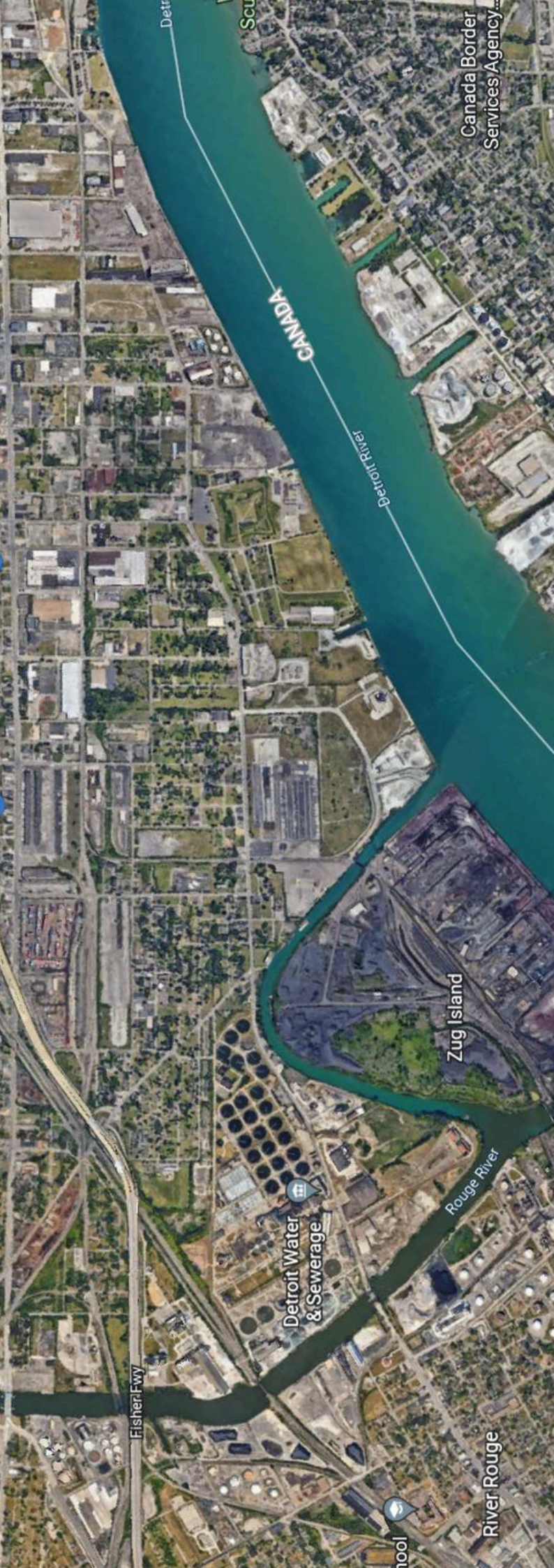


DETROIT WAYNE COUNTY PORT AUTHORITY

Annual Report

2024



Board of Directors



Commissioner Jonathan C. Kinloch
Chairman



Bryan Powell
Vice Chairman



Nabih Ayad, Esq.
Secretary-Treasurer



Commissioner Monique Baker-McCormick
Director



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Mark Schrupp
Executive Director



Travis Jackson
Finance Director



John Jamian
Director of Port Operations



Vanessa Baker
Facility Manager



Taylor Mitchell
Sustainability Manager



Tamura Veasy
**Executive Assistant
Project Manager**



Our Mission:

To advance southeast Michigan's maritime and related industries, fostering prosperity and delivering economic benefits that enrich our citizens and empower local businesses.

Our Values:

To advance our mission with transparency, integrity, efficiency and the highest ethical standards.





LETTERS FROM LEADERSHIP



Hon. Jonathan C. Kinloch

**Board Chairman &
Wayne County
Commissioner**

On behalf of the Board of the Detroit/Wayne County Port Authority, I am proud to report that our positive momentum from 2023 has continued throughout this year and we are poised for even more growth and opportunity in the coming years. First, our planning and engagement with Port of Detroit terminals and the community in 2023-24 to develop a plan to improve air quality and create a decarbonized and sustainable Port of Detroit bore immediate fruit in the form of the largest grant ever for the Port Authority -- \$24.9 million from the United States Environmental Protection Agency for zero emission port equipment and planning activities for a green, hydrogen-powered Port of Detroit. We extend thanks to the City of Detroit and State of Michigan for lending grant-writing support and local match funding for this tremendous first step in creating the greenest and most sustainable port in the Great Lakes.

