

MARINE INDUSTRY

Florida's ports – and the cruise and cargo ships that call on them – ferry billions of dollars to and through the Sunshine State. Florida's 15 deep-water ports are the state's connection to global trade that stretches from Asia to the Americas and across the Atlantic. The ports and harbors across 1,350 miles of coastline support high-wage jobs in the maritime, marine science, and recreational boating space. Together, the sector generates hundreds of millions of dollars in state and local tax revenues, and drives economic prosperity in the communities it serves. Even amid the pandemic, the marine industry is a resilient economic powerhouse propelling Florida's future.

By Jeff Zbar

FLORIDA SEAPORT FAST FACTS

Florida ports generate ...

\$117 billion Total economic activity

\$87.3 billion Waterborne international trade (2018) was 55.6% of Florida's \$156.9 billion total international trade

\$57.4 billion Containerized cargo to and from Florida

110 million tons International and domestic cargo



110 MILLION TONS OF CARGO FLOW THROUGH FLORIDA'S PORTS

FLORIDA SEAPORTS: A LIFELINE FOR GLOBAL TRADE

Deep ports are big business in the Sunshine State.

Through Florida's 15 deep-water ports, more than any other state, flow some 110 million tons of cargo – including containers, bulk cargo, and freighters filled with raw goods and petroleum – and millions of cruise passengers annually.

A recent report from the Florida Ports Council found that maritime cargo and cruise activities at Florida's deep-water ports – those 30 feet or more in depth – support nearly 900,000 direct and indirect jobs, generate some \$118 billion in economic value, or 13% of state GDP, and contribute more than \$4.3 billion in state and local tax revenues.

TWO DISTINCT LINES OF BUSINESS

Florida's ports serve several key sectors, and each had been sailing strong prior to the pandemic. Florida's cruise sector saw 18.3 passengers in 2019, up from 16.8 million passengers in 2018. The sector employs more than 149,020 statewide.

The state's largest multi-day cruise ports, Port Everglades, PortMiami, and Port Canaveral, followed by JAXPORT, Port Tampa Bay, and the Port of Palm Beach, all have been investing heavily in terminals,

garages, and other infrastructure to serve the growing cruise market. Though not a port embarkation, the Port of Key West is a popular port of call.

More resilient is the cargo sector. When the Panama Canal opened its third set of locks in 2016, it ushered in a new era of shipping traffic through the Central American trade route.

New or "post-Panamax" vessels coming fully loaded from Asia almost tripled their size and scope. Florida ports have undergone deepening and widening projects to accommodate new vessels' size.

Florida's ports deliver more than cargo. Ports receive millions in funding from various federal agencies to improve and expand port facilities and to deepen and widen the port's navigational channels, especially in the post-Panamax era. When the U.S. Department of Transportation's Maritime Administration awarded more than \$280 million in grants through its new Port Infrastructure Development Program, Florida received the most funds of any state.

Over the past decade, port projects prepared Florida for its place as a growing global trade destination. Navigation channels were dredged and deepened.



FLORIDA'S PORTS AND INLETS ARE USED BY MARINE SCIENCE PROGRAMS



FLORIDA PORTS

- » Florida ranked as the seventh-largest export state in 2019
- » Florida's top 10 trade partners (in order): Brazil, China, Chile, Japan, Colombia, Mexico, Dominican Republic, Germany, Honduras, and Costa Rica
- » Seaport projects yield \$7 in state and local taxes for every \$1 of state investment

Source: Florida Ports Council, U.S. Census Bureau

Container handling and intermodal facilities were expanded to expedite transfer of containers to trucks and railroad cars. This meant goods spent less time in port and found their way faster to Florida's and the Southeast's thriving warehouse, distribution, and logistics centers – and ultimately, consumers.

When the pandemic hit and Florida's ports were deemed essential, ports became a lifeline delivering food, fuel, consumer goods – and continued jobs and economic opportunity. Though Florida ports lost 169,000 jobs and \$23 billion in economic activity, notes a recent economic impact study from the Florida Ports Council, the ports are rebounding.

