

2025 | 2029

# SEAPORT MISSION PLAN

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## FLORIDA PORTS

# EMBRACING GLOBAL TRADE'S DYNAMIC EVOLUTION

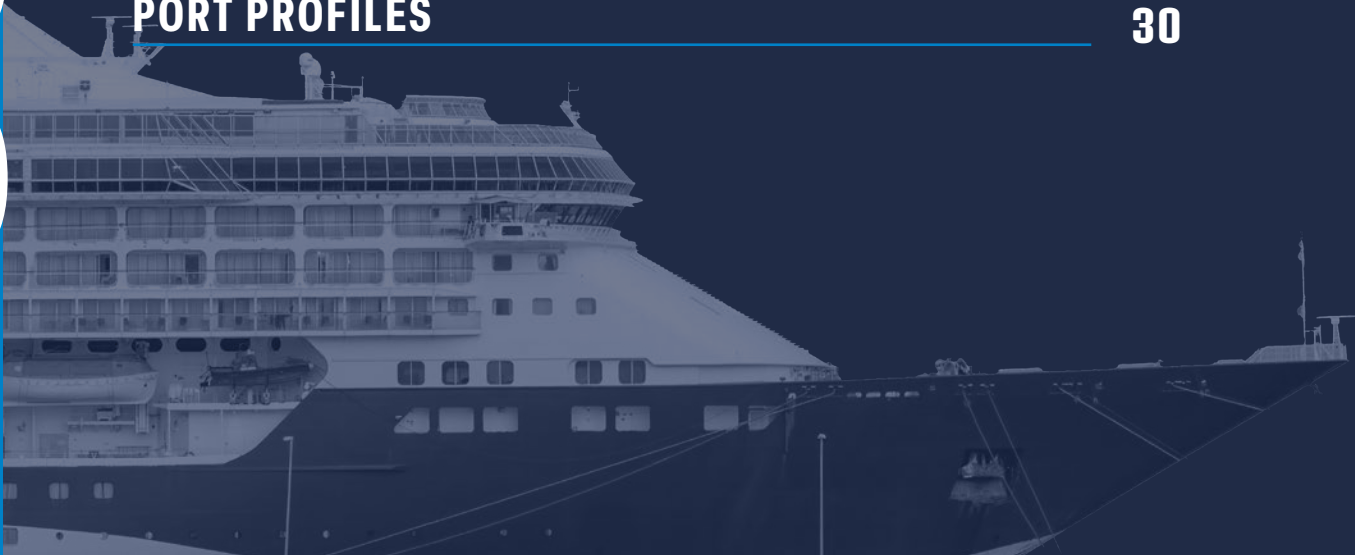


FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL  
[FLAPORTS.ORG](http://FLAPORTS.ORG)



# 2025 | 2029 SEAPORT MISSION PLAN

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# INTRODUCTION

In 2024, global maritime trade grew by approximately 2%, with an average annual growth rate of 2.4% projected through 2029<sup>1</sup>. This growth occurred amidst significant challenges, including crises in key bottlenecks such as the Suez and Panama Canals, widespread labor strikes, a catastrophic bridge collapse in Maryland, increasing geopolitical tensions, and a devastating storm season. These factors have extended shipping routes, strained supply chains, and raised costs—critical concerns in an industry where over 80% of world trade volume is carried by sea<sup>2</sup>.

## Florida's seaports stand out in this global context.

With advanced deep-water port infrastructure and excellent connectivity via road, rail, and air, the state has firmly established itself as a pivotal player on the international trade stage. Florida is a top maritime trade state and home to the world's largest cruise ports. Florida's seaports serve as key gateways for domestic and international trade while also supporting the largest cruise operations in the world. Additional growth is anticipated given that Florida is currently experiencing unprecedented population growth and is projected to grow by about 1,000 people every day over the next 30 years.

This success has attracted growing competition from neighboring states eager to replicate Florida's achievements. To maintain its leadership, Florida must act decisively. The state faces significant competition from regions like California, Georgia, and others along the Eastern Seaboard, including New York and New Jersey. These states are making substantial investments in their seaport infrastructure, and Florida risks losing ground unless it does the same.



To stay ahead in this evolving landscape, Florida ports have adopted a forward-looking strategy: “Seas the Opportunities.”

This approach includes strategic investments in port infrastructure, such as dock rehabilitation, port capacity expansion, and enhanced cargo container handling. Equally critical are efforts to bolster connectivity and resilience in preparation for potential future supply chain disruptions.



## FY 2023/24 AT A GLANCE

This report highlights key projects and stresses the indispensable role Florida’s seaports play as an international trade hub. These additional investments are essential to ensure the state’s ports remain:

- A leading force on the global trade stage,
- A source of job creation for Florida’s growing population,
- Adaptable to potential future disruptions in the supply chain, and
- Drivers of additional revenue to support the broader growth of the Sunshine State.

Through these strategic investments, Florida’s seaports will continue to “Seas the Opportunities” presented by global trade’s dynamic evolution. Above all, these ports will solidify their role as the backbone of Florida’s economy and the gateway between the United States and the world. In embracing this vision, Florida positions itself not just to navigate today’s challenges, but to thrive in the maritime opportunities of tomorrow.

<b>Florida Seaports</b>	<b>16</b>
<b>Seaports Handling Cargo</b>	<b>10</b>
<b>Seaports Handling Cruise</b>	<b>7</b>
<b>TEUs</b>	<b>4,266,540</b>
<b>Container Tons</b>	<b>26,407,971</b>
<b>Dry Bulk Tons</b>	<b>23,323,622</b>
<b>Liquid Bulk Tons</b>	<b>55,197,214</b>
<b>Breakbulk Tons</b>	<b>8,486,008</b>
<b>Total Tonnage</b>	<b>113,414,815</b>
<b>Vehicles</b>	<b>610,260</b>
<b>Cargo Vessel Calls</b>	<b>10,776</b>
<b>Cruise Calls</b>	<b>4,290</b>
<b>Cruise Passengers</b>	<b>22,414,687</b>
<b>Homeporting Cruise Ships</b>	<b>88</b>
<b>Five-Year CIP</b>	<b>\$6 billion</b>



# GUIDING PRINCIPLES OF FSTED

## ABOUT US

The Florida Seaport Transportation and Economic Development (FSTED) Council is a public entity established by statute to advance the state's economic development mission through the implementation of seaport capital improvement projects at the local level. Created within the Florida Department of Transportation (FDOT), the Council comprises port directors from Florida's 16 publicly owned seaports, along with representatives from FDOT and the Florida Department of Commerce.

In 1990, the Florida State Legislature created the FSTED Program under Chapter 311, Florida Statutes (F.S.), to finance port transportation projects.

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**This initiative emerged in recognition of Florida's critical role in international trade and the urgent need to build transportation capacity to meet the demands of the state's growing population.**

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The FSTED Program provides \$25 million annually in grants, supplemented by an additional \$35 million allocated by FDOT to support bonded state revenues. Together, this amounts to \$60 million in combined annual state support for Florida's seaports, with local ports typically matching state funding on a 50/50 basis.



## OUR MISSION

Florida's seaports play a pivotal role in enhancing the state's economic vitality and quality of life by fostering the growth of domestic and international waterborne commerce. Like any business, they must be customer-focused, responsive to market demands, adaptable to changing trends, and accountable for sound investments. These principles have accelerated the development of port facilities, enabling Florida to compete with out-of-state ports and sustain its share of international trade.

FSTED facilitates Florida seaports' efforts to:

- Enhance trade opportunities,
- Promote efficient cargo flow,
- Increase cruise passenger movements,
- Boost port revenues, and
- Deliver significant economic benefits to the state.

## OUR MANDATE

Under Chapter 163, Florida Statutes, Florida's deepwater seaports are required to prepare master plans to guide their development and expansion. These plans, updated regularly and aligned with the comprehensive plans of local governments, establish clear goals and objectives, address forecasted needs, and identify five-year capital improvement programs for the seaports. The FSTED Council is also responsible for preparing this report annually.



# ABOUT THE FLORIDA SEAPORT MISSION PLAN

Since 1990, the FSTED Council has produced the Seaport Mission Plan to meet Florida’s legal standards. This plan serves as a comprehensive resource for assessing the overall health, capabilities, and trends of Florida’s seaports. By providing historical and forward-looking insights, the plan informs key stakeholders—including State and Federal legislatures, Florida residents, port community members, and facility users—about the critical role of seaports in driving the state’s economy. The Seaport Mission Plan not only documents past achievements but also defines the path forward, ensuring Florida’s seaports remain at the forefront of global commerce.

## OUR GOALS



Develop world-class cargo and cruise facilities to bolster Florida’s global competitiveness.



Build seamless, system-wide intermodal facilities to ensure efficient and cost-effective movement of goods and passengers.



Capitalize on emerging global trade routes shaped by recent shipping challenges.



Strengthen and diversify strategic seaport funding to support vital infrastructure and capacity improvements.



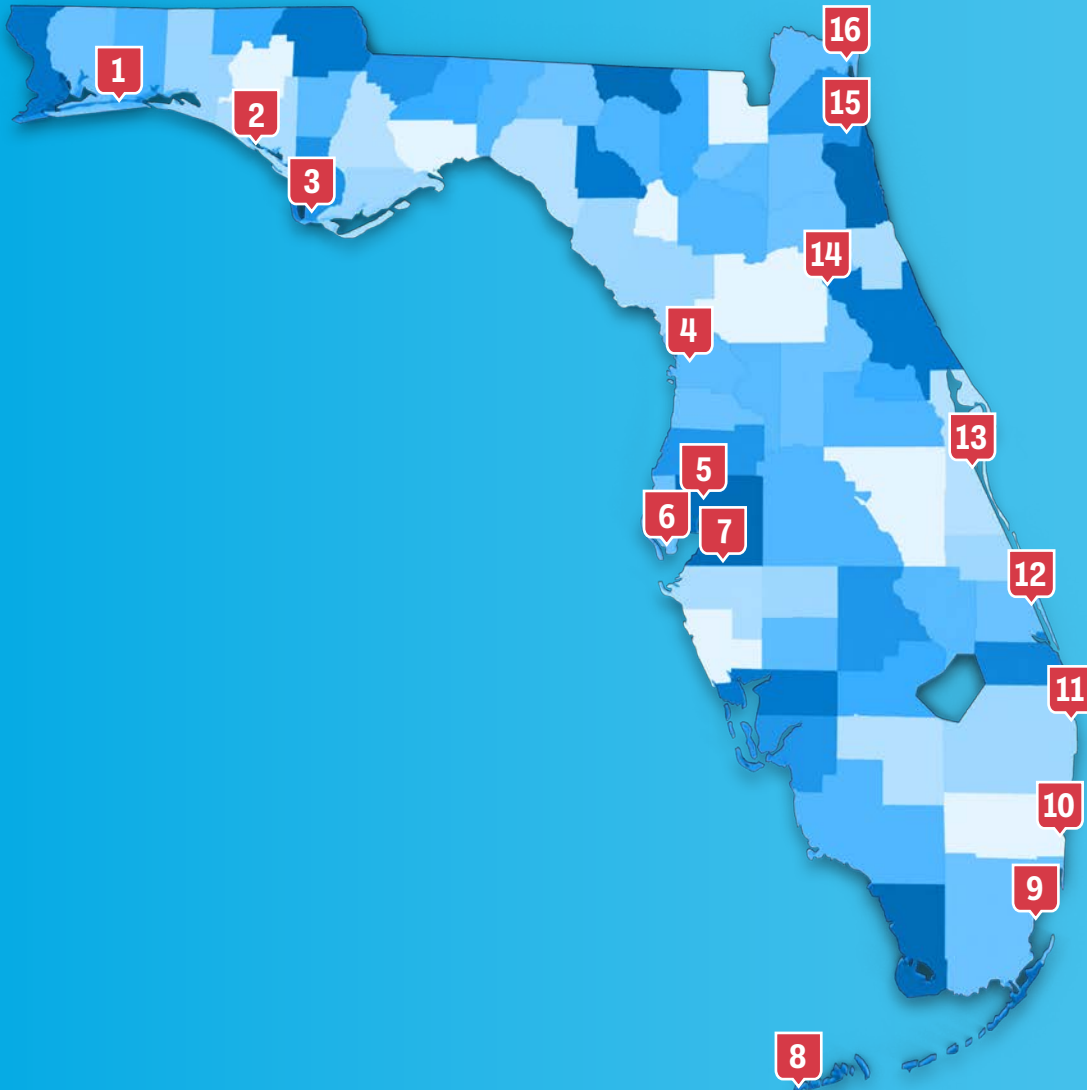
Advocate for statewide economic development by investing in Florida’s major economic engines —its seaports.



Support balanced security measures to ensure compliance without disrupting the flow of commerce.



# OUR PORTS



1. PORT OF PENSACOLA
2. PORT PANAMA CITY
3. PORT OF PORT ST. JOE
4. PORT CITRUS
5. PORT TAMPA BAY
6. PORT ST. PETE
7. SEAPORT MANATEE
8. PORT OF KEY WEST

9. PORTMIAMI
10. PORT EVERGLADES
11. PORT OF PALM BEACH
12. PORT OF FORT PIERCE
13. PORT CANAVERAL
14. PORT PUTNAM
15. JAXPORT
16. PORT OF FERNANDINA

# ECONOMIC IMPACT OF FLORIDA'S SEAPORTS

Florida's 16 public deepwater seaports are top economic engines within their communities, each serving unique markets tied to local business environments, creating a competitive advantage that otherwise would not exist. These ports are economic powerhouses, serving as catalysts for job creation, trade expansion, and statewide prosperity.

The 2023 Economic Impact Analysis, led by the Florida Department of Transportation (FDOT), measures the statewide economic impacts of maritime activity, including cargo and cruise, at Florida's public ports. This study shows significant improvements from the previous analysis, which used 2015 data.

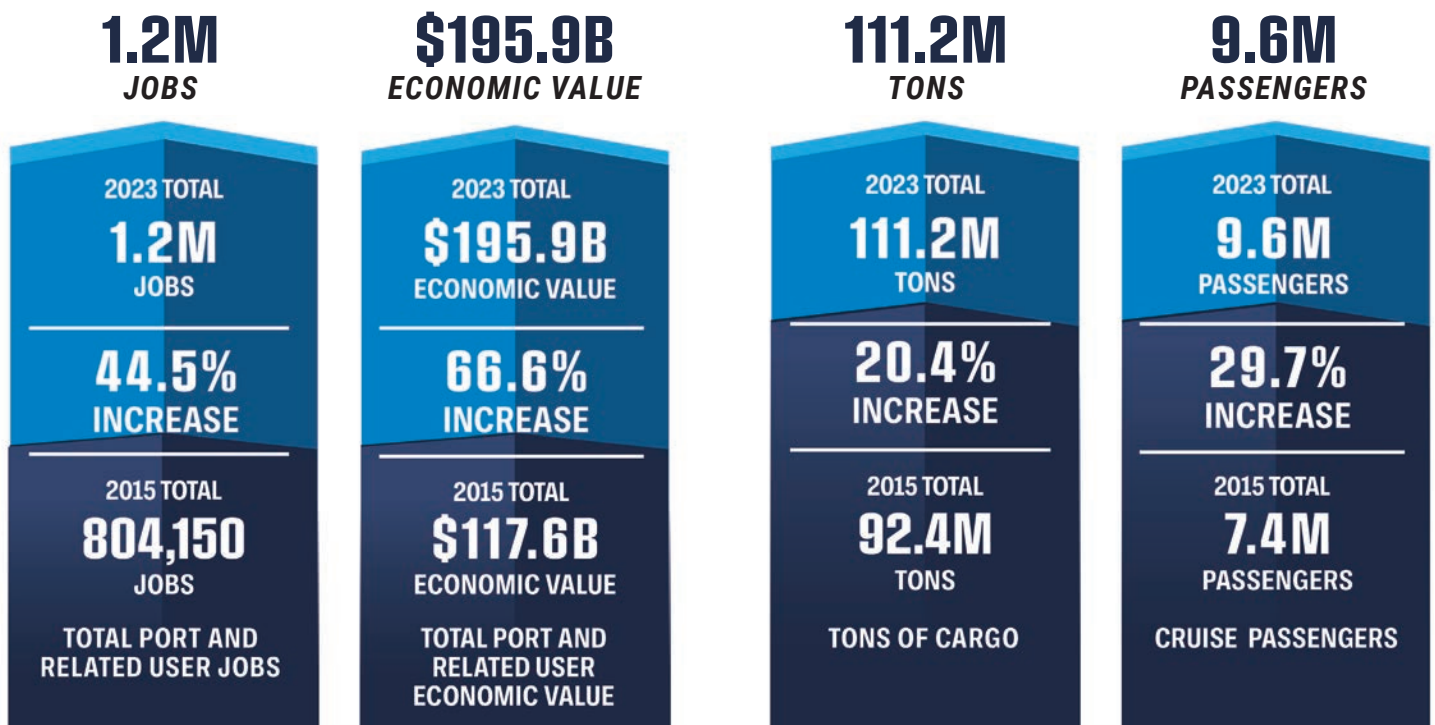
Maritime activity at Florida's seaports supports nearly 1.2 million jobs and contributes over \$195 billion in total economic value, representing 12.2% of Florida's \$1.6 trillion GDP. When considering the freight-dependent industries they serve, the top five account for 30.5% of Florida's GDP.

These numbers are growing, driven by investments in capital improvements that increase efficiency and capacity for cargo and cruise operations. Since 2015, Florida's seaports have seen a 20.4% increase in cargo and a 29.7% increase in cruise passengers.

These figures underscore the indispensable role Florida's seaports play in driving economic growth and securing the state's position as a global trade leader. By continuing to invest in modern, efficient, and secure port infrastructure, Florida can ensure its ports remain competitive and continue to deliver unparalleled economic benefits for years to come.

**\$7.4 B**  
STATE & LOCAL TAXES

**12.2%**  
FLORIDA'S GDP



# TRADE & CARGO

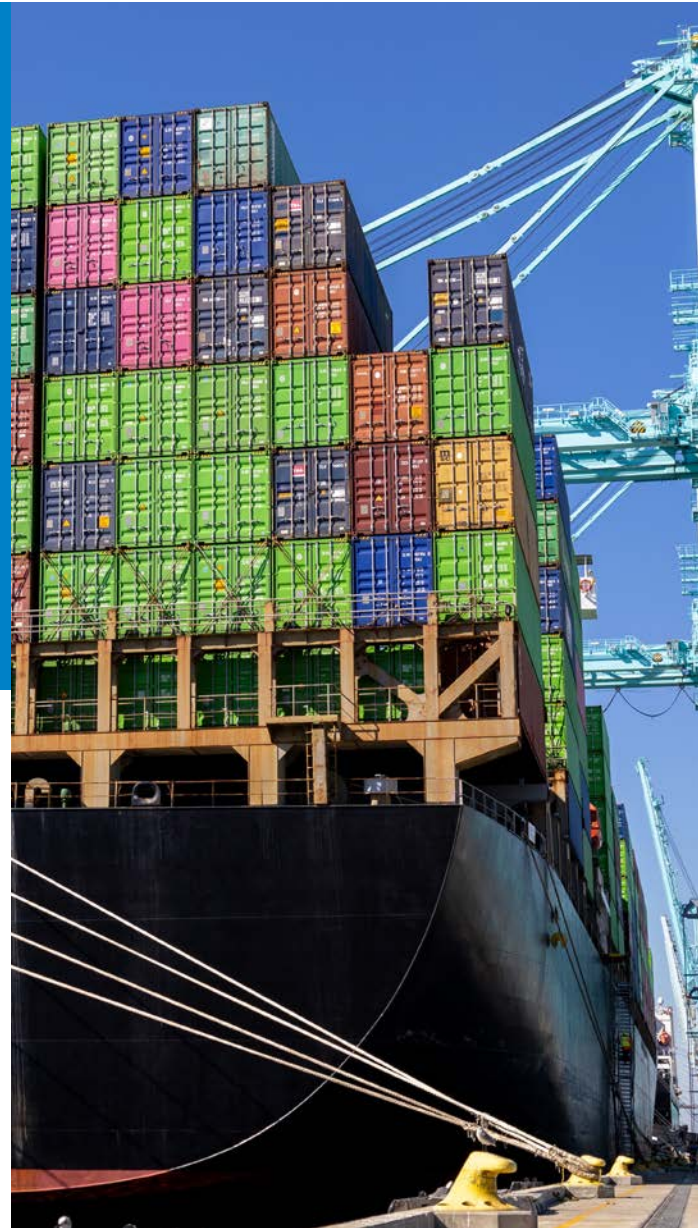
Florida's seaports are collectively recognized as important global gateways for waterborne cargo, with strong waterside infrastructure and landside connections. Each port is unique in its facilities and capabilities for accommodating ships, cargo, or passengers. However, collectively, Florida's ports are equipped to handle virtually anything that moves. Trade trends during the past several years have illustrated a clear positive growth trajectory, and Florida's distinctive ability to "seas the opportunities."

The growth of Florida's ports and the state's expanding global reach ensure a dynamic and ever-evolving landscape. Continued success hinges on Florida's ability to respond to and capitalize on key global maritime trade developments, including increasing freight rates, potential new U.S. tariffs, environmental regulations (e.g., EU Emission Trading System), and disruptions in trade routes. These key influencers in 2024 highlight the dynamic nature of the maritime cargo trade industry and the importance of adapting to new market demands, regulatory changes, and infrastructure hardening initiatives. By staying informed and responsive to these developments, Florida ports can ensure continued growth and resilience in the maritime sector.

**JAXPORT is a global trade seaport with connections to all continents except Antarctica. In FY24, JAXPORT expanded its direct service regions to include the West Coast of South America and South Asia (India Sub-continent).**

Cargo movement is typically measured in tonnage and Twenty-Foot Equivalent Units (TEUs), the standard unit for containerized cargo volume. Over the past ten years, Florida ports have experienced a 1.4% compound annual growth rate (CAGR) in total tonnage, resulting in a total growth of 15%. In terms of TEUs, the growth rate has been 2.5% CAGR, leading to a total growth of 28%.

