

2026-2030 FLORIDA SEAPORT MISSION PLAN

NAVIGATING A NEW HORIZON

Florida's Next Era of Seaport Excellence



FSTED

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

www.FDOT.gov/Seaport/FSTED-Council

“

As America celebrates its 250th anniversary, Florida's 16 seaports are proud to underscore America's identity as a maritime nation by carrying on the tradition of moving both cargo and people, serving as a major state economic engine, and anchoring America's maritime strength for the next 250 years and beyond.





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» PORT OF FORT PIERCE	» PORT PANAMA CITY	» PORT ST. PETE
» JAXPORT	» PORT OF PENSACOLA	» PORT TAMPA BAY
» PORT OF KEY WEST		

LETTER FROM THE CHAIR

Joshua Revord, FSTED Chair & Port Director, Port of Fort Pierce



“Growth at Florida’s seaports can largely be attributed to strategic investments in port infrastructure that have improved access, expanded capacity and enhanced efficiency, enabling facilities to respond to rapidly evolving market demands while remaining poised for long-term growth.”

Florida’s system of seaports continues to serve as vital global gateways for waterborne commerce, moving goods and people across robust water infrastructure and onto efficient road and rail connections.

The Sunshine State’s cargo activity reinforces a wide range of port-dependent industries, while enabling manufacturers, retailers, agriculture, importers, exporters and distributors to move goods efficiently through regional and global supply chains. In as much, in FY 2024-2025, Florida’s system of 16 seaports moved a record breaking 4.4 million TEUs across their docks, delivering those critical commodities that our residents and visitors expect.

As the Cruise Capital of the World, Florida’s cruise industry has become a defining industry that has demonstrated sustained, long-term growth, which generates economic benefits that extend well beyond port boundaries.

In FY 2024-2025, Florida’s cruise ports welcomed a record breaking 25 million cruise passengers – a full 12 percent year-over-year growth. Additionally, Florida experienced a 10 percent increase in cruise vessel calls, totaling 4,723 calls, with 103 cruise vessels homeporting in the great state of Florida.

Growth at Florida’s seaports can largely be attributed to strategic investments in port infrastructure that have improved access, expanded capacity and enhanced efficiency, enabling facilities to respond to rapidly evolving market demands while remaining poised for long-term growth. Florida’s ports are also prepared to strengthen the economic potential for the state by expanding workforce opportunities, elevating the state’s mega yacht industry, and assisting in space and maritime dominance initiatives.

Looking forward, the strengths of Florida’s global trade and cargo capabilities point to a next era defined by capacity, connectivity, and long-term system durability, with targeted investments and partnerships serving as the primary levers to translate opportunity into increased throughput and economic impact. Further, maintaining Florida’s global leadership in the cruise industry will require continued investment in port and terminal infrastructure.

Florida’s seaports have identified several consistent, statewide trends shaping maritime activity and informing future investment priorities and competitive positioning. Collectively, these trends emphasize operational efficiency, infrastructure readiness, supply chain reliability, and responsible growth, while maintaining flexibility to serve diverse markets and cargo types.

These priorities are translated into action through each seaport’s rolling five-year Capital Improvement Plan, which totals \$7 billion in investments from FY’s 2025-2026 to 2029-2030.

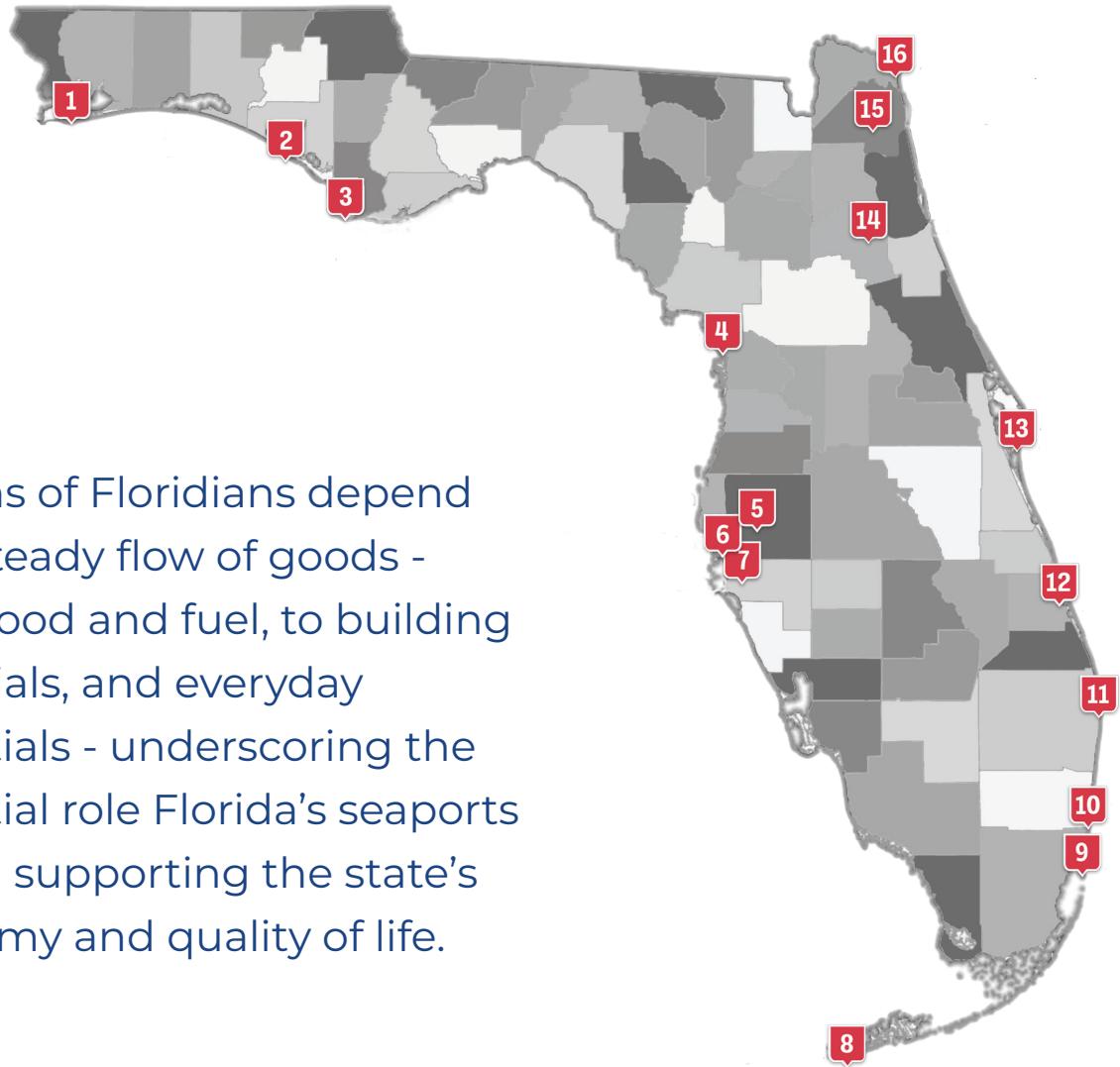
Contained within the pages of the Seaport Mission Plan is data detailing the strength and overall performance of Florida’s system of seaports, along with strategies outlining how our state’s seaports are navigating toward a new horizon of seaport excellence.

On behalf of Florida’s Seaport Transportation and Economic Development Council, it is my pleasure to provide the 2026-2030 Florida Seaport Mission Plan.

My best,
Joshua Revord, Chair, FSTED & Port Director, Port of Fort Pierce

16 PUBLIC SEAPORTS

Florida's Ports Play a Critical Role in Our Daily Lives



Millions of Floridians depend on a steady flow of goods - from food and fuel, to building materials, and everyday essentials - underscoring the essential role Florida's seaports play in supporting the state's economy and quality of life.

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

FLORIDA'S NEXT ERA OF EXCELLENCE

INTRODUCTION

As America celebrates its 250th anniversary this July, the nation reflects on a legacy of strength, innovation, and global leadership anchored in the enduring role of seaports as gateways for commerce, economic vitality, and national security. Florida's seaports have played a central role in that legacy, supporting trade, tourism, and statewide prosperity since the State's earliest development.

This year also marks 35 years of the Florida Seaport Transportation and Economic Development (FSTED) Council's commitment to advancing Florida's maritime future and reinforcing its role at the forefront of global trade.

ENTERING A NEW ERA WITH CONFIDENCE AND AMBITION

Florida's seaports enter this new era with confidence and ambition. Recent federal initiatives, notably the *Restoring America's Maritime Dominance* Executive Order, One Big Beautiful Bill, and the introduced bipartisan SHIPS for America Act, signal a renewed national commitment to strengthening the U.S. maritime sector. While broad in scope, these measures include several priorities directly relevant to ports: strategic port infrastructure investments, development of Maritime Prosperity Zones, expanded mariner education and workforce development, and the creation of a coordinated national maritime strategy.

This national momentum coincides with a moment of extraordinary expansion within Florida itself. The state continues to grow at one of the fastest rates in the country—projected to add roughly 1,000 residents per day over the next 30 years according to state economists¹—while also welcoming a record 143 million visitors in 2024 and sustaining steady tourism growth in 2025.

Together, these trends intensify demand for durable maritime infrastructure and elevate the critical role of Florida's ports in sustaining the flow of goods, supporting tourism, and driving statewide economic progress.