Port Authority staff will be busy in 2025 with implementation of the grant -- installing chargers, training workers for new kinds of port equipment and community engagement about clean energy. I am proud of our partnerships with Southwest Detroit Environmental Vision, Michigan Clean Cities and The Original Citizens of Southwest Detroit, and our cargo terminal partners to create green port jobs, cleaner air and expanding opportunities in the Port. And thanks to our staff for your hard work.



Mark Schrupp
Executive Director

2024 was a busy and very rewarding year at the Port Authority. In addition to completing our Decarbonization and Air Quality Improvement Plan and earning approval of historic grants from the US EPA, we continued to grow revenues from our event space and cruise operations, manage finances wisely, and plan for economic development and jobs. Our team has focused on ensuring strong internal controls, transparent and ethical procurement practices and creativity to identify new opportunities. We also successfully raised initial funding for a future publicly-owned marine terminal where innovative mobility and alternative fuel projects can be tested and launched.

2024 was also a year of growth for the Port Authority in other endeavors -- researching a potential river taxi service, exploring options for restoring a riverfront boat marina, hosting a successful college Career Expo, and broadening support for environmental cleanup funding. Lastly, we kicked off our planning for a 2025 Tall Ships event in August of 2025 we're calling Sail Detroit.

*To help manage all of the new work and projects, we added two staff members. **Taylor Mitchell**, a native Detroiter is our Sustainability Manager and will lead our decarbonization efforts. **Tamura Veasy** will assist me with organization and project management.*

We continue to be grateful for our State, County and City partners and their \$1.2 million in annual funding. We hope that the results, as summarized in this report, have demonstrated a substantial return on investment.

EXECUTIVE SUMMARY

The Detroit/Wayne County Port Authority (the “Port Authority”) finished fiscal year 2024 (October 2023 thru September 2024) with successful financial results -- a 9% revenue increase, combined with lower than budgeted expenses. See more details in the Financial Report on the next page. The Port Authority also achieved its primary goals for the year, most notably, completing a Port of Detroit Decarbonization and Air Quality Improvement Plan, which included a baseline calculation of the carbon footprint of all 18 private cargo terminals and other entities crucial to the functioning of the Port, and a set of action steps to achieve net-zero carbon emissions by the year 2040. Creating the plan laid a great foundation for achieving another goal for the year -- seeking and being awarded federal funding to jump start implementation of the Plan. Read more in this report about the Port Authority’s Zero Emission Implementation grant of \$21.9 million and Planning for Hydrogen grant of \$3 million from the US Environmental Protection Agency, announced in October, and how terminals, local communities, and workers will benefit from this funding. As we implement the EPA grants, you can count on the Port Authority to manage the funds with transparency, integrity and continue working collaboratively with terminals and the community to build **GreenPortDetroit**.

In this report you will also see summaries of the other major initiatives undertaken by the Port Authority in 2024. We continue to cast a wide net to improve our waterfront (commercial and recreational), educate our young people about career opportunities in maritime industries, fulfill our mission as a cargo and cruise ship port, and undertake planning activities to keep the maritime sector in Southeast Detroit strong. For example, we completed a City of Detroit sponsored water taxi feasibility study. Further analysis of the potential market for the service and a possible pilot plan are scheduled for 2025.

In June, we hosted a career and college expo in partnership with the University of Michigan’s Detroit River Story Lab, with 19 employers and colleges participating. We continue to promote the tremendous opportunities for solid employment, great benefits and professional fulfillment with work on ships, at cargo terminals and in the maritime freight industries. Looking ahead, we are excited to announce even larger Expo planned for April 12, 2025.