This growth is largely attributed to strategic investments in port infrastructure, expanding capacity and capabilities. The efficiency of Florida's seaports, with their advanced facilities and connectivity, has enabled them to respond effectively to the changing maritime environment.





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## In fiscal year 2023/24, Florida's seaports handled 113.4 million tons of cargo and 4.3 million TEUs.

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Of the 113.4 million tons of cargo handled, almost half, or 48%, was domestic. Domestic cargo is defined as cargo transported in waterborne trade between two or more states or between the U.S. and Puerto Rico. The next largest category of cargo was imports, representing 39% of the total. This distribution highlights Florida's strategic importance as a hub for both national and international trade.

Liquid bulk, which consists primarily of refined petroleum products such as jet fuel and gasoline, remained the predominant cargo type, comprising 49% of the total tonnage in fiscal year 2023/24.

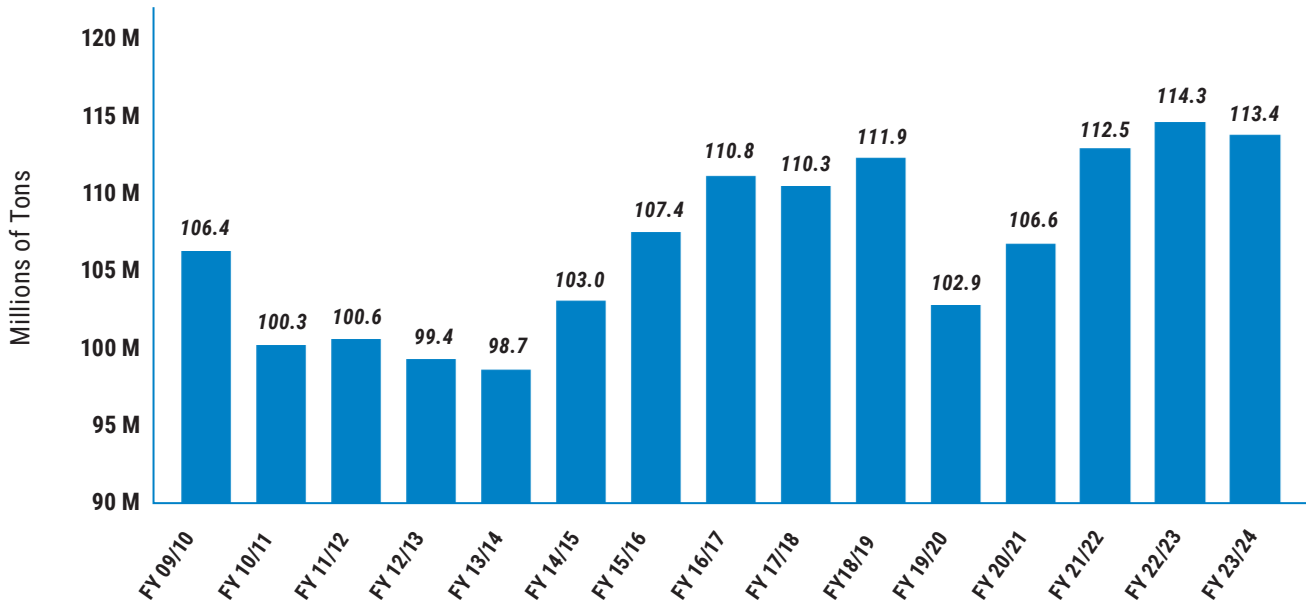
Containers formed the second largest category, accounting for 23% of all cargoes. Dry bulk, which includes fertilizers, cement, aggregates, and other commodities, represented 21% of the total cargo. The smallest category, breakbulk cargo, constituted only 7% of the total. Breakbulk cargo consists of a large diversity of "miscellaneous" cargo types ranging from construction products such as rebar to roll-on/roll-off cargo such as new and used automobiles. Breakbulk also includes project cargo, such as rocket boosters, rail cars, and yachts. This division has remained relatively stable over time.

Looking ahead, Florida ports are confident in their ability to handle increasing cargo volumes. Of the eight Florida seaports that provided forecasted figures for fiscal year 2028/29, all anticipate growth in tonnage and TEUs.



**Port Tampa Bay experienced a 15% growth in general cargo between fiscal years 2023 and 2024, thanks to the port's container expansion and new cranes. The forthcoming additional berth and dredging alongside will further enhance supply chain capacity and connectivity.**

**EXHIBIT 1: TOTAL TONNAGE HANDLED BY FLORIDA SEAPORTS**



Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

**EXHIBIT 2: FLORIDA WATERBORNE IMPORT, EXPORT, AND DOMESTIC CARGO BY SEAPORT (TOTAL TONNAGE)**

FY 2023/24 with prior year comparison

FY 2023 / 24*	Domestic	Imports	Exports	Total Tonnage
Port Canaveral	1,663,343	4,884,209	4,068	6,551,620
Port Everglades	15,727,728	7,944,560	3,212,780	26,885,068
Port of Fernandina	30,400	143,774	137,152	311,326
JAXPORT	9,675,720	7,883,135	1,669,461	19,228,316
SeaPort Manatee	5,869,296	5,133,192	511,564	11,514,052
PortMiami	0	6,341,429	3,785,338	10,126,767
Port of Palm Beach	610,816	690,798	1,505,776	2,807,390
Port Panama City	72,833	784,045	1,132,073	1,988,951
Port of Pensacola	34,369	338,710	1,755	374,834
Port Tampa Bay	21,073,496	9,260,219	3,292,776	33,626,491
<b>FY 2023/24 Total</b>	<b>54,758,001</b>	<b>43,404,071</b>	<b>15,252,743</b>	<b>113,414,815</b>
<b>FY 2022/23 Total</b>	<b>55,050,452</b>	<b>44,049,832</b>	<b>15,145,478</b>	<b>114,245,763</b>

Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

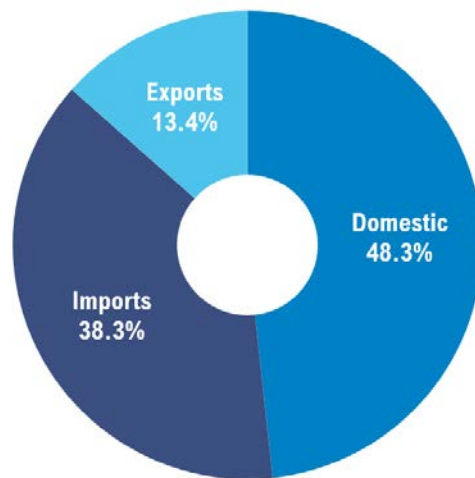
\* The ports of Citrus, Fort Pierce, Key West, Putnam, St. Joe, and St. Pete did not report cargo for fiscal year 2023/24.

SeaPort Manatee's ability to handle a diverse range of cargo at its multi-user berths plays a key role in overcoming global supply chain challenges, increasing its cargo tonnage by 6.5% compared to the prior fiscal year, reaching 11,514,052 tons in FY 2024



**EXHIBIT 3: FLORIDA WATERBORNE IMPORT, EXPORT, AND DOMESTIC TONNAGE DISTRIBUTION**

FY 2023/24



Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

**EXHIBIT 4: FLORIDA WATERBORNE CARGO TYPES BY SEAPORT (TOTAL TONNAGE)**

FY 2023/24 with prior year comparison

FY 2023 / 24*	Liquid Bulk	Containerized Cargo	Dry Bulk	Breakbulk	Total Tonnage
Port Canaveral	3,599,879	2,327	2,107,015	842,399	6,551,620
Port Everglades	18,249,649	6,748,200	1,673,285	213,934	26,885,068
Port of Fernandina	0	85,793	0	225,533	311,326
JAXPORT	5,408,419	5,438,800	4,109,231	4,271,866	19,228,316
SeaPort Manatee	6,344,421	1,283,027	3,168,408	718,196	11,514,052
PortMiami	0	10,126,767	0	0	10,126,767
Port of Palm Beach	362,898	1,438,383	852,529	153,580	2,807,390
Port Panama City	11,023	143,011	959,032	875,885	1,988,951
Port of Pensacola	0	1,278	248,679	124,877	374,834
Port Tampa Bay	21,220,925	1,140,385	10,205,443	1,059,738	33,626,491
<b>FY 2023/24 Total</b>	<b>55,197,214</b>	<b>26,407,971</b>	<b>23,323,622</b>	<b>8,486,008</b>	<b>113,414,815</b>
<b>FY 2022/23 Total</b>	<b>55,953,757</b>	<b>25,828,699</b>	<b>23,338,619</b>	<b>9,124,688</b>	<b>114,245,763</b>

Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

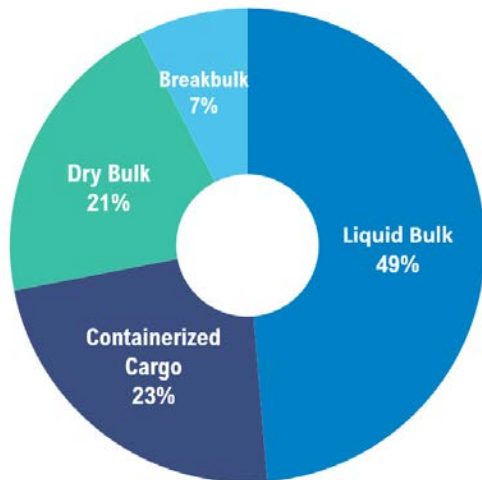
\* The ports of Citrus, Fort Pierce, Key West, Putnam, St. Joe, and St. Pete did not report cargo for fiscal year 2023/24.



**Port Panama City is a growing regional port and continues to attract new market opportunities. The Port handled an additional 24,500 tons of export forest products and 66,000 tons of new bagged cement cargo in FY 2024.**



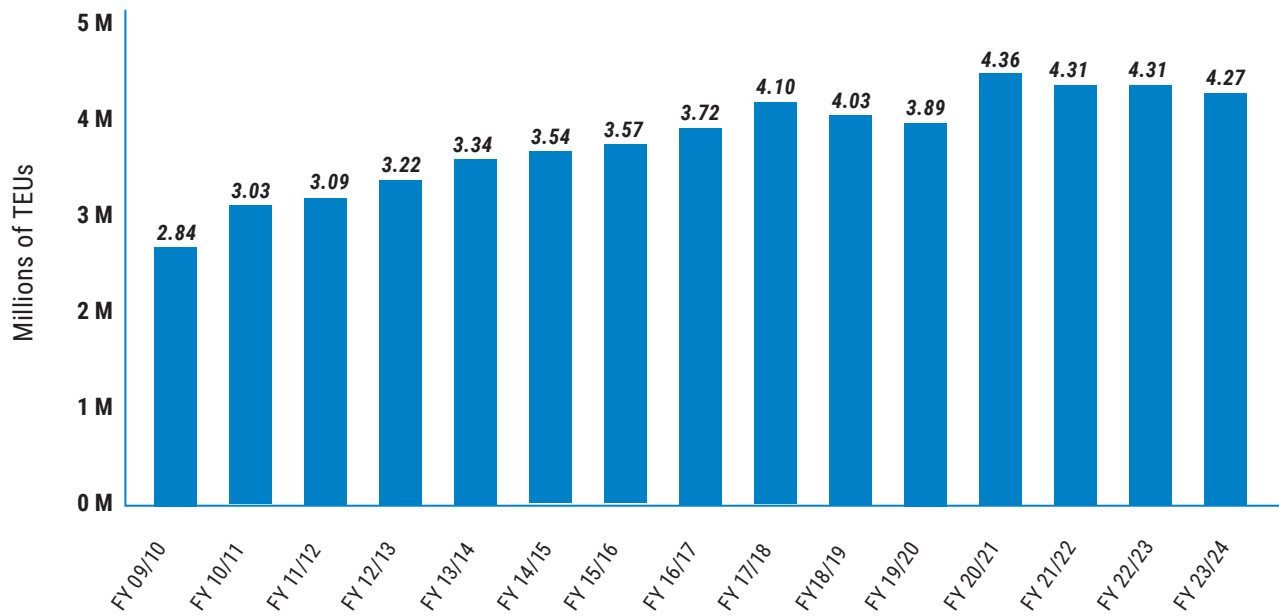
**EXHIBIT 5: FLORIDA WATERBORNE CARGO TYPE TONNAGE DISTRIBUTION**  
 FY 2023/24



*Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.*



**EXHIBIT 6: TOTAL CONTAINERIZED CARGO BY FLORIDA SEAPORT**



Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

**EXHIBIT 7: FLORIDA WATERBORNE CONTAINERIZED CARGO BY SEAPORT (TOTAL TEUS)**

FY 2023/24 with prior year comparison

	FY 2023 / 24	Exports	Imports	Domestic	Total TEUs
Port Canaveral		199	301	12	512
Port Everglades		565,086	522,027	0	1,087,113
Port of Fernandina		3,861	3,861	1,382	9,104
JAXPORT		272,934	232,499	855,821	1,361,254
SeaPort Manatee		84,042	84,855	0	168,897
PortMiami		512,366	577,077	0	1,089,443
Port of Palm Beach		151,123	114,122	0	265,245
Port Panama City		13,498	14,872	0	28,370
Port of Pensacola		0	102	0	102
Port Tampa Bay		124,336	132,164	0	256,500
<b>FY 2023/24 Total</b>		<b>1,727,445</b>	<b>1,681,880</b>	<b>857,215</b>	<b>4,266,540</b>
<b>FY 2022/23 Total</b>		<b>1,809,489</b>	<b>1,658,380</b>	<b>838,830</b>	<b>4,306,699</b>

Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

\* The ports of Citrus, Fort Pierce, Key West, Putnam, St. Joe, and St. Pete did not report cargo tonnage for fiscal year 2023/24.



# CRUISE & LEISURE

## CRUISE

The cruise industry, though smaller than global cargo trade, has become a key player in the hospitality sector over the past two decades and a prominent industry in Florida, where it all began. Since its inception, the industry has experienced consistent growth, despite economic downturns, or other challenges that typically impact the broader travel and tourism sector.

Cruise activity at ports includes both homeport calls, where passengers embark on multi-day cruises, and port of call visits, typically associated with single-day sailings or ferries. The key distinction is that homeported vessels take on passengers and supplies at the port, while port of call vessels generally do not embark or disembark new or additional passengers, nor do they typically take on supplies or use local services such as maintenance, advertising, or catering. As a result, homeported vessels generate a significantly greater economic impact than port of call visits.

Florida is at the epicenter of this growth, home to the world's top three cruise homeports—[PortMiami](#), [Port Canaveral](#), and [Port Everglades](#) — as well as the headquarters of all major cruise operators. In 2024, Florida handled nearly 60% of all U.S. cruise passenger embarkations<sup>3</sup>, a testament to the cruise industry's significant economic impact in the state.

**Growing consumer demand for cruises has increased the need for homeporting at Port Canaveral. The Port's Strategic Vision Plan highlights the necessity for new and expanded cruise terminals in 2025 and 2031, with \$335 million allocated in the Port's five-year CIP for cruise terminals.**

To maintain their global leadership, ongoing investment is essential. Florida's top ports are uniquely capable of accommodating the world's largest cruise ships—one key advantage that distinguishes them from other U.S. and international cruise ports. This world-class infrastructure, combined with innovative technology and vacation-ready facilities, enables these ports to efficiently manage growing passenger volumes, solidifying their role as industry leaders and proactive partners in the cruise sector.

In addition to the "big three," other Florida ports—such as [Port Tampa Bay](#), [JAXPORT](#), and [Port of Palm Beach](#)—are making significant investments to develop their cruise operations. These strategic enhancements ensure Florida remains a dominant force in the cruise industry, shaping its continued growth and future success.

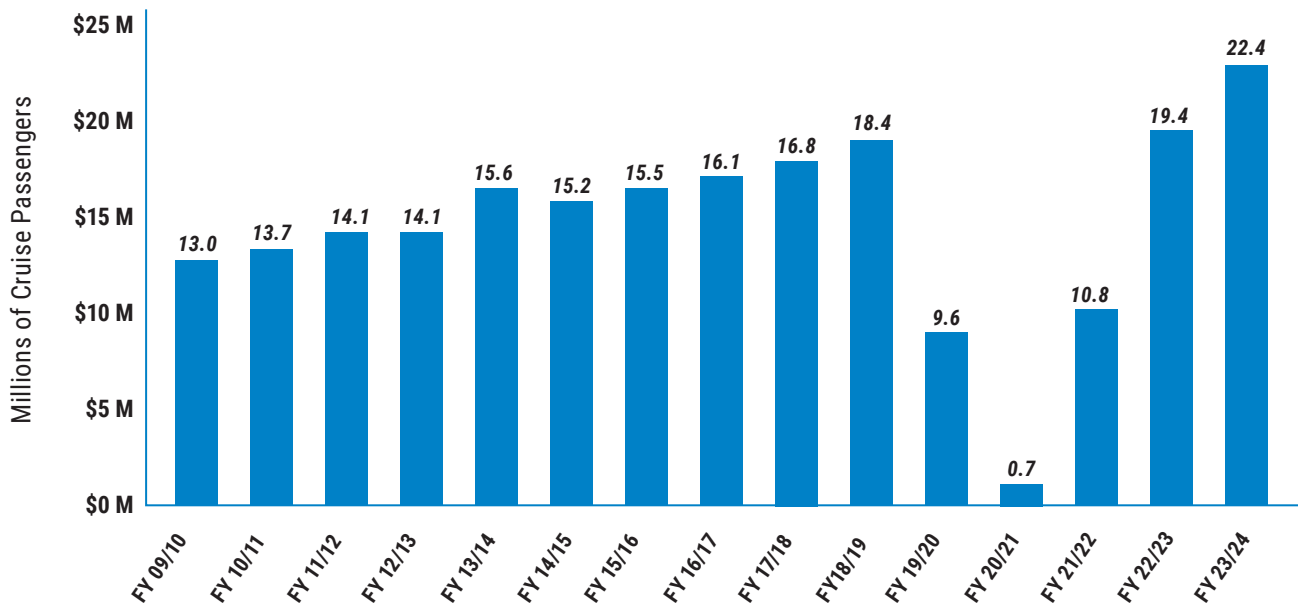
**In fiscal year 2023/24, Florida seaports reached a record high of 22.4 million cruise passengers, an increase of more than three million passengers compared to last year, the previous record-setting year.**

Over the past decade, Florida seaports have experienced a compound annual growth rate (CAGR) of 3.7%, resulting in a total growth of 44%. Looking ahead, Florida's ports are well-prepared to manage the anticipated increase in cruise traffic. Among the seaports projecting cruise traffic for fiscal year 2029, all expect a rise in passenger numbers over the next five years.



**PortMiami continues to uphold its status as the 'cruise capital of the world.' In fiscal 2024, PortMiami achieved its highest-ever cruise passenger total of 8,233,056, a 13% gain over its prior record of 7,299,294 in 2023.**

**EXHIBIT 8: TOTAL CRUISE PASSENGERS HANDLED BY FLORIDA SEAPORTS**



Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

**EXHIBIT 9: FLORIDA CRUISE PASSENGERS BY SEAPORT**

FY 2023/24 with prior year comparison

FY 2023 / 24*	Multi-Day	Single Day	Total Cruise Passengers
Port Canaveral	7,592,535	126,254	7,718,789
Port Everglades	4,010,919	116,796	4,127,715
JAXPORT	206,720	0	206,720
Port of Key West	532,678	0	532,678
PortMiami	8,098,509	134,547	8,233,056
Port of Palm Beach	383,125	0	383,125
Port Tampa Bay	1,212,604	0	1,212,604
<b>FY 2023/24 Total</b>	<b>22,037,090</b>	<b>377,597</b>	<b>22,414,687</b>
<b>FY 2022/23 Total</b>	<b>19,014,379</b>	<b>383,376</b>	<b>19,397,755</b>

Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

\* The ports of Citrus, Fernandina, Fort Pierce, Manatee, Panama City, Pensacola, Putnam, St. Joe, and St. Pete did not report cruise passenger activity for fiscal year 2023/24.

# YACHTING

The U.S. superyacht industry is a key segment of the broader maritime sector, encompassing the design, construction, maintenance, and chartering of yachts typically over 100 feet in length. In recent years, the industry has experienced robust growth, driven by increasing demand for luxury experiences, innovative design, and advanced technology.

Florida has long been a critical global hub for superyachts, hosting a significant portion of the U.S. fleet and providing the necessary infrastructure to accommodate these vessels. Fort Lauderdale, often referred to as the “Yachting Capital of the World,” along with several other Florida ports, plays a central role in the industry.

**The Port of Fort Pierce is home to the world’s largest boat lift, which was manufactured in Italy and assembled at the port’s facility.**



Superyachts frequently dock in Florida for extended stays following long voyages, and many take advantage of the state’s comprehensive maintenance, refit, and overhaul (MRO) services. Several of Florida’s public seaports actively participate in this growing MRO market, providing additional economic benefits to the state.

Among these ports, **Port St. Pete** stands out as the sole superyacht marina on Florida’s Gulf Coast. It has hosted several large yachts, including the M/Y *Tatoosh*, a 302-foot vessel with a crew of 30, which ranks among the world’s largest superyachts. The port offers a wide range of services for yacht maintenance and repair, and its prime location in downtown St. Petersburg provides easy access to local and regional recreational activities. With the global trend toward larger yacht construction, Port St. Pete plans to continue its focus on this growing market.

The **Port of Fort Pierce** is a recent addition to the superyacht MRO market. In 2019, the county transformed a dated cargo facility into a purpose-built shipyard for superyachts and large sailing vessels. With ongoing investments, the port aims to become a full-service mega-yacht facility.

Several other Florida seaports also handle the import and export of boats, yachts, and related products. For example, the **Port of Palm Beach** is a leading hub for yacht imports, while **SeaPort Manatee** has seen significant growth in yacht handling. Fort Lauderdale, with over 50,000 registered yachts, remains a key player in the state’s thriving superyacht industry<sup>4</sup>.



