

Chapter 3

Florida International Air Cargo Trade

INTRODUCTION

International air cargo activity accounts for a significant segment of Florida's total international trade activity and constitutes the majority of Florida's total air cargo tonnage. In order to gain an understanding of the significance international air trade plays at Florida's Strategic Intermodal System (SIS)¹ airports, several facets of Florida's international trade including trading partners, commodity types and the primary airports that drive Florida's international air cargo trade are examined in detail within this chapter. An overall profile of the State's international trade is provided, encompassing all modes (air and sea) in terms of both volume (tonnage) and value (U.S. dollar value of goods). Florida's primary trading partners are identified, and import-export ratios for each are examined to gauge the balance of trade. Finally, airport-specific trade profiles are provided that detail Florida's primary air cargo airports' international air cargo volume, commodities and trading partners. In order to cover all of the above mentioned aspects of Florida's international air trade activity, this Chapter is divided into the following sections:

- Florida International Trade Overview
- Florida International Air Cargo Trade
- International Air Cargo by Airport

The primary data for this Chapter is derived from the U.S. Census Bureau and U.S. Customs Service Port District data provided through the Stat-USA trade database. Stat-USA trade data on U.S. exports of merchandise is compiled from copies of Shipper's Export Declarations (SEDs) from qualified exporters, forwarders, and carriers. The U.S. Customs Service collects the SED at the port of export and subsequently transmits it to the U.S. Census Bureau. Each SED represents a shipment of one or more kinds of merchandise from one exporter to one foreign importer on a single carrier. Import data is compiled primarily from automated data submitted through the U.S. Customs' Automated Commercial System. Data are compiled also from import entry summary forms, warehouse withdrawal forms and Foreign Trade Zone documents as required by law to be filed with the U.S. Customs Service.

Import and export data from the U.S. Customs Service and U.S. Census Bureau are supplemented by airport air cargo activity data collected directly from airport management through a survey effort conducted for this Study. Note, however, that these numbers from U.S. Customs Port Districts do not match those reported directly by the airports in the airport survey effort. In order to provide a complete profile of Florida's international air cargo trade, including trading partners, commodities, value and tonnage, it was necessary to gather data from multiple sources. A single, central data source for air cargo activity that provides a full range of activity and characteristic information does not exist. The information must be garnered from multiple sources and pieced together to provide a detailed picture of the State's air cargo activity. The differences between the sources can be due to in-bond transloading of international shipments for transit to other destinations (explained in greater detail in later in this chapter), in-bond movement of international shipments to foreign trade zones, or differing reporting criteria/methodologies between controlling agencies.

¹ Florida's largest and most significant commercial service airports are included in the Strategic Intermodal System.

To accurately portray Florida’s international trade, particularly air trade, U.S. Customs Port District data is deemed to be the most comprehensive data source. This data provides a consistent, comprehensive and reliable reporting methodology throughout the State. Data is available at the airport level for imports and exports, by commodity, country of origin and destination, tonnage and value.

FLORIDA INTERNATIONAL TRADE OVERVIEW

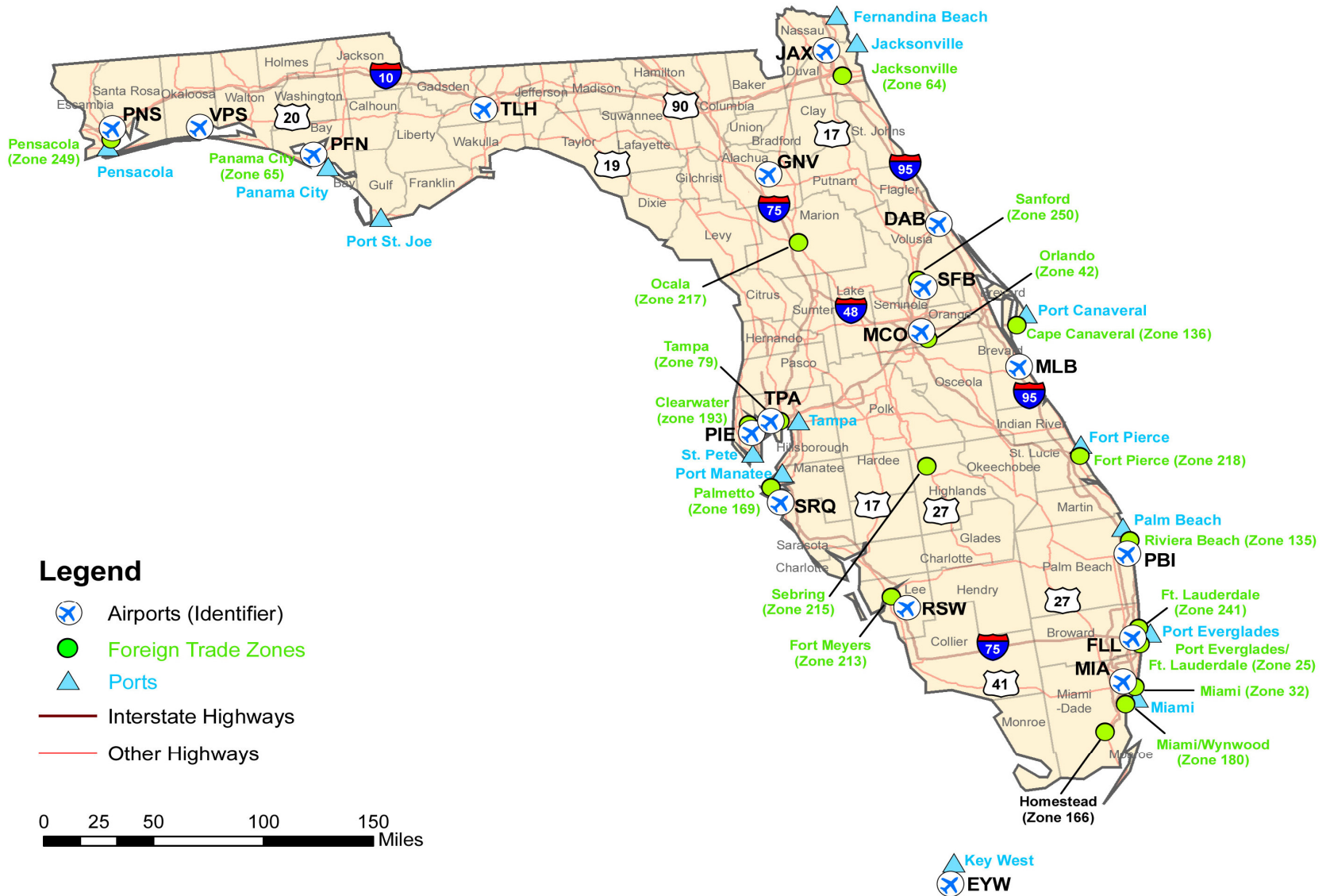
Florida’s international trade, of which air cargo constitutes a vital component, is a primary driver of the State’s economy. Florida is home to an excellent network of trade and transportation assets that, coupled with its ideal location between North America and Latin America, position Florida as one of the United States’ principal trade gateway states. Each year, goods valued close to \$95 billion enter or exit Florida through the State’s two U.S. Customs Service Port Districts (Tampa and Miami) which encompass the State’s international airports and deepwater seaports. Florida’s combined exports of goods and services amount to some \$54 billion annually, helping to sustain more than half a million jobs in the State.²

Florida International Trade Facilities

The State is home to 14 SIS designated international airports (with an additional four SIS and 13 non-SIS airports also certified for air carrier operations), 14 deepwater seaports, and 56 officially-designated multimodal connectors. In addition, Florida has 20 Foreign Trade Zones (FTZs), mostly located at or near its seaports and international airports. **Exhibit 3.1** illustrates the location of Florida’s international trade infrastructure.

² Enterprise Florida, International Business Facts About Florida, www.eflorida.com

**Exhibit 3.1
Florida International Trade Infrastructure
SIS Airports, Deepwater Seaports, Foreign Trade Zones**



These key international trade assets illustrated in Exhibit 3.1 include the following facilities:

Florida SIS International Airports:

- Daytona Beach International
- Ft. Lauderdale/Hollywood International
- Jacksonville International
- Key West International
- Melbourne International
- Miami International
- Orlando International
- Orlando Sanford International
- Palm Beach International
- Panama City-Bay County International
- Sarasota/Bradenton International
- Southwest Florida International
- St Petersburg-Clearwater International
- Tampa International

Florida Deepwater Seaports:

- Port of Pensacola
- Port of Panama City
- Port St. Joe
- Port of Tampa
- Port of St. Petersburg
- Port Manatee
- Port of Key West
- Port of Miami
- Port Everglades
- Port of Palm Beach
- Port of Ft. Pierce
- Port Canaveral
- Port of Jacksonville
- Port of Fernandina

Florida Foreign Trade Zones:

- Brevard County (Zone No. 136)
- Fort Lauderdale (Zone No. 241)
- Fort Myers (Zone No. 213)
- Homestead (Zone No. 166)
- Jacksonville (Zone No. 64)
- Manatee County (Zone No. 169)
- Miami (Zone No. 32)
- Miami-Wynwood (Zone No. 180)
- Ocala (Zone No. 217)
- Orlando (Zone No. 42)
- Palm Beach (Zone No. 135)
- Panama City (Zone No. 65)
- Pensacola (Zone No. 249)
- Pinellas County (Zone No. 193)
- Port Everglades (Zone No. 25)
- Sebring (Zone No. 215)
- Seminole County (Zone No. 250)
- St. Lucie County (Zone No. 218)
- Tampa (Zone No. 79)
- Volusia County (Zone No. 198)

Linking all of Florida's deepwater and SIS designated airports is the State's SIS designated highway system comprised of interstate highways, Florida's Turnpike, selected urban expressways, major arterial highways and intermodal connectors between SIS and Emerging SIS hubs and SIS corridors. The SIS Highway Component is the centerpiece of the State Highway System, consisting of 3,498 miles of current SIS Highways and 735 miles of Emerging SIS Highways. This highway system comprises only 3.5 percent of Florida's roads, yet carries 29 percent of all traffic and carries almost 68 percent of the State's truck traffic.

Florida International Trade Comparison

In 2005, the U.S. imported \$1.67 trillion and exported over \$904 billion worth of goods through the nation's land, sea and air ports of entry. Of this nearly \$2.58 trillion in international trade (\$1.67 trillion plus \$904 billion), Florida gateways (air and sea) handled over \$94.3 billion, or 3.6

percent. **Exhibit 3.2** details U.S. and Florida total trade (imports and exports) for 2005 by mode in total dollar value.

Exhibit 3.2
2005 Value of Exports and Imports
U.S. and Florida Comparison in Billions US\$

	U.S. Export	U.S. Import	U.S. Total Trade
Seaport	261.52	859.44	1,120.96
Airport	292.97	359.12	652.09
Overland/Other	349.89	452.38	802.27
Total	904.38	1,670.94	2,575.32

	Florida Export	Florida Import	Florida Total Trade
Seaport	24.83	37.42	62.25
Airport	18.65	10.40	29.06
Other	0.64	2.35	2.98
Total	44.11	50.17	94.29

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

Exhibit 3.3 examines the ratio of imports and exports by mode in percentage terms for both U.S. total and Florida gateways. As would be expected, the total percentage of goods imported and exported through Florida’s air and sea gateways is substantially higher than the national average due to the State’s lack of land ports-of-entry.