The Great Lakes Cruise industry continues to show growth and serve as a gateway for attracting return tourists to metro Detroit and Michigan. Forty-two luxury ship dockings brought nearly 12,000 passengers to Detroit for a day of exploration. Although down from our record year in 2023, we expect a new record number 70+ dockings in 2025 and more than 15,000 passengers, who will return home with positive memories of Detroit’s vibrant waterfront, world-class museums and friendly people. The Port Authority works closely with Visit Detroit and our local excursion companies to make the visitor experience the best possible.

Cargo traffic through the Port of Detroit continues to fuel our economy, bringing the raw materials necessary for manufacturing and construction. The Port Authority’s cargo terminal processed an increasing amount of cement needed for road building and construction projects. Historically, though, tonnage movement through the Port continues to decline, as some of the largest terminals (US Steel and DTE Rouge) have closed or reduced operations. The Port Authority continues to plan for *what’s next* in the development of maritime opportunities. We spend a significant amount of time engaging with businesses interested in investing in former terminals and industrial sites, as well as researching emerging opportunities for international and short-sea movement of cargo. With over 1,000 acres of available property with deep-water frontage, close access to manufacturing facilities, Class I rail lines, and multiple interstate highways, the Port of Detroit is poised for repurposing as a major international logistics hub.



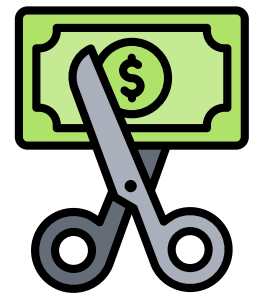
Common stock cash dividends paid	(1,683)	(1,363)	(3,024)	(2,481)
Net cash used in financing	(2,513)	(6,751)	(5,382)	(7,390)
Investing				
Additions to property and equipment	(498)	(491)	(934)	(1,055)
Acquisition of companies, net of cash acquired, and purchases of intangible and other assets	(8,627)	(69)	(9,502)	(69)
Purchases of investments	(10,047)	(5,896)	(21,346)	(13,313)
Maturities of investments	6,061	1,836	8,886	2,706
Sales of investments	7,835	2,603	15,371	4,030

FINANCIAL REPORT

The financial results presented in this annual report are unaudited and reflect general fund revenues and expenses incurred for the Port Authority's 2024 fiscal year (October 1st through September 30th). These results are audited annually and completed in the spring. Non-general fund financial activity (state and federal grants) is not included here, but is part of the Port Authority's annual audit. Copies of the Port Authority's audited financial reports may be downloaded from its website at: www.portdetroit.com/annual-audits.



In Fiscal Year 2024, total revenues were \$1,716,485, an increase of \$149,615 vs FY 2023. This was due primarily to an increase in government sources and event space revenues. Other revenue sources (dock rental) were about equal to 2023 figures. Expenses for FY 2024 increased by \$81,709, but were \$228,759 below budget. Lower utility costs, due to continued monitoring and control of heat and air conditioning temperatures, helped stay within budget. Also, hiring of new staff occurred later in the year than planned.



Investments in grant-seeking paid off in 2024. In the summer, the Michigan Department of Transportation awarded the Port Authority \$1.5 million for a future port facility. In addition, the state approved the Port Authority for a \$1 million special appropriation. These funds will be used to plan and develop a terminal that will be used for innovative mobility projects and potentially for alternative, zero emission fuels. Additional funding will be needed to implement the plan and the Port Authority will seek Federal grant support, using the state funding as part of the required local match.



In October, the Port Authority received notice of two Environmental Protection Agency awards totaling \$24.9 million to be used for zero emission equipment deployment and planning activities for a transition to hydrogen fuel. Under the EPA grants, the Port Authority will receive funding to hire two new staff members and will be able to fund a portion of costs for two current staff members.

As we move into FY 2025, financial projections are strong. Grant administrative costs and increased revenue from the new 5-year event space contract will help increase reserves. These reserves will be needed, though to ensure our cruise dock is maintained and is ready for anticipated capital needs. In addition, the planned future cargo dock of the Port Authority will require significant investments.



FINANCIAL REPORT

Below is a summary of the unaudited Fiscal Year 2024 results .

