



ALABAMA
PORT AUTHORITY
PORT OF MOBILE

Alabama Port Authority Economic Impacts 2022

The Economic Importance of
the Port of Mobile to the State of
Alabama and the United States

Conducted by:



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The Port of Mobile consists of public marine terminals owned by the Alabama State Port Authority, as well as privately owned marine terminals. The public marine terminals include the McDuffie Coal Terminal, ASPA General Cargo Docks, Pinto Terminal, Mobile Middle Bay Port, Marine Liquid Bulk Terminal, the APM Container Terminal, and the Bulk Material Handling Plant. These terminals handle coal, containerized cargo, steel slab and steel products, forest products including pulp, paper and lumber, dry bulk cargo and liquid bulk cargo. The private marine terminals include Alabama Bulk Terminal, Vertex Energy, Zenith Energy, World Point Terminals, Radcliff Energy, Core Industries, Vulcan Materials, Holcim, Millard Marine, Bayou Concrete, Martin Marietta, Cooper Marine, and Mobile Marine Terminal. These private terminals handle liquid bulk cargoes, lumber products, coal, and dry bulk cargoes such as limestone and iron ore.

In 2022, the public and private marine terminals located in the Mobile Harbor and included in this impact study handled 43.3 million tons of international and domestic cargo for exporters and importers located within the state of Alabama, as well as throughout the United States. It is the purpose of this study to quantify the economic impacts generated by the cargo and vessel activity at the public and private terminals.

The study employs methodology and definitions that have been used by Martin Associates to measure the economic impacts of seaport activity at more than 500 ports in the United States and Canada, and at the leading airports in the United States. It is to be emphasized that only measurable impacts are included in this study. In order to ensure defensibility, the Martin Associates' approach to economic

impact analysis is based on data developed through an extensive interview and telephone survey program of the firms participating in each of the lines of business operated by the ASPA. Specific re-spending models have been developed for the Mobile Area to reflect the unique economic and consumer profiles of the regional economy. The resulting impacts reflect the uniqueness of the individual Port operations, as well as the surrounding regional economy.

The impacts are measured in terms of:

- Employment - direct, induced, and indirect jobs
- Personal income - direct, re-spending and local consumption, and indirect income
- Business revenue
- State and local taxes
- Impacts are also measured for the users of the public and private marine terminals

Each impact measurement is described below:

1. Employment Impact

- **Direct jobs** are those that would not exist if activity at Port of Mobile cargo facilities were to cease. Direct jobs created by marine cargo activity at the Port of Mobile's terminals are those jobs with the firms directly providing cargo handling and vessel services, including trucking companies, terminal operators and stevedores, members of the International Longshoremen's Association (ILA), stevedores and customhouse brokers, vessel agents, pilots, and tug assist companies. In addition, direct jobs include jobs with

local steel operations such as ArcelorMittal/Nippon Steel and SSAB, users of imported steel and plastics such as Hyundai Motor Manufacturing Alabama, as well as coal related operations with Warrior Met Coal.

- **Induced jobs** are jobs created in the Mobile Area by the purchases of goods and services by those individuals directly employed by each of the Port's lines of business. These jobs are based on the local purchase patterns of Mobile area residents. The induced jobs are jobs with grocery stores, restaurants, health care providers, retail stores, local housing/construction industry, and transportation services, as well as with wholesalers providing the goods to the retailers.
- **Indirect jobs** are created throughout the Mobile Area as the result of purchases for goods and services by the firms directly impacted by the Port of Mobile activity. The indirect jobs are measured based on actual local purchase patterns of the directly dependent firms, and occur with such industries as utilities, office supplies, contract service providers, maintenance and repair, and construction.
- **Related User (shipper/consignee) jobs** – jobs with shippers and consignees (exporters and importers) using the marine terminals for shipment and receipt of cargo. The Port of Mobile's shippers and consignees are concentrated with the state's auto manufacturing, retail distribution, and

steel manufacturing, as well as paper/pulp manufacturing industries and chemical industries. In addition, containerized cargo moving via the Port's container terminal is consumed by the pulp and paper industry, as well as the regional auto manufacturers and in local and regional retail and wholesale outlets. Containerized cargo exports include exports of pulp and forest products including paper and paper board, cotton, and fabric, as well as aerospace parts.

2. Personal income impact consists of wages and salaries received by those directly employed by Port activity and includes a re-spending impact which measures the personal consumption activity in the Mobile Area of those directly employed as the result of the Port of Mobile. Indirect personal income measures the wages and salaries received by those indirectly employed.

3. Business revenue consists of total business receipts by firms providing services in support of the marine cargo activity at Port of Mobile facilities, private construction investment on Port property, and the ASPA administrative operations.¹

4. Local purchases for goods and services made by the directly impacted firms are also measured. These local purchases by the dependent firms create the indirect impacts.