Exhibit 3.3
2005 Exports and Imports
U.S. and Florida Comparison as a Percent of Total Value

	U.S. Export	U.S. Import	U.S. Total Trade
Seaport	28.9%	51.4%	43.5%
Airport	32.4%	21.5%	25.3%
Overland/Other	38.7%	27.1%	31.2%
Total	100%	100%	100%

	Florida Export	Florida Import	Florida Total Trade
Seaport	56.3%	74.6%	66.0%
Airport	42.3%	20.7%	30.8%
Overland/Other	1.4%	4.7%	3.2%
Total	100%	100%	100%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

In order to get a sense of Florida's role in overall U.S. international trade, it is necessary to do a state-by-state comparison of the nation's trade in terms of total volume and in relation to specific trade regions. National export data provides the tool by which a state-by-state comparison can be done. Unlike import data, which is provided by U.S. Customs Service Port Districts and is not state specific, export data available through the U.S. Census Bureau Foreign Trade Division is state specific and allows for a reasonable comparison that identifies Florida's primary trading partners (world regions) and associated growth rates in relation to competing gateway states.

Florida state-origin exports (i.e. those actually produced or with significant value-added in the state) reached \$33 billion in 2005, placing Florida 8th in the nation and accounting for nearly four percent of the nation's exports. **Exhibit 3.4** details 2000 through 2005 state-origin exports for the nation's top 10 exporting states and their respective cumulative growth over the five-year period. Note that Florida's state-origin exports grew 25.7 percent over the period, nearly 10 percentage points higher than the national average and second in growth only to Ohio.

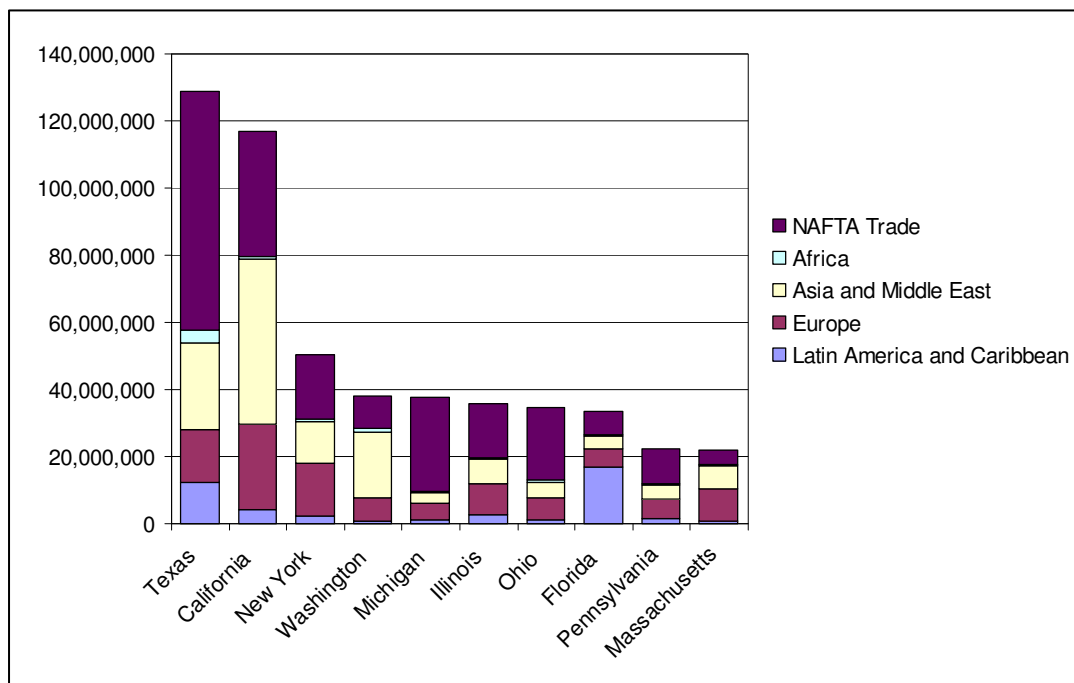
Exhibit 3.4
2000-2005 Value of Exports
Top 10 States in Billions US\$

	2000	2001	2002	2003	2004	2005	2005 Market Share	2000-05 Change
Texas	103.87	95.00	95.40	98.85	117.24	128.76	14.2%	24.0%
California	119.64	106.78	92.21	93.99	109.97	116.82	12.9%	-2.4%
New York	42.85	42.17	36.98	39.18	44.40	50.49	5.6%	17.8%
Washington	32.21	34.93	34.63	34.17	33.79	37.95	4.2%	17.8%
Michigan	33.85	32.37	33.78	32.94	35.63	37.58	4.2%	11.0%
Illinois	31.44	30.43	25.69	26.47	30.21	35.87	4.0%	14.1%
Ohio	26.32	27.09	27.72	29.76	31.21	34.80	3.8%	32.2%
Florida	26.54	27.18	24.54	24.95	28.98	33.38	3.7%	25.7%
Pennsylvania	18.79	17.43	15.77	16.30	18.49	22.27	2.5%	18.5%
Massachusetts	20.51	17.49	16.71	18.66	21.84	22.04	2.4%	7.5%
Other States	324.40	300.15	289.84	308.46	346.18	384.42	42.5%	18.5%
U.S. Total	780.42	731.03	693.26	723.74	817.94	904.38	100.0%	15.9%

Source: TradeStats Express, State Export Data, 2006

Exhibit 3.5 graphically illustrates the 2005 value of exports distribution of the top 10 U.S. gateway states by world market region. These regions are divided into the general trading blocks of Latin America, Europe, Asia, Africa and North American Free Trade Agreement (NAFTA) countries Canada and Mexico. Note that the states with the highest concentrations of NAFTA trade (Texas, California and Michigan) all share land ports-of-entry with NAFTA countries (Texas and California with Mexico and Michigan with Canada). This heavy concentration of NAFTA traffic in border states indicate heavy volumes of international truck traffic, a mode not available in Florida international trade due its non-border location.

Exhibit 3.5
2005 Value of Exports by World Market Region
Top 10 States in Billions US\$



Source: TradeStats Express, State Export Data, 2006

When examining state-origin exports to specific market regions, the extent to which Florida's trade is dependant upon Latin American markets becomes evident. **Exhibit 3.6** details the distribution of Florida exports to world regions in addition to the State's market share relative to the rest of the nation and its five-year growth rate for each world market.

Exhibit 3.6
2005 Florida Export Distribution by World Market

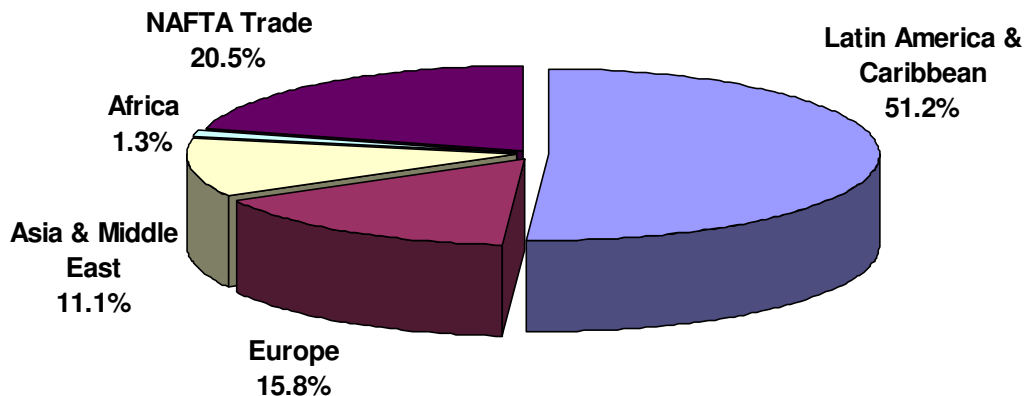
Foreign Market	National Rank	Total \$ Value (in billions)	Percent of U.S. Total	2000-2005 Growth
Latin America and Caribbean	1	17,089,450	23.9%	25.0%
Europe	14	5,278,748	2.5%	35.5%
Asia and Middle East	17	3,707,125	1.7%	11.2%
Africa	9	448,515	2.9%	70.8%
NAFTA Trade	16	6,853,216	1.8%	27.3%
Total Exports	8	33,377,054	3.7%	25.7%

Source: TradeStats Express, State Export Data, 2006

While Florida accounts for fewer than four percent of total U.S. exports to all world markets, the State is responsible for nearly 24 percent of the Nation's exports to Latin America, ranking it number one in the nation. Clearly, the Latin America and Caribbean market region is Florida's primary trading partner, accounting for over 51 percent of the State's export activity (air and

sea) in terms of total dollar value, as illustrated in **Exhibit 3.7**. NAFTA countries and Europe follow in a distant second and third place, respectively.

Exhibit 3.7
2005 Florida Export Distribution – Percent of State Total



Source: TradeStats Express, State Export Data, 2006

Having established Florida's position in the U.S. trade picture as the Nation's primary Latin American gateway and an all-region top 10 gateway state, with the second-highest overall export growth, the following section of this chapter focuses exclusively on Florida's international trade profile, specifically air cargo trade.

FLORIDA INTERNATIONAL AIR CARGO TRADE

The following sections discuss mode distribution (air versus sea), primary air commodities and trade partners, with each examined on an airport-specific level. These sections utilize U.S. Customs Port District data that provide both import and export data for specific international gateways (air, sea and land). Through this data, trade flows in terms of both tonnage and value, by commodity, can be established for each of Florida's international gateway airports.

In terms of total Florida international trade, air cargo comprises just under 2 percent of total tonnage, yet accounts for approximately 30 percent of total trade value. **Exhibit 3.8** details Florida's imports and exports by mode in terms of total tonnage and total value. Note that the "Other" category is comprised of commodity code 99 – "Special Import Provisions, Nesoi." These are goods of U.S. origin returned to the U.S. for differing reasons and imports and/or exports that arrive and depart under their own power (primarily aircraft or seagoing vessels).