# CAPITAL IMPROVEMENT PLAN

## TOP TRENDS TRANSFORMING MARITIME

As outlined, Florida's seaports have experienced significant growth in both cargo and cruise volumes over the years. This trend can largely be attributed to strategic investments in port infrastructure, expanded capacity, and enhanced capabilities. Florida ports have consistently invested in both the past and future, demonstrating remarkable efficiency in adapting to an evolving landscape. By identifying key investments, they continue to meet the growing demands of their customer base, attract new business, and safeguard public assets.

Looking forward, Florida ports are committed to "seize the opportunities," a strategy that involves continued investments for Florida's 16 seaports. The ports invest in developments and projects aligned with anticipated market demands for their services and are seamlessly integrated into the state's transportation infrastructure. Collectively, Florida's seaports are a major component of the state's annual capital investment and economic output.

Florida ports have identified several pivotal trends shaping the maritime industry at the close of 2024. These trends highlight the sector's commitment to innovation, efficiency, and infrastructure hardening.

**Port Everglades is limited in cargo handling space and has no additional land for growth. Therefore, the addition of and/or transition to hybrid-electric RTG cranes, reefer racks, pick-up trucks, and more efficient EV top handlers and yard tractors will allow its tenants to increase container density and overall capacity within its existing footprint.**



**Innovation** plays a key role in improving efficiency, optimizing port operations, and keeping pace with industry changes. This includes rethinking how ports operate, identifying creative solutions to logistical challenges, and anticipating future industry shifts. From advanced cargo handling systems to data-driven decision-making and new business models, embracing a culture of innovation strengthens Florida's ports, enhances efficiency, and positions them as global leaders in maritime trade. By adopting new ideas and technologies, Florida's ports can remain competitive and prepared for the future.

A key trend highlighted is **digitalization and the adoption of smart technologies**. The integration of digital twins, artificial intelligence, and data analytics is revolutionizing decision-making, streamlining operations, optimizing performance, and reducing costs. Florida ports are prioritizing smart port development, creating interconnected environments that enhance productivity and adaptability, transforming ports into more efficient, data-driven hubs.

In addition, **Florida's adaptable supply chains** continue to be a prominent focus in response to global challenges. Florida ports are working to diversify sourcing patterns, reduce reliance on other regions, and explore near-shoring strategies to mitigate risks posed by political or environmental disruptions. By proactively planning and securing supply chains through diversification and redundancy, Florida ports are improving reliability and building economic resilience against potential future challenges.

By embracing these trends, Florida ports have the opportunity to enhance their operational capabilities, attract new business, and secure sustainable growth and long-term success.

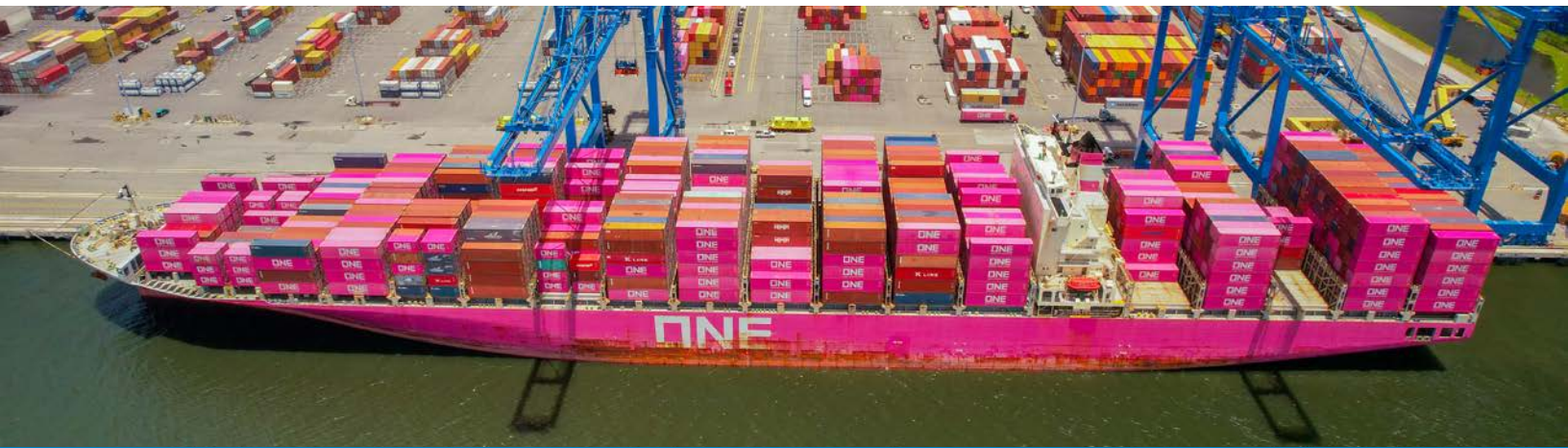
## CAPITAL IMPROVEMENT PLAN HIGHLIGHTS

As part of their strategy, each Florida seaport develops a rolling five-year capital improvement plan (CIP), which outlines necessary infrastructure enhancements to meet future demands. These plans not only anticipate growth opportunities but also maintain the flexibility to adapt to shifting market conditions and emerging industry trends. This ensures Florida's ports remain at the forefront of innovation and proactively address developments in the maritime sector.

The CIPs cover a wide array of projects, including infrastructure development and rehabilitation, channel and harbor deepening, land acquisition, intermodal connections, terminal development, inland port expansion, and other critical improvements.

Collectively, Florida's seaports have identified \$6 billion in investments through their CIPs for the period from fiscal years 2024/25 to 2028/29. This amount represents an increase of \$1 billion compared to the \$5 billion identified the previous year. PortMiami's five-year CIP features the highest investment, totaling \$2.6 billion. Port Tampa Bay, JAXPORT, Port Everglades, and Port Canaveral collectively contribute another \$3 billion to the CIP. Together, these top five ports account for 93% of the planned CIP budget over the next five years.

**SeaPort Manatee's 2022 Master Plan Update identified 25 major projects. As of November 2024, 16 out of 25 projects have been started by the Port.**



## Florida's seaports have identified \$6 billion in investments required to enhance both cruise and cargo operations over the next five years.

The largest planned investments in the current CIP are allocated to Berth Rehabilitation and Repairs, which account for \$1.1 billion (18%) of the total planned investments. Following this, the next largest categories are Cruise Terminals (\$1.0 billion, 17%), Cargo Terminals (\$998 million, 17%), Other Structures (\$859 million, 14%), Miscellaneous Projects (\$585 million, 10%), and Channel and Harbor Deepening (\$368 million, 6%).

Over the past decade, the cumulative investment required for the five-year planning period has steadily increased, highlighting the rising costs necessary to sustain operations and support future growth in Florida's competitive maritime industry.

Following the completion of the harbor deepening project, JAXPORT added new container services and can now accommodate container ships as large as 14,000 TEUs.

### EXHIBIT 10: COMBINED FIVE-YEAR CAPITAL IMPROVEMENT PLAN BY SEAPORT

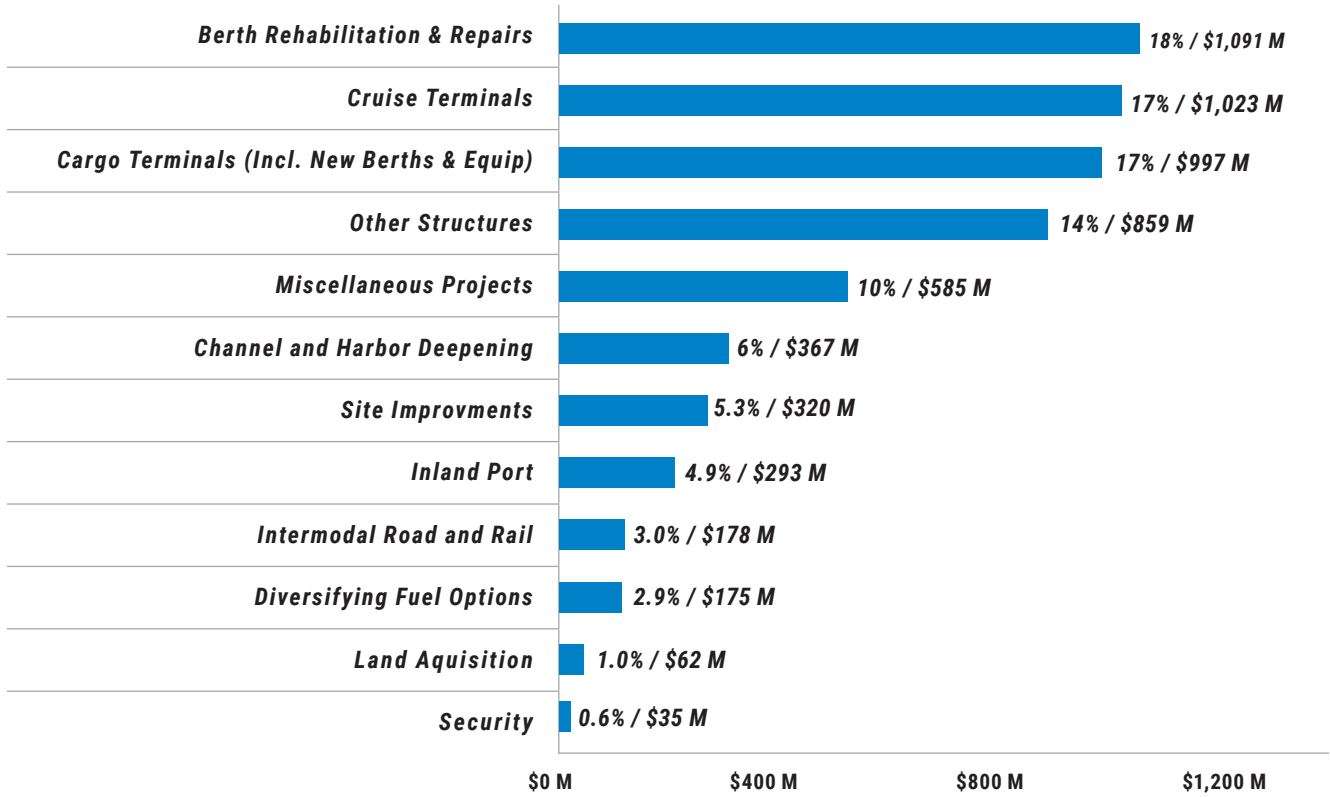
	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	5-Year Total	% Total
Port Canaveral	\$190,848,685	\$78,303,864	\$159,422,092	\$100,780,548	\$30,722,299	\$560,077,489	9%
Port Everglades	\$186,008,500	\$179,028,750	\$181,028,820	\$170,212,820	\$103,901,600	\$820,180,490	14%
Port of Fernandina	\$262,925	\$146,314	-	-	-	\$409,239	0.0%
Port of Fort Pierce	\$3,550,000	\$15,000,000	\$23,340,000	\$19,800,000	\$10,400,000	\$72,090,000	1%
JAXPORT	\$296,290,080	\$61,845,500	\$158,317,000	\$144,637,000	\$14,430,000	\$675,519,580	11%
Port of Key West	-	-	\$5,000,000	-	-	\$5,000,000	0.1%
SeaPort Manatee	\$43,306,142	\$41,346,882	\$19,621,924	\$9,250,000	\$10,250,000	\$123,774,948	2%
PortMiami	\$472,826,230	\$595,691,680	\$600,515,879	\$564,740,463	\$339,778,617	\$2,573,552,869	43%
Port of Palm Beach	\$11,375,000	\$20,375,000	\$33,375,000	\$33,375,000	\$33,375,000	\$131,875,000	2%
Port Panama City	\$19,255,333	\$25,515,000	\$24,308,075	\$16,490,000	\$3,500,000	\$89,068,408	1%
Port of Pensacola	\$3,798,064	\$4,943,600	\$2,222,222	\$1,100,000	\$1,100,000	\$13,163,886	0.2%
Port Putnam	\$1,203,600	\$2,400,000	\$2,100,000	\$2,000,000	\$2,100,000	\$9,803,600	0.2%
Port St. Pete	\$300,000	\$100,000	-	-	-	\$400,000	0.0%
Port Tampa Bay	\$174,100,000	\$158,200,000	\$216,900,000	\$223,800,000	\$137,500,000	\$910,500,000	15%
<b>TOTAL</b>	<b>\$1,403,124,559</b>	<b>\$1,182,896,590</b>	<b>\$1,426,151,012</b>	<b>\$1,286,185,831</b>	<b>\$687,057,516</b>	<b>\$5,985,415,509</b>	<b>100%</b>

Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

Notes: Funds for some projects are yet to be appropriated. Figures used may reflect low, mid, or high-range forecasts. Ports may choose to move projects from year to year, and/or to add or eliminate projects. The ports of Citrus and St. Joe did not provide a CIP.

### EXHIBIT 11: COMBINED FIVE-YEAR CAPITAL IMPROVEMENT PLAN BY PROJECT TYPE

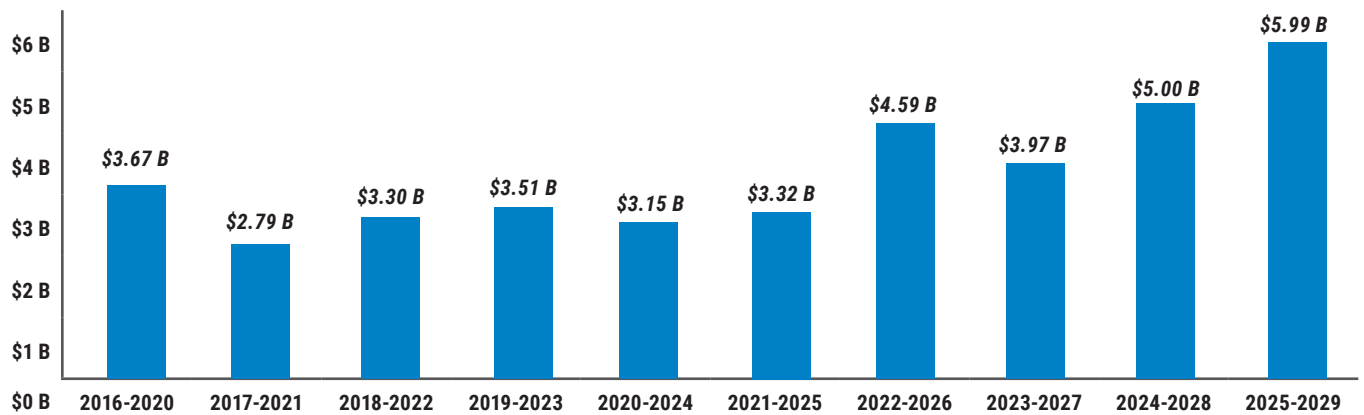
Fiscal year 2024/25 through 2028/29



Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

Notes: Project categories used in this document are sorted by major investment type, but sometimes a project will cross over into two or more categories. A specific breakdown for each port and its top projects along with the allocation of its CIP by project type can be found in the individual port profile sections.

### EXHIBIT 12: COMBINED FIVE-YEAR CAPITAL IMPROVEMENT PLAN EVOLUTION



Data Source: Individual Seaports, all data is provided in fiscal year, which runs October 1 through September 30.

# FUNDING THE FUTURE

Florida's seaports are essential drivers of the state's economic growth and global competitiveness. As seen, Florida's seaports supports nearly 1.2 million jobs and contributes over \$195 billion in total economic value, and as such Florida's maritime industry plays a vital role in facilitating trade, supporting supply chains, and creating jobs.

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**However, the continued prosperity of these seaports depends on robust and sustainable financial investments to support their growth, modernization, and economic resilience.**

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Florida's population is projected to grow significantly, with an estimated increase of 1,000 residents per day over the next 30 years. This population surge will inevitably drive a rise in maritime trade. Alongside evolving trade routes, changing global shipping regulations, and advancing technologies, this growth highlights the urgent need for the \$6 billion identified in the CIP to be realized.

To fund these endeavors, Florida seaports leverage diverse financial structures, drawing on revenues from port operations, as well as financing from federal, state, and local governments. Often, funding strategies include a blend of working capital, grants, construction bonds, bank loans, commercial mortgages, and private investments.

**Access to grants and funding will play a critical role in PortMiami's ability to grow, achieve it's objectives, and implement its long-term strategies.**

Collaboration is key to securing these funds. Florida seaports actively partner with state and federal agencies, private entities, and industry associations to access financial incentives and grants. Many ports have emphasized that these funding sources are critical to achieving their long-term strategic objectives and maintaining a competitive edge in the global economy.

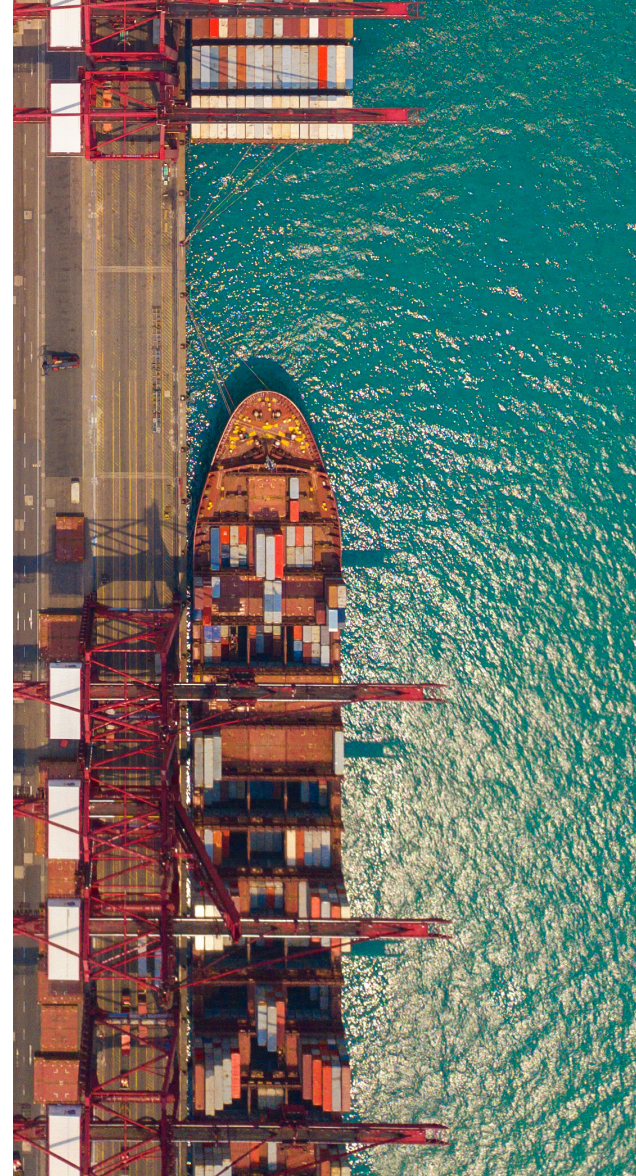




In the fiscal year 2023/24, Florida seaports collectively secured over \$390 million in funding from both state and federal sources. Notably, 54% of this funding was provided by state sources, while the remaining 46% came from federal funding.

While these investments reflect the national significance of Florida's ports and their crucial role in supporting the state's economy and transportation infrastructure, they still fall short of the funding required to fully implement the \$6 billion identified in the CIP. Additional investment is needed to ensure that the necessary infrastructure enhancements are completed, allowing Florida's ports to meet future demands and maintain their competitive edge on a global scale.

Given the scale of the planned investments and the transformative opportunities they present, this section outlines the diverse funding opportunities available at the state, local, and federal levels. It also highlights the programs from which Florida's ports received funding in 2024, as well as the key partnerships that will be essential for ensuring the continued success and growth of Florida's seaports in the decades ahead.



# STATE OF FLORIDA PROGRAMS

## Florida Construction Aggregate Program

Using existing work program revenues, this program funds projects that meet the public purpose of providing increased capacity and enhanced capabilities to move and store construction aggregate. Beginning in fiscal year 2023/2024, up to \$20 million shall be made available for each of the next four fiscal years (through 2027/2028)<sup>5</sup>.

## Florida's State Infrastructure Bank (SIB)

Provides loans and credit enhancements to government units and private entities for use in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. Selected projects must be eligible for assistance under state and federal law. The program is administered by FDOT<sup>6</sup>.

## Triumph Gulf Coast Grants

Following the 2010 Gulf Oil Spill, the State of Florida sued British Petroleum ("B.P.") for the economic damages it sustained. B.P. and the state entered into a settlement agreement whereby Florida will receive a total of \$2 billion until 2033. These funds are available to generate increased economic activity in the disproportionately affected counties, which are all located in the Florida Panhandle<sup>7</sup>.

## Florida Job Growth Grant Fund

An economic development program designed to promote public infrastructure and workforce training across the state. Proposals are reviewed by FloridaCommerce and chosen by the Governor to meet the demand for workforce or infrastructure needs in the community they are awarded to<sup>8</sup>.

## Resilient Florida Grant Program

Provides financial assistance for vulnerability analysis, planning, and implementing adaptation and mitigation projects in response to flooding and sea-level rise. Since the program began in 2021/2022, 664 resilience projects and \$1.5 billion has been awarded through the program<sup>9</sup>.

## Rural Infrastructure Fund (RIF):

Provides funding to rural communities for planning and financing infrastructure projects that support job creation and economic diversification. Grants may be awarded for up to 75% of the total infrastructure project cost, or up to 100% for a project located in a rural community. For fiscal year 2024/2025, \$20 million is available, with \$5 million allocated specifically for Panhandle counties.

## Supply Chain Innovation Fund:

Invests in strategic infrastructure projects at seaports, railroads, or public airports to enhance freight mobility and

economic development. A minimum of a one-to-one match of nonstate resources is required. For fiscal year 2025/2026, \$25 million has been requested to fund projects jointly selected by FloridaCommerce and the Florida Department of Transportation.

## Florida Seaport Transportation and Economic Development (FSTED) Program

Funds approved projects on a 50-50 matching basis with any of the public ports which are governed by a public body. An approved project is a project that has been approved by the FSTED Council. Grant funding under the program is limited to specific types of port facilities or port transportation projects. This program provides \$25 million dollars' annually in grants<sup>10</sup>.

## Intermodal Logistics Center (ILC) Infrastructure Support Program

Provides funds for roads, rail facilities, or other means for the conveyance or shipment of goods through a seaport to or from an ILC. Beginning in fiscal year 2024/2025, \$15 million shall be made available from the State Transportation Trust Fund for each of the next five years (through 2029/2030)<sup>11</sup>.

