

# Seaport Mission Plan

Navigating Beyond the Pandemic

Florida Seaport Transportation and  
Economic Development Council

[flaports.org](http://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: 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 this Seaport Mission Plan annually by law. 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 society. As such, the information gathered for this report is retrospective in nature, capturing the recent past with an eye to what it may tell us to expect in the future.

Given the unprecedented economic upheaval caused by the COVID-19 pandemic – which began in early 2020 but will continue to impact seaport activity for months or even years to come – it is clear that past trends can only go so far in predicting future conditions. The 2021 report builds on the tone and format established in the 2020 report to succinctly convey all the necessary facts and critical information using 2020 as a watershed year. However, with COVID-19 vaccines being widely rolled out in Florida and around the United States, this year's report presents potential future activity at Florida's seaports within the context of recovery, despite numerous lingering uncertainties. In so doing it is hoped that this document can serve as an effective tool to measure the impacts of the pandemic and identify the myriad opportunities that are anticipated in an emerging post-pandemic world.



# 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 (FSTED) Council 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 VISION

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.

## 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

MISSION



VISION



GOALS





# Florida Seaports at a Glance



## FLORIDA PORTS

- |                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| 1. PORT CANAVERAL      | 6. PORT OF KEY WEST   | 11. PORT OF PENSACOLA    |
| 2. PORT EVERGLADES     | 7. PORT MANATEE       | 12. PORT OF PORT ST. JOE |
| 3. PORT OF FERNANDINA  | 8. PORTMIAMI          | 13. PORT ST. PETE        |
| 4. PORT OF FORT PIERCE | 9. PORT OF PALM BEACH | 14. PORT TAMPA BAY       |
| 5. JAXPORT             | 10. PORT PANAMA CITY  | 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<sup>1</sup>
- 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
- Annually, the FSTED Council solicits applications from the state’s 15 seaports and reviews all eligible applications to determine “consistency with appropriate plans, economic benefit, readiness for construction, and capacity within the seaport system” (s. 311.09(4), F.S.)

What began as a modest venture with an initial investment of **\$8 million**<sup>2</sup> has expanded to a significant **\$25 million** state financing program<sup>3</sup>.

## SEAPORT ECONOMICS

**The combined five-year capital improvement plan (CIP) for Florida’s 15 seaports totals more than \$3.3 billion for the period from 2021-2025<sup>4</sup>**

The largest planned investments in the current CIP are for

Existing Berth Rehabilitation and Repairs	Cruise Terminals	Cargo Terminals	Channel and Harbor Deepening
25.9%	20.3%	19.4%	8.9%



- Some 70.7 percent (\$2.3 billion) of statewide investment is being made in Atlantic coast seaports with the remaining 29.3 percent (\$972.8 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<sup>5</sup>

<sup>1</sup> <https://m.flsenate.gov/Statutes/311.09>  
<sup>2</sup> <http://www.myfloridalegal.com/ago.nsf/Opinions/E65AFBF96117CD7F852568EA006D7E52>  
<sup>3</sup> <https://www.fdot.gov/seaport/fsteddesc.shtm>  
<sup>4</sup> SMP workbooks 2021-2025 – Exhibit 1 (BA analysis)  
<sup>5</sup> <https://www.trade.gov/foreign-trade-zones-board>



Florida's 2020 waterborne trade value decreased **16.1** percent compared to 2019 – a drop off of **\$14.1** billion.



## TRADE & COMMERCE

- The state's seaports saw a cumulative decline in the value of cargo traded in 2020 due to disruptions to consumer and business demand as well as supply chain reliability issues driven by the COVID-19 pandemic
- Despite an overall decrease in the total value of trade last year, South and Central America, and the Caribbean not only remained Florida's top trade partner region, but actually accounted for a larger percentage of total trade in 2020 than in 2019
- Japan topped China as the state's leading import trade partner country in 2020 for the second year in a row, though the value of trade with both countries was down 17.5 percent and 14.9 percent year-over-year, respectively
- Most of the declines in 2020 occurred during the first six months of the year at the height of uncertainty surrounding COVID-19; Fall 2020 saw robust recovery in many sectors
- 2021 is expected to see a near complete recovery in terms both of cargo volume and cargo value as post-pandemic markets and supply chains regain stability and consumer confidence returns in line with the relaxing of economic constraints

### STATEWIDE WATERBORNE TRADE

Statewide Waterborne Trade Declined 8.4% Compared to 2019. The only cargo type to see an overall year-over-year increase in value in 2020 was breakbulk cargo which grew from 7.2 million tons in 2019 to 7.8 million tons in 2020.

- ↓ **6.2%** Decrease in Containerized Cargo
- ↑ **8.8%** Increase in Breakbulk Cargo
- ↓ **10.0%** Decrease in Dry Bulk Cargo
- ↓ **10.8%** Decrease in Liquid Bulk Cargo

While most individual seaports in Florida experienced declines consistent with the overall trend for 2020, there were some exceptions.

### CONTAINERIZED CARGO VOLUME

↑ Port Manatee  
**54.5%** increase  
*Containerized cargo volume last year increased 54.5 percent compared to 2019, driven by a 78.1 percent surge in export containers, with import containers also growing 38.9 percent*

↑ Port Tampa Bay  
**49.9%** increase

↑ Port Panama City  
**33.5%** increase

Waterborne exports as measured by value decreased **20.0** percent year-over-year while imports dipped **13.8** percent.





## CRUISE & LEISURE

- 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
- COVID-19 will continue to disrupt the cruise industry in the near-term and it is still unclear when cruise activity will return to previous levels
- 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 25 years ago
- 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 widespread vaccinations are expected to result in a full long-term recovery of the industry and a return to pre-pandemic growth patterns within a few 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<sup>6 7 8</sup>

<sup>6</sup> <https://flaports.org/2021/02/24/port-of-fort-pierce-envisioning-a-major-port-of-call-for-megayachts/>

<sup>7</sup> <https://www.berthonepalmbeach.com/>

<sup>8</sup> <https://www.stpete.org/port/amenities.php>



# 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
- Through their capital improvement plans (CIPs), Florida's 15 seaports have identified a combined \$3.3 billion in port infrastructure investments over the next five years (2021-2025)
- Due to the need to modernize the early infrastructure at many of Florida's historic seaports, 25.9 percent (\$857.9 million) of statewide seaport investment is being directed at existing berth rehabilitation and repair projects
- In anticipation of near-term post-COVID-19 recovery and a return to robust long-term growth, Florida seaports plan to invest 20.3 percent (\$672.1 million) of their combined CIP into new and upgraded cruise facilities
- Demonstrating a continued commitment to growth in trade and commerce, Florida seaports plan to invest 19.4 percent (\$641.7 million) of their collective CIP into cargo terminals
- 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

## 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 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.







## CAPITAL IMPROVEMENT PLAN

Florida is the only U.S. state other than Alaska and Hawaii that is bordered by water on three sides. Because of this, the state’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 \$3.3 billion of investments through their CIPs for the period beginning in 2021 and running through 2025<sup>9</sup>. PortMiami’s five-year CIP features the highest investment, totaling more than \$1.4 billion over the five-year period. Port Tampa Bay, Port Everglades, JAXPORT and Port Manatee round out the top five with a combined CIP of \$1.5 billion. Florida’s remaining 10 seaports have a combined five-year CIP of \$403.3 million.

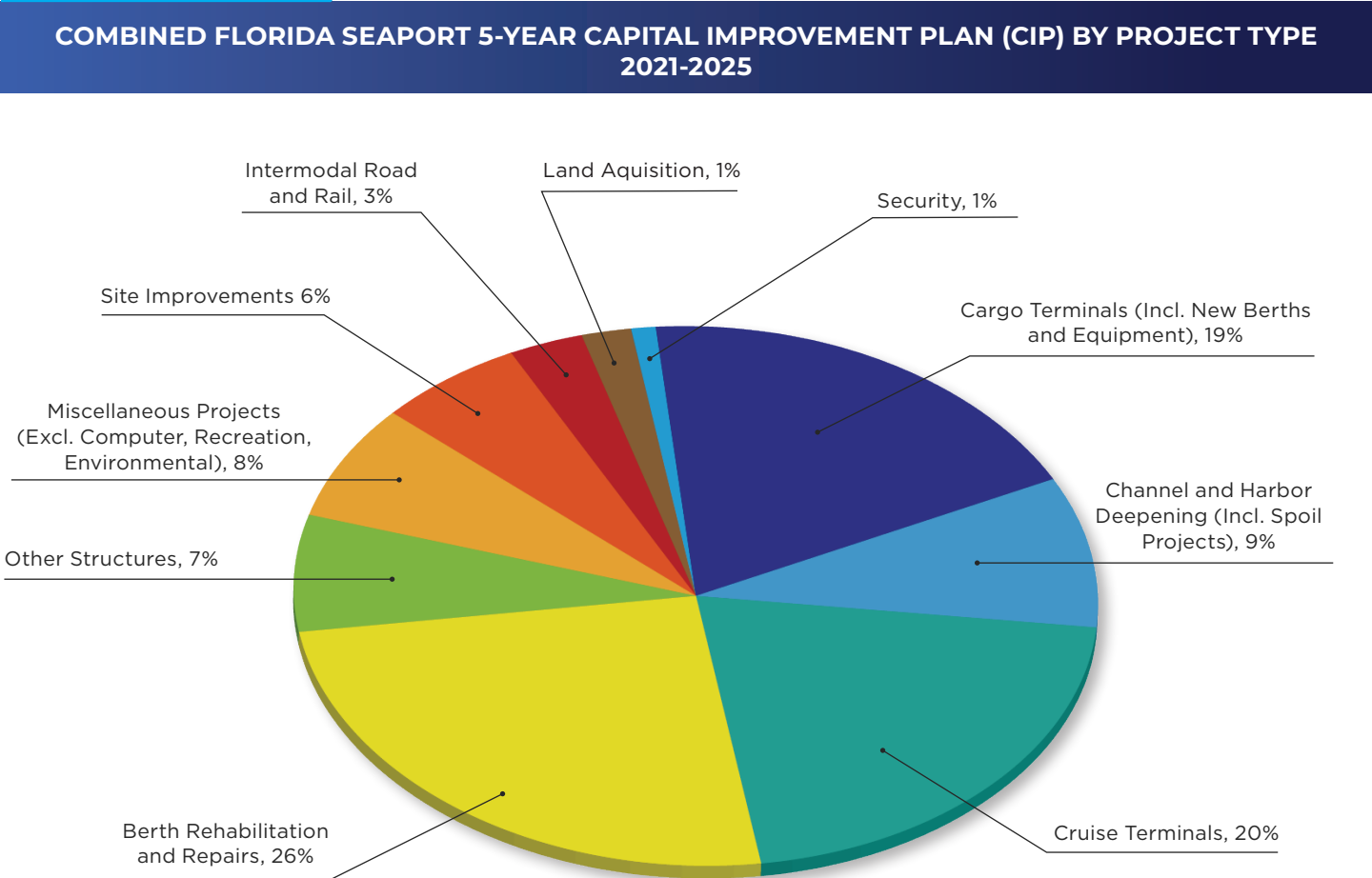
Due to the need to modernize the early infrastructure at many of Florida’s historic seaports 25.9 percent (\$857.9 million) of statewide seaport investment is being directed at existing berth rehabilitation and repair projects. In anticipation of near-term post-COVID-19 recovery and a return to robust long-term growth, Florida seaports plan to invest 20.3 percent (\$672.1 million) of their combined CIP into new and upgraded cruise facilities. Demonstrating a continued commitment to growth in trade and commerce, Florida seaports plan to invest 19.4 percent (\$641.7 million) of their collective CIP into cargo terminals. Channel and harbor deepening projects will receive the fourth-highest level of investment (8.9 percent; \$296.5 million) across all Florida seaports between 2021 and 2025. Rounding out the top five areas for investment during the coming five years are numerous miscellaneous capital projects totaling \$249.6 million (7.5 percent of total investment) that are required for Florida’s seaport’s to continue to operate efficiently and sustainably<sup>10</sup>.

<sup>9</sup> SMP workbooks 2021-2025 – Exhibit 1 (BA analysis)  
<sup>10</sup> SMP workbooks 2021-2025 – Exhibit 1 (BA analysis)

### EXHIBIT 1

COMBINED FLORIDA SEAPORT 5-YEAR CAPITAL IMPROVEMENT PLAN (CIP) BY YEAR 2021-2025						
PORT	FY2020/2021	FY2021/2022	FY2022/2023	FY2023/2024	FY2024/2025	TotalFive-YearCIP
Port Canaveral	\$25,517,922	\$60,971,739	\$24,587,933	\$37,763,506	\$38,421,350	\$187,262,450
Port Citrus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Port Everglades	\$56,539,000	\$115,224,010	\$59,871,500	\$62,458,500	\$62,565,530	\$356,658,540
Port of Fernandina	\$ -	\$675,000	\$9,000,000	\$10,575,000	\$13,150,000	\$33,400,000
Port of Fort Pierce	\$1,443,980	\$500,000	\$375,000	\$400,000	\$1,500,000	\$4,218,980
JAXPORT	\$207,926,226	\$35,128,094	\$55,994,110	\$7,752,110	\$4,277,110	\$311,077,650
Port of Key West	\$2,582,223	\$466,667	\$351,110	\$ -	\$ -	\$3,400,000
Port Manatee	\$34,576,001	\$59,200,000	\$18,000,000	\$35,000,000	\$70,000,000	\$216,776,001
PortMiami	\$417,160,000	\$505,527,000	\$354,652,000	\$86,853,000	\$46,876,000	\$1,411,068,000
Port of Palm Beach	\$5,996,000	\$8,698,000	\$11,048,000	\$9,500,000	\$3,500,000	\$38,742,000
Port Panama City	\$8,950,000	\$26,250,000	\$25,450,000	\$15,800,000	\$4,000,000	\$80,450,000
Port of Pensacola	\$3,307,178	\$1,176,682	\$3,780,000	\$2,031,125	\$32,500	\$10,327,485
Port of Port St. Joe	\$ -	\$300,000	\$22,300,000	\$20,630,000	\$1,770,000	\$45,000,000
Port St. Pete	\$ -	\$170,000	\$100,000	\$100,000	\$100,000	\$470,000
Port Tampa Bay	\$45,250,000	\$154,250,000	\$142,850,000	\$139,350,000	\$134,650,000	\$616,350,000
TOTALCIP	\$809,248,530	\$968,537,192	\$728,359,653	\$428,213,241	\$380,482,490	\$3,315,201,106

### EXHIBIT 2





## ALIGNING INVESTMENTS WITH OPPORTUNITIES

Seaports develop CIPs annually with a rolling five-year planning horizon in order to anticipate and capitalize on growth opportunities while maintaining sufficient flexibility to adapt to changes in market conditions and evolving industry trends. As the state's seaports continue 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, and protect public assets.

## PRIORITIZING INVESTMENTS

Building on its success as the “Cruise Capital of the World,” berth rehabilitation and repairs (\$651.0 million) and cruise terminal investments (\$422.2 million) top PortMiami's five-year CIP for 2021-2025.

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.<sup>11</sup>

Port Tampa Bay's 2021-2025 CIP identifies \$171.4 million in cargo facility investment. The Tampa Bay/I-4 Corridor region is home to the state's largest concentration of distribution centers and a huge consumer base. In fact, central Florida's population of nine million residents is roughly the same as that of Wyoming, Vermont, Alaska, North and South Dakota, Delaware, Rhode Island, Montana, Maine, and New Hampshire combined.<sup>12</sup> By taking advantage of containerized and non-containerized cargo services that call other Gulf coast ports, Port Tampa Bay is creating a gateway for imports and exports for central Florida – a strategy which appears to be paying off given the fact that Port Tampa Bay's containerized cargo volumes increased 33.5 percent between 2019 and 2020.

Building on its robust cargo activity during the past several years – including handling more than one million twenty-foot equivalent units (TEUs) for six consecutive years prior to seeing a drop off in 2020 resulting from consumer demand and supply chain disruptions associated with COVID-19 – Port Everglades is poised to invest an additional \$75.7 million in its cargo terminals between 2021 and 2025. This investment includes the purchase of three additional super post-Panamax gantry cranes for its Southport facilities, bringing the total number of cranes there to 13 compared to just seven in early 2020. In addition, Port Everglades will spend some \$74.0 million in the coming five years to rehabilitate and repair berths used to handle liquid bulk and dry bulk cargo, in addition to containerized cargo. Port

In **2019**, which was the last complete year of cruise activity prior to the issuance of a no sail order by the U.S. Centers for Disease Control and Prevention (CDC), **6.8 million people** cruised through PortMiami, setting a new world record for annual passengers.

As the world's third busiest cruise homeport, Port Everglades seeks to grow its cruise portfolio by investing **\$46.2 million** in new cruise infrastructure.

Everglades is also proactively working to improve on-port and near-port traffic conditions by investing \$48.4 million in intermodal road and rail projects.

<sup>11</sup> PortMiami Profile

<sup>12</sup> [https://www.census.gov/data/tables/time-series/demo/popest/2010s-state-total.html#par\\_textimage\\_1574439295](https://www.census.gov/data/tables/time-series/demo/popest/2010s-state-total.html#par_textimage_1574439295)



**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.**

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 second-busiest 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 Port 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 rehabilitations 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.

## FUNDING THE FUTURE

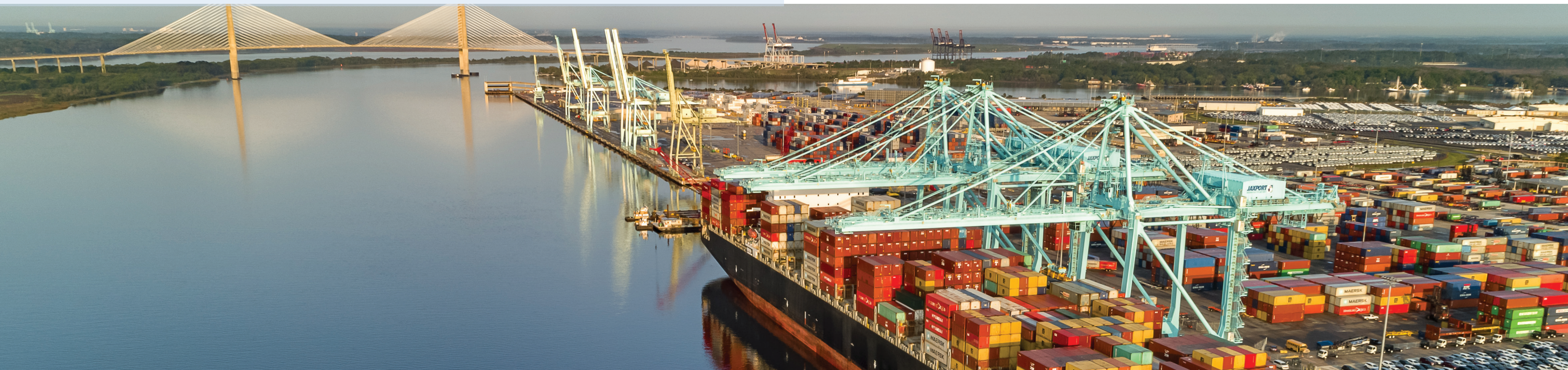
A characteristic that separates seaports from other types of infrastructure is just how unique they are in governance and operations from one another. Some states – such as Maryland, Virginia, the Carolinas, and Georgia – manage their seaports through the state government. Elsewhere, such as in Los Angeles 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.<sup>13</sup>

**Strategic Port Investment Initiative (SPII):** FDOT-managed fund which makes avbailable a minimum of \$35 million to the initiative each year.<sup>14</sup> 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.<sup>15</sup>



<sup>13</sup> [http://www.leg.state.fl.us/statutes/index.cfm?App\\_mode=Display\\_Statute&Search\\_String=&URL=0300-0399/0311/Sections/0311.07.html](http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0311/Sections/0311.07.html)  
<sup>14</sup> [http://www.leg.state.fl.us/Statutes/index.cfm?App\\_mode=Display\\_Statute&Search\\_String=&URL=0300-0399/0311/Sections/0311.10.html](http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0311/Sections/0311.10.html)  
<sup>15</sup> <https://www.fdot.gov/planning/sis/default.shtm>  
<sup>16</sup> <https://www.fdot.gov/comptroller/pfo/sibintro.shtm>  
<sup>17</sup> <https://floridadep.gov/air/air/content/volkswagen-settlement-mitigation-trust>  
<sup>18</sup> <https://www.myfloridatriumph.com/about/frequently-asked-questions/>