Exhibit 3.8
2005 Florida Trade by Mode and Direction
In Tons and US Dollars

	FL Export (Tons)	FL Import (Tons)	FL Total Trade (Tons)	FL Trade (% of Total)
Seaport	8,284,647	48,748,157	57,032,804	98.4%
Airport	310,350	599,758	910,108	1.6%
Total	8,594,997	49,347,915	57,942,912	100%

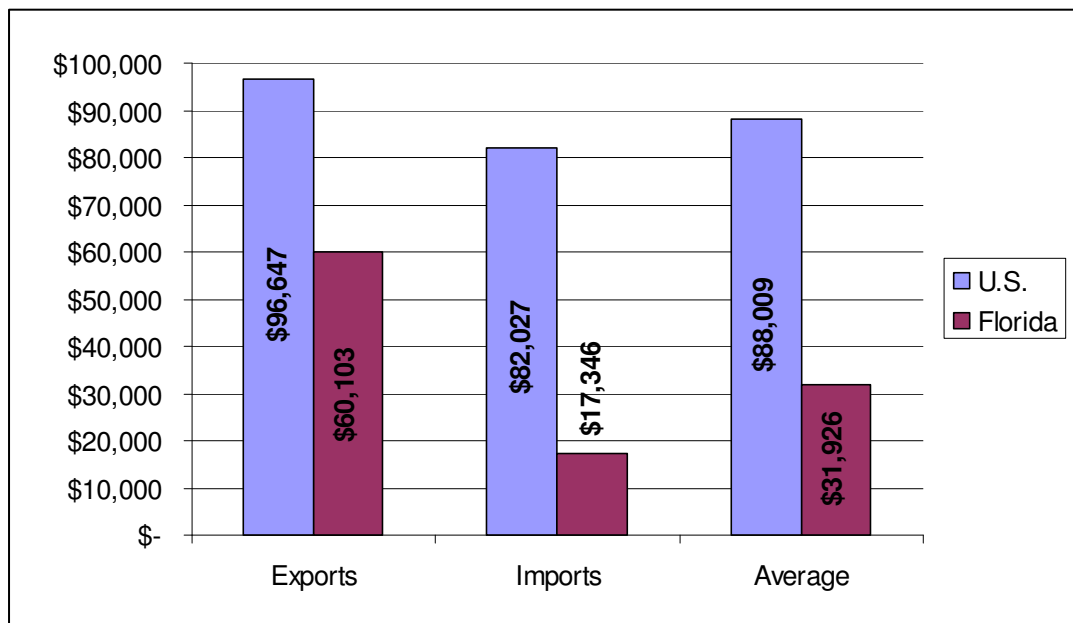
	FL Export (billions \$)	FL Import (billions \$)	FL Total Trade (billions \$)	FL Trade (% of Total)
Seaport	24.83	37.42	62.25	66.0%
Airport	18.65	10.40	29.06	30.8%
Other	0.64	2.35	2.98	3.2%
Total	44.11	50.17	94.29	100.0%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

As Exhibit 3.8 illustrates, though the tonnage of air cargo may be minor in relation to total Florida trade tonnage, it represents a disproportional amount in terms of total value. This is consistent with the general profile of air cargo commodities, low in weight, high in value. The average value per ton of Florida's sea-borne international cargo is \$1,091 while the average value of air-borne international cargo is \$31,926 per ton. When examining air cargo value per ton in terms of imports versus exports, air imports average \$17,346 per ton while Florida's air exports average \$60,103 per ton. The difference in average value per ton of imports versus exports can be primarily attributed to the differing commodity types being imported versus exported. As the following sections in this chapter examine, the majority of Florida's air imports (over 65 percent) in terms of tonnage are perishables from Latin American markets. Though these commodities are extremely time sensitive, when compared to other traditional air-borne commodities such as electronics and pharmaceuticals, they hold a relatively low value per ton.

When compared to the national average of air value per ton, Florida lags in both the import and export category. As illustrated in **Exhibit 3.9**, the average value per ton of U.S. international air cargo is \$88,009 versus \$31,926 per ton of Florida international air cargo.

Exhibit 3.9
2005 International Air Cargo Value per Ton
U.S. versus Florida



Source: WSA, Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

The below average per ton value of Florida’s air cargo is merely a function of the State’s international trade commodity mix driven by its primary trading partners. Needless to say, certain commodities have greater value than others; these values are a function of individual commodity characteristics and to a lesser extent, Florida’s trading partners. The following sections examine Florida’s primary trading partners and commodity distribution of the State’s international air cargo (tonnage and value).

Florida Air Cargo Distribution by Commodities

As previously discussed, the commodity mix of Florida’s air imports is vastly different from the commodity mix of the State’s air exports. In total tonnage, air imports for 2005 are nearly double that of Florida’s air exports. However, when measured in total value, Florida enjoys a trade surplus of \$8.25 billion, or a 79 percent advantage of exports to imports. This is due primarily to the nature of the commodities imported versus those exported. As illustrated in **Exhibit 3.10** (Florida’s top 25 air imports by tonnage), the top three imports comprising over 65 percent of air import tons are perishables. These commodities, arriving primarily from Latin America, have an average value per ton of \$3,323, whereas the average non-perishable Florida air import has a value of \$59,411 per ton and the average U.S. air import has a value of \$82,027 per ton. Again, this is simply a function of the economic and export characteristics prevalent in Florida’s top trading partners – the more agrarian-based economies of Latin America versus the more technology and manufacturing oriented economies of Europe and Asia.

Exhibit 3.10
2005 Florida Top 25 Air Cargo Imports
Ranked By Tons

Rank	Commodity	2005 Tons	2005 Value (\$)	Value per Ton (\$)	% of Total
1	06 Live Trees, Plants, Bulbs Etc.; Cut Flowers Etc.	173,972	659,140,497	3,789	29.0%
2	03 Fish, Crustaceans & Aquatic Invertebrates	157,680	730,632,318	4,634	26.3%
3	07 Edible Vegetables & Certain Roots & Tubers	60,466	93,410,697	1,545	10.1%
4	61 Apparel Articles And Accessories, Knit Or Crochet	26,124	519,734,105	19,895	4.4%
5	62 Apparel Articles And Accessories, Not Knit Etc.	22,262	429,061,227	19,273	3.7%
6	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	21,592	1,823,634,083	84,460	3.6%
7	08 Edible Fruit & Nuts; Citrus Fruit Or Melon Peel	20,237	36,628,727	1,810	3.4%
8	87 Vehicles, Except Railway Or Tramway, And Parts Etc	19,313	77,540,415	4,015	3.2%
9	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	16,761	1,140,951,264	68,073	2.8%
10	64 Footwear, Gaiters Etc. And Parts Thereof	6,810	137,060,263	20,126	1.1%
11	10 Cereals	6,015	8,666,874	1,441	1.0%
12	98 Special Classification Provisions, Nesoi	5,931	1,051,921,356	177,354	1.0%
13	90 Optic, Photo Etc, Medic Or Surgical Instrments Etc	4,483	362,109,694	80,767	0.7%
14	94 Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	4,290	83,754,379	19,524	0.7%
15	41 Raw Hides And Skins (no Furskins) And Leather	4,228	86,343,248	20,420	0.7%
16	24 Tobacco And Manufactured Tobacco Substitutes	4,122	77,823,489	18,878	0.7%
17	49 Printed Books, Newspapers Etc; Manuscripts Etc	3,455	31,892,356	9,230	0.6%
18	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	3,104	116,686,406	37,592	0.5%
19	39 Plastics And Articles Thereof	3,027	33,535,982	11,080	0.5%
20	16 Edible Preparations Of Meat, Fish, Crustaceans Etc	1,696	17,487,836	10,312	0.3%
21	12 Oil Seeds Etc.; Misc Grain, Seed, Fruit, Plant Etc	1,518	27,662,652	18,227	0.3%
22	70 Glass And Glassware	1,503	13,585,147	9,036	0.3%
23	30 Pharmaceutical Products	1,502	103,153,343	68,688	0.3%
24	40 Rubber And Articles Thereof	1,499	14,189,483	9,464	0.2%
25	29 Organic Chemicals	1,488	549,408,558	369,320	0.2%
	All Other	26,678	2,177,231,917	81,611	4.4%
Total FL Air Imports		599,758	10,403,246,316	17,346	100%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

When ranking Florida's top imports by total value in 2005, a different set of commodities moves to the top spots. As illustrated in **Exhibit 3.11**, the top four import commodities in value account for only 7.5 percent of total tonnage, yet account for slightly over 50 percent of total air import value. These commodities are higher value manufactured products or precious gems and metals.

Exhibit 3.11
2005 Florida Top 25 Air Cargo Imports
Ranked By Value

Rank	Commodity	2005 Value (\$)	2005 Tons	Value per Ton (\$)	% of Total
1	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	1,823,634,083	21,592	84,460	17.5%
2	71 Nat Etc Pearls, Prec Etc Stones, Pr Met Etc; Coin	1,196,770,098	820	1,459,082	11.5%
3	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	1,140,951,264	16,761	68,073	11.0%
4	98 Special Classification Provisions, Nesoi	1,051,921,356	5,931	177,354	10.1%
5	03 Fish, Crustaceans & Aquatic Invertebrates	730,632,318	157,680	4,634	7.0%
6	06 Live Trees, Plants, Bulbs Etc.; Cut Flowers Etc.	659,140,497	173,972	3,789	6.3%
7	29 Organic Chemicals	549,408,558	1,488	369,320	5.3%
8	61 Apparel Articles And Accessories, Knit Or Crochet	519,734,105	26,124	19,895	5.0%
9	62 Apparel Articles And Accessories, Not Knit Etc.	429,061,227	22,262	19,273	4.1%
10	90 Optic, Photo Etc, Medic Or Surgical Instrments Etc	362,109,694	4,483	80,767	3.5%
11	97 Works Of Art, Collectors' Pieces And Antiques	349,530,692	715	489,101	3.4%
12	91 Clocks And Watches And Parts Thereof	142,774,992	259	550,948	1.4%
13	64 Footwear, Gaiters Etc. And Parts Thereof	137,060,263	6,810	20,126	1.3%
14	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	116,686,406	3,104	37,592	1.1%
15	88 Aircraft, Spacecraft, And Parts Thereof	107,153,346	405	264,690	1.0%
16	30 Pharmaceutical Products	103,153,343	1,502	68,688	1.0%
17	07 Edible Vegetables & Certain Roots & Tubers	93,410,697	60,466	1,545	0.9%
18	41 Raw Hides And Skins (no Furskins) And Leather	86,343,248	4,228	20,420	0.8%
19	94 Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	83,754,379	4,290	19,524	0.8%
20	24 Tobacco And Manufactured Tobacco Substitutes	77,823,489	4,122	18,878	0.7%
21	87 Vehicles, Except Railway Or Tramway, And Parts Etc	77,540,415	19,313	4,015	0.7%
22	42 Leather Art; Saddlery Etc; Handbags Etc; Gut Art	37,224,679	1,463	25,444	0.4%
23	01 Live Animals	37,166,996	1,040	35,752	0.4%
24	08 Edible Fruit & Nuts; Citrus Fruit Or Melon Peel	36,628,727	20,237	1,810	0.4%
25	39 Plastics And Articles Thereof	33,535,982	3,027	11,080	0.3%
	All Other	420,095,462	37,664	11,154	4.0%
Total FL Air Imports		10,403,246,316	599,758	17,346	100%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

Exhibits 3.12 and **3.13** detail Florida's top exports by total tonnage and value. Florida's air exports hold a substantially higher value per ton due to a differing export commodity profile. Florida's top three 2005 air exports (in both tonnage and value) accounting for nearly 50 percent of air export tonnage consist of Machinery, Electronics and Optics; commodities that are of a much higher value than perishables.