FLORIDA'S PORTS ARE CRITICAL

Florida's ports ensure a steady movement of goods and services, including autos, food products, fuel, paper, pharmaceuticals, metals, timber products, and aggregates used for residential, commercial, and industrial construction markets. These materials provide for residents, grocery shelves, retailers, restaurants, hotels, manufacturers, hospitals, cruise lines, theme parks and the critical transportation infrastructure that keeps everything moving. From building roads and homes to powering vehicles and feeding families, Florida's seaports actively sustain the systems that support daily life across the state.

This Mission Plan outlines the priorities that will guide Florida's success in the years ahead and highlights full-year performance that demonstrates the strength of the state's port system today.

TO REMAIN READY FOR THE NEXT ERA OF EXCELLENCE, FLORIDA SEAPORTS ARE INVESTING IN:

- ✓ Access
- ✓ Durability
- ✓ Global Competitiveness
- ✓ Capacity
- ✓ Innovation
- ✓ Environmental Stewardship
- ✓ Efficiency
- ✓ Infrastructure

ANCHORING AMERICA'S MARITIME STRENGTH FOR THE NEXT 250 YEARS

Looking ahead, Florida's ports are positioning the state as an indispensable global gateway for trade serving the rapidly growing Southeastern United States. This position is supported by Florida's vast residential and visitor markets, its strategic proximity to Caribbean and Latin American economies, and its alignment along critical global trade lanes. Together, these advantages will anchor America's maritime strength for the next 250 years and beyond.

The Mission Plan demonstrates the strength of Florida's 16 Seaports and will guide Florida's success in the next era of excellence.

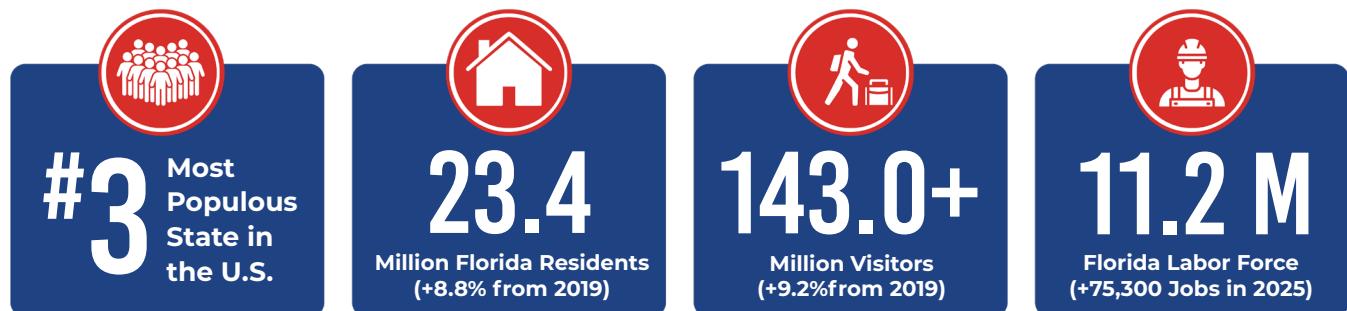


¹Florida Chamber of Commerce
²Florida Sets New Tourism Record: 2024 Marks Highest Annual Visitation in State History | Executive Office of the Governor

FLORIDA'S GROWING DEMAND DRIVERS

POPULATION, VISITORS AND LABOR FORCE

Florida's scale continues to reshape the demands placed on its transportation and logistics system. As the third most populous state in the nation, home to more than 23.4 million residents,³ welcoming over 143+ million visitors⁴ each year,⁵ and supported by a labor force of over 11.2 million workers,⁶ Florida relies on its seaports to keep pace with some of the fastest-growing consumer, construction, and tourism markets in the country. These figures represent the millions of people who depend on a steady flow of goods—from food and fuel to building materials and everyday essentials—underscoring the essential role Florida's seaports play in supporting the state's economy and quality of life.



Source: VisitFlorida, FloridaCommerce 2025

FloridaCommerce announced that the Florida manufacturing industry has gained jobs for five consecutive months, adding 1,900 jobs in March 2025. Florida's labor force of nearly 11.2 million increased by 62,000 (+0.6%) over the year in March 2025.



KEY METRICS |

FLORIDA'S SEAPORTS AT-A-GLANCE

Florida's ports are generating more than **12% of Florida's GDP** and supporting more than **1 million jobs.**

	FY 23/24	FY 24/25	FY 24/25
TEUs	4.3 M	4.4 M	2% 
Container Tons	26.4 M	25.2 M	-5% 
Dry Bulk Tons	23.3 M	23.3 M	0% 
Liquid Bulk Tons	55.2 M	55.7 M	1% 
Breakbulk Tons	8.5 M	8.8 M	4% 
Import Tons	43.4 M	40.6 M	-6% 
Export Tons	15.3 M	14.3 M	-6% 
Domestic Tons	54.8 M	58.2 M	6% 
Total Tonnage	113.4 M	113.1 M	0% 
Vehicles (Units)	610 K	630 K	3% 
Cruise Passengers	22.4 M	25.0 M	12% 
Five-Year CIP	\$6.0 B	\$7.0 B	17% 

Source: Florida Seaport Survey Data by fiscal year (Oct. 1, 2024 to Sept. 30, 2025).
Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

GDP AND ECONOMIC GROWTH

Florida's seaports are not merely responding to the state's rapid economic expansion and population growth—they are powering it. By moving more than 113 million tons, 4.4 million TEUs, and 25 million revenue passengers, Florida's ports are generating more than 12% of Florida's GDP, supporting more than a million jobs, and serving as the global leader in the cruise industry. The Florida Seaport System is continuing to invest in the infrastructure and workforce that fuels the state's population growth, business expansion, manufacturing, tourism, and global trade competitiveness.

- Florida now operates a \$1.74 trillion economy, among the largest and fastest growing in the nation.
- Florida has added 3 million new businesses since 2019.
- The Florida Chamber's 2025 Economic Forecast projects Real GDP growth of 2.5%–3.0% for 2025, continuing to outpace national averages.
- Trade, Transportation, and Utilities are among the fastest growing job sectors with +5,200 jobs gains year-over-year.
- Florida is home to 27,310 manufacturing establishments, a 32% increase since 2019.

³EDR, The Florida Legislature, Economic and Demographic News, 2025, Vol. 1, <https://dos.fl.gov/florida-facts/quick-facts/>

⁴Visit Florida / Research

⁵Visit Florida / Research

⁶As of November 2025, lmsresources.labormarketinfo.com/library/press/release.pdf

⁷gflalliance.org

⁸thecapitolist.com

⁹As of November 2025, lmsresources.labormarketinfo.com/library/press/release.pdf



GOVERNANCE & PROGRAM STRUCTURE

The FSTED Council is responsible for ensuring Florida's seaports are prepared for the next era of growth and maritime excellence. Housed within FDOT, the Council includes port directors from each of Florida's 16 publicly owned seaports, along with representatives from FDOT and the Florida Department of Commerce. This structure provides a collaborative framework that aligns local priorities with statewide transportation and economic development objectives. The FSTED Program advances Florida's competitiveness by funding port transportation projects that expand capacity and improve the state's global trade performance. Each year, the program provides:

- \$25 million in state grants; and
- \$35 million in FDOT-allocated bonded funding

Together, these funds provide \$60 million annually, typically matched 50/50 by local ports to maximize the impact of state investment.

PURPOSE OF THE SEAPORT MISSION PLAN

Since 1990, the Florida Seaport Mission Plan has served as the Council's primary tool for evaluating port performance, guiding future investments, and fulfilling statutory responsibilities. The Plan presents a comprehensive assessment of port capabilities, systemwide trends, and long-term infrastructure needs, combining historical data with forward-facing analysis.

It informs State and Federal policymakers, port users, community stakeholders, and Florida residents about the essential role seaports play in supporting economic growth, trade, tourism, and supply chain resilience. Beyond documenting progress, the Plan establishes a coordinated strategy to ensure Florida's seaports remain competitive in an increasingly dynamic global marketplace.

MISSION AND OBJECTIVES

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

The Council facilitates initiatives to:

- Enhance domestic and international trade opportunities
- Promote efficient cargo flow
- Increase cruise passenger movements
- Boost port revenues and financial performance
- Deliver significant economic benefits statewide

STRATEGIC GOALS

To achieve its mission and position Florida as a global maritime leader, the FSTED Council has established the following strategic goals:

- Develop world-class cargo and cruise facilities to strengthen Florida's global competitiveness.
- Build seamless, system-wide intermodal facilities to ensure efficient and cost-effective movement of goods and passengers.
- Capitalize on shifting global trade routes rising from evolving supply chains and recent disruptions in global shipping patterns.
- Strengthen and diversify strategic seaport funding to support vital infrastructure and capacity improvements.
- Advocate for statewide economic development by investing in Florida's major economic engines — its seaports.
- Support balanced security measures to ensure compliance without disrupting the flow of commerce.

FLORIDA STATUTES

Florida's statutory framework provides the foundation for seaport planning, investment, and coordination across the state. Several key statutes define the responsibilities of Florida's seaports and the FSTED Council.

PORT MASTER PLANNING: CHAPTER 163, FLORIDA STATUTES

Under [Chapter 163](#), Florida's deepwater seaports must prepare and regularly update long-range master plans that guide port development and expansion. These plans must align with local government comprehensive plans, establish clear goals and objectives, address forecasted needs, and identify five-year capital improvement programs (CIPs) that prioritize and fund critical infrastructure investments.