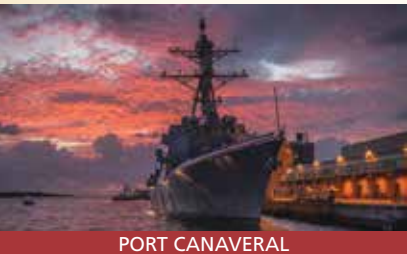
"Prepandemic, we have seen most ports enjoying growth across many lines of business – cargo, petroleum, and the cruise industry," says Doug Wheeler, president and CEO of the Florida Ports Council, the seaports' industry association. "Florida got really serious about investing in its seaports 10 years ago, and we've been seeing return on investment."



MAP TERESANNE COSSETTA RUSSELL



PORT OF PALM BEACH



PORT CANAVERAL



PORT EVERGLADES



PORT OF FERNANDINA



PORT OF FORT PIERCE



JAXPORT

PORT OF PALM BEACH

JOBS: 10,000
CARGO: 2.5 MILLION TONS
CARGO VALUE: \$7 BILLION
CRUISE PASSENGERS: 500,000
ECONOMIC IMPACT: \$400 MILLION

The Port of Palm Beach's \$26 million intermodal rail freight facility expansion is a nod to the critical role the port plays.

As the demand for containerized cargo and the rail to move it reaches a historic high, the 162-acre port is focused on future growth. The expansion will more than double intermodal rail capacity to 95,000 TEUs per year, create 105 direct jobs, and reduce truck trips by 29,000 per year.

A 4.5-acre refrigerated container yard with heavy-duty cargo container rated pavement will allow the port's largest tenant, Tropical Shipping, to meet the demand of the Caribbean market.

An essential lifeline to the Caribbean, the port moves some \$3.3 billion worth of goods to the islands each year.

A \$6 million mega-yacht berth project completed in January 2020 replaced 425 feet of seawall for "Berth One Palm Beach," a facility for ultra-high value mega-yachts.

PORT CANAVERAL

JOBS: 32,650
CARGO: 6 MILLION TONS
CRUISE PASSENGERS: 5 MILLION
ECONOMIC IMPACT: \$3.9 BILLION

Port Canaveral handles bulk, break-bulk, project, and containerized cargo; millions of cruise passengers annually; and with the cape's renewed space operations, a growing list of rocket launch and retrieval operations.

Cruise operations generate 75% of port revenue, followed by shipping of such products as petroleum, lumber and construction materials, and newspaper rolls. The port's new multi-purpose cargo berth was purpose-built to provide offload capability for a wide range of cargo types, including oversized space components.

Its \$46.2 million Liebherr 600 mobile harbor crane has a lifting capacity of 154 tons, allowing it to hoist rocket boosters and other heavy cargo. April 2020 was a record month for the crane for space operations.

On the horizon is a \$37 million, two-year pier renovation, coming on the heels of a 120-foot pier extension to berth vessels of 850 feet.

PORT EVERGLADES

JOBS: 13,037 DIRECT; 219,072 STATEWIDE
CARGO: 1.05 MILLION TEUS
CARGO VALUE: \$22.72 BILLION (INCLUDES PETROLEUM)
CRUISE PASSENGERS: 3.89 MILLION
ECONOMIC IMPACT: \$32 BILLION

Port Everglades handles among the largest cruise liners and ships handling cargo and petroleum.

A multi-year plan will welcome the largest vessels afloat. The current \$1.6 billion plan – part of a \$3 billion, 20-year expansion – will widen and deepen the port for the post-Panamax cargo ships.

In a recent deal, the port is developing its new International Logistics Center, CenterPoint Properties.

The port is Florida's second petroleum port, with more than 125 million barrels delivered annually. Some \$100 million in seawall and roadway improvements will accommodate ever-larger tankers.

Among the world's top homeports and ports of call for multi-day cruises, the port welcomed more than 900 calls in 2019 alone.

