PHASE 4 EXPANSION OF MOBILE CONTAINER TERMINAL – BENEFIT COST ANALYSIS APPENDIX

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Phase 4 Expansion of the Mobile Container Terminal – Benefit-Cost Analysis

1. PROJECT DESCRIPTION

Mobile Container Terminal has a reported capacity of 650,000 TEUs annually. Alabama Port Authority (APA) and its terminal operator, APMT, project that by 2023, the terminal will handle nearly 700,000 TEUs, and thus run out of capacity. The Phase 4 Container Terminal Expansion Project will increase terminal capacity to about 1 million tons by 2025, allowing the Port to continue to grow its container volume. The Phase 4 Project will expand the terminal footprint by 35 acres through reclamation of an abandoned slip. A new anchored steel sheet pile, 836 feet long, will provide the riverside containment for the new fill. Container yard improvements include storm drains, utilities, high mast lighting, pavement, and fencing. The project will require a 34-month construction timeline and will increase the terminal's annual throughput capacity from 650,000 TEUs to 1 million TEUs. Without this expansion, the Port will not be able to handle the growing container demand, and it is assumed that in the absence of this project, the excess demand (that cannot be handled at the Mobile Container Terminal without the expansion) for containerized cargo in the Port's hinterland will be served via the Port of Savannah. Therefore, in the absence of the Phase 4 expansion project, the Port of Mobile will lose an increasing volume of containerized cargo to the Port of Savannah that is destined or originates in the Port of Mobile's cost-effective hinterland. Therefore, beneficial cargo owners in the Port of Mobile's cost-effective hinterland will pay a cost penalty in shipping and receiving cargo through the Port of Savannah rather than using the Port of Mobile, and further the State and the nation will encounter increased environmental, safety and infrastructure costs due to a greater distance of truck miles traveled to serve the BCOs, as well as experience an increase in shipping costs to the beneficial cargo owners (BCOs). In addition, the economic impacts in terms of jobs, income, business revenue and state and local taxes associated with this lost cargo will not be realized in the state of Alabama, but instead be generated in Georgia.

WITHOUT PROJECT SCENARIO

Based on container projections developed by the APA and its terminal operator, APMT, of the Mobile Container Terminal, in the absence of the Phase 4 terminal expansion, the Port will reach capacity in 2023 and begin losing cargo to Savannah. The following Exhibit shows the loss of container TEUs by year until the 1 million TEU terminal capacity constraint with the Phase 4 Container Terminal Expansion Project is reached. By 2038, TEU projections would exceed the 1 million TEU terminal capacity with the Phase 4 Container Terminal Expansion Project.

Exhibit 1
Potential Loss of Containerized Cargo Volume Without Phase 4 Container Terminal Expansion