FSTED PROGRAM AND MISSION PLAN REQUIREMENTS – CHAPTER 311, FLORIDA STATUTES

Established in 1990 under Chapter 311, the FSTED Program recognizes the state's expanding role in international trade and the need to increase transportation capacity. [Section 311.09](#) specifically requires the FSTED Council to prepare a five-year Florida Seaport Mission Plan that defines:

- The Council's goals and objectives
- Priorities for port facility development
- An integrated approach to port and intermodal planning

The Mission Plan must be consistent with the Florida Transportation Plan, as required under [s. 339.155](#).

COUNCIL MANDATES AND PLANNING ELEMENTS

In alignment with these statutes, the Mission Plan must address the following elements:

- **Port and intermodal infrastructure:** Construction and enhancement of facilities connecting ports to road, rail, and other modes, including support for space and aerospace industries.
- **Trade and operational efficiency:** Improvements that enhance cargo flow, increase cruise passenger movements, expand trade opportunities, and generate statewide economic benefits.
- **Annual project priorities:** Submission of an annual prioritized project list to the Florida Department of Transportation (FDOT).
- **Workforce development:** Description of port-sponsored apprenticeship, internship, or trade-training programs, including partnerships with educational institutions.
- **Reporting and data provision:** Annual reporting of required capacity and operational data, including:
 - Breakbulk capacity, liquid storage and capacity, fuel storage and capacity, container capacity, any identified supply chain disruptions

TOP ECONOMIC ENGINES

\$195 BILLION IN ECONOMIC IMPACT

Florida's 16 public deepwater seaports are top economic engines, each serving distinct markets that create unique competitive advantages. As Florida enters the next era of seaport excellence, these ports continue to strengthen the state's position in international maritime commerce while driving job creation, trade expansion, and statewide prosperity.

TOP 3 FLORIDA SEAPORT LEADERS

CONTAINERS (TEUS): 4,366,519 STATEWIDE



1. JAXPORT	1,388,841	32%
2. Port Everglades	1,167,552	27%
3. PortMiami	1,115,058	26%
Top 3 TOTAL	3,671,451	85%

TONNAGE: 113,090,925 STATEWIDE



1. Port Tampa Bay	32,415,925	29%
2. Port Everglades	28,045,852	25%
3. JAXPORT	18,665,200	17%
Top 3 TOTAL	79,126,977	71%

PASSENGERS: 25,043,579 STATEWIDE



1. Port Canaveral	8,732,822	35%
2. PortMiami	8,564,151	34%
3. Port Everglades	4,761,440	19%
Top 3 TOTAL	22,058,413	88%

Source: Florida Seaport Survey Data by fiscal year (Oct. 1, 2024 to Sept. 30, 2025). Totals may not sum due to rounding.

The 2023 Economic Impact Analysis, led by FDOT, measures the statewide economic impacts of maritime activity, including cargo and cruise, at Florida's public ports. Maritime activity at Florida's seaports supports nearly 1.2 million jobs and contributes over \$195 billion in total economic value, representing 12.2% of Florida's \$1.6 trillion GDP.

When considering the freight-dependent industries served by Florida's seaports, the top five account for almost a third of the state's GDP.

AUTO TRADE: 3% GROWTH

Florida's seaports saw a 3% year-over-year growth in automobile trade, moving 629,699 automobiles in FY 2025. JAXPORT continues to lead, moving 506,237 this past fiscal year.

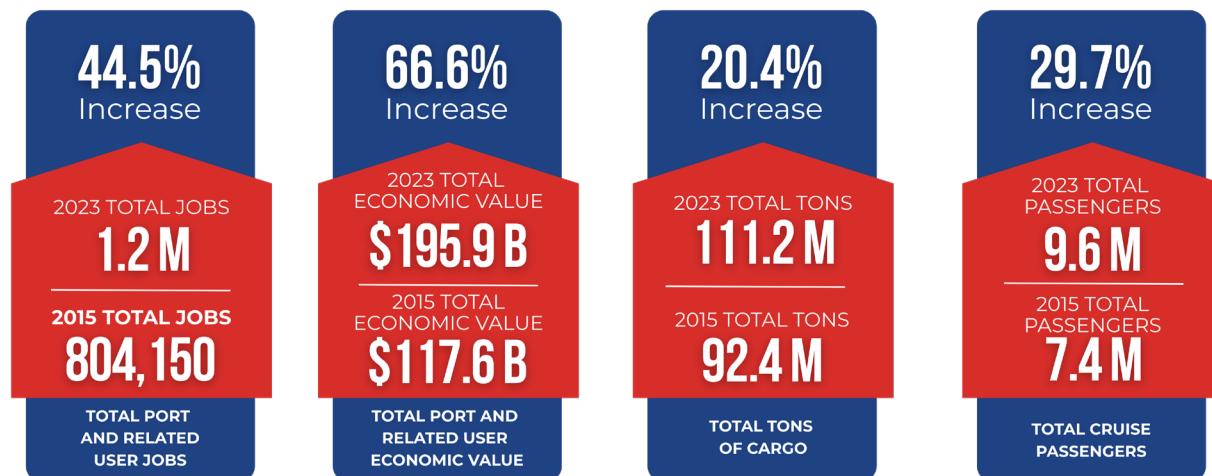
In Fiscal Year 2024/25, Florida's Seaports Handled
113.1 Million Tons of Cargo



EVERY \$1 OF STATE INVESTMENT GENERATES NEARLY \$7 IN STATE AND LOCAL TAX REVENUE

These numbers continue to grow, fueled by sustained capital investment that expands efficiency and capacity across cargo and cruise operations. Billions of dollars invested through state, local, and private funding amplify these gains, with studies showing that every \$1 of state investment generates nearly \$7 in state and local tax revenue, an exceptional return that highlights the value of long-term port investment.

Taken together, these figures highlight the indispensable role Florida's seaports play in driving economic growth and maintaining the state's leadership in global trade. Continued investment in modern, efficient, and secure port infrastructure will ensure Florida's ports remain competitive and deliver unparalleled economic benefits for years to come.





TRADE & CARGO

Florida's seaports continue to serve as vital global gateways for waterborne commerce, moving goods and people across robust waterside infrastructure and onto efficient road and rail connections. Cargo activity reinforces a wide range of port-dependent industries—from terminal operations, pilots, stevedores, and warehousing to trucking, rail, marine services, and freight forwarding—while enabling manufacturers, retailers, agriculture, importers, exporters, and distributors to move goods efficiently through regional and global supply chains. These activities generate sustained employment, private investment, and economic output across the broader region, extending the economic impact of Florida's ports far beyond the terminal gates.

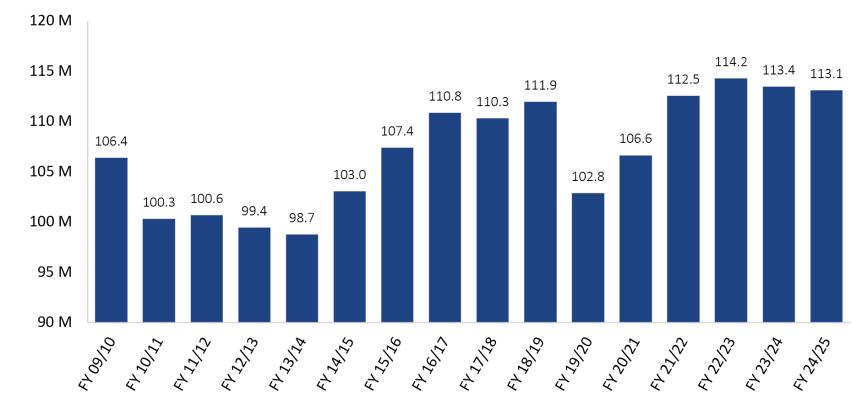
Florida's ports provide a variety of strengths. Some provide comprehensive cargo and cruise services, others offer direct rail connections, and some focus on specialized customers or services. Together, they form a versatile statewide multimodal network prepared to handle virtually any freight or passenger movement.

Florida's Container Ports Delivered a Record-Breaking Performance Moving 4.4 Million TEUs Across Their Docks

Collectively, these activities point to a next era defined by capacity, connectivity, and long-term system durability, with targeted investments and partnerships serving as the primary levers to translate opportunity into increased throughput and economic impact.

This forward-facing strategy builds on a strong track record of growth and performance, highlighting the importance of continued investment and adaptability.

Exhibit 1: By Florida Seaport, In Millions **TOTAL TONNAGE HANDLED**



Source: Florida Seaport Survey Data by fiscal year (October 1 to September 30).

Exhibit 2: FY 2024/25 With Prior Year Comparison

IMPORT, EXPORT & DOMESTIC CARGO BY SEAPORT

FY 2024/25*	IMPORTS	EXPORTS	DOMESTIC	TONNAGE	% Change
Port Canaveral	3,660,704	42,565	2,420,027	6,123,296	-7% ▼
Port Everglades	6,915,668	3,501,700	17,628,484	28,045,852	4% ▲
Port of Fernandina	157,120	75,889	97,803	330,812	6% ▲
JAXPORT	8,105,510	1,553,467	9,006,223	18,665,200	-3% ▼
SeaPort Manatee	5,420,050	372,325	5,884,478	11,676,853	1% ▲
PortMiami	6,396,994	3,467,060	0	9,864,054	-3% ▼
Port of Palm Beach	645,141	1,619,802	724,060	2,989,003	6% ▲
Port of Panama City	966,795	1,065,476	114,146	2,146,417	8% ▲
Port of Pensacola	303,447	2,485	127,581	433,513	16% ▲
Port of Port St. Joe	0	0	400,000	400,000	NA †
Port Tampa Bay	8,067,622	2,597,985	21,750,318	32,415,925	-4% ▼
FY 2024/25 TOTAL	40,639,051	14,298,754	58,153,120	113,090,925	0% ►
FY 2023/24 TOTAL	43,402,716	15,252,763	54,759,336	113,414,815	

Source: Florida Seaport Survey Data by fiscal year (Oct. 1, 2024 to Sept. 30, 2025).