## Seaport Security Grant Program

Assists in the implementation of security plans and security measures at Florida's 16 publicly owned seaports. Funds may be used for the purchase of equipment, infrastructure needs, cybersecurity programs, and other security measures identified in a seaport's approved federal security plan. Such grants may not exceed 75% of the total cost of the request and are subject to legislative appropriation<sup>12</sup>.

## Strategic Intermodal System (SIS)

Focuses Florida's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. It is the state's highest priority for transportation capacity investments and a primary focus for implementing the state's long-range transportation vision and policy plan<sup>13</sup>.

## Strategic Port Investment Initiative (SPII)

An FDOT managed fund which makes available a minimum of \$35 million to the initiative each year. State funding is matched by the local port, requiring either a 50-50 or 75-25 state-to-local match. The initiative is funded primarily through FDOT's Strategic Intermodal System (SIS)<sup>14</sup>.

## Small County Dredging Grant Program

Funds dredging projects in counties having a population of fewer than 300,000 according to the last official census<sup>15</sup>.

# FEDERAL PROGRAMS

## **Inflation Reduction Act**

Includes \$3 billion over five years to establish a new grant program to install electrified equipment and reduce emissions at ports, as well as funding for ports seeking to purchase alternative-fueled cargo-handling equipment, shore power systems, microgrids for energy resiliency, electric grid infrastructure, and more<sup>16</sup>.

## **Port Infrastructure Development Program (PIDP)**

Invests in America's coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of the shipping industry. In fiscal year 2025, \$530 million is available to be awarded as discretionary grants through the PIDP program<sup>17,18</sup>.

## **United States Marine Highway Program (USMHP)**

Expands the use of America's marine highway service options and further integrate them into the U.S. transportation system. Shifting cargoes off America's crowded roads offers the added benefit of reducing road congestion and associated vehicle emissions. In fiscal year 2025, \$5 million of funds were available through USMHP<sup>19</sup>.

## **National Infrastructure Project Assistance Grant Program (Mega)**

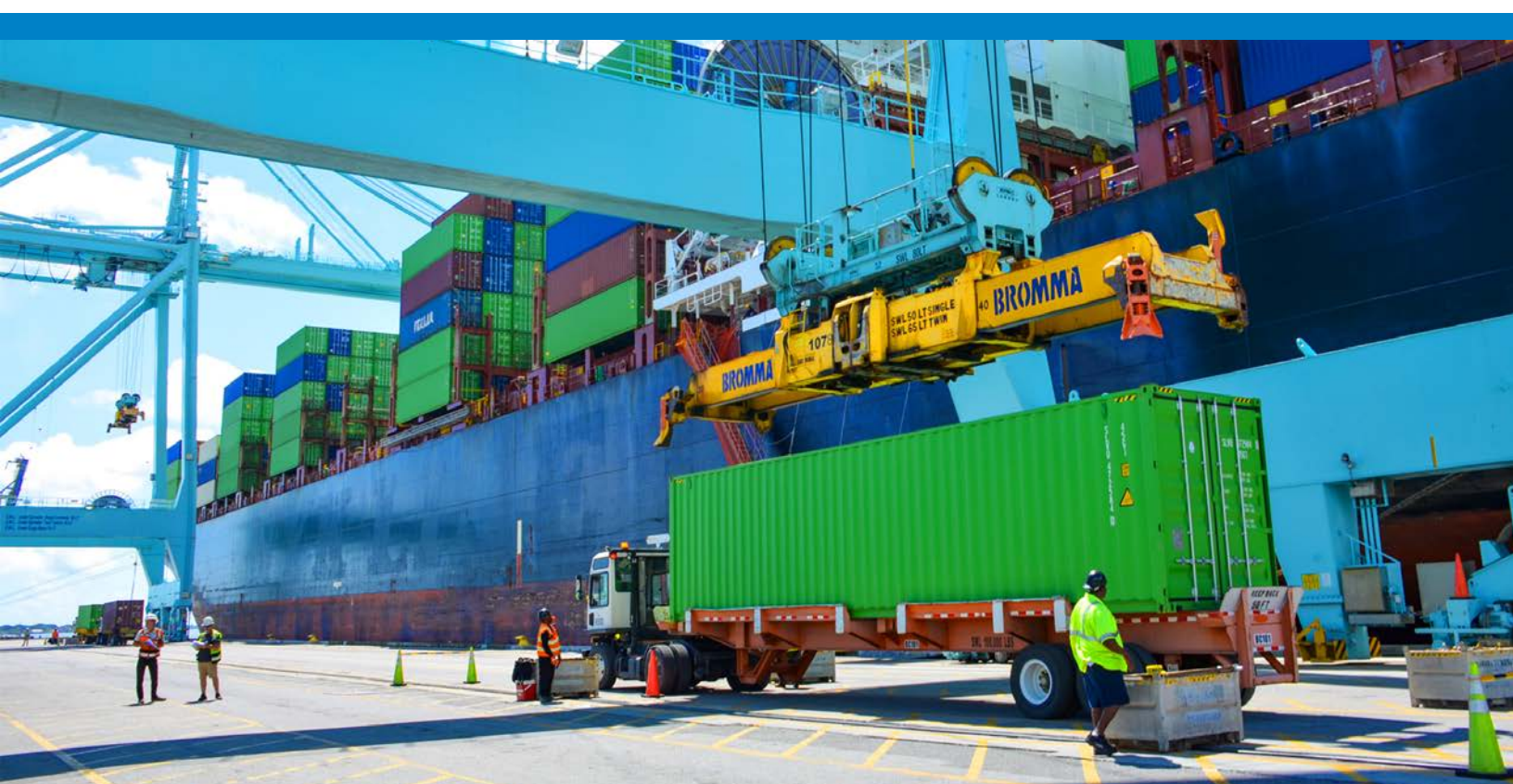
Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. In fiscal year 2025/2026, \$1.7 billion in funding is available<sup>20</sup>.

## **RAISE**

Focuses on nationally significant transportation projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make the transportation systems safer, more accessible, more affordable, and more sustainable. The program has \$1.5 billion available in fiscal year 2025<sup>21</sup>.

## **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT)**

Provides funding to ensure surface transportation resilience to natural hazards including sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The PROTECT program provides \$1.4 billion in funding over 5 years<sup>22</sup>.





#### **U.S. Army Corps of Engineers (USACE) Work Plan**

Provides federal funding for harbor deepening and maintenance. For fiscal year 2024, the work plan includes \$8.7 billion in appropriations. These funds need to be matched at the local or state level<sup>23</sup>.

#### **Port Security Grant Program (PSGP)**

Protects critical port infrastructure from terrorism, enhances maritime domain awareness, improves port-wide maritime security risk management, and maintains or reestablishes maritime security mitigation protocols that support port recovery and resiliency capabilities; \$90 million available in fiscal year 2024<sup>24</sup>.

#### **Railroad Rehabilitation & Improvement Financing (RRIF)**

Under this program the Department of Transportation is authorized to provide direct loans and loan guarantees up to \$35.0 billion to finance development of railroad infrastructure<sup>25</sup>.

#### **Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)**

Supports rail-focused infrastructure and intermodal port projects. With \$2.5 billion awarded in fiscal year 2023/2024, eligible projects include safety technology deployment, rail line relocation, and workforce development<sup>26</sup>.

#### **Nationally Significant Freight and Highway Projects Program**

Also referred to as Infrastructure for Rebuilding America (INFRA), awards grants for multimodal freight and highway projects of national or regional significance for projects that fix aging infrastructure, providing enhanced safety, capacity, and connectivity for highways and the freight system. In fiscal year 2025/2026, \$2.7 billion in funding is available<sup>27</sup>.

#### **Diesel Emissions Reduction Act (DERA)**

Provides funding for projects aimed at reducing harmful emissions from diesel engines. The EPA announced \$125 million in for fiscal year 2025 to upgrade older diesel engines to cleaner and zero-emission solutions<sup>28</sup>.

#### **Defense Community Infrastructure Pilot Program (DCIP)**

Addresses deficiencies in community infrastructure, supportive of a military installation, to enhance military value, support the training of cadets at “covered educational institutions,” installation resilience, and/or military family quality of life. \$100 million in grants is available in fiscal year 2024<sup>29</sup>.

#### **Reduction of Truck Emissions at Port Facilities Program**

Funds projects through competitive grants to reduce truck-related emissions at port facilities. Grantees will test, evaluate, and deploy innovative solutions such as port electrification and other emerging technologies and strategies. The fiscal year 2025 budget includes \$80 million for discretionary grants that reduce port-related emissions from idling trucks<sup>30</sup>.

#### **EPA Clean Ports Program - Climate & Air Quality Planning Grant**

Funds activities such as emissions inventories, strategy analysis, community engagement, and the identification of resiliency measures. The goal is to build the capacity of port stakeholders to reduce pollution and transition to zero-emissions operations.

#### **EPA Clean Ports Program - Zero-Emission Technology Deployment Grant**

Funds zero-emission port equipment and infrastructure to reduce mobile source emissions (criteria pollutants, air toxics, and greenhouse gases) at U.S. ports.



# PLANNING FOR THE FUTURE

In addition to funding capital projects, ports today are increasingly investing in training programs, recognizing their crucial role in the long-term development and growth of Florida’s ports. Several Florida seaports are investing in workforce development by offering a range of internships, apprenticeships, and training programs aimed at cultivating a skilled labor pool essential for the future success and resilience of the ports.

**Canaveral Port Authority** offers a paid internship program for college students, providing hands-on experience in cruise, leisure, cargo, engineering, and public administration. They also run a Junior Ambassador Program for Brevard County high school students, fostering career exploration and workforce development.

**Port Everglades** hosts internships for environmental and engineering students from universities such as FAU, Hampton University, and NSU. Additionally, the port participates in local high school career days and STEM events.

**Derecktor Fort Pierce**, in collaboration with Indian River State College, is developing a skilled trade program to support shipyard operations, which will complement port operations once implemented.

**JAXPORT** runs the JAXPORT EXPRESS program, partnering with the Electric Vehicle Infrastructure Training Program (EVITP) and local institutions to develop workforce curricula to support zero-emissions cargo-handling technologies.

**SeaPort Manatee** is the only Florida seaport providing nationwide training for port facility officers.

**PortMiami** collaborates with Miami Dade College to offer apprenticeship programs and paid internships focusing on trade and logistics. They also partner with local public schools and maritime companies for one- and two-year apprenticeship programs, providing paid on-the-job training and classroom instruction for diesel systems technicians, diesel off-road maintenance technicians, and commercial refrigeration technicians. PortMiami also participates

annually in Miami-Dade County’s Summer Youth Internship Program (SYIP) as well as hosts Career Days at the Miami-Dade County Prologis Trade and Logistics Academy to engage and inspire the next generation of maritime professionals.

## The Port of Palm Beach received the AAPA Lighthouse Award of Excellence in Port Administration for its Summer Internship Program

**Port of Palm Beach** offers an eight-week internship program for graduating seniors and college students, with a focus on students from Palm Beach County.

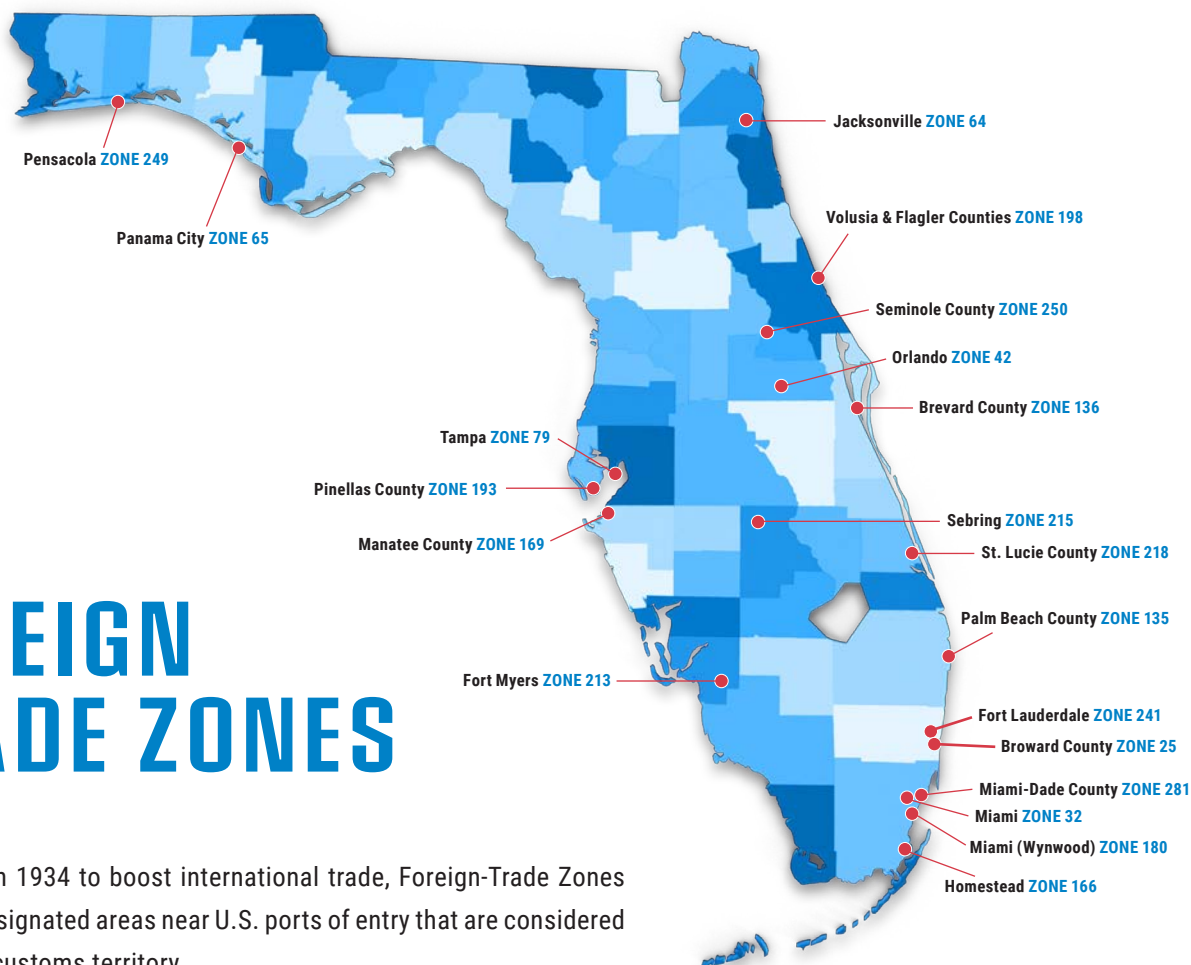
**Port Panama City** is developing co-op and internship programs in partnership with local state and technical colleges to enhance workforce skills for future port operations.

**Port of Pensacola** hosts a mechanical program run by the University of West Florida, providing specialized workforce training in port operations.

**Port Tampa Bay** offers internships for high school and college students in various fields, including maritime, government, finance, business development, and engineering, to give them exposure to the port’s business activities and operations.

These programs help build the workforce needed to maintain and operate Florida’s growing seaports, ensuring the long-term sustainability and competitiveness of the maritime industry in the state.

# FOREIGN TRADE ZONES



Established in 1934 to boost international trade, Foreign-Trade Zones (FTZs) are designated areas near U.S. ports of entry that are considered outside U.S. customs territory.

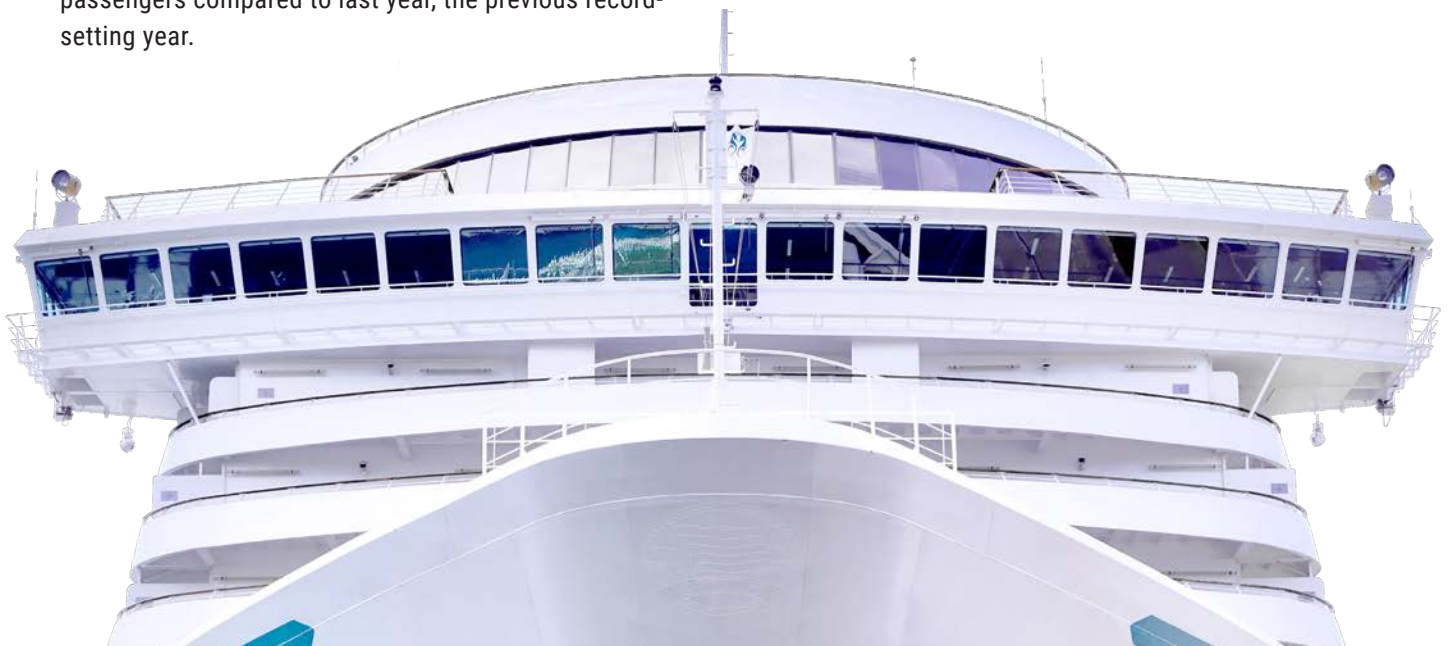
Florida, with its 20 FTZs, is a major player in this sector, ranking second only to Texas in the number of FTZs among U.S. states.

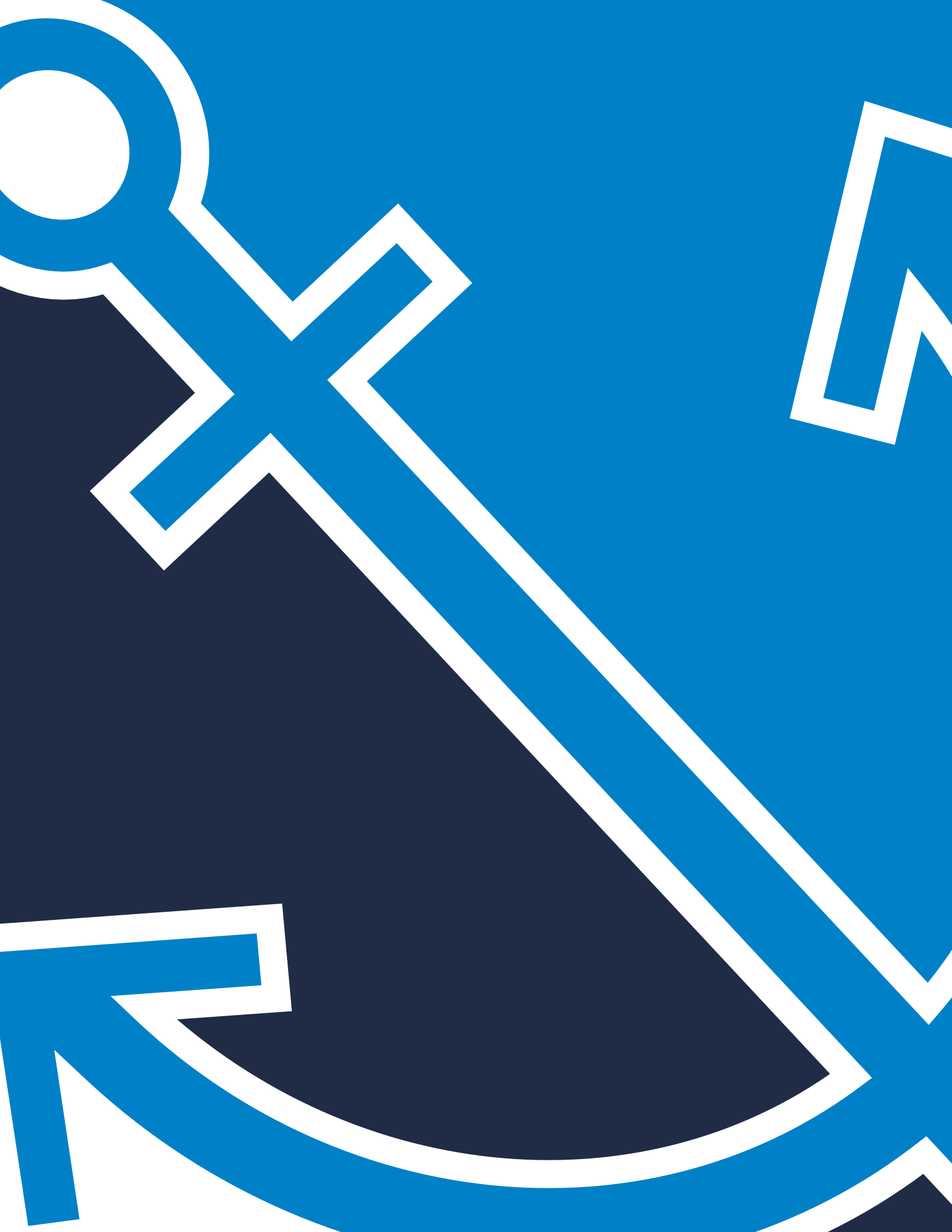
Moreover, FTZs play a pivotal role in streamlining supply chains and reducing costs for businesses. By allowing companies to defer, reduce, or eliminate customs duties, FTZs help improve cash flow and reduce overall operational costs. This, in turn, makes Florida an attractive destination for international businesses looking to establish or expand their operations, and are vital to the state's economic strategy

The economic impact of FTZs in Florida is substantial. These zones collectively support 11,000 jobs<sup>31</sup>, highlighting their importance to the state's economy. As global trade continues to evolve, the strategic importance of these zones will only increase, reinforcing Florida's position as a key hub for international commerce.

