



SEAS

THE OPPORTUNITIES

2023 | 2024

SEAPORT MISSION PLAN

FLORIDA PORTS

FLORIDA SEAPORT TRANSPORTATION AND
ECONOMIC DEVELOPMENT COUNCIL

flaports.org

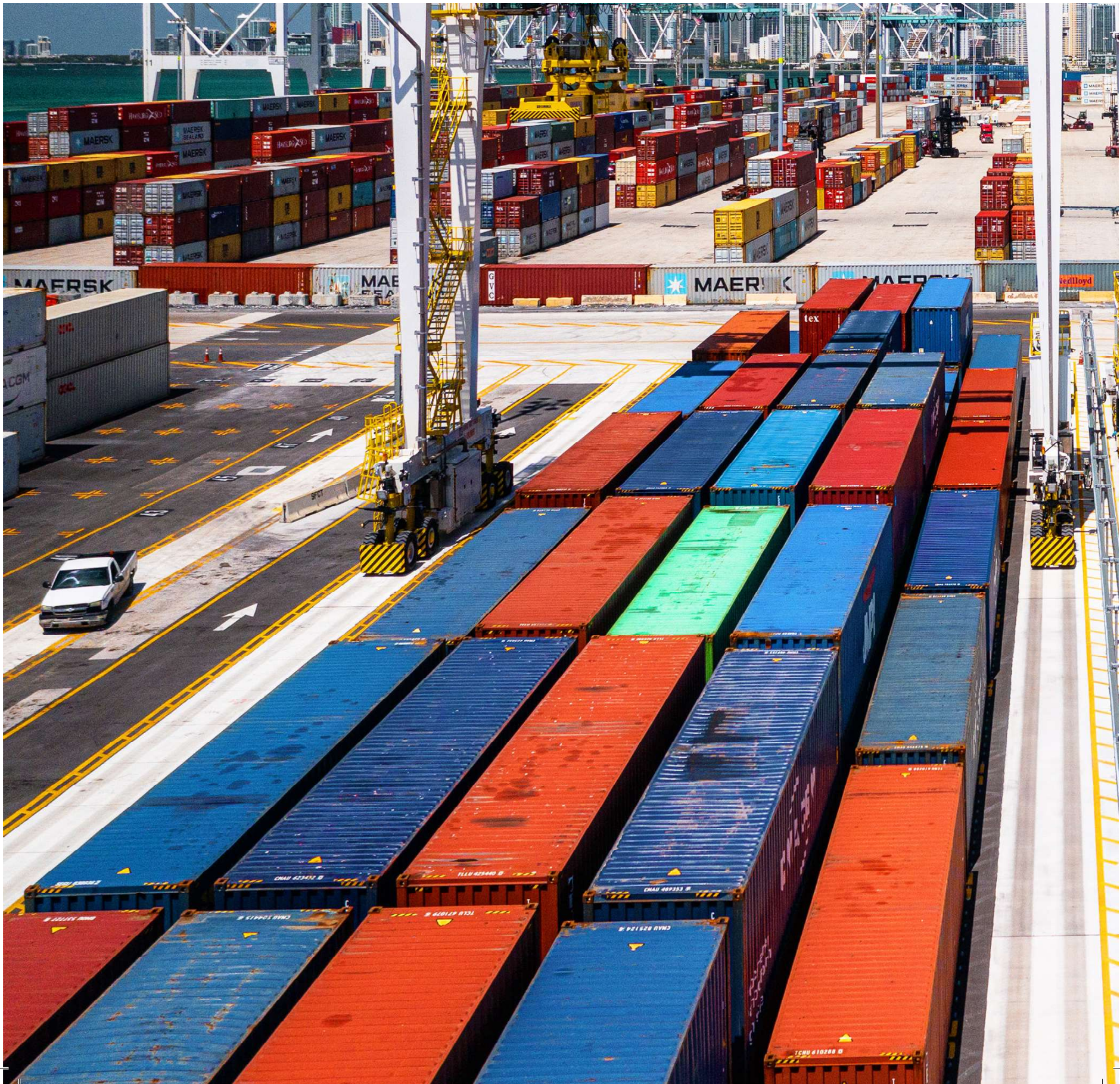


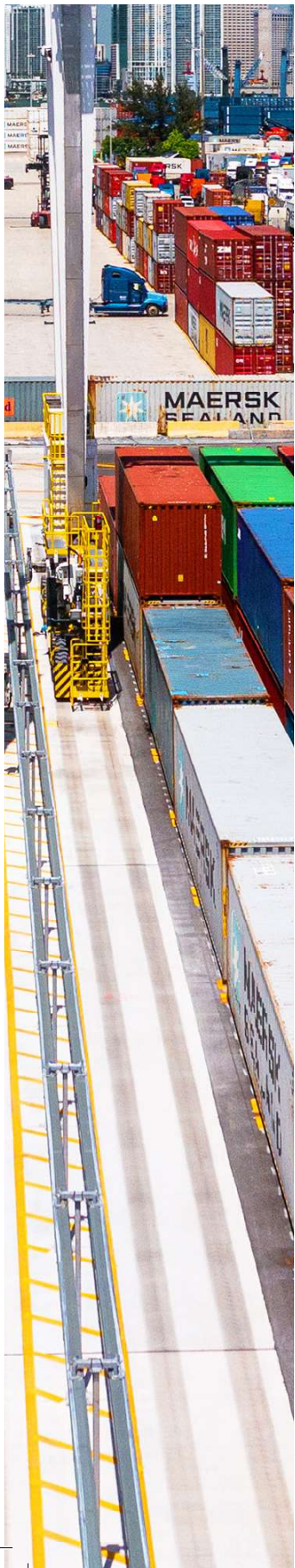
Together. We Can
SEAS
THE OPPORTUNITIES



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INTRODUCTION

Florida is a top maritime trade state and is home to the world's largest cruise ports. Since 1990, the Florida Seaport Transportation and Economic Development Council (FSTED) has produced the Seaport Mission Plan to meet the legal standards of the State of Florida. The plan serves the people and businesses of Florida through a historical accounting of the overall health, capabilities, and trends in the important work that our seaports perform for our economy and people. This document is specifically intended to provide key port information for our State and Federal legislatures, Florida residents, port community stakeholders, and facility users, capturing the recent past and focusing on the mission for the future.

Amid this ongoing commitment to maritime excellence, Florida's seaports faced an unforeseen challenge three years ago when the shipping supply chain debacle unfolded in California. This debacle, spurred by an unprecedented surge in demand for goods, labor shortages, and COVID-19-related disruptions, caused significant delays and congestion at these ports. This congestion led to a backlog of ships waiting to dock and unload. Amidst this crisis, Florida's seaports emerged as a beacon of efficiency, inviting diverted ships to their well-equipped facilities. With advanced deep-water port infrastructure and excellent connectivity via road, rail, and air, Florida was strategically prepared to handle the influx of maritime traffic.

This redirection of shipping routes to Florida's ports proved to be highly effective. The state's ports quickly attracted new global ocean carrier services, thanks to their readiness to handle increased cargo volumes. This strategic maneuver not only reinforced Florida's status as an international trade hub but also sparked a wave of competitive initiatives among neighboring states.

To stay ahead in this competitive landscape, Florida has launched a comprehensive strategy titled **"Seas the Opportunities."** This plan includes significant investments to further enhance port infrastructure, targeting improvements in dock rehabilitation, port capacity expansion, cargo container handling, and overall connectivity. Additionally, ports continue to increase their focus on preparing for future global crises, climate change, and the transition to low-carbon energy.

These improvements are expected to ease congestion, foster job creation, and transition Florida's ports to meet future sustainability needs. Through these strategic investments, Florida seaports will become more reliable, resilient, and sustainable, improving the business climate, and allowing them to "Seas the Opportunities" to capitalize on growing opportunities in global trade. This contributes to the economic growth of the state and bolsters its position as a crucial player on the international stage. ***Above all, these ports will shape a more resilient future for tomorrow.***



FSTED'S GUIDING PRINCIPLES

Overview

Florida is a top maritime trade state and home to the world's leading cruise ports. While Florida's seaports facilitate global trade, they remain deeply integrated within their unique Floridian communities, starting project development at the local level with community outreach and public engagement.

Recognizing the importance of international trade to the state's economic progress and job creation, the Florida state legislature established the Florida Seaport Transportation and Economic Development (FSTED) program in 1990 under Chapter 311, Florida Statutes (F.S.)¹. This program aims to finance port transportation projects, enhancing port infrastructure and capacity to meet the consumer demands of Florida's growing population.

The port directors from each of Florida's 16 publicly owned seaports, along with representatives from the Florida Department of Transportation and the Florida Department of Commerce, participate in the FSTED Council.

What began as a modest venture with an initial investment of \$8 million, has grown to a \$25 million state financing program. However, international trade is highly competitive, and neighboring states like Texas and Georgia are making strategic moves to encroach on Florida's success. Florida will need to make bold investments going forward in order to confirm that Florida is America's supply chain solution.

Our Mission

Seaports are pivotal in enhancing the economic vitality and quality of life in Florida, fostering the growth of domestic and international waterborne commerce. FSTED is tasked with facilitating Florida seaports' efforts to enhance trade, promote cargo flow, increase cruise passenger movements, boost port revenues, and deliver economic benefits to the state.

Our Mandate

As mandated by Chapter 163, Florida Statutes, Florida's deepwater seaports prepare master plans to guide their development and expansion. These regularly updated plans, aligned with the comprehensive plans of the seaports' respective local governments, set goals and objectives, address forecasted needs, and identify five-year capital improvement programs for the seaports.

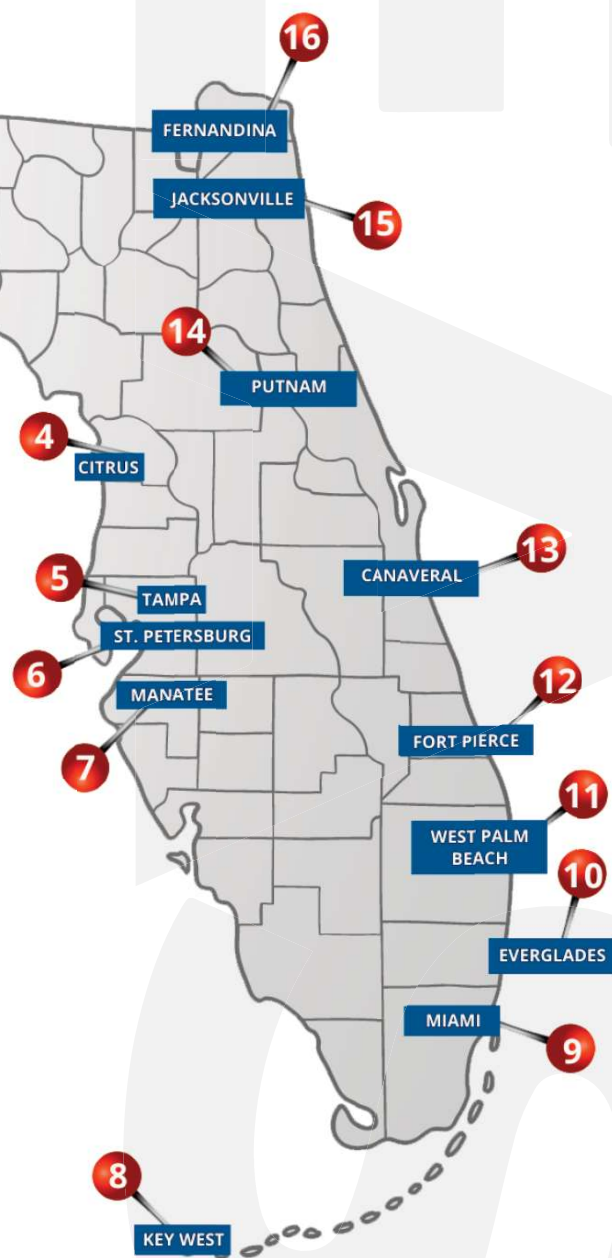
1. <https://www.fdot.gov/seaport/programs.shtm>

Our Goals

- Develop world-class cargo and cruise facilities to enhance Florida's global competitiveness.
- Build system-wide, seamless intermodal facilities for efficient and cost-effective movement of port goods and passengers.
- Capitalize on new global trade routes created by recent shipping challenges across the globe.
- Strengthen and diversify strategic seaport funding to ensure vital and timely infrastructure and capacity improvements.
- Advocate continued statewide economic development, including investment in major economic engines – Florida's seaports.
- Support security measures that balance compliance with the efficient flow of seaport commerce.

FLORIDA SEAPORTS AT A GLANCE

- | | |
|----------------------|-------------------------|
| 1. Port of Pensacola | 9. PortMiami |
| 2. Port Panama City | 10. Port Everglades |
| 3. Port St. Joe | 11. Port of Palm Beach |
| 4. Port Citrus | 12. Port of Fort Pierce |
| 5. Port Tampa Bay | 13. Port Canaveral |
| 6. Port St. Pete | 14. Port Putnam |
| 7. SeaPort Manatee | 15. JAXPORT |
| 8. Port of Key West | 16. Port of Fernandina |



ECONOMIC IMPACTS OF PORTS

Florida's seaports act as a significant economic multiplier, contributing billions to the state's economy. They create jobs and elevate the standard of living for residents. Strategic investment in ports and associated infrastructure is essential for these seaports to remain competitive and continue driving prosperity in the Sunshine State.

According to the latest Economic Impact Study for Florida Seaports², the state's 16 ports, through cargo and cruise activities, support 900,000 direct and indirect jobs and contribute \$117.6 billion in economic value. This represents 13.3% of Florida's Gross Domestic Product.

Additionally, the economic impact studies conducted by individual ports are highlighted below.



900,000

Direct & Indirect Jobs



\$117.6 B

Economic Value



13.3%

Florida's GDP

Port Canaveral generates over \$6.1 billion annually, supporting 42,700 jobs, \$2.1 billion in wages, and \$189.5 million in state and local tax revenues.

PortMiami contributes approximately \$43 billion and over 334,000 jobs annually to Florida's economy.

Port Everglades accounts for approximately \$33 billion in total economic activity and supports over 216,000 Florida jobs, including 9,584 people in direct service roles.

JAXPORT's cargo activity supports over 138,000 jobs in Florida and more than \$31.1 billion in annual economic impact.

SeaPort Manatee generates more than \$5.1 billion in annual economic impact while supporting more than 37,000 jobs, all without the benefit of local property tax support.

Port Panama City creates \$1.6 billion in economic value for the region, with port and cargo activities supporting 10,790 jobs in Florida.

2. <https://flaports.org/wp-content/uploads/EconomicImpactsOfFloridaSeaports.pdf>

TRADE & CARGO

The growth of Florida's ports and the evolving mix of trade partners reflect the state's global reach. Analyzing trade partner and commodity trends is crucial, as it reveals much about the strengths of Florida's seaports and is essential for optimizing their growth and benefits for Floridians.

In 2023, ten of Florida's 16 established and emerging seaports handled cargo, while seven facilitated passenger movements via cruise ship, ferry, and/or day-cruise vessel. 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.

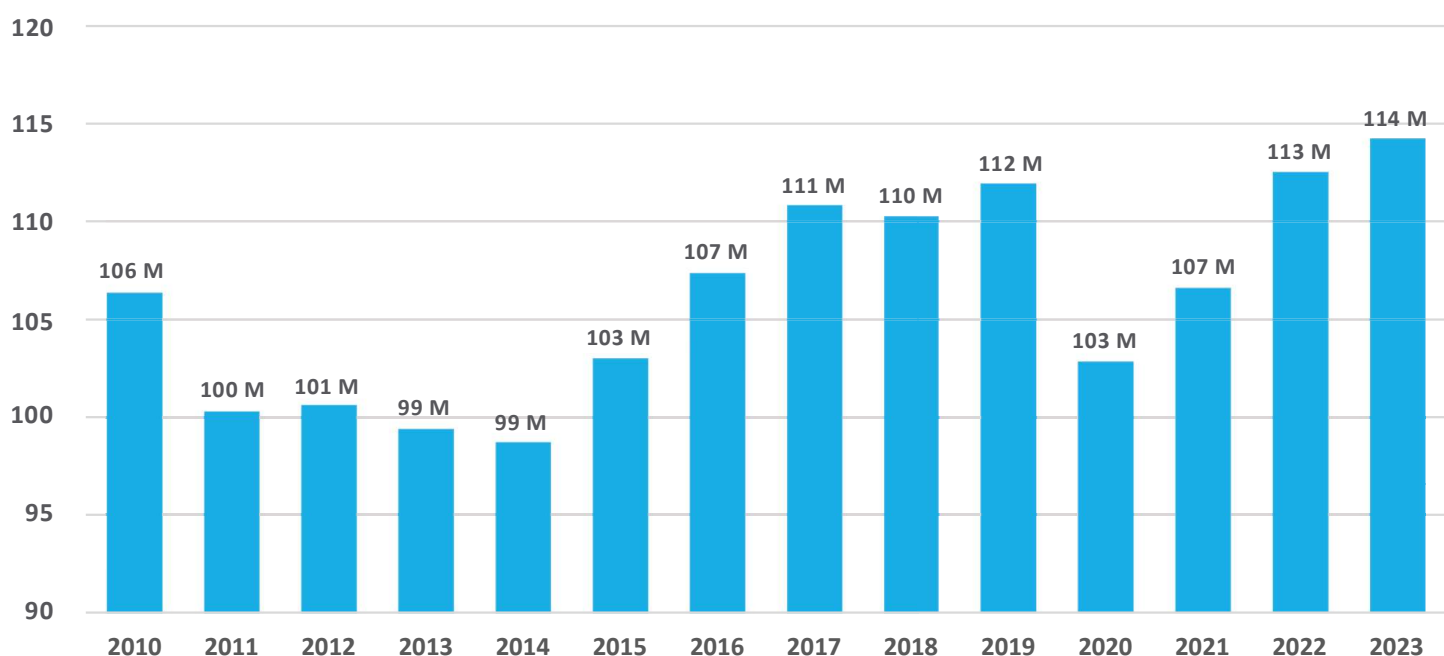
Excluding 2020, which was affected by the COVID-19 pandemic and its recovery period, Florida's seaports have experienced significant growth in both cargo and cruise volumes. This trend is largely attributed to strategic investments in port infrastructure, expanding capacity and capabilities, and the efficiency of Florida's seaports in handling an influx of diverted ships with their advanced facilities and connectivity.

In terms of cargo volumes, 2023 marked a record year for Florida's seaports, reaching a total of 114.25 million tons of cargo. This represents a 1.5% increase over 2022, the previous record year.

The total tonnage across all Florida seaports in 2023 reached a new record high, totaling 114.25 million tons of cargo.



**EXHIBIT 1: TOTAL TONNAGE BY ALL FLORIDA SEAPORTS (IN MILLIONS)
2010 – 2023**



Data Source: Individual Seaports, all data is provided in fiscal year.