* The ports of Citrus, Fort Pierce, Key West, Putnam, and St. Pete did not report cargo for fiscal year 2024/25.

† Prior-year total was 0; percentage change not meaningful. New activity in fiscal year 2024/25.

TRADE AND CARGO

94% of Liquid Bulk Trade (55.4 M Tons)

Flows Through Ports Tampa, Everglades, Manatee & JAXPORT

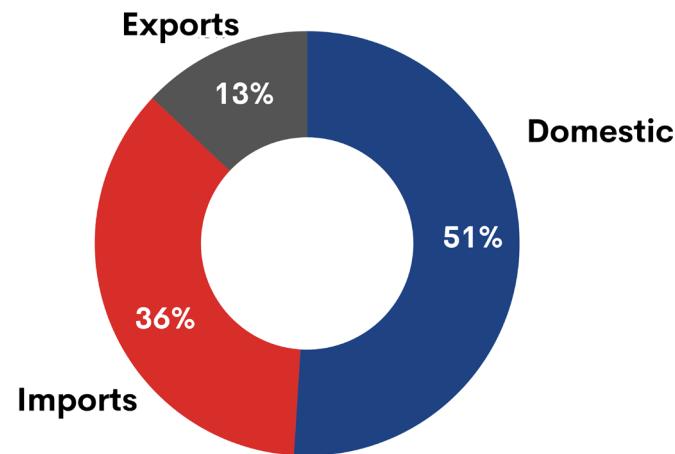
STRATEGIC INVESTMENTS LEAD TO GROWTH

Over the past ten years, Florida seaports have experienced a 0.9% compound annual growth rate (CAGR) in total tonnage, resulting in a total growth of 10%. In terms of TEUs, the growth rate has been 2.1% CAGR, leading to a total growth of 23%. This growth is largely attributed to strategic investments in port infrastructure, expanding capacity and capabilities.

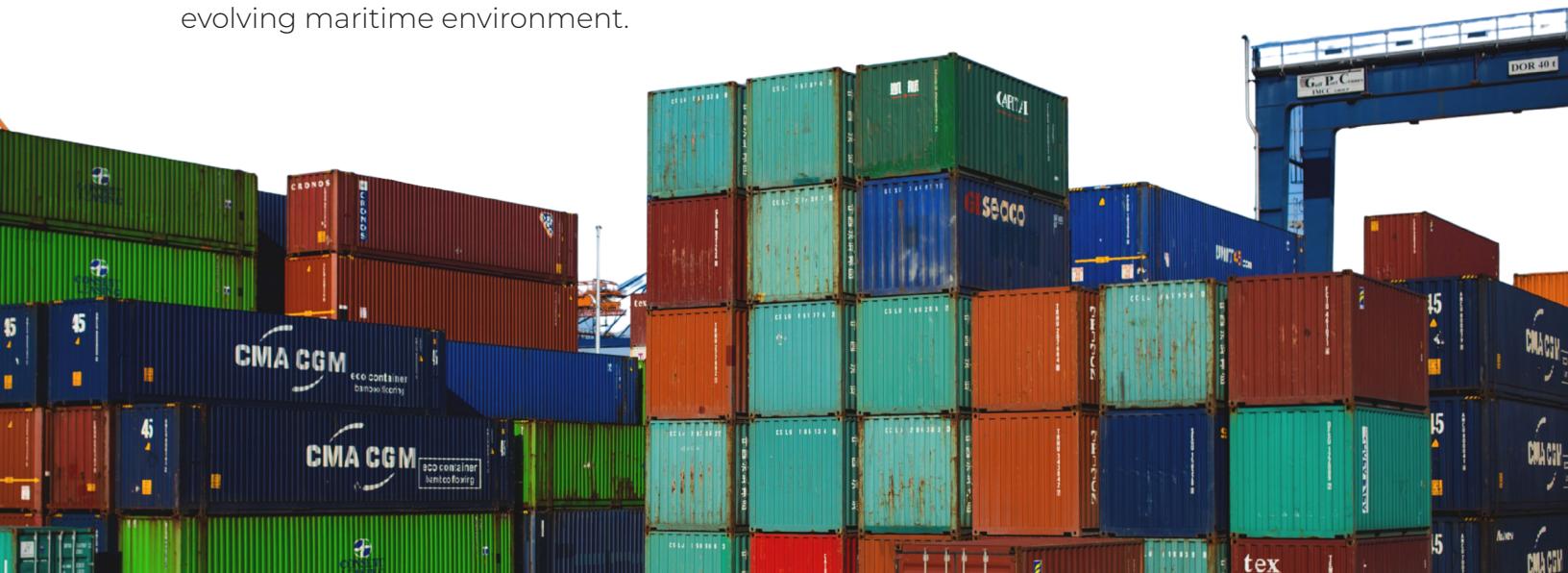
The efficiency of Florida's seaports, their advanced facilities, state-of-the art equipment, and extensive intermodal connectivity, has enabled the ports to respond effectively to shifting trade and the rapidly evolving maritime environment.

Exhibit 3:

FLORIDA WATERBORNE IMPORT, EXPORT, AND DOMESTIC TONNAGE



Source: Florida Seaport Survey Data by fiscal year (Oct. 1, 2024 to Sept. 30, 2025).





FLORIDA'S TOP CARGO: LIQUID BULK

Of the 113 million tons of cargo handled, just over half, or 51%, was domestic. Domestic cargo is defined as cargo transported in waterborne trade between two or more states or between the U.S. and Puerto Rico. The next largest category of cargo was imports, representing 39% of the total. This distribution highlights Florida's strategic importance as a hub for both national and international trade.

Liquid bulk, which consists primarily of oil and refined petroleum products such as crude oil, diesel, jet fuel, gasoline, and juices, was the predominant cargo type, comprising 49% of the total tonnage in fiscal year 2024/25.

Exhibit 4: FY 2024/25 With Prior Year Comparison

FLORIDA WATERBORNE CARGO TYPES BY SEAPORT

FY 2024/25*	LIQUID BULK	CONTAINER	DRY BULK	BREAKBULK	TONNAGE	% Change
Port Canaveral	3,176,736	2,984	1,972,167	971,409	6,123,296	-7% ▼
Port Everglades	18,955,359	7,248,707	1,614,016	227,770	28,045,852	4% ▲
Port of Fernandina	0	57,674	0	273,138	330,812	6% ▲
JAXPORT	5,274,149	4,334,468	4,693,180	4,363,403	18,665,200	-3% ▼
SeaPort Manatee	6,521,178	919,556	3,442,991	793,128	11,676,853	1% ▲
PortMiami	0	9,863,003	0	1,051	9,864,054	-3% ▼
Port of Palm Beach	346,976	1,473,712	985,647	182,668	2,989,003	6% ▲
Port of Panama City	0	106,629	905,144	1,134,644	2,146,417	8% ▲
Port of Pensacola	0	449	245,169	187,895	433,513	16% ▲
Port of Port St. Joe	0	0	400,000	0	400,000	NA
Port Tampa Bay	21,459,422	1,211,046	9,091,676	653,781	32,415,925	-4% ▼
FY 2024/25 TOTAL	55,733,820	25,218,228	23,349,990	8,788,887	113,090,925	0% ►
FY 2023/24 TOTAL	55,197,214	26,407,971	23,323,622	8,486,008	113,414,815	

Source: Florida Seaport Survey Data by fiscal year (Oct. 1, 2024 to Sept. 30, 2025).

* The ports of Citrus, Fort Pierce, Key West, Putnam, and St. Pete did not report cargo for fiscal year 2024/25.

† Prior-year total was 0; percentage change not meaningful. New activity in fiscal year 2024/25.

TRADE & CARGO

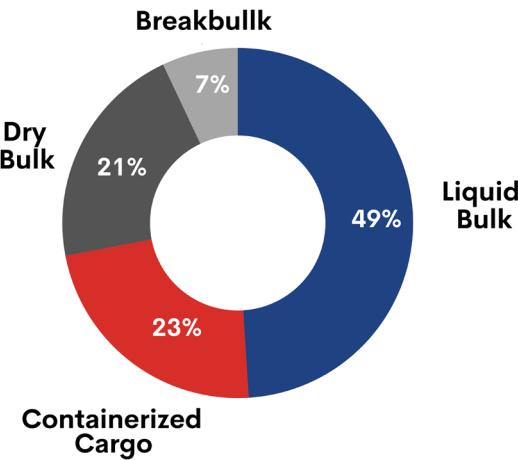
Florida's Seaports Are Leading the Future of Trade

SECOND LARGEST CATEGORY: CONTAINERIZED CARGO

Containerized cargo formed the second largest category, accounting for 23% of all cargo. Dry bulk, which includes wood pellets, fertilizers, cement, aggregates, salt, sugar, and other commodities, represented 21% of the total cargo. The smallest category, breakbulk cargo, constituted only 8% of the total. Breakbulk cargo consists of a large variety of "miscellaneous" cargo types ranging from palletized goods, paper, kraft liner board, lumber, rebar, and steel coils, aluminum ingots, and copper plates. It also includes tonnage for RO/RO (roll-on/roll-off) cargo such as automobiles. Breakbulk also includes project cargo, such as rocket boosters or generators, rail cars, and yachts. This division has remained relatively stable over time.

