 and 20 years. More than half of the projects will be started and/or completed within the next five years.

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Cargo Terminals (Incl. New Berths and Equipment	\$13,800,000	\$18,210,000	\$32,042,500	\$18,242,500		\$82,295,000
Channel and Harbor Deepening	\$15,250,000				\$25,000,000	\$40,250,000
Cruise Terminals		\$17,000,000				\$17,000,000
Berth Rehabilitation and Repairs	\$1,500,000	\$6,520,500	\$16,265,500	\$15,200,000		\$39,486,000
Other Structures			\$12,888,000	\$12,888,000		\$25,776,000
Miscellaneous Projects	\$25,214,000	\$14,800,000	\$14,800,000	\$14,800,000	\$14,800,000	\$84,414,000
Intermodal Road and Rail		\$1,500,000	\$4,841,000	\$24,388,500	\$24,388,500	\$55,118,000
Security	\$775,000	\$360,000	\$250,000			\$1,385,000
TOTAL	\$56,539,000	\$58,390,500	\$81,087,000	\$85,519,000	\$64,188,500	\$345,724,000

Port of Fernandina (2021)

OCEAN HIGHWAY AND PORT AUTHORITY, NASSAU COUNTY www.portoffernandina.org Year port was established: 1941

The Port of Fernandina is located on Florida's Atlantic coast and provides port and terminal service, for both imports and exports to more than 14 pulp and paper producers located throughout Florida and the Southeastern United States, as well as steel and lumber export services to several steel companies with mills in the Southeast.

To better accommodate customers, capital investments of nearly \$10 million have been made, and additional investments are planned for the coming years. The Port has deepened its berths to 40 feet MLW, added 3 new cranes, and a new Terminal Operating System. It has replaced and upgraded its fleet of cargo handling equipment for all types of cargos. With recent USACE maintenance dredging of Fernandina's federal channel, the Port is now accessible to ships with drafts of up to 40 feet.

The Port is contemplating an expansion to increase the capacity of the Port's on-dock warehouses and rail transloading facilities, as well as to modernize the Port's truck gates. The Port currently has 230,000 square-foot of on-port warehouse facilities, over 130,000 square-feet of off-port warehouse facilities, and daily on-dock rail service. It also has a fully certified Container Freight Station, and will soon be adding Foreign Trade Zone designation. The Port Operator runs a fleet of 6 trucks to service its customers.

GOALS & OBJECTIVES

- The Port's 5-year capital improvement plan has an emphasis on sustainability, cargo growth and mitigating impacts to the surrounding community and environment.
- Increase containerized cargo, including direct services to the Caribbean and Latin America.
- Diversify breakbulk commodities to include more steel and lumber.
- Explore additional revenue streams.

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- An 800' Pier and Dock extension is being studied to increase the Port's berths to 2,000 l.f.
- Expansion & modernization of the Port's on-dock/ rail loading complex that will add over 150,000 sf of warehouse space, improve velocity, and additional rail car loading and unloading capacity.

ACCOMPLISHMENTS

- Worldwide Terminals has completed its fourth full year of operations
- Berth deepening to 40 feet MLW has been accomplished for the Port's 1,200 l.f. of docks
- Federal Channel Maintenance Dredging has been performed allowing access for ships with drafts of up to 40 feet
- A state of the art Terminal Operating System provides port customers and users with real-time access to data, and status of cargos in inventory and shipping details.

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Cargo Terminals (Incl. New Berths and Equipment)	\$	\$ O	\$ 250,000	\$ 1,000,000	\$ 10,750,000	\$ 12,000,000
Channel and Harbor Deepening (Incl. Spoil Projects)	\$	\$ O	\$ 750,000	\$ 750,000	\$ O	\$ 1,500,000
Cruise Terminals	\$	\$ O	\$ O	\$ O	\$ O	\$ O
Berth Rehabilitation and Repairs	\$	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,000,000
Other Structures- US Customs House and Admin Bldg.		\$ O	\$ 1,000,000	\$ 1,000,000	\$ O	\$ 2,000,000
Miscellaneous Projects - On- dock warehouse, gates and rail expansion & redevelopment	\$	\$ O	\$ 5,000,000	\$ 6,000,000	\$ 2,000,000	\$ 13,000,000
Site Improvements	\$	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000
Intermodal Road and Rail	\$	\$ 75,000	\$ 500,000	\$ 425,000	\$ O	\$ 1,000,000
Land Acquisition	\$	\$ O	\$ 1,000,000	\$ 1,000,000	\$ O	\$ 2,000,000
Security	\$	\$ 200,000	\$ 100,000	\$ O	\$ O	\$ 300,000
TOTAL	\$	\$ 675,000	\$ 9,000,000	\$ 10,575,000	\$ 13,150,000	\$ 33,400,000

* Port of Fernandina did not provide an updated CIP for 2021-2025.



Port of Fort Pierce

ST. LUCIE COUNTY

www.stlucieco.gov/departments-services/a-z/administration/port-of-fort-pierce Year port was established: 1920 Foreign-Trade Zone #218



In 1918, a special act of the Florida Legislature established a taxing district to fund the construction of the Fort Pierce Inlet. St. Lucie County became the port authority and has remained so through an act of legislature since that time.

Beginning in 1920, with the actual completion of the Fort Pierce Inlet, the port thrived, first as a hub for the coastwise shipping of Florida citrus and produce. The port was then converted into a U.S. Navy base in World War II before finally establishing itself as a shipping hub to the Bahamas.

The Port of Fort Pierce has been unique among Florida ports in that its working waterfront, the Indian River Terminal and much of the rest of the port were held in private ownership. That changed in January 2018, when St. Lucie County acquired the terminal with a goal of transforming it from a dated cargo facility to a purpose-built shipyard for the maintenance, refit and overhaul of megayachts. The Port of Fort Pierce is in a state of dramatic transformation. The bold decision of the St. Lucie Board of County Commissioners to purchase the former Indian River Terminal, once a bustling cargo facility that had fallen into stagnation through shifting markets, and lack of resources for need improvements to infrastructure, is the catalyst. The purchase was made with the specific purpose of converting the land into a mega yacht maintenance, refit, and overhaul facility for very large (200 feet or longer) motor yachts and large sailing vessels. Derecktor Ft Pierce, LLC began operations on November 1, 2019. Within a year it will erect the world's largest mobile vessel hoist. After years of inertia, it is expected that this "new" facility will be the catalyst for development of the large tracts of waterfront property that remains undeveloped, as part of or complementing to this new market.