# 2023/24 TAKEAWAYS

- Each Florida seaport is unique in its facilities and capabilities for accommodating ships, cargo, or passengers. Collectively, Florida's ports are equipped to handle virtually anything that moves.
- In 2024, ten of Florida's seaports handled cargo, while seven facilitated passenger movements.
- Florida seaports support 1.2 million jobs in the state of Florida and contribute \$195.9 billion in economic value, or 12.2% of Florida's GDP.
- Florida seaports have witnessed substantial growth in cargo and cruise volumes, a trend many of the ports attributed to strategic investments in port infrastructure that helped expand port capacity and capabilities.
- Over the past ten years, Florida ports have experienced a 1.4% CAGR in total tonnage, 2.5% CAGR in TEUs handled, and a 3.7% CAGR in passenger movements. Both cruise and cargo forecasts indicate growth is expected over the next five years.
- Florida seaports handled 113.4 million tons of cargo and 4.3 million TEUs.
- Florida seaports reached a record high of 22.4 million cruise passengers, an increase of more than three million passengers compared to last year, the previous record-setting year.
- Florida continues to claim the world's top three cruise homeports – PortMiami, Port Canaveral, and Port Everglades – and is home to the largest cruise ships in the world.
- For many years, Florida has been a global hub for mega yachts, both for extended marina stays and, increasingly, for maintenance; this trend is expected to continue.
- Collectively, Florida's seaports have identified \$6 billion in investments through their CIPs for the period from fiscal years 2024/25 to 2028/29.
- The largest planned investments in the current CIP are for Berth Rehabilitation and Repair (\$1.1 billion), Cruise Terminals (\$1.0 billion), and Cargo Terminals (\$998 million).
- Over the past decade, the cumulative investment required for the five-year planning period has steadily increased, highlighting the rising costs necessary to sustain operations and support future growth in Florida's competitive maritime industry.
- Florida seaports collectively received over \$390 million in state and federal funding.









# PORT PROFILES

**PORT CANAVERAL**

**PORT EVERGLADES**

**PORT OF FERNANDINA**

**PORT OF FORT PIERCE**

**JAXPORT**

**PORT OF KEY WEST**

**SEAPORT MANATEE**

**PORTMIAMI**

**PORT OF PALM BEACH**

**PORT PANAMA CITY**

**PORT OF PENSACOLA**

**PORT PUTNAM**

**PORT OF PORT ST. JOE**

**PORT CITRUS**

**PORT ST. PETE**

**PORT TAMPA BAY**



# PORT CANAVERAL

**CANAVERAL PORT AUTHORITY**

**WWW.PORTCANAVERAL.COM**

**ESTABLISHED 1953**

**FOREIGN TRADE ZONE #136**

**TOTAL BERTHING SPACE: 16,006 FT**

**HARBOR DEPTH: 43 FT**

**ACRES: 1,500**

Port Canaveral is a world-class, highly efficient deep-water seaport connecting commerce and consumers throughout the State of Florida and the southeastern United States. Located on the East Coast of Florida with direct access to/from the main Atlantic shipping lanes, the Port serves as a unique transportation hub linking sea, land, air, and space with the benefits of unrestricted air draft, 43-ft deep-water sea access, multipurpose berthing, and easy and efficient highway access.

The Port is a vital link for international commerce for the State of Florida and plays a continuing role in supplying critical commodities to Florida residents and businesses, as well as supporting maritime assets for the U.S. military, U.S. government, and commercial launch providers conducting launch operations from nearby NASA, Space Florida, and U.S. Space Force launch pads.

Approximately 75% of Port Canaveral's total revenue earned from all business operations is derived from its cruise business. The Port is currently the second busiest cruise port in the world, handling over seven million multi-day cruise passenger movements in fiscal year 2023/24. The Port is homeport for several of the cruise industry's newest, largest, and most sophisticated ships operated by the largest cruise brands in the world, and it was the first cruise port in North and South America capable of supporting LNG-powered cruise vessels.

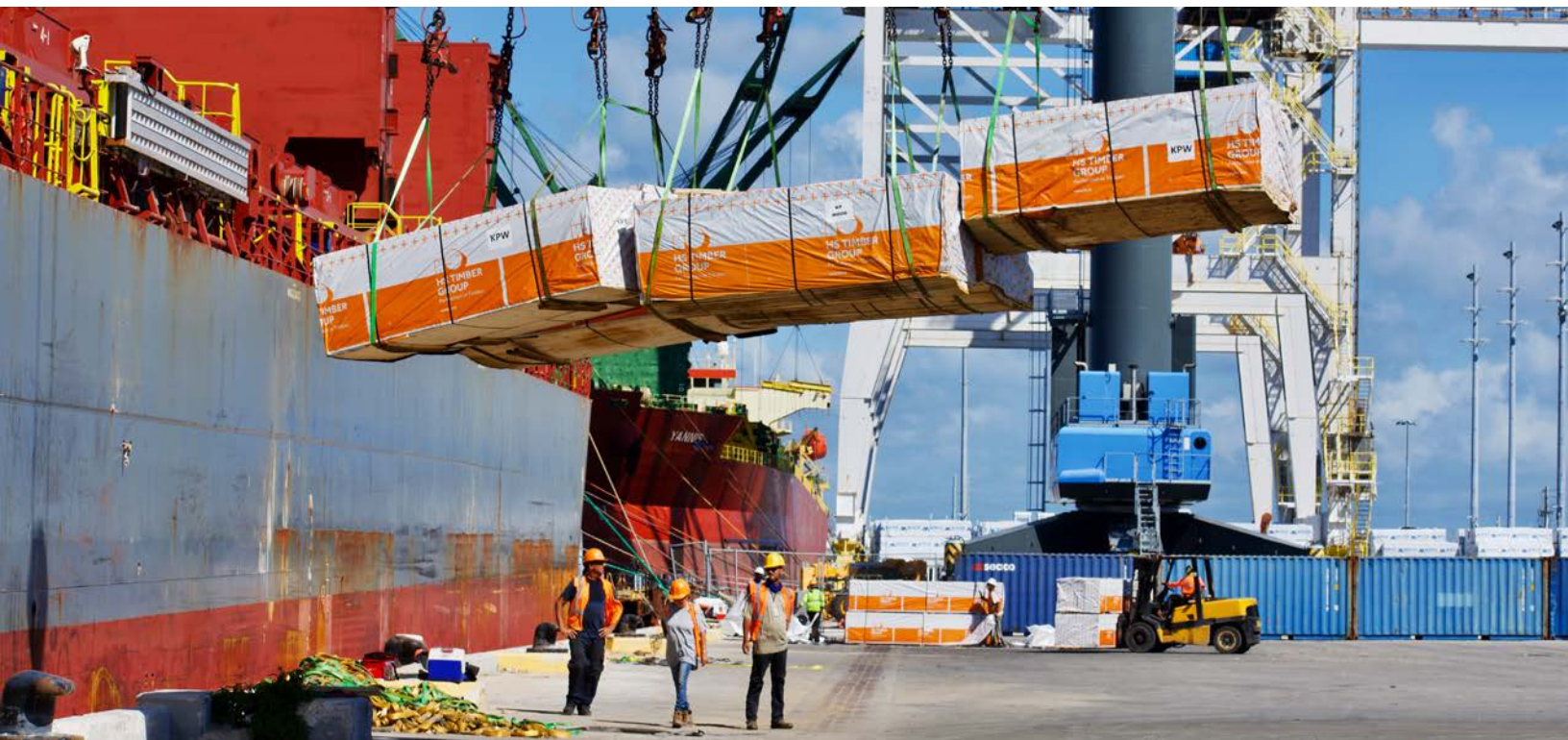
# KEY STATS



YEAR	CARGO TEUS	CARGO TONNAGE	CRUISE PASSENGERS	HOMEPORTING CRUISE SHIPS
<b>2023/24</b>	<b>512</b>	<b>6,551,620</b>	<b>7,718,789</b>	<b>18</b>
<b>2028/29</b> <i>Forecast</i>	<b>3,138</b>	<b>7,955,049</b>	<b>8,746,293</b>	<b>22</b>

Port Canaveral has grown its diversified cargo portfolio, handling a wide variety of dry and liquid bulk and breakbulk cargo, as well as heavy lift and project cargo, including high-value components for aerospace and military operations. The Port is the preferred port of entry to efficiently reach high-demand consumer markets in Central Florida with building and construction products, such as dimensional lumber, plywood, and other forest products; aggregates for roadway building; and transportation fuels from gasoline, diesel, and ethanol to jet fuel. Seaport Canaveral at Port Canaveral is the largest fuel terminal operator in the State of Florida.

Port Canaveral continues to invest in its infrastructure to expand its operational capabilities and increase capacity to add value to the Port's business portfolio and maintain its competitive position for handling current and future business demands in an increasingly complex global economy. The Port's five-year \$560 million capital improvement plan is focused on harbor and landside infrastructure improvements, such as renovating cruise and cargo terminal facilities, and building and refurbishing multi-purpose deep-water berths to keep pace with demands and promote economic prosperity for the region.



EXPORTS		IMPORTS	
<b>Top Partners</b>		<b>Top Partners</b>	
	<b>Value</b>		<b>Value</b>
Ascension	\$23.0 K	Germany	\$2.9 M
France	\$4.9 K	Canada	\$2.7 M
Belgium	\$1.8 K	Sweden	\$2.0 M
		Japan	\$989.8 K
		Bahamas	\$636.0 K
<b>Top Commodities</b>		<b>Top Commodities</b>	
	<b>Value</b>		<b>Value</b>
Containers	\$22.8 K	Lumber	\$2.2 M
Machinery & Equipment	\$1.7 K	Petroleum	\$1.2 M
General Miscellaneous	\$1.5 K	Granite	\$1.0 M
		Slag	\$986.8 K
		Machinery & Equipment	\$334.3 K

## GOALS & OBJECTIVES

- Diversify the business portfolio with cargo terminal expansion and uplands improvement projects to accommodate more bulk and breakbulk cargo, and energy products storage and distribution (transportation fuels).
- Increase cargo handling capabilities and add capacity to accommodate bulk and breakbulk commodities, and increase heavy lift and project cargo for expanding commercial space operations.
- Improve berth capacities and capabilities to accommodate more frequent cargo and cruise vessel calls, larger ship sizes with higher passenger counts, and increased cargo volume/tonnage.

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	\$1,200,000	\$10,000,000	\$10,000,000	-	-	\$21,200,000
<i>Cargo Terminals (Incl. New Berths &amp; Equip)</i>	\$21,124,067	\$3,804,000	\$3,782,000	\$6,843,000	\$6,620,001	\$42,173,068
<i>Channel and Harbor Deepening</i>	\$8,267,728	-	-	\$500,000	\$6,500,000	\$15,267,728
<i>Cruise Terminals</i>	\$63,332,879	\$40,517,997	\$138,580,492	\$87,609,848	\$4,604,995	\$334,646,211
<i>Intermodal Road and Rail</i>	\$15,931,148	\$1,709,874	\$55,000	\$100,000	\$55,000	\$17,851,022
<i>Miscellaneous Projects</i>	\$56,836,000	\$21,301,993	\$6,364,600	\$5,087,700	\$12,302,304	\$101,892,596
<i>Other Structures</i>	\$11,398,092	\$375,000	\$375,000	\$375,000	\$375,000	\$12,898,092
<i>Security</i>	\$5,568,742	\$345,000	\$265,000	\$265,000	\$265,000	\$6,708,742
<i>Site Improvements</i>	\$7,190,030	\$250,000	-	-	-	\$7,440,030
<b>Total</b>	<b>\$190,848,685</b>	<b>\$78,303,864</b>	<b>\$159,422,092</b>	<b>\$100,780,548</b>	<b>\$30,722,299</b>	<b>\$560,077,489</b>



## TOP CAPITAL PROJECTS

### REBUILD NORTH CARGO BERTH 4

Anticipated completion February 2025, which will add approximately 900 linear feet of multipurpose berth space as the current berth has been out of service since 2014.

### BUILD TWO NEW CRUISE TERMINALS

Growing consumer demand for cruise has increased demand for homeporting cruise vessels at Port Canaveral. The Port's Strategic Vision Plan identified the need for new and expanded cruise terminals in 2025 and 2031 respectively.

### RENOVATE/REBUILD SOUTH CARGO BERTHS 3 AND 4 COMPREHENSIVE DREDGING PROJECT

Currently underway for berth box dredging at northside cargo berths to match the 43 ft depth of harbor. This will improve the Port's capability to more efficiently accommodate cargo-laden deep draft vessels, especially tanker vessels loaded with jet fuel.

## GRANTS AWARDED

Grant	Project	Amount
FDOT - SPII Program	North Cargo Berth Improvements: Berth 4, Mobile Harbor Cranes	\$9,618,022
FSTED/FDOT - FSTED Program	North Cargo Berth 4	\$3,280,000
FLDFS	Aerial Tower Truck	\$1,020,000
Florida Fish and Wildlife	Rodney Ketcham Park Waterside Improvements	\$245,000
FDEP	Inlet Management Plan Implementation	\$223,000
FSTED/FDOT - Seaport Security Grant Program	Access Control Equipment	\$47,625
<b>Total</b>		<b>\$14,433,647</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
North Cargo Berth 3	\$16 M	\$31 M	\$47 M
North Cargo Berth 4	\$10 M	\$30 M	\$40 M



# PORT EVERGLADES

**BROWARD COUNTY BOARD OF COUNTY  
COMMISSIONERS**

**[WWW.PORTEVERGLADES.NET](http://WWW.PORTEVERGLADES.NET)**

**ESTABLISHED 1927**

**FOREIGN TRADE ZONE #25**

**TOTAL BERTHING SPACE: 26,722 FT**

**HARBOR DEPTH: 55 FT / 48 FT \***

**ACRES: 2,190**

An epicenter for international trade, Port Everglades is positioned in one of the world's largest consumer regions, including a constant flow of approximately 140.6 million annual visitors statewide and 6 million residents within an 80-mile radius.

Port Everglades is the leading U.S. gateway for trade with Latin America, moving 11% of all U.S./Latin American trade.

The port's diversified cargo mix includes containers, refrigerated cargo, new and used automobiles and trucks, dry bulk, breakbulk, project cargo, RO/RO, and liquid bulk. Approximately one-third of the transportation fuels consumed in Florida are stored and distributed by companies located within Port Everglades, including jet fuel for five international airports. In addition to cargo operations, Port Everglades hosts 4 million cruise passenger movements annually.

With its proximity to the popular Caribbean, Port Everglades is the third busiest cruise homeport in the world. It is a leading container port in Florida and one of the most diverse cargo ports nationally. Port Everglades is also South Florida's main seaport for receiving energy products, including gasoline and jet fuel. Port customers benefit from direct highway access, an international airport within two miles, state-of-the-art foreign-trade zone warehousing, and a 43-acre international and domestic intermodal

\* Future depth of 55 ft (Outer Entrance of Channel) / 48 ft + 2 additional ft (Remainder of Channel)

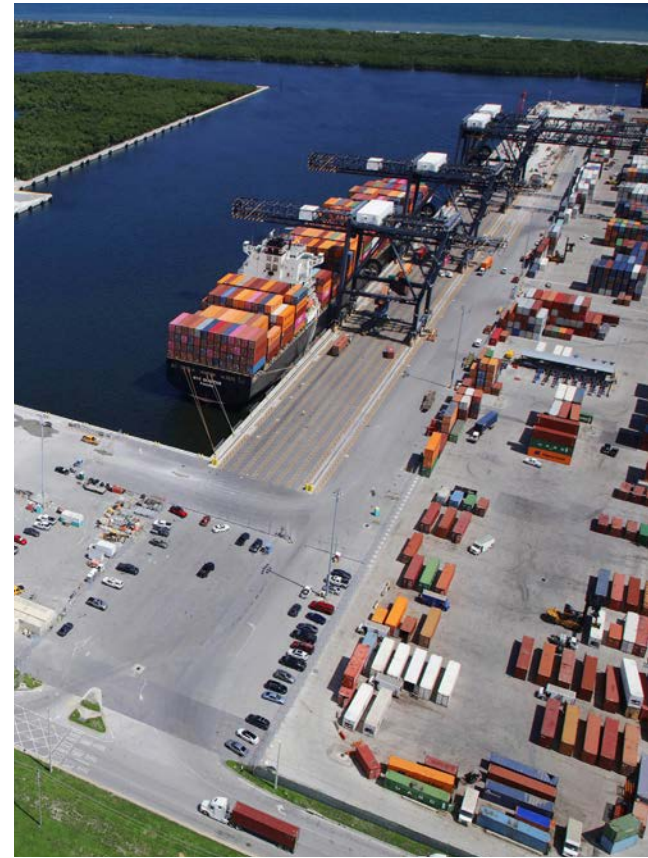
# KEY STATS



YEAR	CARGO TEUS	CARGO TONNAGE	CRUISE PASSENGERS	HOMEPORTING CRUISE SHIPS
<b>2023/24</b>	<b>1,087,113</b>	<b>26,885,068</b>	<b>4,127,715</b>	<b>30</b>
<b>2028/29</b> <i>Forecast</i>	<b>1,822,550</b>	<b>34,476,795</b>	<b>5,200,000</b>	<b>35</b>

container rail transfer facility that makes it possible for cargo shipped to Port Everglades to reach Atlanta and Charlotte by rail within two days, and 70% of the U.S. population in four days.

Port Everglades follows an aggressive, comprehensive twenty-year Master/Vision Plan that focuses on modernizing its facilities to maximize productivity. The plan is updated every few years to review market trends and changes in the cruise, cargo, and energy industries, local planning initiatives, and evolving technologies. Through these plans, Port Everglades has identified 50 infrastructure improvements, with an estimated cost of more than \$3 billion that will increase the port’s productivity over the next 20 years. More than half of the projects will be started and/or completed within the next five years. A department of the Broward County government, Port Everglades does not rely on local tax dollars for operations. The total value of economic activity related to Port Everglades exceeded \$26.5 billion in fiscal year 2023. Nearly 193,000 Florida jobs are impacted by the port, including 8,570 people who work for companies providing direct services.



EXPORTS		IMPORTS	
Top Partners	Value	Top Partners	Value
Dominican Republic	\$1,528.5 M	Dominican Republic	\$1,419.0 M
Brazil	\$1,480.5 M	Honduras	\$1,006.2 M
Costa Rica	\$1,246.8 M	Colombia	\$883.2 M
Chile	\$834.3 M	Guatemala	\$756.0 M
Bahamas	\$757.7 M	Nicaragua	\$688.2 M
Top Commodities	Value	Top Commodities	Value
Nuclear Reactors, Boilers, Machinery; Parts	\$2,917.6 M	Apparel Articles and Accessories	\$1,794.2 M
Vehicles, Except Railway or Tramway, and Parts	\$1,618.4 M	Optic, Photo, Medic, or Surgical Instruments	\$890.7 M
Electric Machinery; Sound Equip; TV Equip; Parts	\$1,526.1 M	Ships, Boats, and Floating Structures	\$790.0 M
Ships, Boats, and Floating Structures	\$684.3 M	Mineral Fuel, Oil; Bitumin Substitutes; Mineral Wax	\$741.6 M
Essential Oils; Perfumery, Cosmetic Preps	\$629.1 M	Electric Machinery; Sound Equip; TV Equip; Parts	\$741.5 M

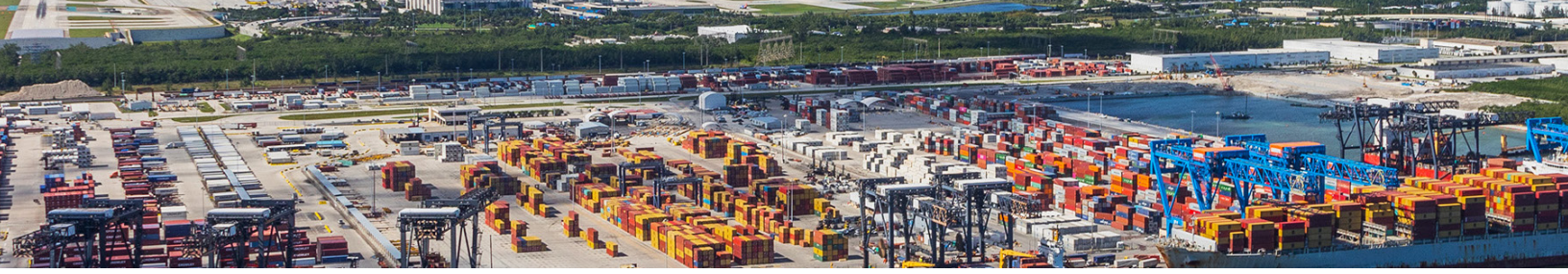
## GOALS & OBJECTIVES

- Complete the Slip 1 Expansion project.
- Complete replacing bulkheads for berths 1, 2, 3, 16, 17, 18, and the north entrance channel.
- Advance shore power initiatives for all eight cruise terminals.
- Improve on-port and near-port transportation connections.
- Complete the U.S. Army Corps of Engineers Port Everglades Navigation Improvements project.