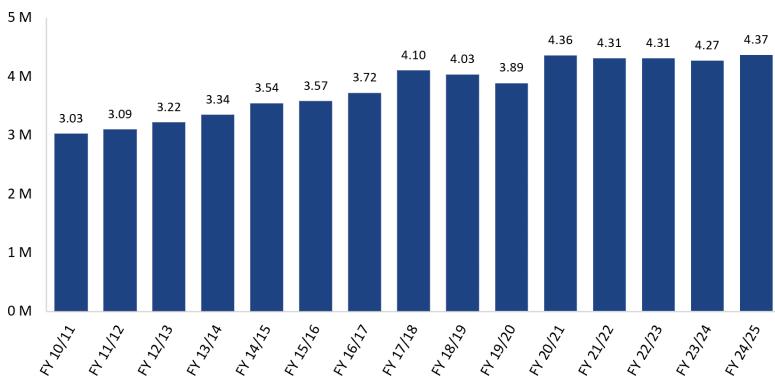


Exhibit 5:
FLORIDA WATERBORNE CARGO TYPE TONNAGE DISTRIBUTION

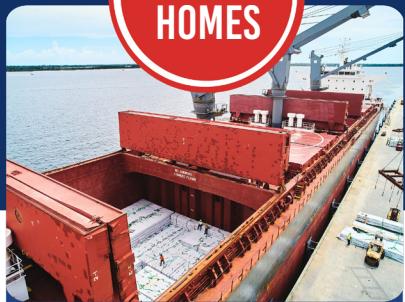


Source: Florida Seaport Survey Data by fiscal year (Oct. 1, 2024 to Sept. 30, 2025).

Exhibit 6: By Florida Seaport, In Millions of TEUs
TOTAL CONTAINERIZED CARGO

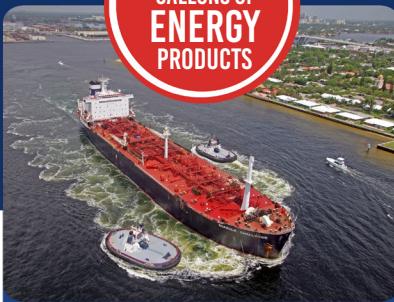


Source: Florida Seaport Survey Data by fiscal year (October 1 to September 30).



55,000
HOMES

Imports of lumber and forestry products through **Port Canaveral** could build 55,000 homes each measuring 2,000 square feet.



15 M
GALLONS OF
ENERGY
PRODUCTS

Every day at **Port Everglades**, more than 15 million gallons of energy products - including jet fuel, gasoline and propane - are delivered on tank ships and barges.



1.5 B
FRESH
PRODUCE

Each year, **SeaPort Manatee** handles imports of more than 75 million pineapples and 1.5 billion bananas, supplying fresh produce to Florida and beyond.

GROWTH WILL BE SHAPED BY CAPITAL INVESTMENTS

Florida's ports anticipate future growth will be shaped mostly through targeted capital investments, such as cranes, berth and channel upgrades, and cold storage, along with access to state and federal funding and macro demand trends. Key drivers include Florida's rapid population growth, reshoring of U.S. manufacturing, nearshoring within the Americas, and evolving consumer and supply chain behavior. Operational modernization and off-port logistics solutions, including inland logistics sites, added warehousing, and densification, are viewed as key enablers for capacity growth and reliability, while policy and regulatory shifts, including tariffs, pose near-term uncertainty.

Exhibit 7: FY 2024/25 With Prior Year Comparison

CONTAINERIZED CARGO BY SEAPORT

FY 2024/25*	IMPORTS	EXPORTS	DOMESTIC	TOTAL TEUs	% Change
Port Canaveral	293	281	0	574	12% ▲
Port Everglades	563,337	604,215	0	1,167,552	7% ▲
Port of Fernandina	3,990	3,709	637	8,336	-8% ▼
JAXPORT	214,702	245,108	929,031	1,388,841	2% ▲
SeaPort Manatee	80,142	53,314	0	133,456	-21% ▼
PortMiami	590,844	524,214	0	1,115,058	2% ▲
Port of Palm Beach	114,867	147,377	0	262,244	-1% ▼
Port of Panama City	13,833	13,762	0	27,595	-3% ▼
Port of Pensacola	60	0	0	60	-41% ▼
Port Tampa Bay	133,572	129,231	0	262,803	2% ▲
FY 2024/25 TOTAL	1,715,640	1,721,211	929,668	4,366,519	2% ▲
FY 2023/24 TOTAL	1,681,880	1,727,445	857,215	4,266,540	

Source: Florida Seaport Survey Data by fiscal year (October 1 to September 30).

* The ports of Citrus, Fort Pierce, Key West, Putnam, St. Joe, and St. Pete did not report TEUs for Fiscal Year 2024/25.



CRUISE & LEISURE

The cruise industry, while smaller than global cargo trade, has become a defining industry in Florida. Since its emergence, the industry has demonstrated sustained long-term growth and an ability to adapt through economic downturns and other disruptions that have historically affected the broader travel and tourism sector.

Cruise activity at ports consists of both homeport calls, where passengers embark on multi-day voyages, and ports of call, which typically involve single-day visits or ferry operations.

Florida seaports collectively reported 103 homeporting vessels, which generate substantial economic impact and account for the vast majority of cruise activity statewide, representing approximately 97% of total cruise passengers. In addition, Florida seaports experienced a 10% increase in total cruise vessel calls, totaling 4,723 calls, supporting a broad range of shoreside industries including vessel provisioning, fueling, food and beverages, hotels, restaurants, air travel, ground transportation, parking, retail, and entertainment.

Florida's Seaports Welcomed a Record-Breaking

25 Million Cruise Passengers (12% Growth)

CRUISING: A POWERFUL ECONOMIC ENGINE

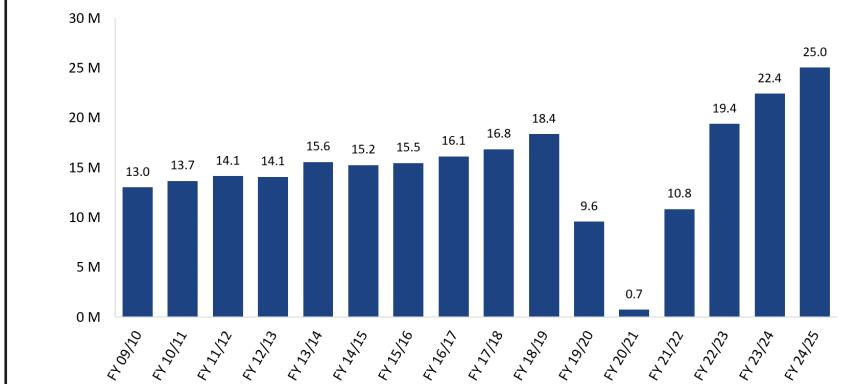
Additionally, many homeport passengers stay in the area surrounding the port before and after their cruises, further increasing overnight lodging demand and visitor spending in local communities. As a result, cruise activity generates economic benefits that extend well beyond port boundaries, supporting jobs and revenue across hospitality, transportation, and local service sectors throughout the region.

Florida is home to the world's three busiest cruise homeports - Port Canaveral, PortMiami and Port Everglades - which collectively account for

88% of Total Passengers

Exhibit 8: By Florida Seaport, In Millions

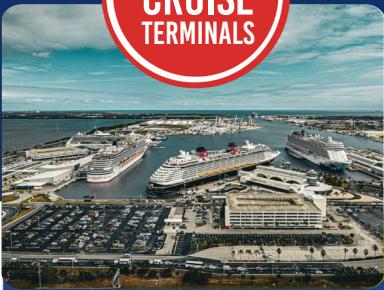
TOTAL CRUISE PASSENGERS



Source: Florida Seaport Survey Data by fiscal year (2009 to 2025).

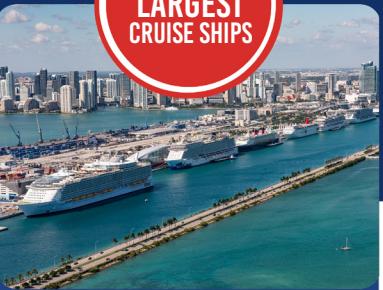
Florida remains the global leader in the cruise industry, experiencing record growth since the FY2019/2020 COVID-19 period. The state's cruise sector has achieved a 21.2% CAGR since then, along with a steady 5% CAGR over the past decade, culminating in this year's record 12% year-over-year increase. This growth is supported by Florida's position as home to the world's three busiest cruise homeports and five with greater than 800,000 passengers—Port Canaveral, PortMiami, Port Everglades, Port Tampa Bay, and Port of Key West—which collectively anchor the state's cruise economy and accounted for approximately 88% of total cruise passengers in fiscal year 2024/25.

