FLORIDA’S SEAPORTS: HIGH PERFORMANCE
2017 Port Profiles
OUR MISSION

Ports work to enhance economic vitality and quality of life in Florida by fostering the growth of domestic and international waterborne commerce.

Charged with facilitating the implementation of seaport capital improvement projects, the Florida Seaport Transportation and Economic Development Council (FSTED) consists of the port directors of the 15 publicly-owned seaports and a representative from both the Department of Transportation and the Department of Economic Opportunity. The Florida Ports Council administers the FSTED program and staffs the Council.

OUR MANDATE

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

OUR GOALS

- Develop world-class cargo and cruise facilities to enhance Florida’s global competitiveness.
- Build system-wide, seamless intermodal facilities to move port goods and passengers efficiently and cost-effectively.
- Capitalize on increased north-south trade and the Panama Canal expansion to capture more direct all-water service and feeder calls.
- Strengthen and diversify strategic seaport funding to ensure vital and timely improvements.
- Advocate continued statewide economic development that includes investment in major economic engines – Florida seaports.
- Support security measures that balance compliance with an efficient flow of seaport commerce.
2016
Florida Seaports at a Glance

$50.1 billion
Value of containerized cargo moved (6.4 percent increase)

3.5 million
TEUs Handled (0.9 percent increase)

15.5 million
Cruise passengers served (1.4 percent increase)

$2.8 billion
Programmed in improvements over the next five years to accommodate growing business and capture new opportunities

FLORIDA CARGO TONNAGE
- Florida’s waterborne international and domestic cargo in Fiscal Year 2015/2016 increased 4.2 percent, from 103 to 107.4 million tons.
- Container cargo tonnage grew 4 percent and 20-foot equivalent units (TEUs) grew by 0.9 percent, dry bulk grew by 1.8 percent, and liquid bulk by 5.8 percent.
- Eight out of eleven of the state’s cargo ports increased tonnage.
- Domestic cargo tonnage jumped 16.1 percent to 50.6 million tons, representing 47.1 percent of all cargo moving through Florida seaports.
- The multi-year trend shows rising waterborne imports and falling exports. Domestic cargo, which is typically stable, increased dramatically in 2016 after several years of relative stability.
- In FY 2015/2016, a total of 15.5 million passengers cruised from Florida’s ports, up 1.4 percent from FY 2014/2015.

FLORIDA INTERNATIONAL TRADE VALUE
- 2016 total value of trade (including air and other gateways) fell 1.8 percent to $147.2 billion; waterborne trade by itself decreased by 8 percent – to $79.3 billion from $86.2 billion.
- At $50.1 billion, containerized cargo increased slightly (up from $49.8 billion), and represented a slightly higher share (at 63.2 percent) of the waterborne cargo value than in 2015.
- Florida ranked seventh nationally for trade exports and tenth for imports.
- Waterborne trade comprises the majority of the state’s total trade, by value – now 58.6 percent.
- Waterborne imports moved through Florida seaports fell by 3.2 percent in 2016, and exports fell by 14.6 percent.
- In 2016, the state’s deficit increased, with an import-export ratio for all modes including air of 51:49 – the second year in a row of deficit, after years of surplus.
- The state’s widening waterborne import-export ratio was 60:40 percent.
11 commodities contributed more than $1 billion in import values, and five export commodities contributed more than $1 billion. Vehicles, except Railway or Tramway, and Parts is the top waterborne import and Nuclear Reactors, Boilers, Machinery, and Parts Thereof is the top export commodity.

DIVERSITY OF TRADING REGIONS

- Florida seaports trade with almost every nation.
- Florida seaports handled 6.6 percent of U.S. global waterborne export trade, and a growing percentage of U.S. waterborne export trade with South and Central America and the Caribbean – 25.3 percent.
- Florida seaports handled 4.7 percent of U.S. global waterborne import trade, and 19.7 percent of waterborne imports from South and Central America and the Caribbean.
- The top three trading regions are South and Central America and the Caribbean, Asia, and Europe; together they account for 94.3 percent of all trade through the state’s seaports.
- For the second year in a row, Asia and the Middle East ranked first, above South and Central America and the Caribbean, for imports.
- Florida seaports recorded a large but narrowing trade surplus with trading partners to the south in 2016, exporting $7.8 billion more than they imported from the region.
- Florida’s waterborne trade deficit with Asia widened by $12.3 billion to $14.0 billion in 2016.
- China remained the leading waterborne import trade partner, Brazil is the top export partner, and China leads for two-way trade.
BUILDING GLOBAL PRESENCE

Seaports are critical conduits for Florida and U.S. domestic cargo movements and global trade. They help build imports and exports, create new trade and logistics jobs, and expand the value-added services supporting global businesses.

Florida’s 15 established and emerging seaports are leaders in the effort to continuously enhance the state’s economy. They are important players in achieving Florida’s global vision:

- Supporting and leading export promotion efforts.
- Upgrading facilities to best-in-class.
- Partnering for investments to expand the number of direct global connections and optimizing supply chains.
- Improving the strategic presence of Florida at a national level to help shape federal action on trade and ports.
- Marketing the assets of Florida’s system of seaports and overall freight network.

Florida Ports
1. Port Canaveral
2. Port Citrus
3. Port Everglades
4. Port of Fernandina
5. Port of Fort Pierce
6. JAXPORT
7. Port of Key West
8. Port Manatee
9. PortMiami
10. Port of Palm Beach
11. Port Panama City
12. Port of Pensacola
13. Port of Port St. Joe
14. Port St. Pete
15. Port Tampa Bay
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 PENSACOLA  PORT OF PORT ST. JOE

PORT ST. PETE  PORT TAMPA BAY
The port is home to three seasonal and six year-round cruise ships from Carnival Cruise Lines, Disney Cruise Line, Royal Caribbean International, and Norwegian Cruise Line, and will welcome an estimated 104 visits by port-of-call vessels in Fiscal Year 2017. With more than 4.2 million revenue passengers last year, Port Canaveral is ranked as the second-busiest cruise port in the world and serves as a popular homeport and port of call for some of the largest ships afloat, including Royal Caribbean International’s Oasis of the Seas and Norwegian Cruise Line’s Norwegian Epic. In November 2016, both of these majestic vessels joined the Canaveral home-ported fleet.

In 2016, the Canaveral Port Authority completed $137 million in capital projects, including $45 million in renovations to 24-year-old Cruise Terminal 5, increasing its capacity from 2,500 to 3,500 passengers. In addition, 21-year-old Cruise Terminal 10 was renovated with a capacity increase from 3,200 to 5,500 passengers. Cruise Terminal 8, the Disney Terminal, also received a $2-million upgrade. In addition, the port invested more than $44 million in widening and deepening the harbor and $15.2 million in cargo terminals and backup areas.