¹ Business revenue earned by the dependent shippers/consignees is not included in the impacts since this revenue is driven by the sales of the products produced by the industries using the port facilities and reported at the headquarters level. Only the local impacts of direct, induced, and indirect jobs, personal income, local purchases and state and local taxes are included in the impacts attributed to the Port of Mobile.

5. State and local taxes include taxes paid by individuals as well as firms dependent upon the Port of Mobile cargo and ship repair activity.

The impacts of the Port of Mobile were estimated based on interviews with identified firms in the Mobile Area as defined in the “Port of Mobile Directory” as well internal contacts from ASPA staff, and the use of the database developed by Martin Associates as part of the 2021 detailed economic impact study for the Port of Mobile, as well as the 2022 interim economic impact update. The direct impacts are measured at the firm level of detail and aggregated to develop the impacts for each of the Port’s lines of business. The firms surveyed provided Martin Associates with employment levels (both full time and part time), annual payroll, local purchases, and the residence of where the employees reside.

The analysis is based on the structural models developed by Martin Associates as part of the 2022 interim economic impact study conducted for the Port of Mobile, as well as interviews developed as part of the 2021 detailed Economic Impact Study of the Port of Mobile, also conducted by Martin Associates.²

To estimate the economic impacts on the national economy, Martin Associates developed national induced and indirect models, as well as national impact models for the related users sector. This sector consists of the importers and



exporters using the Port of Mobile’s public and private marine terminals for containerized cargo; forest products imports, coal exports, grain exports, perishable cargo exports, and liquid and dry bulk imports and exports. It is important to emphasize that these related impacts are not necessarily generated by the Port of Mobile, as the employment levels are based on the demand for the goods exported and imported via the port, but at the given point in time in 2022, these jobs with importers and exporters and the industries supporting these exporters and importers are related to the port and underscore the far reaching geographical sphere of influence of the Port in 2022. **Exhibit 1** shows the impacts of the Port of Mobile cargo operations on the United States economy.

2 The Local and Regional Economic Impacts of the Port of Mobile, September 2022, by Martin Associates

Exhibit 1: 2022 Economic Impact of the Port of Mobile on the United States Economy

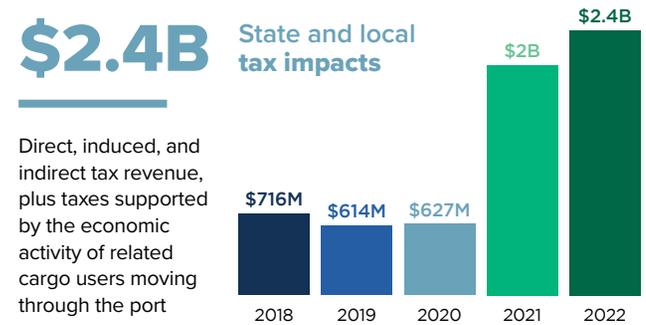
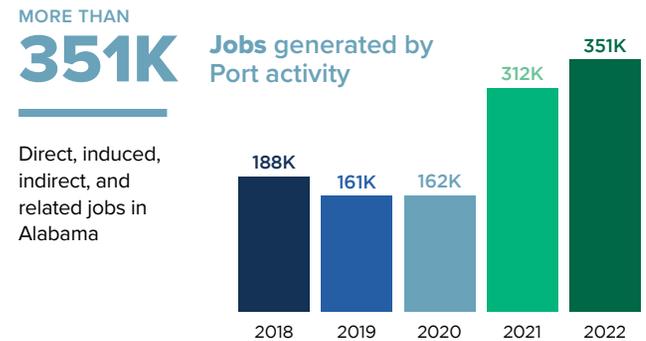
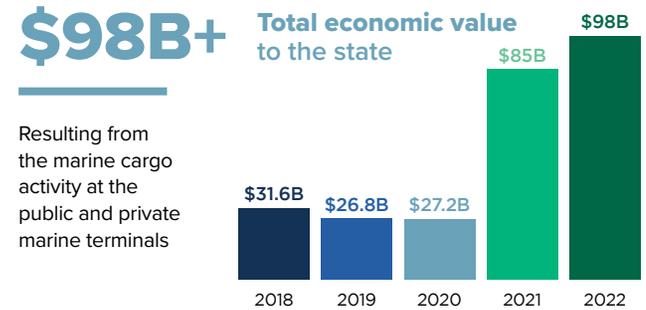
| | ASPA PUBLIC TERMINALS | PRIVATE TERMINALS | TOTAL HARBOR-WIDE TERMINALS |
|---|--------------------------|----------------------|--------------------------------|
| JOBS | | | |
| Direct | 15,807 | 4,104 | 19,911 |
| Induced | 20,018 | 5,311 | 25,329 |
| Indirect | 9,974 | 2,590 | 12,564 |
| Related User Jobs | 366,896 | 28,552 | 395,448 |
| TOTAL | 412,695 | 40,558 | 453,253 |
| PERSONAL INCOME (1,000) | | | |
| Direct | \$935,528 | \$245,995 | \$1,181,523 |
| Re-spending/Local Consumption | \$3,715,358 | \$976,943 | \$4,692,300 |
| Indirect | \$704,776 | \$183,000 | \$887,776 |
| User Income (1,000) | \$22,666,264 | \$1,455,427 | \$24,121,690 |
| TOTAL | \$28,021,926 | \$2,861,364 | \$30,883,290 |
| TOTAL ECONOMIC VALUE (1,000) | | | |
| Business Revenue | \$3,032,376 | \$1,352,041 | \$4,384,417 |
| Re-spending/Local Consumption | \$3,715,358 | \$976,943 | \$4,692,300 |
| Related User Output | \$115,741,851 | \$5,488,978 | \$121,230,828 |
| TOTAL | \$122,489,584 | \$7,817,962 | \$130,307,546 |
| LOCAL PURCHASES (1,000) | | | |
| | \$813,031 | \$211,109 | \$1,024,141 |
| FEDERAL, STATE AND LOCAL TAXES (1,000) | | | |
| Direct, Induced and Indirect | \$1,419,530 | \$394,192 | \$1,813,722 |
| Related User Federal, State and Local Taxes | \$6,007,741 | \$462,626 | \$6,470,367 |
| TOTAL | \$7,427,271 | \$856,818 | \$8,284,089 |