More recently, Port St. Pete has re-entered the cruise market, welcoming 45 calls from American Cruise Lines after several years without cruise activity. The Port of Pensacola, though not currently operating cruise facilities, has also established scheduled cruise calls beginning in 2026.



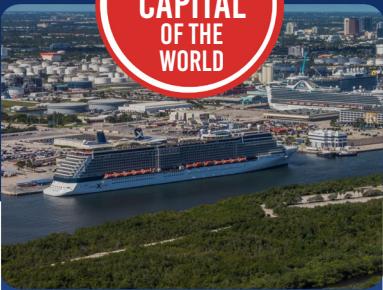
3 NEW CRUISE TERMINALS

Port Canaveral's Strategic Vision Plan identified the need for new cruise terminals by 2030. One is complete, one in progress and a third is in design.



WORLD'S LARGEST CRUISE SHIPS

PortMiami's state-of-the-art cruise facility, scheduled for 2027, will be capable of handling the world's largest cruise ships, up to 7,000 passengers.



YACHTING CAPITAL OF THE WORLD

Port Everglades boasts more than 100 marinas, 300 miles of waterways, a high concentration of yachts, and year-round ideal weather.

FLORIDA'S CRUISE DOMINANCE

Florida's role in the cruise industry extends beyond port operations. The state is home to the headquarters or major operational offices of all leading global cruise operators, reinforcing its position as the industry's administrative, operational, and innovation hub.

Maintaining Florida's global leadership in cruise will require continued investment in port and terminal infrastructure. The state's leading cruise ports are uniquely equipped to accommodate the world's largest and most complex cruise vessels, providing a clear competitive advantage over other U.S. and international ports. Supported by advanced technology, efficient operations, and passenger-focused terminal design, this infrastructure allows Florida's ports to manage growing volumes while remaining preferred long-term partners to the global cruise industry.

Exhibit 9: FY 2024/25 With Prior Year Comparison

FLORIDA CRUISE PASSENGERS BY SEAPORT

FY 2024/25*	MULTI-DAY	SINGLE DAY	TOTAL PASSENGERS	% Change
Port Canaveral	8,602,047	130,775	8,732,822	13% ▲
Port Everglades	4,627,713	133,727	4,761,440	15% ▲
JAXPORT	200,548	0	200,548	-3% ▼
Port of Key West	620,918	195,771	816,689	53% ▲
PortMiami	8,474,823	89,328	8,564,151	4% ▲
Port of Palm Beach	305,030	0	305,030	-20% ▼
Port St. Pete	2,584	0	2,584	NA †
Port Tampa Bay	1,660,315	0	1,660,315	37% ▲
FY 2024/25 Total	24,493,978	549,601	25,043,579	12% ▲
FY 2023/24 Total	22,037,090	377,597	22,414,687	

Source: Florida Seaport Survey Data by fiscal year (Oct. 1, 2024 to Sept. 30, 2025).

* The ports of Citrus, Fernandina, Fort Pierce, Manatee, Panama City, Pensacola, Putnam, and St. Joe did not report cruise passenger activity for fiscal year 2024/25.

CRUISE & LEISURE

Superyacht Global Hub

YACHTING SEES ROBUST GROWTH

The U.S. superyacht industry is a dynamic segment of the broader maritime sector, encompassing the design, construction, maintenance, and chartering of vessels typically over 100 feet in length. In recent years, the industry has seen robust growth, fueled by rising demand for luxury experiences, cutting-edge design, and advanced maritime technology.

Florida has long been a global hub for superyachts, hosting a significant portion of the U.S. fleet and providing the infrastructure required to accommodate these vessels. Fort Lauderdale, often called the “Yachting Capital of the World” and home to Port Everglades, along with several other Florida seaports, including Port St. Pete, plays a critical role in this industry. Superyachts frequently dock in the state for extended stays following long voyages and take advantage of Florida’s comprehensive maintenance, refit, and overhaul (MRO) services. Several public seaports actively participate in this growing MRO market, generating additional economic benefits for the state.

On the Gulf Coast, Port St. Pete stands out as the region’s only superyacht marina. Future growth at Port St. Pete is expected to be driven by capital investment in port infrastructure and cruise terminal facilities. A recent wharf renovation now enables the port to operate at full design capacity, providing utilities to support both yacht and research vessel operations. Building on this investment, the port is exploring a flexible, multi-use facility that leverages its prime city-center location to attract not only large yachts, but also research vessels, recreational vessels, and small cruise ships.

The Port of Fort Pierce has emerged as a MRO facility, while the Port of Palm Beach has historically served as a leading hub for yacht imports. SeaPort Manatee has experienced notable growth in yacht handling, and the Port of Pensacola is home to the internationally renowned American Magic Sailing team. Fort Lauderdale—boasting more than 50,000 registered yachts—remains the cornerstone of Florida’s thriving superyacht sector. Looking ahead, potential expansions at the Port of Fort Pierce, including enhanced mega yacht maintenance capabilities, are poised to further solidify Florida’s position as a global center for superyacht services.



TOP TRENDS



Capital Improvement Plan

TRANSFORMING SEAPORTS

Growth at Florida's seaports over the years can largely be attributed to strategic investments in port infrastructure that have improved access, expanded capacity, and enhanced efficiency, enabling facilities to respond to rapidly evolving market demands while remaining poised for long-term growth. By identifying key trends, Florida's seaports can swiftly align both short-term and longer-term strategic capital investments. This allows the state's seaports to meet rising demands, while also remaining on target for future investments, meeting customer requirements, attracting new businesses, and preserving public assets.

In this context, Florida's seaports have identified several consistent, statewide trends shaping maritime activity and informing future investment priorities and competitive positioning. Collectively, these trends emphasize operational efficiency, infrastructure readiness, supply chain reliability, and responsible growth, while maintaining flexibility to serve diverse markets and cargo types.

1

OPERATIONAL EFFICIENCY, DIGITAL OPTIMIZATION AND SMART-PORT CAPABILITIES

Ports across the state continue to prioritize optimization, digital platforms, and data-driven decision-making to improve terminal productivity, maximize efficiency, enhance safety, and reduce congestion. Investments in automation, artificial intelligence, digital twins, and advanced analytics are supporting more efficient vessel scheduling, yard operations, and cargo and passenger flows. These tools enable ports to maximize existing infrastructure, improve reliability for carriers and shippers, and strengthen Florida's competitiveness as a low-delay, high-performance gateway.

2

INFRASTRUCTURE READINESS, CAPACITY EXPANSION AND NAVIGATIONAL ACCESS

Many ports highlighted the importance of maintaining and expanding core infrastructure, including dredging, berth improvements, channel deepening, and intermodal access, to accommodate evolving vessel fleets and cargo requirements. Ensuring adequate draft, berth strength, and landside connectivity remains essential as vessel sizes increase and operators seek uncongested, cost-effective ports of call.

3

SUPPLY CHAIN REALIGNMENT, NEARSHORING, RESHORING AND MARKET DIVERSIFICATION

Ports consistently identified ongoing adjustments in global supply chains, including nearshoring, reshoring, and diversification of trade routes. Florida's geographic position and uncongested port network position the state to capture increased North–South trade, serve time-sensitive and specialized cargoes, serve expanding manufacturing sectors, and provide reliable alternatives to traditional gateway ports.

4

EFFICIENT OPERATIONS AND ROBUST INVESTMENTS

Ports emphasized practical investments that support efficient operations, operational continuity, and long-term asset protection. Such measures improve operational reliability while aligning with customer expectations and evolving regulatory frameworks.

5

GROWTH IN SPECIALIZED CARGOES AND PASSENGER MARKETS

Several ports cited growth opportunities tied to breakbulk, project cargo, niche commodities, cruise activity, and serving markets closer to final consumption. Smaller and mid-sized ports, in particular, are leveraging specialization and regional advantages to attract new business while relieving pressure on larger hubs and state transportation networks.

CAPITAL IMPROVEMENT PLAN

\$1.5 Billion
CRUISE TERMINALS

\$1.4 Billion
BERTH REHABILITATION & REPAIRS

STRATEGIC INVESTMENTS TO SUPPORT GROWTH

These priorities are translated into action through each seaport's rolling five-year Capital Improvement Plan (CIP), which identifies and phases the infrastructure investments needed to meet future demand. The CIPs encompass a broad range of investments and are designed to both support anticipated growth and maintain flexibility to respond to changing market conditions, evolving trade patterns, and emerging industry requirements.