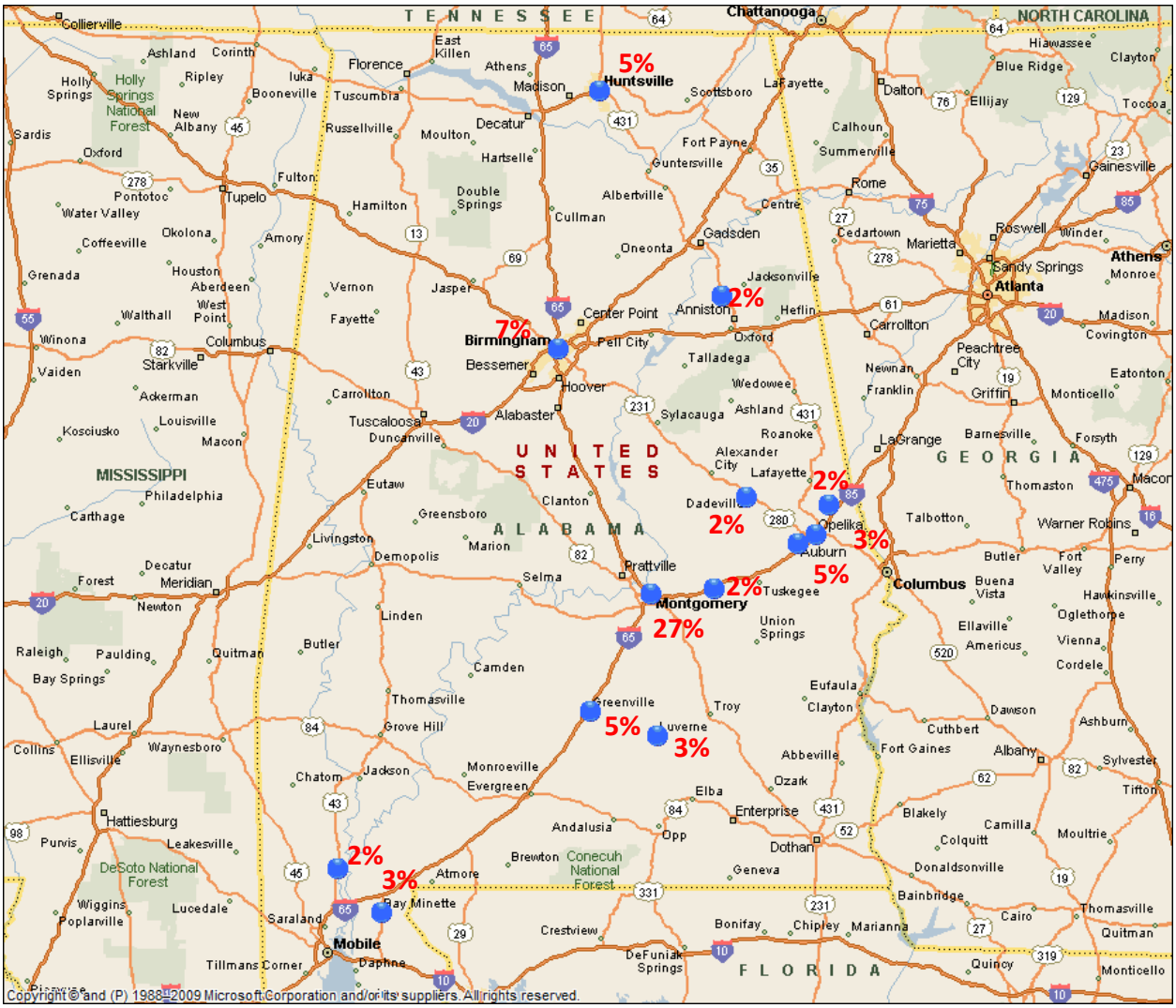
Year	Projected TEUs	Without Expnasion Capacity TEUs	Potential Loss To Savannah (TEUs)	Potential Loss To Savannah (Containers)
2022	621,920	650,000	-28,080	-15,261
2023	699,200	650,000	49,200	26,739
2024	706,560	650,000	56,560	30,739
2025	782,000	650,000	132,000	71,739
2026	820,640	650,000	170,640	92,739
2027	861,120	650,000	211,120	114,739
2028	877,680	650,000	227,680	123,739
2029	896,080	650,000	246,080	133,739
2030	914,480	650,000	264,480	143,739
2031	932,880	650,000	282,880	153,739
2032	942,209	650,000	292,209	158,809
2033	951,631	650,000	301,631	163,930
2034	961,147	650,000	311,147	169,102
2035	970,759	650,000	320,759	174,325
2036	980,466	650,000	330,466	179,601
2037	990,271	650,000	340,271	184,930
2038	1,000,174	650,000	350,174	190,312

Source: Alabama State Port Authority

It is further assumed that the boxes that would be lost to Savannah would move to the key inland origins and destinations now served by the current Port of Mobile Container Terminal, with the exception of the containers moving to and from the immediate Mobile area. Using origin and destination data of the Port's current container market, Martin Associates developed the share of cargo that would be potentially lost to Savannah should the Phase 4 Mobile Container Terminal Expansion Project not be undertaken. Exhibit 2 shows the share of the TEUs that would likely move via the Port of Savannah in the absence of the project, by hinterland region.

Exhibit 2

Distribution of Potential Lost Containerized Cargo by key Origin/Destination



The mileage between the Port of Mobile and each of the identified origins and destinations was computed, as was the mileage between the Port of Savannah and each of the inland origins and destinations. The mileage difference between the two ports to serve each inland origin/destination was then computed and weighted by the share of containerized cargo now moving to and from each of these inland origins and destinations. Based on this calculation, should the Phase 4 Container Terminal Expansion Project not be undertaken, the BCOs in the state of Alabama would be subject to a weighted average mileage penalty of 169.8 miles if the Port of Savannah were used to serve these inland origins due to the capacity constraints at the Mobile Container Terminal.