**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.<sup>16</sup>

**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.<sup>17</sup>

**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 the State 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.<sup>18</sup>





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.<sup>19</sup>

**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 ‘carve-out’ for smaller projects of up to \$100 million.<sup>20</sup> 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.’<sup>21</sup> 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.<sup>22</sup> 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.<sup>23</sup>

**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.<sup>24</sup>

**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.<sup>25</sup>

**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.<sup>26</sup>

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.<sup>27</sup> FTZs provide economic incentives to companies importing or exporting international goods.<sup>28</sup> 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.<sup>29</sup> Collectively, FTZs across the United States employ more than 440,000 workers<sup>30</sup> with Florida’s FTZs supporting some 6,000 jobs statewide.<sup>31</sup>



<sup>19</sup> <https://www.maritime.dot.gov/PIDPgrants>  
<sup>20</sup> <https://www.fhwa.dot.gov/fastact/summary.cfm>  
<sup>21</sup> <https://www.transportation.gov/buildamerica/financing/infra-grants/infrastructure-rebuilding-america>  
<sup>22</sup> <https://www.transportation.gov/RAISEgrants>  
<sup>23</sup> <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-civil-works-appro/>  
<sup>24</sup> <https://www.transportation.gov/buildamerica/financing/rrif/railroad-rehabilitation-improvement-financing-rrif>  
<sup>25</sup> <https://www.dhs.gov/news/2021/02/25/dhs-announces-funding-opportunity-187-billion-preparedness-grants>  
<sup>26</sup> <https://www.epa.gov/dera/national>  
<sup>27</sup> <https://www.enterpriseflorida.com/wp-content/uploads/Foreign-Trade-Zones.pdf>  
<sup>28</sup> <https://www.trade.gov/foreign-trade-zones-board>  
<sup>29</sup> <https://www.JAXPORT.com/hidden-savings-opportunity-the-merchandise-processing-fee/>  
<sup>30</sup> <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>  
<sup>31</sup> <https://www.naftz.org/wp-content/uploads/2012/10/2011-State-by-State-Study.pdf>



# Trade & Commerce

## KEY TAKEAWAYS

- The state's seaports saw a cumulative decline in the value of cargo traded in 2020 due to disruptions to consumer and business demand as well as supply chain reliability issues driven by the COVID-19 pandemic
- Florida's 2020 waterborne trade value decreased 16.1 percent compared to 2019 – a drop off of \$14.1 billion
- Waterborne exports as measured by value decreased 20.0 percent year-over-year while imports dipped 13.8 percent
- Despite an overall decrease in the total value of trade last year, South and Central America, and the Caribbean not only remained Florida's top trade partner region, but actually accounted for a larger percentage of total trade in 2020 than in 2019
- Japan topped China as the state's leading import trade partner country in 2020 for the second year in a row, though the value of trade with both countries was down 17.5 percent and 14.9 percent year-over-year, respectively
- From a tonnage perspective, statewide waterborne trade declined 8.4 percent compared to 2019, reflecting a 6.2 percent decrease in containerized cargo, a 10.0 percent decrease in dry bulk cargo, and a 10.8 percent decrease in liquid bulk cargo
- The only cargo type to see an overall year-over-year increase in value in 2020 was breakbulk cargo, which grew 8.8 percent, from 7.2 million tons in 2019 to 7.8 million tons in 2020
- While most individual seaports in Florida experienced declines consistent with the overall trend for 2020, there were some exceptions, including Port Manatee, whose containerized cargo volume last year increased 54.5 percent compared to 2019, driven by a 78.1 percent surge in export containers, with import containers also growing 38.9 percent
- Most of the declines in 2020 occurred during the first six months of the year at the height of uncertainty surrounding COVID-19; Fall, 2020 saw robust recovery in many sectors
- 2021 is expected to see a near complete recovery in terms both of cargo volume and cargo value as post-pandemic markets and supply chains regain stability and consumer confidence returns in line with the relaxing of economic constraints



## FLORIDA'S INTERNATIONAL TRADE MARKET

The state's total waterborne trade, including foreign and domestic cargo, was relatively stable between 2018 and 2019, decreasing 0.5 percent by value on a year-over-year basis.<sup>32</sup> During this same period, the value of inbound trade increased 0.3 percent (\$169.1 million) while the value of outbound trade decreased about 1.2 percent (\$395.0 million).<sup>33</sup> In 2020, due to widespread supply chain disruptions and erratic business and consumer behavior around the world stemming from the COVID-19 pandemic, this stability vanished. The state's total waterborne trade declined 16.1 percent in 2020 compared to 2019, with inbound trade falling 13.8 percent and outbound trade experiencing a 20.0 percent drop. This represents a loss in total two-way waterborne trade value of \$14.1 billion.<sup>34</sup> However, 2020 was without a doubt an anomalous year for global trade and a watershed year for Florida seaports and most of the declines in 2020 occurred during the first six months of the year at the height of uncertainty surrounding COVID-19. Fall 2020 saw robust recovery in many sectors, and signs of higher demand and increased trade activity are already visible, with early 2021 trade volumes ticking upward compared to last year.

<sup>32</sup> SMP workbooks 2021-2025 – Exhibit 3 (BA analysis)

<sup>33</sup> SMP workbooks 2021-2025 – Exhibit 3 (BA analysis)

<sup>34</sup> SMP workbooks 2021-2025 – Exhibit 3 (BA analysis)



TRADE TRENDS

In 2019 – the most recent year prior to the onset of COVID-19 – Florida maintained its role as the gateway to South and Central America, and the Caribbean.

Prior to the pandemic in 2019, Florida seaports exported **\$25.8 billion** worth of goods to South and Central America and the Caribbean and imported **\$17.8 billion** worth of goods. Combined, this accounted for **49.7%** of all waterborne trade across the state by value that year, making South and Central America and the Caribbean by far the largest trade partner region for Florida's seaports.<sup>35</sup>

In 2020, overall trade with this region dropped 19.2 percent by value but accounted for a slightly higher percentage (50.0 percent) of total waterborne trade than in 2019, with exports again leading the way. In fact, South and Central America, and the Caribbean accounted for an incredible 79.4 percent of Florida's waterborne export value in 2020, up from 78.6 percent in 2019.

From an import perspective, Asia and the Middle East continued to be the largest trade partner region for Florida's seaports in 2020, accounting for 38.1 percent

of total import value compared to just 11.6 percent of export value. As with Latin America, the absolute value of trade with this region declined in 2020, from \$25.6 billion in 2019 to \$21.1 billion last year. This represents a decrease in value of 17.6 percent (\$4.5 billion) year-over-year.<sup>36</sup>

Waterborne trade with Florida's third-largest trade partner region – Europe – exhibited similar trends between 2019 and 2020, with total trade down 13.8 percent year-over-year. Imports declined 19.1 percent during this period with exports dropping a more modest 4.3 percent.<sup>37</sup>

While there is no getting around the fact that the nearly universal declines incurred in 2020 represent a starkly negative downward turn for Florida's seaports in terms of trade activity, it is also clear that the disruptions experienced in 2020 were entirely event-driven, meaning it is fully expected that the levels of trade experienced prior to the pandemic will resume, consistent with a full recovery of consumer demand, and, just as importantly, following the full restoration of global supply chain links that were temporarily cut as a result of policy and market measures taken to help control the spread of COVID-19.

EXHIBIT 3

FLORIDA TWO-WAY WATERBORNE TRADE BY REGION (BY VALUE)  
2020 vs. 2019 (WITH 2018 COMPARISON)

Trade Region	INBOUND (\$USD)				OUTBOUND (\$USD)			
	2018	2019	2020	% Change (2019-2020)	2018	2019	2020	% Change (2019-2020)
South and Central America, Caribbean	18,205,621,674	17,826,392,154	15,958,565,364	-10.5%	26,123,573,389	25,784,300,459	20,840,294,938	-19.2%
Asia and the Middle East	21,754,864,351	21,748,397,794	18,093,308,893	-16.8%	3,742,617,964	3,880,999,114	3,031,763,502	-21.9%
Europe	10,036,990,030	10,206,802,456	9,042,266,303	-11.4%	1,641,371,448	1,611,001,136	1,127,860,037	-30.0%
North America	4,392,085,358	4,713,373,290	3,927,914,681	-16.7%	954,008,189	809,985,892	633,066,911	-21.8%
African Continent	257,474,426	289,838,766	194,688,565	-32.8%	412,165,851	408,226,580	389,970,577	-4.5%
Australia and Oceania	202,882,096	234,201,794	213,712,685	-8.7%	307,238,788	291,426,647	217,030,135	-25.5%

<sup>35</sup> SMP workbooks 2021-2025 – Exhibit 3 (BA analysis)  
<sup>36</sup> SMP workbooks 2021-2025 – Exhibit 3 (BA analysis)  
<sup>37</sup> SMP workbooks 2021-2025 – Exhibit 3 (BA analysis)





# TRADE DYNAMICS, CARGO TYPES & 2020 VOLUMES

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, for example, the expanded Panama Canal can accommodate vessels with triple the effective carrying capacity that the prior set of locks could handle. Since plans to expand the Panama Canal were announced, Florida’s seaports have been seeking to take 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. 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.<sup>38</sup> Despite the declines in trade experienced in 2020, 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. Cargo movement is commonly measured in three ways – value, tonnage, and TEUs, which is the standard unit of measuring containerized cargo volume.

From a total tonnage perspective, while most types of cargo experienced year-over-year two-way (inbound and outbound) declines, these declines in volume were less substantial in most cases than declines in value. Total tonnage at all Florida seaports decreased 8.4 percent in 2020 compared to 2019, for example,

The value of the state’s total waterborne trade decreased **16.1 percent** in 2020 compared to 2019, with the value of inbound trade falling **13.8 percent** and the value of outbound trade experiencing a **20.0 percent** decline.

with import tonnage dropping 7.5 percent, export tonnage tumbling 22.6 percent, and domestic tonnage falling just 4.0 percent. Overall, these decreases resulted in total tonnage declining by 9.3 million tons year-over-year, from 111.8 million tons in 2019 to 102.5 million tons in 2020. For comparison, total tonnage increased 1.4 percent (1.5 million tons) between 2018 and 2019.<sup>39</sup> Domestic cargo remained the primary tonnage moved by Florida’s seaports in 2020, representing 50.1 percent of total waterborne tonnage – up from 47.8 percent in 2019. Imports accounted for 35.7 percent of total tonnage in 2020, up from 35.4 percent in 2019. Exports accounted for the remaining 14.2 percent, down from 16.8 percent the year prior.

In terms of cargo type, liquid bulk cargo, which consists primarily of refined petroleum products such as jet fuel and gasoline, accounted for 46.6 percent of total waterborne cargo tonnage last year, which is slightly less than in 2019, when it comprised 47.9 percent of total tonnage. Containerized cargo accounted for the second-highest percentage of total tonnage (23.0 percent) moving through Florida’s seaports in 2020 with 23.5 million tons being handled last year compared to 25.1 million tons in 2019 – a decrease of 6.2 percent. Dry bulk cargo, which includes fertilizers, cement, and aggregates, among other commodities, accounted for 22.8 percent of total waterborne cargo tonnage in 2020, making it the third-largest cargo type by volume last year.<sup>40</sup> In 2019, dry bulk cargo accounted for a higher percentage of statewide tonnage than

containerized cargo (23.2 percent vs. 22.4 percent). However, dry bulk volumes declined more than containerized cargo volumes during the pandemic. The only cargo type to see a year-over-year increase in 2020 was breakbulk cargo, which grew 8.8 percent, from 7.2 million tons in 2019 to 7.8 million tons in 2020. 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.

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 2020, Florida’s seaports saw an overall decline of 4.7 percent in TEUs compared to 2019. This year-over-year decrease was driven by a 5.2 percent fall off in export TEUs as well as a decrease of 3.4 percent in import TEUs. In both cases, as with other cargo types, the negative year-over-year change in containerized cargo volume as measured by TEUs was fueled both by a reduction in consumer and business demand and by complex supply chain challenges that prevented products from being imported and exported efficiently as a result of COVID-19 related constraints and precautions.<sup>41</sup> Interestingly, Florida’s Atlantic coast seaports accounted for all of the year-over-year decline in container volume (-268,095 TEUs) while the state’s Gulf coast seaports accounted for positive growth of 83,188 TEUs between 2019 and 2020. Florida’s seven Atlantic ports combined still accounted for well over 90 percent of statewide containerized cargo activity in both 2019 and 2020, however.<sup>42</sup>



<sup>38</sup> [https://transportgeography.org/?page\\_id=2232](https://transportgeography.org/?page_id=2232)  
<sup>39</sup> SMP workbooks 2021-2025 – Exhibit 13 (BA analysis)  
<sup>40</sup> SMP workbooks 2021-2025 – Exhibit 15 (BA analysis)  
<sup>41</sup> SMP workbooks 2021-2025 – Exhibit 17 (self-reported volumes; BA analysis)  
<sup>42</sup> SMP workbooks 2021-2025 – Exhibit 19 (self-reported volumes; BA analysis)





## WHAT WE MOVE & WHERE

The commodity, or trade category, Vehicles, Except Railway or Tramway, and Parts etc. (Vehicles) topped Florida’s imports by value in 2020 for the third year in a row at just over \$11.0 billion.<sup>43</sup> This same trade category also constituted the second-leading export commodity by value for Florida last year at \$3.4 billion. Given the high value of vehicles relative to other waterborne trade, it is no surprise that the second leading import commodity by value – Apparel Articles and Accessories, Knit or Crochet (apparel) – totaled just \$3.7 billion. The third leading import trade category last year was Electric Machinery etc; Sound Equipment; TV Equipment; Parts (consumer electronics) at \$2.8 billion.

The state’s top export commodity in 2020 – again for the third consecutive year – was Industrial Machinery, Including Computers (industrial machinery), which was valued at \$4.9 billion. Following vehicles, which was the second leading export commodity by value, the state’s third-leading waterborne export commodity was consumer electronics, valued at \$2.3 billion.

For all of Florida’s top three import and export commodities, value was down in 2020 vs. the prior year. The total two-way value of vehicles traded decreased 18.7 percent compared to 2019 while industrial machinery declined 13.1 percent. Apparel saw a decline in value year-over-year of 26.2 percent with consumer electronics dropping off by 18.6 percent.<sup>44</sup>

Florida’s seaports export goods to some 200 countries each year. The top export trade partner by value in 2020 was Brazil, which received \$3.1 billion in commodities, followed by the Dominican Republic (\$2.3 billion), Honduras (\$1.3 billion), the Bahamas (\$1.6 billion), and Costa Rica (\$1.2 billion).<sup>45</sup> Of the state’s top 20 export partners, 17 were located in South and Central America, and the Caribbean, with Mexico – located in the North America trade region – also being in the top 20 (number 14). Japan (number 15) and the United Arab Emirates (number 18) were the only other trade partner countries in the top 20 (by value) last year. Japan – which saw an increase in the value of Florida exports of 53.2 percent (+\$194.3 million) between 2019 and 2020 – was one of only two export trade partners in the top 50 to see a year-over-year increase in the value of trade, France being the other (+\$4.7 million).

On the import side, Japan was Florida’s leading waterborne trade country partner by value at \$5.5 billion with China a close second at \$5.1 billion. Mexico (\$3.6 billion), the Dominican Republic (\$2.8 billion), and Honduras (\$2.1 billion) rounded out the state’s top five import partners last year.<sup>46</sup> Other notable top 20 waterborne trade partners for Florida last year included Germany (number 7),

India (number 14), and South Korea (17). Vietnam, which ranked as Florida’s tenth leading waterborne import trade partner in 2020 was the only import trade partner country in the top 20 to show an increase in the year-over-year value of its trade with Florida (+\$5.9 million).

While China remains Florida’s second-largest import trade partner, the value of Chinese imports has been steadily declining for the past few years. This decrease relative to Florida is consistent with the broader national fall off of Chinese imports since 2018, which was the peak year for value.<sup>47</sup> This overall decline can be attributed to a number of factors, including ongoing U.S. government trade disputes with China along with the continued expansion and enhancement of manufacturing capabilities and cost-competitiveness in markets outside of China, including Southeast Asia, Central America, and Mexico, among other places.



### EXHIBIT 4

#### FLORIDA TOP 10 TRADE PARTNERS FOR WATERBORNE CARGO (BY VALUE) 2020 vs. 2019 (WITH 2018 COMPARISON)

Country	2018		2019		2020		% Change (2019-2020)
	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	
TOTAL ALL COUNTRIES	87,337,142,940		86,584,785,003		72,577,447,039		-16.2%
Japan	6,911,834,104	2	7,047,074,732	1	6,071,217,859	1	-13.8%
China	7,562,135,334	1	6,297,261,753	2	5,351,556,566	2	-15.0%
Dominican Republic	5,701,923,092	3	5,770,896,612	3	5,098,314,423	3	-11.7%
Brazil	5,260,150,677	4	5,346,856,530	4	4,670,626,716	4	-12.6%
Mexico	4,654,810,887	5	4,923,928,463	5	4,190,288,651	5	-14.9%
Honduras	4,246,232,652	6	4,203,946,522	6	3,383,471,411	6	-19.5%
Chile	3,900,631,236	7	3,437,465,728	7	2,962,783,085	7	-13.8%
Costa Rica	2,445,526,885	9	2,545,554,387	9	2,295,725,780	8	-9.8%
Germany	2,309,770,410		2,300,895,883	10	2,029,544,949	9	-11.8%
Guatemala	2,315,780,818	10	2,125,525,024	11	2,000,266,726	10	-5.9%
TOP 10 TOTAL	45,308,796,095		43,999,405,634		38,053,796,166		-13.5%

<sup>43</sup> SMP workbooks 2021-2025 – Exhibit 7 (BA analysis)

<sup>44</sup> SMP workbooks 2021-2025 – Exhibit 7 (BA analysis)

<sup>45</sup> SMP workbooks 2021-2025 – Exhibit 6 (BA analysis)

<sup>46</sup> SMP workbooks 2021-2025 – Exhibit 5 (BA analysis)

<sup>47</sup> <https://www.census.gov/foreign-trade/balance/c5700.html>



EXHIBIT 5

FLORIDA TOP 10 WATERBORNE IMPORT TRADE PARTNERS (BY VALUE)  
2020 vs. 2019 (WITH 2018 COMPARISON)

Country	2018		2019		2020		% Change (2019-2020)
	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	
TOTAL ALL COUNTRIES	54,156,167,311		53,798,845,175		46,337,460,939		-13.9%
Japan	6,627,426,969	2	6,681,536,672	1	5,511,330,976	1	-17.5%
China	7,131,042,412	1	5,948,817,658	2	5,061,702,412	2	-14.9%
Mexico	3,791,075,729	3	4,261,300,644	3	3,626,105,226	3	-14.9%
Dominican Republic	2,975,385,791	4	3,025,692,278	4	2,785,845,242	4	-7.9%
Honduras	2,590,887,441	5	2,588,226,297	5	2,087,798,167	5	-19.3%
Chile	2,424,619,793	6	2,060,157,215	7	1,996,294,131	6	-3.1%
Germany	2,131,493,944	7	2,125,250,263	6	1,873,607,084	7	-11.8%
Italy	1,938,347,836	8	1,768,123,113	8	1,746,773,452	8	-1.2%
Brazil	1,708,786,413	9	1,689,108,208	9	1,539,282,153	9	-8.9%
Vietnam	1,120,010,148	11	1,294,582,120	11	1,300,521,630	10	0.5%
TOP 10 TOTAL	32,439,076,476		31,442,794,468		27,529,260,473		-12.4%

EXHIBIT 6

FLORIDA TOP 10 WATERBORNE EXPORT TRADE PARTNERS (BY VALUE)  
2020 vs. 2019 (WITH 2018 COMPARISON)