Detroit /Wayne County Port Authority 2023/2024 Operational Budget For the Year Beginning October 1, 2023

Budget vs Actual

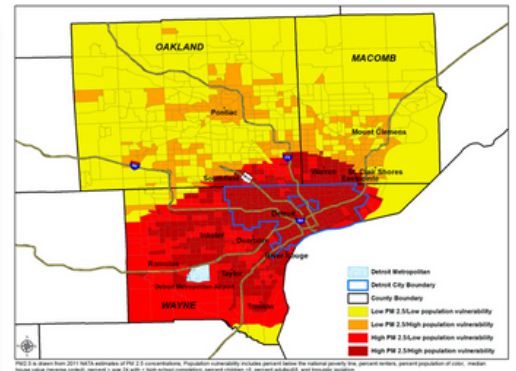
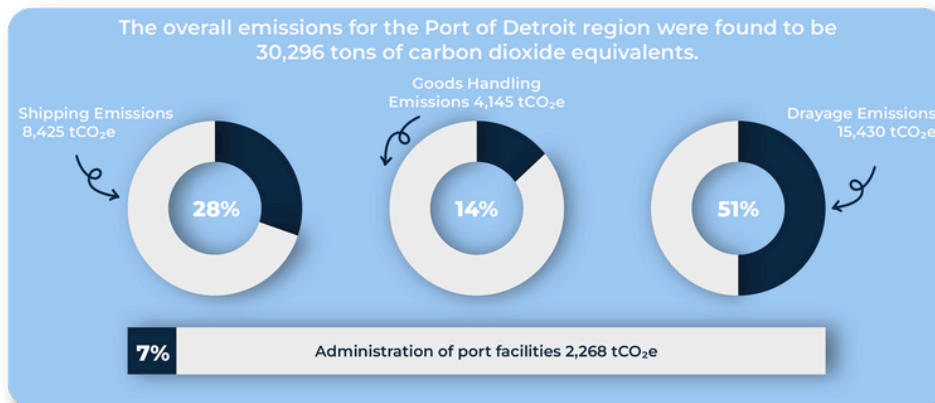
<u>Administrative Budget</u>	<u>Adjusted 2023/2024 BUDGET</u>	<u>12 Month Actual Sep-24 BUDGET</u>	<u>DIFFERENCE PROPOSED VS. PRIOR YEAR</u>
GRANT REVENUE:			
STATE	\$ 600,000	\$ 600,000	\$ -
COUNTY	\$ 300,000	\$ 300,000	\$ -
CITY	\$ 300,000	\$ 300,000	\$ -
INTEREST INCOME	\$ 2,000	\$ 2,498	\$ 498
RENTAL INCOME	\$ 270,000	\$ 281,107	\$ 11,107
DOCK INCOME	\$ 80,000	\$ 206,589	\$ 126,589
OTHER RENTAL PROPERTY INCOME	\$ 15,000	\$ 26,292	\$ 11,292
MANAGEMENT & ADMINSTRATIVE	\$ 5,000	\$ -	\$ (5,000)
TOTAL REVENUE	\$ 1,572,000	\$ 1,716,485	\$ 144,485
EXPENSES :			
SALARIES AND BENEFITS	\$ 775,268	\$ 710,518	\$ (64,750)
ECONOMIC DEVELOPMENT	\$ 55,000	\$ -	\$ (55,000)
BANK SERVICES CHARGES	\$ 800	\$ 970	\$ 170
TRAVEL & MEETINGS	\$ 4,000	\$ 4,845	\$ 845
PRINTING	\$ 1,000	\$ -	\$ (1,000)
POSTAGE	\$ 1,000	\$ 902	\$ (98)
TELEPHONE	\$ 24,052	\$ 23,096	\$ (956)
UTILITIES-PLD/DTE Electric	\$ 79,500	\$ 70,186	\$ (9,314)
UTILITIES-Det. Water & Sewage	\$ 20,140	\$ 18,264	\$ (1,876)
OFFICE EQUIPMENT	\$ 7,000	\$ 3,125	\$ (3,875)
OFFICE SUPPLIES	\$ 5,000	\$ 2,553	\$ (2,447)
CONF., DUES & SUBSCRIPTS	\$ 39,680	\$ 40,902	\$ 1,222
ACCOUNTING	\$ 35,000	\$ 29,778	\$ (5,222)
CONSULTANTS	\$ 150,000	\$ 156,500	\$ 6,500
PLANNING & STUDIES	\$ 5,000	\$ -	\$ (5,000)
MAINTENANCE CONTRACTOR	\$ -	\$ -	\$ -
DOCK EXPENSES	\$ -	\$ -	\$ -
INSURANCE(GEN. LIAB & WC)	\$ 80,000	\$ 93,103	\$ 13,103
LEGAL	\$ 100,000	\$ 16,075	\$ (83,925)
SECURITY CONTRACTOR	\$ 5,000	\$ -	\$ (5,000)
MARKETING/PROMOTIONS	\$ 25,000	\$ 16,407	\$ (8,593)
DWCPA MEETING & EVENTS	\$ 5,431	\$ 12,526	\$ 7,095
BUILDING & DOCK MAINTENANCE	\$ 154,129	\$ 143,491	\$ (10,638)
TOTAL EXPENSES	\$ 1,572,000	\$ 1,343,242	\$ (228,759)