WITH PROJECT SCENARIO

With the Phase 4 Expansion of the Mobile Container Yard - **With Project Scenario**, the Port of Mobile will be able to handle the additional container throughput demand through 2038, resulting in a savings of 169.8 truck miles per container move.

2. BENEFIT COST METHODOLOGY

Strict guidelines for measuring the merits of transportation activity are outlined the "Benefit-Cost Analysis Guidance for Discretionary Grant Programs", U.S. Department of Transportation, March 2022 (Revised). All benefit and cost metrics are expressed in 2020 dollars as specified in the benefit-cost guidance issued by the U.S. Department of Transportation. The benefit criteria used to measure the environmental, safety, and external and infrastructure benefits of the proposed expanded Mobile Container Terminal are:

- ***Environmental Benefits*** which result from the savings in the truck travel distance and resulting vehicle miles traveled (and ton-miles) to serve the identified BCO geographic clusters via the expanded Mobile Container Terminal. In the absence of the use of an expanded Mobile Container Terminal, the Port of Savannah would be used to serve these markets with the lost container volume rather than the Port of Mobile.
- ***Safety Benefits*** which result from the savings in the truck travel distance and resulting vehicle miles traveled (and ton-miles) to serve the identified BCO geographic clusters via the expanded Mobile Container Terminal. In the absence of the use of an expanded Mobile Container Terminal, the Port of Savannah would be used to serve these markets with the lost container volume rather than the Port of Mobile.
- ***External Trucking and National Infrastructure Benefits*** which results from the savings in the truck travel distance and resulting vehicle miles traveled (and ton-miles) to serve the identified BCO geographic clusters via the expanded Mobile Container Terminal. In the absence of the use of an expanded Mobile Container Terminal, the Port of Savannah would be used to serve these markets with the lost container volume rather than the Port of Mobile.
- ***Economic Competitiveness Benefits*** which measure the savings in transportation costs to the Alabama BCOs as the result of the ability to use the expanded Mobile Container Terminal rather than the Port of Savannah due to capacity constraints at the Port of Mobile in the absence of the Phase 4 Container Terminal Expansion.

These benefits are quantified over a 20-year period (2022-2042). It is assumed that the Phase 4 Terminal Expansion Project will be completed by February 2026 and benefits will begin in 2026. The 20-year period is chosen as the useful life of the project – 2022-2042. The year 2020 is used as base year 0 in both the benefits and the cost calculations and discounting, as stipulated in the "Benefit-Cost Analysis Guidance for Discretionary Grant Programs, U.S." Department of Transportation, March 2022 (Revised).

KEY ASSUMPTIONS

The initial step in the analysis was to estimate the additional volume of cargo that would use the expanded Container Terminal, and then compute the vehicle miles saved over the use of a truck movement between the Port of Savannah and the specified BCO geographic clusters. Based on the additional terminal capacity that would result from the Phase 4 Container Terminal Expansion Project, as calculated by the Port of Mobile, it is estimated that 46,370 laden forty-foot containers now moving by truck into the BCO geographic clusters targeted would use the expanded Mobile Container

Terminal once completed at the end of 2025. Otherwise, these containers would use the Port of Savannah. These containers will then be returned empty to the expanded Mobile Container Terminal. Based on these assumptions and the 169.8 one-way mileage savings of using the expanded Mobile Container Terminal (over the use of the Port of Savannah), a total of 92,739 containers would use the expanded Mobile Container Terminal. This volume is projected to grow to 190,312 containers by 2038 when the expanded terminal reaches capacity. Assuming one container per trip, the expanded Mobile Container Terminal would provide a vehicle mile savings of 15,747,082 truck miles initially (92,739 truck trips multiplied by 169.8 miles saved per truck trip) growing to 32,314,936 vehicle miles saved by 2038. It is further assumed that each laden container contains 22 tons of cargo. Therefore, the expanded Mobile Container Terminal would provide an initial savings of 173,218,148-ton miles moved by truck in 2026 (22 tons per laden container multiplied by 46,370 laden containers multiplied by 169.8 miles saved), growing to 355,464,294-ton miles thereafter.

The ton-miles and vehicle miles saved (VMT) were used to estimate the environmental, safety, infrastructure, and economic competitiveness benefits of the proposed expansion of the Mobile Container Terminal. The key conversion metrics used to compute the costs for each category are described in the following sections.