GOALS & OBJECTIVES

- Job creation and economic growth through successful development and operation of the former Indian River Terminal by Derecktor Ft Pierce, LLC
- Development of vast undeveloped port properties (included County-owned Harbour Pointe)
- Development of robust job training/ apprenticeship programs

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Our projects reflect the conversion of a decades-old cargo terminal into a purposebuilt facility specifically for the maintenance refit and overhaul of megayachts over 200 feet in length and large sailing vessels that include dock rehabilitation and upgrades.
- Terminal improvements, including paving to support heavy vessels
- Gate relocation and construction

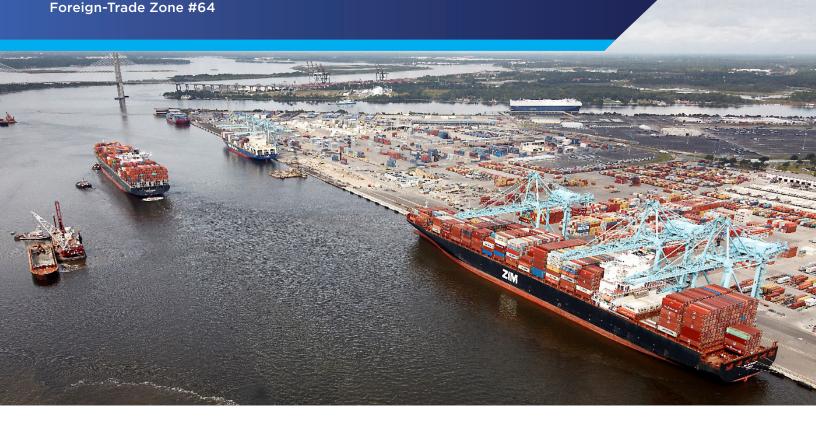
ACCOMPLISHMENTS

- Acquisition of the former Indian River (Cargo) Terminal
- Selection of Derecktor Shipyards, Inc. to operate the former Indian River Terminal for the operation and development of megayacht maintenance, refit, overhaul facility.
- Demolition of the 50+ year-old citrus packing house to provide critical uplands space for megayacht MRO.

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Cargo Terminals (Incl. New Berths and Equipment)	\$500,000					\$500,000
Channel and Harbor Deepening (Incl. Spoil Projects)	\$5,000,000	\$2,500,000				\$7,500,000
Berth Rehabilitation and Repairs	\$3,000,000	\$3,000,000				\$6,000,000
Site Improvements	\$500,000	\$500,000	\$200,000	\$200,000		\$2,000,000
Security	\$250,000	\$250,000	\$ 250,000			\$750,000
TOTAL	\$9,250,000	\$6,250,000	\$450,000	\$200,000		\$16,150,000

JAXPORT

JACKSONVILLE PORT AUTHORITY www.jaxport.com Year port was established: 1963



Located in the heart of the Southeastern United States, at the crossroads of the nation's rail and highway network, JAXPORT is a preferred global gateway to Florida, the nation's third-most-populous state. JAXPORT is Florida's largest container port by volume and one of the nation's top vehicle-handling ports.

JAXPORT owns, maintains and markets three cargo terminals, two intermodal rail terminals and one passenger cruise terminal along the St. Johns River: Blount Island Marine Terminal, Dames Point Marine Terminal, Talleyrand Marine Terminal, Talleyrand Intermodal Container Transfer Facility (ICTF), Dames Point ICTF and JAXPORT Cruise Terminal.

The port's single biggest growth initiative—deepening the Jacksonville shipping channel to 47 feet through the port's Blount Island Marine Terminal—is anticipated to be complete in summer 2022, three years ahead of its original schedule. The deepening project includes construction of a vessel turning basin that allows larger ships to turn at Blount Island berths. More than \$200 million in berth and terminal enhancements are currently underway to add container capacity and enable Blount Island to simultaneously accommodate two post-Panamax ships.

Dozens of ocean carriers call JAXPORT, offering shippers competitive transit times to 140 ports in more than 70 countries. JAXPORT offers ocean carrier services to all major world regions, including regular container service connecting Jacksonville with Asia, South America, the Caribbean and Central America, as well as customized container freight shipments and transshipment options to and from Europe and Africa. The world's leading ocean carrier alliances call JAXPORT with regular services to destinations throughout Asia through both the Panama and Suez canals.

Port terminals are within minutes of three major Interstate highways – I-10, I-75 and I-95 – providing access to more than 98 million consumers within one day's drive. JAXPORT is served by 100 trucking firms and 40 daily trains via Class I railroads CSX and Norfolk Southern and regional Florida East Coast Railway. JAXPORT's intermodal connections offer seamless access to markets throughout the Southeast and Midwest, including Mississippi and Ohio

river valleys. Northeast Florida offers numerous advantages for manufacturers, including 144 million square feet of competitively priced warehousing and distribution space, a labor force of 845,000-plus workers and streamlined clearances via Foreign-Trade Zone No. 64.

As one of the nation's most diversified ports, JAXPORT has experienced labor for a variety of specialty cargos, including breakbulk, fresh and frozen, forest products, high and heavy, project cargo and more. Jacksonville is also a convenient, centrally located drive-to cruise market. The port is home to the 2,056-passenger Carnival Ecstasy, offering four- and five-day cruises to the Bahamas. The region is a global leader in the use of liquefied natural gas as a clean marine fuel. JAXPORT is the only U.S. East Coast port to offer on-dock and near-dock LNG fueling capabilities for ships, and four LNG-powered vessels are based in Jacksonville.

GOALS & OBJECTIVES

- The core strategies in JAXPORT's Strategic Master Plan include growing JAXPORT's container, auto and breakbulk business, as well as acquiring additional land to accommodate future growth.
- Historically, Puerto Rico is JAXPORT's largest trading partner. We will continue to build on this important partnership, while growing our businesses throughout the Caribbean, as well as working to grow our offerings in the trans-Pacific, trans-Atlantic and African trades as well.

JAXPORT is Northeast Florida's economic engine, with cargo activity through Jacksonville's seaport supporting more than 26,000 jobs in Florida and more than \$31 billion in annual economic output for the region and state.

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Completion of Jacksonville Harbor Deepening Project to 47 feet.
- Container Terminal Upgrades at the SSA Jacksonville Container Terminal
- Westrock Property Development to expand cargo-handling capacity at the Talleyrand Marine Terminal.