Decarbonizing the Port of Detroit

Planning Completed!

The Port Authority initiated its Decarbonization and Air Quality Improvement Project in 2023 with the goals of: **a) measuring annual greenhouse gas emissions from the movement of cargo within the Port; b) developing action steps to immediately begin reducing carbon emissions and achieve net-zero by the year 2040; and c) adopting best practices at all terminals to reduce other harmful emissions (fugitive dust, sound, vibrations) from port activity.** In 2024, the Port Authority completed the planning phase of the project and launched quickly into implementation phase. The total annual carbon emissions from port activity stands at 30,269 metric tons of CO₂e (carbon dioxide equivalent) based on 2022 cargo data. This is equivalent to burning 166 railcars of coal, and enough CO₂e by volume to fill Ford Field nearly 44 times. Port operations include the movement of ships within the port, unloading goods, and drayage (local trucking/rail) coming from each of the 18 privately owned terminals and support services (harbormaster, coastguard, etc.).



The plan included an ambitious set of steps for immediate, mid-term and long-term activities to replace fossil fuels -- primarily diesel -- with lower and eventually zero carbon, alternative fuels. Below is a summary of the action steps outlined in the plan:

Biodiesel: Made by blending oils from soybeans, recycled cooking grease, or other organic material, with traditional diesel fuel, this fuel can be used in existing engines without modifications. Transitioning from lower blends (5%) to as much as 100% biodiesel, carbon emissions can be reduced by up to 75% and toxic air emissions can also be reduced. This is a near-term solution for trucks, equipment and a long-term solution for ships. The challenges are: 1) developing affordable supply; and 2) educating operators (need to use lower blends in winter to avoid engine issues).



Electrification: Replacing diesel engines with battery-electric versions is a good solution to reduce emissions at the source to zero and eliminating all air toxins. The challenges are: 1) availability -- there are not many battery-electric models for the kind of equipment used in the Port; 2) cost -- even if available, replacing equipment and vehicles can be more than double the cost of a diesel engine, though the long-term costs will be lower for fuel and maintenance; and 3) batteries are not suitable for ships and probably not for the super-heavy duty equipment at some terminals (batteries would be too heavy and displace cargo).



Green Hydrogen, Methanol, Ammonia: The most promising, long-term, solutions for decarbonizing the heavy-duty equipment and water-borne vessels in the Port appear to be hydrogen, methanol or ammonia generated from renewable sources like solar, wind or nuclear power. These fuels could ultimately provide the power density, carbon reductions and quick refueling needs of Port vessels, vehicles and equipment. Implementation of these fuels is probably at 7 years away, and probably 15 or more for ships, and longer for nuclear.



Decarbonizing the Port of Detroit

Federal Grants for Zero Emission Equipment and Hydrogen Planning:

With significant grant-writing assistance from the City of Detroit and local match funding from the State of Michigan, the Port Authority applied for and was awarded two EPA grants to purchase zero emission port equipment, install chargers and develop plans for hydrogen fuel within the port.