Country	2018		2019		2020		% Change (2019-2020)
	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	
TOTAL ALL COUNTRIES	33,180,975,629		32,785,939,828		26,239,986,100		-20.0%
Brazil	3,551,364,264	1	3,657,748,322	1	3,131,344,563	1	-14.4%
Dominican Republic	2,726,537,301	2	2,745,204,334	2	2,312,469,181	2	-15.8%
Honduras	1,655,345,211	3	1,615,720,225	4	1,295,673,244	3	-19.8%
Bahamas	1,251,952,919	7	1,531,590,743	5	1,265,665,400	4	-17.4%
Costa Rica	1,415,338,706	6	1,406,172,472	6	1,177,892,296	5	-16.2%
Colombia	1,612,072,717	4	1,619,535,733	3	1,146,856,438	6	-29.2%
Peru	1,221,742,572	8	1,210,836,420	8	1,023,555,799	7	-15.5%
Chile	1,476,011,443	5	1,377,308,513	7	966,488,954	8	-29.8%
Guatemala	1,063,636,632	11	994,942,216	10	893,076,215	9	-10.2%
Argentina	1,107,941,386	10	927,438,008	11	864,016,941	10	-6.8%
TOP 10 TOTAL	17,081,943,151		17,086,496,986		14,077,039,031		-17.6%







EXHIBIT 7

FLORIDA TOP 10 WATERBORNE COMMODITIES – IMPORT AND EXPORT (BY VALUE)  
2020 vs. 2019 (WITH 2018 COMPARISON)

Commodity	2018		2019		2020		% Change (2019-2020)
	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	
TOTAL ALL COMMODITIES	87,337,142,940		86,584,785,003		72,577,447,039		-16.2%
Vehicles, Except Railway Or Tramway, And Parts Etc	17,902,084,819	1	17,804,461,355	1	14,476,144,170	1	-18.7%
Industrial Machinery, Including Computers	8,563,449,998	2	8,403,808,095	2	7,303,028,972	2	-13.1%
Electric Machinery Etc; Sound Equip; Tv Equip; Pts	6,080,407,851	3	6,287,752,868	3	5,116,651,456	3	-18.6%
Apparel Articles And Accessories, Knit Or Crochet	5,208,407,061	4	5,167,255,797	4	3,811,408,585	4	-26.2%
Mineral Fuel, Oil Etc.; Bitumin Subst; Mineral Wax	3,159,257,303	5	3,418,958,528	5	1,574,697,241	5	-53.9%
Optic, Photo Etc, Medic Or Surgical Instrmnts Etc	2,004,449,591	9	2,191,303,257	6	1,982,443,865	6	-9.5%
Plastics And Articles Thereof	2,075,972,661	8	2,071,611,875	8	1,925,136,195	7	-7.1%
Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	2,211,492,183	6	2,072,237,245	7	1,889,266,802	8	-8.8%
Copper And Articles Thereof	2,200,509,560	7	1,735,870,888	11	1,688,535,427	9	-2.7%
Ships, Boats And Floating Structures	1,405,544,419	15	1,718,178,307	12	1,667,701,729	10	-2.9%
TOP 10 TOTAL	138,148,718,386		137,456,223,218		114,012,461,481		-17.1%

EXHIBIT 8

FLORIDA TOP 10 WATERBORNE IMPORT COMMODITIES (BY VALUE)  
2020 vs. 2019 (WITH 2018 COMPARISON)

Commodity	2018		2019		2020		% Change (2019-2020)
	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	
TOTAL ALL COMMODITIES	54,156,167,311		53,798,845,175		46,337,460,939		-13.9%
Vehicles, Except Railway Or Tramway, And Parts Etc	12,737,182,580	1	13,111,843,438	1	11,046,325,817	1	-15.8%
Apparel Articles And Accessories, Knit Or Crochet	5,018,805,028	2	4,933,233,759	2	3,721,633,026	2	-24.6%
Electric Machinery Etc; Sound Equip; Tv Equip; Pts	3,242,460,122	3	3,444,864,977	3	2,818,826,847	3	-18.2%
Industrial Machinery, Including Computers	2,429,835,274	5	2,303,698,302	5	2,426,586,108	4	5.3%
Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	1,723,699,495	7	1,609,790,045	6	1,573,240,043	5	-2.3%
Copper And Articles Thereof	1,986,114,204	6	1,551,178,863	8	1,518,850,312	6	-2.1%
Fish, Crustaceans & Aquatic Invertebrates	1,565,349,489	9	1,575,953,862	7	1,458,720,531	7	-7.4%
Mineral Fuel, Oil Etc.; Bitumin Subst; Mineral Wax	2,937,755,958	4	3,129,726,357	4	1,389,459,147	8	-55.6%
Beverages, Spirits And Vinegar	1,610,182,518	8	1,508,058,388	9	1,309,579,422	9	-13.2%
Optic, Photo Etc, Medic Or Surgical Instrmnts Etc	1,180,507,400	11	1,274,483,880	11	1,260,457,587	10	-1.1%
TOP 10 TOTAL	34,431,892,068		34,442,831,871		28,523,678,840		-17.2%



### FLORIDA TOP 10 WATERBORNE EXPORT COMMODITIES (BY VALUE) 2020 vs. 2019 (WITH 2018 COMPARISON)

Commodity	2018		2019		2020		% Change (2019-2020)
	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	Value of Trade (\$USD)	Rank	
TOTAL ALL COMMODITIES	33,180,975,629		32,785,939,828		26,239,986,100		-20.0%
Industrial Machinery, Including Computers	6,133,614,724	1	6,100,109,793	1	4,876,442,864	1	-20.1%
Vehicles, Except Railway Or Tramway, And Parts Etc	5,164,902,239	2	4,692,617,917	2	3,429,818,353	2	-26.9%
Electric Machinery Etc; Sound Equip; Tv Equip; Pts	2,837,947,729	3	2,842,887,891	3	2,297,824,609	3	-19.2%
Fertilizers	1,486,998,034	4	1,394,783,276	4	1,141,115,329	4	-18.2%
Plastics And Articles Thereof	1,167,951,339	5	1,170,579,395	5	1,024,001,054	5	-12.5%
Optic, Photo Etc, Medic Or Surgical Instrments Etc	823,942,191	8	916,819,377	7	721,986,278	6	-21.3%
Ships, Boats And Floating Structures	646,388,208	10	845,181,459	9	685,256,043	7	-18.9%
Essential Oils Etc; Perfumery, Cosmetic Etc Preps	995,288,770	6	941,517,494	6	636,892,133	8	-32.4%
Cotton, Including Yarn And Woven Fabric Thereof	881,790,652	7	872,798,184	8	603,476,125	9	-30.9%
Meat And Edible Meat Offal	698,025,957	9	718,009,486	10	532,623,068	10	-25.8%
<b>TOP 10 TOTAL</b>	<b>20,836,849,843</b>		<b>20,495,304,272</b>		<b>15,949,435,856</b>		<b>-22.2%</b>

## HOW DO WE PREDICT WATERBORNE TRADE TO CHANGE IN 2021?

U.S. waterborne trade, particularly import cargo, generally tracks with population change and consumption patterns. Liquid bulk imports, for example, increase when more people travel and decrease when fewer people travel since gasoline and jet fuel are the primary products involved. Similarly, dry bulk, breakbulk, and containerized cargo imports change in rough proportion to overall economic activity in the U.S. Cement imports increase when construction activity is strong. Automobile imports increase when consumer confidence is high. And containerized cargo imports – which consist primarily of household goods such as apparel, consumer electronics, furniture, etc. – grow when unemployment is low and general economic conditions are positive.

U.S. exports are far more complicated to link to consumer spending since they include a mix of product types ranging from high-value industrial machinery, plastics, and automobiles to fertilizers and numerous other agricultural commodities that are

traded seasonally with hundreds of different countries around the world, each of which experiences different economic conditions than the U.S. at any given time. What seems clear is that imports show every sign of increasing in 2021 while exports may be more of a mixed bag.

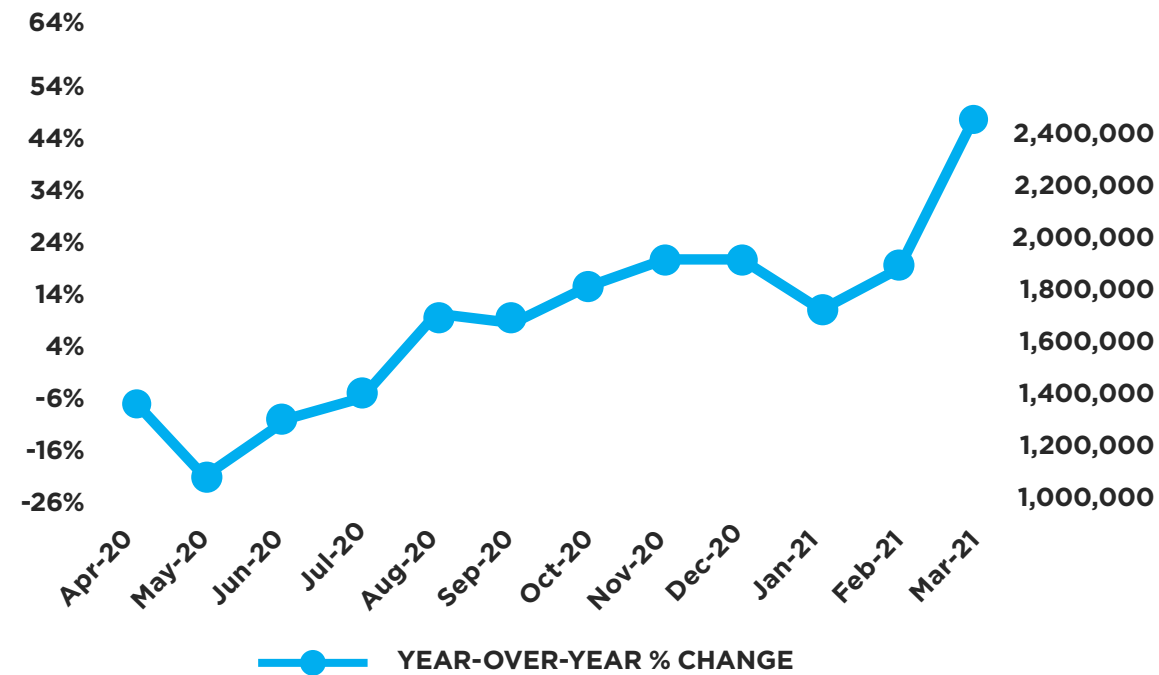
According to the Journal of Commerce (JOC), containerized cargo imports to the United States approached an all-time high in March 2021. This near-record import activity occurred despite the fact that March is typically one of the slower months of the year for imports since factories in Asia routinely close the month before for the annual Lunar New Year holidays. Based on this activity, JOC estimates that the unprecedented import volumes seen in the second half of 2020 were not a fluke driven solely by U.S. recovery from the pandemic, but rather a sign that overall trade volumes are likely to grow in line with a return to “normal” post-pandemic consumer spending.





## EXHIBIT 10

### US CONTAINERIZED IMPORT TEUs DECEMBER 2019 – MARCH 2021



Source: JOC; IHS Markit

On May 7, 2021, Global Port Tracker – which is published monthly by the National Retail Federation and Hackett Associates – projected that August (2021) imports will increase 6 percent year-over-year compared with a previous estimate that called for a 1.2 percent decline vs. August 2020. This is significant because August was the second-busiest month of 2020 for U.S. containerized import cargo, with October 2020 being the busiest month for containerized cargo imports ever in the U.S. In other words, the robust import volumes experienced in the second half of 2020 may be sustained through 2021.<sup>48</sup>

According to the U.S. Department of Commerce Bureau of Economic Analysis, gross domestic product (GDP) increased at an annual rate of 4.3 percent in the fourth quarter of 2020. This annualized rate increased to 6.4 percent in the first quarter of 2021, reflecting the continued economic recovery, reopening of establishments, and continued government response related to the COVID-19 pandemic.<sup>49</sup>

Looking at these and other national indicators, barring new pandemic-related setbacks or other unexpected disruptions to the global economy, most if not all

import cargo categories should see year-over-year growth in 2021 compared to 2020. In terms of exports, a year-over-year increase in volumes and value is also generally expected, but the extent of recovery will depend on numerous factors, many of which are hard to predict at this point in time given the varying degrees of economic reopening occurring in different regions of the world in the wake of COVID-19.

Specific to Florida, the state's economy added **16,800** jobs in December 2020, countering the downward trend for the U.S. as a whole, which saw a net loss of **227,000** jobs that same month.

Florida still experienced a historically weak winter tourism season due to substantially reduced global travel stemming from lingering public health concerns related to the pandemic. Given the importance of travel and tourism specific to Florida, until pre-pandemic travel patterns reemerge and stabilize, certain cargo types are likely to continue to see somewhat

moderated growth vs. pre-pandemic trends.

In February 2021, Comerica Bank released an economic outlook for the state. Fundamental to this outlook is an effective COVID-19 vaccination rollout for most of the U.S. population and much of the global population by the end of the summer. This will support a wider reopening of other markets and result in increased demand for Florida goods and services. However, Comerica Bank's outlook for 2021 does not project travel to rebound to pre-pandemic levels until 2022.

Another key factor is that Florida will continue to see above-average population growth, supported by

strong migration into the state. This assumption may be adjusted when the results of the 2020 census are released later this year. Single-family home sales were up 5.8 percent in 2020, according to FloridaRealtors® fueled by historically low mortgage rates, continued population growth, and an improving labor market during the second half of last year and continuing into 2021. All of these factors will continue to drive Florida housing demand in 2021, which in turn will keep inventories of new and existing homes for sale tight, which in turn will increase demand for construction materials, durable goods, and other consumer products, many of which move through Florida's seaports.<sup>50</sup>

## EXHIBIT 11

### FLORIDA CONTAINERIZED WATERBORNE TRADE BY SEAPORT (BY VALUE) 2020 vs. 2019 (WITH 2018 COMPARISON)\*

Florida Seaport	2018		2019		2020		% Change in	% Change in Total Waterborne Cargo Value (2019-2020)
	Containerized Cargo Value (\$USD)	Total Waterborne Cargo Value (\$USD)	Containerized Cargo Value (\$USD)	Total Waterborne Cargo Value (\$USD)	Containerized Cargo Value (\$USD)	Total Waterborne Cargo Value (\$USD)		
<b>TOTAL ALL PORTS*</b>	57,358,141,428	87,337,142,940	56,640,811,102	86,584,785,003	49,157,660,486	72,577,447,039	-13.2%	-16.2%
Canaveral	37,619,871	1,576,069,017	34,541,006	1,437,778,865	49,225,552	787,125,174	42.5%	-45.3%
Everglades	20,083,048,031	24,391,056,662	18,378,432,116	22,684,928,147	15,457,784,426	18,774,177,904	-15.9%	-17.2%
Fernandina	109,015,920	158,355,143	84,154,965	125,130,277	111,330,928	127,100,080	32.3%	1.6%
Fort Pierce**	1,066,833	4,784,211	678,761	5,404,423	1,121,144	4,222,834	65.2%	-21.9%
JAXPORT	9,726,798,184	25,664,708,086	9,985,242,005	26,547,422,956	8,965,780,134	21,652,372,226	-10.2%	-18.4%
Key West	1,088,562	8,450,709	934,249	9,613,707	794,480	10,988,884	-15.0%	14.3%
Manatee	286,932,933	975,279,968	445,448,195	1,060,220,013	528,538,740	982,481,692	18.7%	-7.3%
Miami	23,359,886,599	25,640,492,463	23,990,343,390	26,188,773,498	20,418,453,951	22,255,447,057	-14.9%	-15.0%
Palm Beach	1,861,174,405	2,345,765,454	1,815,664,812	2,518,692,574	1,617,586,845	2,144,289,052	-10.9%	-14.9%
Panama City	755,318,962	2,837,353,677	666,657,188	2,445,892,735	602,980,917	2,304,528,785	-9.6%	-5.8%
Pensacola	24,151,097	38,624,293	8,371,442	58,406,964	20,289,875	303,168,239	142.4%	419.1%
Port St. Joe	0	0	0	0	0	0	n/a	n/a
St. Pete	303,494	627,150	35,259	7,439,209	324,407	390,577	820.1%	-94.7%
Tampa Bay	1,111,463,200	3,695,222,860	1,229,064,989	3,493,782,591	1,383,234,047	3,230,720,000	12.5%	-7.5%
Citrus	0	0	0	0	0	0	n/a	n/a

\* The total values presented in Exhibit 11 include the following for Boca Grande due to a data categorization issue: 2018 = \$353,247; 2019 = \$1,299,044; 2020 = \$434,535.

\*\* Port of Fort Pierce trade value includes private terminal activity.

<sup>48</sup> [https://www.joc.com/maritime-news/container-lines/us-retailers%E2%80%99-upgraded-import-forecast-signals-stronger-shipping-pressures\\_20210507.html](https://www.joc.com/maritime-news/container-lines/us-retailers%E2%80%99-upgraded-import-forecast-signals-stronger-shipping-pressures_20210507.html)

<sup>49</sup> <https://www.bea.gov/news/glance#:~:text=Real%20gross%20domestic%20product%20%28GDP%29%20increased%20at%20an,continued%20government%20response%20related%20to%20the%20COVID-19%20pandemic.>

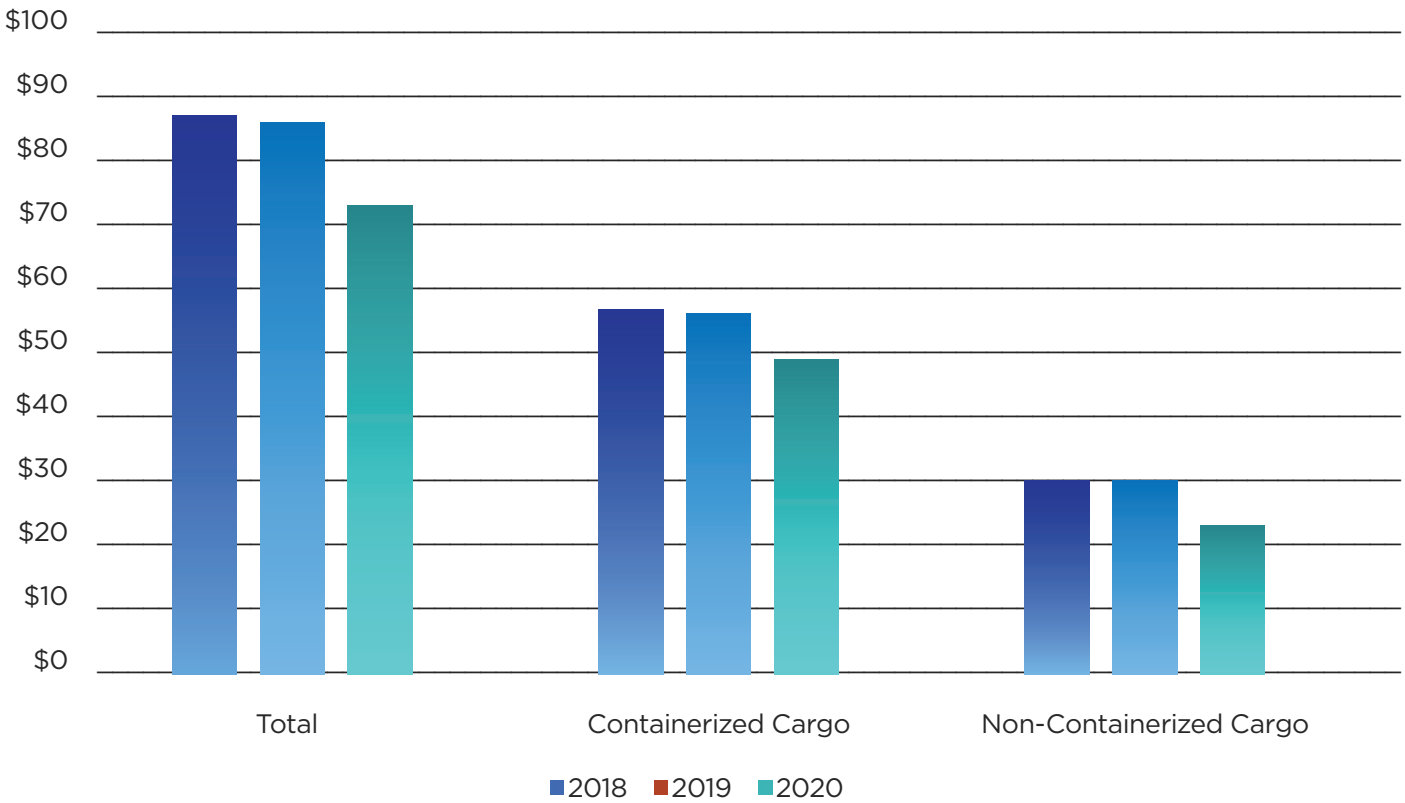
<sup>50</sup> [https://www.comerica.com/content/dam/comerica/en/insights/assets/economic-commentaries/2021/feb-02/FL\\_Outlook\\_0221.pdf](https://www.comerica.com/content/dam/comerica/en/insights/assets/economic-commentaries/2021/feb-02/FL_Outlook_0221.pdf)





EXHIBIT 12

FLORIDA CONTAINERIZED AND NON-CONTAINERIZED CARGO (BY VALUE)  
2020 vs. 2019 (WITH 2018 COMPARISON)\*



\* The total values presented in Exhibit 12 include values for Boca Grande.