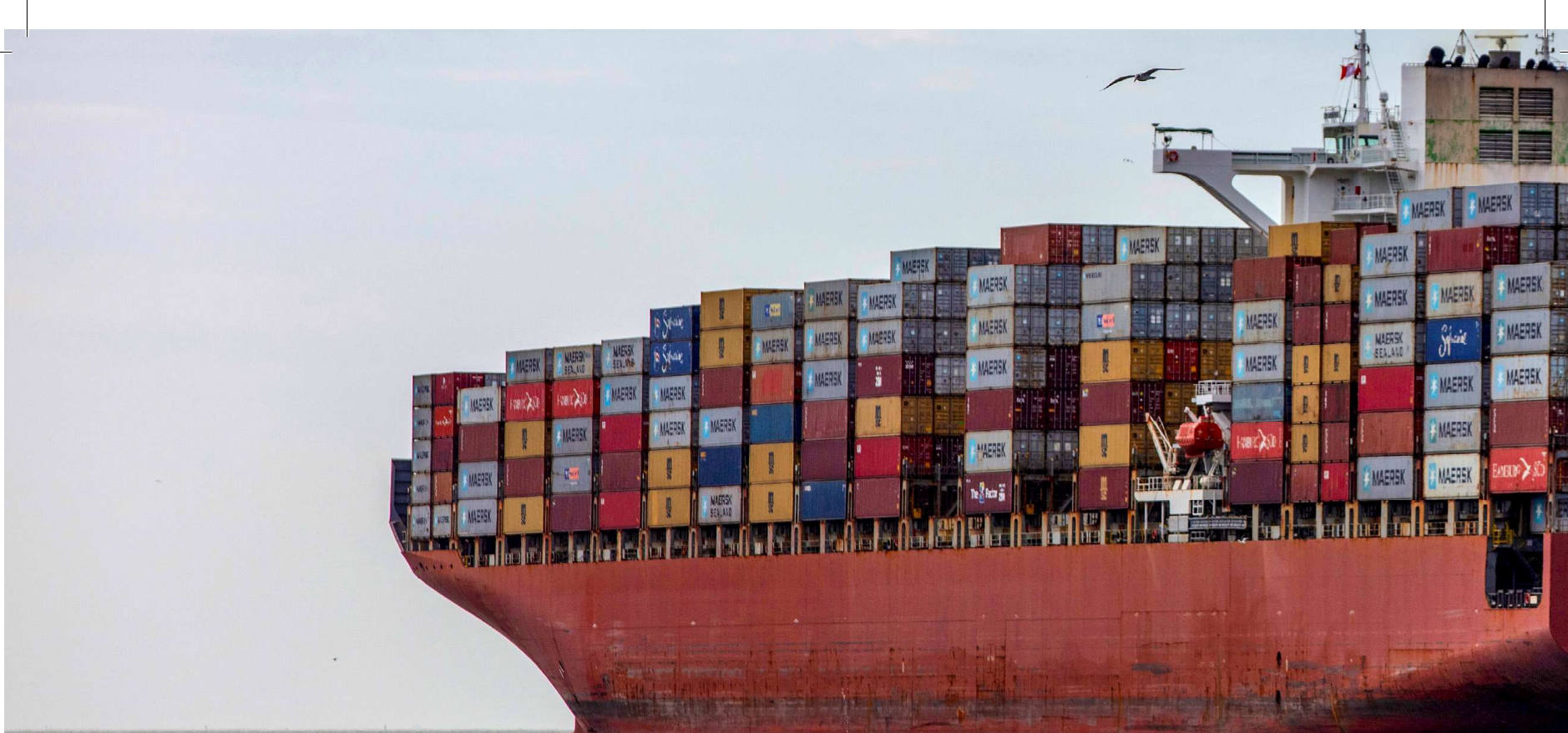
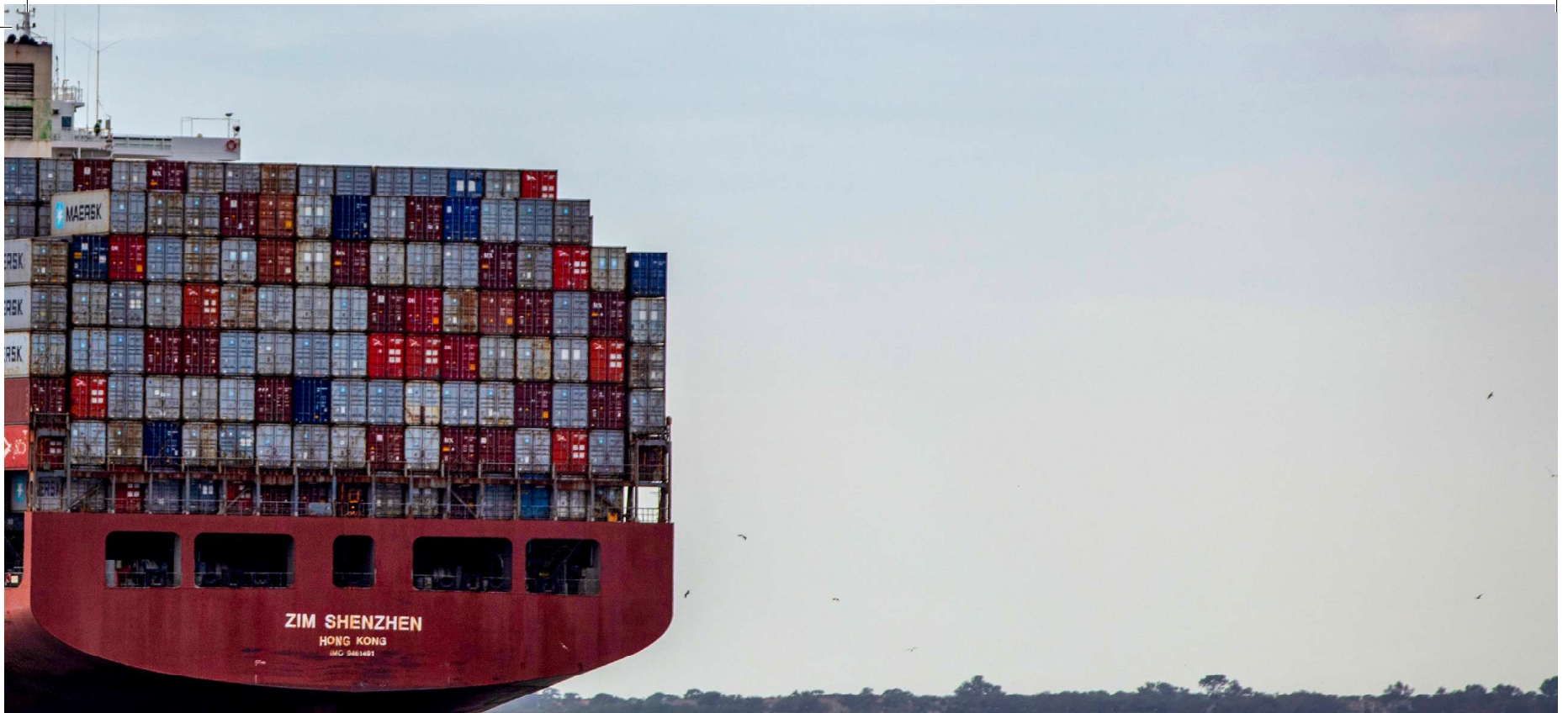


EXHIBIT 2: 2023 IMPORT, EXPORT, AND DOMESTIC CARGO BY SEAPORT (TONNAGE)
with 2019, 2020, 2021, and 2022 comparison

Florida Seaport*	Imports	Exports	Domestic	Total Tonnage
Port Canaveral	5,580,285	8,466	1,511,960	7,100,712
Port Citrus*	-	-	-	-
Port Everglades	7,895,525	3,062,363	15,778,358	26,736,246
Port of Fernandina	176,806	79,748	13,040	269,594
Port of Fort Pierce*	-	-	-	-
JAXPORT	8,090,086	1,885,783	9,192,715	19,168,584
Port of Key West*	-	-	-	-
SeaPort Manatee	4,426,191	588,002	5,797,921	10,812,114
PortMiami	6,583,558	3,564,018	-	10,147,576
Port of Palm Beach	520,024	1,487,797	515,200	2,523,021
Port Panama City	890,547	1,105,169	41,589	2,037,305
Port of Pensacola	421,758	2,777	10,515	435,050
Port Putman*	-	-	-	-
Port of Port St. Joe*	-	-	-	-
Port St. Pete*	-	-	-	-
Port Tampa Bay	9,465,052	3,361,355	22,189,154	35,015,561
2023 Total	44,049,832	15,145,478	55,050,452	114,245,763
2022 Total	41,912,770	14,301,462	56,317,773	112,532,005
2021 Total	40,401,372	14,574,203	51,633,087	106,608,662
2020 Total	35,687,952	16,204,671	50,953,147	102,845,770
2019 Total	40,555,852	17,307,504	54,072,193	111,935,549

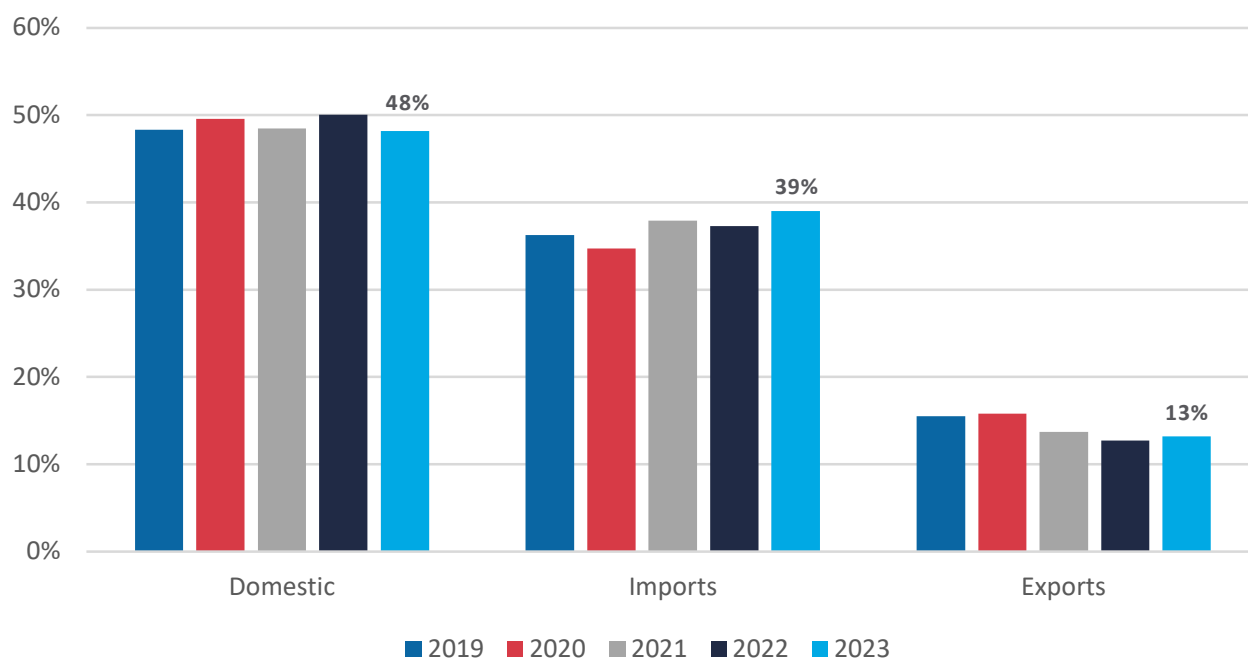
Data Source: Individual Seaports, all data is provided in fiscal year.

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



Of the 114.25 million tons of cargo handled in 2023, 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 in 2023.

EXHIBIT 3: 2019 – 2023 IMPORT, EXPORT, AND DOMESTIC CARGO (TOTAL TONNAGE)



Data Source: Individual Seaports, all data is provided in fiscal year.

Liquid bulk remained the predominant cargo type, comprising 49% of the total tonnage in 2023. Containers formed the second largest category, accounting for 23% of all cargoes. Dry bulk, which includes fertilizers, cement, aggregates, and other commodities, represented 20% of the total cargo. The smallest category, breakbulk cargo, constituted only 8% of the total. This division has remained relatively stable over time.



EXHIBIT 4: 2023 CARGO TYPES BY SEAPORT (TOTAL TONNAGE)
with 2019, 2020, 2021, and 2022 comparison

Florida Seaport*	Dry Bulk	Liquid Buld	Breakbulk	Containerized Cargo	Total
Port Canaveral	2,240,399	3,711,106	1,138,893	10,314	7,100,712
Port Citrus*	-	-	-	-	-
Port Everglades	1,777,607	18,346,928	243,189	6,368,522	26,736,246
Port of Fernandina	-	-	218,798	50,796	269,594
Port of Fort Pierce*	-	-	-	-	-
JAXPORT	4,017,566	5,025,372	4,566,835	5,558,811	19,168,584
Port of Key West*	-	-	-	-	-
SeaPort Manatee	2,558,515	5,874,536	1,037,914	1,341,149	10,812,114
PortMiami	1,762	385,792	43,091	9,716,931	10,147,576
Port of Palm Beach	647,030	194,900	162,354	1,518,737	2,523,021
Port Panama City	1,005,238	22,058	835,253	174,756	2,037,305
Port of Pensacola	383,906	-	50,793	351	435,050
Port Putman*	-	-	-	-	-
Port of Port St. Joe*	-	-	-	-	-
Port St. Pete*	-	-	-	-	-
Port Tampa Bay	10,706,596	22,393,065	827,568	1,088,332	35,015,561
2023 Total	23,338,619	55,953,757	9,124,688	25,828,699	114,245,763
2022 Total	22,426,786	54,899,124	9,038,895	26,167,200	112,532,005
2021 Total	23,328,585	49,771,541	7,932,491	25,576,045	106,608,662
2020 Total	23,275,649	47,742,080	8,241,469	23,586,572	102,845,770
2019 Total	25,907,808	53,747,037	7,165,820	25,114,884	111,935,549

Data Source: Individual Seaports, all data is provided in fiscal year.

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

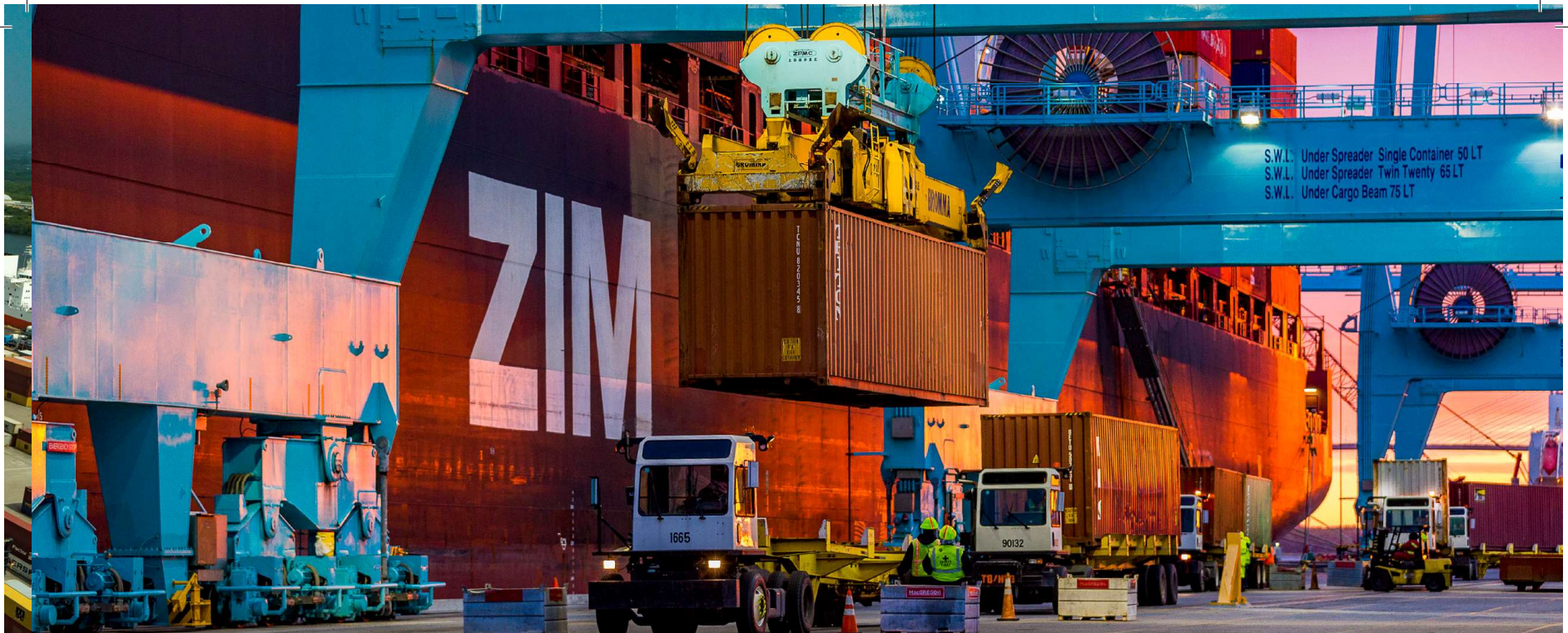
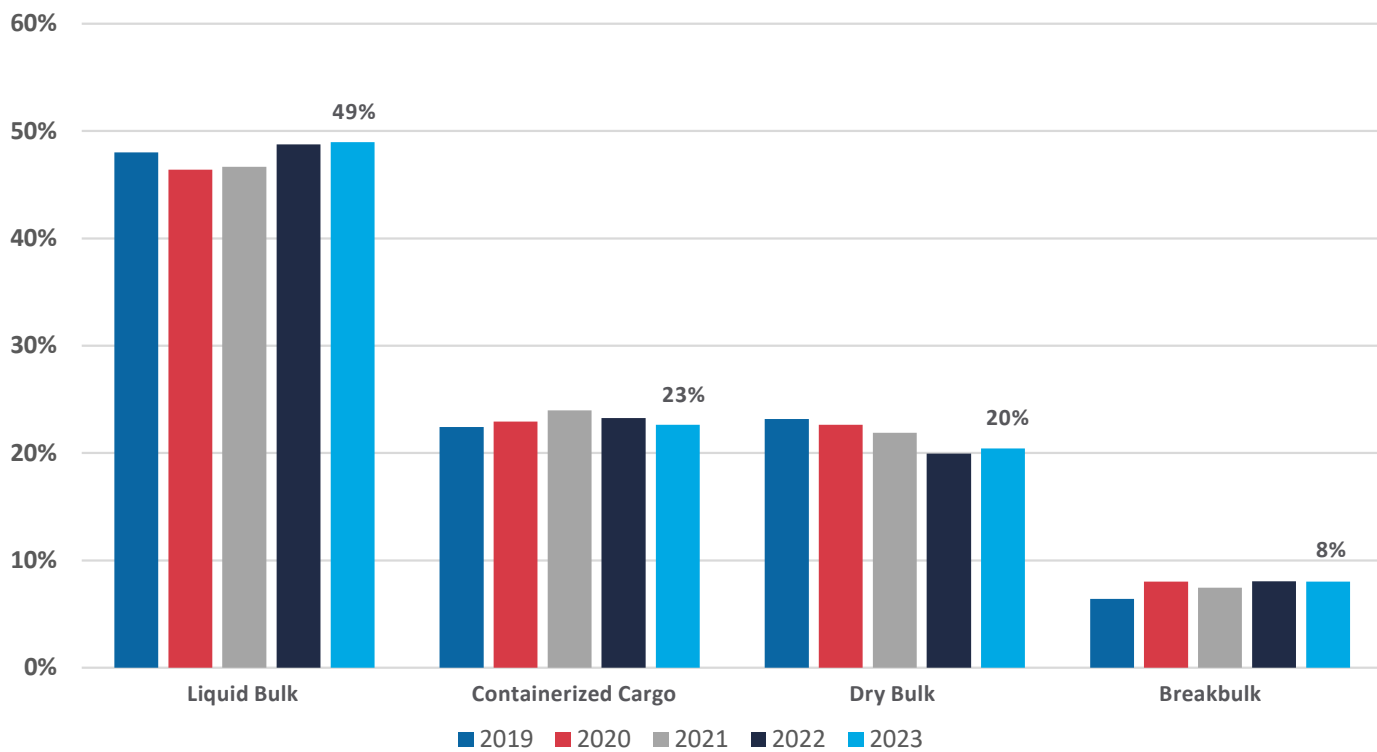


EXHIBIT 5: 2019 – 2023 CARGO TYPES (TONNAGE)



Data Source: Individual Seaports, all data is provided in fiscal year.

In addition to tonnage, container movements at Florida’s seaports are also measured by the count of 20-foot containers. Since 2010, movements of twenty-foot equivalent units (TEUs) have grown at a compound annual growth rate (CAGR) of 3.2%. In 2023, TEU movements remained stable at 4.31 million, consistent with the 2022 levels. However, container tonnage in the same year decreased by approximately 340,000 tons, a drop of about 1%.

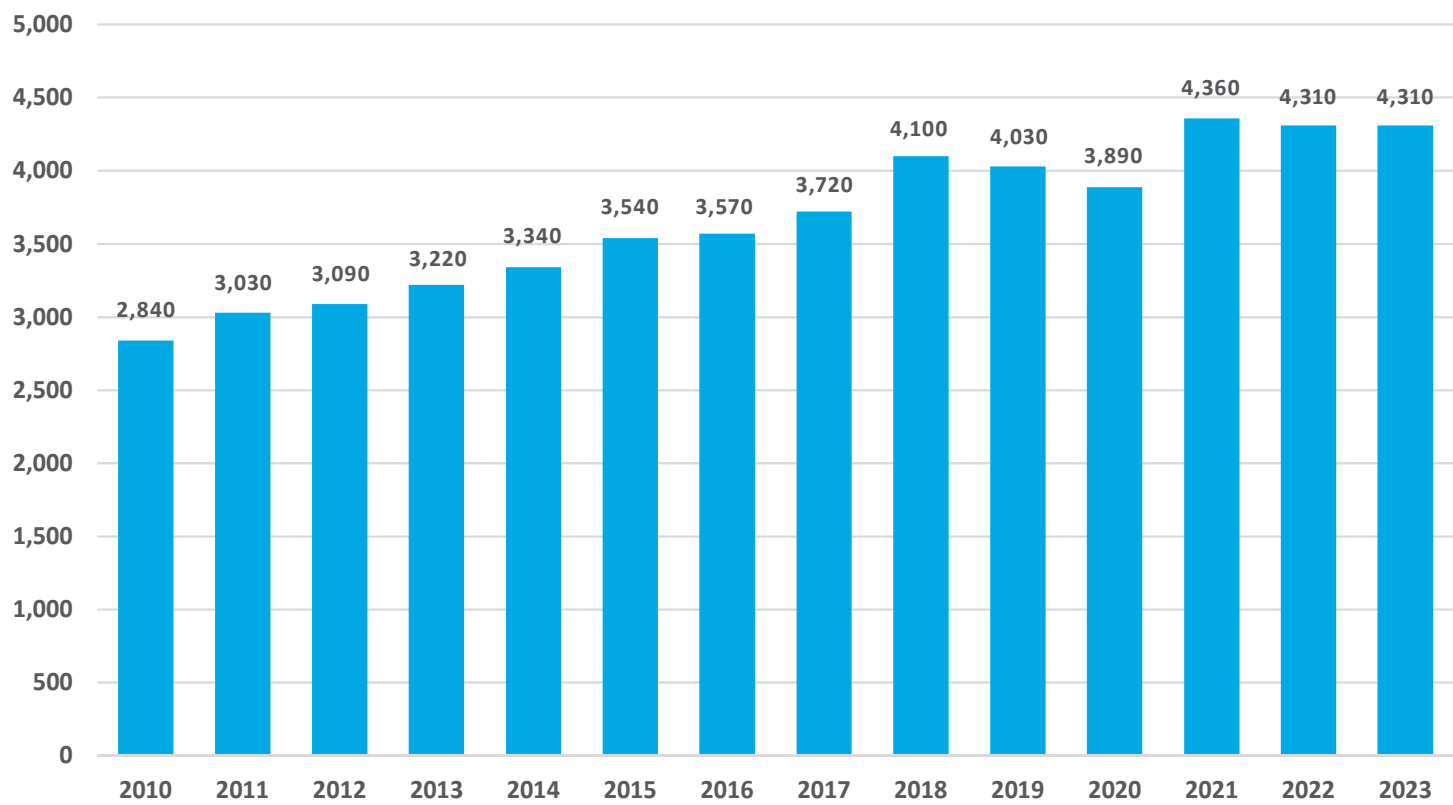
This decrease suggests that, on average, containers were slightly lighter in 2023. Considering the TEU counts in relation to tonnage figures reveals that the average weight of containers varies depending on the trade lane, the number of empty containers repositioned, and, consequently, by port.

