



**ALABAMA**  
**PORT AUTHORITY**  
PORT OF MOBILE

# Alabama Port Authority Economic Impacts 2021

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## Executive Summary

Conducted by:

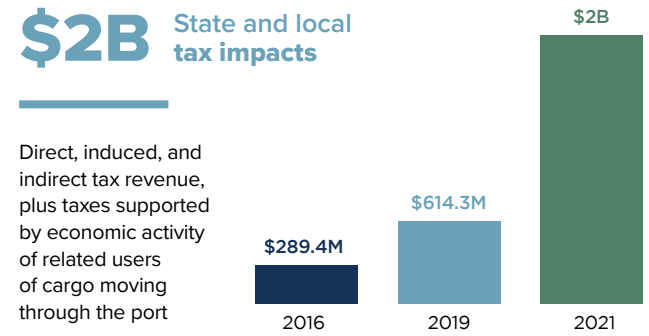
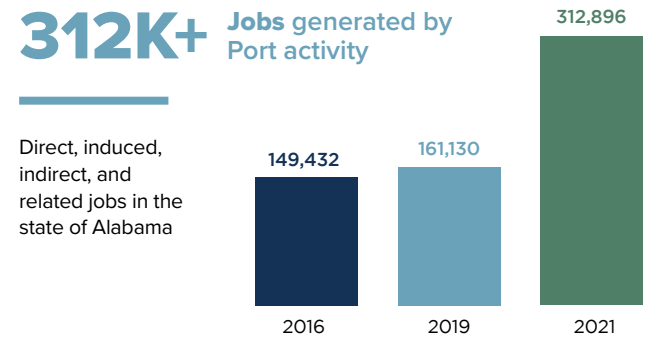
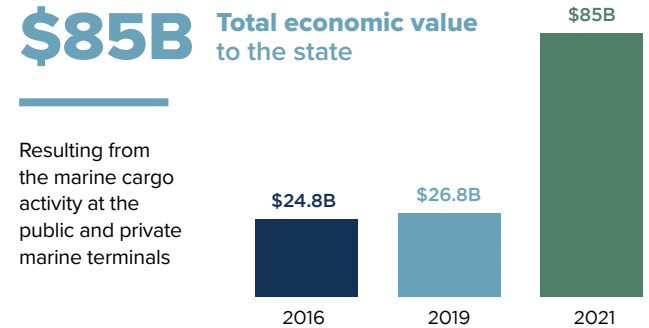


October 2022



## 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.**



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## 2021 Port of Mobile Economic Impact Results: Harbor Wide

The Port of Mobile supported 312,896 direct, induced, indirect, and related jobs in the state of Alabama in fiscal year 2021. Of these 312,896 jobs, **21,020 direct jobs** are generated by the marine cargo and vessel activity. The cargo activity at the ASPA facilities creates 16,458 of these direct jobs, while there are 4,562 direct jobs created by the movement of cargo at the private terminals.

As the result of local and regional purchases by those 21,020 individuals holding the direct jobs, an additional **18,885 induced jobs** are supported in the regional economy. An additional **10,795 indirect jobs** were supported by \$1.1 billion of local purchases made by businesses supplying services at the marine terminals and by businesses dependent upon the marine terminals.

**Jobs related to the marine cargo imported and exported via the public and private marine terminals accounted for 262,196 jobs.** These jobs with Alabama importers and exporters are considered to be related to activities at the public and private marine terminals, but the degree of dependence on these terminals is less direct than the direct, induced, and indirect impacts. These jobs include the portion of jobs at importing and exporting firms that are directly associated with the cargo moved via the Port of Mobile marine terminals, but not generated by the actual port operations. Also included in the related jobs are the supporting jobs at the

various levels of production throughout the State to deliver the export cargo to the marine terminals and to process the cargo imported by Alabama importers. It is the demand for the product that generates the employment and other impacts with the shippers/consignees. The **total economic value to the state of Alabama** resulting from the marine cargo activity at the public and private marine terminals in 2021 is estimated at **\$85 billion**. This consists of the direct business revenue of \$4.4 billion, the re-spending and local consumption impact of \$2.6 billion, and the related user output of \$78 billion. This dollar value represents the sphere of influence of the public and private marine terminals in 2021.

Direct wages and salaries of \$1.2 billion were received by those 21,020 directly employed, resulting in an average annual salary of \$59,444. This salary compares to an average statewide salary of \$48,110<sup>1</sup>. As the result of re-spending this income, an additional \$2.6 billion of income and consumption expenditures were created. The 10,795 indirect job holders received \$700.6 million of indirect wages and salaries. An additional \$14.7 billion was received by the related port users. In total, **about \$19.3 billion of total personal wages and salaries** were supported by maritime activity at the public and private terminals located at the Port of Mobile.

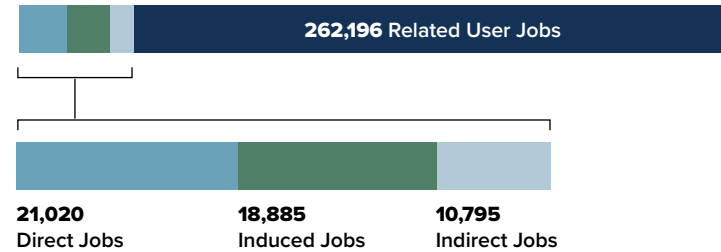
**State and local taxes supported by activity at the marine terminals totaled \$2 billion**, which includes \$479.3 million of direct, induced, and indirect state and local tax revenue as well as nearly \$1.6 billion of state and local taxes that were supported by the economic activity of related users of the cargo moving through the Port.

