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JUNE 2025

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Jacksonville is a lifeline, moving about 90% of all the goods that flow between the U.S. mainland and the island.



A Message from JAXPORT

From shifting economic policies and ocean carrier realignments to terrorist attacks in the Red Sea disrupting trade flows, global trade continues to face uncertainty. As shippers and ocean carriers navigate these shifts—JAXPORT remains a trusted, steady partner in the supply chain.

As Florida's largest container port, one of the nation's top ports for automobiles and breakbulk, and the No. 1 U.S. port for trade with Puerto Rico, we continue to make significant long-term investments to create the capabilities that benefit our customers.

From a deeper shipping channel and new cranes and equipment to berth enhancements and increasing the air draft at our Blount Island terminal—JAXPORT and our partners are investing billions to enhance Jacksonville's efficiencies.

Our modern infrastructure, strategic location, and network of experienced service providers—combined with uncongested berths and unmatched customer service—deliver the time and cost savings that create a measurable competitive edge.

In a time of volatility, the strength and dependability of Northeast Florida's port and transportation ecosystem offers something rare in today's supply chain: stability.

Eric Green

Eric B. Green, Chief Executive Officer, Jacksonville Port Authority (JAXPORT)

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CELEBRATING 50 YEARS

Since 1975, TOTE Group companies have moved cargo, managed ships and delivered essential goods for daily life from Alaska to Puerto Rico.

JAXPORT is a key partner and supports our weekly sailings to Puerto Rico, terminal operations, logistics supply chain and LNG infrastructure.

TOTE is proud to call JAXPORT home and looks forward to the next 50 years of partnership.





**CONNECTING THE GLOBE:
JAXPORT'S UNMATCHED
REACH AND EFFICIENCY**

The JAXPORT advantage shines through for a wide variety of shippers who want options when it comes to international shipments.

Situated at the crossroads of major U.S. highway and rail networks, the Jacksonville Port Authority (JAXPORT) provides seamless connectivity to key markets to points nationwide and overseas. The Southeast U.S. seaport is continually upgrading its infrastructure by deepening its harbor, expanding terminal and berthing capacity, and investing in new, state-of-the-art equipment—all in the name of offering a one-stop-shop to a wide range of organizations and industries.

JAXPORT’s deep-water channel allows for the handling of large vessels, reducing transit times and improving efficiency for the many shippers that rely on the seaport’s logistics and transportation offerings. On-dock rail access facilitates efficient intermodal transportation—minimizing trucking costs and environmental impacts—while its strategic location puts major Southeast consumer markets within fast reach for a wide variety of shippers.

Companies looking to gain an edge in the global market are wisely putting JAXPORT at the top of their lists when exporting and importing. JAXPORT also boasts a much less congested environment compared to other East Coast ports, where ships may have to wait offshore for extended periods.

No harbor or berth congestion in Jacksonville, Fla., means faster turnaround times, lower overall costs and fewer shipping delays—all of which are crucial in a globalized economy where supply chain resilience and efficiency are paramount.

“Geographically, JAXPORT is ideally situated. Both importers and exporters benefit from our port’s outstanding transportation infrastructure and geographic reach,” says Eric Green, CEO of JAXPORT. “We can connect shippers to 98 million consumers

“Geographically, JAXPORT is ideally situated... We can connect shippers to 98 million consumers within a single trucking day, while our direct access to major interstates—I-10 and I-95 intersect right here at JAXPORT—streamlines the flow of goods to and from global markets.”

— Eric Green, CEO, JAXPORT



within a single trucking day, while our direct access to major interstates—I-10 and I-95 intersect right here at JAXPORT—streamlines the flow of goods to and from global markets.”

With Florida being the third most populous state in the U.S., JAXPORT also provides quick access to the state’s 23 million residents and 140 million visitors.

“JAXPORT’s strategic placement offers a clear competitive edge for companies seeking efficient distribution, benefiting both import and export businesses,” explains Robert Peek, chief commercial officer at JAXPORT. “Demand for



Robert Peek,
Chief Commercial
Officer, JAXPORT

faster and faster delivery makes our location crucial. Importers can reach their consumer base with unprecedented speed, capitalizing

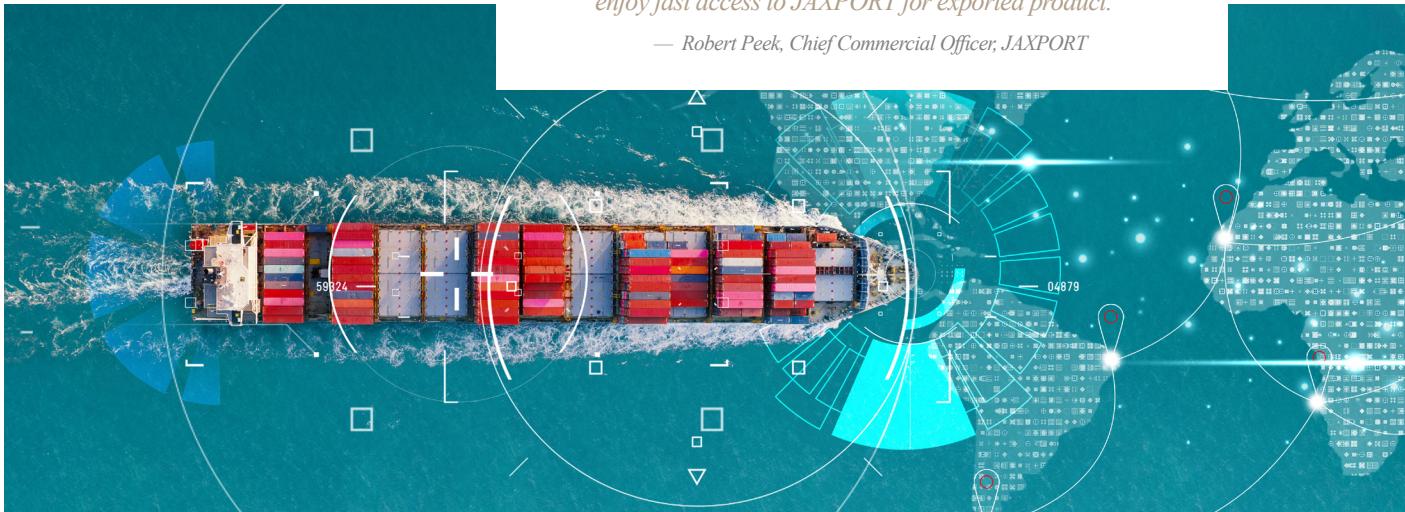
recently introduced a new U.S. service for transatlantic trade options, and Spliethoff offers robust container service to Northern Europe.