Looking ahead, most Florida ports are confident in their ability to handle increasing cargo volumes. Of the nine Florida seaports that provided forecasted figures for 2028, all anticipate growth in tonnage and TEUs over the next five years³.

3. SMP 2023 Port Worksheets



**EXHIBIT 6: TOTAL CONTAINERIZED CARGO BY ALL FLORIDA SEAPORTS (TEUS, IN THOUSANDS)
2010 – 2023**



Data Source: Individual Seaports, all data is provided in fiscal year.





EXHIBIT 7: 2023 CONTAINERIZED CARGO BY SEAPORT (TEUS)
with 2019, 2020, 2021, and 2022 comparison

Florida Seaport*	TEU Imports	TEU Exports	TEU Domestic	Total TEUs
Port Canaveral	1,772	919	94	2,785
Port Citrus*	-	-	-	-
Port Everglades	486,815	526,344	-	1,013,159
Port of Fernandina	4,716	4,462	177	9,355
Port of Fort Pierce*	-	-	-	-
JAXPORT	241,766	397,134	838,559	1,477,459
Port of Key West*	-	-	-	-
SeaPort Manatee	83,516	83,869	-	167,385
PortMiami	587,806	510,515	-	1,098,321
Port of Palm Beach	122,438	161,316	-	283,754
Port Panama City	18,550	18,470	-	37,020
Port of Pensacola	58	293	-	351
Port Putman*	-	-	-	-
Port of Port St. Joe*	-	-	-	-
Port St. Pete*	-	-	-	-
Port Tampa Bay	110,943	106,167	0	217,110
2023 Total	1,658,380	1,809,489	838,830	4,306,699
2022 Total	1,704,677	1,775,631	829,746	4,310,054
2021 Total	1,764,940	1,812,254	781,262	4,358,456
2020 Total	1,535,791	1,524,102	825,808	3,885,701
2019 Total	1,621,188	1,627,542	781,708	4,030,438

Data Source: Individual Seaports, all data is provided in fiscal year.

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

CRUISE & LEISURE

Cruise

Cruising has been integral to Florida’s economic competitiveness for decades. Strategic investments in community-friendly facilities have enabled Florida’s cruise ports to maintain their commitment to exceptional service, efficient operations, and local partnerships. Consequently, Florida has not only experienced decades of steady cruise passenger growth (excluding the COVID-19 pandemic period) but also continues to host the world’s top three cruise homeports – PortMiami, Port Canaveral, and Port Everglades.

These ports are home to the largest cruise ships in the world, boasting carrying capacities surpassing 6,700 passengers and gross tonnage exceeding 225,000 tons, a significant increase from the average of just over 2,000 passengers and approximately 80,000 gross tons two decades ago⁴.

The capacity to accommodate the largest cruise ships in the global fleet sets Florida’s “big three” cruise ports apart from most other seaports in the U.S. and around the world, granting them a competitive edge in attracting future cruise activities. By constructing world-class cruise infrastructure and employing innovative technology, these ports have established themselves as industry leaders and proactive partners in the cruise sector. Additionally, ports like Palm Beach, Port Tampa Bay, and JAXPORT provide homeport facilities and are investing in their futures, shaping the industry’s growth in the years to come.

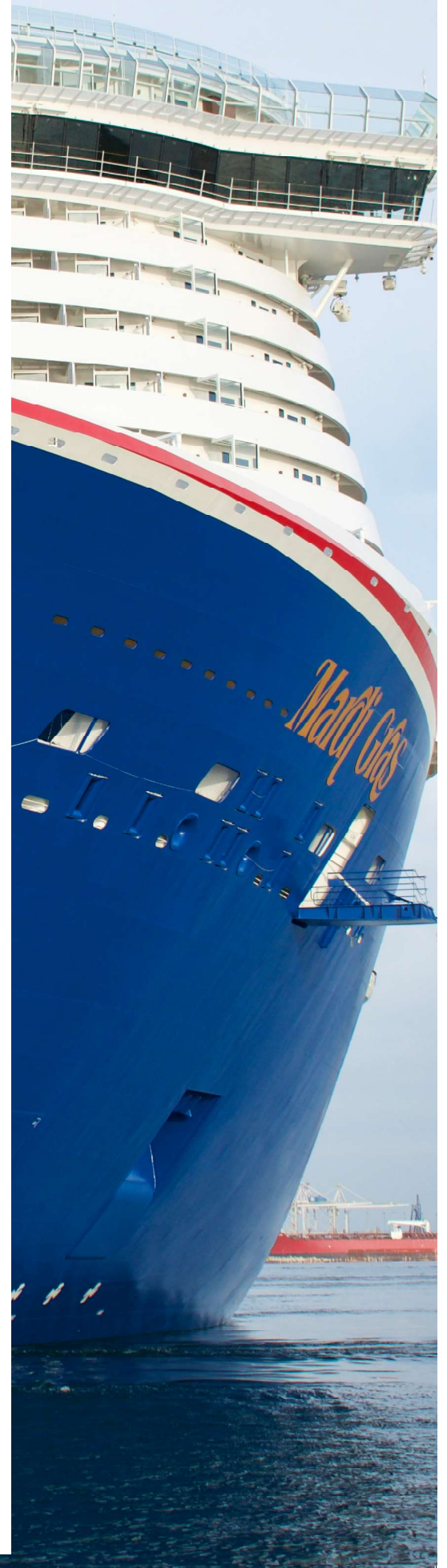
In 2023, the total number of cruise passengers across all Florida seaports reached a record high of 19.4 million throughput passengers, marking a 3.1% CAGR since 2010. This figure represents an increase of more than one million additional passengers over the levels of 2019, the previous record year.

In 2024, Florida is expected to handle nearly 60% of all U.S. cruise passenger embarkations⁵, a testament to the cruise industry’s significant economic impact in the state. This includes the creation of 158,992 jobs and the generation of \$8.1 billion in income statewide. In 2019, Florida’s cruise activities alone produced over \$9.0 billion in direct revenue for local businesses, with approximately \$4.0 billion benefiting tourism-related businesses and more than \$2.1 billion going to the manufacturing industry⁶.

4. <https://www.cruzely.com/chart-see-the-dramatic-rise-in-the-size-of-cruise-ships>

5. *Bermello Ajamil 2024 Cruise Itinerary Database*

6. <https://cruising.org/-/media/clia-media/research/2019/economic-impact/2019-usa-cruise-eis.ashx> (p.43)

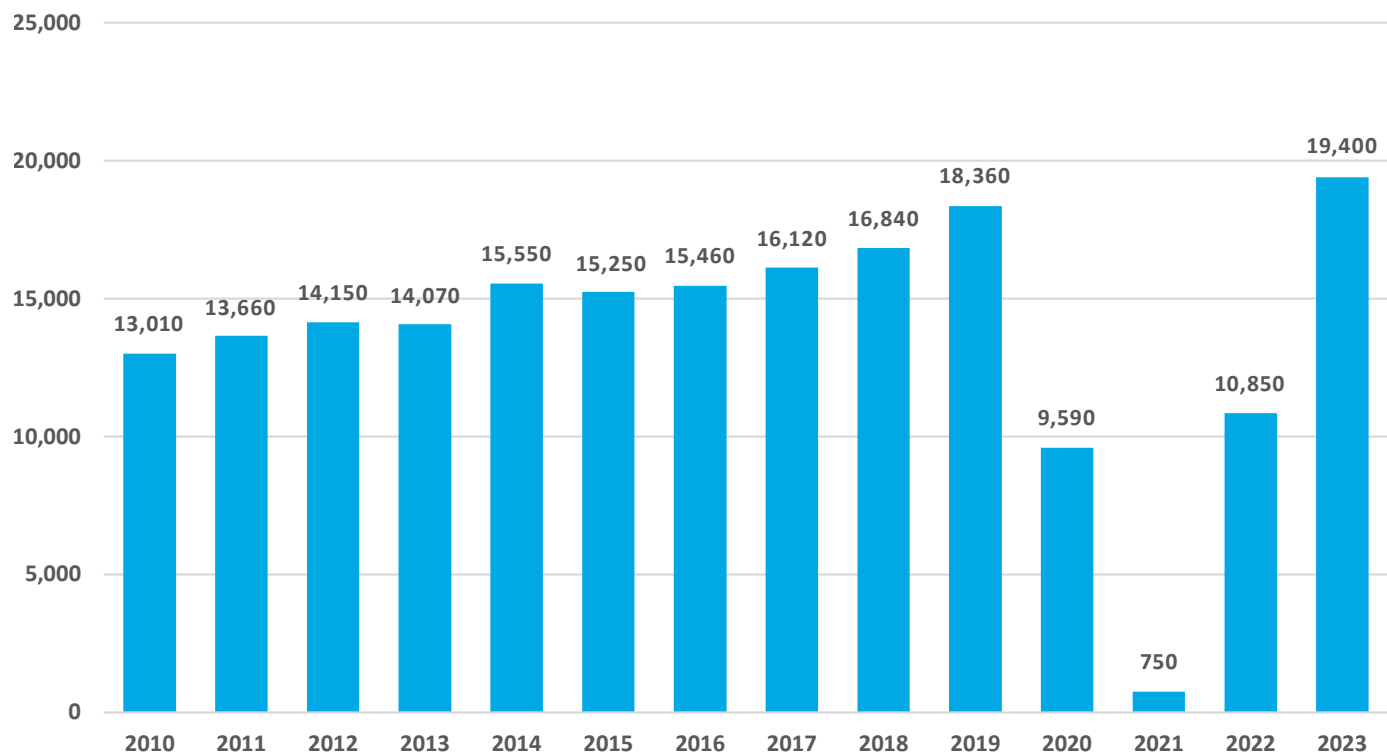




Furthermore, major cruise lines such as Carnival Corporation, Royal Caribbean Group, Norwegian Cruise Line Holdings, MSC Cruises (USA) Inc., Disney Cruise Lines, Virgin Voyages, Ritz-Carlton Yacht Collection, Crystal Cruises, Azamara, Bahamas Paradise Cruise Line, and American Queen Voyages are headquartered in Florida, contributing corporate and workforce spending and investment to the economic impacts of vessel operations at ports.

Looking ahead, most of Florida's ports are well-prepared to manage the anticipated increase in cruise traffic. Of the seven Florida seaports that have projected their cruise traffic for 2028, five currently accommodate cruise ships and expect an increase in passenger numbers over the next five years. Additionally, two ports that do not currently receive cruise traffic – Seaport Manatee and Port St. Pete – are anticipating a modest influx of passengers within the same timeframe⁷.

**EXHIBIT 8: TOTAL CRUISE PASSENGERS BY ALL FLORIDA SEAPORTS (IN THOUSANDS)
2010 – 2023**



Data Source: Individual Seaports, all data is provided in fiscal year.

7. SMP 2023 Port Worksheets



EXHIBIT 9: 2023 CRUISE PASSENGERS BY SEAPORT

with 2019, 2020, 2021, and 2022 comparison

Florida Seaport*	Single Day	Multi-Day	Total Passengers
Port Canaveral	143,938	6,780,927	6,924,865
Port Citrus*	-	-	-
Port Everglades	114,825	2,892,533	3,007,358
Port of Fernandina*	-	-	-
Port of Fort Pierce*	-	-	-
JAXPORT	-	189,405	189,405
Port of Key West	-	440,075	440,075
SeaPort Manatee*	-	-	-
PortMiami	124,613	7,174,681	7,299,294
Port of Palm Beach	-	412,701	412,701
Port Panama City*	-	-	-
Port of Pensacola*	-	-	-
Port Putman*	-	-	-
Port of Port St. Joe*	-	-	-
Port St. Pete*	-	-	-
Port Tampa Bay	-	1,124,057	1,124,057
2023 Total	383,376	19,023,379	19,397,755
2022 Total	234,622	10,576,793	10,811,415
2021 Total	184,907	562,581	747,488
2020 Total	183,190	9,402,713	9,585,903
2019 Total	468,219	17,887,113	18,355,332

Data Source: Individual Seaports, all data is provided in fiscal year.

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

Yachting

Florida has long been a crucial global hub for mega yachts, also known as superyachts. These large leisure vessels often arrive for extended marina stays following lengthy voyages. During their time in Florida, they increasingly seek out maintenance, refit, and overhaul services (MRO). Several of Florida’s public seaports actively participate in this expanding MRO market.

Among these, Port St. Pete distinguishes itself as the sole superyacht marina on Florida’s Gulf Coast. It has hosted several large yachts, including M/Y Tatoosh, which, at 302 feet and with a crew of 30, is among the world’s largest yachts. The port offers a range of services and amenities for large yacht maintenance and repair, and its prime location in downtown St. Petersburg provides easy access to local and regional recreational activities. The growing trend in large yacht construction worldwide has increased opportunities for the port, which continues to focus on this market segment. Additionally, the city and port staff engage with yacht captains through various events, boat shows, visits, and media events, fostering strong relationships in the industry.

The Port of Palm Beach leases a berth and related facilities to Berth One Palm Beach, a dedicated mega-yacht facility. This facility can accommodate luxury yachts up to 450 feet in length with drafts as deep as 30 feet.

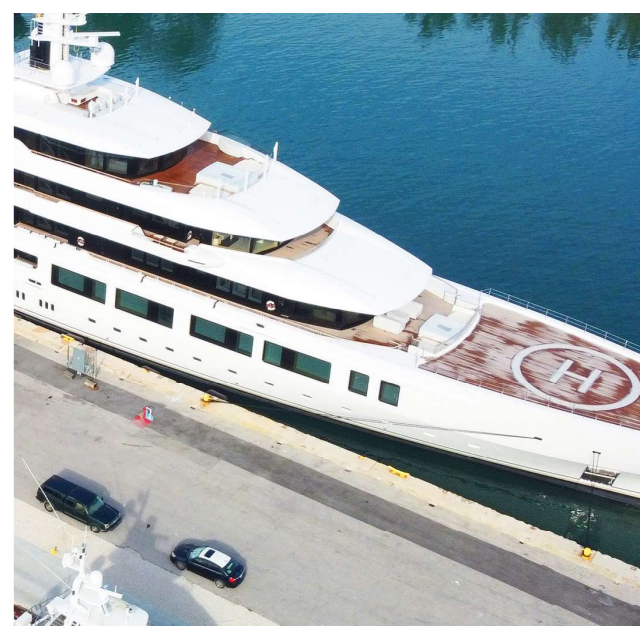
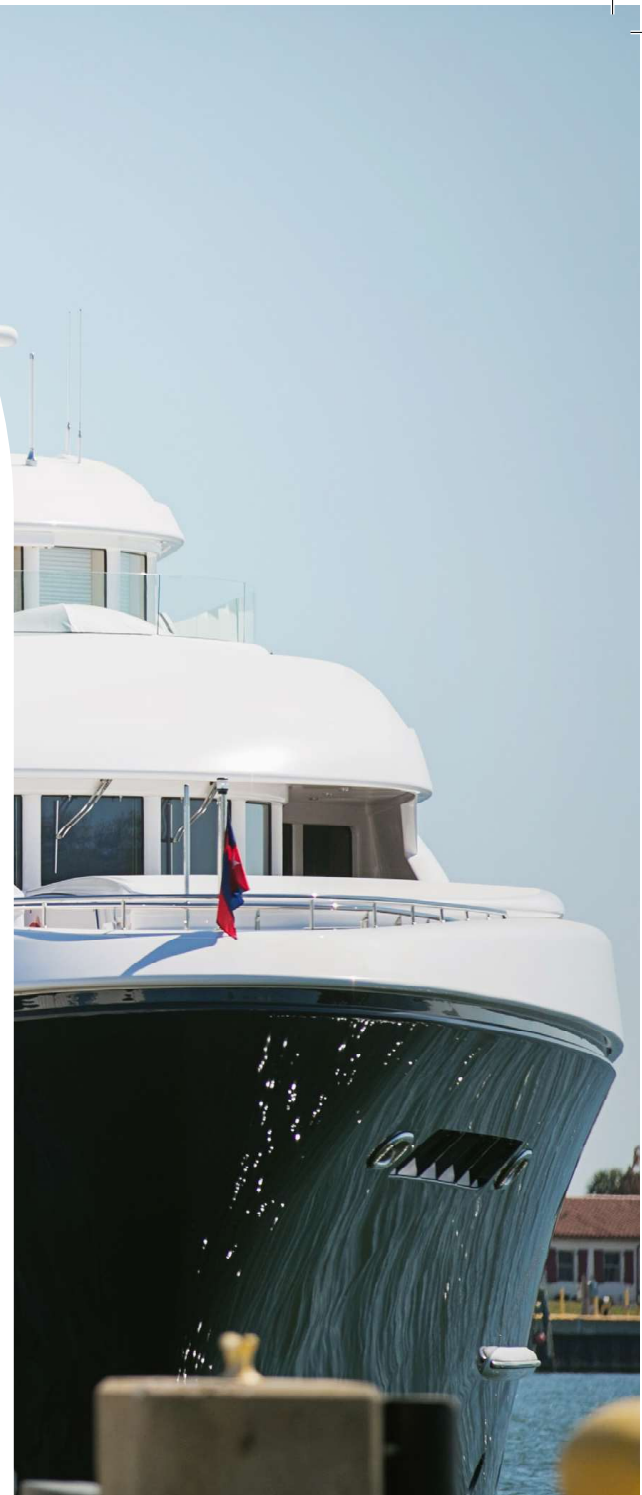
The Port of Fort Pierce is a new entrant in the market. In 2019, the St. Lucie Board of County Commissioners purchased the former Indian River Terminal and transformed it into a modern mega-yacht facility, focusing on MRO of yachts. Derecktor Fort Pierce, LLC commenced operations in 2019 and later added the world’s largest mobile boat hoist. The success of this facility has prompted the County to develop Harbour Pointe, a 20-acre site with the potential to catalyze the development of the surrounding waterfront property. Facilities for niche commodities such as offshore wind farms or the import/export of yachts have been discussed as possible opportunities for the modern Port of Fort Pierce.

Furthermore, the Port of Pensacola is exploring opportunities in the MRO market. It is seeking grant funding to initiate the first phase of its Supply Chain Enhancement Project, which aims to advance on-port infrastructure to support market-driven opportunities.

Finally, several of Florida’s seaports handle the import and export of boats, yachts, and related products. For instance, the Port of Palm Beach’s top import is “Ships & Boats (Yachts).” SeaPort Manatee has seen significant growth in yacht handling⁸, and Fort Lauderdale is known as the yachting capital of the world, hosting over 50,000 registered yachts⁹.

8. SMP 2023 Port Worksheets

9. <https://www.visitlauderdale.com/things-to-do/sports-recreation/boating/>



CAPITAL IMPROVEMENT PLAN

SEAS THE OPPORTUNITIES

Florida, unique among U.S. states except Alaska and Hawaii, is bordered by water on three sides. This geographic advantage has allowed Florida's ports to have a long history of providing access and economic opportunities to importers, exporters, residents, and visitors. To maintain this access, ports must possess the necessary infrastructure to accommodate both trade and passenger vessels. Thus, port infrastructure must meet and adapt to the industry's physical and environmental demands.