Totals may not add due to rounding.



Economic Impact

Several key measures of the Port's economic impact on the local community and the State of Alabama have **grown substantially over the past five years.**



▶ Learn more at alports.com/economic-impact

In 2022, cargo activity at the public and private marine terminals at the Port of Mobile supported 453,253 direct, induced, indirect and related jobs in the United States, of which 351,359 jobs were supported in the state of Alabama:

19,911 are direct jobs. These jobs are generated by activities at the port, and if such activities should cease, the jobs would be discontinued over the short term. It is these jobs that are most directly dependent upon the Port of Mobile. The direct jobs are with the International Longshoremen's Association, terminal operators, dependent shippers/consignees, stevedores, trucking firms, railroads, steamship agents, freight forwarders and customhouse brokers, warehouse workers, federal and state government agencies, towing companies, pilot organizations, and marine construction companies, etc. The majority, about 81.4 percent, of the direct jobs are held by residents of Mobile City and Mobile County.

25,329 are induced jobs, or those jobs supporting the local and national purchases made by the 19,911 individuals holding the direct jobs due to port activity. Should the direct jobs be lost from the economy, the induced jobs supported by the purchases of the direct jobs would also be lost. Jobs with grocery stores, retail outlets, restaurants, transportation services, government services, schools and hospitals are examples of induced jobs. Of the 25,329 induced jobs, 17,854 were induced jobs held by Alabama residents.

The firms dependent upon the Port of Mobile made \$1.0 billion of purchases for office supplies, equipment, utilities, communications, maintenance and repair services,



transportation services, professional services and goods and services. These purchases supported **12,564 indirect jobs in the national economy,** of which 10,226 were created in the state of Alabama.

In addition to the direct, induced, and indirect job impacts, the port activity supports 395,448 jobs throughout the United States, of which 303,368 related jobs are in the state of Alabama. These jobs are considered to be related to activities at the port, but the degree of dependence on the port is difficult to estimate and should not be considered as dependent on the Port as are the direct, induced and indirect jobs. If the Port of Mobile were not available to these organizations, they would suffer an economic penalty over the longer term. Such a penalty would vary from a loss of employment opportunities in some cases to an increase in total transportation costs in other cases, which could, in turn, result in employment reductions and corporate relocations. The majority of these related user jobs are with importers of containerized cargo, followed by users of the imported steel products and forest products handled at the Port.

In 2022, marine cargo activity at the public and private marine terminals at the Port of Mobile supported a total of \$130.3 billion of total U.S. economic value, of which \$98.3 billion of total economic value was supported in the state of Alabama. The APSA facilities supported \$122.5 billion of total economic value to the U.S. economy.

Of the \$130.3 billion of total U.S. economic value, \$4.4 billion is the direct business revenue received by the firms directly dependent upon the port and providing maritime services and inland transportation services to the cargo handled at the marine terminals and the vessels calling the port. An additional \$121.2 billion represents the value of the output to the United States economy that is created due to the cargo moving via the Port of Mobile public and private marine terminals. This includes the value added at each stage of producing an export cargo, as well as the value added at each stage of production for the firms using imported raw materials, intermediate products, and final consumer goods that flow via the marine terminals and are consumed within the State. The majority of these user impacts are associated with the imported containerized cargo, steel products receipts and forest products. In addition, \$4.7 billion of the re-spending of personal income and local consumption purchases are supported in the U.S. economy. These components are additive and represent independent monetary impacts supported by the cargo and vessel activity. Other dollar value impact measures are not included in the total economic value since they are interdependent. Direct income is not included since it is part of the direct business impact and similarly, local purchases by the firms are from the direct business revenue generated by port activity, and also used to

pay indirect income. Finally, taxes are paid by the individuals from the direct, induced, indirect and related income and the direct business revenue and the related output.