With 5.5 million tons of cargo in 2016, Port Canaveral serves as the gateway to Central Florida and is located three hours or less from every major Florida market. Last year Port Canaveral became the exclusive U.S. stop on Streamline’s Blue Stream, a weekly container service operating from Canaveral Cargo Terminal, the first U.S. venture by Gulftainer. In addition, Delaware-based Autoport, Inc. began handling vehicles from the port’s new auto terminal, and Swiss aerospace company, Ruag Space USA, became the first tenant of the Port Canaveral Logistics Center in Titusville.

As part of an overall expansion plan, and with a goal of accommodating larger vessels, Phase 1 of a dredging project was completed in late Fiscal Year 2016, which widened Canaveral’s 3.5-mile channel by 100 feet and expanded the current width to 500 feet overall, and initiated the harbor entrance deepening project.

In 2017, the port plans to focus on continuing measured and responsible growth, environmental sustainability, improving customer service at all levels, and adding value and support to port tenants and extended business partners, all while being a good neighbor and community leader for the Space Coast and Central Florida region.
Goals & Objectives

• Construct and expand port facilities and infrastructure for cruise and cargo in an orderly manner to meet the growth needs of the Central Florida region, the cruise/tourism industry, the area’s industrial base of imports and exports, the foreign trade zone, local military bases, and the space industry, and to meet the recreational demands of the community.
• Improve crucial road networks to address increased demand by both cruise and cargo business.
• Provide the necessary port infrastructure to support the booming commercial space industry that depends on the port for recovery and relaunch operations.

Current or Planned Investments

• Northside Development Projects: The majority of the Northside cargo terminal projects were completed in late 2016. These projects include new berths and cargo terminal and backup area with regional storm water improvements.
• Channel: The widening and deepening of Port Canaveral’s channel was completed in late 2016. This project will facilitate expansion of cruise and cargo activity, allowing safe passage for the newer mega-cruise and cargo vessels.

Accomplishments

• Completed $137 million in capital investments.
• Port Canaveral is now part of the USDA’s Southeast U.S. In-transit Cold Treatment Pilot Program allowing entry into the Port of in-transit, cold treated containers of agricultural products originating in South America.
• Honored with 25th consecutive CAFR Award for excellence in financial reporting.
• Renovation of Cruise Terminals 5 and 10 to support the increasing size of cruise vessels
• Welcomed first OEM auto imports for statewide delivery to dealerships.

Hinterland

Port Canaveral’s hinterland includes the Central Florida region paralleling the I-4 corridor and the Central Florida I-95 corridor.

Cargo: Central and North Florida counties of Brevard, Polk, Indian River, Orange, Osceola, Seminole and Volusia.

Cruise: The U.S., Europe, the Bahamas and the Caribbean, Mexico, and Central and South America.

Trade Partners

Imports: Port Canaveral’s top five foreign trade partners (by tonnage) are Bahamas, Canada, Venezuela, Netherlands and France.

Exports: The Port’s top five foreign trade partners (by tonnage) are Netherlands, Virgin Islands, Costa Rica, Bahamas and Panama.
As one of South Florida’s leading economic powerhouses, Broward County’s Port Everglades is the gateway for international trade and cruise vacations.

Consistently ranked among the top three busiest cruise ports in the world, Port Everglades is also one of the nation’s leading container ports and South Florida’s main seaport for receiving petroleum products including gasoline, jet fuel and alternative fuels.

The Port Everglades Department is a self-supporting Enterprise Fund of Broward County, Florida, government with operating revenues of approximately $162.6 million in Fiscal Year 2016 (October 1, 2015 through September 30, 2016). It does not rely on local tax dollars for operations. The total value of economic activity at Port Everglades is nearly $30 billion. More than 226,500 Florida jobs are impacted by the port, including approximately 13,000 people who work for companies that provide direct services to Port Everglades.

Goals & Objectives

- Expand the port’s role as a cargo hub, capitalizing on its advantageous geographical position at the crossroads of north-south and east-west trade lanes.
- Capitalize on federal and state funding opportunities to deepen and widen the port’s navigation channels and turning basin, and to purchase up to six new super post-Panamax gantry cranes.
- Continue capital upgrades that ensure world-class facilities at eight multi-day cruise terminals serving more than 40 ships.
- Augment the volume of perishable produce coming from Latin America by expanding cold treatment services and gaining approval for a wider variety of produce from various markets.
- Invest in infrastructure renovations and construction to protect the port’s prominence as a top petroleum port in Florida.
- Ensure the long-term interests of both the maritime community and the fragile environment within and around the port by adhering to stringent governmental regulations, employing best management practices, careful study, and advancing progressive remedial and protective measures.

Current or Planned Investments

- **Slip 2 Extension**: Adjacent to the newly renovated Cruise Terminal 4, Slip 2 is being extended by 250 feet for a total of 1,150 feet of berth length to accommodate larger cruise ships.
- **Southport Turning Notch Extension**: The Port Everglades Southport
Turning Notch Extension (STNE) project will lengthen the existing STNE from approximately 900 feet to 2,400 feet. This project will provide for up to five additional berths and up to six super post-Panamax gantry cranes.

- **Port Everglades Navigation Improvements Project**: Port Everglades is continuing to work with the U.S. Army Corps of Engineers to deepen the port’s navigational channels from 42 feet to 48 feet and to widen the channels within the port to increase the margin of safety for ships transiting to berth.

- **Port Everglades International Logistics Center**: Port Everglades is relocating its current on-port foreign trade zone facility to a new, state-of-the-art regional logistics distribution center that will be built on a prime 16.7-acre site adjacent to the port’s containerized cargo terminals.

- **Slip 1 Renovation**: The Berth 9 and 10 structural bulkhead and marine infrastructure within Slip 1, used for petroleum tankers, will be relocated 175 feet south of its present location in order to widen the Slip from its existing 300 feet to a total of 475 feet.

- **New Super Post-Panamax Gantry Cranes**: Port Everglades is in the process of purchasing three low-profile super post-Panamax gantry cranes with an option for an additional three cranes. The project also includes updates to the seven existing cranes to improve lift capacity from 46.5 tons to 65 tons, and for Florida Power and Light (FPL) to construct a sub-station to handle increased electric power requirements.