Exhibit 3.12
2005 Florida Top 10 Air Cargo Exports
Ranked By Tons

Rank	Commodity	2005 Tons	2005 Value (\$)	Value per Ton (\$)	% of Total
1	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	94,524	6,421,397,478	67,934	30.5%
2	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	43,328	5,212,459,660	120,302	14.0%
3	90 Optic, Photo Etc, Medic Or Surgical Instrments Etc	17,085	1,771,894,012	103,709	5.5%
4	39 Plastics And Articles Thereof	9,889	142,373,639	14,397	3.2%
5	04 Dairy Prods; Birds Eggs; Honey; Ed Animal Pr Nesoi	9,626	20,215,323	2,100	3.1%
6	87 Vehicles, Except Railway Or Tramway, And Parts Etc	9,185	205,137,527	22,334	3.0%
7	48 Paper & Paperboard & Articles (inc Papr Pulp Artl)	7,511	43,413,658	5,780	2.4%
8	73 Articles Of Iron Or Steel	6,520	69,840,472	10,711	2.1%
9	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	5,542	121,552,814	21,933	1.8%
10	98 Special Classification Provisions, Nesoi	5,460	115,669,367	21,187	1.8%
11	38 Miscellaneous Chemical Products	5,209	179,530,486	34,464	1.7%
12	30 Pharmaceutical Products	5,209	956,342,313	183,587	1.7%
13	88 Aircraft, Spacecraft, And Parts Thereof	5,070	1,220,863,391	240,815	1.6%
14	49 Printed Books, Newspapers Etc; Manuscripts Etc	4,258	141,494,379	33,227	1.4%
15	29 Organic Chemicals	4,200	278,427,277	66,294	1.4%
16	07 Edible Vegetables & Certain Roots & Tubers	3,724	5,370,243	1,442	1.2%
17	12 Oil Seeds Etc.; Misc Grain, Seed, Fruit, Plant Etc	3,706	23,584,355	6,364	1.2%
18	37 Photographic Or Cinematographic Goods	3,615	62,308,547	17,235	1.2%
19	82 Tools, Cutlery Etc. Of Base Metal & Parts Thereof	3,527	100,431,653	28,476	1.1%
20	32 Tanning & Dye Ext Etc; Dye, Paint, Putty Etc; Inks	3,202	39,325,373	12,281	1.0%
21	62 Apparel Articles And Accessories, Not Knit Etc.	3,063	53,562,192	17,486	1.0%
22	95 Toys, Games & Sport Equipment; Parts & Accessories	3,043	110,395,889	36,274	1.0%
23	54 Manmade Filaments, Including Yarns & Woven Fabrics	2,841	29,527,689	10,394	0.9%
24	01 Live Animals	2,601	51,455,224	19,780	0.8%
25	21 Miscellaneous Edible Preparations	2,523	20,366,243	8,072	0.8%
	All Other	45,888	1,256,122,688	27,374	14.8%
Total FL Air Exports		310,350	18,653,061,892	60,103	100%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

Exhibit 3.13
2005 Florida Top 10 Air Cargo Exports
Ranked By Value

Rank	Commodity	2005 Value (\$)	2005 Tons	Value per Ton (\$)	% of Total
1	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	6,421,397,478	94,524	67,934	34.4%
2	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	5,212,459,660	43,328	120,302	27.9%
3	90 Optic, Photo Etc, Medic Or Surgical Instrmnts Etc	1,771,894,012	17,085	103,709	9.5%
4	88 Aircraft, Spacecraft, And Parts Thereof	1,220,863,391	5,070	240,815	6.5%
5	30 Pharmaceutical Products	956,342,313	5,209	183,587	5.1%
6	71 Nat Etc Pearls, Prec Etc Stones, Pr Met Etc; Coin	446,792,349	831	537,448	2.4%
7	29 Organic Chemicals	278,427,277	4,200	66,294	1.5%
8	87 Vehicles, Except Railway Or Tramway, And Parts Etc	205,137,527	9,185	22,334	1.1%
9	38 Miscellaneous Chemical Products	179,530,486	5,209	34,464	1.0%
10	97 Works Of Art, Collectors' Pieces And Antiques	152,688,015	161	950,085	0.8%
11	39 Plastics And Articles Thereof	142,373,639	9,889	14,397	0.8%
12	49 Printed Books, Newspapers Etc; Manuscripts Etc	141,494,379	4,258	33,227	0.8%
13	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	121,552,814	5,542	21,933	0.7%
14	98 Special Classification Provisions, Nesoi	115,669,367	5,460	21,187	0.6%
15	95 Toys, Games & Sport Equipment; Parts & Accessories	110,395,889	3,043	36,274	0.6%
16	82 Tools, Cutlery Etc. Of Base Metal & Parts Thereof	100,431,653	3,527	28,476	0.5%
17	91 Clocks And Watches And Parts Thereof	72,910,502	519	140,593	0.4%
18	73 Articles Of Iron Or Steel	69,840,472	6,520	10,711	0.4%
19	37 Photographic Or Cinematographic Goods	62,308,547	3,615	17,235	0.3%
20	62 Apparel Articles And Accessories, Not Knit Etc.	53,562,192	3,063	17,486	0.3%
21	01 Live Animals	51,455,224	2,601	19,780	0.3%
22	94 Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	46,621,170	1,684	27,685	0.2%
23	61 Apparel Articles And Accessories, Knit Or Crochet	45,107,230	2,049	22,014	0.2%
24	48 Paper & Paperboard & Articles (inc Papr Pulp Artl)	43,413,658	7,511	5,780	0.2%
25	32 Tanning & Dye Ext Etc; Dye, Paint, Putty Etc; Inks	39,325,373	3,202	12,281	0.2%
	All Other	591,067,275	63,063	9,373	20.3%
Total FL Air Exports		18,653,061,892	310,350	60,103	100%

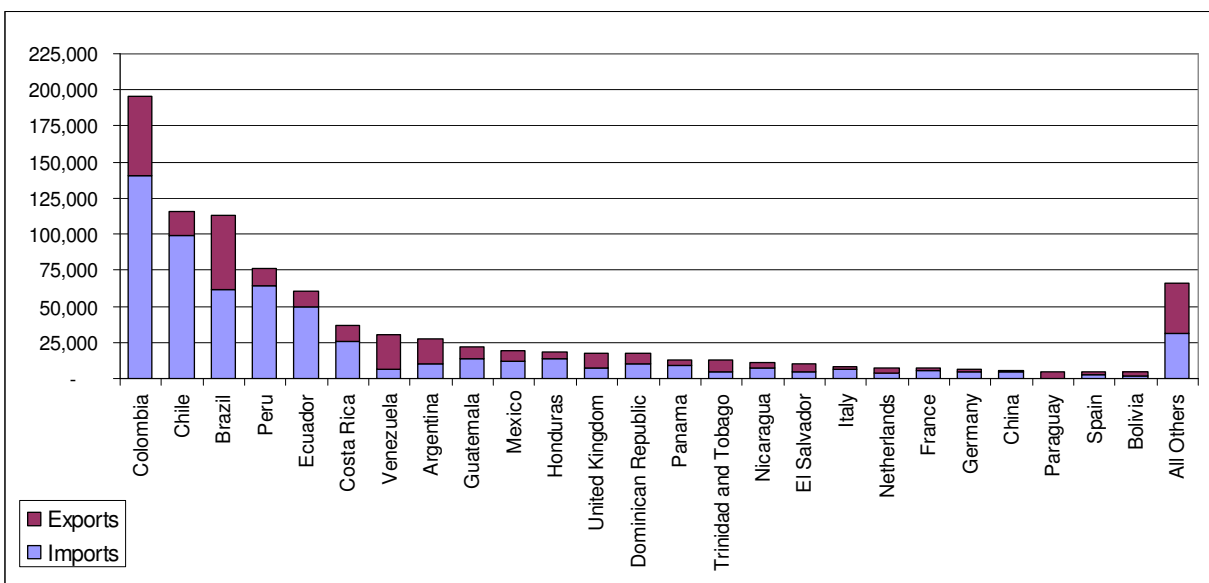
Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

Distribution by Trade Partner

This section specifically examines which countries constitute Florida's primary air trade partners in terms of both tonnage and value. **Exhibits 3.14** and **3.15** detail Florida's top 25 trading partner countries in terms of tons and value, imports versus exports. As would be expected, Latin American countries constitute the majority of the top spots in terms of both volume and value for both imports and exports.

**Exhibit 3.14
2005 Florida Top 25 Trading Partners by Tons**

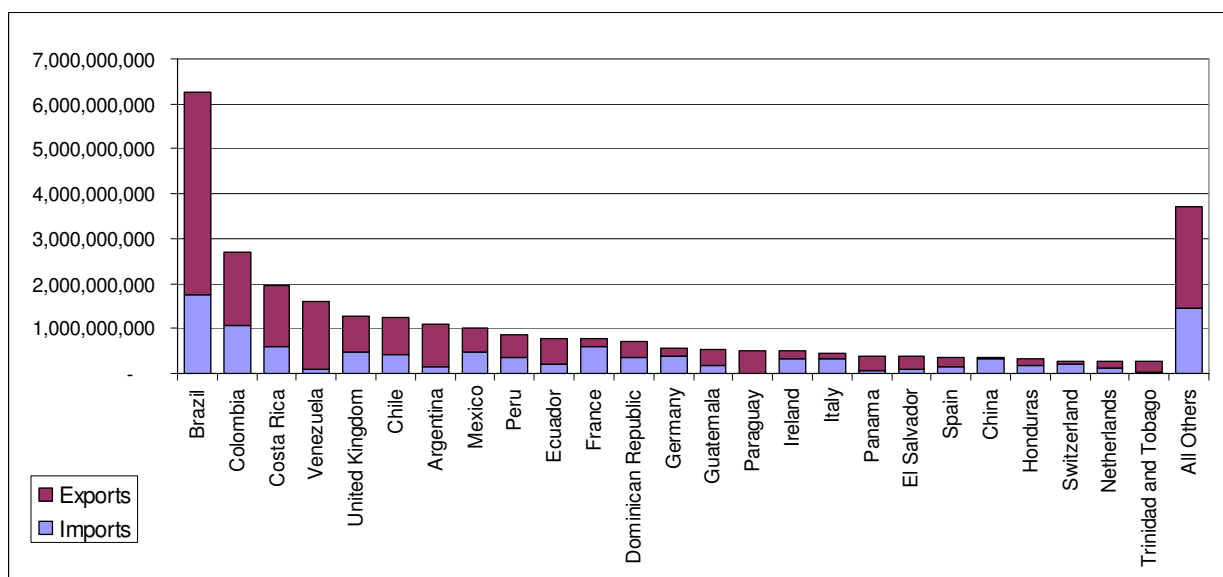
Rank	Trade Partner	Imports (Tons)	Exports (Tons)	Total Trade (Tons)	% of Total
1	Colombia	140,308	55,186	195,494	21.5%
2	Chile	99,200	16,848	116,047	12.8%
3	Brazil	61,179	51,801	112,980	12.4%
4	Peru	64,272	11,789	76,061	8.4%
5	Ecuador	49,153	11,394	60,547	6.7%
6	Costa Rica	25,994	10,384	36,378	4.0%
7	Venezuela	5,994	24,441	30,435	3.3%
8	Argentina	9,996	17,524	27,520	3.0%
9	Guatemala	14,204	7,721	21,925	2.4%
10	Mexico	11,929	7,713	19,642	2.2%
11	Honduras	13,510	4,513	18,023	2.0%
12	United Kingdom	7,030	10,399	17,429	1.9%
13	Dominican Republic	10,229	6,802	17,030	1.9%
14	Panama	9,183	3,716	12,899	1.4%
15	Trinidad and Tobago	4,696	7,927	12,623	1.4%
16	Nicaragua	7,477	3,284	10,760	1.2%
17	El Salvador	4,397	6,035	10,433	1.1%
18	Italy	6,082	1,807	7,889	0.9%
19	Netherlands	3,655	3,252	6,907	0.8%
20	France	5,502	1,404	6,906	0.8%
21	Germany	4,594	2,248	6,841	0.8%
22	China	4,843	374	5,218	0.6%
23	Paraguay	274	4,637	4,910	0.5%
24	Spain	2,649	2,005	4,654	0.5%
25	Bolivia	2,071	2,409	4,480	0.5%
	All Others	31,338	34,739	66,077	7.3%
	Total	599,758	310,350	910,108	100%