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	\$37,118,000	\$71,282,150	\$71,282,150	\$60,466,150	\$28,826,600	\$268,975,050
<i>Cargo Terminals (Incl. New Berths &amp; Equip)</i>	\$25,792,000	-	-	-	-	\$25,792,000
<i>Channel and Harbor Deepening</i>	-	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$100,000,000
<i>Cruise Terminals</i>	\$18,560,000	-	-	-	-	\$18,560,000
<i>Intermodal Road and Rail</i>	\$500,000	\$8,208,100	\$34,671,670	\$34,671,670	-	\$78,051,440
<i>Miscellaneous Projects</i>	\$33,900,000	\$12,900,000	\$12,900,000	\$12,900,000	\$12,900,000	\$85,500,000
<i>Other Structures</i>	\$24,463,500	\$24,463,500	-	-	-	\$48,927,000
<i>Security</i>	\$3,775,000	\$1,775,000	\$1,775,000	\$1,775,000	\$1,775,000	\$10,875,000
<i>Site Improvements</i>	\$12,900,000	\$6,400,000	\$6,400,000	\$6,400,000	\$6,400,000	\$38,500,000
<i>Diversifying Fuel Options</i>	\$29,000,000	\$29,000,000	\$29,000,000	\$29,000,000	\$29,000,000	\$145,000,000
<b>Total</b>	<b>\$186,008,500</b>	<b>\$179,028,750</b>	<b>\$181,028,820</b>	<b>\$170,212,820</b>	<b>\$103,901,600</b>	<b>\$820,180,490</b>





## TOP CAPITAL PROJECTS

### REPLACING AGING BULKHEAD

Project includes berths 1, 2, 3, 16, 17, 18, and the north entrance channel to fortify with infrastructure capable of adapting to future sea-level rise.

### SLIP 1 EXPANSION

Includes widen the slip and constructing new bulkheads at berths 9 and 10 to support the port's energy sector.

### CHANNEL DEEPENING AND WIDENING

U.S. Army Corps of Engineers Navigation Improvements Project to deepen and widen the port's main navigation channels.



## GRANTS AWARDED

Grant	Project	Amount
Port Infrastructure Development Program	Port Everglades Regional Port Operations With Emissions Reductions Project	\$53,357,402
FDOT - SPII Program	Cargo Berth Improvements and New Bulkheads	\$34,765,849
Resilient Florida Grant Program	Bulkhead Replacement Project	\$32,000,000
FSTED/FDOT - FSTED Program	New Public Works Facility Building	\$3,280,000
Diesel Emissions Reduction Act	Cruise Terminal Shore Power Electrification Pilot Project	\$2,500,000
State - State Legislature Appropriation (Earmarks)	Safety-Security Detection Pilot Program at Florida Ports	\$1,000,000
PIDP - Community Project Funding	Broward County Port Everglades Shore Power Systems Infrastructure Project	\$850,000
EPA Clean Ports: Climate & Air Quality Planning	Updating the 2015 Baseline Air Emissions Inventory	\$300,000
FSTED/FDOT - Seaport Security Grant Program	Traffic Variable Message Boards	\$40,000
<b>Total</b>		<b>\$128,093,251</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
Channel Deepening & Widening		\$1,256 M	\$94 M \$1,350 M
Southport Turning Notch Extension	\$384 M	\$87 M	\$471 M
Bulkhead Replacement Project	\$258 M		\$269 M
Slip 1 Expansion Project	\$137 M		\$190 M



# PORT OF FERNANDINA

OCEAN HIGHWAY AND PORT AUTHORITY

[WWW.PORTOFFERNANDINA.ORG](http://WWW.PORTOFFERNANDINA.ORG)

ESTABLISHED 1941

TOTAL BERTHING SPACE: 1,200 FT

HARBOR DEPTH: 38 FT

ACRES: 21

## GOALS & OBJECTIVES

- Expand offerings to industries beyond forest products, targeting steel and project cargo.
- Continue to investigate additional inland opportunities; the Terminal Operator currently operates at two off-port locations.

The Port of Fernandina is located on Florida's Atlantic coast. The port provides port and terminal service for both imports and exports to more than fourteen pulp and paper producers located throughout Florida and the Southeastern US. It also supports local paper mills by exporting their products. In addition, the Port of Fernandina handles a diverse mix of cargoes, ranging from containers serving the Bermuda market to a growing bulk import market supporting the construction industry in the Southeastern US.

To better accommodate customers, capital investments of nearly \$10 million have been made, and additional investments are planned for the coming years. The port has deepened its berths to 40 feet MLW, added three new cranes, implemented a new Terminal Operating System, and replaced/upgraded its fleet of cargo handling equipment for all types of cargo. The Port of Fernandina currently has 230,000 square-foot of on-port warehouse facilities, over 180,000 square-foot of off-port warehouse facilities, and daily on-dock rail service. It also has a fully certified Container Freight Station and will soon be adding a Foreign Trade Zone designation. The port is included in the M-95 Marine Highway designation and is pursuing opportunities with local industry for short-sea shipping to remove trucks from the over-the-road highway system. The port operator runs a fleet of six trucks to service its customers.

## KEY STATS



YEAR	CARGO TEUS	CARGO TONNAGE
2023/24	9,104	311,326
2028/29 <i>Forecast</i>	9,900	360,912

## EXPORTS

### Top Partners

Ecuador

### Top Commodities

Kraft Liner Board

## IMPORTS

### Top Partners

Sweden

Brazil

Norway

### Top Commodities

Wood Pulp

Hard Board

Lumber

## TOP CAPITAL PROJECTS

### ADDITIONAL COVERED STORAGE FACILITIES

The additional facilities will allow the Port to handle more breakbulk cargo.

### NEW CBP ADMINISTRATIVE FACILITY

### FENDER SYSTEM REPLACEMENT

Replace / rehab the fender system on the existing dock.

### VARIOUS RESILIENCY PROJECTS

With the goal to prevent ongoing terminal flooding events.

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	\$262,925	-	-	-	-	\$262,925
<i>Other Structures</i>	-	\$146,314	-	-	-	\$146,314
<b>Total</b>	<b>\$262,925</b>	<b>\$146,314</b>				<b>\$409,239</b>

## GRANTS AWARDED

Grant	Project	Amount
FSTED/FDOT - Seaport Security Grant Program	USCBP Facility	\$25,000
<b>Total</b>		<b>\$25,000</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	Total
Fender System Replacement	\$66 K	\$197 K	\$263 K



# PORT OF FORT PIERCE

**ST. LUCIE COUNTY**

**[HTTPS://WWW.STLUCIECO.GOV/  
DEPARTMENTS-AND-SERVICES/COUNTY-  
ADMINISTRATION/PORT-OF-FORT-PIERCE](https://www.stlucieco.gov/departments-and-services/county-administration/port-of-fort-pierce)**

**ESTABLISHED 1920**

**FOREIGN TRADE ZONE #218**

**HARBOR DEPTH: 28 FT**

**ACRES: 99**

On Florida's southeast Atlantic Coast, the Port of Fort Pierce is a deepwater seaport, made possible through the construction of the Fort Pierce Inlet (a federally maintained inlet).

The Port of Fort Pierce has been unique among Florida ports in that it has historically been a working waterfront, with most of the land owned by private entities.

In its early years, the port thrived, first as a hub for coastwise shipping, then international shipping of Florida citrus and produce. During World War II, the Port was converted to a U.S. Navy base before finally establishing itself as a shipping hub to the Bahamas. Because of shifting markets, however, the once-bustling cargo facility fell into stagnation.

That changed in January 2018, when St. Lucie County acquired the Indian River Terminal to transform it from a dated cargo facility to a purpose-built shipyard for the maintenance, repair, and overhaul (MRO) of mega yachts and large sailing vessels. Derecktor Shipyards began their operation in 2019 and added the world's largest mobile boat hoist a year later. With continuing investments, the decades-old cargo terminal continues to be transformed into a full-service mega-yacht facility.



With the Port terminal now being utilized, the County has begun to pursue the development of Harbour Pointe Park, its +/- 26-acre site that hopes to provide both recreational and marine commercial elements that complement the Port of Fort Pierce's long-term vision. This park will eventually support the County's vibrant artificial reef program, its commercial fishing heritage, a much-needed public boat ramp, and other marine commercial elements.

Together, Derecktor (Fort Pierce) and Harbour Pointe Park Development could be the catalyst for the future development of the large tracts of waterfront property that remain undeveloped and in private ownership. Facilities for small cruise ships, fast ferries, niche marine operations, the state's space program, or the manufacturing/import/export of yachts have been discussed as possible opportunities for the modern Port of Fort Pierce.



## GOALS & OBJECTIVES

- Complete design plans for Avenue M, connecting N. 2nd St. to Harbour Pointe Park, allowing for the future development of the park.



## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Intermodal Road and Rail</i>	\$2,300,000	\$3,000,000	\$3,000,000	\$1,500,000	\$1,000,000	<b>\$10,800,000</b>
<i>Land Acquisition</i>	-	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	<b>\$8,000,000</b>
<i>Miscellaneous Projects</i>	\$500,000	\$6,000,000	\$7,000,000	-	-	<b>\$13,500,000</b>
<i>Other Structures</i>	\$150,000	-	-	-	-	<b>\$150,000</b>
<i>Site Improvements</i>	\$600,000	\$4,000,000	\$11,340,000	\$16,300,000	\$7,400,000	<b>\$39,640,000</b>
<b>Total</b>	<b>\$3,550,000</b>	<b>\$15,000,000</b>	<b>\$23,340,000</b>	<b>\$19,800,000</b>	<b>\$10,400,000</b>	<b>\$72,090,000</b>

## TOP CAPITAL PROJECTS

### ACQUISITION OF KEY PROPERTIES

Capital investments on infrastructure and the acquisition of adjacent parcels critical to the development of the Port.

### HARBOUR POINTE DEVELOPMENT INITIATIVE

Outlined in the 2020 Port Master Plan, this initiative includes enhanced stormwater management, educational concepts, a public boat ramp, commercial fishing, and other marine commercial and recreational components.

### REGIONAL STORMWATER MANAGEMENT FACILITY

Updating existing and establishing new stormwater management infrastructure, including the land acquisition, design, and construction.

### TERMINAL IMPROVEMENTS

Includes pavement and drainage improvements.

### MASTER PLAN UPDATE



## GRANTS AWARDED

Grant	Project	Amount
U.S. Army Corps of Engineers Work Plan	Operation and Maintenance Dredging	\$10,000,000
FSTED/FDOT - FSTED Program	Terminal Paving	\$1,500,000
<b>Total</b>		<b>\$11,500,000</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
Harbour Point Development Initiative	\$43 M	\$3 M	\$46 M
Regional Stormwater Improvements	\$8 M		\$9 M
Terminal Improvements	\$3 M		\$4 M



# JAXPORT

**JACKSONVILLE PORT AUTHORITY**

**WWW.JAXPORT.COM**

**ESTABLISHED 1963**

**FOREIGN TRADE ZONE #64**

**TOTAL BERTHING SPACE: 16,900 FT**

**HARBOR DEPTH: 47 FT\***

**ACRES: 1,590**

JAXPORT is Florida's largest container port by volume and one of the nation's top ports for vehicle handling and breakbulk. The port owns, maintains, and markets three cargo terminals, two intermodal rail terminals, and one passenger cruise terminal along the St. Johns River. As one of the nation's most diversified ports, JAXPORT has experienced labor for a variety of specialty cargos, including fresh and frozen, forest products, high and heavy, U.S. military, and project cargo.

Dozens of ocean carriers call JAXPORT, offering shippers competitive transit times to 140 ports in more than 70 countries. JAXPORT offers ocean carrier services to all major world regions, including direct container service connecting Jacksonville with Asia, Europe, South America, the Caribbean, and Central America. The world's leading ocean carrier alliances call JAXPORT, with regular services to destinations throughout Asia through both the Panama and Suez canals.

The port offers a 47 ft deepwater shipping channel through the Blount Island Marine Terminal and a new turning basin, which allows larger ships to turn at Blount Island berths. \$100 million in recently completed berth enhancements enable the terminal to simultaneously accommodate two post-Panamax ships. More than \$72 million in phased yard improvements were completed in 2025 to modernize and expand Blount Island's container-handling capacity. Additionally, \$63 million in upgrades to vehicle berths at Blount Island will further enhance auto-handling efficiencies.

\* Through Blount Island



# KEY STATS

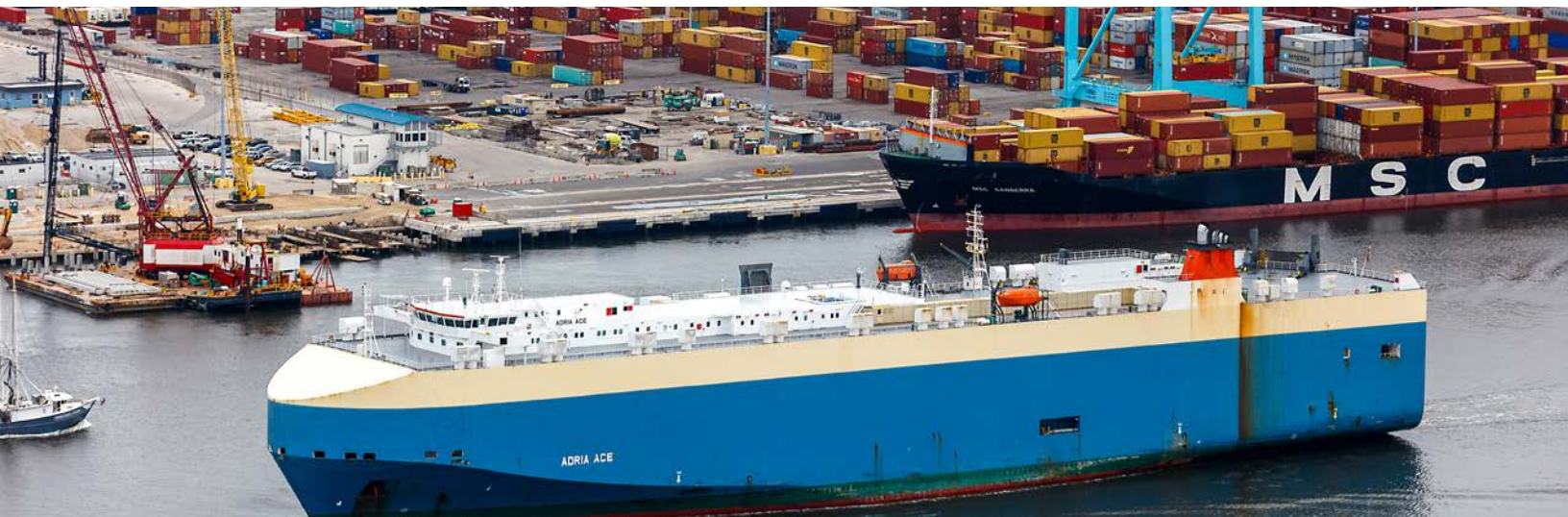


YEAR	CARGO TEUS	CARGO TONNAGE	CRUISE PASSENGERS	HOMEPORTING CRUISE SHIPS
2023/24	1,361,254	19,228,316	206,720	1

JAXPORT’s terminals are located within minutes of three major Interstate highways—I-10, I-75, and I-95—providing access to more than 98 million consumers within one day’s drive. JAXPORT is served by more than 100 trucking firms and 40 daily trains via Class I railroads CSX and Norfolk Southern, and regional Florida East Coast Railway.

The region is a global leader in the use of liquefied natural gas (LNG) as a clean marine fuel. JAXPORT is home to four LNG-powered ships and two LNG-fueling barges and is the only U.S. East Coast port to offer on-dock and near-dock LNG fueling capabilities for ships. A convenient, centrally located drive-to cruise market, Jacksonville is home to the 2,052-passenger Carnival Elation, offering four- and five-day cruises to the Bahamas. Beginning in fall 2025, the 2,394-guest capacity Norwegian Gem will homeport in Jacksonville from November to April, offering seasonal cruises to The Bahamas and Eastern Caribbean.

JAXPORT is Northeast Florida’s economic engine, with cargo and cruise activity supporting more than 138,000 jobs in Florida and \$33 billion in annual economic impact.



EXPORTS		IMPORTS	
Top Partners	Value	Top Partners	Value
Puerto Rico	\$34,104.2 M	Puerto Rico	\$6,622.7 M
East Coast S. America	\$2,156.2 M	Northeast Asia	\$6,508.7 M
Caribbean	\$907.9 M	Northern Europe	\$4,096.0 M
Central America	\$637.9 M	Central America	\$3,946.8 M
Northeast Asia	\$436.2 M	Southeast Asia	\$2,267.8 M
Top Commodities	Value	Top Commodities	Value
Machinery	\$7,288.5 M	Motor Vehicles	\$8,924.2 M
Industrial Chemicals	\$6,374.3 M	Medical	\$4,282.2 M
Medical	\$4,258.3 M	Machinery	\$2,508.0 M
All Others	\$3,513.1 M	Apparel	\$1,521.2 M
Furniture	\$2,045.0 M	All Others	\$1,046.3 M

## GOALS & OBJECTIVES

- Strategically grow annual throughput, revenue, and jobs.
- Incorporate eco-friendly and “green” elements in infrastructure, equipment, and facilities.
- Deploy technology to bring more efficiency to port operations.
- Operate with reliable, well-understood landlord practices.
- Further develop our team’s capabilities.

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	\$67,009,000	\$1,737,000	\$63,255,000	\$61,255,000	\$1,455,000	\$203,879,000
<i>Cargo Terminals (Incl. New Berths &amp; Equip)</i>	\$137,984,500	\$29,258,500	\$76,940,000	\$51,335,000	\$250,000	\$295,768,000
<i>Channel and Harbor Deepening</i>	\$46,359,580	\$3,500,000	\$3,000,000	\$3,000,000	\$500,000	\$56,359,580
<i>Cruise Terminals</i>	\$2,465,000	\$85,000	\$15,000	\$15,000	\$15,000	\$2,595,000
<i>Intermodal Road and Rail</i>	\$3,770,000	\$1,737,000	\$1,320,000	\$3,020,000	\$5,745,000	\$15,592,000
<i>Land Acquisition</i>	\$15,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$35,000,000
<i>Miscellaneous Projects</i>	\$2,652,000	\$4,550,000	\$1,825,000	\$20,750,000	\$1,250,000	\$31,027,000
<i>Other Structures</i>	\$16,972,000	\$6,165,000	\$6,950,000	\$250,000	\$215,000	\$30,552,000
<i>Security</i>	\$3,728,000	\$625,000	-	-	-	\$4,353,000
<i>Site Improvements</i>	\$350,000	\$20,000	\$12,000	\$12,000	-	\$394,000
<b>Total</b>	<b>\$296,290,080</b>	<b>\$61,845,500</b>	<b>\$158,317,000</b>	<b>\$144,637,000</b>	<b>\$14,430,000</b>	<b>\$675,519,580</b>



## TOP CAPITAL PROJECTS

### SSA MARINE TERMINAL MODERNIZATION AT BLOUNT ISLAND

A \$72 million project to expand and modernize the terminal, scheduled for completion in 2025. Once finished, the facility will be able to accommodate more than 600,000 TEUs annually, a 150% increase over its current throughput.

### SOUTHEAST TOYOTA DISTRIBUTORS TERMINAL RELOCATION AND NEW FACILITY AT BLOUNT ISLAND

A new 250,000-square-foot state-of-the-art auto processing facility is planned for completion in 2025. This \$120 million project includes additional on-site rail connections and truck loading areas.

### REDEVELOPMENT OF 79 ACRES

U.S. terminal operator Enstructure will begin operating the Talleyrand property Southeast Toyota is vacating when it relocates to Blount Island. The property will be a mixed-use facility with the flexibility to handle multiple cargo types, including breakbulk, dry bulk, vehicles, and containers.

## GRANTS AWARDED

Grant	Project	Amount
State - State Legislature Appropriation (Earmarks)	Crane Replacement	\$30,000,000
FDOT - SPII Program	Blount Island Berth Improvements and Channel Deepening / Widening	29,175,000
Defense Community Infrastructure Pilot Program	Construction of a New Fire Station at BIMT	\$5,979,060
FSTED/FDOT - FSTED Program	Talleyrand Marine Terminal Development & Expansion	\$3,280,000
FSTED/FDOT - Seaport Security Grant Program	Physical Security Hardening Initiative	\$131,250
<b>Total</b>		<b>\$68,565,310</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
Berth 20 T-Shape Berth Construction	\$16 M	\$39 M	\$55 M
Three New Container Cranes	\$3 M	\$47 M	\$50 M
Raising Power Lines	\$24 M	\$21 M	\$45 M
Upland Improvements at Talleyrand Terminal	\$7 M	\$7 M	\$15 M
Crane Improvements/Refurbishment	\$6 M	\$6 M	



# PORT OF KEY WEST

**CITY OF KEY WEST**

**[WWW.CITYOFKEYWEST-FL.GOV](http://WWW.CITYOFKEYWEST-FL.GOV)**

**ESTABLISHED 1823**

**TOTAL BERTHING SPACE: 1,668 FT**

**HARBOR DEPTH: 36 FT**

**ACRES: 10**

The Port of Key West, Florida's most southern port, consists of three docking facilities: Mallory Square, the Navy's Outer Mole Pier (currently closed), and the privately owned Pier B.

These facilities constitute one of the most popular cruise ports of call in the nation and one of the state's strongest and most robust ferry-port operations.

The port hosts cruise ships from Miami, Port Everglades, Canaveral, Tampa, Jacksonville, and the Caribbean, as well as ferries from Fort Myers and Marco Island. Key West is one of the most popular ports in the Caribbean and passengers are introduced to the unique charm of Key West without contributing vehicular traffic to the overburdened US-1 corridor or the ever-busier Key West International Airport.

# KEY STATS



YEAR

CRUISE PASSENGERS

2023/24

532,678

2028/29

Forecast

535,000

## GOALS & OBJECTIVES

- Entertain additional boutique cruise lines



## TOP CAPITAL PROJECTS

### MALLORY T-PIER IMPROVEMENTS

### FERRY TERMINAL RENOVATIONS

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Berth Rehabilitation and Repairs	-	-	\$5,000,000	-	-	\$5,000,000
<b>Total</b>			<b>\$5,000,000</b>			<b>\$5,000,000</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
Mallory Square T-Pier Improvements	\$4.2 M	\$800 K	\$5 M



# SEAPORT MANATEE

**MANATEE COUNTY PORT AUTHORITY**

**WWW.SEAPORTMANATEE.COM**

**ESTABLISHED 1970**

**FOREIGN TRADE ZONE #169**

**TOTAL BERTHING SPACE: 7,104 FT**

**HARBOR DEPTH: 40 FT**

**ACRES: 1,200**

SeaPort Manatee is Southwest Florida's primary deepwater seaport, handling a diverse array of bulk, breakbulk, containerized, and heavy-lift project cargos.