3. BENEFITS ANALYSIS RESULTS

ENVIRONMENTAL BENEFITS

Definition: Environmental benefits are generated due to the savings in truck travel distance and resulting truck ton miles to serve the identified BCO geographic clusters via the expanded Mobile Container Terminal.

Methodology: Emissions of air pollutants are generated per million ton-miles, and the metrics used to estimate the volume of emissions per truck million ton-miles are shown in Exhibit 3. These emission rates are measured in terms of short tons emitted per million ton-miles.

Exhibit 3
Short Tons of Emissions per Million Ton-Miles by Truck

Emissions	TONS EMITTED PER MILLION TON MILES
Nitrogen Oxides (NOx)	3.0193
Volatile Organic Compounds (VOC)	0.11
Fine Particule (PM)	0.1191
Sulfur Dioxide (SO2)	0.0055
Carbon Dioxide	229.8

Source: *Surface Transportation, A Comparison of the Costs of Road, Rail and Waterways Freight Shipments that are not Passed on to Consumers*, GAO, Report to the Subcommittee on Select Revenue Measures, Committee on Ways and Means House of Representatives, January 2011

The costs per metric ton of the emissions by type of emission were developed from Benefit Cost Analysis Guidance for Discretionary Grant Programs, Office of the Secretary, U.S. Department of Transportation, March 2022 (Revised), Table A-6. The ton-miles saved (in terms of million-ton miles saved) were multiplied by the short tons emitted per million ton-miles, by emissions type, to estimate short tons of emissions that would be saved with the expansion of the Mobile Container Terminal. The short tons emitted were multiplied by the cost per short ton (after conversion from cost per

metric ton to cost per short ton) of each emission type was then multiplied by the corresponding level of short tons emitted that would be saved by the additional containers using the expanded Mobile Container Terminal.

SAFETY COSTS

Definition: Safety benefits are defined in terms of reduced accidents and associated injuries as the result of the savings in truck travel distance and resulting vehicle miles traveled to serve the identified BCO geographic clusters via the expanded Mobile Container Terminal.

Methodology: Accidents per 100 million vehicle miles traveled were developed from *Surface Transportation, A Comparison of the Costs of Road, Rail and Waterways Freight Shipments that are not Passed on to Consumers*, GAO, Report to the Subcommittee on Select Revenue Measures, Committee on Ways and Means House of Representatives, January 2011. The value of an accident, a fatality, injury, or property damage only (PDO) was collected from *BTS Motor Vehicle Safety* Data, 2015 National Transportation Statistics, 2015, and the *Benefit Cost Analysis Guidelines for Discretionary Grant Programs, March 2022, Table A-1*.

Exhibit 4
Accidents per 100 million VMT by Truck

	Accident Probability/ 100 million VMT	Value per Accident, 2020$
Fatal Accident Cost (K)	1.13369	$11,600,000
Severe Injury Accident Cost (A)	78.92426	$302,600
PDO Accident Cost (no injury)	203.40039	$4,600

Source: Traffic accident incidents per 100 million miles from BTS Motor Vehicle Safety Data, 2015, National Transportation Statistics, 2015; Benefit Cost Analysis Guidance for Discretionary Grant Programs, Office of the Secretary, U.S. Department of Transportation, March 2022, Table A-1: Value of Reduced Fatalities and Injuries

The accident rates per 100 million VMT by type of accident were multiplied by the vehicle miles traveled annually to estimate the number of accidents by type (due to the VMT). The estimated number of annual accidents by type were then multiplied by the value of accidents (by type) to estimate the total annual value of accidents that would be saved by using the additional terminal capacity provided by the expanded Mobile Container Terminal.

INFRASTRUCTURE AND EXTERNAL TRUCK COSTS

Definition: Infrastructure and External truck costs consist of costs of highway/pavement repair, highway congestion, and noise pollution, due to the savings in truck travel distance and resulting vehicle miles traveled to serve the identified BCO geographic clusters via the additional terminal capacity at the expanded Mobile Container Terminal.

Methodology: Metrics that measure highway/pavement degradation costs per vehicle mile traveled, noise pollution costs per vehicle mile traveled and highway congestion per vehicle mile are published

in the *1997 Federal Highway Cost Allocation Study*, Final Report, USDOT, Federal Highway Administration, May 2000, Table 13.