EXHIBIT 13

FLORIDA WATERBORNE IMPORTS AND EXPORTS BY SEAPORT (BY VALUE)  
2020 vs. 2019 (WITH 2018 COMPARISON)\*

Florida Seaport	2018			2019			2020		
	Imports (\$USD)	Exports (\$USD)	Total (\$USD)	Imports (\$USD)	Exports (\$USD)	Total (\$USD)	Imports (\$USD)	Exports (\$USD)	Total (\$USD)
TOTAL ALL PORTS	54,156,167,311	33,180,975,629	87,337,142,940	53,798,845,175	32,785,939,828	86,584,785,003	46,337,460,939	26,239,986,100	72,577,447,039
Canaveral	1,541,811,841	34,257,176	1,576,069,017	1,386,872,829	50,906,036	1,437,778,865	759,035,885	28,089,289	787,125,174
Everglades	11,758,663,948	12,632,392,714	24,391,056,662	10,480,180,016	12,204,748,131	22,684,928,147	9,118,592,889	9,655,585,015	18,774,177,904
Fernandina	4,356,749	153,998,394	158,355,143	19,668,775	105,461,502	125,130,277	39,294,464	87,805,616	127,100,080
Fort Pierce**	625,360	4,158,851	4,784,211	432,368	4,972,055	5,404,423	1,229,258	2,993,576	4,222,834
JAXPORT	19,191,101,370	6,473,606,716		20,292,939,989	6,254,482,967	26,547,422,956	16,546,173,426	5,106,198,800	21,652,372,226
Key West	251,555	8,199,154	8,450,709	56,267	9,557,440	9,613,707	813,855	10,175,029	10,988,884
Manatee	869,361,961	105,918,007	975,279,968	907,818,255	152,401,758	1,060,220,013	910,051,059	72,430,633	982,481,692
Miami	15,828,502,427	9,811,990,036		16,209,698,474	9,979,075,024	26,188,773,498	14,324,918,208	7,930,528,849	22,255,447,057
Palm Beach	473,885,175	1,871,880,279	2,345,765,454	520,192,735	1,998,499,839	2,518,692,574	518,614,342	1,625,674,710	2,144,289,052
Panama City	2,365,382,938	471,970,739	2,837,353,677	1,989,272,753	456,619,982	2,445,892,735	1,927,526,384	377,002,401	2,304,528,785
Pensacola	7,751,498	30,872,795	38,624,293	51,732,415	6,674,549	58,406,964	297,627,143	5,541,096	303,168,239
Port St. Joe	0	0	0	0	0	0	0	0	0
St. Pete	310,000	317,150	627,150	35,259	7,403,950	7,439,209	321,019	69,558	390,577
Tampa Bay	2,114,111,451	1,581,111,409	3,695,222,860	1,938,857,051	1,554,925,540	3,493,782,591	1,893,143,620	1,337,576,380	3,230,720,000
Citrus	0	0	0	0	0	0	0	0	0

\* The total values presented in Exhibit 13 include the following for Boca Grande due to a data categorization issue: 2018 = \$353,247; 2019 = \$1,299,044; 2020 = \$434,535.

\*\* Port of Fort Pierce trade value includes private terminal activity.



EXHIBIT 14

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

Florida Seaport	Imports	Exports	Domestic	Total
Port Canaveral	3,376,073	64,615	1,337,681	4,778,369
Port Everglades	6,100,375	2,859,038	12,517,686	21,477,099
Port of Fernandina				
Port of Fort Pierce	0	0	0	0
JAXPORT	8,345,190	2,412,223	9,316,782	20,074,195
Port of Key West*	0	0	0	0
Port Manatee	2,619,414	222,711	6,181,107	9,023,232
PortMiami	7,198,468	2,526,806	N/A	9,725,274
Port of Palm Beach	460,526	1,296,391	705,748	2,462,665
Port Panama City	511,944	1,169,178	100,864	1,781,986
Port of Pensacola	104,420	597	165,055	270,072
Port of Port St. Joe*	0	0	0	0
Port St. Pete*	0	0	0	0
Port Tampa Bay	7,894,241	3,967,899	20,988,896	32,851,036
Port Citrus*	0	0	0	0
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 Key West, Port St. Joe, St. Pete and Citrus did not report cargo tonnage for 2020.



EXHIBIT 15

FLORIDA WATERBORNE IMPORT, EXPORT, AND DOMESTIC TONNAGE PERCENTAGES  
2018-2020

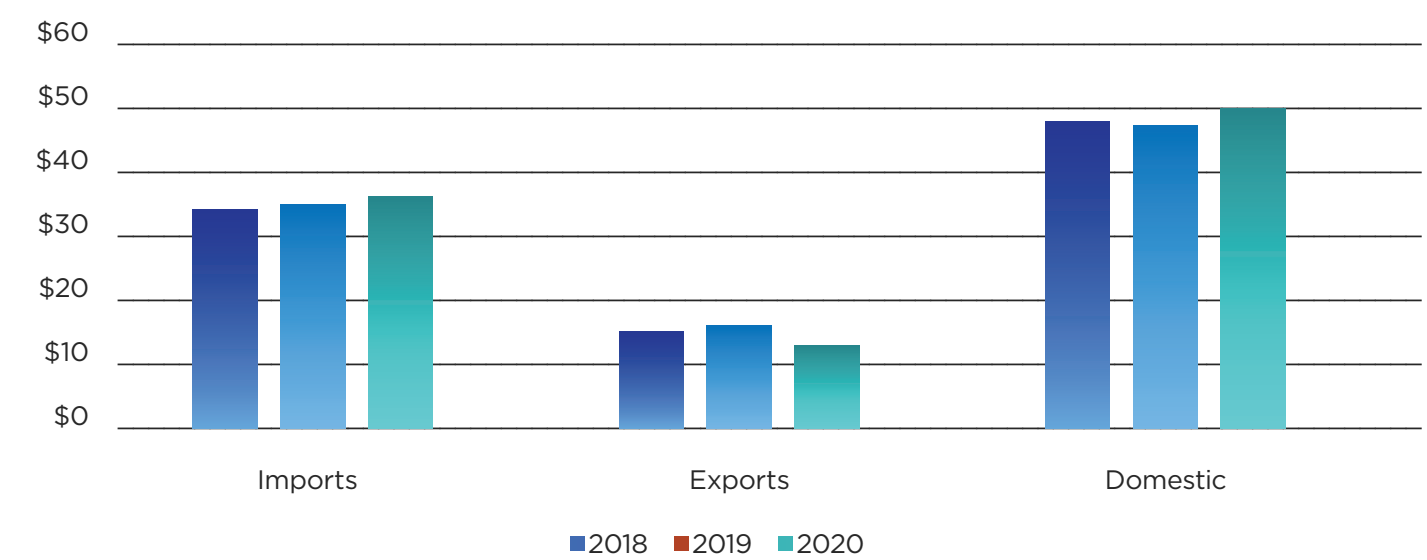




EXHIBIT 16

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

Florida Seaport	Dry Bulk	Liquid Bulk	Breakbulk	Containerized Cargo	Total
Port Canaveral	1,776,000	2,572,887	422,428	7,055	4,778,369
Port Everglades	1,193,256	14,356,296	220,019	5,707,528	21,477,099
Port of Fernandina					
Port of Fort Pierce	0	0	0	0	0
JAXPORT	4,290,127	5,527,107	4,937,504	5,319,457	20,074,195
Port of Key West*	0	0	0	0	0
Port Manatee	1,866,383	5,957,157	531,019	668,672	9,023,231
PortMiami	N/A	N/A	N/A	9,725,274	9,725,274
Port of Palm Beach	777,476	327,264	69,972	1,317,997	2,492,709
Port Panama City	938,144	22,057	657,373	164,412	1,781,986
Port of Pensacola	134,680	0	135,056	336	270,072
Port of Port St. Joe*	0	0	0	0	0
Port St. Pete*	0	0	0	0	0
Port Tampa Bay	12,417,684	18,979,310	845,028	609,014	32,851,036
Port Citrus*	0	0	0	0	0
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 Key West, Port St. Joe, St. Pete and Citrus did not report cargo tonnage for 2020.

EXHIBIT 17

PERCENTAGE OF WATERBORNE CARGO TYPES HANDLED BY FLORIDA SEAPORTS  
2020

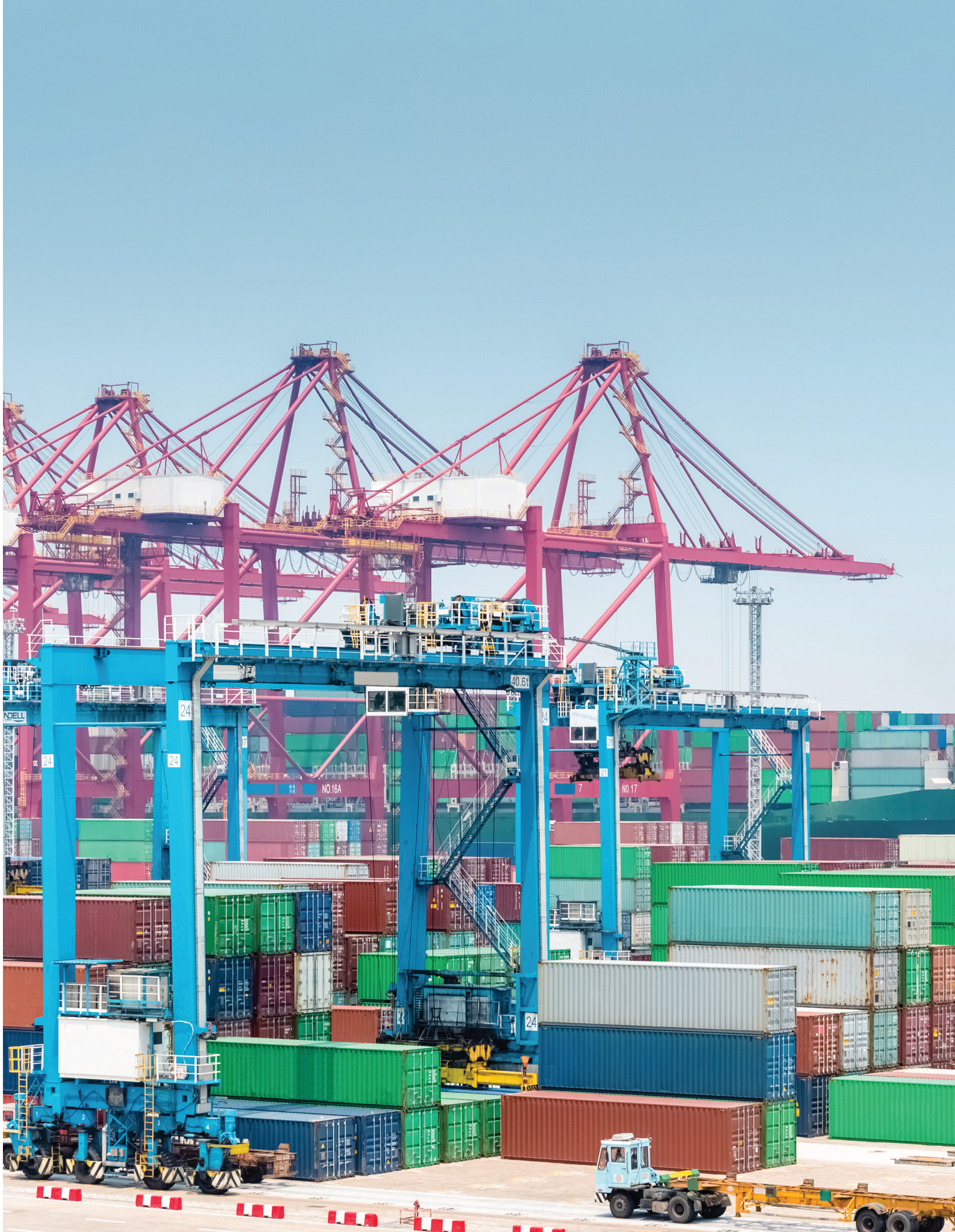
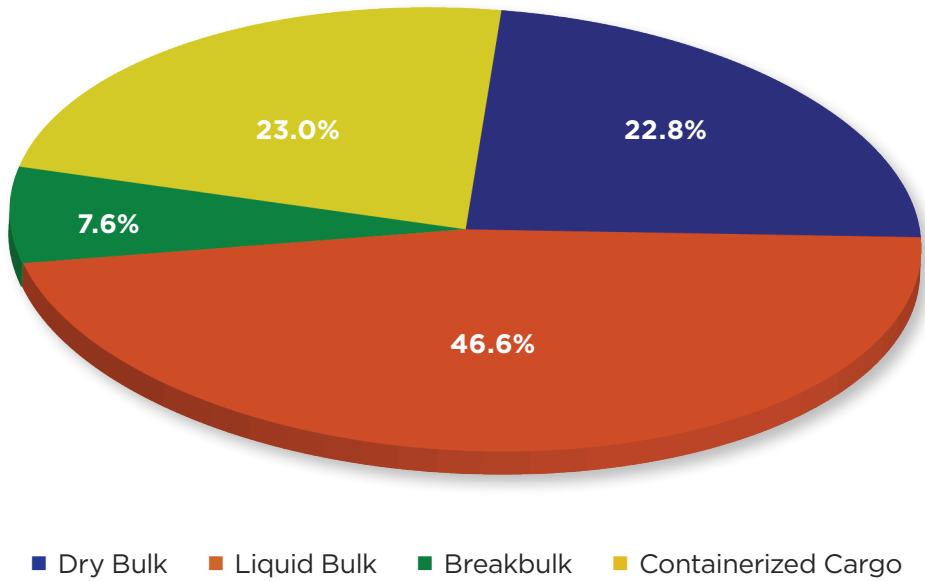
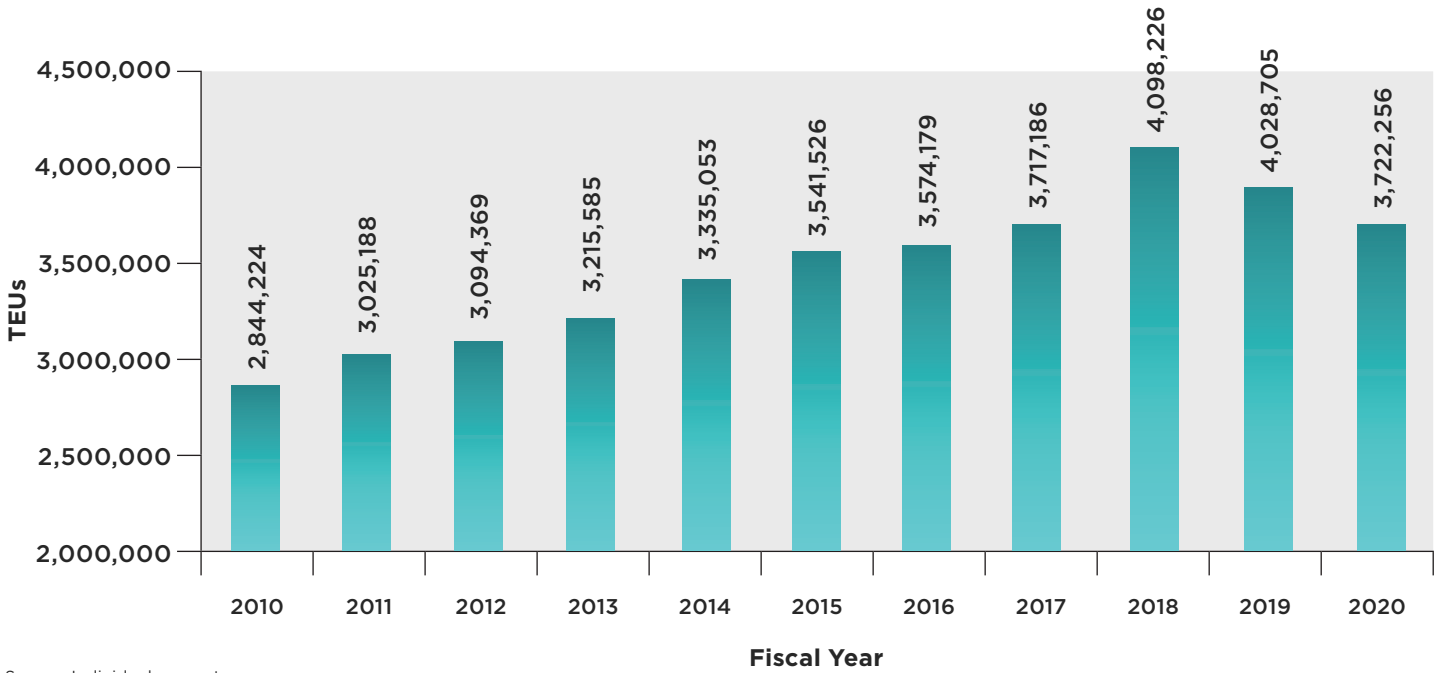




EXHIBIT 18

CONTAINERIZED CARGO HANDLED BY FLORIDA SEAPORTS (TEUs)  
2010-2020



Source: Individual seaports

EXHIBIT 19

4-YEAR COMPARISON OF CONTAINERIZED CARGO HANDLED BY FLORIDA SEAPORTS (TEUs)  
2017-2020

Florida Seaport	2017	2018	2019	2020	2020 Ranking
Port Canaveral	11,394	7,126	1,490	1,579	9
Port Everglades	1,076,893	1,108,466	1,053,078	945,512	3
Port of Fernandina	10,006	8,000	15,000	0	8
Port of Fort Pierce	0	88	0	0	n/a
JAXPORT	1,189,531	1,431,391	1,338,431	1,277,161	1
Port of Key West	0	0	0	0	n/a
Port Manatee	39,726	38,199	57,255	88,466	6
PortMiami	1,024,335	1,083,586	1,120,913	1,066,739	2
Port of Palm Beach	279,290	292,304	179,161	148,987	4
Port Panama City	29,456	38,092	35,182	52,726	7
Port of Pensacola	0	3,448	990	56	10
Port of Port St. Joe	0	0	0	0	n/a
Port St. Pete	0	0	0	0	n/a
Port Tampa Bay	56,555	87,526	105,663	141,030	5
Port Citrus	0	0	0	0	n/a
TOTAL	3,717,186	4,098,226	3,907,163	3,722,256	





# 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
- COVID-19 will continue to disrupt the cruise industry in the near-term and it is still unclear when cruise activity will return to previous levels
- 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 25 years ago
- 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 widespread vaccinations are expected to result in a full long-term recovery of the industry and a return to pre-pandemic growth patterns within a few 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



## LEADING THE WORLD IN CRUISING

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.<sup>51 52</sup> 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.<sup>53</sup> 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.<sup>54</sup>

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.