### Accomplishments

- Port Everglades exceeded one-million 20-foot equivalent units (TEUs) for the third consecutive year, reporting a total of almost 1.04 million in Fiscal Year 2016.
- Port Everglades broke its own world record – actually twice in the same cruise season – with more than 55,885 cruise guests traveling to and from the port in a single day on March 13, 2016.
- The Port Everglades Wetland Enhancement Project received a “Notification of Trending Towards Success” from the Florida Department of Environmental Protection for successfully cultivating 16.5 acres of nursery-grown mangrove and native plants on property that was originally dry land. The notification is a critical component to the port’s berth expansion effort because it will lead to the release of 8.7 acres of an existing mangrove conservation area adjacent to the docks. The released acres will be excavated and the Southport Turning Notch will be expanded to make way for up to five new cargo ship berths.
- The U.S. Army Corps of Engineers’ Port Everglades Navigation Improvement Project to deepen and widen the port’s navigation channels has moved forward to the Preconstruction Engineering and Design phase. Major national benefits of the project include transportation cost savings and increased economic efficiency. The Corps estimates over the lifecycle of the project about $2.90 is earned for each dollar spent in improvement, equating to an estimated average annual net benefit of more than $31 million.
- Port Everglades became the first and only U.S. seaport to adopt the new U.S. Customs and Border Protection (CBP)-approved Mobile Passport Control Smartphone program for cruise ship travel. This first-of-its-kind app has been in use at a number of airports, including Fort Lauderdale-Hollywood International Airport. The app allows U.S. citizens with a valid passport and certain Canadian citizens to complete Customs declarations upon disembarkation via smart phone or other mobile device, expediting clearance.
- New art installations improve the customer experience. Jonathan and Saori Russell installed larger-than-life kinetic birds sculptures on solar and wind-powered lamp posts at Cruise Terminal 4, muralist William Savarese restyled the face of an office building with a 1,000-square-foot sea and sky mural, and artist David Dahlquist transformed a major security checkpoint into a welcoming Florida Everglades-styled entryway.

### Hinterland

**Cargo**: Port Everglades is in the heart of one of the world’s largest consumer regions, with a constant flow of seasonal visitors and up to 110 million residents within a 500-mile radius. The Florida East Coast Railway’s 43-acre intermodal container transfer facility makes it possible for cargo and visitors shipped into Port Everglades to reach Atlanta and Charlotte in two days, Memphis and Nashville in three days, and 70 percent of the U.S. population in four days.

**Cruise**: The Caribbean, Central America, South America, Panama Canal and Europe.

### Trade Partners

**Imports**: Honduras, Dominican Republic, Brazil, Italy, Colombia.

**Exports**: Honduras, Guatemala, Dominican Republic, Bahamas, Netherland Antilles, Virgin Islands.
The Port of Fernandina provides terminal service to numerous pulp and paper producers located throughout Florida and the Southeast, and provides steel export services to several steel companies with mills in the Southeast.

Fernandina supports a number of independent container lines serving Ecuador and Bermuda. The port’s principal cargoes include exports of steel products, machinery, forest products (including Kraft linerboard, logs and lumber), and building and construction material, as well as imports of wood pulp, hardboard, steel, building materials and grain. The containerized commodities moving through the port include wood pulp, automobile and truck parts, lumber, chemicals, beverages, food stuff and chilled goods, machinery, consumer goods and building materials.

Goals & Objectives

- Promote economic development and create employment opportunities in Nassau County and Northeast Florida.
- Support local industries by providing efficient port facilities, and reduce inland costs.
- Maintain port infrastructure to the highest standards to meet the increasing customer demand.
- Provide superior service to niche carriers and port users at a competitive price.
- Develop and provide an off-port logistics and distribution facility to serve Northeast Florida.
- Work with state and local economic development agencies to attract manufacturing entities that import or export goods to Nassau County and Northeast Florida.

Current or Planned Investments

Logistics and Distribution Facility-West Side of Nassau County: The Port Authority is working to develop a logistics center at the Crawford Diamond Industrial Park with its more than 2,000 acres zoned industrial. The logistics center would play a part in the handling of imported raw materials and exports of finished goods. The site is served by two Class I railroads with not one, but two gas pipelines nearby. In addition, the site is easily accessible by truck from I-10 and State Road 301. These competitive advantages will help Northeast Florida capture a portion of the discretionary cargo currently moving through other out-of-state ports.
Accomplishments

- Developed a monthly liner service to the Caribbean including Jamaica, Dominican Republic and Haiti.
- Signed a new agreement for imported steel rebar and wire rod coils.
- Became part of the logistics chain of the Nassau County-based Kraft liner board mill, enhancing its efficiency.
- Attracted a major U.S. lumber exporter to utilize the Port of Fernandina for all of its Caribbean lumber exports.
- Installed a new scale and completed warehouse waterproofing and insulation.
- Working with local, state and Florida Department of Transportation officials, the expansion of A1A/SR-200 leading to the port, from four to six lanes, is fully funded and currently in phase II of construction. As the highway is expanded, it will create manufacturing opportunities and efficiencies within the port corridor, enhancing the attractiveness of the Port of Fernandina.

Hinterland

The southeastern U.S. and gulf states. Major metropolitan areas include Tampa, Orlando, Jacksonville and Atlanta. As the most westerly port on the East Coast, the Midwest and the Great Lakes region can also be served efficiently. The Port of Fernandina enjoys excellent CSX rail connections with major paper and steel mills in the U.S. Southeast. Its geographical location also allows truckers to reach cities such as Memphis, Charleston, Richmond, Mobile and all of Florida in a day or less, at competitive prices.

Trade Partners

Ecuador, Bermuda, Spain, Dominican Republic, Jamaica, Haiti, Trinidad, St. Lucia and Finland.

Exports: Steel products, Kraft liner board, lumber, machinery, foodstuff and chemicals.
Imports: Scandinavian oats and steel rebar.
St. Lucie County is exploring strategic options for the Port of Fort Pierce. The county owns 20 acres at the port, adjacent to 67 acres owned privately, as well as 12 acres that house the privately-owned Indian River Terminal. The second phase report of a new master planning effort was issued in late 2013; the four key recommendations follow.

Goals & Objectives
- Actively and quickly seek funding for infrastructure that may include rail/road/bridge enhancements, storm water projects and other infrastructure.
- Seek alignment of city and county planning and code to facilitate port development.
- Provide for a permanent, full-time port management to enable marketing of the port and provide professional seaport operations and management.
- Through the Harbor Advisory Committee, continue a dialogue with seaport land owners, key community groups, and city and county governance, to build alliances, consider balanced recommendations and advance economic development.

Current or Planned Investments
- **Fisherman's Wharf:** Design plans are underway for the reconstruction and resurfacing of Fisherman's Wharf Roadway, which will include upgrading utilities and improvements to the storm water system. The Port of Fort Pierce is also moving forward on the planning effort for the reconstruction of the Fisherman's Wharf Bulkhead, the Black Pearl Boat Ramp and permitting for the basin dredging, as well as an overall Conceptual Plan for the Fisherman's Wharf Transition Zone.
- **Second Street Reconstruction:** Reconstruction of North Second Street, the primary entrance road to the Port, is progressing. The project includes installation of upgraded water, sewer, electrical, and natural gas mains to serve the entire port area. It also includes a storm water collection and treatment system to handle the North Second Street right-of-way area.
- **Harbour Pointe:** St. Lucie County is working on the development of the 20-acre Harbour Pointe parcel.