ACCOMPLISHMENTS

- Securing full funding for the 47-foot harbor deepening project and keeping the deepening ahead of schedule with a completion of summer 2022.
- Set a new container volume record and kept cargo moving seamlessly throughout the pandemic and the global supply chain crisis that followed.
- Grew private sector port-dependent jobs 8 percent over the previous 5-year period.



By summer 2022, Jacksonville's harbor will be deepened to 47 feet, with related crane and berth infrastructure in place to accommodate increasingly larger container ships. Harbor deepening is JAXPORT's single biggest growth initiative and will enable them to grow their container business and the private sector jobs it supports. In addition to building their container business, JAXPORT's current Strategic Master Plan also includes a focus on building on the port's diversification through the growth of other core business lines, including autos and breakbulk.

TOP TRADE PARTNERS

JAXPORT's vision is to be a global leader in diversified trade and supply chain solutions, focused on efficiency and fiscal integrity. JAXPORT supports the needs of their customers by growing in a strategic manner, which includes maintaining congestion-free berths for ship calls. JAXPORT will also demonstrate their commitment to being good stewards of the environment by incorporating eco-friendly elements in infrastructure, equipment and facilities, and build on their efficiencies through the use of industry-leading technology.

TOP COMMODITY TRADED

	DE PARTNER VALUE)	5				ODITY TRAD VALUE)	ED
IMPORTS	EX	PORTS		IMI	PORTS	EXF	PORTS
1 Puerto Rico	 Pue 	rto Rico		1 Mote	or Vehicles	1 Arts	and Crafts
2 Northeast Asia		t Coast of th America			:. Inorganic 1pounds	-	Inorganic pounds
3 Northern Europe	3 Sou	theast Asia		3 Wire	es and Cable	3 Pear	S
4 Central America	4 Nor	theast Asia		4 Med	licine	4 Plum	bing Supplies
5 Southeast Asia	5 Afri	са		5 Med	lical Supplies	5 Steel	
	EV	2010/20 TEUR			/21 TEUs		
		2019/20 TEUs					
	• Im			Imports:			
	Ex	ports: 655,5	599	Exports:	725,936		
	🔴 То	tal: 1,277	,161	Total:	1,408,860		
CIP Project Type	FY 2021/2022	FY 2022/2023	FY 202	3/2024	FY 2024/2025	FY 2025/2026	Total Five-Year CIP
Cargo Terminals (Incl. New Berths and Equipment)	\$75,982,000	\$10,880,760	\$9,6	675,000	\$445,000	\$400,000	\$97,382,760
Channel and Harbor Deepening (Incl. Spoil Projects)	\$`16,820,000	\$1,617,000	\$	2,517,110	\$1,517,110	\$1,517,110	\$23,988,330
Cruise Terminals	\$1,537,000	\$ 1,022,000	\$1,5	522,000	\$22,000	\$522,000	\$4,625,000
Berth Rehabilitation and Repairs	\$7,600,000	\$60,100,000	\$2,6	50,000	\$1,150,000	\$ 61,150,000	\$132,650,000
Other Structures	\$335,000	\$120,000					\$455,000
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$1,147,050	\$802,000	\$5	00,000	\$350,000	\$350,000	\$3,149,050
Site Improvements	\$1,472,000	\$3,950,000	\$4	50,000	\$450,000	\$450,000	\$6,772,000
Intermodal Road and Rail	\$787,000	\$4,575,000	\$	175,000	\$265,000	\$425,000	\$6,227,000
Land Acquisition	\$1,100,000						\$1,100,000
Security	\$2,079,197	\$100,000					\$2,179,197
TOTAL	\$108,859,247	\$83,166,870	\$17	489,110	\$4,199,110	\$64,814,110	\$278,528,337
58 FSTED Seaport Mission	Plan						



Port of Key West

CITY OF KEY WEST

www.cityofkeywest-fl.gov/158/Cruise-Ships-Marine-Services Year port was established: 1823



The Port of Key West, Florida's most southern port, consists of three docking facilities: Mallory Square, the Navy's Outer Mole Pier, and the privately-owned Pier B. These facilities constitute one of the busiest cruise ports of call in the nation and one of the state's strongest and most sustained ferryport operations. The port hosts cruise ships from Miami, Port Everglades, Canaveral, Tampa and Jacksonville as well as ferries from Fort Myers and Marco Island. Due to the COVID-19 pandemic the port only hosted 161,197-cruise passengers.

The Port of Key West is a major economic engine for the city and local businesses, resulting in an economic impact annually of \$85 million (pre-pandemic). The port provides 1,250 direct and indirect jobs to the 25,000 citizens of Key West, while contributing 6 percent of the city's total general tax revenue. Key West is one of the most popular ports in the Caribbean and passengers are introduced to the unique charm of Key West without contributing vehicular traffic to the overburdened US-1 corridor.

GOALS & OBJECTIVES

- Mallory T-Pier Extension and Plaza improvements
- Improvements in passenger movement and disbursement

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Mallory T-Pier Extension Reconstruction
- Malory Square Plaza Improvements
- Ferry Terminal Building Improvements



ACCOMPLISHMENTS

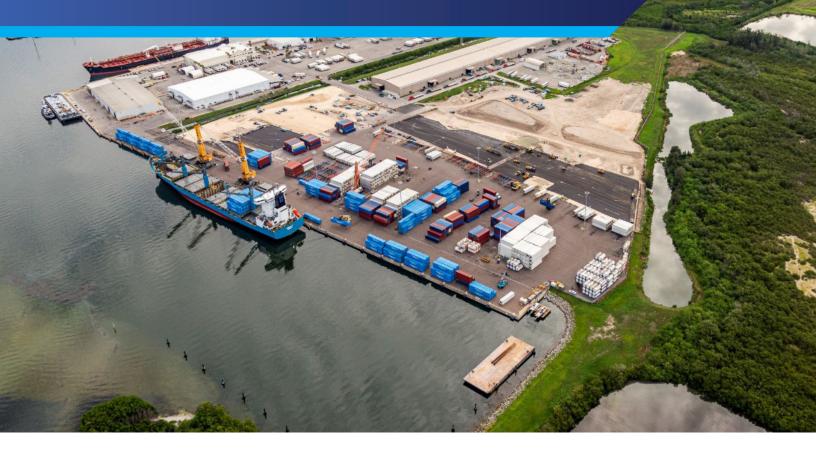
• Extension of the ferry terminal pier by 88' to accommodate multiple ferries completion of Truman Waterfront park development outer mole pier: the 33-acre former site of the Key West Naval base was redeveloped into an exceptional urban park to offer residents and visitors an opportunity to experience the historical origin of Key West.