Exhibit 10: By Seaport, In \$ Millions

COMBINED 5-YEAR CAPITAL IMPROVEMENT PLAN

PORT	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	TOTAL	% Total
Port Canaveral	\$258,231,000	\$181,222,000	\$325,550,000	\$121,053,000	\$26,350,000	\$912,406,000	13.0%
Port Citrus	\$5,000,000	0	\$15,500,000	\$15,500,000	\$11,000,000	\$47,000,000	0.7%
Port Everglades	\$169,870,670	\$298,995,020	\$259,974,050	\$149,966,750	\$85,514,700	\$964,321,190	13.7%
Port of Fernandina	\$10,529,533	\$8,519,552	\$4,900,000	\$1,100,000	0	\$25,049,085	0.4%
Port of Fort Pierce	\$9,035,000	\$14,500,000	\$5,000,000	0	0	\$28,535,000	0.4%
JAXPORT	\$173,116,552	\$148,562,000	\$132,787,000	\$113,965,000	\$75,475,000	\$643,905,552	9.2%
Port of Key West	\$6,500,000	0	0	0	0	\$6,500,000	0.1%
SeaPort Manatee	\$37,546,845	\$67,040,768	\$5,125,000	\$5,115,000	\$5,125,000	\$119,952,613	1.7%
PortMiami	\$630,762,000	\$877,369,000	\$518,698,000	\$399,039,000	\$276,682,000	\$2,702,550,000	38.4%
Port of Palm Beach	\$5,925,000	\$26,575,000	\$39,575,000	\$37,075,000	\$15,075,000	\$124,225,000	1.8%
Port Panama City	\$32,639,333	\$25,708,075	\$20,890,000	\$7,590,000	\$57,090,000	\$143,917,408	2.0%
Port of Pensacola	\$1,250,000	\$14,750,000	\$7,000,000	0	0	\$23,000,000	0.3%
Port Putnam	\$1,200,000	\$1,800,000	\$12,000,000	\$23,700,000	\$17,500,000	\$56,200,000	0.8%
Port St. Pete	\$300,000	0	0	0	0	\$300,000	0.0%
Port Tampa Bay	\$136,200,000	\$284,100,00	\$380,300,000	\$201,500,000	\$228,800,000	\$1,230,900,000	17.5%
Total	\$1,478,105,933	\$1,949,141,415	\$1,727,299,050	\$1,075,603,750	\$798,611,700	\$7,028,761,848	100%

Source: Florida Seaport Survey Data reported by fiscal year (Oct. 1, 2024 to Sept. 30, 2025).

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. Port of Port St. Joe did not provide a CIP.

\$7 Billion in Investments are Planned Over the Next 5 Years

Collectively, Florida's seaports have identified \$7 billion in investments through their CIPs for the period from fiscal years 2025/26 to 2029/30. This amount represents an increase of \$1 billion compared to the \$6 billion identified the previous year. PortMiami's five-year CIP features the highest investment, totaling \$2.7 billion. Port Tampa Bay, Port Everglades, Port Canaveral, and JAXPORT collectively contribute another \$3.7 billion to the CIP. Together, these top five ports account for 92% of the planned CIP budget over the next five years.

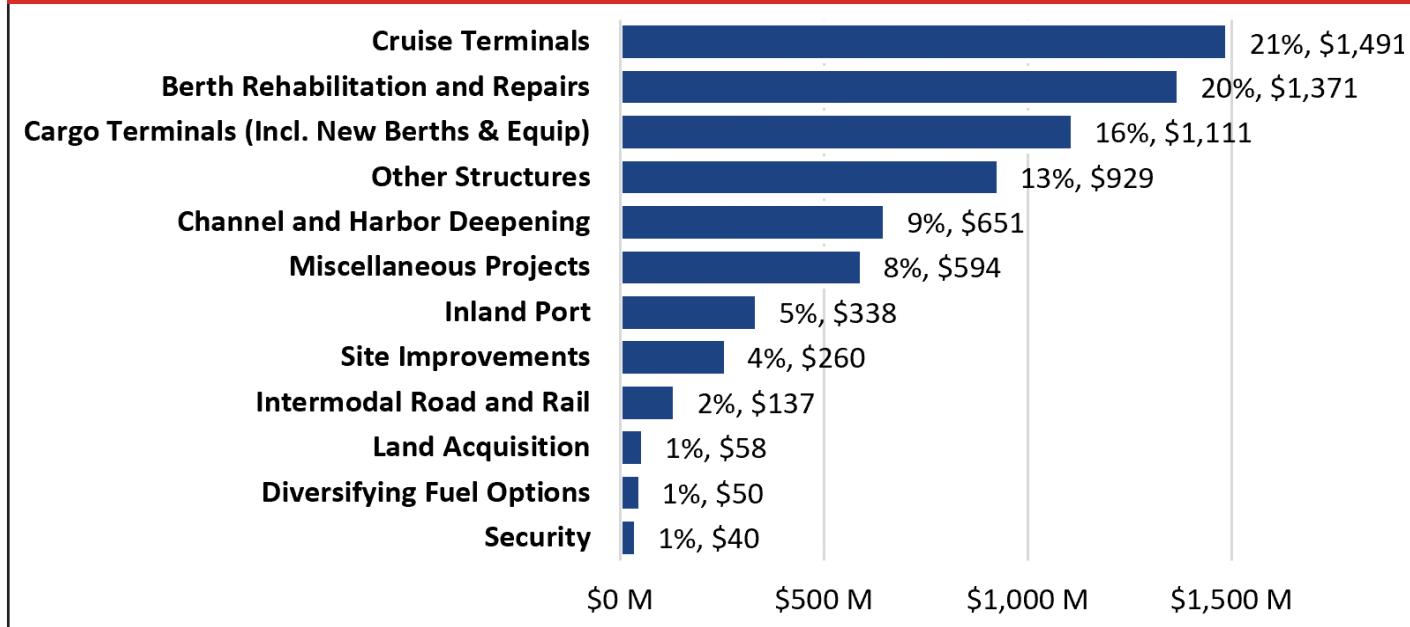
\$1.1 Billion
CARGO TERMINALS

\$929 Million
OTHER STRUCTURES

\$651 Million
CHANNEL & HARBOR DEEPENING

Exhibit 11: By Project Type, In \$ Millions

COMBINED 5-YEAR CAPITAL IMPROVEMENT PLAN



Source: Florida Seaport Survey Data reported by fiscal year (Oct. 1, 2024 to Sept. 30, 2025).
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 largest planned investments in the current CIP are allocated to Cruise Terminals, which account for \$1.5 billion (21%) of the total planned investments. Following this, the next largest categories are Berth Rehabilitation and Repairs (\$1.4 billion, 20%), Cargo Terminals (\$1.1 billion, 16%), Other Structures (\$929 million, 13%), Channel and Harbor Deepening (\$651 million, 9%), and Miscellaneous Projects (\$594 million, 8%).

Over the past decade, cumulative investment needs for each five-year planning period have steadily increased, reflecting record passenger growth, rising material costs, and growing demand for maritime trade, all of which are necessary to maintain operations and support future growth in Florida's competitive maritime industry.

CAPITAL IMPROVEMENT PLAN

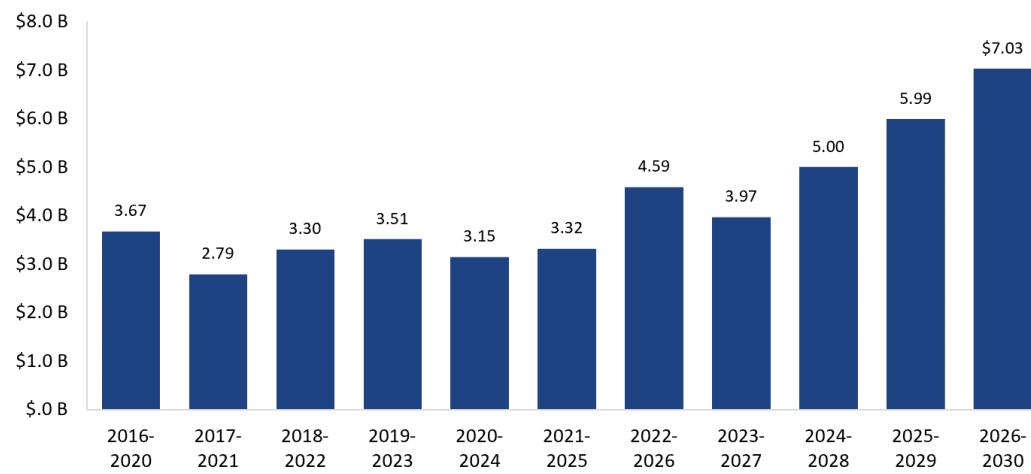
Translating Priorities Into Action

FACILITY RECOMMENDATIONS = ECONOMIC BENEFITS

This Mission Plan shall include specific recommendations for the construction of transportation facilities connecting any port to other modes of transportation; the construction of transportation facilities connecting any port to the space and aerospace industries; and the efficient, cost-effective development of transportation facilities or port facilities for the purpose of enhancing trade, promoting cargo flow, increasing cruise passenger movements, increasing port revenues, and providing economic benefits to the state.

Exhibit 12: In \$ Billions

COMBINED 5-YEAR CAPITAL IMPROVEMENT PLAN EVOLUTION



Source: Florida Seaport Survey Data reported by fiscal year (Oct. 1, 2024 to Sept. 30, 2025).

PRIORITY LIST OF PROJECTS

Planned investments, infrastructure improvements, and strategic initiatives aimed at advancing Florida's seaports and supporting statewide economic growth.