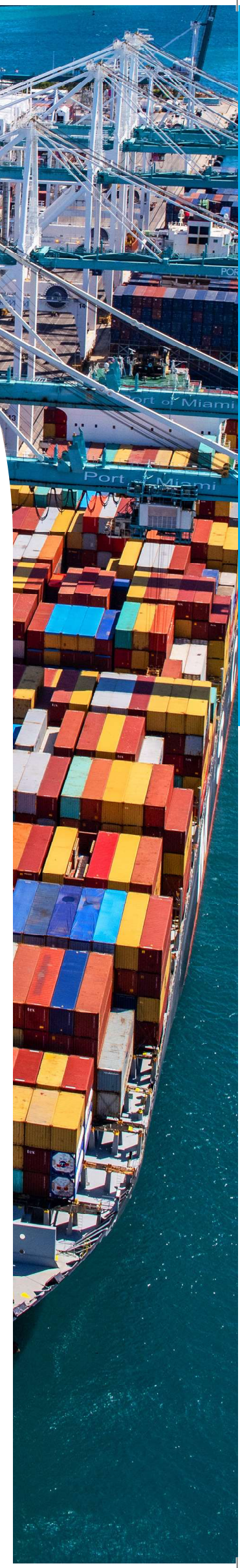
In response to this competitive landscape, Florida has launched a comprehensive strategy titled "Seas the Opportunities." This plan involves significant investments for Florida's 16 seaports to enhance port infrastructure. The ports invest in developments and projects aligned with anticipated market 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.

Annually, each seaport develops a rolling five-year capital improvement plan (CIP) that includes infrastructure improvements to meet future needs. These plans not only anticipate growth opportunities but also maintain the flexibility to adapt to changing market conditions and evolving industry trends.

From these opportunities, seaport executives identify investment plans aimed at growing and sustaining their customer base, attracting new customers, protecting public assets, and positively impacting trade, tourism, and commerce. These CIPs encompass a wide range of projects, including infrastructure development/rehabilitation, channel and harbor deepening, land acquisition, intermodal connections, terminal development, decarbonization of operations, and other improvements.

Collectively, Florida's seaports have identified over \$5 billion in investments through their CIPs for the period from 2024 to 2028. This amount represents an increase of just over \$1 billion from the \$3.9 billion identified for the 2023-2027 period. Port Miami's five-year CIP features the highest investment, totaling more than \$1.6 billion over the next five years. Port Tampa Bay, Port Everglades, JAXPORT, and Port Canaveral collectively contribute another \$2.9 billion to the CIP. These top five ports account for 91% of the planned CIP budget over the next five years ¹⁰.

10. SMP 2023 Port Worksheets



Florida's seaports have identified over \$5 billion of investments through their CIPs for the period beginning in 2024 and running through 2028.

The largest planned investments in the current CIP are for Cruise and Cargo Terminals, \$1.1 billion (21%) and \$987 million (20%), respectively. Other Structures (\$661 million, 13%), Berth Rehabilitation and Repairs (\$630 million, 13%), Miscellaneous Projects (\$601 million, 12%), and Channel and Harbor Deepening (\$581 million, 12%), are the next largest categories.

A new category, being tracked from 2024 onward, is the Decarbonization of Operations, which is projected to receive \$205 million in capital expenditure over the next five years, accounting for 4% of the total CIP.

EXHIBIT 10: COMBINED FIVE-YEAR CAPITAL IMPROVEMENT PLAN
2024 - 2028

Florida Seaport*	2024	2025	2026	2027	2028	Total
Port Canaveral	\$181,500,295	\$120,834,057	\$144,210,157	\$30,580,000	\$19,463,000	\$496,587,509
Port Citrus*	\$-	\$-	\$-	\$-	\$-	\$-
Port Everglades	\$95,778,000	\$142,283,000	\$200,624,400	\$197,484,000	\$100,887,000	\$737,056,400
Port of Fernandina	\$5,000,000	\$-	\$-	\$-	\$-	\$5,000,000
Port of Fort Pierce	\$7,250,000	\$18,750,000	\$15,130,000	\$24,730,000	\$9,400,000	\$75,260,000
JAXPORT	\$422,962,644	\$48,094,303	\$85,444,500	\$39,716,500	\$5,752,000	\$601,969,947
Port of Key West	\$3,400,000	\$-	\$-	\$-	\$-	\$3,400,000
SeaPort Manatee	\$36,316,825	\$52,336,022	\$85,288,591	\$19,420,400	\$9,250,000	\$202,611,838
PortMiami	\$509,417,559	\$496,589,647	\$248,889,000	\$193,413,233	\$175,840,795	\$1,624,150,234
Port of Palm Beach	\$7,090,000	\$4,190,000	\$24,190,000	\$41,190,000	\$16,200,000	\$92,860,000
Port Panama City	\$8,615,333	\$16,915,000	\$26,765,000	\$25,808,075	\$14,590,000	\$92,693,408
Port of Pensacola	\$5,831,285	\$6,724,291	\$2,017,373	\$2,222,222	\$-	\$16,795,171
Port Putman*	\$-	\$-	\$-	\$-	\$-	\$-
Port of Port St. Joe*	\$-	\$-	\$-	\$-	\$-	\$-
Port St. Pete	\$300,000	\$-	\$-	\$-	\$-	\$300,000
Port Tampa Bay	\$124,200,000	\$138,900,000	\$130,700,000	\$330,200,000	\$330,200,000	\$1,054,200,000
Total	\$1,407,661,941	\$1,045,616,320	\$963,259,021	\$904,764,430	\$681,582,795	\$5,002,884,507

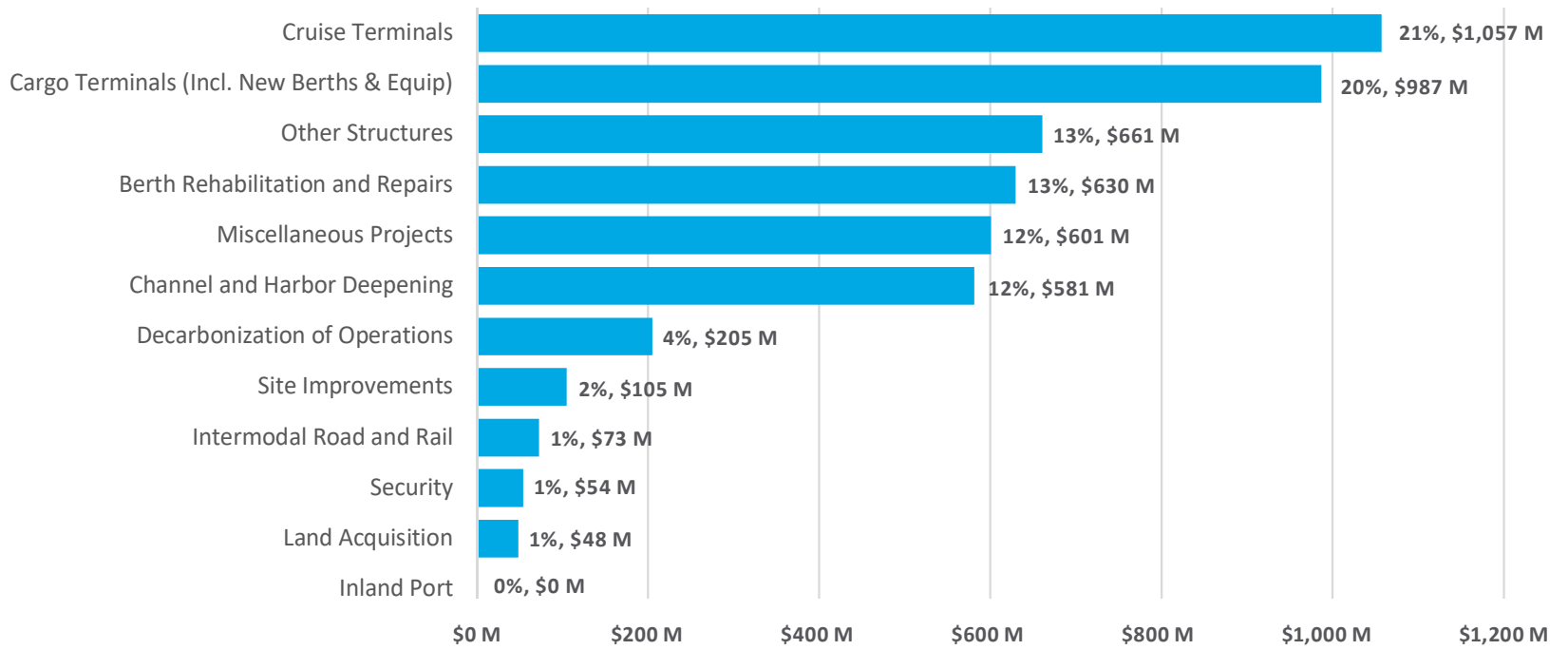
Data Source: Individual Seaports, all data is provided in fiscal year.

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, Putnam, and St. Joe did not provide data for 2023.



**EXHIBIT 11: COMBINED FIVE-YEAR CAPITAL IMPROVEMENT PLAN BY PROJECT TYPE
2024 – 2028**



Data Source: Individual Seaports, all data is provided in fiscal year.

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.

* The ports of Citrus, Putnam, and St. Joe did not provide data for 2023.

Prioritizing Projects for Growth



Over the years, Florida Seaports have experienced substantial growth in cargo and cruise volumes. This trend is largely attributed to strategic investments in port infrastructure, which have expanded port capacity and capabilities.

These port capacity expansion projects not only enhance the business environment and reduce vessel congestion, but also position the ports to capitalize on global opportunities. This includes increasing their share in international trade and related commercial activities, with the overarching aim of fostering a more resilient future.

Looking ahead, capital investments will continue to be pivotal in the Florida seaports' growth strategies. The ports are identifying key expansion projects to fuel the growth of the state and the southeastern region of the United States, thereby promoting trade, economic prosperity, and employment opportunities.

JAXPORT, for example, is actively expanding and modernizing the SSA Jacksonville Container Terminal (SSA JCT). Anticipated to conclude in 2025, this \$72 million project will transform the terminal. The upgraded facility will boast 97 acres of newly paved asphalt, designed for taller stacks of loaded containers. Furthermore, the project has the flexibility to further expand the terminal to 120 acres as required. Upon full completion, the facility will have the capacity to handle nearly 500,000 TEUs annually, representing a 150% increase over its current throughput.

Below are some additional expansion projects recently completed, underway, or being contemplated across Florida seaports.

PORT CANAVERAL

- Completed a \$47 million renovation project that rebuilt and reopened North Cargo Berth 3 in 2023; the berth was one of the Port's original berths built in the 1970s and had been out of service since 2014.
- Renovating North Cargo Berth 4 which will replace another one of the Port's original berths built in the 1970s; this berth has also been out of service since 2014.

PORT EVERGLADES

- Added berthing capacity contributes significantly to the ongoing efforts to reduce vessel congestion; the landside projects continue to evolve, enhancing the overall efficiency and infrastructure of the port.
- Receiving three new container cranes to help move additional throughput.
- Studying the acquisition of an off-port facility dedicated to storing empty containers.

PORT OF FERNANDINA

- Expanding covered storage facilities to handle more breakbulk cargo.

JAXPORT

- Completed the harbor deepening project to 47 feet allowing larger ships to call, maximizing the utilization of open berths, and promoting efficient two-way ship traffic.
- Added six 100-foot gauge electric container cranes, including three 100-foot gauge electric cranes in the Summer of 2023.
- Advancing the SSA JCT expansion and modernization project; once complete, the facility will be able to accommodate nearly 500,000 TEUs annually, a 150% increase over its current throughput.
- Constructing a new 250,000 sq. ft. auto processing facility. This \$120 million project signifies a substantial modernization for Southeast Toyota Distributors as the facility will incorporate additional on-site rail connections and truck loading areas.
- In collaboration with FDOT, the port is finalizing \$45 million in berth upgrades at Blount Island to cater to Ro/Ro vessels. The expansion of Berth 20 will enable the simultaneous accommodation of two larger vehicle ships, a departure from its previous capacity of only one. Additionally, improvements to Berth 22 will enhance the terminal's efficiency in hosting larger vehicle ships.
- Exploring areas for breakbulk expansion, including 79 acres at the port's Talleyrand Marine Terminal. Additional warehouse storage space at Dames Point will support trans-load operations and future volume growth in non-containerized cargo.



SEAPORT MANATEE

- Rehabilitated Berths 12 and 14 and expanded the container yard a decade ago, providing the capacity to handle significant container growth over the last five years.
- Invested in Berth 9 in 2017, allowing the port to effectively manage increased breakbulk cargo volumes over the past three years.
- Additional investments such as the acquisition of additional land to support port expansion initiatives, the installation of equipment to boost the capacity for handling aggregates, the paving of cargo laydown areas to enhance operational efficiency, and the purchase of mobile harbor cranes to improve port capabilities.
- Completed container yard expansion phase 2B in September 2023; the container yard is already at capacity.
- Evaluating land acquisition opportunities for the expansion of seaport facilities.

PORT MIAMI

- Invested more than \$1.52 billion in capital improvements since 2013 to increase both cargo and cruise capacity. Some of these improvements include deepening the Miami Harbor to a controlling depth of 50 feet; the acquisition of new electric Super Post-Panamax gantry cranes; upgrades to near-dock intermodal rail, providing connectivity to 70% of the U.S. population in less than four days; new cruise terminals and cruise terminal expansions; and a fast access tunnel link to the U.S. interstate highway system.
- Modernizing cargo yards for use of additional e-RTGs to handle densified container stacks, optimizing truck gates not previously improved, and procuring four new electric Super Post Panamax Cranes with options to increase the total number of cranes ordered to 8.
- Longer-term, the port is implementing a program to develop an inland port. The project will begin with an initial phase of development of roughly 40 acres with a long-term full build-out of about 200 acres.

PORT OF PALM BEACH

- Commencing the Port Infrastructure Development Project that will increase annual freight rail capacity from 44,000 TEUs to almost 100,00 TEUs. The project will also rebuild the Port's container interchange gates, which will reduce truck processing time by 50%.

PORT PANAMA CITY

- Expanded the capacity of the East Terminal Development to handle large volumes of commodity cargoes, such as pulp, kraft paper, and lumber.
- Constructing a second on-dock warehouse and berth extension as part of the East Terminal Phase Two Expansion. This expansion encompasses a 200,000 sq. ft. warehouse, along with a rail spur extension and improvements to the terminal roadway, as well as extending the berth to accommodate two 700 ft vessels.
- The East Terminal Phase Two Expansion will increase the port's breakbulk handling capacity. This expansion will, in turn, facilitate the port's ability to expand its container handling capacity, effectively managing the anticipated growth in regional container trades.

PORT OF PENSACOLA

- Enhancing road and rail infrastructure.

PORT TAMPA BAY

- Completed a 25-acre expansion of the container yard, incorporating new cranes, with upcoming enhancements including an additional berth, yard, and gate improvements, and dredging alongside.
- Planning a \$1 billion harbor deepening project, aimed at supporting vessel growth and fostering economic development across nearly all industries within the port.





Increasing Environmental Focus

With an increasing focus on decarbonizing the shipping industry, in addition to capital projects focused on port expansion and growth, there is a large focus now on environmental sustainability. The International Maritime Organization (IMO) adopted its 2023 IMO GHG Strategy – a stronger revision of the 2018 strategy in July 2023. This new strategy strives for the following:

- **30% GHG (Green House Gas) reductions by 2030**
- **80% GHG reductions by 2040**
- **An overall ambition of reaching net zero as close to 2050 as possible.**

Reaching these goals is a collaborative effort across the entire maritime industry. It will take all players in the maritime industry to develop sustainable and scalable supply chains to reach the 2023 IMO GHG Strategy, and ports will play a significant part in this transition.

As such, the major environmental challenges identified across Florida's seaports show a clear emphasis on improving the environmental sustainability of port operations through better management practices and investment in clean energy and infrastructure resiliency. Additional challenges identified by the ports address combating the impacts of climate change, such as storm surges, rising tides, and air/water quality.

Florida seaports are focused on engaging in environmental stewardship to mitigate their environmental footprint through a wide variety of initiatives. PortMiami has stated that all its projects are inherently committed to improving its robust climate adaptation, carbon mitigation, and resilience. PortMiami has embarked on a visionary and transformational Net Zero Program. This will be the nation's first end-to-end net zero carbon emission supply chain in line with the County's goal of a 25% reduction in emissions by 2030 for PortMiami, in accordance with the 2021 Miami-Dade Climate Action Strategy.

The program began with electrification of key elements of the supply chain, including conversion to electric cargo handling equipment, and the provision of shore power for cruise ships at port. PortMiami is working with cargo partners to plan the next series of projects, which include the expansion of rail infrastructure and operations, eliminating fossil fuel-burning trucks from the road, modernizing the cargo gates to minimize truck idling, stormwater, and paving improvements for cargo yard efficiencies. PortMiami is planning additional resiliency elements such as a solar farm at the future inland port, electric vehicle charging stations, and infrastructure improvements to key roadways.

Below are some additional environmental sustainability projects recently completed, underway, or being contemplated across Florida seaports. This represents the continued trajectory toward more sustainable and resilient Florida seaports.

PORT CANAVERAL

- Teamed with Titusville-based RUSH Marine, LLC and National Stormwater Trust, Inc. for the installation of a fully automated smart pond monitoring station that provides real-time flood forecasting to help reduce flood risks.
- Initiated a vulnerability assessment to evaluate the natural hazard and climate-related vulnerability of port-owned assets and facilities, while also identifying potential impacts to those assets, facilities, and operations.
- Invested millions of dollars in stormwater improvements and environmental initiatives to ensure water quality and habitat protection.
- Strives to continually transition Port-owned equipment to lower emission equipment when and where applicable/feasible.
- Led the way in meeting the LNG fueling needs of cruise partners, in addition to the space industry. Currently, two cruise ships homeporting utilize LNG fuel, with an additional two LNG cruise ships scheduled to begin homeporting over the next year.

PORT EVERGLADES

- Completed cold ironing/shore power study.
- Completing a resiliency study.
- Obtained grant funding for raising some seawalls.
- Participating in climate change meetings.
- Participating in community oyster gardening program.

PORT OF FERNANDINA

- Completing a resiliency plan that will identify potential solutions.
- Exploring the option of converting some terminal and cargo handling equipment from diesel to electric.

JAXPORT

- Electrified 2,400 linear feet of berthing space at Blount Island to support up to ten fully electric container cranes, including six currently in use. The cranes work on regenerative power, consuming power during the lifting of containers and creating energy as they lower.
- Launched the JAXPORT EXPRESS Project, a large-scale investment in zero- and near-zero-emission cargo-handling equipment technologies, to achieve greenhouse gas reductions, expand energy-efficient terminal infrastructure, increase cargo throughput, and develop a plan to transition to lower-emission port infrastructure and maritime operations (\$47 m).
- Supporting the continued growth of liquefied natural gas (LNG) as a clean marine fuel, including the arrival of several LNG fueling barges, including North America's largest LNG bunker barge.
- Conducting a port electrification study this fiscal year. The study will help create a replicable electrification plan for other ports to use when converting from diesel to electric equipment.

SEAPORT MANATEE

- Working with private partners to implement a vegetative management program for stormwater treatment ponds that sustainably thin out marsh grasses to restore water flow in the ponds, and reuses harvested grasses in coastal resiliency projects across the southeastern United States.
- Planning on the electrification of mobile harbor cranes.

PORT MIAMI

- Cruise Terminals Leadership in Energy and Environmental Design (LEED) Certifications include Cruise Terminal F Expansion and homeports the Port's first Liquefied Natural Gas (LNG)-powered cruise vessel (Silver); Cruise Terminal B (LEED Gold New Construction v4.0); Cruise Terminal V (LEED Gold Certification). Future cruise terminals are required to be certified LEED Silver, at a minimum. This includes MSC Shared Terminal (AA and AAA) and the Cruise Terminal G Redevelopment.
- Completed the construction of a three inbound lanes flyover to provide the increased capacity to fully service cruise terminals A, B, AA, and AAA which decreased the idling time of vehicles, buses, and provisioning trucks, and provided stormwater improvements in preparation for climate change.
- Upgrading the South Florida Container Terminal (SFCT) Cargo Yard (Phase 2) with stormwater and pavement upgrades so existing diesel cargo handling equipment can be replaced with twelve additional electric rubber-tired gantries (eRTGs) at a 2:1 ratio while increasing yard capacity. Phase 1, completed in January 2021, replaced twelve diesel top loaders with six eRTGs for SFCT.
- Installing shore power at five cruise terminals with the ability to plug in three ships at a time; completion is expected in early 2024.
- Relocating and modernizing the cargo gate system to be 50% more efficient by expanding the railyard from three to five tracks to encourage more rail transportation efforts over diesel trucks. Additionally, diesel power top-pick equipment will be replaced with new electric gantry overhead cranes.
- Completing a Sea Level Rise and Vulnerability Study through a planning grant from the Florida Department of Environmental Protection (FDEP) Resilient Florida program, to be completed in summer 2024.
- Embarked on the nation's first end-to-end net zero carbon emission supply chain.

PORT OF PALM BEACH

- Invested in an extensive drainage catchment system to contain and clean water prior to discharge into intercostal.
- Purchased two hybrid straddle carriers for container operations.
- Preparing together with cruise lines for cruise ship shore power connections.