PORT OF FERNANDINA

JOBS: 120
CARGO: 400,000 TONS, PLUS 25,000 TEUS
CARGO VALUE: \$250 MILLION
CRUISE PASSENGERS: 2,000
ECONOMIC IMPACT: \$35 MILLION

Worldwide Terminals Fernandina acquired the operating rights to the Port of Fernandina in 2018 and issued \$27.6 million in Port Revenue Bonds the next year. Development called for expanding and modernizing port facilities, acquiring a new cargo handling equipment and terminal operating system, and deepening its berths to more than 40 feet.

Some 60% of cargo volume is for export, says Christopher T. Ragucci, port director and CEO with Worldwide Terminals Fernandina.

The goal is to increase throughput capacity to upwards of 150,000 TEUs annually within the next two years, while handling about 500,000 tons of break-bulk and bulk cargo annually, Ragucci says.

"Our lower cost structure than most ports in the Southeast with high productivity makes it Florida's most diverse and dynamic small port," he says.

OPPORTUNITY IS ON THE HORIZON

St. Lucie County, located on the east coast between Orlando and Miami, is on the cusp of transforming its airPORT and seaPORT into major economic activity centers. Business owners looking to relocate or expand will be awed by its subtropical climate, enviable natural resources and coastal Florida lifestyle, including beautiful beaches, championship golf, world class boating & fishing, and a thriving arts & culture scene.



**TREASURE
COAST**
International Airport
& Business Center

AT ST. LUCIE COUNTY

TREASURE COAST INTERNATIONAL AIRPORT & BUSINESS PARK

Home to over 50 aviation-related and manufacturing companies, the airPORT touts a full service FBO, 6,492' instrument landing system runway, an FAA air traffic control tower, on-site U.S. Customs & Border Protection, and Foreign Trade Zone #218. With a newly constructed 28,500 maintenance, repair & overhaul hangar, the airport has tremendous growth potential that also includes 1,000+ acres ready for industry or commercial development.

ST. LUCIE WORKS

Learn how St. Lucie Works so you can seize the opportunity.

DERECKTOR FT. PIERCE

PORT OF FORT PIERCE

St. Lucie County welcomes Derecktor Fort Pierce. Construction is underway at this state-of-the-art facility that will be the first U.S. shipyard designed specifically to service, repair, and refit mega yachts – power and sail vessels over 200 feet and 900 tons. It will also boast the world's largest mobile hoist.

**ST. LUCIE
COUNTY**
FLORIDA



StLucieCo.gov



Florida's I-4 Corridor: Home to the largest concentration of DCs in the State



YOUR FRONT DOOR TO THE I-4

FLORIDA'S DISTRIBUTION HUB: PORT TAMPA BAY & THE I-4 CORRIDOR

- 400 million square feet of distribution center space
- One of the hottest industrial real estate markets in the U.S.
- E-commerce, consumer products, manufacturing and refrigerated goods
- Expanding global container connections with Asia, Latin America and beyond
- Major terminal expansion underway with plenty of room for growth



Your last mile just got shorter.
WWW.PORTTB.COM



**PORT
TAMPA BAY™**

REROUTE YOUR THINKING™

1101 CHANNELSIDE DRIVE, TAMPA, FLORIDA 33602



PORT OF KEY WEST



PORT MANATEE



PORT PANAMA CITY



PORT ST. PETE



PORT TAMPA BAY



PORT MIAMI

PORT OF FORT PIERCE

JOBS: 900 (UPON COMPLETION)

ECONOMIC IMPACT: \$100 MILLION

Administrators at the 100-year-old Port of Fort Pierce have seen their future, and it is luxury yachting.

Seeing a need for a luxury yachting center, the county made “a strategic pivot” and acquired the 12.5-acre historic waterfront, with its 1,200 feet of seawall and 125,600 square feet of warehouse space, says port Executive Director J. Stanley “Stan” Payne. They then partnered in 2019 with Derecktor Shipyards in a 75-year deal to transform the terminal into a purpose-built facility for the refit of mega yachts and large sailing vessels.