• Installation of security cameras at Mallory Square and Outer Mole facilities to monitor cruise ship activities.

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Berth Rehabilitation and Repairs	\$2,420,000	\$437,500	\$540,000			\$3,397,500
Other Structures		\$200,000				\$200,000
TOTAL	\$2,420,000	\$637,500	\$540,000	NA	NA	\$3,597,500

SeaPort Manatee

MANATEE COUNTY PORT AUTHORITY www.portmanatee.com Year port was established: 1970 Foreign-Trade Zone #169



SeaPort Manatee is one of Florida's largest and fastestgrowing deepwater seaports, handling a diverse array of bulk, breakbulk, containerized and heavylift project cargos. Located at the entrance to Tampa Bay, SeaPort Manatee is the closest U.S. deepwater seaport to the expanded Panama Canal, with 10 40-foot-draft berths offering superior intermodal connectivity and competitive rates at its prime location.

SeaPort Manatee plays a key role in literally fueling Southwest Florida's economy, serving as gateway for 400-million gallons a year of gasoline and related fuels.

In recent years, SeaPort Manatee has attracted additional ocean carrier services, including direct weekly services of World Direct Shipping between Mexico and SeaPort Manatee, while continuing to be the preferred U.S. Southeast gateway for longtime tenant Del Monte Fresh Produce. At the same time, SeaPort Manatee has established itself as a project cargo trendsetter, with the opening of Air Products SeaPort Manatee's \$60 million liquefied natural gas heat exchanger fabrication facility immediately across U.S. 41 from port property.

In 2021, SeaPort Manatee continued its remarkable record of growth with new initiatives and infrastructure enhancements. Expanding the port's container yard by 13.5 acres will help efficiently accommodate growing containerized cargo activity while the lengthening of Berth 4 by 600 feet aims to maximize operating capacity. Improvements to the port's south gate, including the installation of two bi-directional traffic lanes, will accelerate and enhance the screening and vetting process of port visitors. Businesses benefit from the use of land surrounding the port, with the Florida International Gateway encompassing almost 5,000 acres of largely undeveloped sites adjacent to SeaPort Manatee.

SeaPort Manatee's Foreign-Trade Zone 169 allows many businesses within a 60-mile radius or 90-minute drive

to defer, reduce or even eliminate costly U.S. Customs duties. No other property within Florida offers more direct, extensive, and beneficial incentives to attract the development of logistically focused manufacturing, processing, warehousing, and distribution facilities.

Meanwhile, the International Trade Hub at SeaPort Manatee, based at the SeaPort Manatee Intermodal Center, is bolstering efforts to foster productive links for global commerce between markets in Florida and worldwide. Launched in 2014, the trade hub recently opened promotional offices in Latin America and Europe, broadening its reach. The hub has conducted expo-style showcases throughout Florida and received visits from high-level government and trade officials representing more than a dozen nations, including Argentina, Canada, Chile, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Germany, Guatemala, Honduras, Japan, Mexico, Peru, Poland, and Spain.

SeaPort Manatee is one of Manatee County's leading economic engines, continuously focused on developing commerce and the creation of jobs. Big businesses are increasingly drawn to the port and surrounding land, offering hundreds of new maritime and related industrial sector jobs. The port generates more than \$3.9 billion in annual economic impact while supporting more than 27,000 jobs, all without the benefit of local property tax support.

GOALS & OBJECTIVES

- Expanding berth capacity
- Increasing market diversity
- Increasing cargo staging capacity

ACCOMPLISHMENTS

- Continued increases in cargo tons and revenue – container TEU rose by 53.3 percent in the past fiscal year
- Extension of lease agreements with longterm tenants and business partners

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Berth 4 Extension
- Intermodal Container Yard Phase III
- Construction of a 150 sqft dry/chill warehouse

TOP TRADE PARTNERS (BY VALUE)		TOP COMMODITY TRADED (BY VALUE)				
IMPORTS	EXPORTS	IMPORTS	EXPORTS			
1 Mexico	1 Australia	1 Industrial Chemicals	1 Fertilizer			
2 Brazil	2 Costa Rica	2 Beverages	2 Electronics - Instruments			
3 Costa Rica4 Turkey	3 Mexico4 Guatemala	3 Aluminum	3 Steel Products			
G Argentina	Udatemala	4 Lumber5 Appliances	4 Plastic Products5 Industrial Chemicals			

FY2019/20 TEUS	FY 2020/21 TEUs
Imports:	Imports:
Exports:	Exports:
•	

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Cargo Terminals (Incl. New Berths and Equipment)	\$22,018,286	\$65,825,668	\$10,000,000	\$15,000,000	\$80,000,000	\$192,843,954
Channel and Harbor Deepening (Incl. Spoil Projects)						
Cruise Terminals		\$100,000	\$50,000,000			\$50,100,000
Berth Rehabilitation and Repairs	\$3,500,000	\$ 33,000,000	\$ 14,000,000			\$50,500,000
Other Structures	\$4,000,000			\$20,000,000		\$24,000,000
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$5,500,000					\$5,500,000
Site Improvements			\$4,000,000			\$4,000,000
Intermodal Road and Rail						
Land Acquisition					\$20,000,000	\$20,000,000
Security	\$2,400,000		\$1,000,000			\$3,400,000
TOTAL	\$37,418,286	\$98,925,668	\$79,000,000	\$35,000,000	\$100,000,000	\$350,343,954



Dante B. Fascell Port Miami

MIAMI-DADE COUNTY, SEAPORT DEPARTMENT www.portmiami.biz Year port was established: 1905 Foreign-Trade Zone #281

PortMiami had a record year in FY2021 for containerized cargo. The Port's experienced increases from Latin America, Asia, and Europe. The total TEUs for FY2021 increased 18% to 1,254,062 from 1,066,738 in FY2020.