Source: WSA, Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

Exhibit 3.15
2005 Florida Top 25 Trading Partners by Value

Rank	Trade Partner	Imports (\$)	Exports (\$)	Total Trade (\$)	% of Total
1	Brazil	1,744,872,886	4,516,045,170	6,260,918,056	21.5%
2	Colombia	1,081,377,761	1,630,737,011	2,712,114,772	9.3%
3	Costa Rica	605,818,467	1,349,017,568	1,954,836,035	6.7%
4	Venezuela	92,620,785	1,502,623,232	1,595,244,017	5.5%
5	United Kingdom	467,521,002	799,791,304	1,267,312,306	4.4%
6	Chile	417,687,356	821,598,139	1,239,285,495	4.3%
7	Argentina	158,692,781	936,092,969	1,094,785,750	3.8%
8	Mexico	484,940,973	531,263,666	1,016,204,639	3.5%
9	Peru	347,413,394	515,872,893	863,286,287	3.0%
10	Ecuador	213,796,898	548,414,089	762,210,987	2.6%
11	France	588,980,749	168,903,003	757,883,752	2.6%
12	Dominican Republic	357,572,937	345,638,865	703,211,802	2.4%
13	Germany	378,969,637	173,179,391	552,149,028	1.9%
14	Guatemala	173,431,417	373,393,895	546,825,312	1.9%
15	Paraguay	4,242,956	504,834,531	509,077,487	1.8%
16	Ireland	332,662,924	169,016,784	501,679,708	1.7%
17	Italy	314,985,011	123,579,002	438,564,013	1.5%
18	Panama	71,015,724	320,003,626	391,019,350	1.3%
19	El Salvador	74,426,100	300,178,188	374,604,288	1.3%
20	Spain	147,265,850	201,042,076	348,307,926	1.2%
21	China	313,052,230	30,149,437	343,201,667	1.2%
22	Honduras	186,051,394	150,334,809	336,386,203	1.2%
23	Switzerland	209,959,909	68,392,258	278,352,167	1.0%
24	Netherlands	128,663,112	133,653,579	262,316,691	0.9%
25	Trinidad and Tobago	41,446,617	211,531,754	252,978,371	0.9%
	All Others	1,465,777,446	2,227,774,653	3,693,552,099	12.7%
	Total	10,403,246,316	18,653,061,892	29,056,308,208	100%



Source: WSA, Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

When comparing the two rankings, it again becomes apparent that the value of commodities varies greatly between Florida’s air trade partners. For example, Columbia accounts for over 21 percent of Florida’s air trade tonnage, yet just 9.3 percent of its value; the UK ranked 12th in volume with just 1.9 percent of tonnage, but moved to 5th in the value category with 4.4 percent of total air trade value.

The differentiation in air trade commodity value is also apparent in the Florida import versus export commodity mix. Due to the valuation differences between Florida’s primary air import versus air export commodities, Florida posted a nearly 290,000 ton imbalance in 2005 air trade favoring import over export tonnage, yet was able to post a healthy \$8.25 billion air trade surplus.

INTERNATIONAL AIR TRADE BY AIRPORT

International air cargo activity in the State of Florida is heavily concentrated. As shown in **Exhibit 3.16**, Miami International Airport (MIA) accounts for nearly 97 percent of Florida’s international air trade in terms of total air cargo tonnage for 2005. The next three airports listed - Orlando International (MCO), Tampa International (TPA) and Orlando-Sanford International (SFB) - account for another 2.8 percent of the State’s international air cargo volume. The remaining three-tenths of a percent are spread among several other Florida airports including the following:

- Ft. Lauderdale International (FLL)
- Southwest Florida International (RSW)
- Palm Beach International (PBI)
- Jacksonville International (JAX)
- Key West International (EYW)
- Daytona Beach International (DAB)
- Melbourne International Airport (MLB)

Exhibit 3.16
2005 Top International Air Cargo Airports
Ranked By International Tons

Airport	Import Tons	Export Tons	Total Tons	Market Share
Miami International Airport*	584,562	297,289	881,851	96.9%
Orlando International Airport	9,950	7,783	17,732	1.9%
Tampa International Airport	1,944	2,726	4,670	0.5%
Orlando-Sanford International Airport	1,951	1,551	3,502	0.4%
All Other FL Airports	1,351	1,002	2,353	0.3%
Total	599,758	310,350	910,108	100%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

*Includes an estimated 3,500 tons of FLL cleared Export drayage (trucked traffic).

Other non-commercial airports also support international air cargo activity on a sporadic, ad-hoc basis. These international flights are evident through U.S. Customs reporting of air traffic occurring at ports-of-entry that are not associated with one of Florida’s international airports.

The process for airports without on-site customs is to call for U.S. Customs officials from the nearest office or port-of-entry to arrive at the airport and clear the specific international shipment. It is estimated that in 2005 122 tons were imported and 38 tons exported through this type of arrangement. One example of such activity occurs at Opa Locka Airport (OPF) near Miami. Approximately six to seven small air cargo carriers operate at this airport serving the Bahama's air cargo market. Once international cargo arrives at OPF, it remains sealed (in-bond) until officials arrive from one of Miami's U.S. Customs offices to inspect and clear the freight. Once cleared, the goods are moved off-airport to their final destination.

Note that some air cargo (either imported or exported) that is reported through the Stat-USA trade database (i.e., U.S. Census Bureau Foreign Trade Division and U.S. Customs Port District data) may have an intermittent stop (either inbound or outbound) on the way to its final destination. When using this data to gauge an airport's international air cargo activity it is important to remember that U.S. Customs Port District data does not measure landed weight as Airports do, rather Port District data measures inbound international cargo that is actually cleared through a given airport. For example, an inbound shipment from Africa may arrive in the U.S. at JFK International Airport (JFK) in New York prior to its final destination of Miami. The freight is then transloaded (aircraft-to-aircraft transfer) in-bond (sealed and secure) for transit to MIA. Once the freight has reached its final destination (i.e., Miami) it is then cleared for import and reported. Conversely, international freight departing from Miami International Airport to an African destination may also travel via JFK International. Though the freight will actually leave the country from JFK, it will be reported as a MIA export because the Shipper's Export Declaration (SED), the tracking mechanism for exports discussed earlier in this chapter, states that the original departure point is MIA.

In relation to an airport's overall international air cargo volume, particularly one with large-scale international activity such as Miami International, occurrences of air-to-air transloaded international freight arriving or departing via another U.S. gateway is limited. An estimation of this activity can be established by simply examining the direct international routes offered to and from an airport in question and comparing the routes to origin and destination points reported in the Stat-USA trade data. If freight is being reported as arriving from or departing to countries not directly served by the airport, a reasonably assured assumption can be made that this freight is being transloaded at an alternate U.S. gateway.

The following sections focus on Florida's four primary international air cargo airports listed in Exhibit 3.16. These airports include the following:

- Miami International Airport
- Orlando International Airport
- Tampa International Airport
- Orlando-Sanford International Airport

Detailed summaries of each focus on import to export ratios in terms of annual tonnage, commodity mix and top trading partners (by county and world region). Primary focus is placed on the tonnage of cargo versus its respective value because it is the total volume of cargo, irrespective of its value, that places a constant and measurable demand on a given airport's air cargo facilities and infrastructure. For example, one ton of computer components valued at \$250,000 places the same demand on an airport as one ton of asparagus valued at only \$2,000. It could perhaps even be argued that the traditionally lower value per ton perishable

commodities such as vegetables, cut flowers and fresh fish place a greater burden on airport infrastructure due to specialized refrigeration and fumigation facility needs coupled with USDA inspection requirements that may increase warehouse dwell-time.

Miami International Airport (MIA)

As previously discussed, Miami International Airport handles the vast amount of Florida's international air cargo, accounting for nearly 97 percent of the State's total. MIA handles more international air cargo than any other continental U.S. airport (Ted Stevens Anchorage International in Alaska is the only U.S. airport to record more international volume, but its activity consists primarily of fuel stops and trans-load operations for trans-pacific traffic). The Airport is the primary air cargo gateway for Latin America trade in the U.S.; 77 percent of all U.S. air exports to Latin America leave via MIA and 81 percent of all Latin America air imports to the U.S. enter via MIA. Miami International is specifically geared to handle the Latin America perishable imports that make up the majority of the Airport's import volume. Note that the air trade profile of Miami International Airport looks very similar to that of the State of Florida as a whole. This is simply due to MIA's dominant market share of the State's international air cargo traffic.

According to the 2005 update of *An Analysis of Scheduled Commercial Air Service in Florida*, Miami International Airport operates 61 percent of the State's scheduled international passenger flights (this figure may be high because it does not take into account numerous international charter flight operating from Orland-Sanford International Airport), yet MIA handles nearly 97 percent of the State's air international air cargo. MIA is able to command such a disproportionate share of Florida's air cargo market in relation to the State's distribution of international commercial passenger operations because it offers international service from a mix of cargo carriers. While other Florida airports must rely only on belly-space for international lift, Miami International has an abundance of belly-space coupled with a large presence of international all-cargo carriers (both U.S. and foreign) and is a Latin American gateway location for all three major integrated express carriers (FedEx, UPS, and DHL). Currently Miami International Airport is the only Florida airport that offers direct all-cargo scheduled service to international destinations.

As discussed earlier, the majority of Miami International Airport's international air trade is with Latin American and Caribbean nations. **Exhibit 3.17** details Miami International Airport's top trading partners by total tonnage. Note that 18 of the top 25 are Latin American or Caribbean nations (Mexico is not included in the 18 Latin American countries; it is categorized with Canada as a NAFTA trading partner nation).

Exhibit 3.17
2005 Miami International Airport Trading Partners
Ranked by Total Tons

Rank	Trade Partner	Imports (Tons)	Exports (Tons)	Total (Tons)	% of Total
1	Colombia	139,922	55,090	195,012	22.2%
2	Chile	99,199	16,843	116,043	13.2%
3	Brazil	61,083	51,668	112,751	12.8%
4	Peru	64,264	11,784	76,048	8.7%
5	Ecuador	49,147	11,391	60,538	6.9%
6	Costa Rica	25,910	10,363	36,274	4.1%
7	Venezuela	5,978	24,380	30,358	3.5%
8	Argentina	9,973	17,506	27,479	3.1%
9	Guatemala	14,195	7,714	21,909	2.5%
10	Mexico	11,851	7,633	19,484	2.2%
11	Honduras	13,497	4,513	18,010	2.1%
12	Dominican Republic	10,204	6,774	16,978	1.9%
13	Panama	9,183	3,710	12,893	1.5%
14	Trinidad and Tobago	4,696	7,926	12,622	1.4%
15	Nicaragua	7,476	3,282	10,758	1.2%
16	El Salvador	4,395	6,034	10,428	1.2%
17	Italy	4,646	1,676	6,322	0.7%
18	France	4,595	1,106	5,701	0.6%
19	China	4,564	332	4,897	0.6%
20	Paraguay	274	4,588	4,862	0.6%
21	Germany	3,064	1,508	4,572	0.5%
22	Spain	2,540	1,977	4,517	0.5%
23	Bolivia	2,071	2,408	4,479	0.5%
24	Uruguay	1,833	2,443	4,276	0.5%
25	Netherlands	3,263	827	4,091	0.5%
	All Others	26,737	30,312	57,048	6.5%
Total Trade		584,562	293,789	878,351	100%

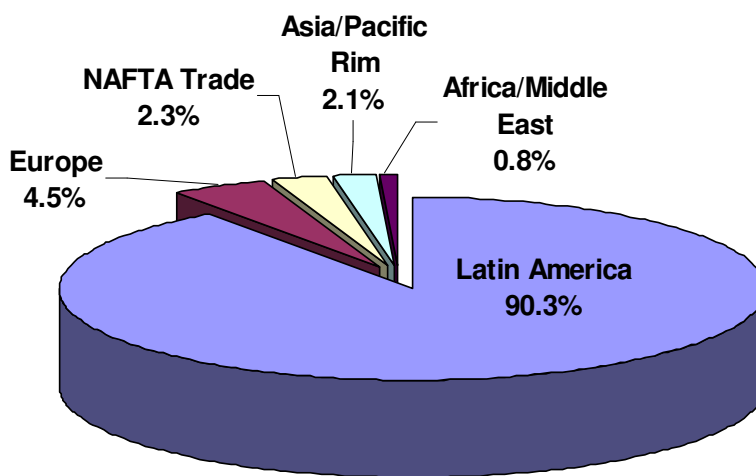
Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

When MIA's total international air cargo volume is broken down by world region, as illustrated in **Exhibit 3.18**, the Latin America and Caribbean region account for over 90 percent of the Airport's air cargo trade. Europe, NAFTA (North America) and Asia/Pacific Rim regions follow in a distant second, third and fourth, respectively, with Africa/Middle East last at less than one percent share.