The external cost per vehicle mile traveled metrics shown in Exhibit 5 were multiplied by the annual vehicle mile savings provided by the use of the Inland Intermodal Facility to estimate the external truck cost savings. The reduction in truck miles traveled under the use of the expanded Mobile Container Terminal results in a loss in federal gasoline tax revenues. Therefore, it is necessary to subtract the reduced federal fuel tax from the pavement degradation costs by using the Inland Intermodal Facility, as these tax revenues are used in interstate highway maintenance and repair. The federal fuel tax on diesel fuel, $0.244 per gallon, was used to estimate the lost federal fuel tax revenue from the vehicle miles savings. The gallons saved were estimated by dividing the vehicle miles traveled savings by 6.4 miles per gallon. The lost federal tax revenue is estimated by multiplying the gallons of diesel saved multiplied by the $0.244 federal fuel tax per gallon. This lost federal fuel tax revenue was subtracted from the pavement degradation benefits to compute the benefits of the use of the additional capacity resulting from the expanded Mobile Container Terminal on pavement damage. These cost metrics are shown in Exhibit 5.

Exhibit 5
External Truck Cost Metrics

Combination Truck 4 Axle	Cost/VMT 2020$
Congestion	$0.3100
Noise	$0.0393
Pavement (Urban Interstate)	$0.2698

Source: *1997 Federal Highway Cost Allocation Study*, Final Report, USDOT, Federal Highway Administration, May 2000,

These metrics are applied to the VMT that would be incurred should the Mobile Container Terminal not be expanded.

ECONOMIC COMPETIIVENSS BENEFITS

The economic competitiveness benefits resulting from the Phase 4 Mobile Container Terminal Expansion Project consists of the transportation cost savings to the state and nation's importers and exporters as the result of lower truck costs due to the savings in vehicle miles traveled that would result with the expanded container terminal (rather than using the Port of Savannah in the absence of the expansion. The truck cost savings, or the Economic Competitiveness Benefits of the project, consists of the savings in operating costs of the truck (excluding the driver time) plus the savings in the value of time of the truck driver.

Methodology: To estimate the transportation cost savings, the operating cost per mile for a truck of $0.94 per mile, was obtained from the Benefit Cost Analysis Guidance for Discretionary Grant Programs, Office of the Secretary, U.S. Department of Transportation, March 2022 (Revised); Table A.5 Vehicle Operating Costs. The cost per mile was then multiplied by the vehicle miles traveled savings each year to estimate the cost savings in truck operating costs.

To estimate the value of time saved for the truck driver, the hours saved with the Phase 4 Mobile Container Terminal Expansion Project was calculated by dividing the vehicle mileage saved by 40 miles per hour. The savings in hours was multiplied by average hourly value of a truck driver, $32.00

per hour to calculate savings in trucker time. (Benefit Cost Analysis Guidance for Discretionary Grant Programs, Office of the Secretary, U.S. Department of Transportation March 2022 (Revised); Table A-3 Value of Travel Time Savings).

The value of time savings for a truck driver, plus the savings in truck operating costs provides an estimate of the transportation cost savings resulting from the completion of the Mobile Container Terminal Expansion.

Summary of Benefits Analysis

The annual benefits were projected through 2042, using the growth projections developed by the Port of Mobile, and assuming a 1 million TEU capacity constraint is reached in 2038. According to the Benefit Cost guidelines outlined by the U.S. Department of Transportation, the net benefits were discounted over the 20-year period using a 7% discount rate. As stipulated by the U.S. Department of Transportation, 2020 is the base year used in discounting.

Based on this analysis, the Phase 4 Expansion of the Mobile Container Terminal is estimated to generate $812.3 million of benefits under a 7% discount rate in terms of environmental emissions, safety, external infrastructure, and economic competitiveness benefits.