For South America, JAXPORT offers Maersk/Hapag-Lloyd’s existing ABUS Tango-SEC service and the Gemini Cooperation North America Shuttle, which debuted in early 2025 and adds a link to Colombia—a Gemini transshipment

Baby products supplier Frida is one importer that uses JAXPORT as a hub for both importing and exporting. The Miami-based company develops innovative health and parenting products designed to address the less glamorous—but very real—challenges of parenthood. It imports the majority of its goods from overseas and also exports on behalf of its international distributors, which sell the products

“Demand for faster and faster delivery makes our location crucial. Importers can reach their consumer base with unprecedented speed, capitalizing on the growing preference for just-in-time and same-day orders, while U.S. manufacturers enjoy fast access to JAXPORT for exported product.”

— Robert Peek, Chief Commercial Officer, JAXPORT



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ROUTES THAT SPAN THE GLOBE

JAXPORT’s container service also has a wide international reach. Some of the newest trade lanes that shippers are using this year include Premier Alliance’s EC3 and the Z7S/America by ZIM Line and MSC, which connect to Southeast Asia, and ONE’s EC2 and WIN services, which link JAXPORT with Northeast Asia and India respectively. On the European front, MSC’s Scan Baltic

hub. MSC also offers the NWC to Ecuador export link from JAXPORT to South America’s West Coast. In Central America, Crowley offers two services: the Central America Northern Zone and Southern Zone.

Closer to home, JAXPORT provides a vast network of North American trade opportunities with MSC, including the Bahamas Express and Canada Gulf Bridge services. JAXPORT also provides vital links to the Caribbean, where it strategically connects Puerto Rico, the Dominican Republic and other islands with U.S. mainland markets [see story on pg. 18].

in their respective markets on Frida’s behalf.

According to Andrea Gauntlett, Frida’s senior director of supply chain, about 98% of their imports come into the U.S. through JAXPORT. The goods are then distributed throughout North America by truck. Gauntlett says the company made JAXPORT its import hub in 2024 after also evaluating several other major South Atlantic ports. Frida was also in the market for a new distribution center (DC) and



Andrea Gauntlett,
Senior Director
of SupplyChain, Frida

JAXPORT'S INVESTMENT FOR THE FUTURE

By 2030, \$2.6 billion in investments will strengthen JAXPORT's cargo-handling infrastructure across trade lanes and cargo types. That's on top of more than \$1 billion that's been added over the last decade, including:

Channel deepened to 47 feet through Blount Island completed in 2022.

Raising overhead powerlines near Blount Island to virtually eliminate the terminal's air draft restriction, to be completed by the end of 2026.

\$72 million spent enhancing Blount Island's container handling capabilities that will be complete in 2025. Adding three new container cranes over the next two years, including two that will be in service in 2025.

\$145 million state-of-the-art auto processing facility at Blount Island opens in 2025.

More than \$60 million in vehicle berth upgrades to accommodate additional vehicle volumes.

\$47 million sustainability initiative underway to make port operations cleaner and greener, which helps port customers lower emissions within their supply chains.



"We found Jacksonville to be most economical from both the port and the DC perspective..."

We didn't want to be in a city with a giant port because we didn't want to deal with the congestion issues."

— Andrea Gauntlett, Senior Director of Supply Chain, Frida

JAXPORT checked all of the boxes.

"We found Jacksonville to be most economical from both the port and the DC perspective," says Gauntlett, who knows what it's like to try to operate in and around the nation's busiest ports. "We didn't want to be in a city with a giant port because we didn't want to deal with the congestion issues."

Frida was also new at the time and in growth mode, which meant it needed a logistics partner that was flexible enough to scale up as needed. "Our decision was validated when we experienced just how easy JAXPORT was to do business with," Gauntlett

explains. "When you're growing rapidly, you need to be able to act with a sense of urgency. JAXPORT provided that tenfold—something you don't always get as a smaller shipper—right out of the gate."

Gauntlett says the port's layout was another selling point for Frida. For example, the port has three distinct areas for its primary modes. This

effectively reduces congestion and backups since containers, trucks and intermodal shipments aren't all vying for the same staging and shipment areas. The port's drayage providers offer flexible arrangements (e.g., holding cargo for more time if the company's DC is experiencing delays or backups) and its many carrier options make life easier for Gauntlett and her team.

"We really like the many different transit options that JAXPORT offers," says Gauntlett. "New carriers and routes are always being added, and that's been really helpful when it comes to reducing transit times and improving supply chain efficiency."



JAXPORT'S STRATEGIC ADVANTAGE FOR SHIPPERS

As shippers like Frida have discovered, JAXPORT is a hidden gem that's located in close proximity to major Southeast U.S. distribution hubs, offers expedited transit times and strives for a customer-centric approach. These and other factors have made JAXPORT Florida's top container port by volume—a designation that the port plans to retain for the long haul.

"Jacksonville's location in the heart of the Southeast U.S. makes us uniquely well-positioned to serve the region," Peek says. "We're a global gateway to Florida, the third most populous state, and offer easy access to its many residents and visitors." The port also has outstanding highway and rail connections, which offer seamless access to key markets, including destinations like Orlando, Chicago and Atlanta.

JAXPORT's skilled labor force is another noteworthy advantage for the port. The Jacksonville region is one of the fastest-growing markets in the U.S. and a target city for Millennials who are looking to plant their roots in new cities. With more than 881,000 skilled workers, the region offers a strong talent pipeline for shippers that want to relocate to or expand in the region.

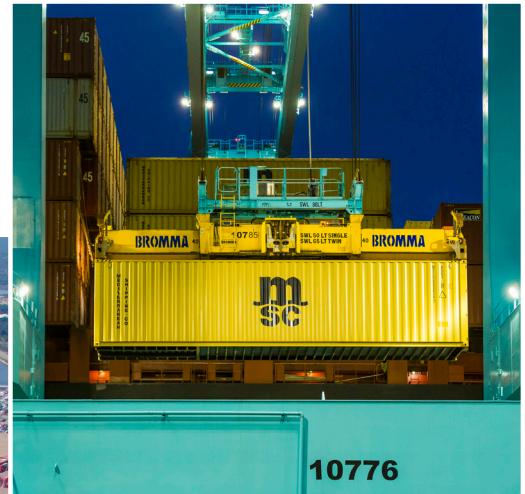


CEO Green says JAXPORT continues to invest in its capabilities. By 2030, more than \$2.6 billion in projects will have been invested to strengthen the port's capabilities across major cargo types, namely containers, vehicles and breakbulk. "These investments ensure that we can continue to serve the growing needs of our customers, and the region's population, well into the future," he adds.

