



PORT MIAMI™

COUNTDOWN TO THE CANAL 2015

BIG SHIP READY FOR THE OPENING OF THE EXPANDED PANAMA CANAL

EIGHT REASONS TO COUNT PORTMIAMI AS A POWER

PORTMIAMI IS COUNTING DOWN

The opening of the expanded Panama Canal is fast approaching. The countdown is on, and PortMiami, the first port of call on the Asia-to-US route via the Canal, will be the **ONLY** Atlantic Seaboard port south of Norfolk, Virginia with a channel deep enough to accommodate the super-sized container vessels that will begin passing through the expanded Canal in 2015.

Already the *Cargo Gateway to the Americas*, PortMiami is ideally positioned to capture new East-West trade opportunities as shipping patterns shift to Atlantic ports. With more than \$2 billion in major infrastructure investments now underway, PortMiami will not only be “big ship” ready in 2015, but one of the most ambitious capital programs in the Port’s history will ensure that goods move quickly and efficiently from cargo yards to consumer markets.

- 1. DEEP WATER** Construction is scheduled to begin this year to deepen the Miami Channel to minus 50/52 feet. Managed by the U.S. Army Corps of Engineers, the deepening project will enable PortMiami to accommodate the new generation of larger container vessels. PortMiami’s Deep Dredge will be completed in 2015 in sync with the opening of the expanded Panama Canal.
- 2. NEW TUNNEL** To ensure fast and easy access to and from Port facilities, a tunnel is now under construction that will link PortMiami directly to the U.S. Interstate System. The tunnel will allow trucks and other vehicles to bypass downtown Miami and travel between the Port and mainland without a single traffic signal.
- 3. ON-DOCK RAIL** In partnership with Florida East Coast (FEC) Railway, PortMiami is restoring freight rail service to a nearby intermodal yard with direct links to the national rail system. When completed, the PortMiami-FEC service will allow shippers to reach more than 70% of the U.S. population in four days or less.
- 4. MORE SUPER POST-PANAMAX CRANES** PortMiami will receive four additional cranes with the capacity to handle the larger container ships with capacity of 10,000 TEUs and greater. Along with the two Super Post-Panamax cranes now in operation, the new equipment will bring the Port’s crane capacity to 13.



POWERFUL PLAYER IN THE COMING POST-PANAMAX ERA



5. **GEOGRAPHY, GEOGRAPHY, GEOGRAPHY**

PortMiami is the closest U.S. Port to the Panama Canal and is centrally located between the U.S. and Latin America and the Caribbean. Already a major North-South logistics center, Miami is committed to growing as an East-West trade hub.

6. **GROWING CONSUMER MARKET**

The Miami-Orlando metropolitan area is one of the most densely populated urban areas in the U.S. and the State of Florida. It will soon surpass New York in population making it the third largest state in the nation. This makes South Florida an attractive gateway for goods flowing in and out of the Southeastern U.S. and beyond.

7. **PORTMIAMI FOREIGN TRADE ZONE**

Miami-Dade County has established FTZ 281 encompassing most of the County allowing businesses operating in the zone to defer, reduce or eliminate U.S. Custom duties on products. FTZ status maximizes South Florida's international trade status.

8. **MIAMI INTERNATIONAL AIRPORT**

Already the busiest U.S. airport for international air cargo, MIA is handling record trade volumes. The airport dominates the North/South flow of goods in the Western Hemisphere handling 83% of all imports and 81% of all exports for the Latin America and Caribbean regions. MIA, which provides valuable global connections, is an all-important partner in the Port's efforts to grow international trade and commerce.



NEW TRADE OPPORTUNITIES

The opening of the expanded Panama Canal will bring new opportunities for the container cargo trade in this part of the world. South Florida's locale, at the nexus of the Americas, makes PortMiami an efficient entry point for goods flowing to and from U.S. markets, and a strategic transshipment hub for Asian goods destined for Latin America.



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