Derecktor’s deal involves investing \$12.5 million into the project to create a haul-out basin and install a 1,500-ton mobile boat hoist to haul up to 250-foot yachts out for service.

The county hopes to develop 90 raw acres north of the port, and it invested \$7.3 million in improvements to the streets leading into the port. When fully built out in five years, the shipyard could employ 900 and drive \$100 million in economic output.

JAXPORT

JOBS: 138,000

CARGO: 1.3 MILLION TEUS; 10.88 MILLION TONS

CARGO VALUE: \$26 BILLION

VEHICLES: 696,464

ECONOMIC IMPACT: \$31 BILLION

Containers and new cars arriving from overseas make up the majority of JAXPORT’s business. It’s Florida’s top container port and the nation’s second-busiest vehicle handling port. Add in cruise traffic, and it’s considered among the country’s most diversified ports.

JAXPORT set new port volume records in fiscal year 2019 in containers (1.3 million TEUs), vehicles (696,464 units), and total cargo (10.88 million tons).

The port offers shippers fast access to the Southeast U.S. consumer market.

The port is also the leading U.S. port for commercial trade with Puerto Rico, a growing player in Asian trade, and a global leader in the use of liquefied natural gas (LNG) as a clean marine fuel and cargo type.

A recent \$93 million award from the federal government will deepen the shipping

channel to 47 feet to accommodate larger vessels. To augment the award, JAXPORT CEO Eric Green designed an innovative model to take the project to more than \$484 million in funding.

Phased yard and berth improvements valued at more than \$140 million are currently underway.

PORT OF KEY WEST

JOBS: 1,250

CRUISE PASSENGERS: 1.2 MILLION (GUESTS AND CREW)

ECONOMIC IMPACT: \$90 MILLION

Port of Key West has been a popular destination on cruise itineraries. Today, it remains a cruise-only port, with little to no cargo traffic.

Last year, almost 500 ships sailing from Miami, Port Everglades, Canaveral, Tampa and Jacksonville, and ferries from Fort Myers and Marco Island, called on the port. In all, more than 913,000 passengers disembarked at the city’s Mallory Square Dock, a popular destination to watch sunsets or walk to countless fabled destinations. That is likely to change, as residents in November passed limits on port calls.

PORT MANATEE

JOBS: 27,000

CARGO: 10.08 MILLION TONS

ECONOMIC IMPACT: \$3.9 BILLION

Port Manatee is adding 9.3 acres to the current 10-acre container yard facility that adjoins the berths.

Located near the entrance to Tampa Bay in west-central Florida along the Gulf of Mexico, the port is the closest U.S. seaport on Tampa Bay to the Panama Canal, as well as burgeoning Mexican manufacturing centers.

The port handles 9 million tons of cargo and 80,000 containers each year. Its largest commodity is petroleum products. It moves 1.2 million tons or over 8 million barrels of gasoline, diesel, and ethanol a year, or enough each day to fill the tanks of 47,000 Southwest Florida vehicles, says port Executive Director Carlos Buqueras.

This year, the port opened a new 3.6-acre transfer facility with room for 120 trailers to expedite the movement of cargo. A \$1.1 million warehouse improvement project added more truck loading docks.

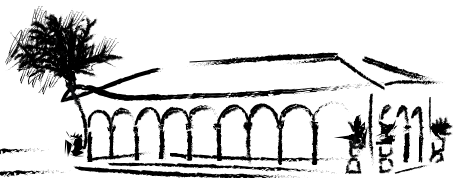
Golden
BEACH



Entering a New *Golden* Age...