<sup>51</sup> <https://akcruise.org/wp-content/uploads/2012/05/2010-CLIA-Economic-Study.pdf> (p.50)

<sup>52</sup> <https://cruising.org/-/media/research-updates/research/2019-usa-cruise-eis.ashx> (p.42)

<sup>53</sup> <https://cruising.org/-/media/research-updates/research/2019-usa-cruise-eis.ashx> (p.42)

<sup>54</sup> <https://cruising.org/-/media/research-updates/research/2019-usa-cruise-eis.ashx> (p.43)



CRUISE REVENUE PASSENGERS AT FLORIDA SEAPORTS  
2020 vs. 2019 (WITH 2018 COMPARISON)

Florida Seaport	2018			2019			2020		
	One-Day	Multi-Day	Total	One-Day	Multi-Day	Total	One-Day	Multi-Day	Total
Port Canaveral	272,572	4,568,431	4,841,003	251,160	4,634,154	4,885,314	126,095	2,261,431	2,387,526
Port Everglades	128,934	3,741,408	3,870,342	119,153	3,773,062	3,892,215	57,095	2,482,447	2,539,542
Port of Fernandina*	0	0	0	0	0	0	0	0	0
Port of Fort Pierce*	0	0	0	0	0	0	0	0	0
JAXPORT	0	199,899	199,899	0	194,665	194,665	0	74,865	74,865
Port of Key West	0	865,909	865,909	0	913,323	913,323	0	501,320	501,320
Port Manatee*	0	0	0	0	0	0	0	0	0
PortMiami	48,863	5,503,212	5,552,075	41,936	6,781,880	6,823,816	0	3,478,000	3,478,000
Port of Palm Beach	0	462,674	462,674	0	449,457	449,457	0	141,051	141,051
Port Panama City*	0	0	0	0	0	0	0	0	0
Port of Pensacola	0	0	0	0	0	0	49,239	0	49,239
Port of Port St. Joe*	0	0	0	0	0	0	0	0	0
Port St. Pete	755	0	755	0	0	0	0	0	0
Port Tampa Bay	0	1,043,329	1,043,329	0	1,149,289	1,149,289	0	507,920	507,920
Port Citrus*	0	0	0	0	0	0	0	0	0
Total	451,124	16,384,862	16,835,986	412,249	17,895,830	18,308,079	232,429	9,447,034	9,679,463

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



TECHNOLOGICAL ADVANCES

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.<sup>55</sup> 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. This will permit cruise ships at the port to begin cold ironing.

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.

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 check-in technology for enhanced passenger processing, redesigned roadways for improved ground accessibility, and facial recognition technology to expedite disembarking customs and immigration processing. Like Port Canaveral, Port Everglades and PortMiami have plans to build new cruise infrastructure in the future to accommodate expected long-term growth in cruise activity following the halt of cruise operations experienced during most of 2020 and much of 2021.



<sup>55</sup> <https://www.cruzely.com/chart-see-the-dramatic-rise-in-the-size-of-cruise-ships/>





### NUMBER OF CRUISE SHIPS BASED IN FLORIDA

In 2020, Florida seaports homeported nearly 100 cruise vessels.<sup>56</sup> 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.<sup>57</sup>

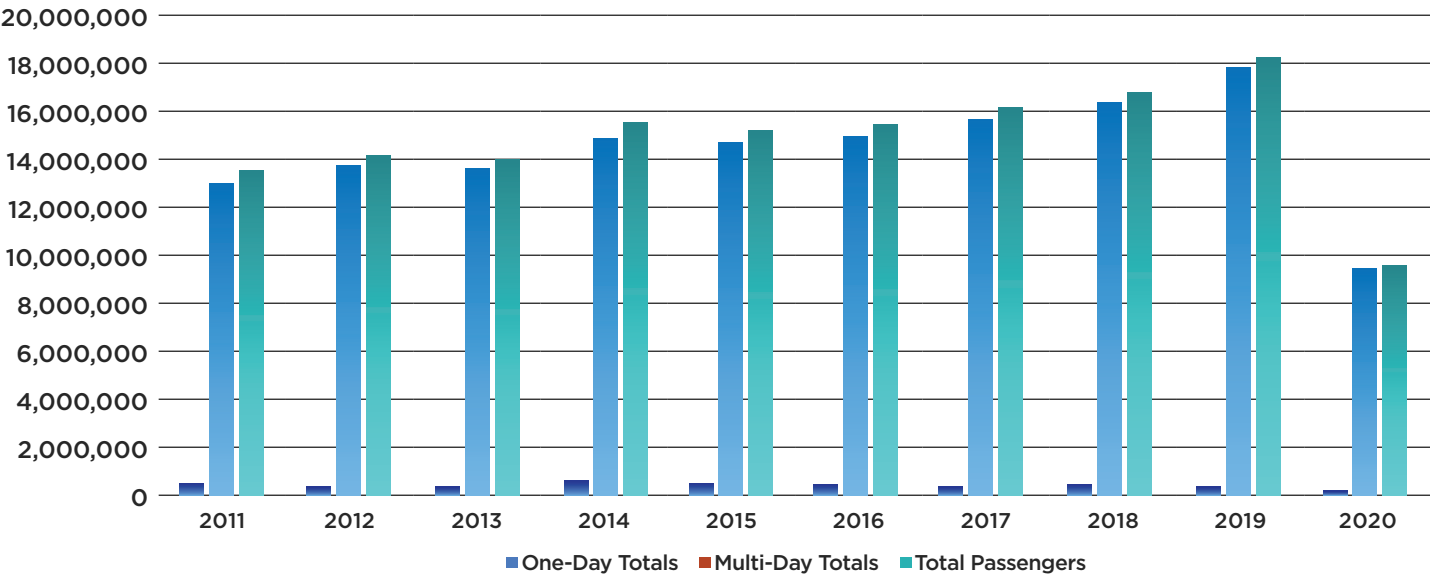
Carnival Corporation & plc., Royal Caribbean Group, Norwegian Cruise Line Holdings, MSC Cruises (USA) Inc., Disney Cruise Lines, and Ritz-Carlton Yacht Collection are also all headquartered in Florida, which adds corporate and workforce spending and investment to the economic impacts of vessel operations at ports.

<sup>56</sup> Self-calculated based on BA review of individual seaport cruise schedules for 2019-2020  
<sup>57</sup> <https://cruising.org/-/media/research-updates/research/2019-usa-cruise-eis.ashx> (p.43)



### EXHIBIT 21

CRUISE REVENUE PASSENGERS AT FLORIDA SEAPORTS  
2011-2020





# CRUISE TRENDS

## GROWTH OF CRUISE SHIPS & PASSENGER COUNTS

Prior to the onset of the COVID-19 pandemic, the global cruise industry was enjoying a period of unprecedented growth fueled by a strong vacation value proposition, growing global popularity, access to an ever-increasing number and diversity of destinations, and the introduction of multiple new ships with new and exciting onboard amenities. Between 1990 and 2000, the average new cruise ship had a gross tonnage of approximately 80,000 GT. Between 2010 and 2020, the average new cruise ship increased 93.3 percent in size to 155,000 GT. Since 2019, this average has increased to just under 180,000 GT.<sup>58</sup> Many of these ultra-large cruise ships homeport in Florida, including the world's largest cruise ship, Royal Caribbean International's *Symphony of the Seas*, which has a gross tonnage in excess of 225,000 GT and can accommodate more than 6,500 total passengers along with more than 2,200 crew. Consistent with this increase in ship size, cruise passenger activity at Florida's ports saw steep pre-pandemic growth, with the combined number

of Florida cruise passenger embarkations increasing 43.3 percent between 2010 (5,784,000 passengers) and 2019 (8,286,000 passengers).

In 2019, the number of multi-day cruise passengers surpassed all previous records, representing a 9.2 percent increase over 2018.<sup>59</sup> Florida's top three cruise ports (PortMiami, Port Canaveral, and Port Everglades) all realized double-digit increases that year, which was the last complete year of cruise operations prior to the issuance of a no-sail order by the CDC, which has now severely disrupted the industry and brought the number of cruise sailings near zero for some 15 months. Despite the near-term impacts of the COVID-19 pandemic, Florida is well-positioned to continue to capitalize on its close proximity to popular warm-weather destinations due to the combined strategic investments in fixed cruise infrastructure and cruise-related workforce development that have been made in recent years by Florida's ports as well as the cruise lines themselves.

Port Canaveral, Port Everglades, and PortMiami also offered one-day cruises in 2019.<sup>60</sup> After gaining a small volume uptick in 2018 for the first time in three years, one-day cruise passengers decreased **8.6 percent** in 2019.<sup>61</sup> Even so, when combined with multi-day passenger volumes, Florida seaports handled **18.3 million** total cruise passengers in 2019, surpassing the previous year's record of **16.8 million** passengers by **8.7 percent**.



Once the CDC's conditional sail order is fully engaged by the cruise brands either through vaccination mandated sailings or through the simulated voyage process and public confidence in travel-related convenience and safety protocols recovers it is expected that the number of cruise passengers moving through Florida's ports will rebound and resume its pre-pandemic growth trajectory.

The cruise industry's total global output for 2019 was estimated at \$154.5 billion.<sup>62</sup> To put this in perspective, this is roughly the size of the country of Hungary's national gross domestic product (GDP), as reported by the World Bank for that same year.<sup>63</sup> The industry

sustains economic growth by adapting to changes in consumer preferences and vacation patterns; for example: offering single-friendly activities to accommodate growth in passengers traveling alone, increasing the amount of time spent in high-demand destinations, and adding onboard amenities such as wearable technology, user-friendly apps, improved Wi-Fi connectivity, and a greater variety of dining, shopping, and entertainment.<sup>64</sup> Going forward, given demand dynamics, many cruise lines are expected to offer additional shorter three-, four- and five-day cruises – a trend that is expected to continue to further stimulate cruise industry recovery.

<sup>58</sup> <https://www.cruzely.com/chart-see-the-dramatic-rise-in-the-size-of-cruise-ships/>

<sup>59</sup> SMP workbooks 2021-2025 – Exhibit 20 (BA analysis)

<sup>60</sup> SMP workbooks 2021-2025 – Exhibit 20 (BA analysis)

<sup>61</sup> SMP workbooks 2021-2025 – Exhibit 20 (BA analysis)

<sup>62</sup> [https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry\\_optimized.ashx](https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry_optimized.ashx) (p.4)

<sup>63</sup> [https://data.worldbank.org/indicator/NY.GDP.MKTP.CD?most\\_recent\\_value\\_desc=false](https://data.worldbank.org/indicator/NY.GDP.MKTP.CD?most_recent_value_desc=false)

<sup>64</sup> [https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry\\_optimized.ashx](https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry_optimized.ashx) (p.19)



HEALTH & SAFETY PROTOCOLS

In response to the COVID-19 pandemic, the cruise industry sought the insights and guidance of leading scientists and public health experts to help plan for a responsible return to passenger service. The recommendations of outside experts helped inform a set of enhanced protocols for most ocean-going cruise lines that address the entirety of the cruise experience. The cruise industry will continue to engage with leading experts and public health authorities to make appropriate adjustments as conditions change and new advancements are made. Rigorous science-backed measures to help protect passengers, crew, and destinations and support a phased resumption of passenger operations during the health emergency. Protocols will vary depending on a ship’s level of vaccinations. For vessels returning to service with nearly all guests and crew vaccinated, minimal protocols will be required. For those vessels sailing without vaccine mandates, the protocols will consist of the following elements, among others:<sup>65</sup>

- ▶ 100% passenger testing at embarkation and disembarkation
- ▶ 100% crew quarantine and ongoing testing
- ▶ Additional health screenings and temperature checks
- ▶ Onboard mask requirements
- ▶ Social (physical) distancing
- ▶ Contact tracing
- ▶ Strict shore excursion protocols

Strict shore excursion protocols for all cruises, operators will resume service with an even higher level of onboard safety protocols. These include the below, among others:

- ▶ Onboard ventilation strategies
- ▶ Enhanced communications
- ▶ Health evaluations
- ▶ Pre-arranged response logistics
- ▶ Close coordination with destinations
- ▶ Enhanced sanitation shipwide
- ▶ Denial of boarding for violations

Additionally, these new protocols will have implications for cruise ports. Most cruise lines are mandating specific protocols as part of the boarding process for homeport operations. Terminal protocols will consist of the following:

- ▶ Mandatory COVID-19 testing and health screenings (unvaccinated sailings)
- ▶ Staggered arrival time to ensure social distancing and adequate processing times
- ▶ Additional sanitization/disinfection of goods/ baggage and facilities
- ▶ Increased digital touchpoints

Further, to help the resumption of cruising, Florida ports have doubled as vaccine sites. Port Canaveral was the first U.S. port to sponsor COVID-19 vaccine distribution to port workers and vessel crew members.<sup>66</sup> Port Everglades provided seafarers aboard cruise and cargo ships docking at Port Everglades COVID-19 vaccinations through partnerships that include the Florida Division of Emergency Management (FDEM), the Port, Seafarers’ House, Celebrity Cruises, Holland America Line, Princess Cruises, and Royal Caribbean International.<sup>67</sup> JAXPORT<sup>68</sup>, PortMiami<sup>69</sup>, and Port Tampa Bay<sup>70</sup> hosted pop-up vaccination clinics serving port employees and all members of their communities. Both PortMiami and Port Tampa Bay expanded efforts to include cruise and cargo mariners.



ENVIRONMENTAL EXCELLENCE

The cruise industry is committed to environmental stewardship and sustainability and continues to adopt low-emission, energy-efficient technologies. According to CLIA, the industry has already invested some \$23.5 billion in cleaner fuels and other onboard and shoreside technologies to reduce carbon emissions, with a goal to cut total carbon emissions by 40 percent by 2030 compared to 2008. One key strategy for achieving this goal is investment in LNG-powered ships, with 24 such ships expected to be delivered by 2027.<sup>71</sup> Cruise lines have also widely adopted onboard exhaust gas cleaning systems (EGCS) and continue to explore shore power in partnership with ports around the world.

49%

Of ships currently on order will rely on LNG for primary propulsion

69%

Of global capacity utilizes EGCS and 96 percent of non-LNG newbuilds will have EGCS installed

58%

Of new capacity is committed to be shore power compatible

32%

Of existing fleet capacity can utilize shore power

25%

Of existing capacity will be retrofitted for shore power in the near future<sup>72</sup>

Additionally, ports are focused on implementing strategies for sustainable practices. In February 2021, Miami-Dade County signed a joint statement with Florida Power and Light (FPL) and six cruise companies – Carnival Cruise Line, Disney Cruise Line, MSC Cruises, Norwegian Cruise Line, Royal Caribbean International, and Virgin Voyages – to bring shore power to PortMiami. The U.S. Environmental Protection Agency’s Diesel Emissions Reduction Act (DERA) allocated \$2 million for the pilot program, which will focus on Carnival Cruise Line’s new Cruise Terminal F. Pending the completion of the pilot program study and the necessary infrastructure execution, Carnival is committed to utilizing shore power for up to four vessels at their new terminal starting in 2023. The full rollout across the other five lines will follow in the years to come.<sup>73</sup> At this time, no other Florida ports have announced plans to expand existing shore power services. Depending on the timeline for installation, PortMiami could become the first port in Florida and the southeastern U.S. to provide permanent, dedicated shore power hookups for cruise ships.



<sup>65</sup> <https://www.cdc.gov/quarantine/cruise/management/technical-instructions-for-cruise-ships.html>  
<sup>66</sup> <https://www.cruiseindustrynews.com/cruise-news/24907-port-canaveral-first-u-s-port-to-support-covid-19-vaccinations-for-seafarers.html>  
<sup>67</sup> <https://www.cruiseindustrynews.com/cruise-news/25068-covid-19-vaccinations-taking-place-at-port-everglades.html>  
<sup>68</sup> <https://www.jaxport.com/jaxport-hosting-new-covid-19-vaccine-clinic-for-port-workers-and-the-public/>  
<sup>69</sup> <https://www.cruiseindustrynews.com/cruise-news/24912-crew-now-getting-vaccinated-at-portmiami.html>  
<sup>70</sup> <https://www.porttb.com/posts?id=B767D1B7-2E36-429F-AADE-16E3A30D12C5>  
<sup>71</sup> [https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry\\_optimized.ashx](https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry_optimized.ashx) (p.12)  
<sup>72</sup> [https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry\\_optimized.ashx](https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry_optimized.ashx) (p.14)  
<sup>73</sup> <https://www.cruiseindustrynews.com/cruise-news/24951-carnival-gets-epa-funding-for-shore-power-at-portmiami.html>



CLIA CRUISE INDUSTRY OUTLOOK

In December 2019, CLIA’s State of the Cruise Industry Outlook 2020 projected 32 million passengers would embark on cruises worldwide in 2020.<sup>74</sup> On January 30, 2020, the World Health Organization (WHO) declared COVID-19 a public health emergency of international concern and on March 11, 2020 the WHO officially declared COVID-19 to be a global pandemic. Based on this sequence of events, governments around the world placed strict limitations on both domestic and international travel, resulting in cruise travel being severely restricted in 2020 worldwide. Only about 200 total cruise sailings occurred worldwide between July and December, 2020.<sup>75</sup>

the combination of pent-up demand and widespread vaccinations is expected to result in a complete long-term recovery of the industry and a return to pre-pandemic growth patterns within a few years. Cruise activity in Florida is expected to lead this recovery.

In 2010, during the initial period of recovery following the global recession of 2008/2009, the industry served 19.1 million cruise passengers. By 2019, this number had grown to 29.7 million<sup>76</sup>, with 32.0 million expected for 2020. The U.S. market, which is the source of more than half of the world’s cruise passengers, fuels the global industry and Florida is by far the leading state for cruise in the U.S.

The industry has its work cut out for it in terms of re-establishing itself as a preferred vacation alternative in a post-pandemic world and resuming the level of activity expected heading into 2020. However, one of the defining characteristics of the cruise industry is its resiliency. Despite an unprecedented and extremely challenging year in 2020, there is reason for hope and optimism heading into 2021. This same survey revealed that 58 percent of international vacationers who have never cruised are likely to take a cruise in the next few years.<sup>77</sup>

According to **CLIA’s** State of the Cruise Industry Outlook 2020 report, more than **66 percent** of Generation X and approximately **71 percent** of Millennials had a more positive attitude about cruising heading into 2020 than they did during the two years prior.

The 15-month period between March, 2020 and May, 2021 saw a cancellation of nearly all cruise sailings across North America, placing Florida cruise activity in a state of indefinite limbo. As a result, the robust growth trend experienced prior to the COVID-19 pandemic was interrupted in a near total and entirely unprecedented way. COVID-19 will continue to disrupt the cruise industry in the near-term and it is still unclear when cruise activity will return to previous levels. However, despite the significant impacts of the COVID-19 pandemic on cruise activity worldwide, the fundamentals of the industry remain strong and

According to a December, 2020 **CLIA** survey of **4,000 international vacationers** from the U.S., Canada, the United Kingdom, Germany, France, Italy, Spain and Australia, **74 percent** of people who have taken a cruise in the past are likely to cruise in the next few years with two out of three being willing to take a cruise in 2021.



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.

<sup>74</sup> <https://cruising.org/-/media/research-updates/research/state-of-the-cruise-industry.pdf> (p.12)  
<sup>75</sup> [https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry\\_optimized.ashx](https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry_optimized.ashx) (p.9)  
<sup>76</sup> [https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry\\_optimized.ashx](https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry_optimized.ashx) (p.21)  
<sup>77</sup> [https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry\\_optimized.ashx](https://cruising.org/-/media/research-updates/research/2021-state-of-the-cruise-industry_optimized.ashx) (p.10)



# PORT PROFILES

- PORT CANAVERAL
- PORT EVERGLADES
- PORT OF FERNANDINA
- PORT OF FORT PIERCE
- JAXPORT
- PORT OF KEY WEST
- PORT MANATEE
- PORTMIAMI
- PORT OF PALM BEACH
- PORT PANAMA CITY
- PORT OF PENSACOLA
- PORT OF PORT ST. JOE
- PORT ST. PETE
- PORT TAMPA BAY
- PORT CITRUS\*

In years past the seaport profiles presented in this report have been structured using the year immediately prior as the primary source of information. In light of the lingering impacts of the COVID-19 pandemic, this year’s report presents data from 2020 but does so in the context of 2019 so that pandemic-related impacts can be clearly understood as event-driven disruptions of normal business activity rather than market-driven trends. While the exact period of time required to achieve a full post-pandemic recovery remains unknown, Florida’s seaports will recover and resume an overall trend of positive growth based on consumer demand, industry fundamentals and supply chain economics.

\* Port Citrus did not provide a profile.





# Port Canaveral

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



Port Canaveral is a world-class gateway for cruises, cargo, recreation and logistics, as well as a portal to new frontiers in space. In 2019 – the most recent year prior to the COVID-19 pandemic – Port Canaveral hosted nearly 4.9 million cruise passengers: 78 through its state-of-the-industry terminals and saw movement of approximately 6.0 million tons of cargo, including dry bulk, liquid bulk, breakbulk, project cargo and containerized goods. In 2020, the global pandemic resulted in a substantial decline in both cruise passengers and cargo volumes, with fewer than 2.4 million cruise passengers moving through Port Canaveral last year and about 4.8 million tons of cargo being handled.