Accomplishments
Completed the recommendations issued in the Port of Fort Pierce Master Plan update.

Hinterland
St. Lucie, Indian River, Okeechobee, Highlands, Hendry, Glades and Martin counties.

Trade Partners
Historic partners have included the Caribbean Basin, Bahamas, Far East and Europe.
The Jacksonville Port Authority (JAXPORT) is an independent agency responsible for the development of public seaport facilities in Jacksonville.

It owns three cargo facilities and a cruise terminal, and, according to a recent study, generates 132,000 jobs and more than $27 billion in annual economic impact for the northeast Florida region.

**Goals & Objectives**

- Complete harbor improvement and deepening projects while further redeveloping JAXPORT’s terminals for intermodal, container, bulk and break-bulk business.
- Intensify international marketing efforts while preserving diversified trade lanes and cargo.
- Contribute to the economic well-being of the city, state and nation by developing new business, expanding export opportunities and attracting cargo bound for in-state markets to move through JAXPORT rather than through out-of-state ports.
- Collaborate with the Florida Department of Transportation to improve the connector system linking Jacksonville to the interstate road network and rail system.

**Current or Planned Investments**

JAXPORT is committed to the ongoing enhancement of port infrastructure and facilities.

- **Harbor Deepening**: The federally authorized project to deepen the St. Johns River to 47 feet is nearing construction and will create a projected 15,396 direct, indirect and induced jobs and add nearly 2 million TEUs to the port’s container volumes. The project’s construction cost will be shared with the federal government. Recent economic calculations find that every dollar invested in the deepening project will return $24.67 to the regional and state economy.
- **Mile Point**: The U.S. Army Corps of Engineers has reached the final stages of construction on the Mile Point project removing navigational restrictions for deep-draft vessels under certain tidal conditions. The state advanced $43.5 million for design and construction of the Mile Point harbor improvement project.
- **Intermodal Container Transfer Facility**: JAXPORT’s new Intermodal Container Transfer Facility at Dames Point recently opened to commercial traffic. The ICTF facilitates the direct transfer of containers between vessels and trains. The new facility allows for two unit trains each day (one inbound and one outbound) carrying up to 200 containers each and reduces truck traffic on local roads and highways.
• **100-Gauge Cranes:** JAXPORT’s three new 100-gauge cranes are ready for operation at the Blount Island Marine Terminal. The Florida Department of Transportation awarded JAXPORT a $15-million grant toward the purchase. Berth 35 was upgraded to handle the new electric cranes. JAXPORT’s long-term strategic plan calls for the purchase of a total of 10 new 100-gauge cranes.

• **Heavy Lift Berth:** JAXPORT’s heavy-lift cargo berth at the Blount Island Marine Terminal now ranks as one of the nation’s highest weight-bearing capacity docks, offering up to 1,800 pounds per square foot of load capacity. The infrastructure upgrade increased the heavy-lift berth rail capability to 78 kips per axle for heavy cargo.

• **Other Infrastructure Upgrades:** A wide-ranging effort to enhance infrastructure at Blount Island and Talleyrand terminals continues. Upgrades to wharves, on-dock rail and terminal pavement areas are under construction. These capital improvements – made possible by $100 million in federal and state funds – will enable JAXPORT to build the port of the future.

**Accomplishments**

• JAXPORT has been named 2017 Terminals and Ports Operator of the Year from Automotive Global Awards North America.

• JAXPORT moved a record 968,279 20-foot equivalent units during the fiscal year ending Sept. 30, 2016. The Asian container trade continues to be the fastest growing segment of JAXPORT’s container cargo business, achieving 19 percent in 2016.

• JAXPORT recorded double-digit growth in automobile imports in 2016, moving 467,898 imported vehicles, up 19 percent over the prior year. Overall, vehicle volumes remained steady with more than 636,000 total units moved, maintaining JAXPORT’s ranking as one of the nation’s busiest ports for total vehicle handling.

• JAXPORT was voted No. 1 in customer service in the South by readers of Logistics Management magazine in 2016 and also earned the highest score in the nation in the publication’s annual survey.

• JAXPORT payments for work by certified Jacksonville Small and Emerging Businesses have topped $12.4 million over the past three years, accounting for an average of 12 percent of the port’s overall contract payments per year.

• In October 2016, Michaels Stores, Inc., North America’s largest arts and crafts specialty retailer, was granted permission to operate within Foreign Trade Zone No. 64 in Northeast Florida.

• In September 2016, JAXPORT welcomed Höegh Target, the largest Pure Car and Truck Carrier ship in the world to the Blount Island Marine Terminal. The 8,500-CEU (car capacity) post-Panamax ship arrived at JAXPORT through the newly expanded Panama Canal locks.

• A multi-faceted rehabilitation project of Berth 35 at Blount Island was completed in preparation for the new 100-gauge cranes with the installation of a high-voltage electrical system.

• In July 2016, the MOL Majesty made history at JAXPORT as the first containership to arrive at the port through the new, expanded locks of the Panama Canal. The 991-foot Majesty has a maximum capacity of 6,724 TEU requiring 46.5 feet of water when fully laden.

• In July 2016, the two millionth cruise passenger set sail from the JAXPORT Cruise Terminal, which opened in 2003.

• In May 2016, JAXPORT welcomed the Carnival Elation to Jacksonville. The Elation replaced the Carnival Fascination as Jacksonville’s homeported ship for year-round cruise service to the Bahamas.

• In April 2016, JAXPORT’s newly completed Intermodal Container Transfer Facility at Dames Point supported a high-level military training exercise prior to its official opening. Uniformed Army personnel moved nearly 800 pieces of cargo – including vehicles, containers and equipment – from this state-of-the-art facility onto a nearby military ship.

**Hinterland**

JAXPORT’s hinterland is primarily defined as the U.S. Southeast and Midwest. Jacksonville’s geographic location allows JAXPORT inbound cargo to reach 60 million consumers and 60 percent of the U.S. population within a one-day truck drive. The port is served by three dozen train departures daily. JAXPORT’s reach extends to all 48 contiguous states, according to the U.S. Department of Transportation’s study of destinations for imported goods.

**Among the port’s top trading partners:**

Colombia, Brazil, China, Japan and Mexico. JAXPORT is also the No. 1 U.S. port for trade with Puerto Rico.
The Port of Key West includes cruise berths at Mallory Square, the Navy’s Outer Mole Pier, and the privately owned Pier B at the Margaritaville Key West Resort. The city also maintains a domestic ferry terminal in the Key West Bight. These facilities constitute one of the busiest ports of call in the nation and one of the state’s strongest and most sustained ferry-port operations.