The Town of Golden Beach continues to shine as a destination community in South Florida. A new 5-million dollar civic center breaks ground this fall, which will offer unparalleled amenities and safety features, including exclusive event spaces, government facilities and a hurricane-rated bunker. An exemplary police force and state of the art surveillance provides peace-of-mind to those who reside here. Golden Beach prides itself with being a secure and safe community as well as a sound investment. Valued at \$1.2 billion dollars, and climbing, Golden Beach remains some of the most sought-after real estate in the Nation. Golden Beach has also imparted efforts to position itself at the forefront of sustainability, preparing the community for a solid future. Breaking ground and ground breaking, Golden Beach is a town unlike any other.

www.goldenbeach.us



Mayor Glenn Singer Vice Mayor Bernard Einstein Town Manager Alexander Diaz
Councilmembers Kenneth Bernstein, Judy Lusskin & Jaime Mendal



PORT OF PENSACOLA

PORT PANAMA CITY

JOBS: 8,839

CARGO: 1.8 MILLION TONS

ECONOMIC IMPACT: \$1.4 BILLION

As Northwest Florida's primary deep-water port, \$35 million in capital projects over the coming fiscal year include \$4.2 million for a new mobile harbor crane and \$12.75 million for a wood pellet storage dome. Some \$4.5 million will be invested in industrial sites and roadwork at its 200-acre intermodal distribution center.

To expand on container trade with Mexico's Yucatan region that topped 48,000 TEUs in fiscal year 2020, the port began construction on a \$6.8 million, 70,000-square-foot on-port container freight station.

PORT ST. PETE

Port St. Pete has no cruise ships or cargo vessels, but it's still a busy port.

Ranked one of the top 10 marine science programs in the country, the University of South Florida College of Marine Science's 11-acre waterfront campus is one of the largest marine science hubs in the country. The port also is home to the U.S. Coast Guard Sector St. Pete, the U.S. Geological Survey, and other research and development firms.

Located in the heart of downtown St. Petersburg along Tampa Bay, Port St. Pete is unlike any other Florida port. Given its operating depth of 23 feet, the superyacht marina serves only yachts and working vessels up to 400 feet in length.

St. Pete is the only superyacht marina on the Gulf Coast, says David Wirth, manager of the port and marina.

PORT TAMPA BAY

JOBS: 85,000

CARGO: 37 MILLION TONS

CRUISE PASSENGERS: 1.14 MILLION

ECONOMIC IMPACT: \$18 BILLION

Port Tampa Bay is home to shipping, shipbuilding, cruises, even the Florida Aquarium that make it unique to Florida's Gulf Coast.

A list of million-dollar projects seeks to improve operations and efficiency at Florida's – and one of the nation's – largest ports by land mass. The port's shipbuilding and repair services are among the largest in the Southeast. The port is one of the world's premier fertilizer export ports. Amalie Oil exports specialty engine oils to over 100 countries. Bridges, petroleum storage tanks, and specialized steel structures from Tampa Tank/Florida Structural Steel reach Latin America, as well as domestic markets. The port's container volume, much of it coming from Asia, is up by 28% over the past year.

A \$19.8 million U.S. DOT grant for the 5,000-acre property will expand shipping container operations by 60%. Another \$55 million project will create a 1,300-foot berth and a 30-acre container yard.

Another 10 million square feet is currently under development.

Home to eight cruise ships from six cruise lines, in the last fiscal year it surpassed the 1 million cruise passengers mark for the second year in a row, a double-digit percentage increase over the previous record-setting year.

PORT MIAMI

JOBS: 335,000

CARGO: 9.6 MILLION TONS

CRUISE PASSENGERS: 6.8 MILLION

ECONOMIC IMPACT: \$43 BILLION

PortMiami is a tale of two ports. On days when in port, almost a half dozen cruise ships line the seawall taking on some of the 6.82 million passengers who sailed from here in 2019 – up 22% from the year before. The lines whose ships call on or homeport here include Azamara, Carnival, Celebrity Cruises, Crystal Cruises, Disney Cruise Line, MSC Cruises, Norwegian Cruise Line, Royal Caribbean Cruises, and upstart Virgin Voyages.