Marine activity supported nearly \$30.9 billion of total personal wage and salary income and local consumption expenditures in the United States. This includes \$6.8 billion of direct, indirect, induced, and local consumption expenditures in the U.S., while the remaining \$24.1 billion was received by the related port users throughout the United States. The 19,911 direct job holders received \$1.2 billion of direct wage and salary income, for a direct annual salary of \$59,339.

A total of \$8.3 billion of federal, state, and local tax revenue in the U.S. was supported by maritime activity at the Port of Mobile public and private terminals. Of the \$62.7 billion of federal, state, and local tax revenue supported in the U.S., \$2.4 billion of state and local taxes was supported in the state of Alabama.

The national economic impacts were then allocated to counties within the state of Alabama as well as states throughout the United States using S&P Transearch data that identified truck, rail and domestic waterborne movements of cargo between the Port of Mobile public and private marine terminals and each Alabama county and each U.S. state. The national economic impacts were estimated by commodity and then allocated to a state level (and county level within Alabama), using the above noted data. The impacts were summed to total U.S. impacts – jobs, income, total economic value and federal/state/local taxes. **Exhibit 2** shows the national economic impacts supported by the Port of Mobile 2022 by state.

Exhibit 2: National Economic Impacts Supported by the Port of Mobile by State, 2022

| STATE | JOBS | INCOME (1,000) | TOTAL ECONOMIC VALUE (1,000) | STATE/LOCAL/ FEDERAL TAXES (1,000) | STATE | JOBS | INCOME (1,000) | TOTAL ECONOMIC VALUE (1,000) | STATE/LOCAL/ FEDERAL TAXES (1,000) |
|-------|---------|-------------------|------------------------------------|--|---------------|--------------|-------------------|------------------------------------|--|
| AL | 351,359 | \$22,515,852 | \$98,237,652 | \$6,039,620 | NE | 399 | \$31,530 | \$132,626 | \$8,457 |
| GA | 18,918 | \$1,511,746 | \$7,513,455 | \$405,509 | ME | 394 | \$33,185 | \$94,470 | \$8,902 |
| IL | 9,272 | \$696,013 | \$3,113,602 | \$186,697 | WA | 391 | \$34,280 | \$120,399 | \$9,195 |
| TN | 8,605 | \$709,431 | \$2,816,976 | \$190,297 | IA | 366 | \$31,486 | \$93,576 | \$8,446 |
| FL | 7,529 | \$618,338 | \$2,604,611 | \$165,862 | CO | 325 | \$27,249 | \$133,441 | \$7,309 |
| TX | 5,261 | \$473,627 | \$1,453,573 | \$127,045 | ND | 321 | \$22,880 | \$60,608 | \$6,137 |
| OH | 4,654 | \$395,047 | \$1,109,073 | \$105,967 | KS | 295 | \$25,630 | \$95,684 | \$6,875 |
| LA | 4,529 | \$381,276 | \$1,431,569 | \$102,273 | OR | 254 | \$23,320 | \$64,652 | \$6,255 |
| IN | 4,179 | \$338,556 | \$989,438 | \$90,814 | MD | 251 | \$19,756 | \$73,633 | \$5,299 |
| KY | 3,805 | \$334,423 | \$1,171,059 | \$89,705 | CT | 229 | \$19,702 | \$73,756 | \$5,285 |
| SC | 3,792 | \$313,965 | \$1,385,522 | \$84,218 | AZ | 229 | \$20,860 | \$59,993 | \$5,595 |
| CA | 3,600 | \$329,915 | \$908,216 | \$88,496 | SD | 163 | \$11,486 | \$24,702 | \$3,081 |
| WI | 2,983 | \$248,567 | \$722,091 | \$66,675 | UT | 161 | \$13,431 | \$73,596 | \$3,603 |
| MS | 2,904 | \$237,573 | \$1,088,942 | \$63,726 | ID | 137 | \$12,474 | \$38,532 | \$3,346 |
| PA | 2,666 | \$207,980 | \$671,498 | \$55,788 | WV | 129 | \$10,834 | \$44,114 | \$2,906 |
| MI | 2,409 | \$198,517 | \$510,942 | \$53,250 | WY | 126 | \$8,787 | \$94,986 | \$2,357 |
| VA | 2,379 | \$178,965 | \$573,256 | \$48,005 | NM | 113 | \$10,030 | \$33,056 | \$2,690 |
| NC | 2,216 | \$188,264 | \$685,431 | \$50,500 | NV | 98 | \$8,965 | \$27,341 | \$2,405 |
| MO | 1,966 | \$168,157 | \$544,477 | \$45,106 | RI | 81 | \$6,016 | \$24,752 | \$1,614 |
| MN | 1,732 | \$129,627 | \$304,842 | \$34,771 | DC | 48 | \$3,726 | \$20,243 | \$999 |
| AR | 1,241 | \$106,801 | \$398,883 | \$28,648 | DE | 16 | \$1,183 | \$3,860 | \$317 |
| NY | 1,011 | \$79,899 | \$253,362 | \$21,432 | NH | 14 | \$1,096 | \$5,954 | \$294 |
| OK | 827 | \$74,360 | \$211,540 | \$19,946 | VT | 8 | \$645 | \$3,502 | \$173 |
| NJ | 432 | \$33,347 | \$94,197 | \$8,945 | MT | 5 | \$411 | \$2,234 | \$110 |
| MA | 431 | \$34,084 | \$113,629 | \$9,143 | TOTALS | 453K+ | \$30.8B+ | \$130.3B+ | \$8.2B+ |