Port Canaveral has a significant role and responsibility in building and sustaining a strong economy on Florida’s Space Coast and across the Central Florida region. The port and its Foreign-Trade Zone No.136 furnish a unique quadrimodal

transportation hub, linking sea, land, air and space with the benefits of a first-class seaport that includes easy highway access, unrestricted air draft, 43-foot deepwater sea access and uncongested multipurpose berthing.

Port Canaveral has tailored its growth deliberately and strategically. Approximately 75.0 percent of the port’s total revenue was derived from its cruise business in 2019. However, only 38.1 percent of Port Canaveral’s 5-year capital improvement plan (CIP) is allocated to cruise terminals, with 40.3 percent being programmed for cargo terminals and 10.0 percent being programmed for other structures and miscellaneous projects. This highlights the importance of the port’s increasingly diversified cargo portfolio and the growing needs of the region’s commercial space operations. The port is investing in increasing capacity with harbor and landside infrastructure improvements, such as new

and renovated cruise terminal facilities and building and refurbishing multipurpose deepwater berths to keep pace with consumer demand and promote economic prosperity for the region.

State-of-the-industry terminal facilities and multipurpose deepwater berths are critical to meeting the needs of today’s larger, more sophisticated vessels, including both cruise and cargo vessels. Modernizing these facilities enhances the port’s capabilities and helps to maintain the port’s competitive position for handling future business demands.

Prior to the pandemic, Port Canaveral’s significant growth provided a major boost to the central Florida economy. In 2018, port operations contributed \$3.85 billion in economic impacts, while supporting 32,650 jobs, with \$1.3 billion in wages and an estimated \$107.2 million in Florida tax revenues. This impact declined in 2020 due to severely restricted cruise operations and reduced cargo activity, but as pandemic-related issues subside Port Canaveral is poised to resume its previous positive growth trends in both cruise and cargo activity.

## GOALS & OBJECTIVES

- Expand the LNG footprint and service capabilities for the cruise lines
- Work with commercial space companies to accommodate the increasing requirements of their expanding enterprise
- Balance berth utilization with the highest demand for bulkhead space in the Port’s history

## CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Expand the LNG footprint and service capabilities for the cruise lines
- Work with commercial space companies to accommodate the increasing requirements of their expanding enterprise
- Balance berth utilization with the highest demand for bulkhead space in the Port’s history

In terms of cruise, Port Canaveral – which was named “World’s Best Cruise Port” by Global Traveler Magazine in 2019 – became the first major cruise port in North America to have the capability to offer liquefied natural gas (LNG) as a primary fuel to the cruise industry as part of its agreement with Carnival Corporation to serve as homeport to the Carnival Mardi Gras. This 180,000-gross-registered-ton ship powered by cleaner-burning LNG will sail from the port’s new Cruise Terminal 3 as soon as post-pandemic cruise activity resumes. This \$163 million terminal project was the largest in the port’s 66-year history and a major milestone for the port, for the state of Florida and for the cruise industry.

As part of its nearly three-year preparation and planning for the arrival of the groundbreaking cruise ship, Port Canaveral also expanded its maritime firefighting academy to offer advanced LNG firefighting certification training for firefighters, shipboard personnel and LNG fuel operators and transporters. The port also purchased a high-tech fireboat designed and purpose-built to provide enhanced marine firefighting and rescue capabilities. This \$4.8 million 65-foot-long marine firefighting rescue vessel was delivered in fall, 2020.

## ACCOMPLISHMENTS

- 110 million in total revenue for 2019 (highest in Port history)
- Historic long-term 25-year agreement signed with Carnival Cruise Line includes homeporting their largest and newest class of ship and the first LNG powered cruise ship in North America
- A new mobile harbor crane (largest in USA) acquired late 2018 and put into service early 2019 to handle a variety of cargo including heavy lift of rocket boosters for commercial space



<sup>78</sup> Refers to revenue passengers



TOP TRADE PARTNERS (BY VALUE)		TOP COMMODITY TRADED (BY VALUE)	
IMPORTS	EXPORTS	IMPORTS	EXPORTS
1 Bahamas	1 Bahamas	1 Petroleum	1 Salt
2 Canada	2 Netherland Antilles	2 Lumber	2 Petroleum
3 Germany	3 Ascension	3 Granite	3 Machinery
4 Japan	4 Costa Rica	4 Limestone	4 Containers
5 Sweden	5 Germany	5 Salt	5 Slag

2019 TEUs	2020 TEUs
● Imports: 664	● Imports: 1,208
● Exports: 826	● Exports: 371
● Total: 1,490	● Total: 1,579

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)	\$-	\$24,179,524	\$13,589,762	\$15,283,806	\$22,500,000	\$75,553,092
Channel and Harbor Deepening (Incl. Spoil Projects)	\$-	\$3,250,000	\$3,692,621	\$-	\$-	\$6,942,621
Cruise Terminals	\$23,595,648	\$12,731,327	\$-	\$20,000,000	\$15,000,000	\$71,326,975
Berth Rehabilitation and Repairs	\$-	\$-	\$-	\$-	\$-	\$-
Other Structures	\$-	\$5,982,267	\$4,600,000	\$100,000	\$100,000	\$10,782,267
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$1,099,800	\$2,822,195	\$1,705,050	\$1,843,200	\$361,350	\$7,831,595
Site Improvements	\$-	\$3,424,581	\$-	\$-	\$-	\$3,424,581
Intermodal Road and Rail	\$50,000	\$6,055,771	\$300,000	\$300,000	\$-	\$6,705,771
Land Acquisition	\$-	\$-	\$-	\$-	\$-	\$-
Security	\$772,474	\$2,526,075	\$700,500	\$236,500	\$460,000	\$4,695,549
TOTAL	\$25,517,922	\$60,971,739	\$24,587,933	\$37,763,506	\$38,421,350	\$187,262,450







Caribbean cruise vacations and international trade are what make Port Everglades an economic powerhouse for Broward County and one of the most diverse seaports in the United States.

Port Everglades is located in the heart of one of the world’s largest consumer regions, with a constant flow of seasonal visitors, with a combined 110 million residents and seasonal visitors within a 500-mile radius. With its proximity to the popular Caribbean, Port Everglades is the third-busiest cruise homeport in the world. And it is a leading container port in Florida and among the most active cargo ports in the United States.

Port Everglades is also South Florida’s main seaport for receiving petroleum products, including gasoline and jet fuel. Approximately 38 percent of the petroleum consumed in the state of Florida, including jet fuel for four international airports, is stored and distributed by companies located within Port Everglades. A new International Logistics

Center, including a foreign-trade zone and available office space, make Port Everglades a highly desirable business center for world trade.

The port’s diversified cargo mix includes containers, refrigerated cargo (fifth in the nation), new and used automobiles and trucks, dry bulk, breakbulk, project, roll-on/roll-off and liquid bulk. The Florida East Coast Railway’s 43-acre international and domestic intermodal container transfer facility makes it possible for cargo shipped to Port Everglades to reach Atlanta and Charlotte within two days and 70 percent of the U.S. population within four days. Port Everglades cruise guests enjoy the port’s proximity to three international airports, including the rapidly growing Fort Lauderdale-Hollywood International Airport (FLL) less than 2 miles away. For pre- and post-cruise stays, Port Everglades is a short drive from sweeping beachfronts, a vibrant art scene, world-class restaurants, craft breweries, entertainment, shopping, casinos and family-friendly activity destinations – including the namesake Florida

Everglades. Port Everglades hosts nearly 4 million cruise passengers annually, sailing on a variety of cruise ship itineraries and a daily ferry service to Bimini and the Bahamas. This passenger number dropped to 2.5 million in 2020 due to cancellation of all cruise activity in March 2020 in response to the declaration of COVID-19 as a global pandemic by the World Health Organization (WHO).

Port Everglades follows a comprehensive Master/Vision Plan that, to strategize for upcoming capital improvements, is updated every two to four years to reanalyze and update market trends; changes in the cruise, cargo shipping and petroleum industries; local planning initiatives and evolving technologies. This in-depth analysis provides a projective and substantiated market-driven and environmentally sound, phased roadmap for guiding cost-feasible capital investments over the next 20 years.

### GOALS & OBJECTIVES

- Complete the Southport Turning Notch Extension and crane rail infrastructure project
- Improve on-port and near-port transportation connections
- Complete the U.S. Army Corps of Engineers Port Everglades Navigation Improvements Project
- Diversify cruise line mix and complete renovations to Cruise Terminals 21 and 29

### CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Southport Turning Notch Expansion and a total of six additional low profile super post-Panamax gantry cranes (this is the largest infrastructure project in the Port’s history, allowing for new cargo berths by lengthening the existing notch from 900 feet to 2,400 feet and installing crane rail infrastructure to handle a total of six new super post-Panamax gantry cranes)
- Harbor Improvement Project to include deepening of the Port’s navigational channel from 42 to 48 feet and widening narrow sections of the Intracoastal Waterway
- Modernization and expansion of Slip 1 in Northport to ensure that modern liquid bulk tanker vessels have unconstrained access to the port to continue meeting South Florida’s jet fuel, gasoline and other petroleum product supply needs

In 2020, Port Everglades unveiled its latest \$3 billion Master/Vision Plan update, which includes a five-year master plan through 2023; a 10-year vision plan that extends through 2028; and a 20-year vision plan that identifies goals and projects out to 2038.

The Port Everglades Department is a self-supporting enterprise fund of Broward County government. It does not rely on local tax dollars for operations or capital improvements. As of 2019, the total annual value of economic activity at Port Everglades was nearly \$34 billion with 231,579 Florida jobs being impacted by the port, including 13,127 people who work for companies that provide direct services to Port Everglades.

### ACCOMPLISHMENTS

- Received first three of six low profile Super post-Panamax gantry cranes in November 2020
- Received “New Start” designation along with \$29.1M in for the FY 20 U.S. Army Corps of Engineers Work Plan for the Port Everglades Navigation Improvements Project
- Executed the Project Partnership Agreement for construction with the U.S. Army Corps of Engineers for the Port Everglades Navigation Improvements Project
- CenterPoint Properties’ completed the Port Everglades International Logistics Center, including a modern Foreign-Trade Zone, warehousing and office space
- Received approval from the U.S. Maritime Administration (MARAD) for a “Marine Highway” designation for a new route connecting Port Everglades with Port Houston, Puerto Rico and the U.S. Virgin Islands (USVI). Port Everglades is the first port to receive this designation in South Florida and is among only 45 others nationwide
- Completed construction of a new 1,818-space, solar-powered parking garage to serve Cruise Terminal 4 and Terminal 2 via an indoor people-mover





TOP TRADE PARTNERS (BY VALUE)		TOP COMMODITY TRADED (BY VALUE)	
IMPORTS	EXPORTS	IMPORTS	EXPORTS
1 Dominican Republic	1 Brazil	1 Apparel	1 Machinery
2 Honduras	2 Chile	2 Television and Sound Equipment	2 Television and Sound Equipment
3 Costa Rica	3 Dominican Republic	3 Ships, Boats And Floating Structures	3 Vehicles
4 Guatemala	4 Honduras	4 Mineral Fuel, Oil	4 Boats, Yachts
5 Brazil	5 Colombia	5 Beverages, Spirits	5 Plastics

2019 TEUs	2020 TEUs
● Imports: 511,057	● Imports: 457,618
● Exports: 542,020	● Exports: 487,893
● Total: 1,053,078	● Total: 945,512

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	\$27,195,000	\$19,201,500	\$5,009,500	\$10,511,000	\$75,717,000
Channel and Harbor Deepening (Incl. Spoil Projects)	\$15,250,000	\$-	\$-	\$-	\$-	\$15,250,000
Cruise Terminals	\$-	\$30,000,000	\$-	\$-	\$16,163,000	\$46,163,000
Berth Rehabilitation and Repairs	\$1,500,000	\$26,747,000	\$5,220,000	\$22,249,000	\$18,259,500	\$73,975,500
Other Structures		\$9,745,000				\$9,745,000
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$25,214,000	\$15,200,000	\$15,200,000	\$15,200,000	\$15,200,000	\$86,014,000
Site Improvements	\$-	\$-	\$-	\$-	\$-	\$-
Intermodal Road and Rail		\$5,977,010	\$20,000,000	\$20,000,000	\$2,432,030	\$48,409,040
Land Acquisition	\$-	\$-	\$-	\$-	\$-	\$-
Security	\$775,000	\$360,000	\$250,000	\$-	\$-	\$1,385,000
TOTAL	\$56,539,000	\$115,224,010	\$59,871,500	\$62,458,500	\$62,565,530	\$356,658,540





# Port of Fernandina

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 South-eastern 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 over the last 3 years, 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.

Over the next two years, a major expansion and modernization is planned to increase the capacity of the Port’s on-dock warehouses and rail transloading facilities, as well as to modernize and expand 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

- A Strategic Port Master Plan is underway and will be issued before the end of the year, including updates to the Port’s 5-year capital improvement plan with emphasis on sustainability, cargo growth and mitigating impacts to the surrounding community and the 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 to the Port Authority, which has bonding capacity

## CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

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

## ACCOMPLISHMENTS

- Worldwide Terminals has completed its third full year of operations at the Port of Fernandina
- WWT closed on \$27.6 million in Port Infrastructure Bonds which included \$8 million in matching funds in 2019.
- 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 by the US Army Corps of Engineers for the first time in 20-years, allowing access for ships with drafts of up to 40 feet. This greatly enhances access to the Port, which is located only 2 miles from the open ocean
- 2 larger container gantry cranes have been added this year, in addition to the large mobile harbor crane that was added in 2018
- A state of the art Terminal Operating System has been implemented at the Port, providing all port customers and users real-time access to data, and status of cargos in inventory and shipping details

TOP TRADE PARTNERS (BY VALUE)	
IMPORTS	EXPORTS
1 Sweden	1 Ecuador
2 Brazil	2 Bermuda
3 Europe	3 Dominican Republic
4 Finland	4 Central America
5 China	5 Caribbean
6 Southeast Asia	

TOP COMMODITY TRADED (BY VALUE)	
IMPORTS	EXPORTS
1 Wood Pulp	1 KLB
2 Lumber	2 Lumber
3 Oats	3 Containerized Cargo
4 KLB	4 Food Aid
5 Plywood	5 Containerized KLB & Lumber
6 Steel	

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)	\$	\$0	\$250,000	\$1,000,000	\$10,750,000	\$12,000,000
Channel and Harbor Deepening (Incl. Spoil Projects)	\$	\$0	\$750,000	\$750,000	\$0	\$1,500,000
Cruise Terminals	\$	\$0	\$0	\$0	\$0	\$0
Berth Rehabilitation and Repairs	\$	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000
Other Structures - US Customs House and Admin Bldg.	\$	\$0	\$1,000,000	\$1,000,000	\$0	\$1,000,000
Miscellaneous Projects - On Dock warehouse, gates and rail expansion & redevelopment	\$	\$0	\$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	\$0	\$1,000,000
Land Acquisition	\$	\$0	\$1,000,000	\$1,000,000	\$0	\$2,000,000
Security	\$	\$200,000	\$100,000	\$0	\$0	\$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](http://www.stlucieco.gov/departments-services/a-z/administration/port-of-fort-pierce)

Year port was established: 1921

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 1921, 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.

Culminating a nearly yearlong procurement process, Derektor Shipyards, one of the world’s leading maintenance, refit and overhaul (MRO) companies, assumed control of the operations and development of the Terminal on Nov. 1, 2019.

## GOALS & OBJECTIVES

- Job creation and economic growth through successful development and operation of the former Indian River Terminal by Derektor 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

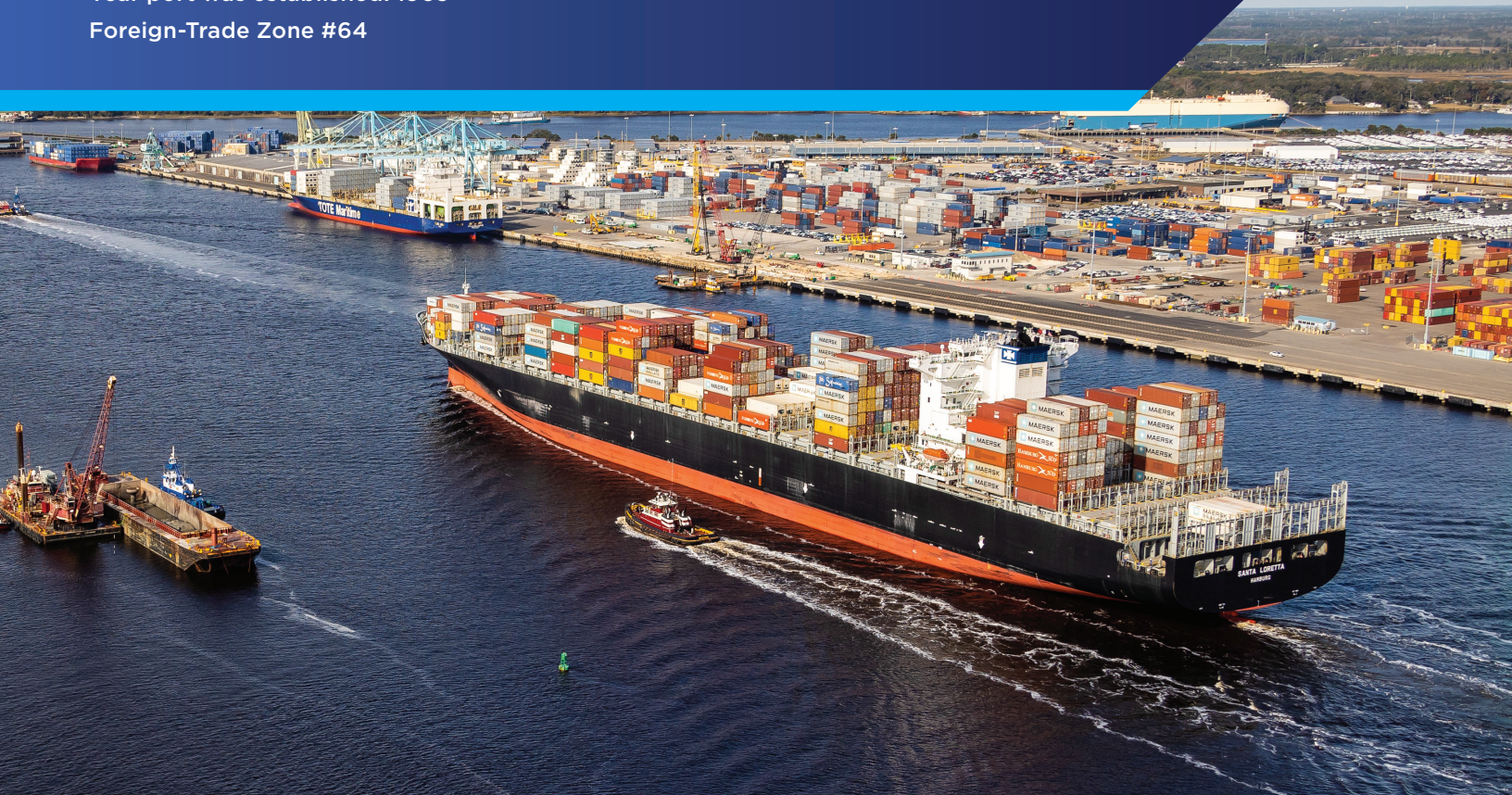
- Dock rehabilitation and upgrades
- Terminal improvements, including paving to support heavy vessels
- Mixed-use development of County-owned Harbour Pointe

## ACCOMPLISHMENTS

- Acquisition of the former Indian River (Cargo) Terminal
- Selection of Derektor Shipyards, Inc. to operate the former Indian River Terminal for the operation and development of megayacht maintenance, refit, overhaul facility
- Completion of the new Port Master Plan

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)	\$-	\$-	\$125,000	\$-	\$ 1,500,000	\$ 1,625,000
Channel and Harbor Deepening (Incl. Spoil Projects)	\$-	\$-	\$-	\$-	\$-	\$-
Cruise Terminals	\$-	\$-	\$ -	\$-	\$-	\$-
Berth Rehabilitation and Repairs	\$-	\$-	\$-	\$-	\$-	\$-
Other Structures	\$-	\$-	\$-	\$-	\$-	\$-
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$397,750	\$-	\$-	\$-	\$-	\$397,750
Site Improvements	\$1,046,230	\$500,000	\$-	\$200,000	\$-	\$1,746,230
Intermodal Road and Rail	\$-	\$-	\$-	\$-	\$-	\$-
Land Acquisition	\$-	\$-	\$-	\$-	\$-	\$-
Security	\$-	\$-	\$250,000	\$200,000	\$-	\$450,000
TOTAL	\$1,443,980	\$500,000	\$250,000	\$400,000	\$1,500,000	\$4,218,980





Located in the heart of the Southeastern United States, at the crossroads of the nation's rail and highway networks, JAXPORT is a preferred global gateway to Florida, the nation's third-most-populous state. Jacksonville 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.