PORT PANAMA CITY

- Completed a bulk terminal expansion project, including the construction of a 20,000 metric ton Biomass Storage Dome, increasing the annual throughput of export biomass wood pellets from 860,000 tons to 1,200,000 tons.
- Focusing on the master plan update to include an understanding of the future of alternative fuels and how the port will accommodate this transition.

PORT OF PENSACOLA

- Working with partners and stakeholders to upgrade equipment to more fuel-efficient or battery-operated equipment.

PORT OF TAMPA BAY

- Working with Federal, State, and Local entities to examine the port's carbon footprint and prepare for alternative fuel opportunities.
- As a major energy gateway for the State, PTB, along with maritime partners and the aviation industry are working together on alternative fuel terminals at the port through hydrogen and carbon capture pilot projects.
- Developing shore power opportunities with cruise business partners.

FUNDING THE FUTURE

Governance structures influence how ports are funded and generate revenue. A distinct feature of seaports, setting them apart from other infrastructure types, is the diversity in their governance and operations. In some states, like Maryland, Virginia, the Carolinas, and Georgia, seaports are managed by state governments. Conversely, in cities like Los Angeles and Long Beach, California, seaports fall under city government jurisdiction. Others are overseen by counties or public authorities.

Florida seaports exemplify the variety in governance structures. JAXPORT operates as an independent authority of the City of Jacksonville, whereas Port Everglades functions as a self-supporting enterprise fund of the Broward County government. The Canaveral Port Authority, with its elected board of commissioners, stands as an independent governmental agency.

Seaports vary significantly in their operating models. While some adopt an owner/operator approach, others, referred to as 'landlord' ports, engage in lease agreements with private entities for cargo, cruise, or other operations on port property – notably, not all port real estate is industrial, some seaports lease land for hotels, dining, and retail businesses. These agreements can include shared costs for facility upgrades. Due to these varied structures, seaports may fund projects using revenue from port operations, seek financing from federal, state, or local governments, or use a blend of these methods. Funding options for capital projects often comprise a mix of working capital, state and federal grants, construction bonds, bank loans, commercial mortgages, and private capital. Florida seaports collaborate with state, federal, private, and association partners to secure funding and financial incentives. Many ports confirmed that access to grants and funding plays a critical role in their ability to grow, achieve their objectives, and implement their long-term strategies.

The following list details grant and loan programs available to Florida seaports, administered at both state and federal levels. In the fiscal year 2022/2023, Florida seaports collectively reported receiving over \$250 million in state and federal funding¹¹.

STATE OF FLORIDA PROGRAMS

Florida Seaport Transportation and Economic Development (FSTED)

Program: The FSTED Program makes available a minimum of \$25 million a year for specific types of port facilities or port transportation projects, requiring a 50-50 state-local match¹².

Strategic Port Investment Initiative (SPII): FDOT-managed fund that makes available a minimum of \$35 million to the initiative each year¹³. State funding is matched by the local port, requiring either a 50-50 or 75-25 state-local match. The Initiative is funded primarily through FDOT's Strategic Intermodal System (SIS).

Strategic Intermodal System (SIS): A funding pool administered by FDOT to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel¹⁴.

Florida's State Infrastructure Bank (SIB): Loan and credit enhancement program administered by FDOT and consisting of two separate accounts – the federally-funded account, which is capitalized by federal money matched with state money, and the state-funded account which is capitalized by state money and bond proceeds¹⁵.

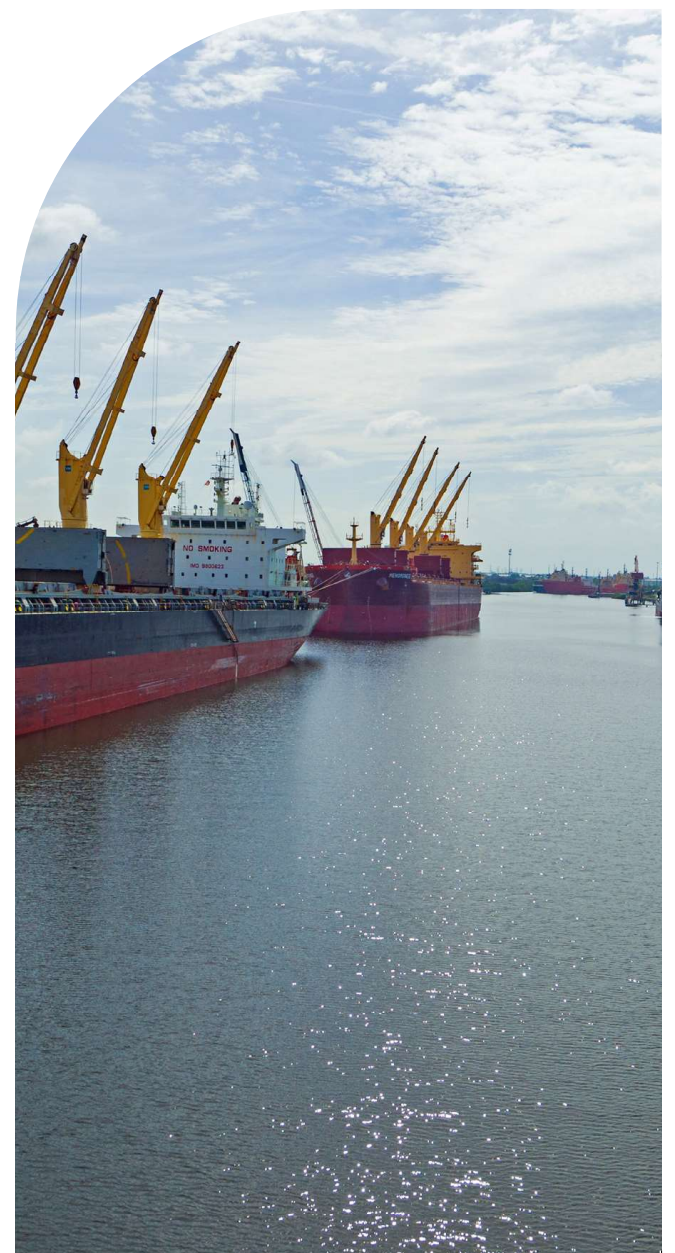
11. SMP 2023 Port Worksheets (BA analysis)

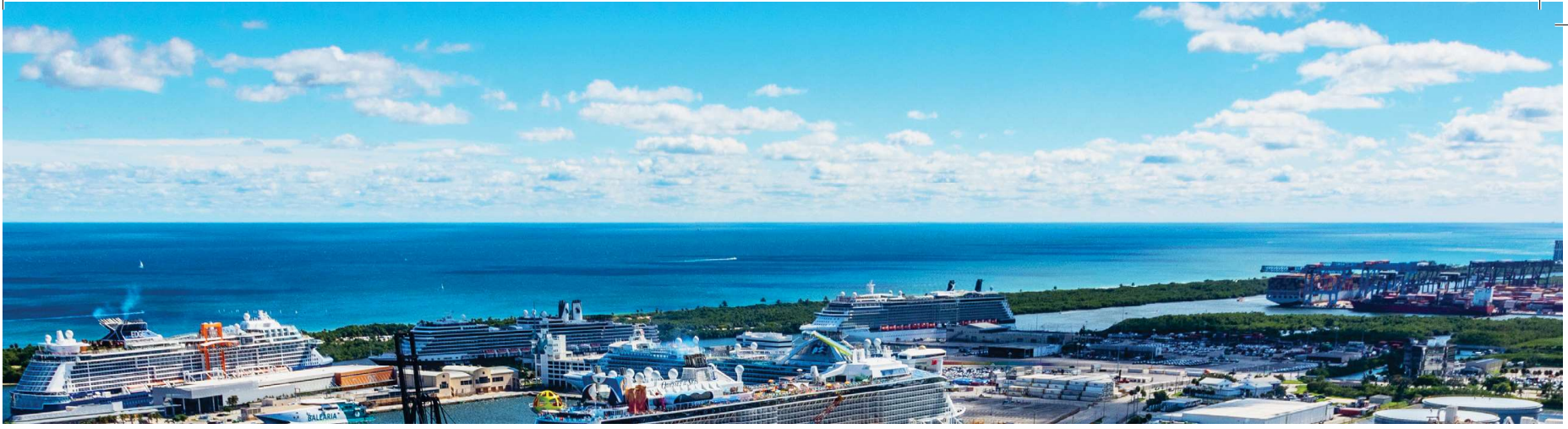
12. <https://flaports.org/about/florida-seaport-transportation-and-economic-development-program/>

13. <http://www.leg.state.fl.us/Statutes/index.cfm>

14. <https://www.fdot.gov/planning/sis/default.shtm>

15. <https://www.fdot.gov/comptroller/pfo/sibintro.shtm>





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 Panhandle¹⁶.

Resilient Florida Grant Program: This initiative enhances the preparedness of coastal and inland communities for flooding and storm surge impacts and is open to various entities, including counties, municipalities, and special districts with specific responsibilities (such as seaports, airports, wastewater facilities, etc.). The program provides financial assistance for vulnerability analysis, planning, and implementing adaptation and mitigation projects in response to flooding and sea-level rise. In February 2023, the DeSantis administration announced over \$275 million for 75 resilience projects through the program. These funds are strategically allocated based on the Statewide Flooding and Sea Level Rise Resilience Plan which guides the prioritization and ranking of projects annually¹⁷.

FEDERAL PROGRAMS (ALL STATES)

Inflation Reduction Act: The 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 more¹⁸. The Inflation Reduction Act was signed into law in 2022, marking the most significant action Congress has taken on clean energy and climate change in the nation’s history.

Port Infrastructure Development Program (PIDP): A federally managed grant program to support investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of the shipping industry. In FY 2023, \$662 million was allocated,

which includes an initial \$450 million grant program and an additional \$212 million from the FY 2023 Consolidated Appropriations Act¹⁹. PIDP is the first and only federal grant program dedicated to investments in port infrastructure²⁰.

Marine Highways Program (MHP): A federally managed grant program to expand the use of America’s navigable waters to expand 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 FY 2023, \$12.4 million of funds were available through MHP²¹.

Infrastructure for Rebuilding America (INFRA): A federally managed grant program with approximately \$3 billion available in FY 2023 and FY 2024 for highway, multimodal freight, and rail projects that will make the nation’s transportation systems safer and more resilient, eliminate supply chain bottlenecks, and improve critical freight movements²². In addition to providing direct federal funding, the INFRA program aims to increase the total investment by the state, local, and private partners.

Mega Grants: A federally managed grant program with approximately \$1.8 billion allotted in FY 2023 and FY 2024. The Mega Program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits²³. For each fiscal year of Mega funds, 50% of available funds are reserved for projects greater than \$500 million in cost, and 50% for projects between \$100 million and \$500 million in cost.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE): A federally managed multimodal grant program to help urban and rural communities move forward on 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 FY 2024²⁴.



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

A federally managed grant program that provides funding to ensure surface transportation resilience to natural hazards including climate change, 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 discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement Grants. The PROTECT program provides \$1.4 billion in funding over 5 years²⁵.

U.S. Army Corps of Engineers (USACE) Work Plan: Plan that provides federal funding for harbor deepening and maintenance. These funds need to be matched at the local or state level²⁶.

Port Security Grant Program (PSGP): Federally managed grant with \$100 million available in FY 2023. This grant provides funding to help protect critical port infrastructure from terrorism, enhance maritime domain awareness, improve port-wide maritime security risk management, and maintain or reestablish maritime security mitigation protocols that support port recovery and resiliency capabilities²⁷.

Railroad Rehabilitation & Improvement Financing (RRIF): Federal Railroad Administration financing tool available for port rail projects. Some ports find program requirements burdensome, while some would prefer that it had a capital grants component, making continued advocacy important²⁸.

Diesel Emissions Reduction Act (DERA): Federally managed grant to improve air quality at the nation's ports. In FY 2023, the U.S. EPA anticipates awarding \$57 million for emissions and idle control devices, aerodynamic equipment, engine and vehicle replacements, and alternative fuel options²⁹.

Defense Community Infrastructure Pilot Program (DCIP): Federally managed, the DCIP has recently approved \$100 million in grants for seventeen projects, reinforcing military value and community well-being. Administered by the Office of Local Defense Community Cooperation, these competitive grants, funded from the FY 2023 appropriation, will leverage an additional \$39.2 million in non-federal and other federal funds, culminating in a total investment of \$138.9 million. Projects encompass vital infrastructure enhancements, including stormwater management, electric transmission lines, fire stations, parking aprons, and taxiways³⁰.

Consolidated Rail Infrastructure and Safety Improvements Program (CRISI): A funding program under the Fixing America's Surface Transportation (FAST) Act, supporting safety, efficiency, and reliability projects for intercity passenger and freight rail. With \$1.4 Billion available for award in FY 2022, eligible projects include safety technology deployment, rail line relocation, and workforce development³¹.

Reduction of Truck Emissions at Ports: Federal program that provides funding to reduce truck idling and emissions at ports, including through the advancement of port electrification. This program for FY 2022 and 2023 will award up to \$160 million across the two years³².

16. <https://www.myfloridatriumph.com/about/frequently-asked-questions/>
 17. <https://www.flgov.com/2023/02/06/governor-ron-desantis-announces-award-of-more-than-275-million-through-the-resilient-florida-grant-program/>
 18. <https://www.aapaseaports.com/index.php/2022/08/18/president-signs-inflation-reduction-act-granting-3-billion-to-ports-for-electrification-projects-into-law/>
 19. <https://www.maritime.dot.gov/PIDPgrants>
 20. <https://www.whitehouse.gov/briefing-room/statements-releases/2021/11/09/fact-sheet-the-biden-harris-action-plan-for-americas-ports-and-waterways/>
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 27. <https://www.fema.gov/grants/preparedness/port-security>
 28. <https://www.transportation.gov/buildamerica/financing/rrif/railroad-rehabilitation-improvement-financing-rrif>
 29. <https://www.epa.gov/dera>
 30. <https://www.defense.gov/News/Releases/Release/Article/3534765/departement-of-defense-approves-100-million-in-grants-under-the-defense-communit/>
 31. <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2>
 32. <https://www.transportation.gov/rural/grant-toolkit/reduction-truck-emissions-port-facilities>



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. These Florida seaports sponsor apprenticeships, internships, and trade school training programs, all aimed at cultivating a skilled labor pool. This workforce is essential for the support, operation, and maintenance of Florida seaports, ensuring their resilience and efficiency for the future. Below, a few examples of these workforce resiliency programs are highlighted.

The **Canaveral Port Authority** provides a paid internship program for college students with the opportunity to gain supervised experience and insights in the cruise and leisure, cargo, engineering, and public administration areas.

Additionally, CPA has a Junior Ambassador Program that enables students from public high schools and private high schools within Brevard County to explore career opportunities at the Port. The program also seeks to provide workforce development to Port partners and community outreach. During the school year, students meet with Port leaders in such areas as cruise, cargo, military, environment, hospitality, commercial space flight, and construction. At the end of the program, Junior Ambassadors share presentations with the Commission and with students at their respective schools which feature what they learned during the program.

Since 2017, **Port Everglades** has been offering an environmental internship program that has sponsored fifteen students from local universities, including Nova Southeastern University, Florida Atlantic University, Florida International University, University of Miami, and Broward College. This program is designed to provide relevant on-the-job training and valuable work experience for students pursuing environmental studies.

Derecktor **Fort Pierce**, in collaboration with Indian River State College, is in the process of developing a skilled trade program aimed at educating the community in diverse shipyard-related operations. Although the program is still pending, it is anticipated to significantly complement the current operations at the port.

JAXPORT has developed the JAXPORT EXPRESS program that includes coordination with the Electric Vehicle Infrastructure Training Program (EVITP) and higher education institutions in Northeast Florida to develop and implement workforce development curricula to establish the labor pool necessary to support, operate, and maintain zero-emissions cargo-handling equipment, charging stations, and future widespread deployment of zero emissions technologies.

SeaPort Manatee, in partnership with the New College of Florida, is initiating a college internship program starting in 2024.



PortMiami entered a Memorandum of Understanding with Miami Dade College (MDC) to develop, promote, and enhance the workforce of the maritime industry, specifically in trade and logistics. It includes apprenticeship programs and paid internship opportunities focused on trade and logistics in workforce development. Additionally, PortMiami annually participates in Miami-Dade County's Summer Youth Internship Program (SYIP). Lastly, PortMiami is working with CareerSource South Florida to further develop Registered Pre-Apprenticeship and Apprentice programs in specific areas that support the maritime industry including the construction trades, such as welding, marine systems, and refrigeration/HVAC technology.

Port Panama City recognizes the vital role of co-op and internship programs in developing future port employees. As a key part of its broader initiative to enhance workforce skills in the community, the Port is planning to collaborate with local state and technical colleges. This partnership will focus on identifying essential skills required to maintain and operate both current and future generation port equipment.

The **Port of Pensacola** is home to a mechanical program run by the University of West Florida, operating out of Warehouse #8.

Port Tampa Bay provides internships for high school and college students in various fields including maritime, government, finance, business development, and engineering. This program not only offers hands-on work experience but also enhances awareness of the Port's business activities and operations in educational settings.

FOREIGN TRADE ZONES

Established in 1934 to boost international trade, Foreign-Trade Zones (FTZs) are designated areas near U.S. ports of entry, considered outside U.S. customs territory. Florida, with its 20 FTZs, is a major player in this sector, ranking behind only Texas in the number of FTZs for any U.S. state. These zones offer key economic benefits for firms engaged in international trade, such as duty-free status for re-exported goods and deferred duty payments for items sold domestically. Notably, firms like Mazda North America Operations at JAXPORT save substantially on processing fees, highlighting the cost-effectiveness of FTZs. Across Florida, these zones collectively support approximately 11,000 jobs³³, underscoring their significant economic impact.

33. <https://www.trade.gov/sites/default/files/2023-08/AR-2022.pdf>



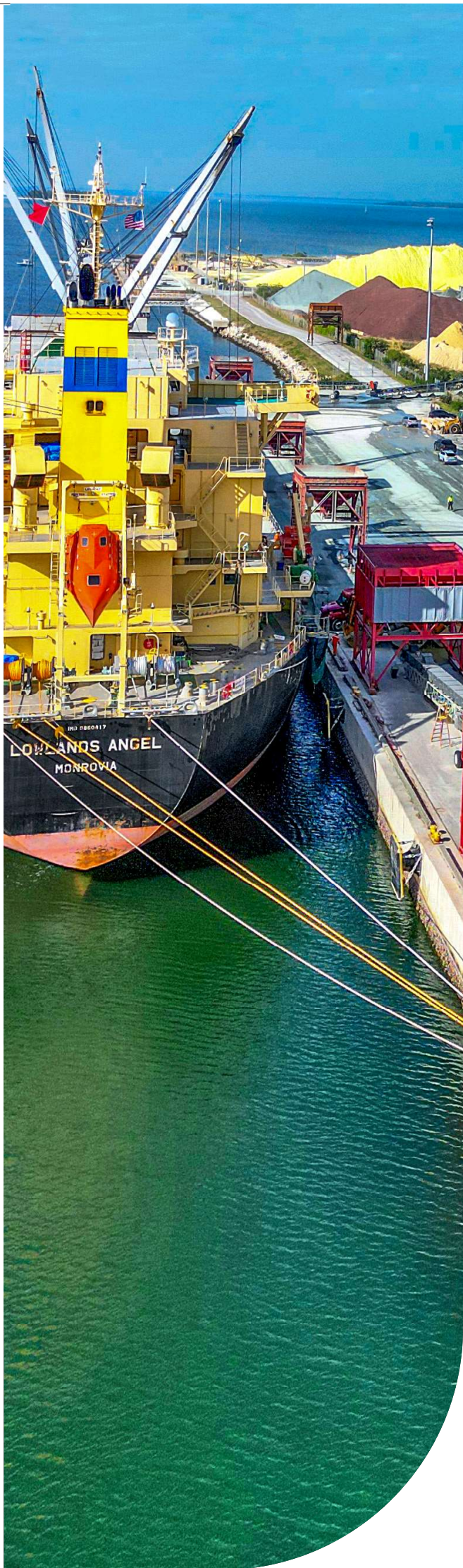
KEY TAKEAWAYS

- Florida is a top maritime trade state and home to the world’s largest cruise ports.
- This year, Florida launched a comprehensive strategy titled “Seas the Opportunities.” This plan includes significant investments to further enhance port infrastructure, targeting improvements in dock rehabilitation, port capacity expansion, cargo container handling, and overall connectivity.
- In 2023, ten of Florida’s 16 established and emerging seaports handled cargo, while seven facilitated passenger movements via cruise ship, ferry, and/or day-cruise vessel. 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.
- Florida ports act as an economic multiplier, supporting 900,000 direct and indirect jobs in the state of Florida and contributing \$117.6 billion in economic value, or 13.3% of Florida’s Gross Domestic Product.
- Over the years, 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.
- In terms of cargo volumes, 2023 marked a record year for Florida’s seaports, reaching a total of 114.25 million tons of cargo. This represents a 1.5% increase over 2022, the previous record year.
- Moving forward, of the eight Florida seaports that provided 2028 forecasted cargo figures, they all forecast tonnage and TEU growth over the next five years.
- In terms of cruise volumes, the total number of cruise passengers across all Florida seaports reached a record high of 19.4 million throughput passengers in 2023, marking a 3.1% CAGR since 2010. This represents an increase of more than one million additional passengers over 2019, the previous record year.