The Port of Key West is a major economic engine for the city and local businesses, bringing in almost a million total passengers per year resulting in a local business impact of approximately $85 million. The port provides 1,260 direct and indirect jobs to the 25,000 citizens of Key West and contributes 15 percent of the city’s total tax revenue. Additionally, the Port of Key West supports cruise and ferry activities throughout the state, hosting cruise ships from Miami, Port Everglades, Canaveral, Tampa and Jacksonville as well as ferries from Fort Myers and Marco Island.

Goals & Objectives

- Develop and maintain port-of-call facilities to accommodate the needs of the cruise ship industry and its passengers.
- Maximize cruise industry and ferry operation benefits and revenues for the city and local businesses.
- Manage the volume of cruise and ferry passengers to sustain the city’s quality of life and preserve the historic features of old Key West.
- Complete construction of a world-class park at the Truman Waterfront, which serves as the gateway between a major cruise berth and the heart of the city.

Current or Planned Investments

- The 33-acre former site of the Key West Naval Base is being redeveloped into an exceptional urban park that will offer both residents and visitors the opportunity to experience the historical origin of Key West, its waterfront.
- The city recently completed the upgrade to the monopile mooring dolphin at the Mallory Square Pier. Plans for additional improvements and expansion of the T-Pier are currently being developed.

Accomplishments

Completed a retrofit of the T-Pier at Mallory Square with an additional berthing dolphin in order to reduce cruise ship forces on the main pier.
Port Manatee is a multi-purpose deep-water seaport on Tampa Bay handling a variety of bulk, break-bulk, containerized and heavy-lift project cargoes.

With its proximity to the Panama Canal, Port Manatee offers superior intermodal connectivity, competitive rates and a prime location with nearly 5,000 acres of surrounding green space ripe for development. Port Manatee features approximately 70 acres of lay-down area, one million square feet of public warehouse and office space, and 207,000 square feet of refrigerated space.

With room to grow, extensive development incentives and a growing consumer base at hand, Port Manatee offers significant benefits to current and potential customers, manufacturers, shippers and ocean carriers.

Goals & Objectives
- Develop and operate Port Manatee as a competitive and viable deep-water shipping port.
- Stimulate job creation and regional economic development.
- Serve community, state, national and international shipping needs generated by that development.
- Develop the Florida International Gateway.

Current or Planned Investments
- **Berth Rehabilitation:** Rehabilitation and upgrade of the docks at Berths 6-11. Berth 9 rehabilitation is scheduled to be completed in June 2017.
- **Intermodal Container Yard Phases II-V and Cargo Pad:** Five-acre cargo pad and installation of refrigerated plugs in the intermodal container yard.
- **Cold Storage Warehouse Improvements:** This project will renovate the port’s cold storage warehouses beginning with Warehouse 2.
- **Railroad Crossing Improvements:** This project will improve two separate rail crossings which have deteriorated significantly.

Accomplishments
- Port Manatee is playing a key role in literally fueling southwest Florida’s economy, serving as the gateway for nearly 100 million gallons of gasoline and related fuels on an annual basis. Under a new agreement, Port Manatee is now the fuel hub for a nine-county region encompassing more than 30 stores of Atlanta-based RaceTrac Petroleum Inc.
• In Fiscal Year 2016 the port saw an increase in operating revenue of approximately 15 percent. This is due in large part to the petroleum products now flowing through Port Manatee, but also considerable demand for storage of various cargoes.

**Hinterland**
Florida counties within a 100-mile radius including Lee, Charlotte, DeSoto, Sarasota, Hardee, Polk, Hillsborough, Highlands, Pasco, Hernando, Pinellas and Manatee, as well as the U.S. Southeast, eastern U.S. and Midwest/Chicago area.

**Trade Partners**
Pacific Rim (including China), Latin America, Caribbean Basin, Europe and Australia.
PortMiami is among America’s busiest cargo ports and is recognized around the globe as the Cruise Capital of the World and Cargo Gateway of the Americas.

It approached the five-million mark for cruise passengers during the 2016 cruise season and that figure is expected to increase further in 2017.

Infrastructure improvements started in 2016 included the site preparation of a new Cruise Terminal A for Royal Caribbean and expansions to Cruise Terminal F to welcome the MSC Vista. In 2017, the port anticipates additional cruise terminal expansions, roadway alignments for cruise and cargo traffic, a new modern cargo gate system, improvements to cargo yards for electrified RTGs (eRTGs), and a centralized customs inspection area. The port’s capital program totals more than $1 billion in projects recently completed or nearing completion.

Since September 2015, the port has been able to welcome mega-size cargo ships – ahead of the opening of the expanded Panama Canal. PortMiami and the Florida East Coast Railway re-introduced the on-dock rail Sunshine Gateway service, connecting the port to the Hialeah Rail Yard with links to the national rail system, which allows shippers to reach 70 percent of the U.S. population in less than four days. The deepening of the harbor and directly connecting the port to rail and highway systems enables PortMiami to increase its cargo and create thousands of new jobs throughout Florida.

PortMiami is home to the world’s leading cruise lines: Aida Cruises, Azamara Club Cruises, Carnival Cruise Lines, Celebrity Cruises, Crystal Cruises, Disney Cruise Line, Fathom, Fred Olsen Cruise Lines, Hapag Lloyd, MSC Cruises, Norwegian Cruise Line, Oceania Cruises, P & O Cruises, Princess Cruises, Regent Seven Seas Cruises, Resorts World Bimini, Royal Caribbean International, Seabourne, TUI and Virgin Cruises. For the 2016-17 cruise season, the port will welcome two newbuilds: the Carnival Vista and Regent Seven Seas Explorer.

PortMiami contributes more than $27 billion annually to the south Florida economy and helps provide direct and indirect employment for more than 207,000 jobs.

Goals & Objectives

- Capture new trade with Asian markets leveraging the -50/-52 foot channel, continue to expand as an important north-south trade hub, and maximize trade opportunities with the growing Latin American markets.
- Expand intermodal infrastructure, in partnership with the state, to include
rail and highway links, and encourage commercial real estate development such as warehousing.

- Market PortMiami’s Foreign Trade Zone No. 281 to make Miami-Dade County’s international trading community more profitable and competitive by providing quick and easy access to FTZ benefits.
- Continue to grow as the ‘Perishables Gateway of the Americas’ serving as shippers’ preferred entry point to markets nationwide.

## Current or Planned Investments

PortMiami is planning for expansion, both in cruise and cargo business. Capital projects needed include: expansion to existing terminals, new cruise terminals and berths, additional intermodal and parking facilities, ferry terminals, additional cargo laydown area, consolidation of warehouse functions, roadway realignments, modernization of cargo terminals through investment in higher efficiency equipment, eRTGs, a new modern gate system, inland terminal area, bulkhead improvements, infrastructure improvements, and procurement of additional super post-Panamax gantry cranes.