Located at the entrance to Tampa Bay, SeaPort Manatee is the closest U.S. deepwater cargo seaport to the expanded Panama Canal and boasts fast transit times to Mexico and Latin America. In addition to direct access to the United States highway system, SeaPort Manatee is conveniently linked to CSX Railroads' Class I mainline with daily rail service to the eastern half of the United States. As Southwest Florida's primary seaport, SeaPort Manatee serves more than 8 million residents within a 2-hour drive and a majority of Florida's 140 million visitors within a 3-hour drive time, including the distribution-center-filled Tampa/Lakeland/Orlando Interstate 4 corridor.

SeaPort Manatee plays a key role in fueling Southwest Florida's economy, serving as a gateway for nearly 400 million gallons of gasoline and related fuels a year that are distributed to 11 Florida counties. In addition, SeaPort Manatee is critical for the region's construction industry, each year facilitating the movement of more than 235,000 tons of lumber products and 3.2 million tons of dry bulk cargo, mainly used for road building and construction projects.

# KEY STATS



YEAR	CARGO TEUS	CARGO TONNAGE	CRUISE PASSENGERS	HOMEPORTING CRUISE SHIPS
<b>2023/24</b>	<b>168,897</b>	<b>11,514,052</b>	<b>0</b>	<b>0</b>
<b>2028/29</b> <i>Forecast</i>	<b>189,417</b>	<b>13,834,504</b>	<b>25,000</b>	<b>0</b>

As the preferred global gateway for beneficial cargo owners, manufacturers, and farmers, SeaPort Manatee focuses on investing in U.S. seaport infrastructure to meet the demand of American supply chains. Based on the merit of the SeaPort’s infrastructure plans, the United States Department of Transportation (USDOT) awarded SeaPort Manatee an \$11.95 million federal grant in September 2022 for the expansion of Southwest Florida’s primary shipping container yard. The expanded yard will have enough capacity to safely and efficiently handle more than 350,000 shipping containers (TEUs) annually. In addition, SeaPort Manatee was awarded \$10,375,000 in November 2024 from the USDOT’s Maritime Administration (MARAD) for engineering and permitting to reconstruct and modify five of the Port’s ten deepwater berths. At the same time, SeaPort Manatee is modernizing Berth 4 docking facilities to add berthing

capacity and plans to update four of its berths as well as build three new ones over the next 20 years. The port is also working with logistics providers to explore and develop cruise, bulk storage, and warehouse facilities.

SeaPort Manatee is one of Manatee County’s leading economic engines, continuously focused on developing commerce and the creation of jobs. Logistics providers and beneficial cargo owners are increasingly drawn to the port and surrounding land, offering hundreds of new maritime and related industrial sector jobs. The port generates \$7.3 billion in annual economic impact while supporting more than 42,000 jobs, all without the benefit of local property tax support.



EXPORTS		IMPORTS	
Top Partners	Value	Top Partners	Value
Mexico	\$98.4 M	Mexico	\$1,199 M
Belgium	\$17.9 M	Costa Rica	\$781.8 M
Qatar	\$15.5 M	Brazil	\$561.3 M
Costa Rica	\$13.6 M	Argentina	\$191.7 M
China	\$10.9 M	Canada	\$105.1 M
Top Commodities	Value	Top Commodities	Value
Machinery	\$62.0 M	Fruits & Vegetables	\$839.0 M
Wood Pulp	\$34.2 M	Citrus Juice	\$522.9 M
Steel Products	\$22.9 M	Aluminum	\$211.9 M
Industrial Chemicals	\$19.0 M	Steel Products	\$199.4 M
Paper	\$9.0 M	Appliances	\$180.4 M

## GOALS & OBJECTIVES

- Expanding berthing capacity, redundancy, and resiliency.
- Increasing market diversity.
- Increasing cargo staging capacity.



## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	\$21,500,000	\$28,875,000	\$8,000,000	\$4,000,000	\$4,000,000	\$66,375,000
<i>Cargo Terminals (Incl. New Berths &amp; Equip)</i>	\$14,101,142	\$6,000,000	-	-	-	\$20,101,142
<i>Channel and Harbor Deepening</i>	-	-	\$715,000	-	-	\$715,000
<i>Intermodal Road and Rail</i>	\$2,475,000	\$1,221,882	\$1,656,924	-	\$1,000,000	\$6,353,806
<i>Miscellaneous Projects</i>	-	-	\$4,000,000	-	-	\$4,000,000
<i>Security</i>	\$230,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,230,000
<i>Site Improvements</i>	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,000,000
<b>Total</b>	<b>\$43,306,142</b>	<b>\$41,346,882</b>	<b>\$19,621,924</b>	<b>\$9,250,000</b>	<b>\$10,250,000</b>	<b>\$123,774,948</b>





## TOP CAPITAL PROJECTS

### UPGRADE DOCKING FACILITIES AT BERTHS 4, 10 & 11

These upgrades aim to rebuild the docks to be stronger and resilient for the next 50+ years.

### BUILD CONSTRUCTION AGGREGATE CAPACITY & NEAR PORT INTERMODAL LOGISTICS CENTERS (ILCS)

The ILC would serve as a distribution center for Central and Southwest Florida.

### EXPAND SOUTHWEST FLORIDA'S PRIMARY SHIPPING CONTAINER YARD & INTERMODAL RAIL TERMINAL FACILITIES

This expansion increases capacity to move 75% of containers into the proper yard, freeing up laydown areas for break-bulk cargo and enabled faster unloading of break-bulk ships and reduced berth congestion.

## GRANTS AWARDED

Grant	Project	Amount
Port Infrastructure Development Program	Berth Rehab Design & Permitting, All Berths	\$10,375,000
FDOT - SPII Program	Cranes and Intermodal Cargo Yard Improvements (Rail Spur & Connection)	\$4,784,982
U.S. Army Corps of Engineers (USACE) Work Plan	Community Project Funding	\$3,000,000
FSTED/FDOT - FSTED Program	Berth Rehab and Reconstruction (Berths 4-14)	\$2,500,000
FSTED/FDOT - Seaport Security Grant Program	Access Control Center Upgrades and Port Docking Platform for Quick Response Vessels (Design/Construction)	\$237,599
<b>Total</b>		<b>\$20,897,581</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
Berth 4,5,6,8 and 10 Rehab and Construction	\$13 M	\$38 M	\$51 M



# PORTMIAMI

**MIAMI-DADE COUNTY,  
SEAPORT DEPARTMENT**

**[WWW.MIAMIDADE.GOV/PORTMIAMI](http://WWW.MIAMIDADE.GOV/PORTMIAMI)**

**ESTABLISHED 1905**

**FOREIGN TRADE ZONE #281**

**TOTAL BERTHING SPACE: 23,595 FT**

**HARBOR DEPTH: 50/52 FT**

**ACRES: 520**

PortMiami stands as one of the two largest economic powerhouses in Miami-Dade County. With an annual economic impact of \$61.4 billion, PortMiami supports 340,078 jobs, highlighting its significant regional and global influence.

The Port's sustained performance propels Miami to be recognized as the Cruise Capital of the World® and the Cargo Gateway of the Americas. With a focus on excellence, innovation, and resiliency, the Port is setting the course to drive positive, sustainable change for cruise passengers, stakeholders, and the Miami-Dade County community it proudly serves.

The seaport operates as a landlord Port and partners with over 20 cruise line companies, including top brands such as Carnival Corporation & plc, Royal Caribbean Group, MSC Cruises, Norwegian Cruise Line Holdings, and Virgin Voyages. It collaborates with three cargo terminal operators: Port of Miami Terminal Operating Company, Seaboard Marine, and South Florida Container Terminal. Additionally, 13 shipping lines handle cargo at the Port, with all top five international shipping companies—CMA CGM, COSCO, Hapag-Lloyd, Maersk, and MSC—calling at the Port. PortMiami has significant trade relationships with three geographic regions: Latin America & Caribbean (48%), Asia (31%), and Europe (20%).

# KEY STATS



YEAR	CARGO TEUS	CARGO TONNAGE	CRUISE PASSENGERS	HOMEPORTING CRUISE SHIPS
<b>2023/24</b>	<b>1,089,443</b>	<b>10,126,767</b>	<b>8,233,056</b>	<b>32</b>
<b>2028/29</b> <i>Forecast</i>	<b>1,273,256</b>	<b>1,197,365</b>	<b>9,100,000</b>	<b>40</b>

A commitment to its long-term vision and, coupled with strategic and effective partnerships, has significantly contributed to PortMiami’s growth and development. In recent years, the Port has inaugurated three new cruise terminals, with another currently under construction and set to open in early 2025. This latest terminal will be the world’s largest cruise terminal, capable of handling three cruise ships simultaneously. Additionally, the Miami-Dade Board of County Commissioners has approved Royal Caribbean Group’s new Cruise Terminal G, expected to open in late 2027. These projects help maintain PortMiami as the largest cruise port in the world.

In fiscal year 2024, cruise operations set new records. PortMiami experienced a 13% increase in cruise passenger volume, reaching 8,233,056, up from its previous record of 7,299,294 last year. In terms of cargo operations, PortMiami is Florida’s top international cargo port and one of Florida’s busiest perishables gateways. In fiscal year 2024, the Port handled 1,089,443 TEUs, placing PortMiami 11th in the United States based on container volume and first in the State of Florida for international containerized cargo.

PortMiami’s mission is to provide sustainable port services by carefully balancing environmental, capital, and economic factors in its business planning to ensure a resilient workplace today and in the future. PortMiami is committed to proactive policies that enhance its sustainable balance with customers, operations, and development while protecting its surrounding natural resources.



EXPORTS		IMPORTS	
Top Partners	Value	Top Partners	Value
Honduras	\$5,287.0 M	Peoples Rep of China	\$4,474.2 M
Dominican Republic	\$1,790.0 M	Dominican Republic	\$3,199.3 M
Jamaica	\$1,286.8 M	Honduras	\$2,955.0 M
Guatemala	\$1,058.9 M	Italy	\$1,523.0 M
Peru	\$1,034.6 M	Guatemala	\$1,033.7 M
Top Commodities	Value	Top Commodities	Value
Nat Pearls, Prec Stones, Pr Met; Coin	\$4,055.1 M	Articles and Accessories	\$5,929.8 M
Nuclear Reactors, Boilers, Machinery; Parts	\$2,359.0 M	Electric Machinery; Sound Equip; TV Equip; Parts	\$2,445.8 M
Vehicles, Except Railway or Tramway, and Parts	\$1,625.6 M	Nuclear Reactors, Boilers, Machinery; Parts	\$1,889.5 M
Electric Machinery; Sound Equip; TV Equip; Parts	\$972.2 M	Beverages, Spirits, and Vinegar	\$957.9 M
Apparel Articles and Accessories	\$963.1 M	Plastics	\$852.9 M

## GOALS & OBJECTIVES

- Continued development of the world's leading cruise port, improving cruise infrastructure, and increasing cruise passenger activity while providing an exceptional experience.
- Maximize assets and strengthen the Port's advantage for future growth and sustainability and operate in an environmentally responsible manner.
- Further develop the largest net-zero container port in the State of Florida, targeting new markets, increasing cargo traffic, promoting international trade and commerce, and positioning the Port as a vital link and growing epicenter for global trade.

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025*	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	\$40,900,000	\$82,251,816	\$134,681,000	\$127,010,306	\$55,000,000	\$439,843,122
<i>Cargo Terminals (Incl. New Berths &amp; Equip)</i>	\$15,909,296	\$91,095,482	\$95,500,000	\$35,800,000	\$56,742,792	\$295,047,570
<i>Channel and Harbor Deepening</i>	\$2,500,000	\$2,315,284	-	-	-	\$4,815,284
<i>Cruise Terminals</i>	\$54,614,934	\$194,550,564	\$189,745,012	\$41,142,498	\$12,250,158	\$492,303,166
<i>Miscellaneous Projects</i>	\$58,182,000	\$50,628,333	\$43,671,883	\$43,974,240	\$44,285,667	\$240,742,123
<i>Other Structures</i>	\$265,960,000	\$152,246,429	\$65,505,040	\$200,813,419	\$40,500,000	\$725,024,888
<i>Security</i>	\$1,000,000	\$2,853,772	-	-	-	\$3,853,772
<i>Site Improvements</i>	\$2,500,000	-	\$16,000,000	\$16,000,000	\$16,000,000	\$50,500,000
<i>Diversifying Fuel Options</i>	\$25,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$29,000,000
<i>Inland Port</i>	\$6,260,000	\$18,750,000	\$54,412,944	\$99,000,000	\$114,000,000	\$292,422,944
<b>Total</b>	<b>\$472,826,230</b>	<b>\$595,691,680</b>	<b>\$600,515,879</b>	<b>\$564,740,463</b>	<b>\$339,778,617</b>	<b>\$2,573,552,869</b>

\* For January through September 2025

## TOP CAPITAL PROJECTS

### ROYAL CARIBBEAN GROUP'S CRUISE TERMINAL G

Development of a new cruise terminal and multi-level shared parking garage with ground-level intermodal facility, connecting roadways, and a provisioning building necessary to accommodate up to 7,000 cruise passengers. The project is expected to be completed by the end of 2027.

### NORTH BULKHEAD IMPROVEMENTS

The North Bulkhead Project is PortMiami's 7,200 linear feet of cruise berths that are reaching the end of their useful life. If these berths are not replaced, cruise activity could relocate outside of Florida due to the lack of remaining cruise berth capacity in the state. The "Project" is critical to maintain the 45,309 jobs and \$10.1 billion to the state economy, generated from our world leading 7.2 million annual cruise passenger movements. The initial estimated project cost was \$350 million in 2022, however the current cost estimate is approaching \$1 billion.

### SOUTH FLORIDA CONTAINER TERMINAL CARGO YARD IMPROVEMENTS, PHASE 2

This project involves a series of upgrades to the existing cargo yard, enabling the use of electrified rubber tire gantries. Improvements include constructing new concrete runways, installing refrigerated container racks and related electrical work, and performing drainage and pavement repairs. The project is scheduled for completion in late 2026. Additional benefits include more efficient container stacking and a potential 40% increase in TEU capacity.

## GRANTS AWARDED

Grant	Project	Amount
Infrastructure for Rebuilding America	PortMiami Electrification Project	\$25,661,034
U.S. Army Corps of Engineers Work Plan	Maintenance dredging; In-water improvements to cruise and cargo wharves, berths, and access channels	\$24,773,000
Resilient Florida Grant Program	PortMiami Berth 10 Bulkhead Improvements Project	\$19,547,316
RAISE	The PortMiami Net Zero Program: Cargo Supply Chain Master Plan	\$5,000,000
FSTED/FDOT - FSTED Program	Cruise Terminal Improvements	\$3,280,000
Port Infrastructure Development Program	Seaport Decarbonization and Electrification	\$3,000,000
FSTED/FDOT - Seaport Security Grant Program	Border Protection System – Phase III	\$200,000
<b>Total</b>		<b>\$81,461,350</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
Cruise Terminal Shore Power Program	\$103 M	\$22 M**	\$125 M
Upland Cargo Stormwater Improvements	\$42 M	\$18 M	\$60 M

\*\* Includes a \$2 million Federal DERA Grant and \$19.78 million in State Grants received to date.



# PORT OF PALM BEACH

**PORT OF PALM BEACH COMMISSION**

**[WWW.PORTOFPALMBEACH.COM](http://WWW.PORTOFPALMBEACH.COM)**

**ESTABLISHED 1915**

**FOREIGN TRADE ZONE #135**

**TOTAL BERTHING SPACE: 6,500 FT**

**HARBOR DEPTH: 33 FT**

**ACRES: 167**

The Port of Palm Beach is a full-service, diversified landlord port located in Riviera Beach, Florida. The port and its dozens of tenants are a powerful engine for economic development and job creation, employing more than 3,800 people in the South Florida region and the state.

The Port of Palm Beach consistently ranks as the fourth busiest container port among Florida's 16 seaports and is an important distribution center for commodities shipped all over the world, especially to the Caribbean Basin. Operations include containerized, dry bulk, liquid bulk, break-bulk, Ro/Ro, and heavy-lift/project cargoes, with food being the port's primary export commodity. In fact, almost 80% of all goods passing through the port are exported, making the Port of Palm Beach one of only 16 "Export Ports" in the country. In total, the port is responsible for processing more than \$14 billion in commodities, or more than 2.8 million tons of cargo.

# KEY STATS



YEAR	CARGO TEUS	CARGO TONNAGE	CRUISE PASSENGERS	HOMEPORTING CRUISE SHIPS
<b>2023/24</b>	<b>265,245</b>	<b>2,807,390</b>	<b>383,125</b>	<b>1</b>
<b>2028/29</b> <i>Forecast</i>	<b>336,107</b>	<b>2,988,518</b>	<b>406,457</b>	<b>1</b>

The port has three slips, 17 berths, and seven Ro/Ro ramps, and can accommodate vessels up to 700 ft long and 100 ft wide. The port is easily accessible from I-95, Florida’s Turnpike, and the Florida East Coast Railway (FECR), allowing for seamless, cost-effective cargo movement. The FECR provides twice-daily service to the port’s rail interchange. Offering the convenience of on-dock rail, the port owns and operates a locomotive and 6.5 miles of track. The industrial switching operation is capable of handling box, hopper, and double-stack rail cars, with 24/7 operations. Rail operations can accommodate 20-axle rail cars, with a 450-ton capacity. The port’s docks are a fifteen-minute transit from the first sea buoy.

The Port of Palm Beach is the homeport of Margaritaville at Sea Paradise, which offers two, three, and four-night sailings to Grand Bahama Island and Nassau.

The port is an independent special taxing district, a subdivision of the State of Florida, governed by five elected commissioners. The Port of Palm Beach District has statutory authority to levy ad valorem millage taxes but has not done so in more than 48 years.



EXPORTS		IMPORTS	
Top Partners	Value	Top Partners	Value
Bahamas	\$2,268.2 M	Bahamas	\$381.2 M
Virgin Islands	\$1,476.7 M	Virgin Islands	\$298.9 M
Leeward & Windward	\$1,109.2 M	Canada	\$254.2 M
Barbados	\$952.2 M	Dominican Republic	\$194.7 M
Turks & Caicos	\$781.4 M	Italy	\$144.9 M
Top Commodities	Value	Top Commodities	Value
Furniture	\$721.4 M	Yachts & Other Vessels	\$311.4 M
Food Preparations	\$547.9 M	Vegetables (Raw or Cooked By Steam), Frozen	\$82.7 M
Sweaters, Pullovers, Vests	\$458.8 M	Portland Cement	\$52.3 M
Cigars, Cigarettes of Tobacco	\$289.9 M	Motor Cars & Vehicles	\$50.6 M
Semiconductor Devices; Light-Emit Diodes	\$289.7 M	Sweaters, Pullovers, Vests	\$42.8 M

## GOALS & OBJECTIVES

- Finalize long-term strategic goals
- Sustainable revenue growth
- Substantial completion of the PIDP by late 2025 / early 2026
- Ongoing improvements to the port's infrastructure

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	-	\$6,000,000	\$6,000,000	\$4,000,000	\$4,000,000	\$20,000,000
<i>Cruise Terminals</i>	-	-	\$20,000,000	\$20,000,000	\$20,000,000	\$60,000,000
<i>Intermodal Road and Rail</i>	\$4,000,000	\$7,000,000	\$3,000,000	\$5,000,000	\$5,000,000	\$24,000,000
<i>Land Acquisition</i>	\$3,000,000	\$3,000,000	-	-	-	\$6,000,000
<i>Miscellaneous Projects</i>	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
<i>Other Structures</i>	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000
<i>Security</i>	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$375,000
<i>Site Improvements</i>	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
<b>Total</b>	<b>\$11,375,000</b>	<b>\$20,375,000</b>	<b>\$33,375,000</b>	<b>\$33,375,000</b>	<b>\$33,375,000</b>	<b>\$131,875,000</b>





## TOP CAPITAL PROJECTS

### PORT INFRASTRUCTURE DEVELOPMENT PROGRAM GRANT PROJECT

Rebuilding of the rail yard to provide more flexibility for future growth. The expansion of the entrance road will allow tenants to use an automated system, improving today's current manual operation.

## GRANTS AWARDED

Grant	Project	Amount
FSTED/FDOT - FSTED Program	10th Street Acquisition	\$2,305,764
FSTED/FDOT - Seaport Security Grant Program	South Port Security Enhancements	\$52,500
<b>Total</b>		<b>\$2,358,264</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
Repair and Redevelop Slip 2	\$8 M	\$21 M	\$29 M
Repair Berth 7 Seawall	\$4.6 M	\$4.6 M	\$9 M



# PORT PANAMA CITY

**PANAMA CITY PORT AUTHORITY**  
**WWW.PORTPANAMACITYUSA.COM**

**ESTABLISHED 1945**

**FOREIGN TRADE ZONE #65**

**TOTAL BERTHING SPACE: 5,120 FT**

**HARBOR DEPTH: 36 FT**

**ACRES: 206**

The Panama City Port Authority, created in 1945 by a special act of the State Legislature, has been powering trade through northwest Florida for eighty years. Port Panama City is an operating port, providing full terminal and handling services for over two million tons of breakbulk, bulk, and containerized cargo annually. Port Panama City also supports two on-port, heavy manufacturing companies and provide vital port services for several large manufacturers in the region.