**Exhibit 3.18
2005 Miami International Airport Trading Partners
By World Region - Total Tons and Market Share**

Trade Partner	Imports (Tons)	Exports (Tons)	Total (Tons)
Latin America	531,469	264,608	796,077
Europe	25,218	14,699	39,917
NAFTA Trade	12,188	7,967	20,155
Asia/Pacific Rim	12,186	6,461	18,647
Africa/Middle East	3,501	3,555	7,056
Total Trade	584,562	297,289	881,851

Source: Foreign Trade Division of U.S. Census Bureau, 2005



After comparing Miami International Airport’s scheduled international routes, it is estimated that approximately three percent of the Stat-USA reported volume is arriving from markets not directly served from MIA (Asia/Pacific Rim and Africa/Middle East). It can be assumed that this cargo is being transloaded at alternate U.S. gateways.

Exhibit 3.19 details Miami International Airport’s top 25 imports and exports by commodity type. Note again how perishables constitute the majority of MIA’s imports, accounting for 72 percent of total tonnage. Perishables account for just over 6 percent of MIA total export tons. When comparing Miami International Airport’s international air trade profile to Florida’s statewide air trade profile, the two look strikingly similar. This is due to MIA’s 97 percent market share of the State’s international air trade market.

**Exhibit 3.19
2005 Miami International Airport Top 25 Commodities
Imports and Exports by Total Tons**

Rank	Import Commodities	Tons	% of Total	Export Commodities	Tons	% of Total
1	06 Live Trees, Plants, Bulbs Etc.; Cut Flowers Etc.	173,587	29.7%	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	92,271	31.0%
2	03 Fish, Crustaceans & Aquatic Invertebrates	157,409	26.9%	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	42,831	14.4%
3	07 Edible Vegetables & Certain Roots & Tubers	60,447	10.3%	90 Optic, Photo Etc, Medic Or Surgical Instrments Etc	16,258	5.5%
4	61 Apparel Articles And Accessories, Knit Or Crochet	25,495	4.4%	04 Dairy Prods; Birds Eggs; Honey; Ed Animal Pr Nesoi	9,628	3.2%
5	62 Apparel Articles And Accessories, Not Knit Etc.	21,596	3.7%	39 Plastics And Articles Thereof	9,243	3.1%
6	08 Edible Fruit & Nuts; Citrus Fruit Or Melon Peel	20,273	3.5%	87 Vehicles, Except Railway Or Tramway, And Parts Etc	8,984	3.0%
7	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	19,886	3.4%	48 Paper & Paperboard & Articles (inc Papr Pulp Artl)	7,386	2.5%
8	87 Vehicles, Except Railway Or Tramway, And Parts Etc	18,692	3.2%	73 Articles Of Iron Or Steel	6,239	2.1%
9	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	14,012	2.4%	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	5,324	1.8%
10	64 Footwear, Gaiters Etc. And Parts Thereof	6,636	1.1%	98 Special Classification Provisions, Nesoi	5,139	1.7%
11	10 Cereals	6,015	1.0%	38 Miscellaneous Chemical Products	5,133	1.7%
12	98 Special Classification Provisions, Nesoi	5,511	0.9%	30 Pharmaceutical Products	5,063	1.7%
13	24 Tobacco And Manufactured Tobacco Substitutes	4,107	0.7%	88 Aircraft, Spacecraft, And Parts Thereof	4,913	1.7%
14	41 Raw Hides And Skins (no Furskins) And Leather	4,091	0.7%	29 Organic Chemicals	3,770	1.3%
15	94 Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	3,910	0.7%	49 Printed Books, Newspapers Etc; Manuscripts Etc	3,643	1.2%
16	90 Optic, Photo Etc, Medic Or Surgical Instrments Etc	3,590	0.6%	12 Oil Seeds Etc.; Misc Grain, Seed, Fruit, Plant Etc	3,622	1.2%
17	49 Printed Books, Newspapers Etc; Manuscripts Etc	3,124	0.5%	37 Photographic Or Cinematographic Goods	3,591	1.2%
18	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	2,883	0.5%	82 Tools, Cutlery Etc. Of Base Metal & Parts Thereof	3,492	1.2%
19	39 Plastics And Articles Thereof	2,412	0.4%	32 Tanning & Dye Ext Etc; Dye, Paint, Putty Etc; Inks	3,076	1.0%
20	16 Edible Preparations Of Meat, Fish, Crustaceans Etc	1,682	0.3%	62 Apparel Articles And Accessories, Not Knit Etc.	3,007	1.0%
21	12 Oil Seeds Etc.; Misc Grain, Seed, Fruit, Plant Etc	1,509	0.3%	95 Toys, Games & Sport Equipment; Parts & Accessories	2,796	0.9%
22	09 Coffee, Tea, Mate & Spices	1,428	0.2%	54 Manmade Filaments, Including Yarns & Woven Fabrics	2,777	0.9%
23	42 Leather Art; Saddlery Etc; Handbags Etc; Gut Art	1,376	0.2%	07 Edible Vegetables & Certain Roots & Tubers	2,585	0.9%
24	70 Glass And Glassware	1,286	0.2%	01 Live Animals	2,572	0.9%
25	40 Rubber And Articles Thereof	1,272	0.2%	21 Miscellaneous Edible Preparations	2,466	0.8%
	All Others	22,333	3.8%	All Others	41,482	14.0%
	Total	584,562	100%	Total	297,289	100%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

Orlando International Airport (MCO)

Orlando international Airport handles just under two percent of Florida's international air cargo, yet it handles 24 percent of Florida's European air cargo traffic. MCO's air cargo trade with Europe is a direct result of the heavy passenger traffic and associated belly-space lift between Europe and Orlando International. Unlike Miami International, Orlando International does not offer scheduled all-cargo or integrated express carrier service to any international destinations. As illustrated in **Exhibit 3.20** which details MCO's top 25 air trade partners, 14 of the top 25 are European nations, while only one (Brazil) is Latin American.

Exhibit 3.20
2005 Orlando International Airport Trading Partners
Ranked by Total Tons

Rank	Trade Partner	Imports (Tons)	Exports (Tons)	Total (Tons)	% of Total
1	United Kingdom	3,200	4,795	7,995	22.2%
2	Germany	1,135	319	1,455	13.2%
3	Italy	1,173	107	1,279	12.8%
4	France	763	216	979	8.7%
5	Netherlands	269	572	840	6.9%
6	India	730	67	797	4.1%
7	Ireland	132	332	464	3.5%
8	Bangladesh	330	4	334	3.1%
9	Denmark	243	64	307	2.5%
10	Belgium	134	132	266	2.2%
11	Japan	87	131	218	2.1%
12	China	195	17	212	1.9%
13	United Arab Emirates	96	69	165	1.5%
14	Sweden	83	39	122	1.4%
15	Pakistan	113	9	121	1.2%
16	Iceland	107	1	108	1.2%
17	South Africa	45	59	103	0.7%
18	Switzerland	86	15	101	0.6%
19	Thailand	73	18	91	0.6%
20	Finland	37	53	90	0.6%
21	Malaysia	5	82	87	0.5%
22	Turkey	57	28	86	0.5%
23	Austria	76	9	85	0.5%
24	Brazil	72	11	82	0.5%
25	Canada	25	56	82	0.5%
	All Others	684	577	1,261	6.5%
Total		9,950	7,783	17,732	100%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

When examining the list of nations that comprise Orlando International Airport's trading partners, it is evident that there are numerous origin and destination countries that are not served directly by MCO. This is evidence of significant in-bond transload activity at alternate

gateway airports and/or charter activity. OAG published schedules as of August 2006 indicate that the only direct international destinations served from MCO are the United Kingdom, Netherlands, Germany, Canada, Panama, Mexico, Costa Rica and several Caribbean nations. Trade with nations not directly served from Orlando International is possible through aircraft-to-aircraft transloading of cargo either at the origin or the destination gateway; freight is consolidated at the gateway for international transit to and from Orlando. An example of this would be the significant inbound (import) tonnage from India despite the fact that MCO does not have any direct flights to that nation. Indian freight is most likely arriving via British Airway flight from London Heathrow International Airport, having been transloaded at Heathrow from inbound British Airways flights originating in India. This type of activity is common for both inbound and outbound freight at all gateway airports and explains the phenomenon of numerous reported international trading partners despite limited direct origin and destination service.

Exhibit 3.21 details Orlando International Airport’s air trade by world region. As discussed above, most of the tonnage moves via a few international routes to large European gateways (e.g., London, Amsterdam, Frankfurt). African and Middle East cargo moves via European airports, while Asian and Pacific Rim cargo arrives and departs the U.S. from west coast gateways such as Los Angeles and San Francisco.

Exhibit 3.21
2005 Orlando International Airport Trading Partners
By World Region - Total Tons and Market Share

Trade Partner	Imports (Tons)	Exports (Tons)	Total (Tons)
Europe	7,647	6,783	14,429
Asia/Pacific Rim	1,480	431	1,910
Africa/Middle East	620	444	1,064
Latin America	157	55	212
NAFTA Trade	46	70	116
Total Trade	9,950	7,783	17,732

Source: Foreign Trade Division of U.S. Census Bureau, 2005

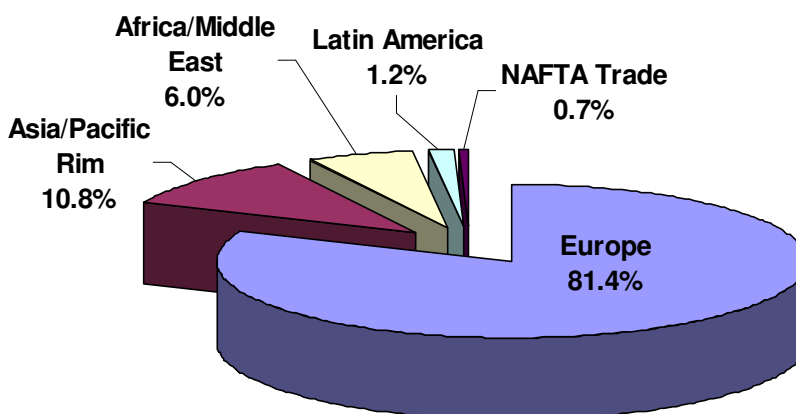


Exhibit 3.22 examines the commodity mix of Orlando International Airport's air imports and exports. The commodity mix, particularly on the import side, varies greatly from that of Miami International Airport. Perishables make up fewer than six percent of Orlando's imports, while they account for 72 percent of Miami's imports. The bulk of MCO's imports are high-value manufactured products, which is indicative of the economies of the Airport's primary European trade partners.