## Accomplishments

- In the last few years, the port has completed three very significant projects: the PortMiami Deep Dredge (September 2015); construction of a $50-million Rail Rehabilitation and Intermodal Rail Yard, which was part of the federally funded TIGER II; and construction of the Port Tunnel (August 2014), linking the port directly with the U.S. interstate system.
- For the 2016-17 season, the port completed modifications to Cruise Terminal E for the Carnival Vista and automation of Cruise Terminal J.

## Hinterland

For east-west trade, the hinterland extends from the south Florida counties of Miami-Dade, Broward, Monroe and Palm Beach throughout the state. For north-south trade, it includes all of Florida and extends into the U.S. Southeast, Northeast and Midwest.

## Trade Partners

China, Honduras, Dominican Republic, Costa Rica and Panama. The top trade commodities are machinery, apparel, textiles, waste products and aluminum and non-ferrous metal.
The Port of Palm Beach is a full-service, diversified landlord port that provides services through its private sector partners and is responsible for facilitating economic development within Palm Beach County, the region and the state of Florida.

The port generates approximately 2,850 direct and indirect jobs in its community. The 162-acre port is located 80 miles north of the city of Miami. Established in 1915, the port celebrates 102 years of economic development in 2017.

The port has three slips, 17 berths, and seven ro/ro ramps for 6,500 linear feet of berthing space to accommodate vessels up to 700 feet long and 100 feet wide. The port’s docks are 20 minutes transit from the sea buoy. Operating draft is 33 feet MLW. The port has easy access to I-95, Florida’s Turnpike, and the Florida East Coast Railway, allowing for seamless, cost effective cargo movement.

Palm Beach offers on-dock rail. Florida East Coast Railway provides twice-daily service to the port’s rail interchange. 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 of Palm Beach is an important distribution center for commodities shipped all over the world, especially the Caribbean Basin. Operations include containerized, dry bulk, liquid bulk, break-bulk, ro/ro and heavy-lift/project cargoes. Additionally, the port has provided a foreign trade zone to the region since 1987, which encompasses both port and private sector sites. Federal agencies having oversight for international trade and passenger flow are housed in the port’s maritime office complex, located adjacent to a cruise terminal that accommodates day cruises, coastal, multi-day and port-of-call cruises.

Goals & Objectives

- Strengthen the port’s revenue stream by striving for diversification in import and export commodities while securing new revenue sources.
- Increase cruise operations, passenger counts and support travel and tourism to Palm Beach County with community partners.
- Increase cargo throughput by continuing to partner with existing tenants and users while also securing additional cargo from new customers.
- Maintain and expand port facilities to ensure the port has adequate capacity and operational efficiencies to accommodate further growth in cargo and passenger services by continuing to implement the port Master Plan.
• Continue to increase the port's support of the local, regional, state and national economies while also enhancing the port's role in the community through public relations, media outreach and social media.

Current or Planned Investments

• **Berth 17:** This project will replace the existing 60-year-old sheet pile and includes improvements to the adjacent upland drainage system, utilities, existing and future tenant loading/unloading facilities and associated work required for the project. A mini slip will be cut into the existing dock, allowing for the stern-in mooring of a 350-foot vessel conducting ro/ro operations. This project will expand current business and allow for possible new business at the site without interrupting the sugar operation located on the south side of Slip 3. This project is fully funded, will have an economic impact of $19 million per year, and will create 60 direct and indirect jobs.

• **On Port Rail Intermodal Expansion:** The port switched more than 17,000 rail cars this past fiscal year. Phase 1 of this project will replace old light rail of various weights on wooden ties with 136-lb. rail on concrete ties, the same standard used by Florida East Coast Railway. This phase of the project, budgeted at $1 million, is currently in design and will be completed in 2017.

• **Waterside Cargo Terminal Redevelopment:** This project will redevelop 3.5 acres of port property by demolishing an existing obsolete office building and adjacent parking lot. The land will be redeveloped as a refrigerated container laydown area with a 140 percent increase in reefer plugs over the current installation. Based just on the capacity percentage increase and historical business percentages, Florida-based companies should see their business increase $434 million. This project is fully funded.

• **Master Plan Update:** The port is in the process of updating its current Master Plan. Plan revisions and language modifications have been incorporated. Public meetings and briefings with surrounding communities have taken place. It is anticipated that this Master Plan Update will have an effective date of December 2017.

• **Berth 1 Redevelopment:** Berth 1 was completed in 1965 and contains the oldest sheet pile in the port. The sheet pile is starting to deteriorate due to age. This project will replace the existing sheet pile. The project is currently in the permitting and environmental monitoring stage. Construction is to begin in Fiscal Year 2018/2019 and is fully funded.

Accomplishments

• The port has undertaken a fully funded $12-million refurbishment/expansion of Berth 17 and adjacent infrastructure.

• A new secondary metals exporter has been secured, providing a minimum guarantee of $500,000 in annual revenue to the port. This creates new jobs and generates a positive environmental impact in the region.

• In Fiscal Year 2016, the Port of Palm Beach posted its highest net revenue, highest TEU count and highest multi-day passenger count in its 100-year history.

Hinterland

Palm Beach, Martin, St. Lucie, Okeechobee, Highlands, Glades, Hendry, Brevard, Indian River, Monroe, Miami-Dade, Broward, Hillsborough and Orange Counties.

Trade Partners

Anguilla, Antigua, Bahamas, Barbados, Cayman Islands, Dominica, Grenada, Guyana, Haiti, Marsh Harbour, Martinique, Netherlands Antilles, Nevis, Providenciales, Puerto Rico, Spain, St. Barts, St. Croix, St. John, St. Kitts, St. Lucia, St. Maarten, St. Thomas, St. Vincent and the Grenadines, Tortola, Trinidad & Tobago, Turkey, Turks & Caicos Islands, United Kingdom.
Port Panama City is a dynamic and growing port.

It handles more than 1.7 million tons of cargo per year including containerized cargo, copper cathodes, steel plate, steel coils, Kraft paper, wood pellets and aggregates. The port provides essential support service for five major manufacturing companies, including two located on port.

Goals & Objectives

- Double port cargo capacity with the development of the new East Terminal.
- Double container trade with Mexico and Central America.
- Expand the port’s warehouse distribution services at the Intermodal Distribution Center.
- Attract port-related manufacturing to the port’s Intermodal Distribution Center.

