ECONOMIC CONSIDERATIONS

DESIGN AND CONSTRUCTION

WHY DEEPEN PORT EVERGLADES?

TRANSPORTATION COST SAVINGS

- Lower costs handling and operator costs
- More efficient use of existing vessels
- Fewer stops, reduced cost

THE NEED

- Traditional and long-range transport
-International shipping

TRADE ROUTES

- Port Everglades is positioned along expanding trade routes including Asia to the Mediterranean, Northern Europe, and East and South Coast of South America

THE TENTATIVELY SELECTED PLAN

- Deepening:
  - Outer Entrance Channel: 35-foot depth
  - Main Entrance Channel: 45-foot depth
  - South Port Access Channel: 45-foot depth
  - Lower Turning Basin: 40-foot depth

- Widening and Other Features:
  - Outer Entrance Channel: 800 feet wide
  - South Port Access Channel: 35-foot widening section

- Vessel Types:
  - Container (40-45 feet)
  - Bulk Carrier (50-60 feet)
  - Petroleum Tanka
  - Cruise

PORT EVERGLADES HARBOR NAVIGATION PROJECT

Tentatively Selected Plan (TSP)

- 55' 55" and 55'

Vessel Draft

INTEGRAL TURNING BASIN (ITB) 45'

WIDENING AND OTHER FEATURES:

- Outer Entrance Channel: 2,500-foot extension, 800 feet wide
- South Port Access Channel: 35-foot widening section
- Cruise Terminal
- Container Terminal

EVOLUTION OF MODERN SHIPS 1960-2013

- Container ships continue to be the most efficient and widely used
- Cargo ships continue to increase in size
- The need for deep draft ports continues

BENEFITING VESSEL TYPES:

- CONTAINER (40-45 feet)
- BULKER (50-60 feet)
- CRUISE
- TANKER (Altamak 80-120 x DWT)

DEEPENING COSTS

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  - TANKER (Altamak 80-120 x DWT)

THE ANALYSIS

- Benefits - Costs = Net Benefits

- The depth that maximizes net benefits is identified.
- The net benefits ensure the facility meets the national economic development goals.

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