PortMiami moves 9.6 million tons of cargo every year, and last year surpassed 1 million TEUs for the fifth consecutive year. Trade is heavily focused on Central America and the Caribbean.

There is a billion-dollar improvement underway at the port. The PortMiami-Florida East Coast (FEC) Railway connection offers access to Southeastern U.S. consumer markets.

In September, county commissioners approved issuance of \$335 million in bonds for additional revenue generating capital projects with major cruise and cargo partners.

PORT OF PENSACOLA

JOBS: 250

ECONOMIC IMPACT: \$2 MILLION

The port's 25-year development strategy seeks to attract niche businesses.

One such partner is Offshore Inland Marine, which in 2011 relocated its subsea vessel support base; marine modification, maintenance, repair and overhaul (MMRO) facility; and corporate headquarters to the 68-acre port. Now, the company is refitting "Blue Origin," Jeff Bezos' 600-foot vessel being prepared for its role as a seaborne landing pad for rockets.

The plan also focuses on emerging "blue economy" sectors. This includes aquaculture, marine technology and biology research and development, and ocean industry career education and training centers. One niche partner is aquaculture company Pensacola Bay Oyster Company. Another is the New York Yacht Club, which selected Pensacola as the winter training base for its American Magic sailing team competing in the 36th America's Cup in Auckland, New Zealand, in 2021.

NEW LIFE FOR OLD PORTS

Port St. Joe, mostly inactive since 1994 when the St. Joe Paper Mill closed, may have its shipping channel dredged to provide an alternative to Pensacola to the west.

Citrus County administrators voted to revive **Port Citrus**, envisioning that the Suncoast Parkways will bring development to the region.



961,000 PLEASURE CRAFT ARE REGISTERED IN FLORIDA, THE "BOATING CAPITAL OF THE WORLD"

RECREATIONAL BOATING

Small Boats, Big Business

There's no denying the spectacle of a fully loaded cargo vessel coming into port or revelers on a cruise ship heading out. They are dwarfed, however, by the number of recreational boats and yachts that ply those same waters.

No surprise Florida is known to many as the "boating capital of the world." Florida has some 961,000 registered pleasure craft, according to state figures. Each year, mega yachts arrive from northern and foreign ports to winter in the warm Florida waters; Florida tourism officials estimate that on any day, some 100,000 out-of-state vessels can be found here.

In all, salt and freshwater recreational boating is a \$23.3 billion business in Florida, notes trade publication Boating Industry.

Along with Florida's 15 deep-water ports, dozens of inlets and passes connect the Atlantic Ocean, Gulf of Mexico, and Florida Bay with inland waterways. They also host supporting industries, from marinas and docks, boat and yacht repair and refurbishment facilities, to a thriving marine technician training and workforce development sector. Atop that are the



THE NUMBER OF RECREATIONAL BOATS DWARFS THE NUMBER OF CRUISE SHIPS SAILING FLORIDA WATERWAYS

recreational watersports sectors, including sport fishing, scuba diving, and sailing.

Ports and inlets also are used by marine science programs associated with area colleges and universities, as well as dozens of U.S. Coast Guard and U.S. Navy bases and stations.

Overall during the pandemic, Florida boat sales have increased by 65%, according to marine industry figures. Andrew Doole, president of Informa Markets U.S. Boat Shows, which produces the annual Palm Beach and Fort Lauderdale boat shows, enthused that the response "far exceeded our expectations."

TRAINING FOR SHIPPING'S FUTURE

Non-advanced degree jobs in the marine industry start around \$52,000 per year. A marine trade-school graduate makes about the same average starting salary as a four-year college graduate and within five years with overtime can easily make a six-figure salary, according to the Marine Industries Association of Palm Beach County, Inc. Employment in the seaport industry is projected to grow at 20% (the average for all other occupations is 14%).

Says Marci Murphy, president of CareerSource Brevard, "Preparing individuals for careers surrounding transportation/logistics and maritime will be essential."



SEAPORT INDUSTRY EMPLOYMENT GROWTH IS PROJECTED AT 20%