Green adds that JAXPORT's efficiencies begin with its shipping channel, where two-way river traffic allows vessels to seamlessly arrive and depart without delay. "Our customer service also sets us apart," he says. "Customers often tell us they receive a level of service at JAXPORT that they don't get anywhere else. We're proud of our ability to offer customized

solutions and are committed to being a trusted partner in the supply chain."

Frida is one shipper that's more than happy with its choice of JAXPORT as its primary importing, exporting and distribution hub in the U.S. So happy, in fact, that the company already has plans to expand its JAXPORT



operations—both on the DC and the transportation side. After evaluating whether it wanted to split its DC operations up across different regions, Frida decided that keeping them in Jacksonville would be more feasible, economical and profitable.

"Looking ahead, we're going to continue building out further and expanding our operations in Jacksonville," says Gauntlett. "In fact, our goal is to continue bringing anywhere from 40%-60% more containers into JAXPORT over the next 2-1/2 years." •



JAXPORT: A ONE-STOP SHOP FOR DIVERSE CARGO SOLUTIONS

JAXPORT is a diverse, multimodal powerhouse that serves as a strategic gateway to global markets.



Situated in Florida's northeastern corner, the Jacksonville

Port Authority (JAXPORT) is the perfect option for shippers that want a strategic, efficient and versatile gateway to the global market.

Beyond its reputation as a key automotive port, this ever-evolving seaport boasts remarkably diverse cargo handling capabilities, offering companies a "one-stop-shop" solution for most of their logistical needs.

With three modern container terminals equipped with deep-water berths and state-of-the-art cranes, JAXPORT plays an important role in the containerized cargo market. Shippers also use it for breakbulk and project cargo; roll-on/roll-off (Ro-Ro); liquid and dry bulk; and liquid natural gas (LNG) and emerging commodities used in the renewable and sustainable energy sectors.

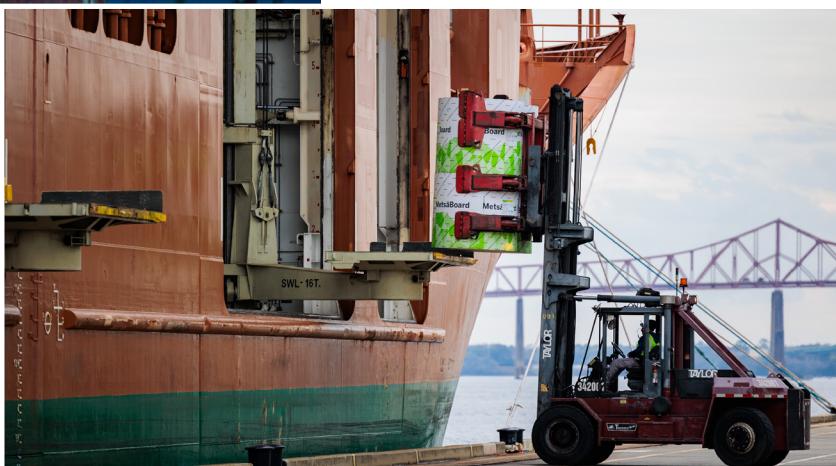
"We have intentionally become one of the

"We have intentionally become one of the nation's most diversified ports... This diversification has helped keep business steady during industry-wide disruptions that began during COVID and have continued on and off since."

— Eric Green, CEO, JAXPORT

nation's most diversified ports," says Eric Green, CEO of JAXPORT. In addition to being Florida's largest container port, for example, JAXPORT is also a top port in the nation for vehicle and breakbulk cargoes. It's also the No. 1 port for trade with Puerto Rico; operates a successful and growing cruise business; and is the only port in Florida that moves U.S. military cargo.

"This diversification has helped keep business steady during industry-wide disruptions that began during COVID and have continued on and off since," says Green, who notes that container shipping represents about





50% of JAXPORT’s business, and that the port continues to expand its capacity. Recent projects include the modernization of the SSA Jacksonville Container Terminal, which allows JAXPORT to handle more containers at its deep-water terminal.

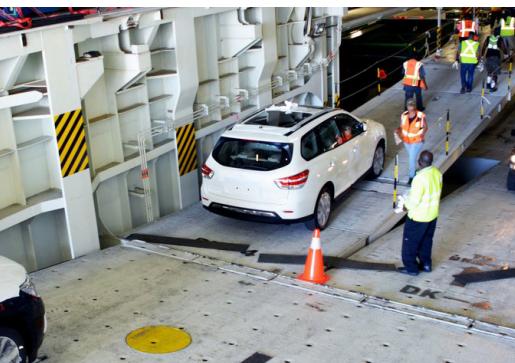
JAXPORT is also growing capacity for vehicles through the Southeast Toyota project and upgrading its auto berths. As breakbulk cargo volumes continue to grow, the port’s terminal operator at Talleyrand is adding warehousing that will increase on-terminal covered storage capacity by about 20 percent.

Port tenants also import more than one million tons of dry bulk each year, including materials like limestone and gravel that are often used in construction projects.

“Our tenants that move bulk aggregates are helping us meet growing demand in the state of Florida for materials that are used in road construction projects,” says Green. “And on the cruise side, we set a cruise passenger record with Carnival last year and welcomed Norwegian Cruise Lines as a new provider this year.”

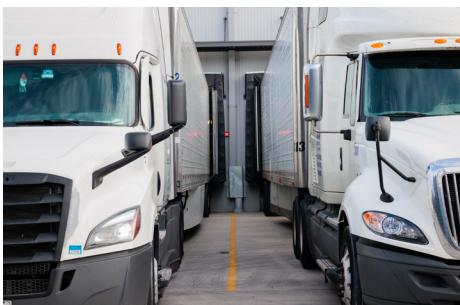
JAXPORT’S STRATEGIC EDGE

Full-service automotive logistics provider AMPORTS, Inc., is one of several long-time JAXPORT tenants



whose business has expanded right along with the port itself.

Headquartered in Jacksonville, the company operates nearly 170



acres of Ro-Ro space focused mainly on new automobiles. It has more than 15 customers at the port and in 2024 handled about 325,000 cars for those clients. AMPORTS has 13 facilities throughout the U.S. and Mexico, with JAXPORT being the second largest facility in its network.



