



THE PORT CREDIT 2020 REPORT

Alabama Department of Commerce

Pursuant to the ALABAMA DEPARTMENT OF REVENUE
ADMINISTRATIVE CODE CHAPTER 810-17-1
ECONOMIC TAX INCENTIVES

Section I- Overview of the Economic Tax Incentive

Section One- The purpose of the Economic Tax Incentive and shall report whether or not each Economic Tax Incentive has been successful in meeting the purpose for which it was enacted, in particular, whether each Economic Tax Incentive benefits those originally intended to be benefited, and if not, those who have benefited.

A description of the Tax Incentive. The description shall include the initial statement of purpose of the Tax Incentive as provided for in the enabling legislation, the name(s) of the agency administering the Tax Incentive, a description of the Tax Incentive and how it is calculated or awarded, the history of the Tax Incentive which shall include when and under what authority the Tax Incentive was created, including any amendments to the statute and any departmental rules associated with the Tax Incentive;

The **Port Credit** (the "Tax Incentive") was passed, as one of two incentives, through the Alabama Renewal Act. The statement of purpose in the enabling legislation for the Tax Incentive, administered by the Department of Commerce (the "State Agency"), is:

- (1) to create new programs for the growth of business and industry in Alabama; and
- (2) to create tax credits for increased use of the state's port facilities.

The Tax Incentive is a one-time income tax credit of up to Fifty Dollars (\$50) per TEU, Three Dollars (\$3) per net ton of bulk cargo or Four Cents (\$0.04) per net kilogram for air cargo. New distribution or warehouse shippers investing at least \$20 million and creating at least seventy-five (75) net new jobs are eligible to receive up to \$100 per TEU over a three-year period if entering into a project agreement with the State.

The Tax Incentive is authorized under Code of Alabama § 40-18-403. The Tax Incentive became effective June 20, 2016. The Tax Incentive has not had any amendments to the statute. Departmental rules associated with the Tax Incentive are located in the Alabama Administrative Code Chapter 281-6-1.

The goals of the Tax Incentive and whether or not the Tax Incentive has been successful in meeting these goals. For example, if a job creation incentive includes wage thresholds for a business to qualify, a goal for the tax incentive program would be to create high-paying jobs;

The purpose of the Tax Incentive is to encourage increased usage of Alabama public ports. The Tax Incentive has been successful in recruiting a distribution center with at least seventy-five (75) new employees, which will utilize the port. The Tax Incentive has also been successful in encouraging existing Alabama companies to utilize or increase their utilization of Alabama public ports.

A description of the intended beneficiaries of the Tax Incentive, including any tax types to which the Tax Incentive applies to or is designated. This description shall include the activities the Tax Incentive is intended to promote and the effectiveness of the Tax Incentive in promoting those activities.

The intended beneficiary of the Tax Incentive is the company increasing its usage of Alabama public ports (the "Taxpayer"). The Tax Incentive is intended to promote usage of Alabama public ports.

Describe how and why such recipients benefit from such Tax Incentive.

Taxpayers benefit by receiving a Tax Incentive based directly on the Taxpayer's increased cargo usage.

Section II- Impact and Benefits

Section Two shall encompass the impact of the Economic Tax Incentive and shall report whether or not the state receives a positive return on investment, specifically the direct and indirect impact on state and local tax revenues, from the business or industry for which the Economic Tax Incentive is intended to benefit and any other economic benefits produced by such Tax Incentive. If applicable, this shall include, but is not limited to:

The number of taxpayers applying for, qualifying for and claiming the Tax Incentive, and the Tax Incentive amounts (in dollars) claimed by taxpayers in the reporting year:

One (1) Taxpayer applied for and qualified for the Tax Incentive in 2020. Based on information provided by the Department of Revenue, less than ten (10) Taxpayers claimed \$666,399 against Alabama income tax liability in the 2020 reporting year. This amount includes credits claimed as carry forwards and/or adjustments from prior years.

Approved Taxpayers must increase cargo usage through a Port Facility over a one-year period prior to receiving the Tax Incentive. Taxpayers claiming the Tax Incentive in 2020 are not the same Taxpayers that applied for and qualified for the Tax Incentive in 2020.

The number of taxpayers applying for, qualifying for and claiming the Tax Incentive, and the Tax Incentive amounts (in dollars) claimed by taxpayers since the creation of the Tax Incentive, if available:

Nine (9) Taxpayers have applied for and qualified for the Tax Incentive since the creation of the Tax Incentive.

Based on information provided by the Department of Revenue, less than ten (10) Taxpayers have claimed \$777,149 against Alabama income tax liability since the creation of the Tax Incentive. This amount includes credits claimed as carry forwards and/or adjustments from prior years.

The amount of Tax Incentives that could be carried forward and the length of time the Tax Incentive can be carried forward;

The amount of the Tax Incentive that can be carried forward is the amount of the Tax Incentive exceeding the Taxpayer's tax liability. This amount may be carried forward for up to five (5) years.