PortMiami, among the nation's busiest ports, contributes approximately \$43 billion and more than 334,000 jobs annually to Florida's economy. Its sustained performance propels Miami to be recognized as the Cruise Capital of the World and Global Cargo Gateway. After completing more than \$1 billion of capital improvements on the cargo side, including a deep water channel with a depth of -50/52 feet, the acquisition of new super Post-Panamax gantry cranes, upgrades to on-dock intermodal rail providing connectivity to 70% of U.S. population in less than four days, and a fast access tunnel link to the U.S. interstate highway system, the world's largest container shipping alliances have made PortMiami their preferred port solidifying its position as a world class global gateway. To date, the Port has welcomed more than 300 Post-Panamax vessels requiring a -39 ft. draft or deeper that could not have called without the completion of these projects.

For the seventh consecutive year, PortMiami has surpassed the 1 million TEU mark and this past year hit just over the 1.25 million TEU mark.



GOALS & OBJECTIVES

- Maintain, improve and enhance cruise facilities necessary to accommodate the projected number of cruise passengers and ships
- Maintain, improve and enhance cargo facilities to accommodate the projected cargo volume demands
- Operate with top security measures and ensure compatibility of its facilities and operations with surrounding communities and the natural environment

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- New Cruise Terminals H, AA/AAA, F expansion, Berth 10, shore power at five terminals, and roadway improvements
- New Inland Cargo Ports and Rehabilitated Bulkheads/Berths
- Cargo Container Yard Infrastructure Improvements, including infrastructure for eRTGs, Post Panamx gantry cranes, and state-of-the-art cargo gate facilities

ACCOMPLISHMENTS

- Consistent cargo growth reflecting over 1 million TEUs for over 5 years in a row
- Cruise growth increase to a record 6.79 million passengers in FY2019 along with new contracts for continued growth
- Continuous safe and secure operations in a sustainable environment

TOP TRADE PARTNERS (BY VALUE)		TOP COMMODITY TRADED (BY VALUE)		
IMPORTS	EXPORTS	IMPORTS	EXPORTS	
1 China	1 Taiwan	 Machinery 	 Scrap Metal 	
2 Dominican Republic	2 Honduras	2 Apparel & Textiles	2 Machinery	
3 Honduras	3 China	Fruit & Vegetables	3 Vehicle Parts	
4 Italy	Dominican Republic	4 Platics & Rubber	• Apparel & Textiles	
5 Vietnam	5 Jamaica	5 Tobacco	5 Iron - Steel - Aluminum	

FY2019/20	D TEUS	FY 2020/21 TEUs			
Imports:	558,651	Imports:	649,337		
Exports:	508,088	Exports:	604,725		
Total:	1,066,739	Total:	1,254,062		

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Cargo Terminals (Incl. New Berths and Equipment)	\$106,500,000	\$33,313,000	\$63,280,000	\$16,840,000	\$4,434,000	\$224,367,000
Channel and Harbor Deepening (Incl. Spoil Projects)		\$1,500,000	\$1,100,000			\$ 2,600,000
Cruise Terminals	\$440,600,000	\$253,448,000	\$262,533,000	\$144,468,000	\$124,407,000	\$1,225,456,000
Berth Rehabilitation and Repairs	\$118,200,000	\$77,483,000	\$170,146,000	\$119,545,000	\$106,057,000	\$591,431,000
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$4,500,000	\$15,538,000	\$6,712,000	\$5,500,000	\$5,500,000	\$37,750,000
Site Improvements	\$64,700,000	\$83,164,000	\$68,016,000	\$43,452,000	\$39,290,000	\$298,622,000
Intermodal Road and Rail	\$1,560,000	\$ -	\$169,000	\$2,124,000	\$2,742,000	\$6,595,000
Security	\$12,900,000	\$1,347,000	\$6,371,000	\$5,870,000	\$482,000	\$26,970,000
TOTAL	\$748,960,000	\$465,793,000	\$578,327,000	\$337,799,000	\$282,912,000	\$2,413,791,000



Port of Palm Beach

STATE OF FLORIDA, PORT OF PALM BEACH DISTRICT www.portofpalmbeach.com Year port was established: 1915 Foreign-Trade Zone #135



The Port of Palm Beach is a full-service diversified landlord port located in Riviera Beach, Florida. The port and its dozens of tenants continue to be a powerful engine for economic development and job creation; employing more than 3,800 people in the South Florida region and the state.

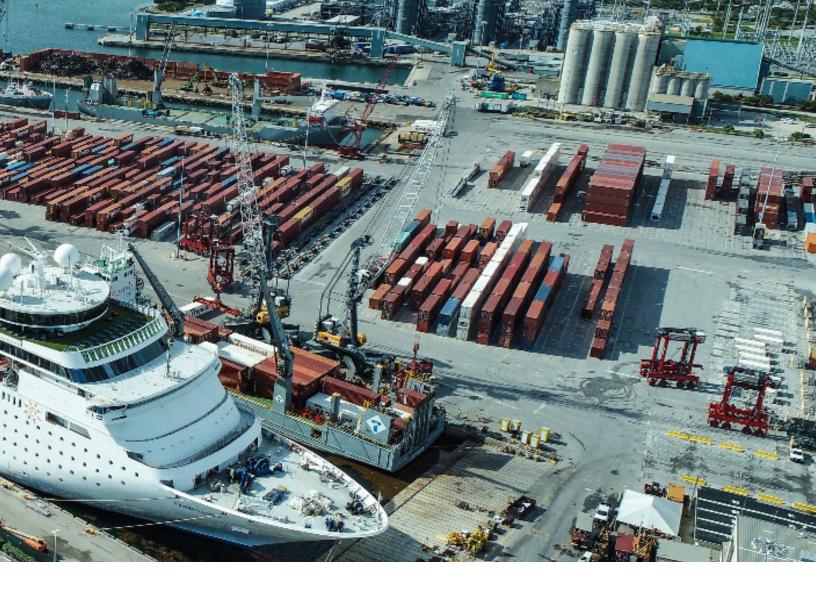
Its efficiency is unparalleled, processing more than \$14 billion in commodities, with food being the port's primary export commodity. Almost 80% of all goods passing through the port are exported, making the Port of Palm Beach one of only 16 "Export Ports" in the country. More than 2.5 million tons of cargo move through the Port of Palm Beach every year. All of this, despite the fact the Port is only 165 acres in size.

The Port of Palm Beach is an important distribution center for commodities shipped all over the world, especially the Caribbean Basin. Operations include containerized, dry bulk, liquid bulk, break-bulk, Ro/Ro and heavy-lift/project cargoes. Additionally, the port has provided a foreign-trade zone to the region since 1987, which encompasses both port and private sector sites. It consistently ranks as the fourth busiest container port of Florida's 15 seaports.