2023 at a Glance

TEUs	4,306,698
Container Tons	25,828,699
Dry Bulk Tons	23,338,619
Liquid Bulk Tons	55,953,757
Breakbulk Tons	9,124,688
Total Tonnage	114,245,763
Vehicles	600,623
Passengers	19,397,755
Five-Year CIP	\$5 billion



SEAS

Together. We Can

- 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.
- In 2024, Florida is expected to handle nearly 60% of all U.S. cruise passenger embarkations, a testament to the cruise industry's significant economic impact in the state.
- Looking ahead, of the seven Florida seaports that have projected their cruise traffic for 2028, five currently accommodate cruise ships and expect an increase in passenger numbers over the next five years. Additionally, two ports that do not currently receive cruise traffic anticipate a modest influx of passengers within the same timeframe.
- 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.
- The combined five-year capital improvement plan (CIP) for Florida's 16 seaports totals more than \$5 billion for the period from 2024 to 2028. This amount represents an increase of over \$1 billion from the \$3.9 billion identified for the 2023-2027 period.
- The largest planned investments in the current CIP are for Cruise and Cargo Terminals, \$1.1 billion (21%) and \$987 million (20%), respectively. Other Structures (\$661 million, 13%), Berth Rehabilitation and Repairs (\$630 million, 13%), Miscellaneous Projects (\$601 million, 12%), and Channel and Harbor Deepening (\$581 million, 12%), are the next largest categories.
- Florida ports continue to increase their focus on preparing for future global crises, climate change, and the transition to low-carbon energy. A new category, being tracked from 2024 onward, is the Decarbonization of Operations, which is projected to receive \$205 million in capital expenditure over the next five years, accounting for 4% of the total CIP.
- In addition to revenue generated by port activity, seaports may access a variety of private, state, and federal funding and financing tools for infrastructure development. Together, Florida seaports were reported to receive over \$250 million in state and federal funding in the last year.
- A significant value-add to international shippers and manufacturers are the 20 Foreign-Trade Zones (FTZs) in the state of Florida, second only to Texas.

PORT PROFILES

PORT CANAVERAL

PORT CITRUS*

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 ST. JOE*

PORT ST. PETE

PORT TAMPA BAY



**Port Citrus, Port Putnam, and Port St. Joe were omitted due to insufficient cargo and cruise data in 2023*

PORT CANAVERAL



Canaveral Port Authority
www.portcanaveral.com
 Established 1953

FTZ #136



LINEAR FT OF BERTHS: 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 Florida and the southeastern United States. Located directly on the main Atlantic shipping lanes on the East Coast of Florida the Port serves as a unique quadra-modal transportation hub linking sea, land, air, and space with the benefits of easy and efficient highway access, unrestricted air draft, 43-foot deep-water sea access, and multipurpose berthing.





The Port is a vital link for international commerce for the State of Florida and plays a continuing role in supporting U.S. military operations, government, military, and commercial space exploration. Port Canaveral holds a significant responsibility in building and sustaining a strong economy on Florida's Space Coast and the Central Florida region, which is the tenth largest consumer market in the U.S. with economic growth well above the national average.

Approximately 75% of the Port's total revenue is derived from its cruise business. Port Canaveral is the second busiest cruise port in the world, welcoming nearly seven million multi-day cruise passengers in FY'23. 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 to support LNG-powered cruise vessels.

The Port also has grown its diversified cargo portfolio, while supporting an increased cadence of launch and recovery

operations of the growing commercial space industry launching rockets from nearby NASA, Space Florida, and U.S. Space Force launch pads.

Port Canaveral continues to invest in infrastructure to expand its operational capabilities and increase capacity to meet the needs of today's larger, more sophisticated vessels, add value to the Port's business portfolio, and maintain its competitive position for handling current and future business demands. The Port's five-year capital improvement program 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.

KEY STATS	2023	2028
 Cargo TEUs	2,785	3,076
 Cargo Tonnage	7,100,711	7,799,068
 Cruise Passengers	6,924,865	8,075,155
 Homeport Cruise Ships	18	20



GOALS & OBJECTIVES

- Diversify 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 and LNG).
- Increase cargo handling capabilities and add capacity to accommodate diverse 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.

TOP CAPITAL PROJECTS

- Rebuild North Cargo Berth 4
- Build two new cruise terminal parking garages (northside) and surface lot (southside)
- Acquire a second Liebherr Mobile Harbor Crane with a third crane purchase option

GRANTS AWARDED

- **\$190 thousand** from the Florida Department of Transportation for Security items
- **\$449 thousand** from the Florida Department of Emergency Management for Hurricane Nicole
- **\$1 million** from the Florida Department of Financial Services for the Aerial Tower Truck
- **\$19 million** from the Florida Department of Transportation for North Cargo Berth 4

Imports

Top International Trading Partner by Value	Top Commodities by Value
1 Germany	1 Lumber
2 Canada	2 Petroleum
3 Sweden	3 Limestone / Aggregate
4 Bahamas	4 Granite
5 Japan	5 Slag

Exports

Top International Trading Partner by Value	Top Commodities by Value
1 Ascension	1 Containers
2 Guyana	2 Machinery & Equipment
3 Netherlands	3 Roll-on / Roll-off
4 Chile	4 n/a
5 n/a	5 n/a

Five-Year Capital Improvement Plan

Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	-	-	-	-	-	\$-
Cargo Terminals (Incl. New Berths & Equip)	\$28,597,075	\$9,100,000	\$2,000,000	\$12,500,000	\$12,500,000	\$64,697,075
Channel and Harbor Deepening	\$7,500,131	-	-	-	-	\$7,500,131
Cruise Terminals	\$86,478,528	\$65,645,614	\$113,202,657	-	-	\$265,326,800
Intermodal Road and Rail	\$8,310,054	\$7,217,169	\$600,000	\$55,000	\$100,000	\$16,282,223
Land Acquisition	-	-	-	-	-	\$-
Miscellaneous Projects	\$35,647,181	\$32,616,004	\$19,717,500	\$17,560,000	\$5,898,000	\$111,438,685
Other Structures	\$7,712,961	\$225,000	\$225,000	\$200,000	\$200,000	\$8,562,961
Security	\$4,518,658	\$1,230,270	\$265,000	\$265,000	\$765,000	\$7,043,928
Site Improvements	\$2,735,707	\$4,800,000	\$8,200,000	-	-	\$15,735,707
Decarbonization of Operations	-	-	-	-	-	\$-
Inland Port	-	-	-	-	-	\$-
Total	\$181,500,295	\$120,834,057	\$144,210,157	\$30,580,000	\$19,463,000	\$496,587,509

PORT EVERGLADES



Broward County Board of
County Commissioners

www.porteverglades.net

Established 1927

FTZ #25



LINEAR FT OF BERTHS: 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 137 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 13% 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 nearly four 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 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 two to four years and reviews 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 up to \$3 billion that will increase the port's productivity over the next twenty 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 \$33 billion in fiscal year 2022. More than 216,000 Florida jobs are impacted by the port, including 9,584 people who work for companies providing direct services.

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



KEY STATS	2023	2028
	Cargo TEUs	
	1,013,159	1,586,105
	Cargo Tonnage	
	26,736,246	30,776,043
	Cruise Passengers	
	3,007,358	3,482,520
	Homeport Cruise Ships	
	29	35

GOALS & OBJECTIVES

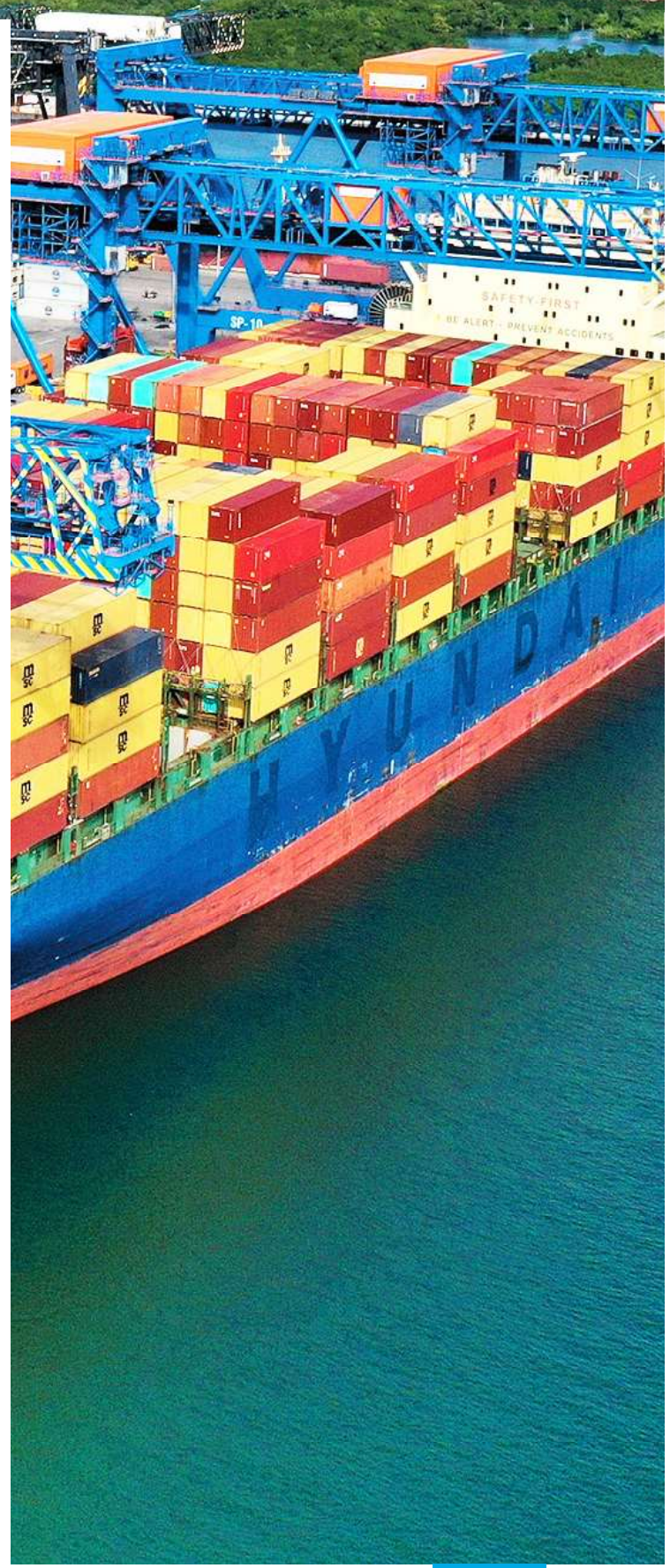
- Complete the Southport Turning Notch Expansion & Crane Rail Infrastructure project
- Complete the Slip 1 Expansion project
- Improve on-port and near-port transportation connections
- Complete the U.S. Army Corps of Engineers Port Everglades Navigation Improvements project

TOP CAPITAL PROJECTS

- Southport Turning Notch Extension with six new Super Post-Panamax container gantry cranes
- Slip 1 Expansion for the port's energy sector
- U.S. Army Corps of Engineers Navigation Improvements Project to deepen and widen the port's navigation channels

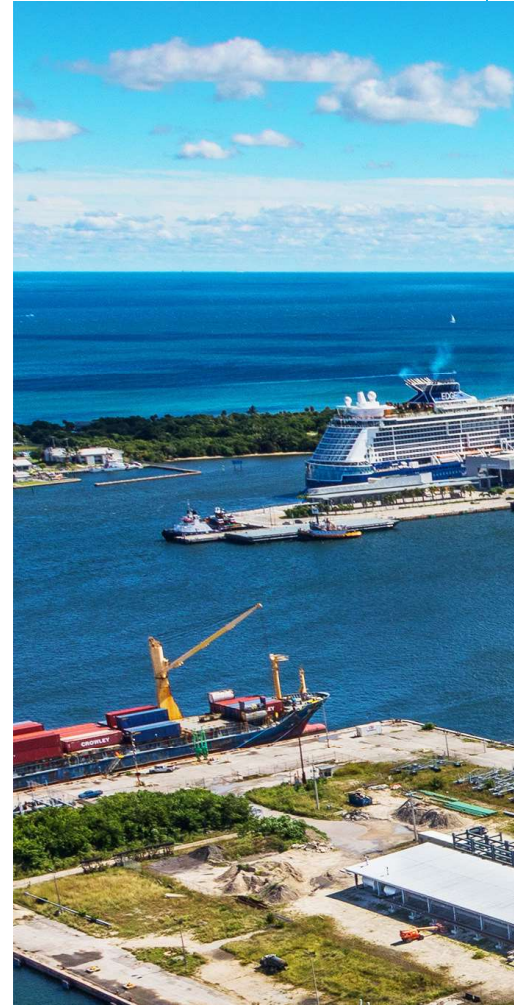
GRANTS AWARDED

- **\$1.17 million** from the Port Security Grant Program for upgrades to Security Operations
- **\$19.28 million** from the Port Infrastructure Development Program to replace the sea wall at three berths among other structural and environmental improvements





PORT EVERGLADES (continued)



Imports

Top International Trading Partner by Value	Top Commodities by Value
1 Honduras	1 Apparel Articles and Accessories
2 Dominican Republic	2 Fish, Crustaceans, and Aquatic Invertebrates
3 Colombia	3 Beverages, Spirits, and Vinegar
4 Guatemala	4 Ships, Boats, and Floating Structures
5 Brazil	5 Electric Machinery and Sound & TV Equipment

Exports

Top International Trading Partner by Value	Top Commodities by Value
1 Dominican Republic	1 Nuclear Reactors, Boilers, Machinery, and Parts
2 Brazil	2 Electric Machinery and Sound & TV Equipment
3 Chile	3 Vehicles and Parts
4 Costa Rica	4 Plastics and Articles thereof
5 Honduras	5 Optic, Photo, Medic, or Surgical Instruments



Five-Year Capital Improvement Plan

Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	\$3,003,000	\$11,550,000	\$51,486,000	\$39,936,000	\$27,612,000	\$133,587,000
Cargo Terminals (Incl. New Berths & Equip)	\$28,600,00	\$28,600,00	\$685,400	\$5,273,000	-	\$63,158,400
Channel and Harbor Deepening	-	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$100,000,000
Cruise Terminals	-	\$10,000,000	\$79,000,000	\$79,000,000	-	\$168,000,000
Intermodal Road and Rail	-	-	-	-	-	\$-
Land Acquisition	-	-	-	-	-	\$-
Miscellaneous Projects	\$33,000,000	\$14,800,000	\$21,170,000	\$46,500,000	\$46,500,000	\$161,970,000
Other Structures	-	\$21,508,000	\$21,508,000	-	-	\$43,016,000
Security	\$1,175,000	\$825,000	\$1,775,000	\$1,775,000	\$1,775,000	\$7,325,000
Site Improvements	-	-	-	-	--	\$-
Decarbonization of Operations	\$30,000,000	\$30,000,000	-	-	-	\$60,000,000
Inland Port	-	-	-	-	-	\$-
Total	\$95,778,000	\$142,283,000	\$200,624,400	\$197,484,000	\$100,887,000	\$737,056,400

PORT OF FERNANDINA



Ocean Highway and Port Authority
www.portoffernandina.org
nassauterminal.com
 Established 1941



LINEAR FT OF BERTHS: 1,200 FT





HARBOR DEPTH: 38 FT

ACRES: 21

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	2023	2028
 Cargo TEUs	9,355	13,500
 Cargo Tonnage	269,504	400,000
 Cruise Passengers	0	0
 Homeport Cruise Ships	0	0



Imports

Top International Trading Partner by Value	Top Commodities by Value
1 Sweden	1 Wood Pulp
2 Brazil	2 Hard Board
3 Norway	3 Lumber
4 n/a	4 n/a
5 n/a	5 n/a

Exports

Top International Trading Partner by Value	Top Commodities by Value
1 Ecuador	1 Kraft Liner Board
2 n/a	2 n/a
3 n/a	3 n/a
4 n/a	4 n/a
5 n/a	5 n/a

GOALS & OBJECTIVES

- Expand offerings to industries beyond forest products, targeting steel and project cargo

TOP CAPITAL PROJECTS

- Additional Covered Storage Facilities (22,000 sf in Phase 1; 22,000 sf in Phase 2)
- New CBP Administrative Facility
- Various Resiliency Projects to prevent ongoing terminal flooding events

Five-Year Capital Improvement Plan

Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	-	-	-	-	-	\$-
Cargo Terminals (Incl. New Berths & Equip)	-	-	-	-	-	\$-
Channel and Harbor Deepening	-	-	-	-	-	\$-
Cruise Terminals	-	-	-	-	-	\$-
Intermodal Road and Rail	-	-	-	-	-	\$-
Land Acquisition	-	-	-	-	-	\$-
Miscellaneous Projects	-	-	-	-	-	\$-
Other Structures	\$2,000,000	-	-	-	-	\$2,000,000
Security	-	-	-	-	-	\$-
Site Improvements	-	-	-	-	-	\$-
Decarbonization of Operations	\$3,000,000	-	-	-	-	\$3,000,000
Inland Port	-	-	-	-	-	\$-
Total	\$5,000,000	\$-	\$-	\$-	\$-	\$5,000,000

PORT OF FORT PIERCE



St. Lucie County

<https://www.stlucieco.gov/departments-and-services/county-administration/port-of-fort-pierce>

Established 1920

FTZ #218







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. The Port of Fort Pierce has been unique among Florida ports in that its working waterfront, the Indian River Terminal, and much of the rest of the port, were held in private ownership. In its early years, the port thrived, first as a hub for the coastwise, 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, retrofit, and overhaul of mega yachts and large sailing vessels.

Derecktor Shipyards began operations in 2019 and added the world's largest mobile boat hoist a year later. With continuing investments, the decades-old cargo terminal has now transformed into a modern mega-yacht facility. With the success of this facility, the County has begun the development

of Harbour Pointe, its 20-acre site that can eventually support the County's vibrant artificial reef program, its commercial fishing heritage, and a much-needed public boat ramp. Together, Derecktor/Fort Pierce and Harbour Pointe could be the catalysts for the development of the large tracts of waterfront property that remain undeveloped. Facilities for small cruise ships, fast ferries, or niche commodities such as offshore wind farms or the import/export of yachts have been discussed as possible opportunities for the modern Port of Fort Pierce.