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 70 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. Port enhancements – including deepening the Jacksonville shipping channel to 47 feet through Blount Island, as well as berth and terminal enhancements to prepare the facility for continued growth will be complete in 2022.

Northeast Florida offers numerous advantages for manufacturers, including 138 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. In 2019 and 2020, the port was home to the 2,056-passenger Carnival Ecstasy, offering 4- and 5-day cruises to tropical Bahamian and Eastern Caribbean destinations. Once cruise operations resume and normalize following the global pandemic, JAXPORT expects to welcome this vessel back, along with other future homeported or port-of-call cruise vessels.

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.

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 in 2019. This impact is expected to grow post-pandemic as JAXPORT and its partners continue to invest in building the port of the future.

## GOALS & OBJECTIVES

- Grow container business by capitalizing on the opportunities created by a deeper harbor
- Expand vehicle capacity and volume
- Build on cargo diversification by expanding breakbulk business line
- Acquire additional land to accommodate future growth

## CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Complete the second half of a total of 2,400 feet of berth enhancements to enable the port to simultaneously accommodate two post-Panamax ships at Blount Island
- Buildout of the SSA Jacksonville Container Terminal on Blount Island which will create additional container capacity
- Additional eco-friendly electric cranes for increased cargo handling
- Acquire additional land to create capacity for JAXPORT to remain a national leader in the import/export of ro-ro vehicles

## ACCOMPLISHMENTS

- Fully funded the first 11 miles of harbor deepening through JAXPORT's Blount Island Marine Terminal. The project deepens the shipping channel to 47 feet to accommodate post-Panamax vessels. Construction began in 2018 and will be completed in 2022- three years ahead of the original schedule
- As part of the infrastructure improvements required to accommodate the largest vessels and support 100-gauge cranes, JAXPORT completed the rehab of the first half of a total of 2,400 linear feet of deep-water berthing space. The second half of the project will be complete in conjunction with the deepening



TOP TRADE PARTNERS  
(BY VALUE)

IMPORTS

1

Northeast Asia

2

East Coast

3

South America

4

Southeast Asia

5

Central America

5

Northern Europe

EXPORTS

1

East Coast of South America

2

Caribbean

3

Northeast Asia

4

Middle East

5

Africa

TOP COMMODITY TRADED  
(BY VALUE)

IMPORTS

1

.All Others

2

Motor Vehicles

3

Medical

4

Machinery

5

Apparel

EXPORTS

1

All Others

2

Motor Vehicles

3

Machinery

4

Medical

5

Electronics/Instruments

2019 TEUs	2020 TEUs
<div>Imports: 646,687</div>	<div>Imports: 621,562</div>
<div>Exports: 691,744</div>	<div>Exports: 655,599</div>
<div>Total: 1,338,431</div>	<div>Total: 1,277,161</div>

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)	\$81,384,000	\$5,715,000	\$45,530,000	\$3,510,000	\$-	\$134,139,000
Channel and Harbor Deepening (Incl. Spoil Projects)	\$69,206,772	\$3,000,000	\$1,517,110	\$1,517,110	\$1,517,110	\$76,758,102
Cruise Terminals	\$492,000	\$822,000	\$1,822,000	\$300,000	\$300,000	\$3,736,000
Berth Rehabilitation and Repairs	\$45,860,000	\$2,350,000	\$1,000,000	\$1,000,000	\$1,000,000	\$51,210,000
Other Structures	\$2,300,000	\$11,646,594	\$80,000	\$-	\$25,000	\$14,051,594
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$802,000	\$1,462,000	\$470,000	\$450,000	\$470,000	\$3,654,000
Site Improvements	\$1,405,000	\$3,520,000	\$5,125,000	\$625,000	\$625,000	\$11,300,000
Intermodal Road and Rail	\$3,907,000	\$3,300,000	\$350,000	\$250,000	\$240,000	\$8,047,000
Land Acquisition	\$600,000	\$1,100,000	\$100,000	\$100,000	\$100,000	\$2,000,000
Security	\$1,969,454	\$2,212,500	\$-	\$-	\$-	\$4,181,954
TOTAL	\$207,926,226	\$35,128,094	\$55,994,110	\$7,752,110	\$4,277,110	\$311,077,650





# Port of Key West

CITY OF KEY WEST

<http://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 at the Margaritaville Key West Resort. These facilities constitute one of the busiest cruise ports of call in the nation and one of the state’s strongest and most sustained ferry-port operations. During 2019 approximately 393 ships and 913,323 passengers visited Key West. In 2020 the city was expecting 416 ships and 890,000 passengers prior to the disruption created by COVID-19. The port hosts cruise ships from Miami, Port Everglades, Canaveral, Tampa and Jacksonville as well as ferries from Fort Myers and Marco Island. In 2019 – the last full cruise season prior to the onset of the global pandemic – Key West welcomed some 913,000 cruise passengers. In 2020, due to cancellation of all cruise sailings from mid-March onward, the number of passengers declined to just over 500,000.

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 15 percent of the city’s total tax revenue. Key West is one of the most popular ports in the Caribbean and is typically included in 7- and 10-day Western Caribbean or Bahamas itineraries. As a general rule, cruise ship passengers can expect to spend between 6 and 10 hours ashore in Key West; the average port call in 2020 lasted just over eight (8) hours. These passengers are introduced to the unique charm of Key West without contributing vehicular traffic to the overburdened US-1 corridor.

## ACCOMPLISHMENTS

- Mallory T-Pier Extension and Plaza improvements
- Improvements in passenger port of call experiences
- Improvements in passenger movement and disbursement

## CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Mallory T-Pier berthing improvement
- Security check point enhancement and security camera expansion

## ACCOMPLISHMENTS

- 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. Phase 3 of the project is nearing completion with a multi-use sports field, horse stables, and concession stand

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)	\$ -	\$ -	\$-	\$ -	\$-	\$ -
Channel and Harbor Deepening (Incl. Spoil Projects)	\$ -	\$ -	\$-	\$ -	\$-	\$ -
Cruise Terminals	\$ -	\$ -	\$-	\$ -	\$-	\$ -
Berth Rehabilitation and Repairs	\$2,582,223	\$466,667	\$351,110	\$ -	\$ -	\$ 3,400,000
Other Structures	\$ -	\$ -	\$-	\$ -	\$-	\$ -
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$ -	\$ -	\$-	\$ -	\$-	\$ -
Site Improvements	\$ -	\$ -	\$-	\$ -	\$-	\$ -
Intermodal Road and Rail	\$ -	\$ -	\$-	\$ -	\$-	\$ -
Land Acquisition	\$ -	\$ -	\$-	\$ -	\$-	\$ -
Security	\$ -	\$ -	\$-	\$ -	\$-	\$ -
TOTAL	\$2,582,223	\$466,667	\$351,110	\$-	\$-	\$3,400,000



# Port Manatee

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



Port Manatee is one of Florida’s largest and fastest-growing deepwater seaports, handling a diverse array of bulk, breakbulk, containerized and heavylift project cargos. Located at the entrance to Tampa Bay, Port 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.

Port Manatee plays a key role in literally fueling Southwest Florida’s economy, serving as gateway for 397 million gallons a year of gasoline and related fuels.

In recent years, Port Manatee has attracted additional ocean carrier services, including direct weekly services of World Direct Shipping between Mexico and Port Manatee, while continuing to be the preferred U.S. Southeast gateway for longtime tenant Del Monte Fresh Produce.

At the same time, Port Manatee has established itself as a project cargo trendsetter, with the opening of Air Products – Port Manatee’s \$60 million liquefied natural gas heat exchanger fabrication facility immediately across U.S. 41 from port property.

In 2020, Port Manatee celebrated its 50-year anniversary, as its remarkable record of growth continues with new initiatives and infrastructure enhancements. Repaving of the port’s roadways is intended to better support burgeoning traffic volumes, while lengthening of Berth 4 to 1,000 feet from its present 600 feet aims to maximize operating capacity. An additional 15 acres of container yard is designed to help efficiently accommodate growing containerized cargo activity.

Businesses benefit from use of land surrounding the port, with the Florida International Gateway encompassing

almost 5,000 acres of largely undeveloped sites adjacent to Port Manatee. Port Manatee’s Foreign-Trade Zone No. 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 development of logistically focused manufacturing, processing, warehousing and distribution facilities.

Meanwhile, the International Trade Hub at Port Manatee, based at the Port Manatee Intermodal Center, is bolstering efforts to foster productive links for global commerce between markets in Florida and throughout the world. 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.

Port Manatee is one of Manatee County’s leading economic engines, continuously focused on development of commerce and creation of jobs. Big businesses are increasingly drawn to the port and surrounding land, offering hundreds of new jobs in maritime and related industrial sectors. In 2020, the port generated more than \$3.9 billion in annual economic impacts, while supporting more than 27,000 jobs for the region, without levying ad-valorem taxes.

## GOALS & OBJECTIVES

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

## CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- |   |   |
|---|---|
| • Rehab of Berth 6, 7, 8 and 10           | • Dry Storage Warehouse                     |
| • Extension of Berth 4                    | • Cruise/Ferry Terminal Site Location Study |
| • Intermodal Container Yard phase II      | • Berth Reconstruction                      |
| • South Gate Expansion                    | • Additional Port Paving                    |
| • Warehouse 6 Improvements                | • Bulk Storage Pads – Zone C                |
| • Purchase of two new Mobile Harbor Crane | • Cruise/Ferry Terminal & Parking           |
| • Master Plan Update                      |   |

## ACCOMPLISHMENTS

- Continued increases in cargo tons and revenue
- Renewals or new lease agreements with leases expiring after 50 years
- Nearly 50% increase in TEUs



TOP TRADE PARTNERS (BY VALUE)		TOP COMMODITY TRADED (BY VALUE)	
IMPORTS	EXPORTS	IMPORTS	EXPORTS
1 Mexico	1 Colombia	1 Tropical fruits and vegetables	1 Fertilizer
2 Brazil	2 Guatemala	2 Citrus juices	2 Project Cargo
3 Turkey	3 Brazil	3 Aggregates	3 Steel
4 Argentina	4 Australia	4 Aluminum	4 Paper Products
5 Costa Rica	5 Costa Rica	5 Forestry Products	5 Vehicles

2019 TEUs	2020 TEUs
● Imports: 34,456	● Imports: 47,867
● Exports: 22,799	● Exports: 40,599
● Total: 57,239	● Total: 88,466

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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Channel and Harbor Deepening (Incl. Spoil Projects)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cruise Terminals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Berth Rehabilitation and Repairs	\$2,000,000	\$33,000,000	\$14,000,000	\$ -	\$ -	\$49,000,000
Other Structures	\$6,635,275	\$26,200,000	\$ -	\$ -	\$ -	\$82,835,275
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Site Improvements	\$24,154,024	\$ -	\$ -	\$35,000,000	\$ -	\$59,154,024
Intermodal Road and Rail	\$1,786,702	\$ -	\$4,000,000	\$ -	\$ -	\$5,786,702
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$20,000,000	\$20,000,000
Security	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$34,576,001	\$59,200,000	\$18,000,000	\$35,000,000	\$70,000,000	\$216,776,001





# PortMiami

MIAMI-DADE COUNTY, SEAPORT DEPARTMENT

www.portmiami.biz

Year port was established: 1905

Foreign-Trade Zone #281



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 a 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 a 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. In 2018, for the fifth consecutive year, PortMiami surpassed the 1 million TEU mark and in 2019 hit just over the 1.1 million TEU mark. In 2019, the Cruise Capital of the World set another world record in cruise passenger traffic with nearly 6.8 million vacationers

sailing through PortMiami. Due to COVID-19-related disruptions to the cruise industry this number declined to just under 3.5 million passengers in 2020. However, the fundamentals of the cruise industry remain strong and post-pandemic consumer demand is expected to be robust with full recovery occurring in a few years, meaning PortMiami is poised to continue to be the world's leading cruise homeport. The port launched a new cruise era in 2017 when it began making renovations and large-scale improvements to its cruise infrastructure, including creating new options for cruise berths, guest parking and state-of-the-art cruise terminals such as Royal Caribbean's Terminal A, Norwegian Cruise Line's Terminal B and Virgin Voyages new Terminal V. These and other facilities have positioned PortMiami to handle the next generation of cruise ships efficiently and with an emphasis on world-class customer service. The PortMiami team is continuously looking at ways to enhance its competitiveness for both cruise and cargo and is committed to offering optimum infrastructure combined with impeccable service.

## ACCOMPLISHMENTS

- 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 V, H, AA/AAA, F expansion and roadway improvements
- New and rehabilitated bulkheads/berths
- Containerized cargo yard improvements, including infrastructure for eRTGs, post-Panamax gantry cranes, and state-of-the-art cargo gate facilities

## ACCOMPLISHMENTS

- Consistent cargo growth reflecting over 1 million TEUs for 5 years in a row
- Cruise growth increase to a record 6.8 million passengers in 2019 along with new contracts with cruise lines that will facilitate post-pandemic recovery and growth
- Continuous safe and secure operations in a sustainable environment



TOP TRADE PARTNERS (BY VALUE)	
IMPORTS	EXPORTS
1 China	1 Honduras
2 Honduras	2 Dominican Republic
3 Dominican Republic	3 Taiwan
4 Italy	4 Jamaica
5 Spain	5 China

TOP COMMODITY TRADED (BY VALUE)	
IMPORTS	EXPORTS
1 Machinery	1 Chemicals
2 Apparel & Textiles	2 Apparel & Textiles
3 Pharma & Medical Equipment	3 Machinery
4 Fruit & Vegetables	4 Motor Vehicles
5 Platic & Rubber	5 Iron - Steel - Aluminum

2019 TEUs	2020 TEUs
● Imports: 580,131	● Imports: 558,651
● Exports: 540,782	● Exports: 508,088
● Total: 1,120,913	● Total: 1,066,739

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)	\$47,600,000	\$34,000,000	\$24,600,000	\$1,900,000	\$-	\$108,100,000
Channel and Harbor Deepening (Incl. Spoil Projects)	\$-	\$ -	\$-	\$ -	\$-	\$ -
Cruise Terminals	\$164,400,000	\$167,800,000	\$90,000,000	\$-	\$-	\$422,200,000
Berth Rehabilitation and Repairs	\$100,660,000	\$217,827,000	\$203,652,000	\$81,953,000	\$46,876,000	\$650,968,000
Other Structures	\$35,000,000	\$35,000,000	\$-	\$-	\$-	\$70,000,000
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$38,200,000	\$13,000,000	\$1,200,000	\$-	\$-	\$52,400,000
Site Improvements	\$31,300,000	\$37,900,000	\$35,200,000	\$3,000,000	\$-	\$107,400,000
Intermodal Road and Rail	\$-	\$ -	\$-	\$ -	\$-	\$ -
Land Acquisition	\$-	\$ -	\$-	\$ -	\$-	\$ -
Security	\$-	\$ -	\$-	\$ -	\$-	\$ -
TOTAL	\$417,160,000	\$505,527,000	\$354,652,000	\$86,853,000	\$46,876,000	\$1,411,068,000





# 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. The port, its fourteen tenants and the dozens of companies that use the port on a daily basis continue to constitute a powerful engine for economic development and job creation, employing more than 3,800 people in the South Florida region and statewide.

Despite only having 165 acres to work in, the port can handle any size cargo. Its efficiency is unparalleled. In FY 2020, almost \$15 billion in commodities was imported and exported through the Port of Palm Beach. Almost 80 percent of all goods passing through the port is exported, making the Port of Palm Beach one of only 16 “export ports” in the United States.

More than 2.5 million tons of cargo and 462,000 cruise passengers moved through the Port of Palm Beach in 2019, which was the most recent year of normal business activity prior to the onset of COVID-19. That same year the port generated \$254 million in business revenue. In 2020, total cargo volume declined slightly to just under 2.5 million tons with the number of cruise passengers handled dropping to 141,000 in the wake of pandemic-driven industry disruption. Despite a challenging 2020, the Port of Palm Beach remains an important distribution center for commodities shipped all over the world, primarily into the Caribbean region. Operations include containerized, dry bulk, liquid bulk, breakbulk, roll-on/roll-off and heavylift project cargos. Since 1987 the port has been the grantee for Foreign-Trade Zone No. 135, encompassing both port and off-port private-sector sites.

The Port of Palm Beach consistently ranks as the fourth-busiest container port among Florida’s 15 deep-water ports. The port has three slips, 17 berths and seven roll-on/roll-off ramps. It offers 6,500 linear feet of berthing space, to accommodate vessels as many as 700 feet long and 100 feet wide. With an operating draft of 33 feet at mean low water, the port’s docks are a 20-minute transit from the first sea buoy.

The port is easily accessible from Interstate 95, Florida’s Turnpike and Florida East Coast Railway, allowing for seamless, cost-effective cargo movement. Florida East

Coast Railway 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.

The port is a special taxing district, a subdivision of the State of Florida, governed by five elected commissioners. The port has not levied any taxes for the past 43 years.

## GOALS & OBJECTIVES

- Improve the port’s on-dock intermodal rail system, which will result in doubling railcar capacity to approximately 500,000 TEU’s
- Attract new tenants that will contribute to local job creation and the economic well-being of the city, state and nation
- Update the Port’s Master Plan to identify targeted business opportunities, infrastructure development and the integration of port and railroad activities with existing and planned infrastructure
- Upgrade facilities to enhance the experience for superyacht customers visiting the port’s deep-water mega yacht berth

## CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Beginning work on a new Master Plan
- Awarded a 2020 Port Infrastructure Development Grant of \$13.2 million for intermodal rail improvements, main security gate and container interchange relocation
- Awarded a FDOT grant of \$4.2 million for rail improvements
- Installation of a new passenger loading bridge for cruise passenger operation
- Cathodic protection system for berth bulkheads
- Development of “Berth 18” project

## ACCOMPLISHMENTS

- Berth 17 construction completed
- Maritime Office Building demolition. Construction of a refrigerated container yard
- Berth 1 bulkhead reconstruction with shore power connections for mega yachts



TOP TRADE PARTNERS (BY VALUE)		TOP COMMODITY TRADED (BY VALUE)	
IMPORTS		EXPORTS	
1 Bahamas	1 Bahamas	1 General Cargo	1 Precious Metals & Coins
2 Virgin Islands	2 Leeward & Windward Islands	2 Yachts	2 Tobacco
3 Canada	3 Virgin Islands	3 Precious Metals & Coins	3 Fireworks
4 Leeward & Windward Islands	4 Cayman Islands	4 Artiifiical Stone	4 Food
5 Dominican Republic	5 United Kingdom	5 Frozen French Fries	5 Furniture

2019 TEUs	2020 TEUs
● Imports: 27,505	● Imports: 27,0951
● Exports: 151,655	● Exports: 121,892
● Total: 179,161	● Total: 148,987

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	\$1,000,000 -	\$1,500,000
Channel and Harbor Deepening (Incl. Spoil Projects)	\$ -	\$ -	\$ -	\$ -	\$ -	\$-
Cruise Terminals	\$ -	\$ -	\$2,448,000	\$ -	\$ -	\$2,448,000
Berth Rehabilitation and Repairs	\$2,692,000	\$1,498,000	\$1,000,000	\$1,000,000	\$ -	\$6,190,000
Other Structures	\$ -	\$ -	\$1,500,000	\$2,000,000	\$ -	\$3,500,000
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$140,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,340,000
Site Improvements	\$2,096,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,096,000
Intermodal Road and Rail	\$1,000,000	\$4,500,000	\$4,500,000	\$4,500,000	\$1,000,000	\$15,500,000
Land Acquisition	\$	\$1,100,000	\$ -	\$ -	\$ -	\$1,100,000
Security	\$68,000	\$300,000	\$300,000	\$200,000	\$200,000	\$1,068,000
TOTAL	\$ 5,996,000	\$ \$8,398,000	\$11,048,000	\$9,500,000	\$3,500,000	\$38,742,000





# Port Panama City, Florida

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



Port Panama City is a vibrant regional port providing port facilities and handling services for a diverse mix of containerized, breakbulk, and bulk cargoes. The port also supports two, on-port industrial manufacturing companies, as well as a number of other manufacturers in the region with vital port services.