The port has three slips, 17 berths, and seven Ro/Ro ramps for 6,500 linear feet of berthing space, to accommodate vessels up to 700 feet long and 100 feet wide. With an operating draft of 33 feet MLW, the port's docks are a 15-minute transit from the first sea buoy.

The port is easily accessible from I-95, Florida's Turnpike, and the Florida East Coast Railway (FECR), allowing for seamless, cost-effective cargo movement. The FECR provides twice-daily service to the port's rail interchange. Offering the convenience of on-dock rail, the port owns and operates a locomotive and 6.5 miles of track.

The industrial switching operation is capable of handling box, hopper and double-stack rail cars, with 24/7 operations. Rail operations can accommodate 20-axle rail cars, with 450-ton capacity.



he Port offers a two-night cruise service through Bahamas Paradise Cruise Line. In April 2022, the Port will become home to the first Margaritaville brand cruise ship called Margaritaville Paradise. The exclusive cruise line, Margaritaville at Sea, will offer passengers two night cruises to Grand Bahamas Island. The cruise line will provide a unique ship to shore experience allowing passengers to add a four to six night vacation at all-inclusive hotels on Grand Bahama Island.

The port is an independent special taxing district, a subdivision of the State of Florida governed by five elected commissioners. The Port of Palm Beach District has statutory authority to levy ad valorem millage taxes, but has not done so in more than 47 years.



- Diversification of cruise market within the constraints of our facilities
- Redesign of facility layout for more efficient use of rail and solution to traffic issues which are included in the Port Infrastructure Development Project
- Complete Port's Master Plan to identify targeted business opportunities, infrastructure development and the integration of port and railroad activities with existing and planned infrastructure

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Currently working on a 10-year Strategic Master Plan
- Adding five new intermodal rail tracks, building new entrance gates, and radiation portal monitors
- Rail Infrastructure Improvement consists of upgrading most of the existing port rail system to 136 lb. rail with concrete steel ties
- Replacement of existing metal warehouses and buildings, which have exceeded their useable life span

ACCOMPLISHMENTS

- Awarded a \$13M federal Port Infrastructure Development Grant to expand the intermodal rail facility
- Completion of a \$13M mini slip called Berth 17. The project gave us the ability to increase cargo volume and was specifically designed for the Caribbean trade vessels.
- Development of Annex property once owned by the Florida Department of Transportation that was deeded to the Port for transportation usage. The 5.2 acres of land provides new secure storage space to our tenants and users.

TOP TRADE PARTNERS (BY VALUE)				ТОР СОММО (ВҮ V		
IMPORTS	EXPORTS					
1 Bahamas	Bahamas		1	Pearls, Precious Stones & Gold	0	Precious Metals & Coins
2 Virgin Islands	2 Virgina Islands		2	Yachts and Boats	2	Furniture
3 Canada	3 Leeward & Windward Islands		3	Machinery	3	Machinery
4 Leeward & Windward Isla	Ands Antilles		4	Cement	4	Misc. Edible Preparations
5 Italy	G Cayman Islands		5	Beverages	5	Explosives

FY2019/20	TEUS	FY 2020/21 TEUs			
Imports:	27,095	Imports:	115,642		
Exports:	121,892	Exports:	144,407		
Total:	148,987	Total:	260,049		

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Cargo Terminals (Incl. New Berths and Equipment)			\$3,000,000	\$3,000,000	\$1,000,000	\$7,000,000
Cruise Terminals			\$2,000,000			\$2,000,000
Berth Rehabilitation and Repairs		\$1,000,000	\$500,000	\$15,000	\$15,000	\$1,530,000
Other Structures		\$2,000,000	\$3,000,000	\$3,000,000	\$1,000,000	\$9,000,000
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$2,200,000	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,700,000
Site Improvements		\$5,000,000	\$5,000,000	\$2,000,000	\$5,000,000	\$17,000,000
Intermodal Road and Rail	\$2,000,000	\$8,000,000	\$10,000,000	\$3,000,000	\$3,000,000	\$26,000,000
Land Acquisition			\$1,100,000			\$1,100,000
Security	\$2,000,000	\$2,100,000	\$2,200,000	\$2,300,000	\$2,400,000	\$11,000,000
TOTAL	\$6,200,000	\$19,600,000	\$27,800,000	\$14,315,000	\$13,415,000	\$81,330,000

Port Panama City, Florida

PANAMA CITY PORT AUTHORITYY www.panamacityportauthority.com Year port was established: 1945 Foreign Trade Zone #65

Port Panama City USA is a growing regional Port located in Bay County, Florida. The Port provides terminal handling services for a diverse portfolio of customers and commodities at its two, deep-water marine terminal facilities, and Intermodal Distribution Center.

The Port specializes in handling breakbulk, bulk, and containerized cargoes. It also supports two, on-port manufacturing companies located at the West Terminal, as well as a number of other manufactures in the region. The development of the new East Terminal and continued investment in modernizing port infrastructure have been the priority over the last five years. Key projects have included the construction of Phase One of the East Terminal, and upgrading rail and road connectivity to the new terminal. The Port is close to completing construction of a 70,000 square foot Container Freight Station at the West Terminal, and started a \$16 million bulk terminal expansion project to handle an additional 300,000 tons of biomass exports per year. This project is expected to be completed in mid-2023.

The Port is actively engaged in regional economic development efforts. As part of its mission to support industrial development, Port Panama City works closely with the Bay Economic Development Agency, and Florida's Great Northwest to support the expansion of existing industries, and attract new industrial and distribution companies to the region. The port has developed a modern Intermodal Distribution Center (IDC) to promote warehousing and distribution services, transloading of bulk commodities between truck and rail, and provide shovelready sites for new industries. The Intermodal Distribution Center is centrally located fifteen miles north of the Port's East and West Terminals and is strategically connected to US HWY 231, the main truck route connecting Panama City to I-10 and I-65. Direct rail service to CSX and Norfolk Southern is provided via the Bay Line Railroad.



Over the next five years, Port Panama City is committed to adding 500,000 tons of new cargo activity between its two deep-water marine terminals. The port plans to purchase additional land at the East Terminal in 2022, and looks to add a second berth and additional on-port warehouse capacity. The Port also continues to invest in its West Terminal by constructing additional truck staging capacity, and expanding the container terminal to support its growing regional container trade. These long-term investments to modernize the port's infrastructure will continue to attract diverse commodities, and support new industrial development.