Current or Planned Investments

- Construction of Bulk-Transfer Facility: The port is constructing the first phase of a bulk-transfer facility within the Intermodal Distribution Center. This facility will support the transfer of bulk products between rail cars and bulk containers.
- New Terminal: The port will develop a modern forest products terminal on the newly acquired 41-acre deep-water site.
- Expand Bulk Storage: New storage capacity will be added to the wood pellet terminal.
- South 3 Berth: An expansion is planned for the South 3 berth.

Accomplishments

- Purchased 41-acre deep-water facility.
- Added a new container handling crane with the capacity to handle Panamax vessels.
- Expanded container handling capacity.
- Completed 100,000-square-foot expansion to Distribution Warehouse

Hinterland

Northwest Florida, Alabama, Georgia and Tennessee. Generally, Panama City provides a Gulf coast alternative to Savannah.

Trade Partners

Bahamas, Canada, Virgin Islands, Dominican Republic, Leeward and Windward Islands and United Kingdom.
Since its formal establishment in 1754, the Port of Pensacola has served as Northwest Florida’s gateway to the world.

From its early shipments of regionally harvested lumber, locally made bricks and sailing ship masts, to the locally manufactured paper and power plant components being moved today, the Port of Pensacola has always existed, at least in part, to serve local and regional business interests. The port is committed to providing an efficient and cost-effective port for national, international and multi-national shippers seeking a congestion-free, service-oriented alternative.

In light of the port’s diversification into non-tonnage based business lines such as the offshore vessel services industry, which generates no cargo, and wind energy turbine and component business, which generates large volumes of relatively light-weight cargo, the Port of Pensacola continues to redefine the matrices by which it measures its success. The port now tracks wind energy components by both tonnage and number of units and tracks its offshore vessel services business in terms of vessel dockage days generated.

Goals & Objectives

• Expand port business lines in order to maximize revenue generation, regional job creation, and economic impact, with the current focus being primarily on attracting business partners that provide services to the offshore vessel services industry.
• Invest in port infrastructure and leverage recent improvements to meet the operational needs of the port’s business partners, drive customer loyalty, and attract new tenants.
• Diversify the port’s business lines in order to attract new business partners that will create jobs and grow local port-related employment opportunities.
• Evaluate non-traditional port activities to generate operating revenues and maximize land utilization.

Current or Planned Investments

• Warehouse #1 Operational Improvements: The warehouse modification will include a raised-ceiling ‘high hat’ bay with 30-foot-plus hook height to support overhead bridge and low bay cranes. The facility will provide for private-sector job growth in a business sector that represents a non-traditional, diversified use of port facilities.
• Berth 6 Rehabilitation: This multi-phase project is repairing areas of spalling on the Berth 6 substructure by removing loose concrete,
rust and mill scale and incorporate new berthing and decking solutions. The rehabilitation will return an existing port berth to full utility, retaining up to 20 jobs, and creating potential for additional jobs and revenue.

- **Pensacola Bay Ferry Landing:** In partnership with the National Park Service, passenger ferry service supporting Fort Pickins on the Gulf Island National Seashore, and Pensacola Beach, is scheduled to begin service in 2017. The ferries will be homeported at docks and ticketing facilities are being constructed at the port to support an estimated 60,000 passengers annually once fully operational.

### Accomplishments

- In traditional cargo sectors, there are newly established monthly services to the eastern Mediterranean and Central and South America. Also, exports of wind turbine nacelles from GE's Pensacola manufacturing facility continue along with special project cargo. On the import side, aggregate volume remained steady and is expected to increase.
- U.S. Army Corps of Engineers completed the dredging of Pensacola Pass in order to fully restore maritime access to a depth of 33 feet from the sea buoy to dock.
- Engineering has been completed on the new passenger ferry service docks and landside improvements in order to support operations for the two 150 passenger only ferries delivered to the project in April 2017.

### Hinterland

Southeastern and midwestern U.S. roughly bounded by the Great Lakes to the north, the Mississippi River to the west, the Gulf of Mexico to the south and the Atlantic Ocean to the east including all or a portion of Florida, Alabama, Mississippi, Tennessee, Kentucky, Illinois, Indiana, Ohio, the Virginias, North Carolina, South Carolina and Georgia.

### Trade Partners

Central and South America, Mexico, Caribbean Basin, Mediterranean, Africa, Baltic Region and Asia.
Located in Gulf County, Florida, the Port of Port St. Joe offers a deep-water seaport with nearly 1,900 linear feet.

The port is well-suited for bulk and cargo shipments, offering access to rail, the U.S. Gulf Intracoastal Waterway, and state and U.S. highways.

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.

Goals & Objectives

• Attract appropriate users – port tenants, shippers and manufacturers – to bring job creation and economic development opportunities. Initiate the process of resuming maintenance dredging of the ship channel.
• Enhance the Apalachicola Northern Railway (AN Railway) line that serves the port and connects with the CSXT Class I mainline.

Current or Planned Investments

With much of the basic infrastructure in place, there remain many improvement projects that will be required to develop a fully operational seaport. The Port Authority and private partner, The St. Joe Company, have marketing efforts under way to ensure additional investment projects align with defined demand and support identified markets.

Accomplishments

• A permit was issued by the U.S. Army Corps of Engineers to allow for spoil disposal as part of the planned dredging of the port’s navigational channel to the maximum authorized depth of 37 feet.
• The Port Authority has signed a lease with Port St. Joe International Terminal, LLC covering port property. The company plans to use the property to transport timber related products through the port. The St. Joe Company has also signed a license agreement with Port St. Joe International Terminal, LLC to allow use of the deep-water bulkhead, and improvements to provide access are underway.

Hinterland

North Florida, Alabama and Georgia.

Trade Partners

The recently implemented marketing initiatives are helping identify future Port of Port St. Joe’s trading partners.
Port St. Pete, located on Tampa Bay, is a multi-use facility that capitalizes on its unique assets within the city of St. Petersburg.

These include opportunities to attract research vessels, large yachts and other vessels, as well as to attract and enhance the benefits of marine science/research facilities on port property.

Goals & Objectives
- Continue to provide and improve port facilities, including terminal, berths, landscaping, parking and public access, to attract revenue-generating users and to expand potential maritime operations.
- Diversify revenue and similar investment opportunities by creating an atmosphere that will attract research vessels, large yachts and other marine-related businesses that complement each other.
- Continue to take advantage of the port’s proximity to the adjacent University of South Florida-St. Petersburg, College of Marine Science, the Albert Whitted Airport, U.S. Coast Guard Sector St. Petersburg, and a variety of other marine/maritime-oriented entities located nearby (and which comprise the St. Pete Ocean Team), through joint use and programming, to complement the city’s downtown redevelopment plans.
- Implement a cost-effective, phased development approach.
- Obtain funding assistance for capital improvements.