\$21.9 Million Zero Emission Implementation Grant Highlights

- 6 heavy duty forklift trucks and 4 medium duty forklifts
- 2 railcar movers
- 1 mobile gantry crane
- 2 patrol boats and 8 outboard motors for Detroit PD and Sheriff marine patrols
- ALL BATTERY-ELECTRIC
- 11 DC fast chargers installed by union labor
- 1-acre solar array
- Community and worker engagement and training
- Construction with union trades workers
- Pre-apprenticeship program for new trades workers in near port neighborhoods



Forklift Truck



Rail car mover



Electric Patrol Boats and Outboard Motors



Mobile Gantry Crane

\$3 Million Grant: Planning for Zero Emission Fuels within the Port

• Hydrogen Fuel Transition, Jobs and Local Economic Development

- > Led by partners: Southwest Detroit Environmental Vision and Michigan Clean Cities/NextEnergy
- > Develop actionable plans and cost estimates for replacing port equipment and vehicles with hydrogen fuel cell technology
- > Study hydrogen-related jobs and business opportunities
- > Develop worker training and small business opportunity programs for hydrogen equipment, supply chain and services
- > Ensure equity and environmental justice throughout transition to a hydrogen-fueled Port

• Zero Emission Fuel PowerBarge to Power Ships Unloading in the Port

- > Led by the American Bureau of Shipping
- > Floating source of 10 megawatts of electrical power generated from green hydrogen
- > Provides clean power for ships unloading cargo in the Port instead of burning diesel fuel
- > Planning will provide budget, feasibility and action plan for implementation
- > Research support from the University of Michigan's Marine Architecture and Naval Engineering College



Michigan
Clean Cities

NEXTENERGY



ELLIOTT BAY
DESIGN GROUP

PowerBarge

Biden-Harris Administration Announces
Selections for Nearly \$3 Billion of
Investments in Clean Ports as Part of
Investing in America Agenda



Decarbonizing the Port of Detroit

Community Engagement & Participation: A call to action!

The Port Authority's Decarbonization Project was developed with significant community engagement and participation in developing the plans. Southwest Detroit Environmental Vision led outreach efforts along with The Original United Citizens of Southwest Detroit, two organizations that have fought for clean air and environmental justice for decades. Michigan Clean Cities/Next Energy provided additional technical support. Going forward, community involvement and the participation of residents is critical to making the project relevant and successful. Please consider joining the newly created Governing Board for the Decarbonization Plan and Air Quality Project and help ensure accountability for results and regular feedback on initiatives and plans. Please contact our Sustainability Manager, Taylor Mitchell (tmitchell@portdetroit.com) and visit our site to learn more: www.portdetroit.com/decarbonization-project-1



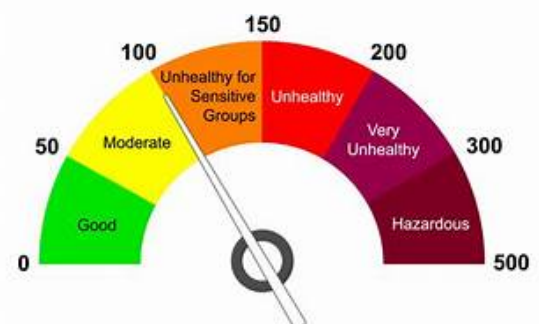
Low Carbon Port Committee - Public/Private/Partnership

The privately operated terminals in the Port of Detroit, with terminals in Detroit, River Rouge, Ecorse and Dearborn, were essential partners in the development of the Plan. 15 out of 18 terminals voluntarily provided sensitive data for calculating the Port's baseline emissions results. A committee of the most active terminals has been formed and will continue to meet quarterly and develop plans to implement the Plan's action steps. The first coordinated action step is to implement a plan to utilize biodiesel in all terminal activity, led by Waterfront Petroleum, the Port's and the Great Lake's primary supplier of fuel.