<sup>1</sup> U.S. Department of Labor's Bureau of Labor Statistics, 2021



# 2021 Summary of Results

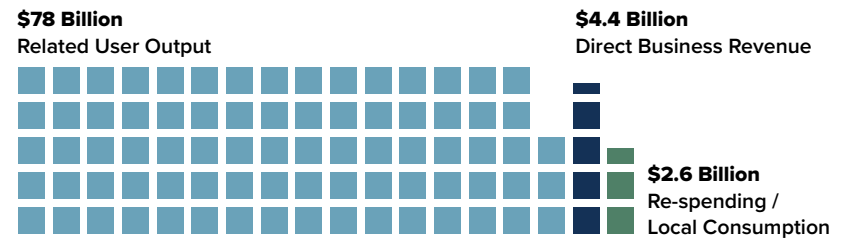
## 312,896 Total Jobs



## \$19.2 Billion Personal Income/Local Consumption



## \$85 Billion Total Economic Value



## 2021 Port of Mobile Economic Impact Results: Alabama State Port Authority Terminals

Of the 312,896 jobs that are related to marine cargo and vessel activity at the Port of Mobile, **260,210 jobs are supported by activity at the Alabama State Port Authority terminals**. Of these 260,210 total jobs, 16,458 direct jobs are generated by marine cargo activity at the ASPA terminals. As the result of local purchases by these 16,458 directly employed individuals, an additional 14,688 induced jobs are generated in the local economy.

About \$846.5 million of local purchases by firms providing services to the ASPA marine terminals supported an additional **8,452 indirect jobs**. The balance, 220,612 jobs are classified as related jobs and are with importers and exporters and supporting firms using the Alabama State Port Authority terminals in 2021.

In 2021, marine cargo activity at the ASPA terminals supported a total of **\$73.8 billion of total economic activity in the state of Alabama**. Of the \$73.8 billion, **\$2.9 billion is the direct business revenue received by the firms directly dependent upon the marine cargo activity at the ASPA terminals**. An additional \$68.8 billion represents the value of the output to the state of Alabama that is supported by the cargo moving via the ASPA 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 and intermediate products that flow via the ASPA marine terminals and are consumed within the state. The remainder, \$2.0 billion, represents the personal re-spending and local personal consumption impact generated by the cargo and vessel activity at the ASPA marine terminals.

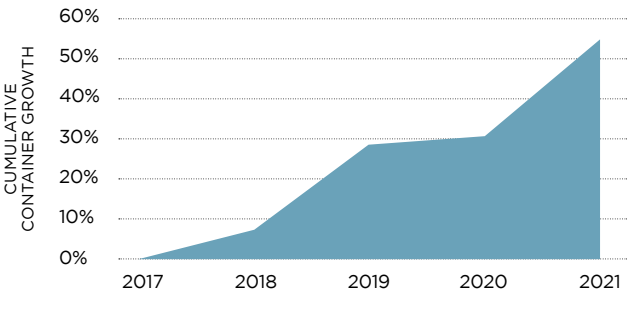
Marine cargo activity at the ASPA owned facilities **supported nearly \$16.1 billion of total personal wage and salary income and local consumption expenditures for Alabama residents**. This includes \$3.5 billion of direct, indirect, and re-spending and local consumption expenditures, while the remaining \$12.6 billion was received by the related port users as personal income.

A total of \$369.2 million of direct, induced, and indirect state and local tax revenue was generated by maritime activity at the public terminals. In addition, \$1.3 billion of state and local taxes was supported due to the economic activity of the related users of the cargo moving via the public marine terminals owned by the ASPA.

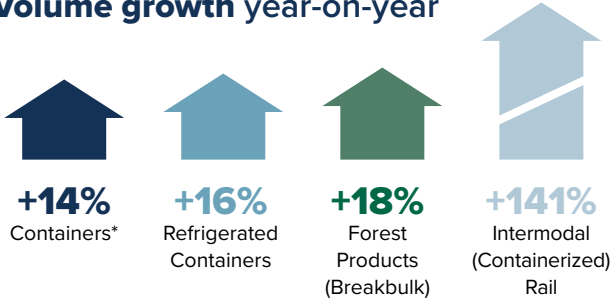


# Growth At-A-Glance

The Port of Mobile is the **fastest growing container terminal in the United States** over the past 5 years, at 54.9% volume growth since 2017.



## Volume growth year-on-year



\*Containerized growth reflects 2022 YTD. This growth is not yet realized in the CY 2021 economic impact study results presented.

## New investments in the Port of Mobile



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## Overview of the Port of Mobile

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 2021, the public and private marine terminals located in the Mobile Harbor and included in this impact study handled more than 41.7 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.



## Economic Impact Analysis Methodology

Martin Associates was retained by the Alabama State Port Authority to update the local and regional economic impacts generated by cargo and vessel activity in the Mobile Harbor. The study employs methodology and definitions that have been used by Martin Associates over the past 34 years 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. 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 for calendar year 2021 and separate economic impact models have been developed to measure the impacts generated by the ASPA facilities and the impacts generated by the total marine cargo and vessel activity.



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