Current or Planned Investments
- A recent, extensive wharf renovation project will allow the port to operate up to its design condition. This project includes the addition of utilities (power pedestals/electric) along the wharf in order to more fully serve visiting vessels. This new amenity is expected to attract business.
- The port is working with the St. Pete Ocean Team to implement the Port Master Plan concept ‘Port Discovery,’ a marine science/research, educationally focused partnership initiative. ‘Port Discovery’ would utilize the Port Terminal Building and would be open to the general public, but would also have a special focus on classroom visits from local schools.

Accomplishments
- Renovated entire wharf including sheet pile replacement, revetment and installation of utilities (power pedestals) for large visiting vessels.
- Improved port lighting.
- Completed construction of the SRI Research and Development Center.
- Implemented security upgrades, including camera coverage of the port.
Port Tampa Bay is the largest of the Florida ports by tonnage and acreage, and is a critical economic engine for all of Central Florida.

Located in the fastest growing region of the state, Port Tampa Bay is a full service port handling all types of cargo and cruise passengers, as well as other maritime activities including important shipbuilding and repair work. Building on a long and rich history as a significant bulk port, Port Tampa Bay today handles a broad mix of bulk, break-bulk, container, ro/ro and heavy lift/project cargo.

Unique to the Port Tampa Bay (PTB) is its vast and growing acreage. Private and public properties comprise 5,000 acres across the entire port complex, of which more than 300 are currently available. These land assets are vital in attracting new business and stimulating manufacturing, which create jobs and economic value for the region. The port continues to build its container business to serve the immediate central Florida region and beyond, providing a more cost-effective alternative for carriers and shippers. Port Tampa Bay is also a vital gateway to all of Central Florida for energy products and construction/building materials as well as being an important global distribution point for fertilizer.

Goals & Objectives

The port’s recently updated Strategic and Master Plan, a widely collaborative effort with the port community, provides a multi-faceted strategic direction.

• Expand and diversify PTB’s business base through executing a supply chain sales strategy.
• Fulfill central Florida’s long term energy requirements.
• Optimize Tampa Bay’s vessel access to successfully pursue emerging trade opportunities generated by the Panama Canal expansion.
• Expand and diversify the region’s industrial economy and cargo base.
• Implement the Channelside Master Plan, optimizing cruise capability.
• Partner with the city and county to maximize future growth and development of the region.
• Develop and implement a landside transportation access strategy.

Current or Planned Investments

• **Hooker’s Point Developments**: Hooker’s Point is a multi-phased development that is home to the port’s container terminal, a 713-acre peninsula energy gateway, and break-bulk and bulk berths. The current 40-acre container terminal footprint is expandable to 160 acres. Building on the recent acquisition of two post-Panamax gantry cranes, for a total of 5 container cranes and a heavy-lift mobile harbor.
crane, 19 acres of site work and roadway/railway improvements, expanded rail, and a berth extension to 2,800 feet, ongoing development includes a berth expansion, refrigerated warehouse (Phase 1), laydown space, transit sheds, reefer plugs, a gate complex, equipment and upland developments. Future developments will include refrigerated warehouse (Phase 2), additional berths, intermodal cargo yard expansion, channel/berth deepening and petroleum pipeline. Hooker's Point projects support 1,399 direct, indirect and induced jobs, 525 construction jobs and 2,500 existing jobs, and complements the recently completed Gateway Rail Project and the Berth 201/202 improvements.

- **Petroleum Facilities Development:** PTB is the energy gateway for West Central Florida and its almost ten million residents. As a component of its latest strategic plan, the port has invested tens of millions of dollars in the PTB Petroleum Complex (as well as the Tampa Gateway Terminal ethanol unit/train facility). This complex now has the deepest draft, the most berths, the largest product range capability, and it connects to several of Tampa Bay’s largest petroleum products distributors, including the Central Florida Pipeline.

- **Port Redwing Development/South Bay:** Port Redwing/Southbay, a 270-acre Greenfield site situated several miles south of the city of Tampa and near I-75 and the CSXT rail mainline, will complete critical infrastructure needed to provide capacity for additional bulk trade and intermodal transportation activities. Cargo capacity at full build out could reach 12 million tons. Ongoing projects include the construction of a new access road connecting to U.S.-41, three miles of rail track connecting to the CSXT mainline, security infrastructure and utilities, construction of a 1,000-foot-long steel bulkhead berth (Berth 302) and the development of the Southbay property to facilitate growth of current and new business.

- **Navigational Improvements:** Port Tampa Bay is the local sponsor for federal work to improve and maintain the 40-plus miles of deep-water federal channels that provide access to seaports within Tampa Bay. The port also annually dredges to maintain and improve 62 deep-water ship berths. This project dredges approximately 110,000 cubic yards along port berths during the September through March dredging window. PTB’s Port Vision 2030 envisions deepening navigational channels to 45 feet (potentially 50 feet in the long term).

### Accomplishments

- **Cruise Developments:** Holland America and Norwegian Cruise Line introduced newer ships to the port for the 2016-2017 winter season, Carnival has extended its commitment to the port through 2021.

- **Economic Benefits:** According to an updated economic impact study released in December 2016, the port generates an annual economic impact of $17.2 billion while supporting 85,000 direct, indirect, induces and related jobs.

- **Port Redwing Expansion:** In August 2016, Tampa Tank and Florida Structural Steel broke ground on an $18-million facility expansion plan at Port Redwing and South Bay

- **Post-Panamax Cranes:** Two post-Panama cranes, purchased for $25 million, were introduced at Port Tampa Bay in the summer of 2016.

- **Expanded Facilities:** The port acquired 150 acres at South Bay, adjacent to Port Redwing, for cargo growth and industrial expansion.

- **Channelside Development:** The Port released its Channelside Master Plan in December 2016.

- **Industrial Development:** Puraglobe Florida, LLC (formerly NexLube, LLC) built a 24-million-gallon used-oil recycling facility. To prepare, the port undertook reconstruction of an access road, creating a new rail spur adjacent to the site, and installing six miles of piping for processing water.

- **Financial:** The port has achieved consistent growth in operating revenues, closely managed its operating expenses, maintained significant operating margins, and generated significant net cash flows for reinvestment.

- **East Port Improvements:** In late 2016, the port completed Phase 1 of its East Port expansion project, constructing a 20-acre cargo yard, a 400-foot marginal wharf, a new Berth 150 finger pier, and it relocated a portion of Rockport Road. The new terminal is adjacent to a deep-water (43-foot) channel.

### Hinterland

- **Bulk/Break-bulk:** Central Florida for energy, building, agricultural and fertilizer products.

- **Container:** Florida, and through CSX, the U.S. Midwest and entire eastern seaboard.

### Trade Partners

Brazil, Mexico, Trinidad, India, Canada, Honduras, Bahamas, Korea, Venezuela and Australia.
FLORIDA SEAPORTS

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