Air Quality and Monitoring Progress

Many of terminals in the Port of Detroit handle bulky and dusty material, like cement and gravel. Liquid materials that move through the port can have an impact on air quality. The Decarbonization Plan included action steps to improve air quality and reduce negative impacts from port activity -- like fugitive dust and gas vapors. To help monitor our progress and ensure accountability, the Port Authority contracted with JustAir to provide real-time measurement of air quality at several locations within the Port. The monitors will measure particulate matter (PM 2.5), sulfur dioxide and nitrous oxide, among other harmful emissions. This data is publicly available with a link on the Port Authority's website.



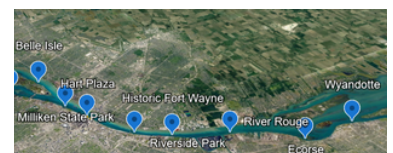
Projects and Initiatives

Detroit River Youth Career Expo. The Port Authority has promoted maritime education and employment opportunity for years. Ship captains, engineers, machine operators, deck hands and cooks on American-flagged earn great pay and benefits, travel the world and have life changing experiences. On the land side, marine terminals and cargo logistics companies offer union jobs, as well as great careers in business operations. In June, the Port Authority partnered with the University of Michigan's Detroit River Story Lab (DRSL) to host a Detroit River Youth Career Expo. DRSL has developed an interdisciplinary curriculum focused on the Detroit River, ecology, maritime history, among other topics, has built a network of Detroit area educators and engages with hundreds of young people to inspire them, to learn more about the river's impact on our lives. To learn more about DRSL, visit: <https://tinyurl.com/UMDetroitRiverStoryLab>

The 2024 Career Expo proved to be a successful event, attracting numerous maritime organizations and businesses, educational institutions, government agencies and students. Port Authority Board Member Monique Baker-McCormick and City Council Member Scott Benson served as honorary co-chairs. The feedback was very positive and we will again partner with DRSL to host an even bigger Career Expo on April 12, 2025. Follow our website for more details.



Detroit River Ferry Feasibility Study. With funding from the City of Detroit, and direction and motivation from City Council Member Angela Calloway Whitfield, the Port Authority concluded a feasibility study of a ferry, or water taxi, service along the Detroit River, connecting the many natural parks and locations for enjoying the waterfront -- essentially, a service that allows residents and tourists to enjoy the waterways without driving to all locations. The report recommended a service that connected downriver communities with downtown, and downtown loop connecting multiple stops with Bell Isle. A market/customer feedback report was conducted and showed strong interest in the service. The Port Authority will conduct deeper research into consumer demand for the service and will propose the outline for a pilot plan for 2025, which will require funding.



Recreational and Entertainment Development of the Riverfront. In 2024 the Port Authority engaged in a number of research and planning activities aimed at increasing recreational and entertainment opportunities along the Detroit River. For example, we worked with the City of Detroit and Wayne County to evaluate options for restoring the Erma Henderson Marina and bring back over 200 boat slips into operation. That work will continue into 2025. We also engaged with several businesses and developers looking to invest in waterfront activities -- commercial docks, electric boat rentals, entertainment venues. The growth in the City's sports, entertainment and convention business has proven successful. The largely untapped waterfront is poised for a major expansion. The Port Authority knows from its experience with cruise ships that there is a tremendous thirst for waterfront activity. We will continue our efforts to facilitate this growth and economic development.





CARGO DOCK OPERATIONS

Terminal Cargo Totals Flat; Changes in Cargo Content

The Port Authority owns a 34-acre general cargo dock (pictured above) along the Detroit River (the old Boblo Boat Dock), just to the west of the Ambassador Bridge. Since 2005, operational management of the terminal has been delegated to the Ambassador Port Company (APC) under a Master Concession Agreement, which gives exclusive control to APC. Day-to-day operations are managed by Nicholson Terminal & Dock Company (Nicholson), as subcontracted by APC. Nicholson also operates a general cargo dock that it owns in Ecorse. As of December 20, 2024, Nicholson reported that cargo volume at the Port Authority's Detroit terminal was nearly equal to last year, though the number of dockings declined. In 2024, APC increased the volume of cement, imported primarily from Turkey. This has resulted in a shifting of steel, project and general cargo from the Detroit to the Ecorse terminal. As described below, the operations at the Port Authority's dock do not generate sufficient revenue to eliminate outstanding debt owed to APC.