*Mark Boucher,
AMPORTS Chief
Commercial Officer*

“Jacksonville is the best location in the Southeast,” says Mark Boucher, AMPORTS chief commercial officer. “Not only is the ingress and egress to the port from open water great, but JAXPORT itself is strategically located compared to other South Atlantic ports.”

Specifically, Boucher says most finished vehicles distributed in the Southeast go to Central and South Florida. This gives Jacksonville a distinct geographical advantage over its out-of-state competitors. “This means every vehicle that leaves JAXPORT is closer to market,” he says, “which translates into enormous cost savings for automakers.”



*Vee Kachroo,
CEO, AMPORTS*

Vee Kachroo, AMPORTS’ CEO, says his company closely coordinates with JAXPORT to design growth strategies that benefit both the port and the shipper. “That close coordination is extremely important to us and something we

NEW PROCESSING FACILITY ADDS TO JAXPORT’S AUTO AUTHORITY

Operating at JAXPORT for over 50 years, Southeast Toyota is expanding its presence with a new 340,000-square-foot auto processing facility at the Blount Island Marine Terminal, expected to be completed by summer’s end.

The \$145 million public-private partnership will modernize operations and enhance on-site rail connections and truck loading areas.

Upon completion, Southeast Toyota will consolidate operations from its current facilities into a single, larger 88-acre property at Blount Island, underscoring JAXPORT’s ongoing growth as one of the East Coast’s busiest auto-shipping hubs.

InLight's Class A Industrial Park Development: A Game Changer for Logistics in Jacksonville

InLight is set to boost the Southeast logistics landscape with its latest development, a 136-acre class A master-planned industrial park in the Jacksonville Northside submarket, with the first building delivering in Q4 2025. Designed for flexibility, the park offers suites starting at 25,000 SF, with build-to-suit options up to 890,000 SF in Phase 2.

Ideally located for logistics operations, the park provides multimodal access with CSX Rail Served capability and Silver Select Site designation.



10145 EASTPORT ROAD • JACKSONVILLE, FLORIDA

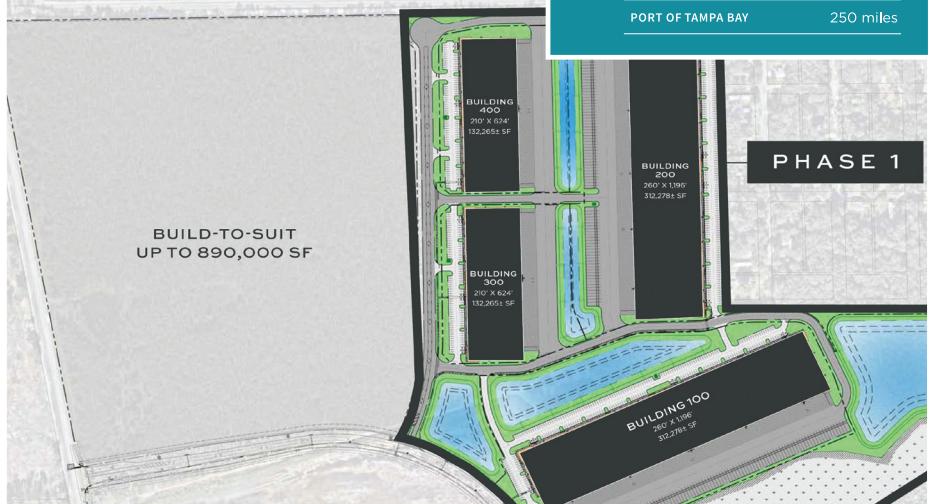
It sits just 1.1 miles from I-295, 4.8 miles from I-95, and offers direct connectivity to major East Coast markets.

The park is strategically close to key JAXPORT terminals: 4.3 miles from Dames Point and the ICFT CSX Terminal, and 5.0 miles from Blount Island.

This proximity ensures fast, efficient access to port operations, making it a top choice for modern supply chain users.



	INTERSTATE 295	1.1 miles
	INTERSTATE 95	4.8 miles
	INTERSTATE 10	11.6 miles
	JACKSONVILLE INT'L AIRPORT	6.7 miles
	NORFOLK SOUTHERN INTERMODAL FACILITY	11 miles
	CSX INTERMODAL FACILITY	14 miles
	FEC INTERMODAL FACILITY	18.2 miles
	JAXPORT DAMES POINT	4 miles
	JAXPORT BLOUNT ISLAND	5 miles
	JAXPORT TALLEYRAND	9 miles
	PORT OF SAVANNAH	123 miles
	PORT OF CHARLESTON	221 miles
	PORT OF TAMPA BAY	250 miles



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“Not only is the ingress and egress to the port from open water great, but JAXPORT itself is strategically located compared to other South Atlantic ports... This means every vehicle that leaves JAXPORT is closer to market, which translates into enormous cost savings for automakers”

— Mark Boucher, Chief Commercial Officer, AMPORTS

truly value,” says Kachroo. As we onboard new customers, it’s always with the view that we’re trying to grow the port, grow our footprint in Northeast Florida and create jobs. It’s worked out very well for us.”

Some of the new port developments that AMPORTS is benefitting from include the expansion of a berth the company uses to unload and reload vehicles. In 2026, the port plans to add a T-formation structure that will make the Ro-Ro process even easier for partners like AMPORTS.

“JAXPORT keeps investing and creating with the goal of making it easier for carriers to bring a vessel in and then load it and unload it effectively and quickly,” Kachroo says. “It also creates incremental berth space, which is beneficial for us collectively in the sense that big boats don’t have to wait. They can just come in and we can coordinate with them.”

UNLOCKING THE SOUTHEAST

There’s nothing quite like a business partner who understands your company’s needs and then works in tandem with you to achieve win-win goals.

This is exactly how JAXPORT operates, and partners like AMPORTS more than appreciate the ongoing collaboration and reciprocity. “We’ve enjoyed a strong partnership with the port for a very long time,” says Boucher, who points out that some port entities are “more attuned to their tenants” than others. “I think Jacksonville is a very good one.”

Kachroo concurs and sees even more good things ahead for his company’s close alliance with JAXPORT. As AMPORTS continues to expand its footprint in the automotive logistics space, the company is adopting a more vertically-integrated approach and offering new services to its customers.

“We have a can-do attitude at AMPORTS and we’re bringing that to bear in Jacksonville by getting involved in more joint ventures with our partners,” Kachroo says. “Ultimately our customers want more services from trusted partners, and we’re conveying those conversations with JAXPORT, and we’re looking to build on our partnership, create more diversification and enhance our volume position at the port.”