The Port will continue to work with local and regional economic development agencies to attract new industries to Northwest Florida. The Port Authority supports 1,300 direct jobs and another 7,700 user-related jobs. Cargo activity generates an estimated \$1.6 billion in economic value per year.



- Construct second port warehouse and berth at the East Terminal
- Dredge for second berth at the East Terminal
- Complete bulkhead refurbishment at the West Terminal

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Expansion of new East Terminal
- Expansion of container handling capabilities at the West Terminal
- Expansion of bulk storage facilities at the West Terminal

ACCOMPLISHMENTS

- Commenced operations at the new East Terminal
- Completion of deepening East Terminal berth, turning bason, and channel to thirty-six feet
- Activation of a third mobile harbor container crane

TOP TRADE PARTNERS (BY VALUE)				TOP COMMODITY TRADED (BY VALUE)				
					IMPORTS		EXPORTS	
1	Chile	0	United Kingdom	1	Copper	0	Wood Pellets	
2	Mexico	2	Costa Rica	2	Produce	2	Kraft Linerboard	
3	Germany	3	Far East	3	Finished Aluminum	3	Wood Pulp	
		4 5	Mexico Italy	4	Homebuilding Hardware Lumber	4 5	Textiles Equipment	

FY2019/20	TEUS	FY 2020/21 TEUs			
Imports:	26,336	Imports:	25,364		
Exports:	26,390	Exports:	25,784		
• Total:	52,726	Total:	51,148		

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Cargo Terminals (Incl. New Berths and Equipment)	\$7,750,000	\$13,400,000	\$17,300,000	\$7,800,000	\$3,700,000	\$49,950,000
Channel and Harbor Deepening (Incl. Spoil Projects)		\$2,550,000	\$250,000	\$3,500,000		\$6,300,000
Berth Rehabilitation and Repairs		\$550,000	\$1,050,000	\$6,300,000	\$6,300,000	\$14,200,000
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)		\$150,000				\$150,000
Site Improvements		\$4,600,000				\$4,600,000
Intermodal Road and Rail	\$100,000	\$750,000	\$1,000,000		\$500,000	\$2,350,000
Land Acquisition			\$6,200,000			\$6,200,000
TOTAL	\$7,850,000	\$22,000,000	\$25,800,000	\$17,600,000	\$10,500,000	\$83,750,000

Port of Pensacola

CITY OF PENSACOLA www.cityofpensacola.com Year port was established: 1784 Foreign-Trade Zone #249

The Port of Pensacola has been part of the City of Pensacola's culture and community since the first commercial dock was built in 1784. But the need for deep-water access is now blending traditional port functions with 21st-century "blue economy" activities. For example, the port is home to a former 630-foot cargo vessel now owned by Jeff Bezos' space exploration company Blue Origin. The ship will complete a major conversion that will equip the ship to serve as a landing platform vessel.

Pensacola's new strategy maintains the port's core assets for cargo and trade activity while allowing space for blue economy sectors, such as aquaculture, marine technology and biology, and ocean industry career training. It also allocates a portion of the port's outside the gate holdings for civic uses — such as harbor cruises, water taxis, maritime history centers and entertainment venues. The port's commitment to blending traditional and new ideas received two boosts last year: Pensacola Bay Oyster Company opened an oyster nursery, becoming the port's first aquaculture customer; and, on the cargo front, the port continues to play a critical role supporting the local General Electric Wind Energy manufacturing facility and wind farm projects across the United States by handling a record number of wind energy components and fully assembled wind energy generation turbines.

Further development of new niches and the handling of long-standing cargo types, combined with the strategic implementation of the new vision plan, should ensure that the Port of Pensacola is as important to Northwest Florida's future as it was to its past.



- Expand Maritime Maintenance, Modification, Repair and Overhaul (M/MMRO) operations and facilities on Port
- Diversify Port tenant base to include marine research and subsurface technology activities

ACCOMPLISHMENTS

- Berth #6 Phase I Project
- Ferry Landing
- Economic turnaround of the Port

• Merge tenants and port operations' requirements seamlessly utilizing all area of port property and adjacent areas all while maintaining core maritime Port activities including cargo operations and vessel maintenance repair and overhaul

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Berth #6 rehabilitation Phase 2
- Dredging, Rail & Asphalt rehabilitation and modernization



7	TOP TRADE PARTNERS (BY VALUE)				TOP COMMODITY TRADED (BY VALUE)					
IMPO 1 Brazil	RTS 0 2 6	EXPORTS Brazil Mexico Bahamas		0	IMPORTS GE Wind Energy Components	1 2 3	EXPORTS GE Wind Energy Components Bulk Cement Bulk Aggregate			

FY2019/20 TEUS	FY 2020/21 TEUs			
Imports: 56	Imports: 56			
Exports: 0	Exports: 0			
• Total: 56	• Total: 56			

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Channel and Harbor Deepening (Incl. Spoil Projects)		\$2,000,000				\$2,000,000
Berth Rehabilitation and Repairs	\$3,300,000	\$2,060,000	\$2,500,000	\$2,000,000		\$9,860,000
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)		\$1,250,000	\$ 1,250,000			\$2,500,000
Site Improvements		\$2,200,000				\$2,200,000
Intermodal Road and Rail		\$3,250,000				\$3,250,000
Security	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$225,000
TOTAL	\$3,345,000	\$10,805,000	\$3,795,000	\$2,045,000	\$45,000	\$20,035,000

Port of Port St. Joe

PORT ST. JOE AUTHORITY www.psjra.com Year port was established: 1835



Located in Gulf County, Florida, the Port of Port St. Joe offers a deep-water seaport featuring a bulkhead nearly 1,900 linear feet at the ship channel turning basin. The port is well-suited for bulk and cargo shipments, offering access to rail, the U.S. Gulf Intracoastal Waterway, and state and U.S. highways.

Current cargo includes shipping oyster shells to Mississippi, rock to Tampa, and for the first time in more than 25 years, an international ship carrying wood chips to Honduras. In addition to cargo shipping, Eastern Shipbuilding is leasing part of the bulkhead to build and repair ships. Currently, they are doing the finishing work on two Staten Island Ferries with one more to come to the bulkhead for finishing.

One of the port's greatest assets is the approximately 213 acres of combined ready-to-be-leased lands adjacent to the bulkheads and thousands of acres of land in the Port

environs available for immediate development. Businesses wishing to establish facilities have plenty of room to build and expand.