It is interesting to note that Orlando International exports a significantly higher proportion of perishables than does Miami International Airport in relation to each airport's total export tonnage. Perishables rank second, third and fourth in tonnage for MCO, accounting for nearly 29 percent of the Airport's export volume. Miami International Airport's perishable exports, while significantly larger than Orlando's in absolute tonnage, account for only six percent of MIA's export volume.

Exhibit 3.22
2005 Orlando International Airport Top 25 Commodities
Imports and Exports by Total Tons

Rank	Import Commodities	Tons	% of Total	Export Commodities	Tons	% of Total
1	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	1,983	19.9%	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	1,703	21.9%
2	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	1,269	12.8%	07 Edible Vegetables & Certain Roots & Tubers	916	11.8%
3	62 Apparel Articles And Accessories, Not Knit Etc.	540	5.4%	08 Edible Fruit & Nuts; Citrus Fruit Or Melon Peel	774	9.9%
4	87 Vehicles, Except Railway Or Tramway, And Parts Etc	500	5.0%	06 Live Trees, Plants, Bulbs Etc.; Cut Flowers Etc.	535	6.9%
5	90 Optic, Photo Etc, Medic Or Surgical Instrments Etc	493	5.0%	39 Plastics And Articles Thereof	516	6.6%
6	30 Pharmaceutical Products	476	4.8%	90 Optic, Photo Etc, Medic Or Surgical Instrments Etc	451	5.8%
7	39 Plastics And Articles Thereof	427	4.3%	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	307	4.0%
8	61 Apparel Articles And Accessories, Knit Or Crochet	332	3.3%	98 Special Classification Provisions, Nesoi	306	3.9%
9	06 Live Trees, Plants, Bulbs Etc.; Cut Flowers Etc.	277	2.8%	29 Organic Chemicals	253	3.3%
10	29 Organic Chemicals	275	2.8%	95 Toys, Games & Sport Equipment; Parts & Accessories	239	3.1%
11	95 Toys, Games & Sport Equipment; Parts & Accessories	266	2.7%	87 Vehicles, Except Railway Or Tramway, And Parts Etc	179	2.3%
12	94 Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	261	2.6%	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	129	1.7%
13	98 Special Classification Provisions, Nesoi	214	2.1%	30 Pharmaceutical Products	99	1.3%
14	22 Beverages, Spirits And Vinegar	184	1.9%	32 Tanning & Dye Ext Etc; Dye, Paint, Putty Etc; Inks	95	1.2%
15	03 Fish, Crustaceans & Aquatic Invertebrates	175	1.8%	57 Carpets And Other Textile Floor Coverings	83	1.1%
16	73 Articles Of Iron Or Steel	171	1.7%	48 Paper & Paperboard & Articles (inc Papr Pulp Artl)	75	1.0%
17	40 Rubber And Articles Thereof	170	1.7%	38 Miscellaneous Chemical Products	64	0.8%
18	70 Glass And Glassware	150	1.5%	76 Aluminum And Articles Thereof	56	0.7%
19	68 Art Of Stone, Plaster, Cement, Asbestos, Mica Etc.	142	1.4%	21 Miscellaneous Edible Preparations	55	0.7%
20	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	129	1.3%	73 Articles Of Iron Or Steel	54	0.7%
21	38 Miscellaneous Chemical Products	119	1.2%	55 Manmade Staple Fibers, Incl Yarns & Woven Fabrics	53	0.7%
22	83 Miscellaneous Articles Of Base Metal	105	1.1%	83 Miscellaneous Articles Of Base Metal	49	0.6%
23	41 Raw Hides And Skins (no Furskins) And Leather	103	1.0%	81 Base Metals Nesoi; Cermets; Articles Thereof	49	0.6%
24	82 Tools, Cutlery Etc. Of Base Metal & Parts Thereof	95	1.0%	49 Printed Books, Newspapers Etc; Manuscripts Etc	48	0.6%
25	48 Paper & Paperboard & Articles (inc Papr Pulp Artl)	84	0.8%	62 Apparel Articles And Accessories, Not Knit Etc.	46	0.6%
	All Others	1,009	10.1%	All Others	645	8.3%
	Total	9,950	100%	Total	7,783	100%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

Tampa International Airport (TPA)

As illustrated in **Exhibit 3.23**, Tampa International Airport's air trade profile is similar to Orlando International, with the bulk of air trade occurring with Europe. The United Kingdom is TPA's primary international air trade partner, serving London Gatwick International Airport direct with a daily British Airways flight (a Boeing 777 widebody passenger aircraft).

Exhibit 3.23
2005 Tampa International Airport Trading Partners
Ranked by Total Tons

Rank	Trade Partner	Imports (Tons)	Exports (Tons)	Total (Tons)	% of Total
1	United Kingdom	160	1,027	1,186	25.4%
2	Canada	23	515	538	11.5%
3	India	511	3	514	11.0%
4	Germany	201	70	271	5.8%
5	Japan	7	260	267	5.7%
6	Italy	204	13	216	4.6%
7	Ireland	61	121	182	3.9%
8	Pakistan	156	1	157	3.4%
9	Netherlands	61	69	130	2.8%
10	France	88	36	124	2.7%
	All Others	473	612	1,085	23.2%
	Total	1,944	2,726	4,670	100%

U.S. Census Bureau, 2005 STAT-USA Database

In addition to the Tampa-London route, there are also a two daily flights to Toronto and a commuter flight to Nassau, Bahamas. These flights constitute the extent of TPA's scheduled international lift. When examining air trade by world region, as illustrated in **Exhibit 3.24**, it can be assumed that the majority of the European, African and Middle East traffic is arriving and departing via the British Airways Tampa to London flight. Canada constitutes the majority of NAFTA trade, while the Bahamas accounts for Latin America/Caribbean trade. Since TPA does not offer direct Asian/Pacific Rim routes, it can be assumed that freight to and from this region is moving in and out of the U.S. from other gateway airports.

Exhibit 3.24
2005 Tampa International Airport Trading Partners
By World Region - Total Tons and Market Share

Trade Partner	Imports (Tons)	Exports (Tons)	Total (Tons)
Europe	1,016	1,630	2,646
Asia/Pacific Rim	606	442	1,048
NAFTA Trade	24	547	571
Africa/Middle East	295	51	346
Latin America	2	56	59
Total Trade	1,944	2,726	4,670

Source: Foreign Trade Division of U.S. Census Bureau, 2005

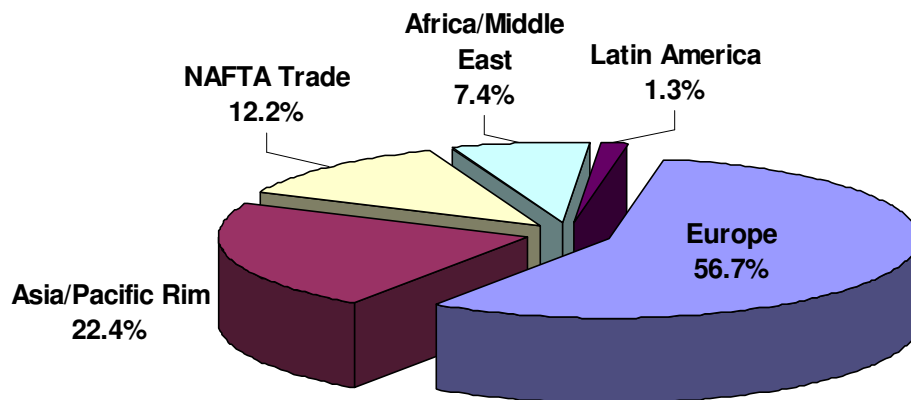


Exhibit 2.25 lists Tampa International Airport’s top import and export commodities. TPA’s import commodity mix is similar to that of Orlando International Airport’s mix; the majority of inbound freight is manufactured goods with less than 3 percent of total volume being perishables. In the other direction, perishables account for almost 37 percent of export volume with the remaining consisting of a mix of manufactured goods and chemicals.

**Exhibit 3.25
2005 Tampa International Airport Top 25 Commodities
Imports and Exports by Total Tons**

Rank	Import Commodities	Tons	% of Total	Export Commodities	Tons	% of Total
1	30 Pharmaceutical Products	272	14.0%	08 Edible Fruit & Nuts; Citrus Fruit Or Melon Peel	826	30.3%
2	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	260	13.4%	49 Printed Books, Newspapers Etc; Manuscripts Etc	405	14.8%
3	61 Apparel Articles And Accessories, Knit Or Crochet	208	10.7%	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	369	13.5%
4	90 Optic, Photo Etc, Medic Or Surgical Instrments Etc	157	8.1%	90 Optic, Photo Etc, Medic Or Surgical Instrments Etc	312	11.5%
5	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	141	7.2%	29 Organic Chemicals	138	5.1%
6	94 Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	83	4.3%	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	100	3.7%
7	62 Apparel Articles And Accessories, Not Knit Etc.	74	3.8%	06 Live Trees, Plants, Bulbs Etc.; Cut Flowers Etc.	82	3.0%
8	87 Vehicles, Except Railway Or Tramway, And Parts Etc	65	3.4%	03 Fish, Crustaceans & Aquatic Invertebrates	74	2.7%
9	63 Textile Art Nesoi; Needlecraft Sets; Worn Text Art	56	2.9%	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	56	2.0%
10	38 Miscellaneous Chemical Products	55	2.8%	88 Aircraft, Spacecraft, And Parts Thereof	33	1.2%
11	29 Organic Chemicals	48	2.5%	83 Miscellaneous Articles Of Base Metal	32	1.2%
12	64 Footwear, Gaiters Etc. And Parts Thereof	46	2.4%	70 Glass And Glassware	25	0.9%
13	39 Plastics And Articles Thereof	41	2.1%	15 Animal Or Vegetable Fats, Oils Etc. & Waxes	24	0.9%
14	98 Special Classification Provisions, Nesoi	34	1.8%	98 Special Classification Provisions, Nesoi	22	0.8%
15	42 Leather Art; Saddlery Etc; Handbags Etc; Gut Art	31	1.6%	32 Tanning & Dye Ext Etc; Dye, Paint, Putty Etc; Inks	22	0.8%
16	22 Beverages, Spirits And Vinegar	31	1.6%	39 Plastics And Articles Thereof	21	0.8%
17	27 Mineral Fuel, Oil Etc.; Bitumin Subst; Mineral Wax	30	1.5%	30 Pharmaceutical Products	17	0.6%
18	50 Silk, Including Yarns And Woven Fabric Thereof	28	1.4%	81 Base Metals Nesoi; Cermets; Articles Thereof	16	0.6%
19	76 Aluminum And Articles Thereof	22	1.1%	76 Aluminum And Articles Thereof	16	0.6%
20	68 Art Of Stone, Plaster, Cement, Asbestos, Mica Etc.	20	1.1%	40 Rubber And Articles Thereof	15	0.5%
21	03 Fish, Crustaceans & Aquatic Invertebrates	20	1.0%	94 Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	14	0.5%
22	41 Raw Hides And Skins (no Furskins) And Leather	17	0.9%	96 Miscellaneous Manufactured Articles	14	0.5%
23	23 Food Industry Residues & Waste; Prep Animal Feed	16	0.8%	87 Vehicles, Except Railway Or Tramway, And Parts Etc	13	0.5%
24	73 Articles Of Iron Or Steel	15	0.8%	82 Tools, Cutlery Etc. Of Base Metal & Parts Thereof	12	0.4%
25	20 Prep Vegetables, Fruit, Nuts Or Other Plant Parts	15	0.8%	24 Tobacco And Manufactured Tobacco Substitutes	11	0.4%
	All Others	157	8.1%	All Others	60	2.2%
	Total	1,944	100%	Total	2,726	100%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

Orlando-Sanford International Airport (SFB)

Orlando-Sanford International Airport's air cargo trade is relatively straight forward since the Airport offers service to only a single international destination, the United Kingdom. SFB is home to numerous passenger charter operations serving Manchester and London-Gatwick International Airports. These flights provide significant widebody lift to the U.K. and European markets beyond. **Exhibit 3.26** lists SFB's top trade partners.