In addition to identifying the national economic impacts of the Port of Mobile to individual Alabama counties and states, Martin Associates also developed the economic impacts of the Port of Mobile on the state of Alabama to the state's individual Congressional Districts. The Port of Mobile's impacts on Alabama Congressional Districts are shown in **Exhibit 3**. This allocation is based on the allocation of the statewide economic impacts estimated at the county level of detail and then allocated to Congressional Districts within the State based on the share of population of that county in a federal congressional district.

Similarly, the Port of Mobile's economic impact on the state of Alabama was allocated to State House and Senate Districts, based on allocating the county-specific impacts on the individual House and Senate Districts based on the share of each county population in a specific House and Senate District. The Port of Mobile's economic impacts on the state of Alabama by State House district is presented in **Exhibit 4**, while **Exhibit 5** presents the economic impacts by State Senate District.

Exhibit 3: Economic Impacts of the Port of Mobile by Alabama Federal Congressional District

| U.S. CONGRESSIONAL DISTRICT | JOBS | INCOME (1,000) | TOTAL ECONOMIC VALUE (1,000) | STATE/LOCAL TAXES (1,000) | FEDERAL TAXES (1,000) |
|-----------------------------|----------------|---------------------|------------------------------|---------------------------|-----------------------|
| 1 | 123,883 | \$8,792,455 | \$28,630,372 | \$930,725 | \$1,427,751 |
| 2 | 32,262 | \$1,912,378 | \$9,821,586 | \$202,435 | \$310,539 |
| 3 | 23,163 | \$1,376,919 | \$7,083,593 | \$145,754 | \$223,589 |
| 4 | 30,844 | \$1,839,757 | \$9,426,267 | \$194,747 | \$298,746 |
| 5 | 35,053 | \$2,084,575 | \$10,723,475 | \$220,663 | \$338,501 |
| 6 | 52,277 | \$3,211,336 | \$16,083,305 | \$339,936 | \$521,468 |
| 7 | 53,877 | \$3,298,433 | \$16,469,054 | \$349,155 | \$535,612 |
| TOTALS | 351,359 | \$22,515,852 | \$98,237,652 | \$2,383,414 | \$3,656,206 |

Exhibit 4: Economic Impacts of the Port of Mobile by Alabama State House District