With much of the basic infrastructure in place, the Port Authority and private partner, The St. Joe Company, have marketing efforts underway to ensure additional investment projects align with defined demand and support identified markets.

The mission of the Port St. Joe Port Authority is to enhance the economic vitality and quality of life in the Gulf County and Port St. Joe area and the Northwest Florida region by fostering the growth of domestic and foreign commerce, thereby providing jobs and economic opportunity to the region and the State of Florida.



- Dredging of the shipping channel
- Port expansion and modernization to keep up with increasing domestic and international trade activity in the Panhandle
- Get the Port operational

ACCOMPLISHMENTS

- Eastern Shipbuilding finished the building of 3 Staten Island Ferries at the Port
- St. Joe. Twin Rivers Co. Transloaded a ship with wood chips and set sail to Honduras in 2021
- FY2020/21 Exported Bulk Cargo 30,000 Tons

CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Dredging of the of the channel to a depth of 35 feet plus two feet
- Repairs to the rail line leading to the port
- Equipment Improvements

CIP Project Type	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	Total Five-Year CIP
Channel and Harbor Deepening (Incl. Spoil Projects)		\$11,750,000	\$16,000,000	\$10,000,000	\$3,500,000	\$41,250,000
Intermodal Road and Rail				\$2,000,000	\$7,000,000	\$9,000,000
TOTAL		\$11,750,000	\$16,000,000	\$12,000,000	\$10,500,000	\$50,250,000

Port St. Pete

CITY OF ST. PETERSBURG www.stpete.org/port Year port was established: 1925 Foreign-Trade Zone #193

Port St. Pete, located on Tampa Bay, is a multi-use facility that capitalizes on its unique assets within the city of St. Petersburg. The Port is located in the heart of downtown St. Petersburg, just a short walk from local shops, restaurants and bars, pristine parkland, and scores of galleries and museums, including the world-renowned Dali Museum. Port St. Pete is the only superyacht marina on Florida's Gulf Coast. The Port features a four-acre facility with outdoor storage areas and easy access to interstates, major highways and two international airports.

With its existing facilities as well as the presence of many governmental, institutional and academic agencies engaged in maritime research, Port of St. Petersburg has both the institutional capacity and the infrastructure to fill a unique niche as an International Research Port. The St. Petersburg Ocean Team (SPOT) is the premier consortium for marine science, oceanographic, and environmental research agencies and governmental institutions in the Southeast and one of the top such industry clusters in the nation. The downtown waterfront area is a major strength for the City. The City/Port staff is actively engaged with yacht captains on an interpersonal level, developing personal relationships and contacts/connections with them at events, boat shows, visits, media events, interactions, etc. The goal is to not only promote the Port, but also the City.

A number of large vachts have benefited from the amenities and services available while moored at the Port over the past several years including M/Y Tatoosh, one of the world's largest yachts at 302 ft. with a crew of 30. This potential large yacht opportunity for the Port has evolved as a result of the proliferation of large yachts being constructed at a rapid pace throughout the world. The Port's 23-ft project depth and 1200 ft lineal wharf continue to provide the typical services required by large vessels such as fuel, water, sewage pump out, resupply, security, crane service, customs processing, etc. As part of a recently completed \$5M wharf renovation, the Port has installed 6 power pedestals to meet the electrical needs of visiting large vessels. The power configurations now available at the Port include 480v, 3-phase, 600 amp service, as well as a variety of other electrical configurations including 220v and 208v service



- Build a new Port facility building to expand opportunity for Marine Research in St. Pete
- Secure tenant interest and funding for a new passenger processing facility
- Construct additional docking areas for large yachts and other vessels

ACCOMPLISHMENTS

- New lease of port building to University of South Florida (USF) St. Petersburg
- New Lease of a 32,000 sq ft building to St Pete Innovation District and the Technology and Logistics HUB
- Recipient of of Federal Rescue Dollar grant through FDOT of approx. \$800,000

FUTURE

• The future of the Port St. Pete is bright. The megayacht market compliments the research component and maximizes utilization of the Port by providing the many services and amenities needed by large yachts for maintenance and repair. The City is thriving and provides a unique, safe destination for in-state, and out-of-state travelers.

Port Tampa Bay

TAMPA PORT AUTHORITY www.porttb.com Year port was established: 1945 Foreign-Trade Zone #193



Port Tampa Bay is Florida's largest and most diversified seaport and the largest economic engine in West Central Florida. Located on the Interstate-4 Corridor, in one of the fastest growing regions in the country, Port Tampa Bay supports varied maritime and related activities, including shipbuilding and repair facilities; cruise; and the largest cargo tonnage volume in the state.

Building on a rich history as a leading bulk port, Tampa today accommodates a broad mix of bulk, break-bulk, roll-on/roll-off, and container cargo. Port Tampa Bay is becoming a notable, cost-effective supply chain alternative and solution for shippers and carriers alike. The Tampa Bay/I-4 Corridor region is home to almost half of Florida's population and the largest concentration of distribution centers in the state, approaching 400 million square feet of capacity.

Port Tampa Bay's container volume has increased nearly 30% over the past year, and the port has accommodated this growth thanks to a terminal build-out program, working closely with terminal operator partner Ports America. Most of the top global container lines now offer weekly service from Asia to Port Tampa Bay. The recent addition of new weekly container service from Central America by Dole and expanded connections with Mexico by ZIM and Linea Peninsular, have added diversity and options. The Port recently completed 25 acres of additional paved storage bringing the total container terminal footprint to 67 acres, with plans to add another 30 acres. Work has also begun on the addition of a third berth which will bring the total to over 4,500 linear feet allowing three large ships to be worked at the same time. Expansion plans will include a new container gate complex and additional gantry cranes, which will bring the annual terminal capacity to 1 million TEUs—more than enough capacity to satisfy the future container shipping needs of the rapidly growing Central Florida market.

Since Port Tampa Bay is the closest port to Florida's hub for the grocery and food and beverage sector, another key facility is the new Port Logistics Refrigerated Services 135,000 SF cold storage facility powered by Titan Cold Storage.

Port Tampa Bay is the energy products gateway to West and Central Florida, importing the oil and gas needs for a huge regional market, as well as the jet fuel needs for the international airports in Tampa and Orlando. The port's main petroleum products terminal complex recently underwent massive expansion and modernization.

Port Tampa Bay is also Central Florida's primary gateway for construction and building materials, including break bulk commodities such as steel and forest products, as well dry bulk cargoes such as cement, limestone, granite and gypsum.





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