Exhibit 6
Environmental, Safety, and External Truck Infrastructure Benefits of the Proposed Phase 4 Expansion of the Mobile Container Terminal

BENEFIT CATEGORIES	7% DISCOUNT
EMISSIONS	$327,152,713
SAFETY	$68,199,898
EXTERNAL TRUCK	$104,362,608
ECONOMIC COMPETITIVENESS	$312,539,119
TOTAL BENEFITS	$812,254,338

Totals may not add due to rounding

4. COSTS

The cost of the project in current dollars is $69.3 million exclusive of annual maintenance costs and capital expenses throughout the 20-year period. The benefit-cost analysis in the next section is based on a $69.3 million project cost inclusive of annual maintenance costs and capital expenditures over the 20-year project period. The schedule of these costs over the 20-year life cycle period are shown in the accompanying Excel BCA spreadsheet model for this project, including scheduled maintenance costs and capital expenditures over the life of the project. The life cycle costs are discounted over the 20-year period using a 7% discount rate, again using 2020 as year 0, which equates to a present value of costs in 2020 dollars of $52.5 million.

5. BENEFIT-COST CALCULATION

The Phase 4 Mobile Container Terminal Expansion Project has a very significant benefit-cost ratio, reflecting the strong merits of the project due to the reduction in truck traffic on the nation's highways, in turn resulting in significant environmental benefits, safety benefits, external infrastructure benefits, and economic competitive benefits.

Using a 7% percent discount rate, the benefit-cost ratio is 15.47. The annual benefits and project costs are presented in the attached excel spreadsheet model file, as are all sources and assumptions and calculations.

Exhibit 7
Benefit Cost Ratios

BENEFIT COST RATIO	
PRESENT VALUE OF BENEFITS @7%	$812,254,338
PRESENT VALUE OF PROJECT COSTS @7%	$52,511,138
BENFIT COST RATIO	***15.47***

6. Economic Impact of the Proposed Phase 4 Mobile Container Terminal Expansion

In addition to the environmental, safety, infrastructure and economic competitiveness benefits of the Phase 4 Mobile Container Terminal Expansion Project, the ability to handle additional container throughput will generate significant economic impacts to the Mobile Economy. To estimate the potential impacts associated with the expanded Mobile Container Terminal Project, Martin Associates customized the Port of Mobile economic impact model developed for the Port by Martin Associates in 2016 and re-assessed in 2019. As part of the development of the baseline economic impact model developed for the Port, Martin Associates interviewed more than 400 local service providers, including tug operators, pilots, freight forwarders and customhouse brokers, agents, surveyors, chandlers, trucking firms and railroads. Based on the data gathered during those interviews, as well as an updated induced impact model and local re-spending multiplier, Martin Associates calibrated the economic impact model used to estimate the economic impacts of the proposed inland intermodal facility. In 2026, the additional container volume that the expanded Mobile Container Terminal is estimated at 92,739 container moves (imported and exported) via the Port of Mobile Container Terminal, and this volume is projected to grow to 190,312 container moves by 2038, when the expanded container terminal reaches capacity.

The container throughput, vessel activity, rail and truck activity associated with the expanded container terminal will contribute to the local and regional economy by generating business revenue to local and national firms providing vessel and container handling services, drayage, and rail services. While this is not "new economic impact", it represents the economic contribution of the volume of containers that will use the expanded container. These firms, in turn, provide employment and income to individuals, and pay taxes to state and local governments. A further definition of the impacts follows.

- The employment impact associated with the expanded Mobile Container Terminal consists of three levels of job impacts:
  - ***Direct employment*** -- are jobs directly generated by the activity associated with containers that will move via the expanded Mobile Container Terminal. The direct jobs include jobs with the expanded terminal; as well as longshoremen unloading and loading the containers from and to the ship; the maritime services involved in servicing the vessels and handling the containers once in the terminal such as tug operators and pilots, freight forwarders and customhouse brokers, steamship agents, chandlers.; and trucking and rail operations moving the containers to and from expanded Mobile Container Terminal and the inland origins and destinations.

- ***Induced employment*** -- jobs created throughout the local economy because individuals directly employed due to the proposed expanded Mobile Container Terminal spend a portion of their wages locally on goods and services such as food, housing, health care, and apparel. These jobs are held by residents located throughout the region, since they are estimated based on local and regional purchases by the directly employed. The induced model used in this analysis is based on actual Mobile-specific economic data, including the distribution of expenditures (by type of expenditure) by consumers in the Mobile regional economy.
- ***Indirect Employment*** -- are jobs created locally due to purchases of goods and services by firms directly providing the services associated with the volume of containers that will use proposed expanded Mobile Container Terminal. These jobs are estimated directly from the projected local purchases generated by the firms supplying the direct services to the containers generated by the inland terminal, and include jobs with local office supply firms, maintenance and repair firms, parts and equipment suppliers, insurance brokers, etc. The indirect multipliers associated with the local purchases are derived from data provided to Martin Associates by the U.S. Bureau of Economic Analysis, Regional Input-Output Modeling System, as part of the 2016 Port of Mobile Economic Impact Study, and as re-assessed in 2019, and adjusted for the proposed expanded Container Terminal.