Exhibit 3.26
2005 Orlando-Sanford International Airport Trading Partners
Ranked by Total Tons

Rank	Trade Partner	Imports (Tons)	Exports (Tons)	Total (Tons)	% of Total
1	United Kingdom	935	652	1,586	45.3%
2	Netherlands	17	702	719	20.5%
3	Austria	281	-	281	8.0%
4	Ireland	208	31	239	6.8%
5	Turkey	80	1	81	2.3%
6	Sweden	48	19	67	1.9%
7	Portugal	66	-	66	1.9%
8	Italy	55	-	55	1.6%
9	Germany	44	6	50	1.4%
10	China	31	9	40	1.2%
	All Others	185	131	316	9.0%
	Total	1,951	1,551	3,502	100%

U.S. Census Bureau, 2005 STAT-USA Database

As illustrated in **Exhibit 3.27**, the European region accounts for nearly 93 percent of the Airport's total air trade. It is likely that freight arriving from and departing to the Africa/Middle East region markets is moving via the Manchester and London charter flights; these markets combined (Europe and Africa/Middle East) account for 97 percent of the Airport's international freight. Since SFB does not offer direct Asian/Pacific Rim routes, it can be assumed that freight to and from this region is moving in and out of the U.S. from other gateway airports.

Exhibit 3.27
2005 Orlando-Sanford International Airport Trading Partners
By World Region - Total Tons and Market Share

Trade Partner	Imports (Tons)	Exports (Tons)	Total (Tons)
Europe	1,825	1,416	3,242
Africa/Middle East	39	114	153
Asia/Pacific Rim	84	17	101
NAFTA Trade	0	4	5
Latin America	1	0	1
Total Trade	1,950	1,552	3,502

Source: Foreign Trade Division of U.S. Census Bureau, 2005

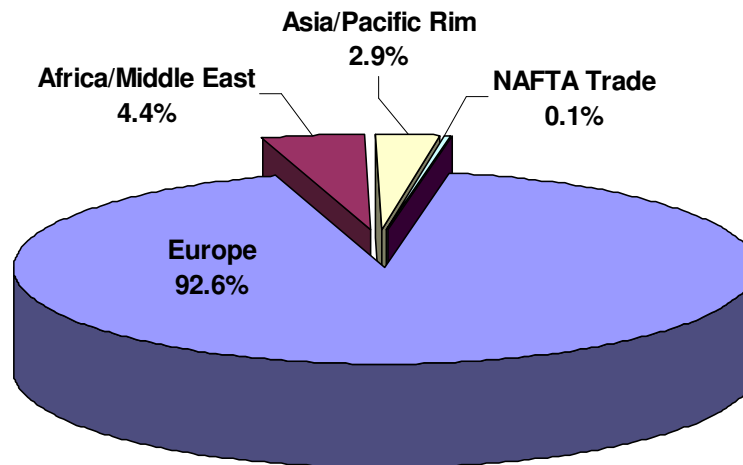


Exhibit 3.28 details Orlando-Sanford International Airport's top air import and exports. SFB's imports consist exclusively of manufactured goods and chemicals with no perishables reported. However, on the outbound side nearly 47 percent of export tonnage consists of perishables. This ratio of perishables to manufactured goods is the highest of the Florida's major air cargo airports.

Exhibit 3.28
2005 Orlando-Sanford International Airport Top 25 Commodities
Imports and Exports by Total Tons

Rank	Import Commodities	Tons	% of Total	Export Commodities	Tons	% of Total
1	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	558	28.6%	06 Live Trees, Plants, Bulbs Etc.; Cut Flowers Etc.	715	46.1%
2	90 Optic, Photo Etc, Medic Or Surgical Instrmnts Etc	193	9.9%	84 Nuclear Reactors, Boilers, Machinery Etc.; Parts	166	10.7%
3	39 Plastics And Articles Thereof	126	6.5%	49 Printed Books, Newspapers Etc; Manuscripts Etc	163	10.5%
4	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	105	5.4%	39 Plastics And Articles Thereof	100	6.4%
5	30 Pharmaceutical Products	74	3.8%	85 Electric Machinery Etc; Sound Equip; Tv Equip; Pts	72	4.6%
6	61 Apparel Articles And Accessories, Knit Or Crochet	68	3.5%	54 Manmade Filaments, Including Yarns & Woven Fabrics	41	2.6%
7	35 Albuminoidal Subst; Modified Starch; Glue; Enzymes	50	2.6%	90 Optic, Photo Etc, Medic Or Surgical Instrmnts Etc	30	1.9%
8	09 Coffee, Tea, Mate & Spices	47	2.4%	57 Carpets And Other Textile Floor Coverings	27	1.7%
9	29 Organic Chemicals	45	2.3%	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	25	1.6%
10	87 Vehicles, Except Railway Or Tramway, And Parts Etc	45	2.3%	44 Wood And Articles Of Wood; Wood Charcoal	19	1.2%
11	88 Aircraft, Spacecraft, And Parts Thereof	45	2.3%	68 Art Of Stone, Plaster, Cement, Asbestos, Mica Etc.	15	0.9%
12	70 Glass And Glassware	43	2.2%	30 Pharmaceutical Products	14	0.9%
13	82 Tools, Cutlery Etc. Of Base Metal & Parts Thereof	36	1.9%	94 Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	14	0.9%
14	33 Essential Oils Etc; Perfumery, Cosmetic Etc Preps	35	1.8%	34 Soap Etc; Waxes, Polish Etc; Candles; Dental Preps	12	0.8%
15	49 Printed Books, Newspapers Etc; Manuscripts Etc	33	1.7%	87 Vehicles, Except Railway Or Tramway, And Parts Etc	11	0.7%
16	54 Manmade Filaments, Including Yarns & Woven Fabrics	33	1.7%	61 Apparel Articles And Accessories, Knit Or Crochet	11	0.7%
17	95 Toys, Games & Sport Equipment; Parts & Accessories	33	1.7%	40 Rubber And Articles Thereof	10	0.7%
18	62 Apparel Articles And Accessories, Not Knit Etc.	33	1.7%	88 Aircraft, Spacecraft, And Parts Thereof	10	0.6%
19	55 Manmade Staple Fibers, Incl Yarns & Woven Fabrics	25	1.3%	19 Prep Cereal, Flour, Starch Or Milk; Bakers Wares	8	0.5%
20	40 Rubber And Articles Thereof	24	1.2%	07 Edible Vegetables & Certain Roots & Tubers	8	0.5%
21	73 Articles Of Iron Or Steel	24	1.2%	38 Miscellaneous Chemical Products	8	0.5%
22	32 Tanning & Dye Ext Etc; Dye, Paint, Putty Etc; Inks	22	1.1%	48 Paper & Paperboard & Articles (inc Papr Pulp Artl)	8	0.5%
23	44 Wood And Articles Of Wood; Wood Charcoal	21	1.1%	52 Cotton, Including Yarn And Woven Fabric Thereof	7	0.5%
24	76 Aluminum And Articles Thereof	18	0.9%	82 Tools, Cutlery Etc. Of Base Metal & Parts Thereof	7	0.4%
25	56 Wadding, Felt Etc; Sp Yarn; Twine, Ropes Etc.	18	0.9%	29 Organic Chemicals	7	0.4%
	All Others	196	10.0%	All Others	46	3.0%
	Total	1,951	100%	Total	1,551	100%

Source: Foreign Trade Division of the U.S. Census Bureau, 2005 STAT-USA Database

Other Florida International Air Cargo Activity

As discussed earlier in this chapter, several other Florida airports report international air cargo activity. In total, these other airports account for approximately three-tenths of a percent of the State's international air cargo activity. Of these, the following are the only airports to offer scheduled international service:

- Southwest Florida International (RSW)
- Ft. Lauderdale-Hollywood International (FLL)
- St. Petersburg-Clearwater International (PIE)
- Melbourne International (MLB)

Southwest Florida International currently has six scheduled passenger flights per week to Germany (three to Düsseldorf, two to Munich and one to Frankfurt). Stat-USA data reports 549 tons of international air cargo for 2005 (187 tons imported, 262 tons exported), while the Airport survey indicates a total of 1,181 tons (578 tons imported, 603 tons exported). The differences, as previously discussed, can be attributed to in-bond transloading of the freight or in-bond drayage (the truck transport of air cargo to and from an airport) to an FTZ. Using the Stat-USA reported tonnage leads to a 0.06 percent share of the State's international air cargo total. If the Airport-provided numbers are used, RSW's market share is increased to 0.13 percent. For the purposes of facility analysis and forecasting to be conducted later in this report, the Airport reported data will be used. These figures are deemed to be a more accurate reflection of on-airport activity since they measure actual enplaned and deplaned tonnage versus customs clearance data and SED reports.

Ft. Lauderdale-Hollywood International Airport serves several international destinations in Canada and the Caribbean. Air Canada operates flights to three Canadian cities, Toronto, Ottawa and Montreal. In addition, the Bahamas, Jamaica and the Dominican Republic are also served directly from FLL. The Airport reported a total of 826 tons of international air cargo for 2005 (384 enplaned, 442 deplaned) equating to a 0.09 percent share of the State's total international air trade. Stat-USA report a 4,057 tons exported and 407 tons imported. Airport officials have indicated that the disparity is due to large volumes of export freight being trucked to Miami International Airport for air transit. This freight, though leaving via the Miami gateway, is being reported on SED forms with a Ft. Lauderdale origin.

St. Petersburg-Clearwater International serves Toronto, Canada three times per week with an Airbus 319 (narrowbody) operated by CanJet/Conquest Vacations. The Airport reports 277 tons of international freight in 2005 (98 tons enplaned and 179 tons deplaned) equating to a 0.03 percent share of the State's international air cargo.

Melbourne international Airport supports regularly scheduled charter service to the Bahamas provided by carrier Vintage Props and Jets. The Airport reports 176 tons of international freight in 2005 (80 tons enplaned and 96 tons deplaned) equating to a 0.02 percent share of the State's international air cargo.

No other Florida airports other than the State's four primary international air cargo airports and the four discussed above support regularly scheduled international flights (passenger or cargo). However, as previously noted, several other commercial service and general aviation airports may support ad-hoc international air cargo activity. Charter air cargo activity is not required to

be reported to airport authorities; however U.S. customs data does track the tonnage and port-of-entry. The Stat-USA database indicates that limited international air cargo activity took place at the following airports in 2005:

- Palm Beach International
- Jacksonville International
- Sarasota-Bradenton International
- Key West International
- Daytona Beach International
- Panama City-Bay County International
- St. Lucie County International
- Ocala Regional
- Pensacola Regional
- Opa Locka Regional

The total of the 2005 international charter activity at the above listed airports is 934 tons, 404 tons enplaned (exports) and 530 tons deplaned (imports). This equates to 0.1 percent of Florida's total international air cargo activity for the year. Note that at one time Palm Beach International Airport had direct scheduled service to Toronto, Canada provided by Air Canada. The exact date this service was terminated is not known, so a portion of Palm Beach International Airport's reported international freight classified as non-scheduled charter may in actuality be scheduled traffic.