Port Panama City's mission is to expand regional economic opportunities by providing modern port facilities, promoting global trade, and supporting industrial development initiatives on the local, state, and regional levels. The port's largest growth project has been the development of the East Terminal and the deepening of the East Channel and turning basin. Phase Two is underway with engineering and permitting for an additional warehouse, berth, and turning basin capacity improvements, which includes the addition of 200,000 sq. ft on-dock warehousing, extending the existing berth 600 ft, and expanding the turning basin. The port anticipates beginning construction of the second warehouse in Q3 2025. The construction of the berth extension will follow. The port remains focused on expanding container handling capacity at its West Terminal to support its growing regional container trade. Construction has started on the next phase of the container terminal expansion, which will be completed in Q4 2025.

# KEY STATS



YEAR	CARGO TEUS	CARGO TONNAGE
<b>2023/24</b>	<b>28,370</b>	<b>1,988,951</b>
<b>2028/29</b> <i>Forecast</i>	<b>63,000</b>	<b>2,575,000</b>



Capacity expansion projects completed in 2023 highlight Port Panama City’s continued investment to support long-term cargo growth. The port completed construction of a 20,000-ton capacity storage dome, increasing bulk cargo handling capabilities to handle 300,000 additional tons of biomass exports per year. Additional projects included capacity upgrades to the rail corridor connecting the East Terminal to the Bay Line Railroad, and the development of fifty-four additional acres of industrial sites at the Intermodal Distribution Center.

The port is actively engaged in regional economic development efforts, working closely with the Bay County Economic Development Alliance and Florida’s Great Northwest. As part of its commitment to attract manufacturing and distribution companies to the region, the port developed a modern

Intermodal Distribution Center (IDC) to promote warehousing and distribution services, provide facilities for the transfer of bulk and neo-bulk commodities between rail and truck, and provide a portfolio of improved industrial sites for new industries. These sites are shovel-ready, rail-served, and ready to attract additional manufacturing and distribution companies to the region. The IDC is strategically located fifteen miles inland from both port terminals, connected to US HWY 231, the main truck corridor connecting Panama City to I-10 and I-65, and direct rail service to CSX and Norfolk Southern is provided by the Bay Line Railroad.

Port Panama City generates \$1.6 billion in economic value for the region, with port and cargo activity supporting 10,790 jobs in the state of Florida based on a 2023 Martin and Associates Economic Impact Study conducted for the Port.





## GOALS & OBJECTIVES

- Adopt Strategic Master Plan
- Continue Phase 2 expansion of the East Terminal
- Continue the phased expansion of the container terminal

### FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	\$4,724,333	-	-	-	\$1,500,000	<b>\$6,224,333</b>
<i>Cargo Terminals (Incl. New Berths &amp; Equip)</i>	\$13,201,000	\$22,425,000	\$20,468,075	\$6,000,000	\$1,500,000	<b>\$63,594,075</b>
<i>Channel and Harbor Deepening</i>	\$800,000	\$1,000,000	\$2,000,000	\$8,200,000	-	<b>\$12,000,000</b>
<i>Intermodal Road and Rail</i>	-	-	\$1,250,000	-	-	<b>\$1,250,000</b>
<i>Security</i>	\$90,000	\$90,000	\$90,000	\$90,000	-	<b>\$360,000</b>
<i>Site Improvements</i>	\$440,000	\$2,000,000	\$500,000	\$1,500,000	-	<b>\$4,440,000</b>
<i>Diversifying Fuel Options</i>	-	-	-	-	\$500,000	<b>\$500,000</b>
<i>Inland Port</i>	-	-	-	\$700,000	-	<b>\$700,000</b>
<b>Total</b>	<b>\$19,255,333</b>	<b>\$25,515,000</b>	<b>\$24,308,075</b>	<b>\$16,490,000</b>	<b>\$3,500,000</b>	<b>\$89,068,408</b>



## TOP CAPITAL PROJECTS

### EAST TERMINAL BULKHEAD EXTENSION AND TURNING BASIN EXPANSION

The expansion includes the construction of a 600 LF bulkhead extension, 120 ft wide concrete apron and aquatic habitat mitigation and preservation. When the berth extension is complete, the East Terminal will have berth capacity to accommodate two 700 LF vessels simultaneously. This will expand breakbulk handling capacity and in turn, the Port will be able to expand its container handling capacity to handle long-term growth in the regional container trades.

### EAST TERMINAL WAREHOUSE PHASE TWO

Construction to start Q3 2025 and will include the construction of a 200,000 sq. ft warehouse along with rail spur extension and terminal roadway improvements.

### WEST TERMINAL CONTAINER TERMINAL AND CARGO HANDLING IMPROVEMENTS

## GRANTS AWARDED

Grant	Project	Amount
FSTED/FDOT - Seaport Security Grant Program	East Terminal IT Infrastructure Hardening	\$48,750
FSTED/FDOT - FSTED Program	West Terminal Cap and Fender System Refurbishment	\$2,100,000
<b>Total</b>		<b>\$2,148,750</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
East Terminal Phase One Development	\$38 M	\$24 M	\$62 M



# PORT OF PENSACOLA

**CITY OF PENSACOLA**

**WWW.PORTOPENSACOLA.COM**

**ESTABLISHED 1754**

**FOREIGN TRADE ZONE #249**

**TOTAL BERTHING SPACE: 2,369 FT**

**HARBOR DEPTH: 32 FT**

**ACRES: 50**

With growing complexity in supply chain management, a realignment of infrastructure supporting global trade routes is underway at the Port of Pensacola. Element One focuses on Maritime Operations Modernization and accelerates on-port infrastructure advancements in support of freight investment and waterway improvements to help better align roadways, rail, and infrastructure with market-driven opportunities. These improvements create efficiencies that increase stability in supply chains, leading to faster transit times, allowing for volume increases and new opportunities for the port and its tenants in the Marine Maintenance Repair and Overhaul (MMRO) space, as well as new growth in ocean sciences research and development, boat building, and competitive sailing sectors.

Element Two focuses on the Maritime Center of Excellence and Light Manufacturing Complex and supports the build-out of approximately 10 acres of the northeast quadrant and brings online more than 210,000 sq. ft feet of covered operational and dry storage space supporting existing and new tenants, boat building, ocean sciences and maritime technologies research and development, marine industry training, flexible maker's space (light manufacturing, fabrication and/or assembly), and a small boat testing facility, in addition to supporting two acres of improved laydown area for large wind energy project cargo.

# KEY STATS



YEAR	CARGO TEUS	CARGO TONNAGE
<b>2023/24</b>	<b>102</b>	<b>374,834</b>
<b>2028/29</b> <i>Forecast</i>	<b>700</b>	<b>550,000</b>



Element Three focuses on infrastructure improvements to support elements one and two. As tenant cargo, particularly wind energy special project cargo, gets larger and heavier, changes are needed to accommodate efficient truck and rail moves. Burying utilities in support of larger cargo handling and movement, especially for the northern part of the port via the Heavy Load Roadway Project, as well as the construction of internal service roads and additional rail infrastructure, will further modernize port operations.

Supported by our tenant partners, the Port of Pensacola's supply chain enhancement project collaboratively improves on-port ocean transportation efficiency, supports the creation of more effective logistics patterns, resolves outdated infrastructure, attracts investment, brings 210,000 sq. ft of active warehousing and light manufacturing maker space online, and ultimately increases tonnage and job growth in Northwest Florida.





EXPORTS	IMPORTS
<b>Top Partners</b>	<b>Top Partners</b>
Middle East	India and China
	Mexico
	Bahamas
<b>Top Commodities</b>	<b>Top Commodities</b>
Vehicles & Equipment	GE Wind Energy Components
	Bulk Cement
	Bulk Aggregate



## GOALS & OBJECTIVES

- **American Magic Initiative:** Complete repairs to Warehouse #10.
- **Hurricane Sally Infrastructure Repair Program:** Repair infrastructure damaged by Hurricane Sally, including roads, rail, and water distribution systems.

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	\$419,054	\$1,111,111	\$2,222,222	\$500,000	\$500,000	<b>\$4,752,387</b>
<i>Channel and Harbor Deepening</i>	\$1,004,082	-	-	-	-	<b>\$1,004,082</b>
<i>Intermodal Road and Rail</i>	\$2,374,928	\$906,262	-	\$300,000	\$300,000	<b>\$3,881,190</b>
<i>Other Structures</i>	-	\$2,625,000	-	-	-	<b>\$2,625,000</b>
<i>Site Improvements</i>	-	\$301,227	-	\$300,000	\$300,000	<b>\$901,227</b>
<b>Total</b>	<b>\$3,798,064</b>	<b>\$4,943,600</b>	<b>\$2,222,222</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>	<b>\$13,163,886</b>





## TOP CAPITAL PROJECTS

### AMERICAN MAGIC COMPLEX AND DOCK COMPLEX BERTH IMPROVEMENTS

Waterside rehabilitation and berth #6 repair project

### UPLAND CARGO IMPROVEMENTS

Pavement, warehouse, rail, and landside rehabilitation aimed at improving the efficiency of cargo movement in and out of the port, thereby reducing bottlenecks and easing congestion.

## GRANTS AWARDED

Grant	Project	Amount
HUD Community Development Block Grant	Hurricane Sally Infrastructure Repair Program (Road, Rail, Water Distribution, and Stormwater Engineering)	\$9,103,935
Triumph Gulf Coast	Development of Warehouse #10 (American Magic)	\$8,500,000
Job Growth Grant Fund	Development of Warehouse #10 (American Magic)	\$5,586,546
FSTED/FDOT - Seaport Security Grant Program	CMA & TWIC/Camera System Upgrade	\$37,276
<b>Total</b>		<b>\$23,227,757</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
Upland Cargo Improvements	\$3.1 M	\$3.1 M	\$6.3 M
Maritime High Performance Center Dock	\$2.6 M	\$2.6 M	\$5.3 M
Berth Improvements	\$1.0 M	\$3.1 M	\$4.2 M
Maintenance Dredging	\$0.8 M	\$1.1 M	



# PORT PUTNAM

**PUTNAM COUNTY PORT AUTHORITY**

**[HTTPS://MAIN.PUTNAM-FL.COM](https://main.putnam-fl.com)**

**ESTABLISHED 1961**

**TOTAL BERTHING SPACE: 400 FT**

**HARBOR DEPTH: 7 FT**

**ACRES: 17**

Port Putnam is strategically located at the intersection of waterway, rail, and road networks, making it an ideal site for developing a regional transportation hub. The federal waterway along the St. John's River connects Central Florida to the Atlantic Ocean and JAXPORT. The rail line links the seaport to Jacksonville, Tampa, Orlando, Miami, and beyond. Additionally, the road network in Palatka, just south of Port Putnam, connects the city with interstates and major highways across Florida and beyond. The nearby Palatka airport, less than two miles from the seaport, is poised to expand its runway to accommodate larger cargo planes.

These elements, combined with its central location, make Port Putnam the perfect site for an intermodal cargo hub. The 2023 Port Putnam Master Plan outlines a ten-year framework for the seaport's revitalization and development, supporting the Putnam County Port Authority's goals of job creation and economic revitalization.

## GOALS & OBJECTIVES

- Replace a 75-year-old bulkhead to resume commercial cargo traffic.
- Resurface and expand lay down area.
- Further cargo volume increases after the dredging of the access channel and the raising of the Shands bridge as part of the First Coast Expressway construction.

## TOP CAPITAL PROJECTS

**BULKHEAD REPLACEMENT**

**PORT ANNEX INTERMODAL DEVELOPMENT**

**PORT ACCESS DREDGING PROJECT**

## GRANTS AWARDED

Grant	Project	Amount
Port Infrastructure Development Program	Port Development Plan	\$353,500
<b>Total</b>		<b>\$353,500</b>

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	\$1,200,000	\$1,200,000	-	-	-	<b>\$2,400,000</b>
<i>Security</i>	\$3,600	-	\$100,000	-	\$100,000	<b>\$203,600</b>
<i>Site Improvements</i>	-	\$1,200,000	\$2,000,000	\$2,000,000	\$2,000,000	<b>\$7,200,000</b>
<b>Total</b>	<b>\$1,203,600</b>	<b>\$2,400,000</b>	<b>\$2,100,000</b>	<b>\$2,000,000</b>	<b>\$2,100,000</b>	<b>\$9,803,600</b>

# PORT OF PORT ST. JOE

PORT ST. JOE AUTHORITY

[WWW.PORTOFPORTSTJOE.COM](http://WWW.PORTOFPORTSTJOE.COM)

ESTABLISHED 1835

HARBOR DEPTH: 25-35 FT

ACRES: 33

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Located in Gulf County, Florida, the Port of Port St. Joe is well-suited for bulk and cargo shipments, offering future access to rail, the U.S. Gulf Intracoastal Waterway, and the state and U.S. highways.

## TOP CAPITAL PROJECTS

[DESIGN PHASE II FOR HARBOR DREDGING PROJECT](#)

# PORT CITRUS

CITRUS COUNTY PORT AUTHORITY

[WWW.CITRUSBOCC.COM](http://WWW.CITRUSBOCC.COM)

ESTABLISHED 1984

BARGE CANAL DEPTH: 12 FT

ACRES: 0

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Located in Citrus County, Florida, Port Citrus was established with the intent of primarily being a barge port that would have connected to the now deauthorized Cross Florida Barge Canal project. Currently the Port is examining future development options.



# PORT ST. PETE

**CITY OF ST. PETERSBURG**

**[WWW.STPETE.ORG/PORT](http://WWW.STPETE.ORG/PORT)**

**ESTABLISHED 1925**

**FOREIGN TRADE ZONE #193**

**TOTAL BERTHING SPACE: 1,200 FT**

**HARBOR DEPTH: 23 FT**

**ACRES: 4**

Port St. Pete, located on Tampa Bay, is a multi-use facility that capitalizes on its unique assets within the city of St. Petersburg. The port is located in the heart of downtown St. Petersburg, just a short walk from local shops, restaurants, bars, pristine parkland, and scores of galleries and museums, including the world-renowned Dali Museum. As such, the downtown waterfront area is a major strength for the City. The port features a four-acre facility with outdoor storage areas and easy access to interstates, major highways, and two international airports.

With its existing facilities and the presence of many governmental, institutional and academic agencies engaged in maritime research, Port St. Pete has both the institutional capacity and the infrastructure to fill a unique niche as an International Research Port. Working at the port is the St. Petersburg Ocean Team (SPOT), the premier consortium for marine science, oceanographic, and environmental research agencies and governmental institutions in the Southeast and one of the top such industry clusters in the nation.

## GOALS & OBJECTIVES

- Manage, maintain, and provide a secure and accessible Port in St. Petersburg that strengthens economic development and waterborne commerce through collaborative efforts focused on transportation, marine science, and leisure travel.
- In realizing this goal, the port aims to be profitable, sustainable, and environmentally conscious.



Port St. Pete is also the only superyacht marina on Florida's Gulf Coast. The city and port staff are actively engaged with yacht captains on an interpersonal level, developing connections and contacts through events, boat shows, visits, and media events. Several large yachts have benefited from the amenities and services available at the port, including M/Y Tatoosh, one of the world's largest yachts at 302 ft with a crew of 30. This large yacht opportunity for the port has evolved with the proliferation of large yacht construction throughout the world.

The port recently completed a \$5 million wharf renovation that installed six power pedestals to meet the electrical needs of these large vessels. The power configurations now available at the port include 480v, 3-phase, and 600 amp service, as well as a variety of other electrical configurations including 220v and 208v service.

## TOP CAPITAL PROJECTS

### PORT MASTER PLAN

### NEW TERMINAL BUILDING

### PARKING STRUCTURE

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Miscellaneous Projects	\$300,000	-	-	-	-	\$300,000
Security	-	\$100,000	-	-	-	\$100,000
<b>Total</b>	<b>\$300,000</b>	<b>\$100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$400,000</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
Port Master Plan	\$50 K	\$250 K	\$300 K



# PORT TAMPA BAY

**TAMPA PORT AUTHORITY**

**WWW.TAMPAPORT.COM**

**ESTABLISHED 1945**

**FOREIGN TRADE ZONE #79**

**TOTAL BERTHING SPACE: 10,000+ FT**

**HARBOR DEPTH: 43 FT**

**ACRES: 2,565**

Port Tampa Bay is Florida's largest and most diversified seaport and the largest economic engine in West Central Florida. Located on the Interstate-4 Corridor, Port Tampa Bay supports varied maritime and related activities, including shipbuilding and repair facilities, cruise, and is the largest cargo port by tonnage and land mass in the state. Building on a rich history as a leading bulk port, Tampa today accommodates a broad mix of bulk, break-bulk, roll-on/roll-off, and container cargo.

Port Tampa Bay's growing container volume—an average of 28% annually over the last 5 years—is the result of an aggressive infrastructure and terminal build-out program, working closely with terminal operator partner Ports America. The port recently completed an expansion of paved storage, bringing the total container terminal footprint to nearly 100 acres. Work has commenced on the addition of a third berth, which will bring the total to over 4,500 linear feet, allowing three large container ships to be worked at the same time. A new container gate complex and three additional STS post-Panamax gantry cranes for a total of five, as well as three heavy-lift mobile cranes, will bring the annual terminal capacity to 1 million TEUs—more than enough capacity to satisfy the future container shipping needs of the rapidly growing Central Florida market.

# KEY STATS



YEAR	CARGO TEUS	CARGO TONNAGE	CRUISE PASSENGERS	HOMEPORTING CRUISE SHIPS
<b>2023/24</b>	<b>256,500</b>	<b>33,626,491</b>	<b>1,212,604</b>	<b>8</b>
<b>2028/29</b> <i>Forecast</i>	<b>357,000</b>	<b>43,411,200</b>	<b>1,530,000</b>	<b>9</b>

Since Port Tampa Bay is the closest port to Florida’s hub for the grocery and food and beverage sector, another key facility is the new Port Logistics Refrigerated Services 135,000 SF cold storage facility. Port Tampa Bay is also the energy products gateway to West and Central Florida, importing the oil and gas needs for a huge regional market,

as well as the jet fuel needs for the international airports in Tampa and Orlando. The port’s main petroleum products terminal complex recently underwent massive expansion and modernization.



EXPORTS		IMPORTS	
Top Partners	Value	Top Partners	Value
Brazil	\$2,939.2 M	Japan	\$6,737.4 M
Argentina	\$408.7 M	Spain	\$2,339.4 M
Costa Rica	\$335.4 M	China	\$1,999.0 M
Uruguay	\$281.5 M	Norway	\$1,857.9 M
China	\$235.4 M	Mexico	\$1,230.5 M
Top Commodities	Value	Top Commodities	Value
Steel Products	\$2,003.2 M	Aluminum & Non-Ferrous	\$6,721.1 M
Fertilizers	\$890.8 M	Industrial Chemicals	\$4,451.4 M
Industrial Chemicals	\$511.5 M	Motor Vehicles	\$1,352.8 M
Furniture	\$368.0 M	Apparel	\$1,134.1 M
Beauty Care	\$323.4 M	Beverages	\$811.8 M

## GOALS & OBJECTIVES

- Expand and diversify the business base by executing a supply chain sales strategy.
- Fulfill West/Central Florida's long-term energy requirements.
- Optimize Tampa Bay's vessel access.

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Project Type	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
<i>Berth Rehabilitation and Repairs</i>	\$2,500,000	\$16,000,000	\$16,000,000	\$16,000,000	\$2,000,000	\$52,500,000
<i>Cargo Terminals (Incl. New Berths &amp; Equip)</i>	\$120,500,000	\$66,200,000	\$14,800,000	\$43,000,000	\$9,700,000	\$254,200,000
<i>Channel and Harbor Deepening</i>	\$7,500,000	\$7,700,000	\$14,000,000	\$64,000,000	\$84,000,000	\$177,200,000
<i>Cruise Terminals</i>	-	\$13,000,000	\$92,000,000	\$5,000,000	\$5,000,000	\$115,000,000
<i>Intermodal Road and Rail</i>	\$4,500,000	\$8,000,000	\$5,300,000	\$1,000,000	\$1,000,000	\$19,800,000
<i>Land Acquisition</i>	\$5,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$13,000,000
<i>Miscellaneous Projects</i>	\$20,800,000	\$20,800,000	\$21,800,000	\$21,800,000	\$21,800,000	\$107,000,000
<i>Other Structures</i>	\$1,600,000	\$15,000,000	\$10,000,000	-	-	\$26,600,000
<i>Security</i>	\$1,700,000	\$1,500,000	\$1,500,000	\$1,000,000	\$1,000,000	\$6,700,000
<i>Site Improvements</i>	\$10,000,000	\$8,000,000	\$39,500,000	\$70,000,000	\$11,000,000	\$138,500,000
<b>Total</b>	<b>\$174,100,000</b>	<b>\$158,200,000</b>	<b>\$216,900,000</b>	<b>\$223,800,000</b>	<b>\$137,500,000</b>	<b>\$910,500,000</b>





## TOP CAPITAL PROJECTS

### EAST PORT IMPROVEMENTS

200-ft berth 150 extension and 10-acre upland yard expansion.

### OTHER AGGREGATES PROJECTS

(Berth 218, Berth 301, and Port Redwing Access Road).

### NEW CONTAINER BERTH 214 AND CRANES

## GRANTS AWARDED

Grant	Project	Amount
Infrastructure for Rebuilding America	East Port Omniport Berth and Uplands Expansion	\$22,000,000
Florida Construction Aggregates Grant	New Berth 218	\$6,200,000
FDOT - SPII Program	Hooker's Point Improvements (Berth 218)	\$3,650,000
FSTED/FDOT - FSTED Program	Hooker's Point – Container Berth 214, Uplands, Gate	\$3,280,000
USEPA Clean Ports 2024 Planning Grant	Development of a Baseline Air Emissions Inventory and Emission Reduction Strategies	\$1,800,000
FSTED/FDOT - Seaport Security Grant Program	Perimeter Security Improvements for Building Security	\$180,000
<b>Total</b>		<b>\$37,110,000</b>

## FDOT TOP SEAPORT INVESTMENT PROJECTS

	PORT	FDOT	
Cargo Terminal & Container Yard Improvement (Hookers Point)	\$46 M	\$46 M	\$93 M
Terminal Improvements (Port Redwing)	\$13 M	\$13 M	\$26 M



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FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL

2025 | 2029

# SEAPORT MISSION PLAN

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## FLORIDA PORTS



SEAPORTS

FLORIDACOMMERCE