KEY STATS	2023	2028
 Cargo TEUs	0	0
 Cargo Tonnage	0	0
 Cruise Passengers	0	0
 Homeport Cruise Ships	0	0

GOALS & OBJECTIVES

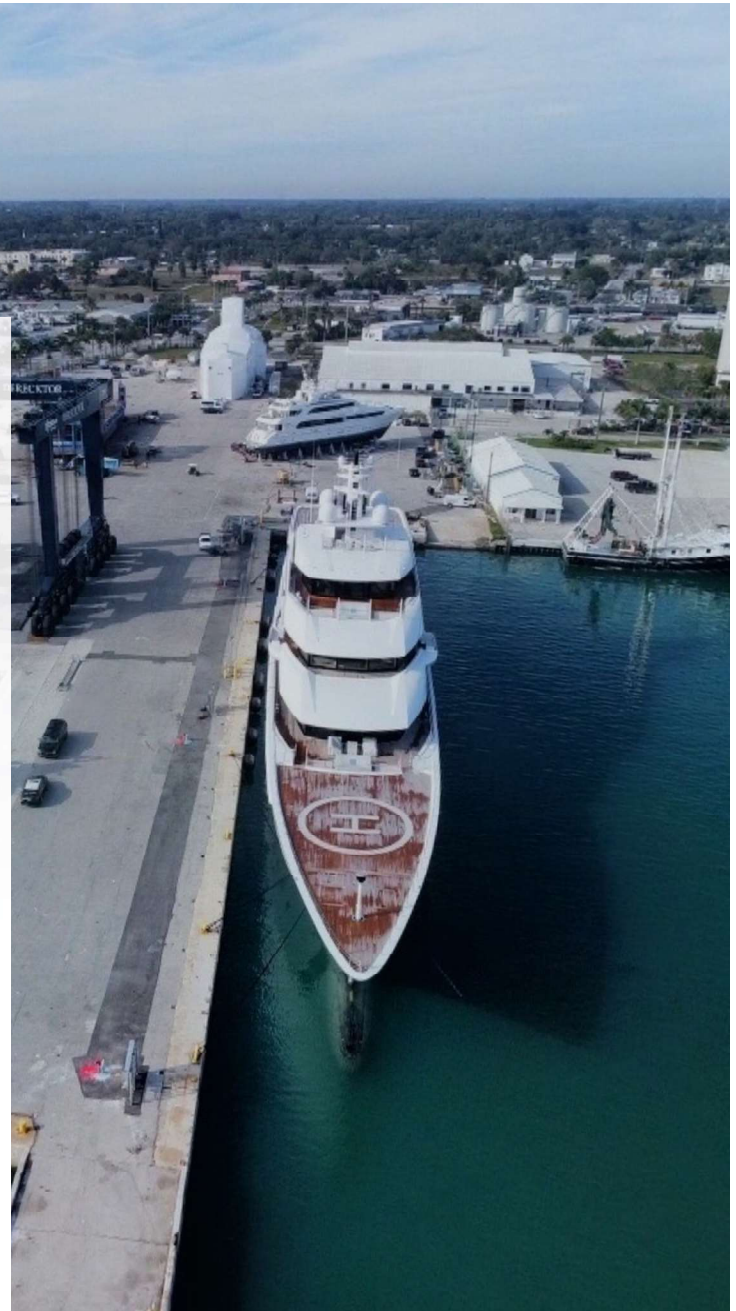
- Develop Harbour Point, one of the main components of the most recent Port Master Plan

TOP CAPITAL PROJECTS

- Acquisition of key properties critical to the Port's expansion and development
- Port Terminal Improvements
- Master Plan Update
- Harbour Pointe Development
- Regional Stormwater (Land Acquisition, Design, and Construction)

GRANTS AWARDED

- **\$6 million** from FDOT FSTED Program for Harbour Pointe Development Initiative, with equal contributions from state and local funds
- **\$335 thousand** from FDOT FSTED Program for Seaport Security Initiative, combining state and local funding contributions



Five-Year Capital Improvement Plan

Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	\$2,020,000	\$2,000,000	\$1,680,000	\$22,380,000	\$7,400,000	\$35,480,000
Cargo Terminals (Incl. New Berths & Equip)	-	-	-	-	-	\$-
Channel and Harbor Deepening	-	-	-	-	-	\$-
Cruise Terminals	-	-	-	-	-	\$-
Intermodal Road and Rail	\$500,000	\$3,600,000	\$3,450,000	\$350,000	-	\$7,900,000
Land Acquisition	\$4,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000
Miscellaneous Projects	\$280,000	\$50,000	-	-	-	\$330,000
Other Structures	\$450,000	\$10,500,000	-	-	-	\$10,950,000
Security	-	-	-	-	-	-
Site Improvements	-	\$600,000	\$8,000,000	-	-	\$8,600,000
Decarbonization of Operations	-	-	-	-	-	\$-
Inland Port	-	-	-	-	-	\$-
Total	\$7,250,000	\$18,750,000	\$15,130,000	\$24,730,000	\$9,400,000	\$75,260,000

JAXPORT



Jacksonville Port Authority

www.jaxport.com

Established 1963

FTZ #64



LINEAR FT OF BERTHS: 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 vehicle-handling ports. 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 breakbulk, 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-foot 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

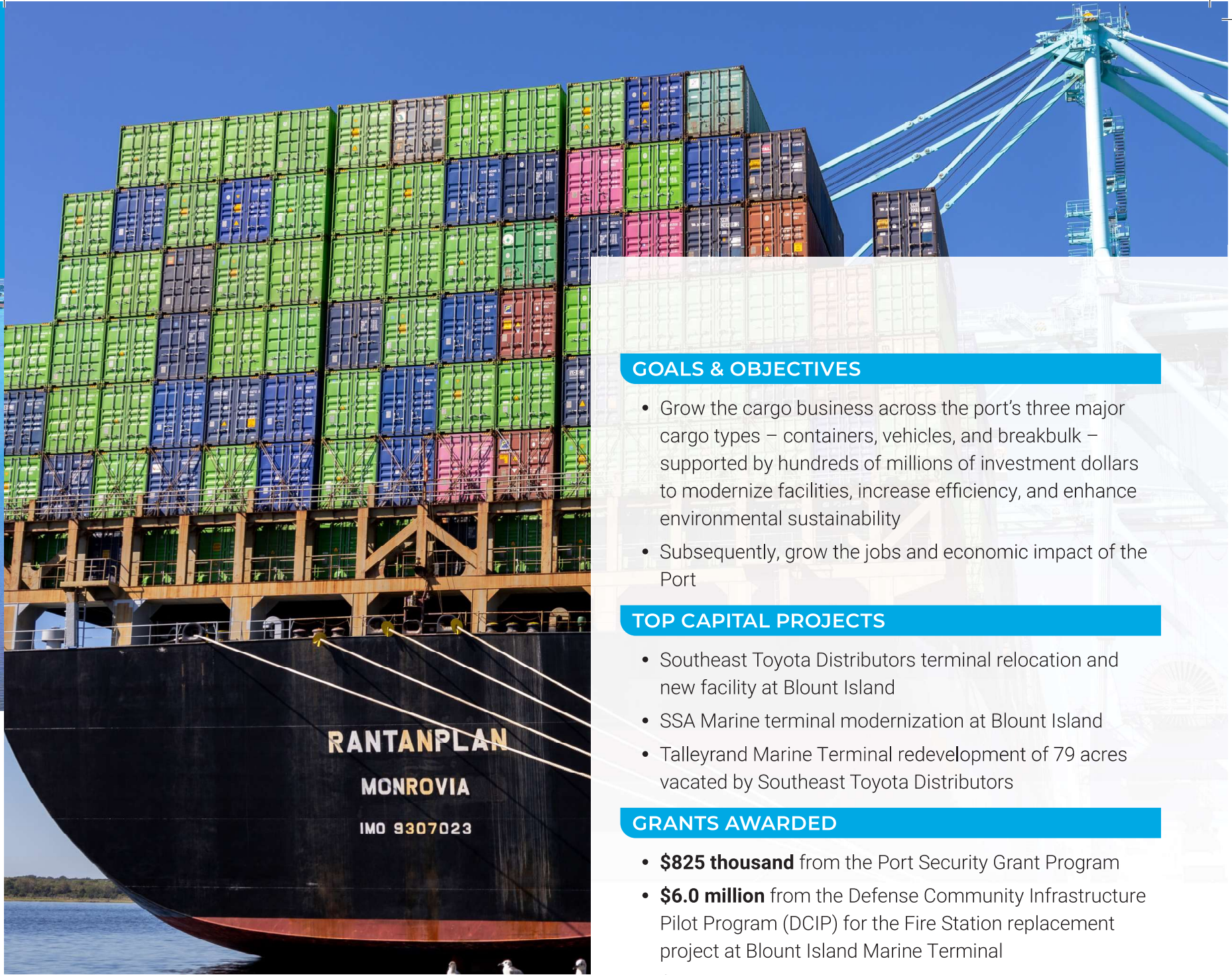
improvements are now underway to modernize and expand Blount Island's container-handling capacity.

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 also home to the 2,052-passenger Carnival Elation, offering four- and five-day cruises to the Bahamas.

JAXPORT is Northeast Florida's economic engine, with cargo and cruise activity supporting 138,000 jobs in Florida and \$31.1 billion in annual economic impact.

*Through Blount Island



GOALS & OBJECTIVES





- Grow the cargo business across the port’s three major cargo types – containers, vehicles, and breakbulk – supported by hundreds of millions of investment dollars to modernize facilities, increase efficiency, and enhance environmental sustainability
- Subsequently, grow the jobs and economic impact of the Port

TOP CAPITAL PROJECTS

- Southeast Toyota Distributors terminal relocation and new facility at Blount Island
- SSA Marine terminal modernization at Blount Island
- Talleyrand Marine Terminal redevelopment of 79 acres vacated by Southeast Toyota Distributors

GRANTS AWARDED

- **\$825 thousand** from the Port Security Grant Program
- **\$6.0 million** from the Defense Community Infrastructure Pilot Program (DCIP) for the Fire Station replacement project at Blount Island Marine Terminal
- **\$16.5 million** from the Florida Department of Transportation (FDOT) for the Southeast Toyota Distributors project to construct a new 250,000 sf auto processing facility at Blount Island
- **\$22.5 million** from the State of Florida for raising powerlines adjacent to Blount Island to increase the operational height of the terminal
- **\$23.5 million** from the Port Infrastructure Development Program to support SSA’s Blount Island terminal modernization project
- **\$30 million** from the Florida Legislature to purchase two new container cranes for JAXPORT’s Blount Island Marine Terminal
- **\$33.8 million** from the Florida Department of Transportation (FDOT) for berth upgrades to enhance auto capabilities at berths 20 and 22

KEY STATS	2023	2028
 Cargo TEUs	1,477,458	Forecast not provided
 Cargo Tonnage	19,168,584	Forecast not provided
 Cruise Passengers	189,405	Forecast not provided
 Homeport Cruise Ships	1	Forecast not provided



Imports	
Top International Trading Partner by Value	Top Commodities by Value
1 Puerto Rico	1 Motor Vehicles
2 NE Asia	2 Medical
3 Northern Europe	3 Industrial Chemicals
4 Central America	4 Machinery
5 SE Asia	5 Apparel

Exports	
Top International Trading Partner by Value	Top Commodities by Value
1 Puerto Rico	1 Industrial Chemicals
2 East Central South America	2 Machinery
3 Central America	3 Motor Vehicles
4 Middle East	4 All Others
5 Caribbean	5 Electronics/Instruments



Five Year Capital Improvement Plan						
Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	\$56,182,000	\$8,245,000	\$62,035,000	\$19,365,000	\$115,000	\$145,942,000
Cargo Terminals (Incl. New Berths & Equip)	\$287,849,000	\$27,240,800	\$17,029,000	\$16,110,000	\$905,000	\$349,133,800
Channel and Harbor Deepening	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000
Cruise Terminals	\$2,767,000	\$524,000	\$70,000	\$512,000	\$12,000	\$3,885,000
Intermodal Road and Rail	\$3,030,000	\$4,436,003	\$3,327,000	\$1,066,000	\$1,070,000	\$12,929,003
Land Acquisition	\$4,000,000	-	-	-	-	\$4,000,000
Miscellaneous Projects	\$45,666,500	\$150,000	\$150,000	\$150,000	\$1,150,000	\$47,266,500
Other Structures	\$14,400,438	\$3,705,000	\$20,000	-	-	\$18,125,438
Security	\$4,192,706	\$218,500	\$313,500	\$13,500	-	\$4,738,206
Site Improvements	\$2,375,000	\$1,075,000	-	-	-	\$3,450,000
Decarbonization of Operations	(*)	-	-	-	-	(*)
Inland Port	-	-	-	-	-	\$-
Total	\$422,962,644	\$48,094,303	\$85,444,500	\$39,716,500	\$5,752,000	\$601,969,947

(*) JAXPORT EXPRESS, A \$47 million initiative to decarbonize port operations, is funded by a federal grant and a public-private partnership between JAXPORT and two of its port tenants, SSA Jacksonville and Crowley





PORT OF KEY WEST



City of Key West
www.cityofkeywest-fl.gov
 Established 1823







LINEAR FT OF BERTHS: 664 FT

HARBOR DEPTH: 35 FT

ACRES: 10.2

The Port of Key West, Florida's most southern port, consists of three docking facilities: Mallory Square, the Navy's Outer Mole Pier, 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 sustained 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	2023	2028
 Cargo TEUs	0	0
 Cargo Tonnage	0	0
 Cruise Passengers	440,075	Forecast not provided
 Homeport Cruise Ships	0	Forecast not provided



TOP CAPITAL PROJECTS

- Mallory T-Pier Improvements

Five-Year Capital Improvement Plan

Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	\$3,400,000	-	-	-	-	\$3,400,000
Cargo Terminals (Incl. New Berths & Equip)	-	-	-	-	-	\$-
Channel and Harbor Deepening	-	-	-	-	-	\$-
Cruise Terminals	-	-	-	-	-	\$-
Intermodal Road and Rail	-	-	-	-	-	\$-
Land Acquisition	-	-	-	-	-	\$-
Miscellaneous Projects	-	-	-	-	-	\$-
Other Structures	-	-	-	-	-	\$-
Security	-	-	-	-	-	\$-
Site Improvements	-	-	-	-	-	\$-
Decarbonization of Operations	-	-	-	-	-	\$-
Inland Port	-	-	-	-	-	\$-
Total	\$3,400,000	\$-	\$-	\$-	\$-	\$3,400,000

SEAPORT MANATEE



Manatee County Port Authority
www.seaportmanatee.com
Established 1970

FTZ #169



LINEAR FT OF BERTHS: 7,104 FT

HARBOR DEPTH: 40 FT





ACRES: 1,100

SeaPort Manatee is one of Florida’s largest and fastest-growing deepwater seaports, 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 137.6 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 350,000 tons of lumber products and 2.5 million tons of dry bulk cargo, mainly used for road building and construction projects.

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. On the waterside, 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.

KEY STATS	2023	2028
 Cargo TEUs	167,385	306,447
 Cargo Tonnage	10,812,114	13,664,156
 Cruise Passengers	0	25,000
 Homeport Cruise Ships	0	1

In addition, the port is 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 more than \$5.1 billion in annual economic impact while supporting more than 37,000 jobs, all without the benefit of local property tax support.

GOALS & OBJECTIVES

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

TOP CAPITAL PROJECTS

- Land Acquisition and Development
- Rehabilitate Berths 4, 10 & 11
- Expand Southwest Florida's Primary Shipping Container Yard & Intermodal Rail Terminal Facilities

GRANTS AWARDED

- **\$225 thousand** from the Port Security Grant Program
- **\$12 million** from Infrastructure for Rebuilding America (INFRA)

Imports		Exports	
Top International Trading Partner by Value	Top Commodities by Value	Top International Trading Partner by Value	Top Commodities by Value
1 Mexico	1 Citrus Juices	1 Mexico	1 Machinery
2 Costa Rica	2 Aluminum	2 Qatar	2 Wood Pulp
3 Brazil	3 Aggregates	3 Peru	3 Scrap
4 Argentina	4 Steel	4 Costa Rica	4 Paper, Paperboard
5 Canada	5 Wood Pulp	5 Guatemala	5 Furniture

Five-Year Capital Improvement Plan

Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	\$3,333,333	\$20,568,840	\$18,666,667	\$8,170,400	\$4,000,000	\$54,739,240
Cargo Terminals (Incl. New Berths & Equip)	\$11,953,492	\$4,295,300	\$5,000,000	\$2,000,000	-	\$23,248,792
Channel and Harbor Deepening	-	-	\$715,000	-	-	\$715,000
Cruise Terminals	-	-	\$50,000,000	-	-	\$50,000,000
Intermodal Road and Rail	\$2,475,000	\$1,221,882	\$1,656,924	-	-	\$5,353,806
Land Acquisition	\$3,200,000	\$20,000,000	-	-	-	\$23,200,000
Miscellaneous Projects	-	-	\$4,000,000	\$4,000,000	-	\$8,000,000
Other Structures	-	-	-	-	-	\$-
Security	\$355,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,355,000
Site Improvements	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,000,000
Decarbonization of Operations	\$10,000,000	\$1,000,000	-	-	-	\$11,000,000
Inland Port	-	-	-	-	-	\$-
Total	\$36,316,825	\$52,336,022	\$85,288,591	\$19,420,400	\$9,250,000	\$202,611,838

PORTMIAMI



Miami-Dade County,
Seaport Department
www.miamidade.gov/portmiami
Established 1905

FTZ #281

LINEAR FT OF BERTHS: 23,595 FT





HARBOR DEPTH: 50/52 FT

ACRES: 520

PortMiami is one of the two largest economic engines in Miami-Dade County. According to an economic impact study published in 2017, cargo activities represent about 90% of the total direct and indirect jobs generated by PortMiami. Among the nation's busiest ports, PortMiami contributes approximately \$43 billion of economic activity and more than 334,000 jobs annually to Florida's economy. The Port's sustained performance propels Miami to be recognized as the Cruise Capital of the World and the Global 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 so proudly serves.

Dedicated partnerships and the development of new businesses have contributed to PortMiami's post-pandemic recovery. Since the pandemic, the port opened three new cruise terminals: Norwegian Cruise Line's Cruise Terminal B, the Pearl of Miami; Carnival Corporation's Cruise Terminal F; and Virgin Voyages' Cruise Terminal V, the Palm Grove. In FY 2023, PortMiami had 1,125 calls and welcomed 7,299,294 passengers, setting a new world record for cruise activity*. The Port experienced a 6.97% increase in cruise passenger totals compared to its previous record of 6,823,816 passengers in FY 2019.

The Port anticipates continuous growth as the number of projected calls and passengers continues to increase in the decades ahead. Currently under construction and opening in 2024 is MSC Cruises' Terminal AA/AAA, the world's largest cruise terminal capable of handling three cruise ships simultaneously. Also, the Miami-Dade Board of County Commissioners approved Royal Caribbean Group's new Cruise Terminal G, which is expected to open in late 2027. Eight new-builds have been confirmed to use PortMiami as a home for the 2023-2024 cruise season, including Carnival

KEY STATS	2023	2028
 Cargo TEUs	1,098,321	1,236,171
 Cargo Tonnage	9,716,931	Forecast not provided
 Cruise Passengers	7,299,294	9,000,000
 Homeport Cruise Ships	30+	Forecast not provided

Cruise Line's Carnival Venezia, Explora Journey's Explora I, Norwegian Cruise Line's Norwegian Viva, Royal Caribbean's Icon of the Seas, Oceania's Vista, and Regent Seven Seas' Seven Seas Grandeur. Royal Caribbean Group's Icon of the Seas, the largest cruise ship in the world, will begin its year-round deployment from its new home at the Port in January 2024.

PortMiami is Florida's top international cargo port and one of Florida's busiest perishables gateways. In FY 2023, the Port recorded 1,098,322 twenty-foot equivalent units (TEU), surpassing the one million TEU mark for its ninth consecutive fiscal year. During this period, thirteen ship lines supported cargo operations at PortMiami, for a total of 885 vessel calls. PortMiami has a significant trade relationship with three geographic regions, Latin America & Caribbean 47%, Asia 32%, and Europe 20%.

PortMiami's mission is to provide sustainable port services by carefully balancing environmental, capital, and economic factors into 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.

**FY 2023 data is unaudited until final audit is completed.*

GOALS & OBJECTIVES

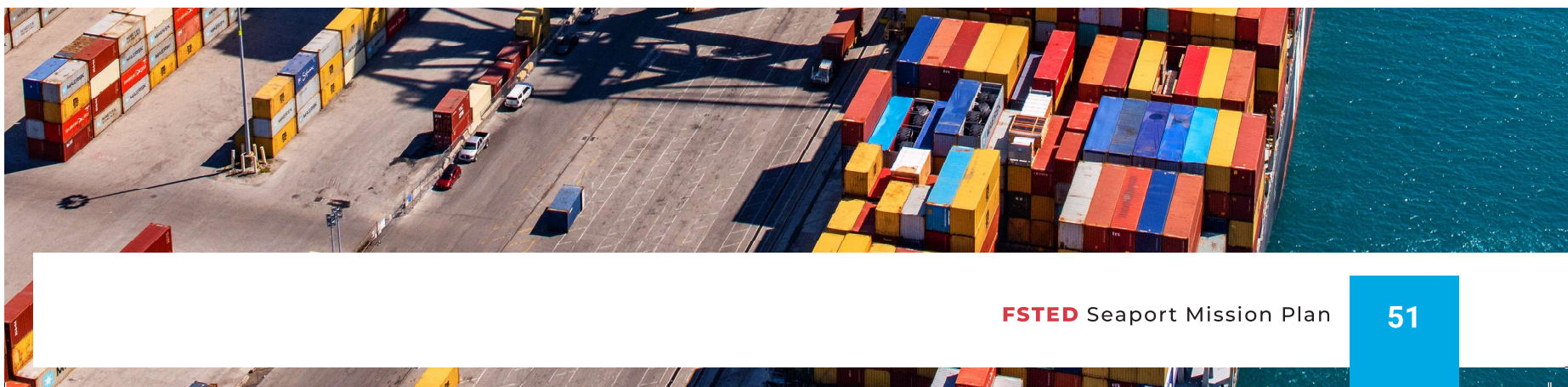
- Operate and further develop the world's leading cruise port, increasing passenger volumes and providing an exceptional passenger experience
- Maximize assets and strengthen the Port's advantage for future growth and sustainability, and operate in an environmentally responsible manner
- Further develop 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.

TOP CAPITAL PROJECTS

- Developing, together with Royal Caribbean Group (RCG), a New Cruise Terminal G and a multi-level shared parking garage with ground-level intermodal facility, connecting roadways, and a provisioning building necessary to accommodate RCG's new, Icon-class vessels, capable of accommodating up to 7,000 cruise passengers.
- Servicing the North Bulkhead which houses the six berths servicing Cruise Terminals B, C, D, E, F, and G as it nears the end of its useful life.
- Improving the South Florida Container Terminal Cargo Yard to allow for the use of electrified rubber tire gantries.