- **Personal income impact** consists of employee wages and salaries (excluding benefits) received by individuals directly employed due to the volume of containers that are assumed to use the proposed expansion of the Mobile Container Terminal. Re-spending of these earnings throughout the regional economy for purchases of goods and services is also estimated. This, in turn, generates additional jobs -- the induced employment impact. This re-spending throughout the region is estimated using a regional personal earnings multiplier, which reflects the percentage of purchases by individuals that are made within the state of Alabama. The re-spending effect varies by region -- a larger re-spending effect occurs in regions that produce a relatively large proportion of the goods and services consumed by residents, while lower re-spending effects are associated with regions that import a relatively large share of consumer goods and services (since personal earnings "leak out" of the region for these out-of-region purchases). The earnings multiplier used in this analysis was developed for Martin Associates by the U.S. Bureau of Economic Analysis, Regional Input-Output Modeling System. Local consumption data for the induced model was developed from the U.S. Bureau of Labor Statistics, Consumer Expenditure Survey.
- **Business revenue** consists of total business receipts by firms providing services in support of the volume of containers that will likely use the expanded Mobile Container Terminal, such as the off-loading and loading of the containers and vessel activity associated with the containers generated by the expanded Mobile Container Terminal. **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.
- **State and local taxes** include taxes paid to the state and local governments by firms and by individuals whose jobs are directly dependent upon and supported (induced and indirect impacts) by volume of containers using the expanded Mobile Container Terminal.

The potential annual economic impacts of the volume assumed to use the expanded Mobile Container Terminal are shown in Exhibit 8 and are presented for the first year of the completed project (2026),

as well as in 2030, and in the 2038 when the expanded Mobile Container Terminal reaches the 1 million TEU capacity constraint.

Exhibit 8
Potential Economic Impacts of the Phase 4 Mobile Container Terminal Expansion

	Annual Impact 2026	Annual Impact 2030	Annual Impact 2038
JOBS			
DIRECT	425	590	772
INDUCED	370	544	710
INDIRECT	161	323	423
TOTAL	**956**	**1,458**	**1,905**
PERSONAL INCOME ($1,000)			
DIRECT	$25,575	$27,507	$35,931
RESPENDING/LOCAL CONSUMPTION	$50,286	$50,170	$65,534
INDIRECT	$6,262	$14,395	$18,820
TOTAL	**$82,122**	**$92,072**	**$120,285**
BUSINESS REVENUE ($1,000)	**$68,639**	**$224,581**	**$297,347**
STATE AND LOCAL TAXES ($1,000)	**$7,555**	**$7,642**	**$9,984**
LOCAL PURCHASES ($1,000)	**$16,714**	**$25,307**	**$33,087**

Totals may not add due to rounding

In addition to the annual economic impacts projected as the result of the container activity that is projected to be generated by the expanded Mobile Container Terminal, Martin Associates developed an estimate of the economic impacts generated by the construction activity in the state of Alabama. Exhibit 9 shows the associated one-time construction impacts that are projected to be generated by the construction of the Expanded Mobile Container. These are one-time impacts and unlike the annual impacts associated with the $69.3 million construction of Phase 4 expansion of the Mobile Container Terminal, these impacts would be discontinued upon completion of the project.

Exhibit 9
Construction Impacts of the Phase 4 Mobile Container Terminal Expansion

	Expanded Container Terminal Construction One Time Impact
JOBS	
DIRECT	304
INDUCED	177
INDIRECT	167
TOTAL	**648**
PERSONAL INCOME (1,000)	
DIRECT	$15,552
RESPENDING/LOCAL CONSUMPTION	$12,890
INDIRECT	$7,419
TOTAL	**$35,861**
BUSINESS REVENUE ($1,000)	**$69,300**
STATE AND LOCAL TAXES ($1,000)	**$2,976**
LOCAL PURCHASES ($1,000)	**$13,043**

Totals may not add due to rounding