GROWING TOGETHER, UNLOCKING MORE VALUE

As a full-service supply chain solutions company that provides rail, transloading, terminal and port, and logistics services, Watco Companies owns and operates 46 different short-line railroads, 7,100 miles of rail track and moves over one million carloads of freight annually.

At JAXPORT, Watco operates at the



Talleyrand Marine Terminal, linking shippers with multiple rail providers. “We interchange with Norfolk Southern and CSX,” says Marc Massoglia, Watco SVP of sales. “Then we take the rail cars that come in from the other Class I railroads and switch them at Talleyrand for various customers.”



*Marc Massoglia,
SVP of sales, Watco*

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YOUR SUCCESS IS OUR SUCCESS.

Announcing Expanded Expedited, Truckload, LTL and Inbound Service from Asia, Europe and the Caribbean.

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Massoglia says JAXPORT's advantages are many, and include the terminal's close proximity to the sea buoy (so ships can enter and exit quickly); lack of berth congestion (no waiting out at anchor for a spot); and reliable, efficient stevedoring services. The port's location on Florida's East Coast is another big selling point, as is the wide range of vessels and cargo that JAXPORT can accommodate.

"We can take all kinds of vessels from all over," says Massoglia. "Jacksonville's in an ideal location for hitting a very large portion of the U.S. population without a lot of congestion. You can jump right on a major highway just a few miles from the port." The rail connections are equally as accessible, with companies like Norfolk Southern and CSX handling routes throughout the



"Ultimately our customers want more services from trusted partners, and we're conveying those conversations with JAXPORT, and we're looking to build on our partnership, create more diversification and enhance our volume position at the port."

— Vee Kachroo, CEO AMPORTS

entire Eastern U.S.

"You can go all over Florida by rail and use a straight shot south if you have a cargo going to Miami on the Florida East Coast Railroad,"

Massoglia points out, noting that some shippers don't realize just how far west JAXPORT is on the map, and that it actually shares the same longitude as Cleveland. "If you're looking at going inland from an East Coast port, you're actually closer from Jacksonville than you would be from a port like Charleston, Norfolk or New Jersey."

As it has expanded its capacity, capabilities and cargo diversity, JAXPORT has also worked to maintain close ties with its customers and partners. That dedication hasn't gone unnoticed by companies like Watco, where Massoglia says the close alliance between the two entities has resulted in a mutually beneficial, long-term partnership.

"JAXPORT is extremely focused on taking care of its

JAXPORT: THE SMART SHIPPER'S CHOICE

As the 10th largest container port in the U.S., JAXPORT's strength lies in its adaptability and ability to handle a vast spectrum of cargo—from the complex logistics of automotive transport to the bulk demands of construction materials and the specialized needs of emerging energy sectors.

Coupled with strategic investments in infrastructure and a commitment to fostering strong partnerships, this approach positions JAXPORT as a dynamic port that's ready to meet the evolving demands of global trade and solidify its role as a vital domestic and international gateway.

"The combination of our robust network of global ocean carriers plus the significant capital investments we've made in equipment and infrastructure translates into tremendous capability that benefits shippers of all sizes and across most industries," says Robert Peek, chief commercial officer at JAXPORT. "Shippers that would otherwise just default to another East Coast port often ultimately realize—once we get in front of them—that JAXPORT is exactly what they need."

“JAXPORT is extremely focused on taking care of its customers and ensuring they’re providing all the right resources... We work with about a half a dozen ports throughout the U.S., and we really enjoy working with JAXPORT. They’re very forward thinking and focused on the right kind of growth.”

— Marc Massoglia, SVP of Sales, Watco

customers and ensuring they’re providing all the right resources,” he says. “We work with about a half a dozen ports throughout the U.S., and we really enjoy working with JAXPORT. They’re very forward thinking and focused on the right kind of growth. We really appreciate the opportunity to work with a Port Authority that has this kind of culture and core philosophy.” •



JAX MARKS THE SPOT

As a top location for logistics infrastructure, the Jacksonville region boasts two deep-water ports, three major interstates, three railroads and an international airport system, providing same-day access to more than 98 million American consumers and ease of shipping products anywhere in the world. That’s why JAX is considered America’s Logistics Center, and is a global destination for companies of all stages and sizes looking to expand their reach.

See how far you can take your business at jaxusa.org.

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PARTNERSHIP
THE JACKSONVILLE REGION

PUERTO RICO A VITAL TRADE LANE WITH A LEGACY OF EXCELLENCE

Jacksonville is a lifeline, moving about 90% of all the goods that flow between the U.S. mainland and the island.

When Hurricane Maria tore across Puerto Rico in September 2017, the vicious storm caused catastrophic wind damage, widespread flooding from torrential rainfall, lasting power outages, and a humanitarian disaster. The second Category 5 hurricane and the deadliest storm of the 2017 Atlantic hurricane season, Hurricane Maria left behind a swath of destruction that would take years to repair.

Eight years later, in fact, the U.S. territory is still very much in recovery mode and reliant on a predictable stream of incoming and outgoing ocean carriers to serve as its lifeline to the mainland U.S.

These ships have always been critical for everyday needs, but they've become even more essential in the post-Maria world. JAXPORT stands as the number one U.S. port for trade with Puerto Rico, handling a significant majority of the island's sea trade with the mainland. This underscores the port's essential position in the supply chain that keeps Puerto Rico's economy functioning.





Crowley, TOTE Maritime and Trailer Bridge all offer tailored services to Puerto Rico, including frequency, reliability and multimodal integration. The three maritime shipping companies, which ensure the flow of goods between JAXPORT and Puerto Rico, also played crucial roles in delivering relief supplies during times of crisis.