GRANTS AWARDED

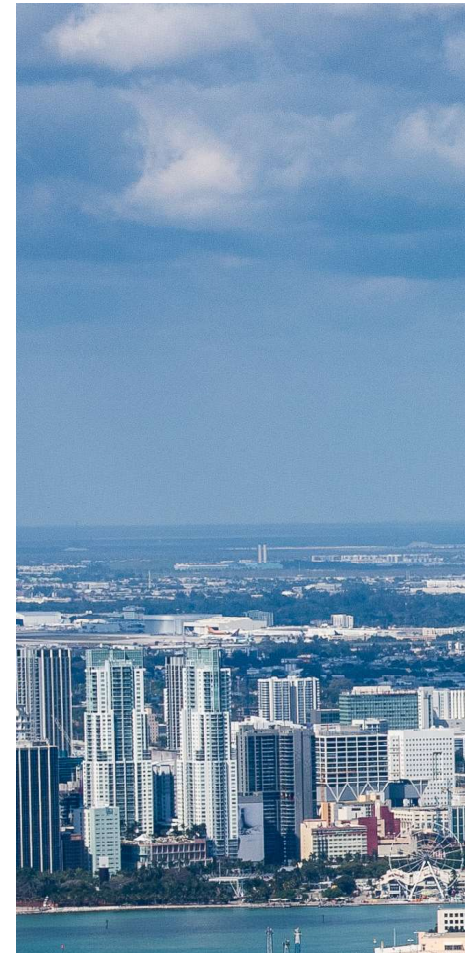
- **\$941 thousand** from the Port Security Grant Program for security staffing and large-scale maritime training
- **\$1.35 million** from the Port Security Grant Program for Overtime and Waterside Surveillance
- **\$5 million** from RAISE for PortMiami Net Zero Program: Cargo Supply Chain Master Plan
- **\$16 million** from RAISE for PortMiami Net Zero Program: Cargo Mobility Optimization and Resiliency Project





Imports	
Top International Trading Partner by Value	Top Commodities by Value
1 China	1 Apparel / Textiles
2 Dominican Republic	2 Machinery
3 Honduras	3 Fruit & Vegetables
4 Italy	4 Plastics / Rubber
5 Vietnam	5 Tobacco

Exports	
Top International Trading Partner by Value	Top Commodities by Value
1 Honduras	1 Scrap Metal
2 Dominican Republic	2 Machinery
3 El Salvador	3 Vehicle Parts
4 Jamaica	4 Apparel / Textiles
5 Peru	5 Furniture



Five-Year Capital Improvement Plan						
Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	\$10,000,000	\$52,282,000	\$29,967,000	\$31,867,000	\$31,976,853	\$156,092,853
Cargo Terminals (Incl. New Berths & Equip)	\$29,588,791	\$61,933,321	\$70,829,000	\$13,038,000	\$17,702,000	\$193,091,112
Channel and Harbor Deepening	-	-	-	-	-	\$-
Cruise Terminals	\$129,565,768	\$106,271,326	\$93,490,000	\$89,005,233	\$50,147,664	\$468,479,991
Intermodal Road and Rail	-	-	-	-	-	\$-
Land Acquisition	-	-	-	-	-	\$-
Miscellaneous Projects	\$34,970,000	\$34,810,000	\$34,810,000	\$34,710,000	\$28,430,278	\$167,730,278
Other Structures	\$233,293,000	\$233,293,000	\$11,793,000	\$16,793,000	\$39,584,000	\$534,756,000
Security	-	-	-	-	-	\$-
Site Improvements	-	-	-	-	-	\$-
Decarbonization of Operations	\$72,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$104,000,000
Inland Port	-	-	-	-	-	\$-
Total	\$509,417,559	\$496,589,647	\$248,889,000	\$193,413,233	\$175,840,795	\$1,624,150,234





PORT OF PALM BEACH



Port of Palm Beach Commission

www.portofpalmbeach.com

Established 1915

FTZ #135



LINEAR FT OF BERTHS: 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.

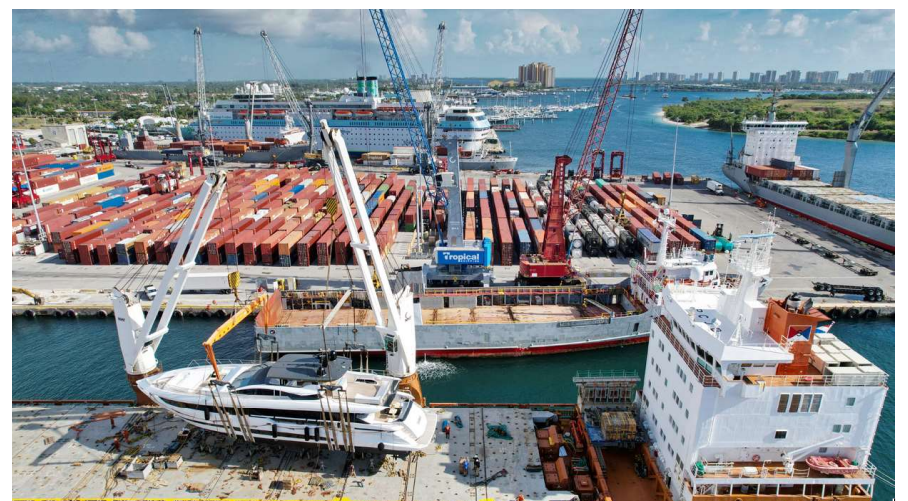
The Port of Palm Beach consistently ranks as the fourth busiest container port of Florida's 16 seaports and is an important distribution center for commodities shipped all over the world, especially the Caribbean Basin. Operations include containerized, dry bulk, liquid bulk, break-bulk, Ro/Ro, and heavy-lift/project 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 2.5 million tons of cargo every year.

The port has three slips, 17 berths, and seven Ro/Ro ramps, and can accommodate vessels up to 700 feet long and 100 feet 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 450-ton capacity. The port's docks are a fifteen-minute transit from the first sea buoy.

The port also handles cruise business, offering two-three night cruises to Grand Bahama Island through Margaritaville at Sea. The cruise line provides a unique ship-to-shore experience, allowing passengers to add a four- or six-night vacation at all-inclusive hotels on Grand Bahama Island.

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.





KEY STATS	2023	2028
 Cargo TEUs	283,754	326,317
 Cargo Tonnage	2,523,021	2,901,474
 Cruise Passengers	412,701	491,500
 Homeport Cruise Ships	1	1

GOALS & OBJECTIVES

- Complete the Port Rail Rehabilitation Project that will replace old track and upgrade the Port's storage yard
- Increase revenue by increasing cargo and passenger throughput and vessel activity
- Commence the Port Infrastructure Development Project that will increase annual freight rail capacity from 44,000 TEUs to almost 100,000 TEUs. The project will also rebuild the Port's container interchange gates, which will reduce truck processing time by 50%

TOP CAPITAL PROJECTS

- Port Infrastructure Development Program Grant Project
- Cruise Terminal Expansion
- Container Yard Repair & Renovation

GRANTS AWARDED

- **\$13.2 million** from the Port Infrastructure Development Program for the Intermodal Rail Project

Imports	
Top International Trading Partner by Value	Top Commodities by Value
1 Bahamas	1 Ships & Boats (Yachts)
2 Virgin Islands	2 Alcoholic Beverages
3 Canada	3 Vegetables
4 Dominican Republic	4 Machinery
5 Italy	5 Cars & Trucks

Exports	
Top International Trading Partner by Value	Top Commodities by Value
1 Bahamas	1 Machinery & Parts
2 Virgin Island	2 Furniture, Bedding
3 Barbados	3 Food
4 Leeward & Windward	4 Cars & Trucks
5 Turks & Caicos	5 Electrical Machinery

Five-Year Capital Improvement Plan						
Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	\$2,000,000	\$2,000,000	\$1,000,000	\$18,000,000	\$2,000,000	\$23,000,000
Cargo Terminals (Incl. New Berths & Equip)	-	-	-	-	\$6,000,000	\$6,000,000
Channel and Harbor Deepening	-	-	-	-	-	\$-
Cruise Terminals	-	-	\$15,000,000	\$15,000,000	-	\$30,000,000
Intermodal Road and Rail	\$4,000,000	-	-	-	\$2,000,000	\$6,000,000
Land Acquisition	-	-	-	-	-	\$-
Miscellaneous Projects	\$250,000	\$100,000	\$100,000	\$100,000	\$100,000	\$650,000
Other Structures	-	-	-	-	\$6,000,000	\$6,000,000
Security	\$90,000	\$90,000	\$90,000	\$90,000	\$100,000	\$460,000
Site Improvements	\$750,000	\$2,000,000	\$8,000,000	\$8,000,000	\$2,000,000	\$20,750,000
Decarbonization of Operations	-	-	-	-	-	\$-
Inland Port	-	-	-	-	-	\$-
Total	\$7,090,000	\$4,190,000	\$24,190,000	\$41,190,000	\$16,200,000	\$92,860,000

PORT PANAMA CITY



Panama City Port Authority
www.portpanamacityusa.com

Established 1945

FTZ #65

LINEAR FT OF BERTHS: 5,100 FT

HARBOR DEPTH: 36 FT

ACRES: 171

Port Panama City is a growing regional port that handles over two million tons of cargo annually. Located on Northwest Florida's Gulf Coast, the port provides full terminal and handling services for a diverse mix of containerized, breakbulk, and bulk cargoes. The port also supports two on-port heavy manufacturing companies and supports several large manufacturers in the region with vital port services.





The port continues to invest in modern port infrastructure, promote global trade, and support 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, completing Phase One in 2020. The port has begun permitting for additional warehouse, berth, and turning basin capacity improvements as part of the future Phase Two expansion. The port also remains focused on expanding container handling capacity to support its growing regional container trade.

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 attracting 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.

The port generates \$1.6 billion in economic value for the region, with port and cargo activity supporting 10,790 jobs in the state of Florida.

KEY STATS	2023	2028
 Cargo TEUs	37,020	57,000
 Cargo Tonnage	2,037,305	2,500,000
 Cruise Passengers	0	0
 Homeport Cruise Ships	0	0

GOALS & OBJECTIVES

- Update Strategic Master Plan
- Phase 2 expansion of the East Terminal, which includes the addition of 200,000 sf on-dock warehousing, extending the existing berth 600 ft, and expanding the turning basin
- Continue the phased expansion of the container terminal

TOP CAPITAL PROJECTS

- East Terminal Bulkhead Phase II
- East Terminal Warehouse Phase II
- East Terminal Turning Basin Expansion
- West Terminal Container Terminal Improvements

GRANTS AWARDED

- **\$11.25 million** from the MARAD Port Infrastructure Development Program (PIDP)

Imports		Exports	
Top International Trading Partner by Value	Top Commodities by Value	Top International Trading Partner by Value	Top Commodities by Value
1 Chile	1 Copper	1 United Kingdom	1 Biomass Wood Pellets
2 Mexico	2 Containerized Cargo	2 Mexico	2 Containerized Cargo
3 Germany	3 Lumber	3 Costa Rica	3 Kraft Linerboard
4 Bahamas	4 Aggregate	4 Asia	4 Wood Pulp
5 n/a	5 n/a	5 n/a	5 n/a

Five-Year Capital Improvement Plan						
Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	\$2,800,000	-	-	-	\$1,000,000	\$3,800,000
Cargo Terminals (Incl. New Berths & Equip)	\$4,900,333	\$9,825,000	\$24,525,000	\$20,468,075	\$5,000,000	\$64,718,408
Channel and Harbor Deepening	-	-	\$2,000,000	\$4,300,000	\$5,000,000	\$11,300,000
Cruise Terminals	-	-	-	-	-	\$-
Intermodal Road and Rail	\$285,000	-	-	-	\$1,500,000	\$1,785,000
Land Acquisition	-	\$5,000,000	-	-	-	\$5,000,000
Miscellaneous Projects	-	\$2,000,000	-	\$800,000	\$2,000,000	\$4,800,000
Other Structures	-	-	-	-	-	\$-
Security	\$190,000	\$90,000	\$90,000	\$90,000	\$90,000	\$550,000
Site Improvements	\$440,000	-	-	-	-	\$440,000
Decarbonization of Operations	-	-	\$150,000	\$150,000	-	\$300,000
Inland Port	-	-	-	-	-	\$-
Total	\$8,615,333	\$16,915,000	\$26,765,000	\$25,808,075	\$14,590,000	\$92,693,408

PORT OF PENSACOLA



City of Pensacola
www.portofpensacola.com
Establish 1754

FTZ #249



LINEAR FT OF BERTHS: 2,370 FT

HARBOR DEPTH: 33 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. The Port is seeking \$53 million in Triumph Gulf Coast grant funding to complete the first phase of elements of its three-phase Supply Chain Enhancement Project. This project consists of the engineering and construction of the following elements, intended to maximize the use of 75% of the Port while achieving goals set forth by the Portside Vision Plan for the remaining 25%.

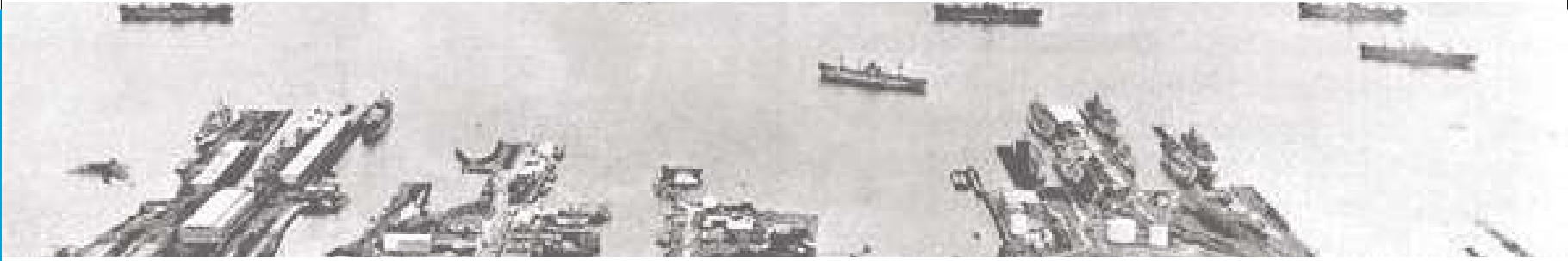
Element One focuses on Maritime Operations Modernization and accelerates on-Port infrastructure advancements in support of freight investment and waterway improvements to help better align roadways, rail, and infrastructure with market-driven opportunities. These improvements create efficiencies that 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 north-east quadrant and brings online more than 210,000 square 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.

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 square feet of active warehousing and light manufacturing maker space online and ultimately increases tonnage and job growth in Northwest Florida.



GOALS & OBJECTIVES





- Initiate the American Magic and Hurricane Sally Infrastructure Repair Programs

TOP CAPITAL PROJECTS

- American Magic Complex and Dock Complex
- Berth Improvements (waterside rehabilitation)
- Upland Cargo Improvements (pavement, warehouse, rail, and landside rehabilitation)

GRANTS AWARDED

- **\$416.3 thousand** from the Port Security Grant Program for Cybersecurity
- **\$493.3 thousand** from the Port Security Grant Program for its Mobile Command Unit for the Police Department

KEY STATS	2023	2028
 Cargo TEUs	351	700
 Cargo Tonnage	435,050	550,000
 Cruise Passengers	0	0
 Homeport Cruise Ships	0	0

Imports		Exports	
Top International Trading Partner by Value	Top Commodities by Value	Top International Trading Partner by Value	Top Commodities by Value
1 Middle East	1 Vehicles & Equipment	1 Brazil	1 GE Wind Energy Components
2 n/a	2 n/a	2 Mexico	2 Bulk Cement
3 n/a	3 n/a	3 Bahamas	3 Bulk Aggregate
4 n/a	4 n/a	4 n/a	4 n/a
5 n/a	5 n/a	5 n/a	5 n/a

Five-Year Capital Improvement Plan						
Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	\$419,054	\$419,054	\$1,111,111	\$2,222,222	-	\$4,171,441
Cargo Terminals (Incl. New Berths & Equip)	-	-	-	-	-	\$-
Channel and Harbor Deepening	\$111,077	\$1,004,082	-	-	-	\$1,115,159
Cruise Terminals	-	-	-	-	-	\$-
Intermodal Road and Rail	\$2,374,927	\$2,374,928	\$906,262	-	-	\$5,656,117
Land Acquisition	-	-	-	-	-	\$-
Miscellaneous Projects	-	-	-	-	-	\$-
Other Structures	\$2,625,000	\$2,625,000	-	-	-	\$5,250,000
Security	-	-	-	-	-	\$-
Site Improvements	\$301,227	\$301,227	-	-	-	\$602,454
Decarbonization of Operations	-	-	-	-	-	\$-
Inland Port	-	-	-	-	-	\$-
Total	\$5,831,285	\$6,724,291	\$2,017,373	\$2,222,222	\$-	\$16,795,171

PORT ST. PETE



City of St. Petersburg
www.stpete.org/port
Established 1925

FTZ #193



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.

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.





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.

TOP CAPITAL PROJECTS

- Port Master Plan



KEY STATS	2023	2028
 Cargo TEUs	0	0
 Cargo Tonnage	0	0
 Cruise Passengers	0	2,000
 Homeport Cruise Ships	0	1

Five-Year Capital Improvement Plan						
Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	-	-	-	-	-	\$-
Cargo Terminals (Incl. New Berths & Equip)	-	-	-	-	-	\$-
Channel and Harbor Deepening	-	-	-	-	-	\$-
Cruise Terminals	-	-	-	-	-	\$-
Intermodal Road and Rail	-	-	-	-	-	\$-
Land Acquisition	-	-	-	-	-	\$-
Miscellaneous Projects	\$300,000	-	-	-	-	\$300,000
Other Structures	-	-	-	-	-	\$-
Security	-	-	-	-	-	\$-
Site Improvements	-	-	-	-	-	\$-
Decarbonization of Operations	-	-	-	-	-	\$-
Inland Port	-	-	-	-	-	\$-
Total	\$300,000	\$-	\$-	\$-	\$-	\$300,000

PORT TAMPA BAY



Tampa Port Authority
www.tampaport.com
Established 1945

FTZ #79



LINEAR FT OF BERTHS: 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 the largest cargo tonnage volume 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 has been accommodated thanks to an aggressive terminal build-out program, working closely with terminal operator partner Ports America. The port recently completed 25 acres of additional paved storage bringing the total container terminal footprint to 67 acres, and will soon start construction on another 30 acres. Work will soon begin on the addition of a third berth which will bring the total to over 4,500 linear feet allowing three large ships to be worked at the same time. An expansion currently underway includes 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. This 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.

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.



KEY STATS	2023	2028
 Cargo TEUs	217,110	350,000
 Cargo Tonnage	35,015,561	42,560,000
 Cruise Passengers	1,124,057	1,500,000
 Homeport Cruise Ships	7	9

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

TOP CAPITAL PROJECTS

- New container berth 214, uplands, and cranes
- East Port Improvements: 200-foot berth 150 extension and 10-acre upland yard expansion
- Other Aggregates Projects (Berth 218, Berth 301, and Port Redwing Access Road)

GRANTS AWARDED

- **\$505 thousand** from the Port Security Grant Program
- **\$12.6 million** from Rebuilding American Infrastructure with Sustainability and Equity to construct a new Berth 301 at the Port Redwing facility



Imports	
Top International Trading Partner by Value	Top Commodities by Value
1 Spain	1 Industrial Chemicals
2 China	2 Steel Products
3 Norway	3 Motor Vehicles
4 Canada	4 Beverages
5 Mexico	5 Cement, Gypsum, Lime

Exports	
Top International Trading Partner by Value	Top Commodities by Value
1 Brazil	1 Steel Products
2 Uruguay	2 Fertilizers
3 Colombia	3 Other Manufactured Plastic Products
4 Argentina	4 Personal Items
5 Malaysia	5 Vehicle Parts

Five-Year Capital Improvement Plan						
Project Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Berth Rehabilitation and Repairs	\$300,000	\$15,000,000	\$18,000,000	\$18,000,000	\$18,000,000	\$69,300,000
Cargo Terminals (Incl. New Berths & Equip)	\$62,000,000	\$72,400,000	\$32,400,000	\$28,000,000	\$28,000,000	\$222,800,000
Channel and Harbor Deepening	\$16,300,000	\$3,000,000	\$3,000,000	\$213,000,000	\$213,000,000	\$448,300,000
Cruise Terminals	\$1,800,000	-	\$30,000,000	\$20,000,000	\$20,000,000	\$71,800,000
Intermodal Road and Rail	\$500,000	\$100,000	\$5,300,000	\$5,000,000	\$5,000,000	\$16,800,000
Land Acquisition	-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
Miscellaneous Projects	\$18,300,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$98,300,000
Other Structures	\$8,000,000	\$12,000,000	\$12,000,000	\$200,000	\$200,000	\$32,400,000
Security	\$1,000,000	\$1,000,000	\$1,000,000	\$15,000,000	\$15,000,000	\$33,000,000
Site Improvements	\$9,000,000	\$8,500,000	\$3,000,000	\$5,000,000	\$5,000,000	\$30,500,000
Decarbonization of Operations	\$7,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$27,000,000
Inland Port	-	-	-	-	-	\$-
Total	\$124,200,000	\$138,900,000	\$130,700,000	\$330,200,000	\$330,200,000	\$1,054,200,000

F L O R I D A  P O R T S C O U N C I L

SEAS

THE OPPORTUNITIES

Florida Seaport Transportation and Economic Development Council

flaports.org

Port Canaveral | Port Citrus | 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 St. Pete | Port Tampa Bay