| STATE HOUSE DISTRICT | JOBS | INCOME (1,000) | TOTAL ECONOMIC VALUE (1,000) | STATE/LOCAL TAXES (1,000) | STATE HOUSE DISTRICT | JOBS | INCOME (1,000) | TOTAL ECONOMIC VALUE (1,000) | STATE/LOCAL TAXES (1,000) |
|----------------------|-------|----------------|------------------------------|---------------------------|----------------------|-------|----------------|------------------------------|---------------------------|
| 1 | 1,692 | \$100,703 | \$519,867 | \$10,660 | 28 | 1,558 | \$92,865 | \$478,698 | \$9,830 |
| 2 | 1,514 | \$90,223 | \$465,400 | \$9,551 | 29 | 1,527 | \$90,978 | \$469,185 | \$9,630 |
| 3 | 1,843 | \$109,750 | \$566,699 | \$11,618 | 30 | 1,515 | \$90,270 | \$465,541 | \$9,556 |
| 4 | 2,179 | \$129,860 | \$668,521 | \$13,746 | 31 | 1,129 | \$67,288 | \$346,896 | \$7,123 |
| 5 | 1,254 | \$74,811 | \$385,341 | \$7,919 | 32 | 1,468 | \$87,345 | \$451,102 | \$9,246 |
| 6 | 2,393 | \$142,230 | \$731,324 | \$15,056 | 33 | 1,338 | \$79,604 | \$411,307 | \$8,427 |
| 7 | 1,760 | \$104,815 | \$540,761 | \$11,095 | 34 | 1,436 | \$85,543 | \$441,341 | \$9,055 |
| 8 | 2,159 | \$128,832 | \$663,636 | \$13,637 | 35 | 1,723 | \$102,556 | \$529,480 | \$10,856 |
| 9 | 2,113 | \$126,105 | \$649,591 | \$13,349 | 36 | 1,659 | \$98,798 | \$509,872 | \$10,458 |
| 10 | 2,973 | \$176,499 | \$907,174 | \$18,683 | 37 | 1,310 | \$77,922 | \$399,858 | \$8,248 |
| 11 | 968 | \$57,625 | \$297,380 | \$6,100 | 38 | 1,606 | \$95,479 | \$488,153 | \$10,107 |
| 12 | 713 | \$42,441 | \$219,063 | \$4,493 | 39 | 1,104 | \$65,792 | \$339,236 | \$6,964 |
| 13 | 1,471 | \$89,241 | \$453,560 | \$9,447 | 40 | 1,625 | \$96,672 | \$499,343 | \$10,233 |
| 14 | 2,015 | \$122,005 | \$620,345 | \$12,915 | 41 | 2,594 | \$154,510 | \$797,166 | \$16,356 |
| 15 | 4,281 | \$264,958 | \$1,320,046 | \$28,047 | 42 | 1,855 | \$107,544 | \$540,710 | \$11,384 |
| 16 | 2,974 | \$182,783 | \$914,786 | \$19,348 | 43 | 2,525 | \$150,372 | \$775,813 | \$15,918 |
| 17 | 2,455 | \$141,015 | \$702,037 | \$14,927 | 44 | 4,766 | \$296,837 | \$1,470,262 | \$31,422 |
| 18 | 2,278 | \$135,778 | \$700,241 | \$14,373 | 45 | 3,032 | \$184,872 | \$933,699 | \$19,570 |
| 19 | 2,950 | \$175,130 | \$900,142 | \$18,538 | 46 | 4,766 | \$296,837 | \$1,470,262 | \$31,422 |
| 20 | 2,973 | \$176,499 | \$907,174 | \$18,683 | 47 | 4,635 | \$288,704 | \$1,429,981 | \$30,561 |
| 21 | 2,973 | \$176,499 | \$907,174 | \$18,683 | 48 | 4,185 | \$259,368 | \$1,290,364 | \$27,455 |
| 22 | 2,923 | \$173,533 | \$891,988 | \$18,369 | 49 | 2,230 | \$132,312 | \$680,122 | \$14,006 |
| 23 | 1,864 | \$111,289 | \$573,156 | \$11,781 | 50 | 1,707 | \$101,651 | \$524,591 | \$10,760 |
| 24 | 1,604 | \$95,558 | \$493,004 | \$10,115 | 51 | 4,440 | \$276,505 | \$1,369,559 | \$29,269 |
| 25 | 2,875 | \$170,739 | \$877,630 | \$18,074 | 52 | 4,505 | \$280,572 | \$1,389,700 | \$29,700 |
| 26 | 4,087 | \$243,453 | \$1,255,971 | \$25,771 | 53 | 2,973 | \$176,499 | \$907,174 | \$18,683 |
| 27 | 4,153 | \$247,380 | \$1,276,228 | \$26,186 | 54 | 4,440 | \$276,505 | \$1,369,559 | \$29,269 |

Exhibit 4 (continued): Economic Impacts of the Port of Mobile by Alabama State House District