BUILDING BACK BETTER

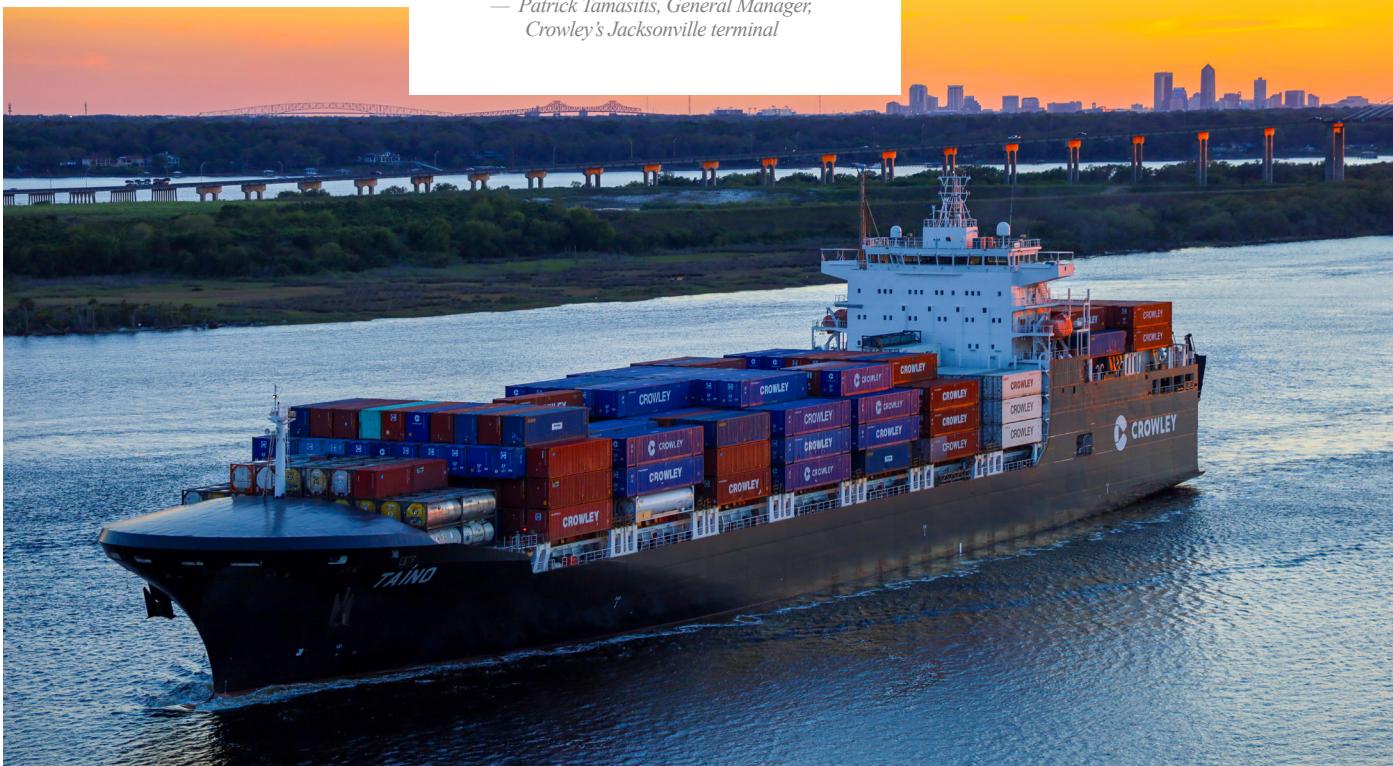
Patrick Tamasitis, general manager of Crowley's Jacksonville terminal, says that the company has invested more than \$550 million in Puerto Rico through LNG-fueled containerships, barge services, port infrastructure and service capabilities at Isla Grande Terminal.

Crowley is the longest-serving U.S. maritime and logistics provider in Puerto Rico, which it began serving in 1954. The company's Isla Grande terminal in San Juan moves more than



“Every Tuesday and Friday, one of our LNG-powered vessels depart from our JAXPORT terminal to Puerto Rico,” says Tamasitis. “The round trip takes approximately three days each way, including time for cargo discharge and loading before returning to Jacksonville.”

— Patrick Tamasitis, General Manager,
Crowley's Jacksonville terminal



200,000 TEUs through it annually, making it a vital asset of the island's supply chain.

From its Jacksonville terminal, Crowley operates two LNG-powered combination container and roll-on/roll-off (ConRo) vessels, El Coqui and Taino, dedicated to the Jacksonville-Puerto Rico trade lane.



*Patrick Tamasitis,
General Manager
Crowley's
Jacksonville terminal*

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for cargo discharge and loading before returning to Jacksonville."

Crowley also operates a roll-on/roll-off (Ro-Ro) barge that transports bucket trucks, school buses, heavy equipment, lumber, and other breakbulk cargo to support Puerto Rico's ongoing recovery and rebuilding efforts following Hurricane Maria and subsequent storms.

Tamasitis sees JAXPORT as a vital cog in the machinery that supports Puerto Rico both on a day-to-day basis and when disaster strikes. Having robust multimodal infrastructure and onsite



Watco is Here to Solve Your Supply Chain Needs



- Custom solutions for any cargo
- Connectivity to both Eastern Class I railroads
- Easy access to I-95 and I-10
- Direct on-dock intermodal connectivity
- First-mile and final-mile trucking delivery

Watco can help you expand your market reach and lower freight costs at JAXPORT's Talleyrand Terminal



access facilitates the process and ensures that the island gets what it needs to both function and in some situations, simply survive. He points to the port's free trade zone (FTZ) designation as another benefit, and applauds JAXPORT's commitment to continuous improvement.

"They've deepened the shipping channel and now are raising overhead power lines in order to allow larger, transpacific vessels to use the Blount Island Terminal," says Tamasitis, who especially likes the port's diverse cargo handling capabilities and geographical location on the map. "JAXPORT is a place where OEMs and container traffic come pretty much to a head, and it's well situated and

maintains a good diversification of cargoes and commodities."

A supporter of the Jones Act—a federal law that requires goods transported by water between U.S. ports to be carried on U.S.-flagged vessels, constructed in the U.S. and owned and crewed by U.S. citizens—Crowley is committed to sustainability efforts both in Jacksonville and in San Juan.

"We're lowering our carbon footprint at both facilities, whether that's via electrification of our terminals or increasing reefer capacity," says Tamasitis. "We're also ensuring that we can handle 10% to 15% growth over the next 3 to 5 years while simultaneously lowering our carbon footprint."



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“We wake up thinking about Puerto Rico and go to bed at night thinking about Puerto Rico... JAXPORT and its partners have been great with helping to support the flow of cargo to the island, which is certainly in a better place today than it was just a few years ago.”

*— Chris Willman,
VP of Commercial,
TOTE Maritime*



RESILIENCE ON THE WATER

TOTE Maritime’s JAXPORT presence is marked by the company’s modern, LNG-powered Marlin-class vessels, a testament to the company’s investment in both efficiency and environmental sustainability. Custom-built for the Puerto Rico trade lane, these ships help reduce emissions and enhance cargo transport reliability.

From JAXPORT’s berths, TOTE’s vessels embark on their regular voyages, carrying everything from essential consumer goods and pharmaceuticals to construction materials and the necessities of daily life. Chris Willman, VP of commercial, says the company sails its LNG-powered ships twice a week to Puerto Rico with the goal of serving the island’s residents. “We wake up thinking about Puerto Rico and go to bed at night thinking about Puerto Rico,” says Willman.