<u>Year</u>	<u>Net Tons</u>	<u># of Ships</u>
2019	193,292	30
2020	92,587	21
2021	98,000	14
2022	152,507	29
2023	310,687	37
2024	302,132	27

Master Concession Agreement Nears 20th Anniversary



As the 20th anniversary of the Master Concession Agreement between the Port Authority and APC approaches, it is important to recap the results of that agreement. As described above, full control of the dock was transferred to APC under the MCA, which could last up to 100 years. As part of the transaction, APC loaned \$2 million to pay off debt secured by the property, payable at interest rates 3% above the Treasury 5-year average. In exchange, APC agreed to pay the Port Authority 2.5% of cargo handling revenues at the Detroit Terminal. At the time, it was envisioned that increased cargo activity due to APC and Nicholson management would pay off the note and generate revenues for the Port Authority. After nearly 20 years of the agreement, total revenue owed to the Port Authority under the agreement was \$2.4 million (as of 2023 – the latest figures provided by APC). However, that revenue was only enough to cover interest accruing on the note owed to APC. Thus, after nearly 20 years, the Port Authority has received zero in net revenues. Moreover, the note balance owed to APC has actually increased slightly, to \$2.1 million.

Beyond the poor financial results, the MCA hinders the Port Authority's ability to carry out its role to initiate maritime cargo projects throughout the Port of Detroit -- for example, the MCA gives exclusive control of any and all Port Authority cargo operations to APC, precluding any public private operation between the Port Authority and other cargo businesses. See the Port Authority's 2021 Annual Report on its website for a more detailed review of the MCA and the reasons the Port Authority has pursued an amicable termination of it. In the meantime, the Port Authority has worked and will continue to pursue projects and initiatives that promote economic development and prosperity for our residents that do not conflict with the MCA (as detailed in this Annual Report).





Carl M. Levin Public Dock & Terminal Building

Cruise Ship Dockings Remain Strong in 2024

The Port Authority owns and operates a passenger terminal along the riverfront located between the GM Renaissance Center and Hart Plaza. Named in honor of the late Senator Carl Levin, who played a pivotal role in securing funds for its construction, the facility was built in 2012 during a transformative period for Great Lakes Cruise shipping. This new era began in the late 1990s when the states and provinces surrounding largest freshwater system collaborated to promote cruise ship tourism and showcase the natural beauty of the Great Lakes. In 2024, the Port Authority concluded another successful year, welcoming cruise ships and their passengers to Metro Detroit. These vessels also drew thousands of visitors to the riverfront, eager to admire the stunning ships. Cruise passengers consistently expressed excitement about exploring our region, drawn to the vibrant Motown culture and our world-class museums. As news spreads about Detroit's resurgence and many positive developments, Detroit has become a sought-after tourist destination city. The cruise dock also saw record attendance for dinner cruises and other maritime activities. Below is a summary of the 2024 public dock season data.

2024 Cruise Ship Dockings: 42

Cruise Lines Serviced: Viking Cruise Lines, Ponant Cruise Lines, Pearl Seas Cruises and Plantours

of Passengers: 11,086

Cruise Ship Revenue: \$175,535.23

2024 Dinner Cruises: 46

Dinner Cruise Ships: Infinity and Ovation

Dinner Cruise Revenue: \$23,000



Sail Detroit 2025

The Port Authority staff engaged in significant planning activities in 2024 for a major event in 2025 – a return of the Tall Ships, scheduled for August 7-10 at the public dock and along the riverfront. The event will be a family-friendly festival open to all ages, showcasing 8-12 historic and replica sailing ships to highlight Detroit's maritime history. With private and public tours of these majestic vessels, on-land events, and multiple vantage points to view the ships, the festival promises to be a highlight event in the summer of 2025 for our residents and visitors alike. In addition to the grand ships, guests will enjoy a wide selection of food, beverage, and novelty sales, providing ample opportunities for brands to engage with attendees.