The amount of Tax Incentives that have been transferred, if applicable, and the amount that the credit(s) were discounted when they were transferred;

The Tax Incentive cannot be transferred.

The amount of fees and/or other transaction costs associated with the Tax Incentive, including but not limited to application fees and transferability fees;

There is a \$500 application fee associated with the Tax Incentive.

The estimated cost of administering the Tax Incentive;

The estimated cost of administering the Tax Incentive in 2020 was \$11,208.

The number of direct jobs created by the Tax Incentive;

It is estimated the Tax Incentive will create 576 direct jobs.

The timing between awarding the Tax Incentive and creation of jobs and/or investment, and the maintenance of any job creation requirement;

Taxpayers receiving the statutory one (1) year Tax Incentive have a one (1) year period to increase their cargo for purposes of calculating the Tax Incentive.

Taxpayers entering into a project agreement with the State for the increased Tax Incentive (\$100 per TEU over three years) have three (3) years to increase their cargo for purposes of calculating the Tax Incentive.

Describe any caps associated with the Tax Incentive (identify if fiscal year or calendar year) and whether or not the cap was met for each year the Tax Incentive was in existence. Include the number of taxpayers who were denied a Tax Incentive due to the cap being in place:

The Tax Incentive legislation caps the available Port Credits at \$12 million over the life of the program and \$5 million in a fiscal year. The cap has not been met in any year of the program. No Taxpayers were denied the Tax Incentive due to the cap being in place.

Describe any penalties, including clawback provisions, associated with noncompliance of the Tax Incentive;

There is no compliance requirement for taxpayers applying for the statutory one-year Tax Incentive.

Taxpayers applying for the increased Tax Incentive (\$100 per TEU over three years) must enter into a project agreement with the State and agree to maintain the increased cargo level during the cargo maintenance period. If the Taxpayer defaults on its cargo commitment during the cargo maintenance

period, the Taxpayer must pay back a portion of the Tax Incentive received, proportional to the commitment shortfall.

Provide an estimate of the indirect economic activity stimulated by the Tax Incentive. This shall include an estimate of any tax benefits that have been sourced outside of Alabama; and

Increased usage of Alabama public ports results in indirect economic activity by supporting and developing business clusters around the port. Increased logistics, warehousing, truck, and rail transportation promote development of supply chain networks in the port region. The increased flow of goods creates more jobs in and around the port. These jobs range from dock workers unloading boats to freight companies hauling the goods to warehouses or customers. This increased indirect economic impact results in increased state income and sales tax revenue.

Any other information necessary for the State Agency to comply with the requirements of the Act.

No.

Section III- Economic Results

Section Three shall encompass the economic results of each Economic Tax Incentive, taking into account the extent to which the Tax Incentive successfully changes business behavior, and the unintended or inadvertent effects, benefits, or harm caused by the Economic Tax Incentive, including whether the Economic Tax Incentive conflicts with other state laws or regulations. This shall include, but is not limited to:

Any results the Tax Incentive has on Alabama's economy. Indicate whether or not the Tax Incentive is successfully influencing business decisions and describe how this is being determined;

Yes, the Tax Incentive has been successful in encouraging Alabama shippers to utilize Alabama's public ports to foster jobs creation and reevaluate supply chains in order to improve port transportation cost efficiencies.

Any evidence that the Tax Incentive is or has changed business behavior, as opposed to rewarding businesses for what they would have done anyway;

How the Tax Incentive is effecting businesses beyond those that benefit directly from the Tax Incentive;

The Tax Incentive has a positive economic effect for Alabama-owned public ports, trucking companies, transportation companies and other logistics companies by increasing cargo shipped through Alabama public ports.

Any potential changes to the design or administration of the Tax Incentive that could lead to better results. If possible, indicate if the Tax Incentive could be made more effective through legislative changes;

Include Vehicle Equivalent Unit (VEU) as an eligible unit of measure for Alabama automobile manufacturers exporting Alabama-made products to be incentivized to use Alabama's new automotive roll-on roll-off terminal vs. established terminals on the East and West coasts.

State whether or not the State Agency could accomplish the same purpose or goal of the existing Tax Incentive through a non-tax incentive or subsidy, such as a normal budgetary expenditure, and do it more effectively or efficiently. Explain your reasoning.

No, the State Agency could not accomplish the same goal of the Tax Incentive through a non-tax incentive or subsidy. The State Agency believes that, while a competitive tax environment is important, targeted incentives such as the Tax Incentive are the best way to achieve success for highly sought-after competitive projects increasing cargo usage at Alabama public ports.

Explain the methodology and assumptions of the review, analysis, and evaluation of the Tax Incentive.

The State Agency evaluates the return on investment (net of the Tax Incentive) prior to making a recommendation to the Renewal of Alabama Commission.