Chris Willman,
VP of Commercial,
TOTE

With roughly 85% of the Puerto Rico-U.S. mainland freight volume flowing through the Port of Jacksonville, the trade lane truly “fits” TOTE’s DNA, says Willman, and supports a long-term partnership between the maritime carrier, the port and the U.S. territory. “We’re a long-term partner here at JAXPORT and we’re very excited about the future,” he adds.



That dedication has really shone through in the aftermath of Hurricane Maria, which wiped out much of Puerto Rico’s infrastructure and left its residents in dire need of essential supplies. In the critical weeks

and months that followed, TOTE and the other maritime carriers prioritized the delivery of relief cargo and collaborated closely with JAXPORT and government agencies to ensure aid reached those who needed it most.



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Southeast Toyota Distributors has been a proud partner of JAXPORT for over 50 years, driving growth and innovation together. From the opening of our 125,000-square-foot Talleyrand vehicle processing facility in 1972 to our highly anticipated expansion at the Blount Island Marine Terminal, our partnership continues to evolve. Expected for completion in fall 2025, this state-of-the-art, 88-acre, 250,000-square-foot facility marks a new era for Southeast Toyota Distributors as one of JAXPORT’s longest-standing tenants.



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While the true humanitarian crisis that Hurricane Marie created may be in the rearview mirror now, the need for continued support hasn't waned. "Puerto Rico is still very much in recovery mode as it continues to rebuild, and particularly when it comes to the island's power grid," Willman explains. "JAXPORT and its partners have been great with helping to support the flow of cargo to the island, which is certainly in a better place today than it was just a few years ago."

its multitude of rail options—make it the right choice for any shipper that wants to ship to Puerto Rico.

"Jacksonville is truly a great logistics hub," says Luciano. "We're able to get in and out of the town fairly quickly, and that's a really big benefit. Whether we're shipping to Puerto Rico or any other market, the highway infrastructure alone is enough to make us choose JAXPORT whenever possible."



PARTNERS IN PROGRESS

Trailer Bridge, Inc., has been servicing Puerto Rico since 1991 and currently sails to the island twice a week with its barge fleet including two Ro-Ros and three lift-on/lift-off (Lo-Los). One Ro-Ro is a triple-deck barge that's 737 feet long and handles a wide range of specialized cargo (e.g., cars, boats, bulldozers, etc.).



*Mitch Luciano,
CEO
Trailer Bridge*

When Mitch Luciano, CEO, Trailer Bridge was in the process of moving 4,000 loads of telephone poles on flatbed trucks to Puerto Rico. The company also handles container business for a wide range of companies, but its Puerto Rico shipments tend to be very specialized.

Luciano says JAXPORT is perfectly positioned to manage these complexities, and that the port's close proximity to I-95 and I-10—plus

JAXPORT: PUERTO RICO'S LIFELINE, THEN AND NOW

As Puerto Rico continues to rebuild, JAXPORT stands as a steadfast partner and a testament to the power of strategic maritime collaboration. The dedication of Crowley, TOTE Maritime and Trailer Bridge—each with their unique contributions—underscores the port's crucial role in sustaining the island's economic and social fabric.

These maritime carriers have forged a vital connection, ensured the steady flow of essential goods and provided a lifeline that supports the island's economic stability.

Now and in the future, JAXPORT and its maritime partners remain committed to fostering a strong, reliable and sustainable trade lane between Florida and Puerto Rico.

"Puerto Rico is Jacksonville's longest-standing and most important trade relationship. Our three ocean carriers have done a tremendous job serving our neighbors on the island, ensuring the people of Puerto Rico have the goods they need for their daily lives," says JAXPORT CEO Eric Green. "Jacksonville is a lifeline to the island, moving about 90% of all the goods that flow between the U.S. mainland and Puerto Rico. We see that as both a privilege and a responsibility."



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To better serve Puerto Rico post-hurricane, Trailer Bridge's logistics group expanded the company's footprint in the U.S. territory. Today, it brings in freight from as far away as California and the Midwest via different modes, all with the goal of getting a broader range of necessities, equipment and goods to the island as quickly as possible. This effort positioned Trailer Bridge in a new light for potential customers, and led the company to open an international division.

That move has helped Trailer Bridge grow its business across different modes of transportation and for a geographically-diverse group of customers. "We've had a handful of customers say, 'Hey, we have freight out of Europe. We have freight coming from the Pacific Rim. Can you start a non-vessel operating common carrier [NVOCC] or international