Over the last five years, the port completed the purchase and development of a second deep-water marine terminal, and commenced operations at the new facility in February 2020. During the last year, the Port has added an additional breakbulk service from the new East Terminal to complement the existing services that call the facility. The port looks to add a second berth and additional on-port warehouse capacity at the East Terminal, increasing the total annual

cargo throughput capacity for the port by 1.5 million tons. The port is moving forward with the expansion of container terminal capacity at its West Terminal. The port recently took delivery of a third container-handling crane, and started construction of a modern, 70,000-square-foot container freight station. Also at the West Terminal, the port will break ground on a \$15 million expansion of its bulk storage facility in July 2021. The bulk terminal expansion will enable the port to handle an additional 300,000 tons of biomass exports annually.

The Panama City Port Authority is actively engaged in regional economic development efforts. The port works closely with the Bay County Economic Development Alliance and Florida’s Great Northwest to support the expansion of

existing industries and to attract new industries to the region. The port has developed a modern Intermodal Distribution Center (IDC) to promote warehousing and distribution services, and provide shovel-ready industrial sites for new industries. The IDC is located adjacent to US HWY 231, the main truck route connecting Panama City to I-10 and I-65, and direct rail service to CSX and Norfolk Southern via the Bay Line Railroad.

The Panama City Port Authority is committed to adding 500,000 tons of new cargo activity between its two deep-water marine terminals. 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. Currently the Port Authority supports 1,200 direct jobs and another 5,800 indirect jobs, while cargo activity generates an estimated \$1.4 billion in economic value per year.

## GOALS & OBJECTIVES

- East Terminal expansion
- East Channel deepening to 38 Feet
- Expansion of bulk cargo capacity at the West Terminal
- Expansion of containerized cargo facility 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
- Industrial site improvements at the Intermodal Distribution Center

## ACCOMPLISHMENTS

- Commenced operations at the new East Terminal
- Completion of deepening the East Channel
- Delivery of a third mobile harbor container crane for the West Terminal
- Warehouse and rail yard expansion at the Port’s Intermodal Distribution Center



<sup>78</sup> Refers to revenue passengers



TOP TRADE PARTNERS (BY VALUE)	
IMPORTS	EXPORTS
1 Chile	1 United Kingdom
2 Mexico	2 Costa Rica
3 Germany	3 Mexico

TOP COMMODITY TRADED (BY VALUE)	
IMPORTS	EXPORTS
1 Copper	1 Wood Pellets
2 Vegetables	2 Kraft Linerboard
3 Containerized Cargo	3 Wood Pulp
4 Lumber	4 Containerized Cargo/Textiles

2019 TEUs	2020 TEUs
Imports: 17,440	Imports: 26,336
Exports: 17,742	Exports: 26,390
Total: 35,182	Total: 52,726

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	\$19,750,000	\$16,500,000	\$12,000,000	\$3,700,000	\$59,700,000
Channel and Harbor Deepening (Incl. Spoil Projects)	\$100,000	\$650,000	\$-	\$3,500,000	\$-	\$4,250,000
Cruise Terminals	\$-	\$-	\$-	\$-	\$-	\$-
Berth Rehabilitation and Repairs	\$-	\$2,300,000	\$1,250,000	\$300,000	\$300,000	\$4,150,000
Other Structures	\$-	\$-	\$-	\$-	\$-	\$-
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$-	\$-	\$-	\$-	\$-	\$-
Site Improvements	\$1,000,000	\$3,000,000	\$-	\$-	\$-	\$4,000,000
Intermodal Road and Rail	\$100,000	\$400,000	\$1,500,000	\$-	\$-	\$2,000,000
Land Acquisition	\$-	\$-	\$6,200,000	\$-	\$-	\$6,200,000
Security	\$-	\$150,000	\$-	\$-	\$-	\$150,000
TOTAL	\$8,950,000	\$26,250,000	\$25,450,000	\$15,800,000	\$4,000,000	\$80,450,000





# 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 beginning in 2022-2023. 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. On the cargo front, year over year revenues were up over 14% as the port continues to play a critical role supporting the local GE Wind Energy manufacturing facility and wind farm projects across the United States. Handling of all wind energy components increased – many components incurred triple digit growth. Continued development of new niches included a long-term lease with marine manufacturer Streamline Marine of NW Florida who will manufacture semi-custom center console boats on port in the largest enclosed facility on port. A diverse variety of cargo types, operations, and diverse tenant base, combined with the strategic implementation of the port vision plan, should ensure that the Port of Pensacola is as important to Northwest Florida’s future as it was to its storied past.

## GOALS & OBJECTIVES

- Berth #6 deck replacement project
- Hurricane Sally recovery infrastructure projects
- Berth Maintenance Dredging
- Rail and roadway rehabilitation and modernization
- Utility infrastructure modernization for water and electrical services

## CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Berth #6 deck replacement project
- Hurricane Sally recovery infrastructure projects
- Berth Maintenance Dredging
- Rail and roadway rehabilitation and modernization
- Utility infrastructure modernization for water and electrical services

## ACCOMPLISHMENTS

- Berth #6 Phase I Project
- Shore power installation Berths #3/5
- Diversification of tenant base through new long-term leases
- Increased cargo volumes
- Revenue increases through exports





TOP TRADE PARTNERS (BY VALUE)		TOP COMMODITY TRADED (BY VALUE)	
IMPORTS		IMPORTS	
1 Brazil		1 GE Wind Energy Components	
2 Mexico		2 Aggregate	
3 Bahamas		3 Other, Misc Breakbulk	
EXPORTS		EXPORTS	
1 Mexico		1 Wind Energy Generation Components	
2 New Zealand		2 Other, Misc Breakbulk	

2019 TEUs		2020 TEUs	
Imports:	247	Imports:	0
Exports:	743	Exports:	56
Total:	990	Total:	56

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)	\$-	\$ -	\$ -	\$ -	\$-	\$ -
Channel and Harbor Deepening (Incl. Spoil Projects)	\$-	\$1,151,682 -	\$-	\$-	\$-	\$1,151,682
Cruise Terminals	\$-	\$ -	\$ -	\$ -	\$-	\$ -
Berth Rehabilitation and Repairs	\$3,307,178	\$-	\$2,500,000	\$2,000,000	\$	\$ 8,307,178
Other Structures	\$-	\$ -	\$ -	\$ -	\$-	\$ -
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$-	\$-	\$1,250,000 -	\$-	\$-	\$ 1,125,000
Site Improvements	\$-	\$ -	\$ -	\$ -	\$-	\$ -
Intermodal Road and Rail	\$-	\$ -	\$ -	\$ -	\$-	\$ -
Land Acquisition	\$-	\$ -	\$ -	\$ -	\$-	\$ -
Security	\$-	\$25,000	\$30,000	\$31,125	\$32,500	\$118,625
TOTAL	\$3,307,178	\$25,000	\$2,530,000	\$2,031,125	\$32,500	\$10,702,485





# Port of Port St. Joe

PORT ST. JOE AUTHORITY  
http://www.psjra.com/  
Year port was established: 1914



Located in Gulf County, the Port of Port St. Joe offers a deepwater seaport with nearly 1,900 linear feet of frontage. The Port of Port St. Joe 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 300 acres of combined ready-to-be-leased lands adjacent to the bulkheads, and the more than 5,000 acres of land in the port environs available for immediate development. Businesses wishing to establish facilities have plenty of room to build and expand. Additionally, much of the bulkhead area has water, sewer and electric in place. The emerging port anticipates ongoing development, building on established

domestic shipments of oyster shells and rock. 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.

## GOALS & OBJECTIVES

- Dredging of the shipping channel
- Port expansion and modernization to keep up with increasing domestic and international trade activity in the Panhandle
- Ensuring recovery from the Deep-Water Horizon Oil Spill and Hurricane Michael as it is essential to maintain the economic dynamism of the Region and State while increasing employment opportunities and generating critical public revenues

## CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Dredging of the channel to a depth of 35 feet plus two feet
- Repairs to the rail line leading to the port
- Leasing of land on the Gulf County Cannel for barge operations

## ACCOMPLISHMENTS

- Company bulkhead
- The county along with the St. Joe company have built and improved Port facilities to the shipping bulkhead for Eastern Shipbuilding to build and repair ships
- Barge shipping of logs out of the port
- International shipping of wood chips to Honduras
- 2020 Exported Bulk Cargo 30,000 Tons
- 2021 Estimated Exported Bulk Cargo 100,000 Tons
- 2021 Estimated Imported Bulk Cargo 100,000 Tons

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)	\$ -	\$-	\$ -	\$-	\$-	\$ -
Channel and Harbor Deepening (Incl. Spoil Projects)	\$ -	\$300,000	\$22,300,000	\$20,630,000	\$ 1,770,000	\$ 45,000,000
Cruise Terminals	\$ -	\$-	\$ -	\$-	\$-	\$ -
Berth Rehabilitation and Repairs	\$ -	\$-	\$ -	\$-	\$-	\$ -
Other Structures	\$ -	\$-	\$ -	\$-	\$-	\$ -
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$ -	\$-	\$ -	\$-	\$-	\$ -
Site Improvements	\$ -	\$-	\$ -	\$-	\$-	\$ -
Intermodal Road and Rail	\$ -	\$-	\$ -	\$-	\$-	\$ -
Land Acquisition	\$ -	\$-	\$ -	\$-	\$-	\$ -
Security	\$ -	\$-	\$ -	\$-	\$-	\$ -
TOTAL	\$-	\$300,000	\$22,300,000	\$20,630,000	\$1,770,000	\$45,000,000



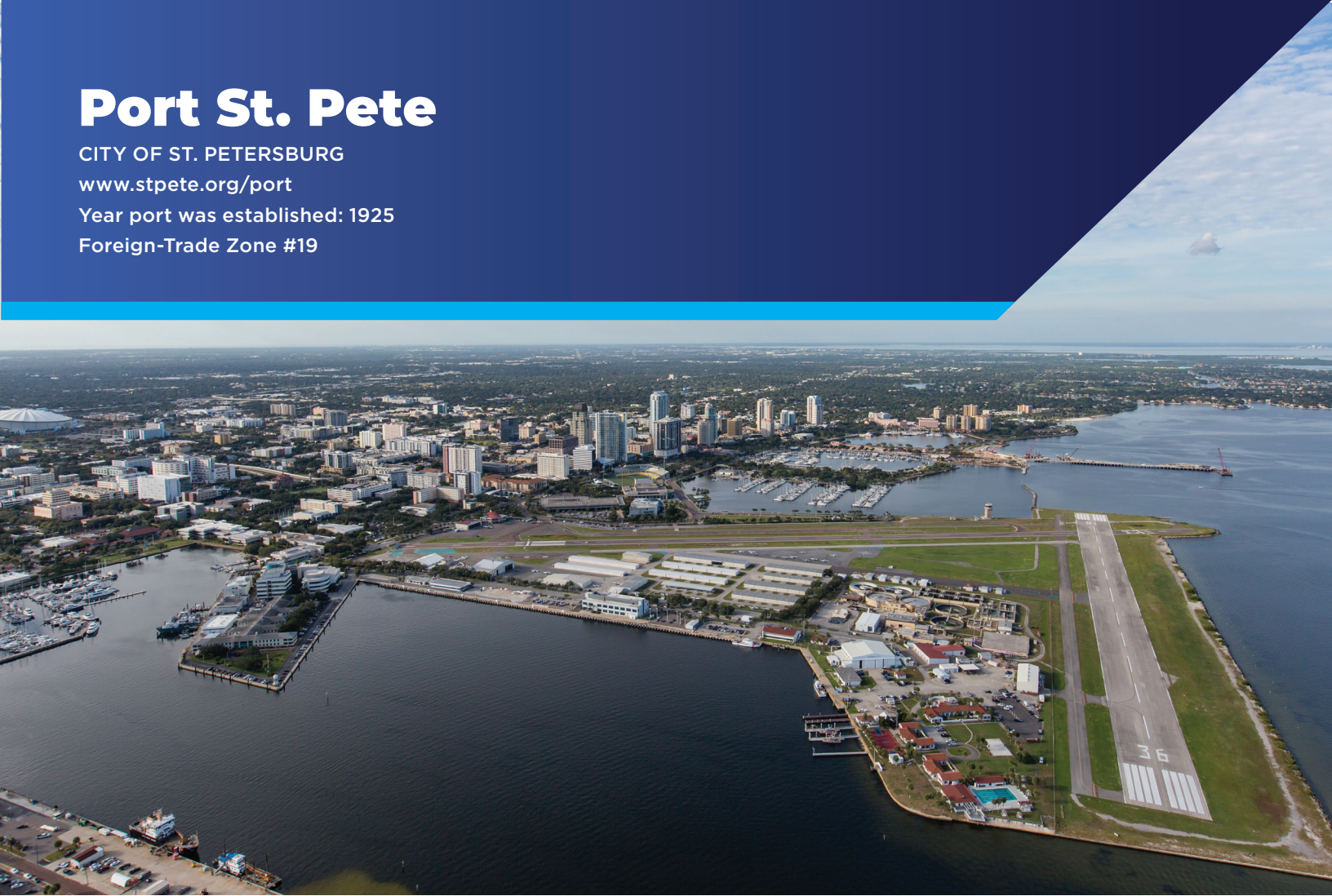
# Port St. Pete

CITY OF ST. PETERSBURG

www.stpete.org/port

Year port was established: 1925

Foreign-Trade Zone #19



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 megayacht 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 not only to promote the Port, but also the City. A number of large yachts 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. In partnership with the St. Pete Ocean Team the City is moving forward with implementation of the marine science/research educational “experience” within the existing Port Terminal Building.

This new endeavor will be open to the public and will have a strong focus on enhancing the marine science/research knowledge of school children who could be bused to the facility during school hours. Through its membership in the Florida Ports Council the Port has received Florida Seaport Transportation and Economic Development (FSTED) Grants

and City capital matching funds. These funds are currently available to make modifications to the existing Port Terminal Building to help accommodate implementation of the marine science/research educational “experience”. Public access to the Port waterfront would instantly be enhanced through implementation of the Terminal Building marine science/research educational endeavor.

## GOALS & OBJECTIVES

- 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

## 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

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)	\$ -	\$ -	\$ -	\$-	\$-	\$ -
Channel and Harbor Deepening (Incl. Spoil Projects)	\$ -	\$ -	\$ -	\$-	\$-	\$ -
Cruise Terminals	\$ -	\$ -	\$ -	\$-	\$-	\$ -
Berth Rehabilitation and Repairs	\$ -	\$170,000	\$ -	\$ -	\$ -	\$170,000
Other Structures	\$ -	\$ -	\$ -	\$-	\$-	\$ -
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$ -	\$ -	\$ -	\$-	\$-	\$ -
Site Improvements	\$ -	\$ -	\$50,000	\$50,000	\$50,000	\$150,000
Intermodal Road and Rail	\$ -	\$ -	\$ -	\$-	\$-	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$-	\$-	\$ -
Security	\$ -	\$ -	\$50,000	\$50,000	\$50,000	\$150,000
TOTAL	\$-	\$170,000	\$100,000	\$100,000	\$100,000	\$470,000



# Port Tampa Bay

TAMPA PORT AUTHORITY

[www.porttb.com](http://www.porttb.com)

Year port was established: 1945

Foreign-Trade Zone #193



Port Tampa Bay is the largest of the Florida ports by both acreage and total tonnage and is a critical economic engine for all of Central Florida. From a wide-ranging cargo mix to its cruise passenger popularity to its ample capacity for shipbuilding and repair, the Port is among the nation's most diverse seaports. Port Tampa Bay is located in one of the fastest-growing regions of the state and contributed (pre-pandemic) \$17.2 billion annually to the local economy while supporting more than 85,000 direct and indirect jobs. In 2019, Port Tampa Bay welcomed new direct, weekly trans-Pacific container shipping services, representing one of the most significant commercial developments in the port's history. New services have also been added serving Mexico and Latin America, with perishables playing an important part. Containers are now the Port's fastest growing line of business as a result of the significant growth of distribution centers and

manufacturing along the I-4 Corridor, Florida's distribution hub. In 2020, the port handled nearly 32 million tons of cargo. Together, Port Tampa Bay and its terminal operating partner, Ports America, have a multi-phased buildout plan to quadruple the capacity of the Port's container business to support continued growth in Central Florida. Port Tampa Bay is also a top 10 U.S. cruise port and handled more than one million cruise passengers in 2019. In 2020, as with all other cruise ports worldwide, cruise volumes dropped significantly due to the COVID-19 pandemic, with a total of just over 507,000 cruise passengers being welcomed last year. Port Tampa Bay remains the energy conduit for all of West/Central Florida, with all the gasoline, diesel fuel, jet fuel and ethanol for the region moving through the Port. As it has for more than a century, Port Tampa Bay serves as an important gateway for shipments of Florida fertilizer to domestic and global markets.

## GOALS & OBJECTIVES

- Expand and diversify Port Tampa Bay business base through executing a supply chain sales strategy
- Fulfill West/Central Florida's long-term energy requirements
- Optimize Tampa bay's vessel access

## CURRENT OR PLANNED INVESTMENTS FOR THE NEXT FIVE YEARS

- Main channel deepening – 1-2 feet
- Container complex expansion – Berth 214 and uplands
- Transload facility, adjacent to container complex

## ACCOMPLISHMENTS

- Port Tampa Bay has secured new direct Asian global carrier services and new connections serving Mexico and Latin America
- Through P5 investment, Port Tampa Bay completed the expansion and deepening of the Big Bend channel, which connects to the main channel in Tampa's harbor and will allow larger vessels to dock along the channel and facilitate the movement of goods through the Port to the Interstate 4 corridor
- In 2019, Port Tampa Bay welcomed more than one million cruise passengers for a second consecutive year





TOP TRADE PARTNERS (BY VALUE)		TOP COMMODITY TRADED (BY VALUE)	
IMPORTS	EXPORTS	IMPORTS	EXPORTS
1 .Canada	1 Mexico	1 Industrial Chemicals	1 Fertilizers
2 China	2 Brazil	2 Furniture	2 Scrap Metal
3 Sweden	3 Colombia	3 Steel Products	3 Industrial Chemicals
4 Spain	4 Australia	4 Waste Products	4 Aluminum & Non Ferrous
5 Norway	5 Peru	5 Appliances	5 Jewelry

2019 TEUs	2020 TEUs
● Imports: 55,212	● Imports: 69,150
● Exports: 50,451	● Exports: 71,880
● Total: 105,663	● Total: 141,030

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)	\$4,900,000	\$60,900,000	\$70,100,000	\$2,600,000	\$32,900,000	\$171,400,000
Channel and Harbor Deepening (Incl. Spoil Projects)	\$5,000,000	\$32,600,000	\$10,000,000	\$35,000,000	\$63,000,000	\$145,600,000
Cruise Terminals	\$5,700,000	\$19,000,000	\$28,500,000	\$68,500,000	\$4,500,000	\$126,200,000
Berth Rehabilitation and Repairs	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,000,000
Other Structures	\$-	\$9,000,000	\$-	\$11,000,000	\$12,000,000	\$32,000,000
Miscellaneous Projects (Excl. Computer, Recreation, Environmental)	\$14,250,000	\$14,750,000	\$26,250,000	\$14,250,000	\$14,250,000	\$83,750,000
Site Improvements	\$2,200,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,200,000
Intermodal Road and Rail	\$8,200,000	\$4,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$21,200,000
Land Acquisition	\$-	\$5,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$8,000,000
Security	\$3,000,000	\$6,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$12,000,000
TOTAL	\$45,250,000	\$154,250,000	\$142,850,000	\$139,350,000	\$134,650,000	\$616,350,000







Florida Seaport Transportation and Economic Development Council

**[flaports.org](http://flaports.org)**

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Port of Key West | Port Manatee | PortMiami | Port of Palm Beach | Port Panama City  
Port of Pensacola | Port of Port St. Joe | Port St. Pete | Port Tampa Bay | Port Citrus