| STATE HOUSE DISTRICT | JOBS | INCOME (1,000) | TOTAL ECONOMIC VALUE (1,000) | STATE/LOCAL TAXES (1,000) | STATE HOUSE DISTRICT | JOBS | INCOME (1,000) | TOTAL ECONOMIC VALUE (1,000) | STATE/LOCAL TAXES (1,000) |
|----------------------|-------|----------------|------------------------------|---------------------------|----------------------|----------------|---------------------|------------------------------|---------------------------|
| 55 | 4,374 | \$272,439 | \$1,349,419 | \$28,839 | 81 | 17,205 | \$1,053,913 | \$5,275,410 | \$111,562 |
| 56 | 4,440 | \$276,505 | \$1,369,559 | \$29,269 | 82 | 1,120 | \$66,512 | \$340,926 | \$7,041 |
| 57 | 4,505 | \$280,572 | \$1,389,700 | \$29,700 | 83 | 1,812 | \$107,678 | \$553,604 | \$11,398 |
| 58 | 4,505 | \$280,572 | \$1,389,700 | \$29,700 | 84 | 1,518 | \$90,500 | \$466,426 | \$9,580 |
| 59 | 4,505 | \$280,572 | \$1,389,700 | \$29,700 | 85 | 2,473 | \$147,528 | \$768,115 | \$15,617 |
| 60 | 4,440 | \$276,505 | \$1,369,559 | \$29,269 | 86 | 2,855 | \$170,383 | \$890,344 | \$18,036 |
| 61 | 3,076 | \$187,069 | \$938,891 | \$19,802 | 87 | 1,702 | \$101,645 | \$529,111 | \$10,760 |
| 62 | 3,687 | \$225,965 | \$1,130,742 | \$23,919 | 88 | 1,419 | \$84,564 | \$436,155 | \$8,952 |
| 63 | 3,517 | \$215,552 | \$1,078,634 | \$22,817 | 89 | 1,641 | \$97,255 | \$497,575 | \$10,295 |
| 64 | 1,347 | \$79,149 | \$403,941 | \$8,378 | 90 | 2,876 | \$168,587 | \$847,465 | \$17,846 |
| 65 | 2,335 | \$134,807 | \$679,569 | \$14,270 | 91 | 1,626 | \$96,967 | \$499,695 | \$10,264 |
| 66 | 1,684 | \$99,897 | \$514,019 | \$10,575 | 92 | 2,305 | \$137,399 | \$708,512 | \$14,544 |
| 67 | 1,740 | \$103,495 | \$535,386 | \$10,955 | 93 | 1,956 | \$115,056 | \$585,185 | \$12,179 |
| 68 | 2,453 | \$141,823 | \$712,453 | \$15,013 | 94 | 1,334 | \$78,412 | \$400,183 | \$8,300 |
| 69 | 2,084 | \$123,956 | \$638,185 | \$13,121 | 95 | 1,328 | \$78,044 | \$398,304 | \$8,261 |
| 70 | 3,415 | \$209,304 | \$1,047,369 | \$22,156 | 96 | 1,359 | \$79,885 | \$407,698 | \$8,456 |
| 71 | 2,660 | \$160,002 | \$809,933 | \$16,937 | 97 | 12,725 | \$915,398 | \$2,867,672 | \$96,899 |
| 72 | 2,391 | \$144,808 | \$733,847 | \$15,329 | 98 | 11,296 | \$833,642 | \$2,384,226 | \$88,245 |
| 73 | 2,560 | \$152,441 | \$786,490 | \$16,137 | 99 | 10,608 | \$784,161 | \$2,229,217 | \$83,007 |
| 74 | 2,769 | \$163,171 | \$832,729 | \$17,272 | 100 | 11,181 | \$825,395 | \$2,358,391 | \$87,372 |
| 75 | 2,230 | \$131,684 | \$673,309 | \$13,939 | 101 | 10,723 | \$792,407 | \$2,255,052 | \$83,880 |
| 76 | 2,675 | \$157,653 | \$804,569 | \$16,688 | 102 | 9,024 | \$666,937 | \$1,891,010 | \$70,599 |
| 77 | 2,689 | \$158,441 | \$808,592 | \$16,772 | 103 | 10,608 | \$784,161 | \$2,229,217 | \$83,007 |
| 78 | 2,702 | \$159,229 | \$812,615 | \$16,855 | 104 | 11,755 | \$866,629 | \$2,487,566 | \$91,737 |
| 79 | 2,109 | \$125,139 | \$641,730 | \$13,247 | 105 | 11,067 | \$817,148 | \$2,332,556 | \$86,499 |
| 80 | 1,867 | \$110,947 | \$570,185 | \$11,744 | TOTALS | 351,359 | \$22,515,852 | \$98,237,652 | \$2,383,414 |

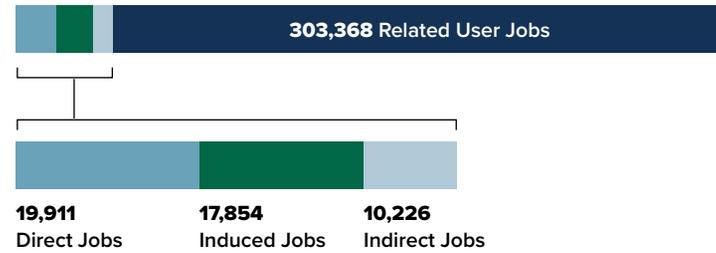
Exhibit 5: Economic Impacts of the Port of Mobile by Alabama State Senate District