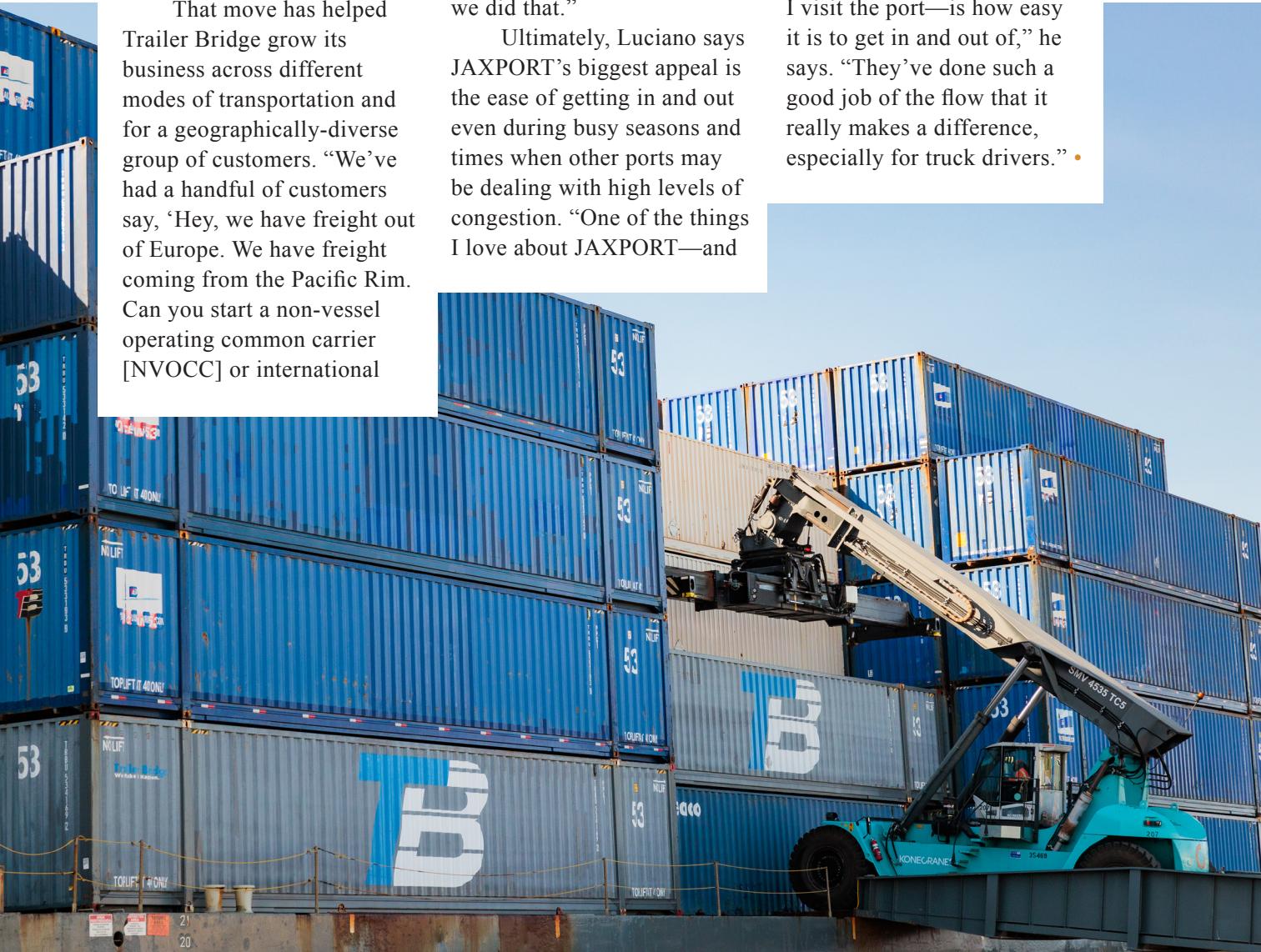
"Jacksonville is truly a great logistics hub. We're able to get in and out of the town fairly quickly, and that's a really big benefit. Whether we're shipping to Puerto Rico or any other market, the highway infrastructure alone is enough to make us choose JAXPORT whenever possible."

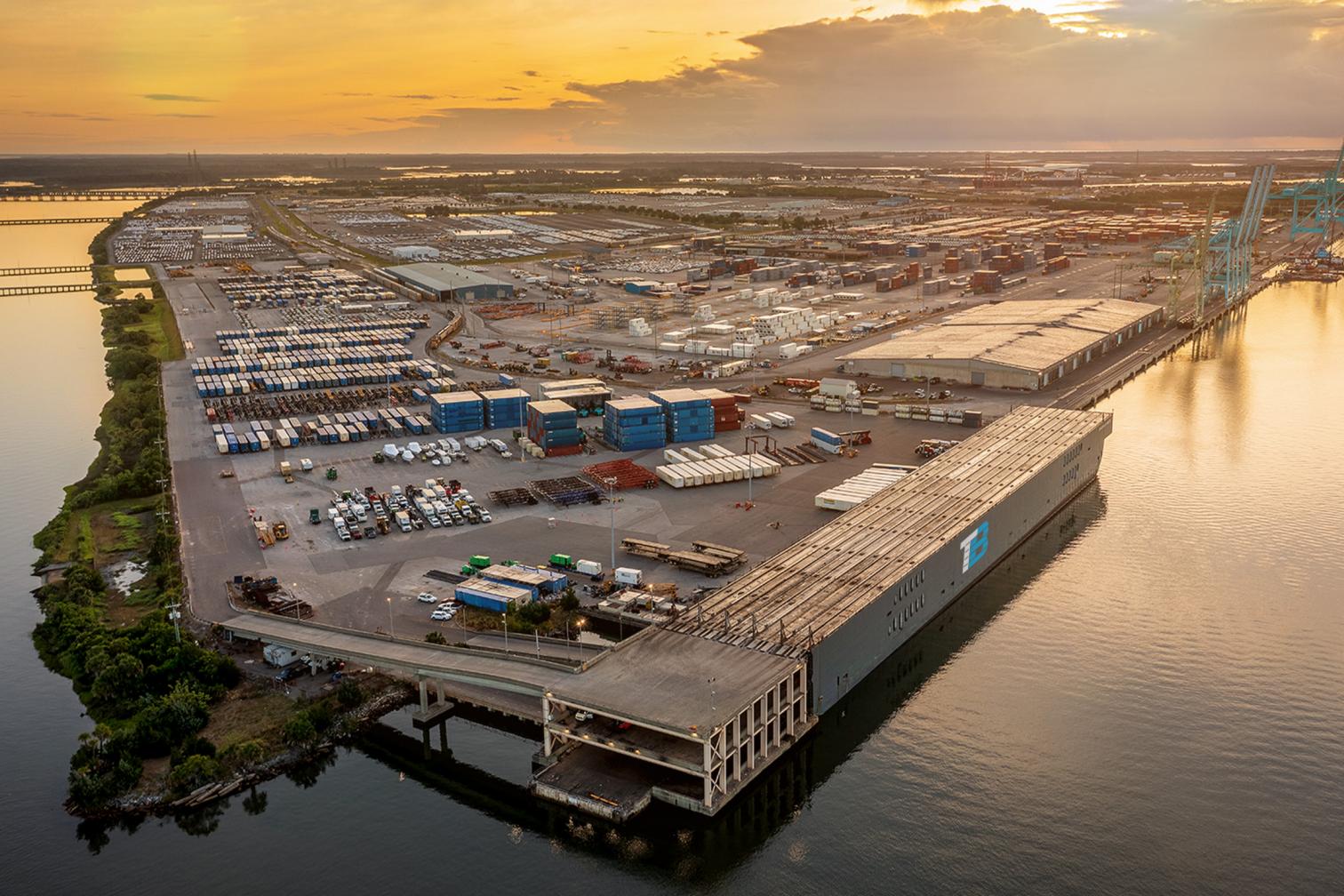
— Mitch Luciano, CEO, Trailer Bridge, Inc.

group?" says Luciano. "So, we did that."

Ultimately, Luciano says JAXPORT's biggest appeal is the ease of getting in and out even during busy seasons and times when other ports may be dealing with high levels of congestion. "One of the things I love about JAXPORT—and

I experience this myself when I visit the port—is how easy it is to get in and out of," he says. "They've done such a good job of the flow that it really makes a difference, especially for truck drivers." •





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