| STATE SENATE DISTRICT | JOBS | INCOME (1,000) | TOTAL ECONOMIC VALUE (1,000) | STATE/LOCAL TAXES (1,000) | STATE SENATE DISTRICT | JOBS | INCOME (1,000) | TOTAL ECONOMIC VALUE (1,000) | STATE/LOCAL TAXES (1,000) |
|-----------------------|--------|----------------|------------------------------|---------------------------|-----------------------|----------------|---------------------|------------------------------|---------------------------|
| 1 | 4,530 | \$269,891 | \$1,392,362 | \$28,569 | 19 | 13,253 | \$825,450 | \$4,088,537 | \$87,378 |
| 2 | 8,423 | \$500,182 | \$2,571,121 | \$52,947 | 20 | 13,449 | \$837,649 | \$4,148,959 | \$88,669 |
| 3 | 6,895 | \$411,204 | \$2,117,596 | \$43,528 | 21 | 10,198 | \$622,729 | \$3,120,403 | \$65,919 |
| 4 | 4,274 | \$249,313 | \$1,261,054 | \$26,391 | 22 | 8,660 | \$571,065 | \$2,272,044 | \$60,450 |
| 5 | 6,336 | \$386,970 | \$1,949,476 | \$40,963 | 23 | 7,184 | \$417,033 | \$2,097,288 | \$44,145 |
| 6 | 5,764 | \$343,429 | \$1,771,725 | \$36,354 | 24 | 8,157 | \$494,588 | \$2,498,035 | \$52,355 |
| 7 | 8,942 | \$530,864 | \$2,728,555 | \$56,195 | 25 | 6,763 | \$400,300 | \$2,047,891 | \$42,374 |
| 8 | 6,334 | \$376,972 | \$1,940,643 | \$39,904 | 26 | 8,668 | \$510,795 | \$2,606,804 | \$54,070 |
| 9 | 11,064 | \$658,561 | \$3,394,710 | \$69,712 | 27 | 5,595 | \$332,248 | \$1,705,147 | \$35,170 |
| 10 | 4,371 | \$260,600 | \$1,343,427 | \$27,586 | 28 | 4,947 | \$295,054 | \$1,528,164 | \$31,233 |
| 11 | 5,534 | \$329,410 | \$1,700,645 | \$34,870 | 29 | 6,621 | \$393,530 | \$2,038,281 | \$41,657 |
| 12 | 4,732 | \$281,717 | \$1,454,201 | \$29,821 | 30 | 4,108 | \$243,495 | \$1,249,468 | \$25,775 |
| 13 | 5,167 | \$307,147 | \$1,576,705 | \$32,513 | 31 | 5,497 | \$327,243 | \$1,683,152 | \$34,640 |
| 14 | 6,574 | \$389,385 | \$1,998,584 | \$41,218 | 32 | 4,065 | \$238,919 | \$1,219,337 | \$25,291 |
| 15 | 10,318 | \$633,201 | \$3,178,835 | \$67,027 | 33 | 34,411 | \$2,470,659 | \$7,781,929 | \$261,531 |
| 16 | 12,097 | \$747,677 | \$3,729,205 | \$79,145 | 34 | 38,065 | \$2,739,452 | \$8,569,262 | \$289,984 |
| 17 | 9,149 | \$564,085 | \$2,819,778 | \$59,711 | 35 | 37,830 | \$2,721,453 | \$8,525,510 | \$288,079 |
| 18 | 13,384 | \$833,582 | \$4,128,818 | \$88,239 | TOTALS | 351,359 | \$22,515,852 | \$98,237,651 | \$2,383,413 |



2022 Summary of Results – State of Alabama

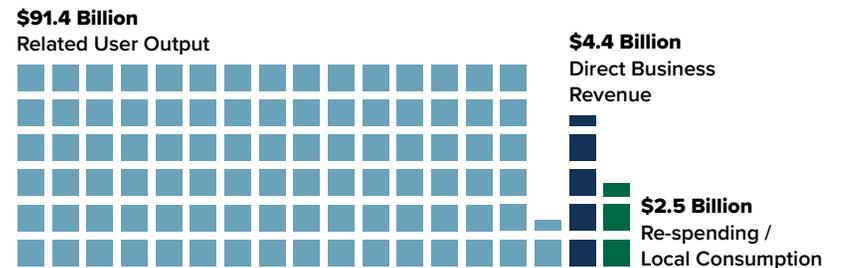
351,359 Total Jobs



\$22.5 Billion Personal Income/Local Consumption

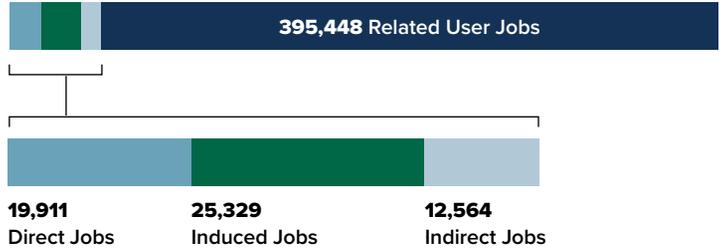


\$98.3 Billion Total Economic Value



2022 Summary of Results – Nationwide

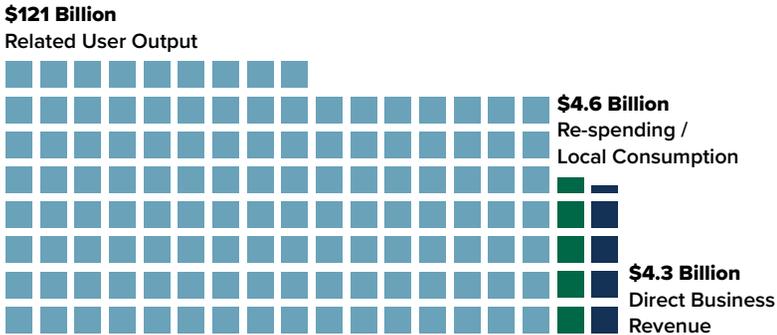
453,253 Total Jobs



\$30 Billion Personal Income/Local Consumption



\$130 Billion Total Economic Value





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