Source: Florida Statute, Chapter 311.09(3)



PORT CANAVERAL

- Expand Cruise Terminal 5
- Improve Port Roadways
- Renovate North Berths 1 and 2 for Reliability and Performance

PORT CITRUS

- Acquire Land
- Update Master Plan
- Develop and Deploy Infrastructure

PORT EVERGLADES

- Navigation Improvements Project
- Slip Expansion Project
- Bulkhead Replacement Project

PORT FERNANDINA

- Build New CBP Administrative Facility
- Implement Resiliency Projects to Prevent Terminal Flooding
- Refurbish / Replace Container Crane

PORT OF FORT PIERCE

- Update Master Plan
- Develop Harbour Pointe
- Develop Museum Pointe

JAXPORT

- Design and Construct Berths 30, 31, and 32
- Design and Construct Aggregate Terminal
- Develop DPMT North Expansion Terminal
- Raise Power Lines Adjacent to Blount

PORT OF KEY WEST

- Repair Mallory Square Wharf
- Replace Mallory Square T-Pier
- Revitalize Phase 2 Ferry Terminal

SEAPORT MANATEE

- Rehabilitate Berth 4
- Complete Container Yard Phase 3
- Expand South Gate

PORTMIAMI

- Construct Cruise Terminal G
- Replace North Bulkhead
- Improve South Florida Container Terminal Cargo Yard

PORT OF PALM BEACH

- Expand Cruise Terminal
- Construct Parking Garage
- Reconstruct Slip 2

PORT PANAMA CITY

- Construct East Terminal Warehouse Phase 2
- Extend East Terminal Bulkhead
- Expand East Terminal Turning Basin

PORT OF PENSACOLA

- Rehabilitate Berth 6
- Construct High Performance Dock Complex

PORT PUTNAM

- Replace Bulkhead
- Dredge Docking Access
- Upgrade Cargo Area

PORT OF PORT ST. JOE

- N/A

PORT OF ST. PETE

- Update Master Plan

PORT TAMPA BAY

- Construct New Container Berth 214 and Cranes
- Extend East Port Berth 150 and Expand Upland Yard
- Execute Aggregate Projects Including Berth 218, Berth 301, and Port Redwing Access Road

FUNDING FOR THE FUTURE

In 2024/25, Florida Seaports Collectively Secured

With statewide maritime trends and supporting capital programs identified, funding is essential for turning these priorities into reality. Florida's seaports leverage a variety of financial structures, including revenues from port operations, federal, state, and local grants, construction bonds, bank loans, commercial mortgages, and private investments. Collaboration is key—ports actively partner with government agencies, private entities, and industry associations to access incentives and funding opportunities that support long-term strategic objectives and maintain a competitive edge in the global economy.

In FY 2024/25, Florida's seaports collectively secured over \$390 million in funding from state and federal sources, with 54% provided by the state and 46% from federal programs. While these investments underscore the national importance of Florida's seaports and their role in supporting the state's economy and transportation infrastructure, they remain insufficient to fully implement the \$7 billion outlined in the statewide CIP. Given the scale of planned investments and the transformative opportunities they present, additional funding is needed to complete critical infrastructure enhancements, support continued growth and operational efficiency, and strengthen long-term durability. The following section highlights the diverse funding opportunities available at the state, local, and federal levels.

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, power systems, microgrids for energy stability, electric-grid infrastructure, and more.

Port Infrastructure Development Program (PIDP)

Invests in America's coastal ports and inland waterways to improve supply chain efficiency and durability.

United States Marine Highway Program (USMHP)

Expands the use of America's marine highway service options and integrates them into the U.S. transportation system. Shifting cargoes off congested highways reduces roadway traffic and associated emissions.

National Infrastructure Project Assistance Grant Program (Mega)

Supports large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits.

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Focuses on nationally significant transportation projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation, making systems safer, more accessible, more affordable, and more sustainable.

FEDERAL PROGRAMS

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

Provides funding to ensure surface transportation to durability to natural hazards—including climate change, sea-level rise, flooding, extreme weather, and other natural disasters—through planning activities, improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The program provides \$1.4 billion in funding over five years (through 2026).

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

Provides federal funding for harbor deepening and maintenance. Funds must be matched at the local or state level.

Port Security Grant Program (PSGP)

Protects critical port infrastructure from terrorism, enhances maritime domain awareness, improves port-wide security risk management, and maintains or reestablishes mitigation protocols that support port recovery and resiliency.

Railroad Rehabilitation & Improvement Financing (RRIF)

Authorizes the Department of Transportation to provide direct loans and loan guarantees of up to \$35 billion to finance the development of railroad infrastructure.

Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)

Supports rail-focused infrastructure and intermodal port projects. Eligible projects include safety-technology deployment, rail-line relocation, and workforce development.

Nationally Significant Freight and Highway Projects Program

Awards grants for multimodal freight and highway projects of national or regional significance, improving aging infrastructure and enhancing safety, capacity, and connectivity. In fiscal year 2025/26, \$2.7 billion in funding is available.

Diesel Emissions Reduction Act (DERA)

Provides funding for projects aimed at reducing harmful emissions from diesel engines to upgrade older diesel engines to cleaner and zero-emission technologies.

Defense Community Infrastructure Pilot Program (DCIP)

Addresses deficiencies in community infrastructure that support military installations. Funding enhances military value, installation resilience, and military family quality of life.

Reduction of Truck Emissions at Port Facilities Program

Funds competitive grants to reduce truck-related emissions at port facilities. Grantees test, evaluate, and deploy innovative solutions including port electrification and emerging technologies.

EPA Clean Ports Program - Climate & Air Quality Planning Grant

Funds activities such as emissions inventories, strategy analysis, community engagement, and the identification of durability measures to support port stakeholders in transitioning to zero-emissions operations.

EPA Clean Ports Program - Zero-Emission Technology Deployment Grant

Funds zero-emission port equipment and supporting infrastructure to reduce criteria pollutants, air toxics, and greenhouse gases at U.S. ports.

\$390 Million in Funding

Florida Construction Aggregate Program

With up to \$20 million available from existing work program revenues, this program funds projects that meet the public purpose of providing increased capacity and enhanced capabilities to move and store construction aggregate. The program is administered by FDOT.

Florida's State Infrastructure Bank (SIB)

Provides loans and credit enhancements to government units and private entities for constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. The program provides an alternative to grants by financing projects that meet state and federal eligibility criteria. The program is administered by FDOT.

Triumph Gulf Coast Grants

Established from BP oil spill settlement funds, Triumph Gulf Coast will distribute \$2 billion through 2033 to support economic diversification in eight Florida Panhandle counties.

Florida Job Growth Grant Fund

An economic development program designed to promote public infrastructure and workforce training across the state. Funding is available to improve port infrastructure or connect transportation facilities that will encourage business expansion. Proposals are evaluated by FloridaCommerce and approved by the Governor, focusing on projects that meet community workforce or infrastructure needs. The program is active and state-funded annually (with \$50 million appropriated in fiscal year 2025/26 for new awards).

Resilient Florida Grant Program

Provides financial assistance for vulnerability analyses, planning, and implementation of adaptation and mitigation projects addressing flooding and storm surge. Since inception, more than \$1.8 billion has been invested, including over \$200 million committed for fiscal year 2025/26 under the program.

Rural Infrastructure Fund (RIF)

Provides funding to rural communities for planning and financing infrastructure projects that support job creation and economic diversification. Grants may be awarded for up to 75% of the total infrastructure project cost, or up to 100% for projects located in a rural community within a fiscally constrained county or Rural Area of Opportunity. For fiscal year 2025/26, \$22 million is available—\$17 million statewide and \$5 million allocated specifically for Panhandle counties.

Supply Chain Innovation Fund

Created in 2024, the fund invests in strategic infrastructure projects at seaports, railroads, public airports, and intermodal logistics centers to enhance freight mobility and economic development. The program requires a 50% non-state funding match (private, local, or federal) for each project.

Florida Seaport Transportation and Economic Development (FSTED) Program

Provides a minimum of \$25 million annually in grants to Florida's public seaports on a 50/50 matching basis. Projects must be approved by the FSTED Council and typically support critical port infrastructure, including berths, cargo terminals, navigational improvements, and intermodal facilities.

Intermodal Logistics Center (ILC) Infrastructure Support Program

Provides \$15 million in annual funding for roads, rail facilities, or other infrastructure supporting the movement of goods through a seaport to or from inland Intermodal Logistics Centers. Beginning in fiscal year 2024/25, \$15 million is available each year for five years from the State Transportation Trust Fund.

Seaport Security Grant Program

Assists in implementing security plans and measures at Florida's 16 publicly owned seaports. Funds may be used for equipment purchases, infrastructure needs, cybersecurity programs, and other security measures identified in a seaport's approved federal security plan. Up to \$1 million annually is available, not to exceed 75% of total project costs, subject to legislative appropriation. The program is administered through FSTED, in coordination with the Florida Department of Law Enforcement (FDLE).

Strategic Intermodal System (SIS)

Focuses on Florida's high-priority transportation network of highways, rail corridors, airports, and seaports. Although not a grant program, the SIS designates Florida's 16 deepwater seaports and related connectors as critical infrastructure eligible for significant state investment. FDOT directs funding to SIS projects to ensure that the most strategic facilities—including major seaports—have capacity for future growth and connectivity.

Strategic Port Investment Initiative (SPII)

Provides a minimum of \$35 million annually. State funding is matched by the local port at either a 50/50 or 75/25 ratio. The initiative is funded primarily through FDOT's Strategic Intermodal System (SIS) and is managed by FDOT.

Small County Dredging Grant Program

Funds dredging projects in counties with fewer than 300,000 residents, according to the most recent official census. The FSTED Council administers application procedures for this program in accordance with state regulations.



WORKFORCE DEVELOPMENT

In addition to funding capital projects, Florida's ports are investing in workforce development programs to sustain long-term growth and competitiveness, in alignment with the Council's mandate to develop programs—based on an examination of existing initiatives in Florida and other states—for training secondary school students in job skills associated with maritime industry employment opportunities. The Council is required to report annually on progress and recommendations to the President of the Senate and the Speaker of the House of Representatives.

Florida's ports are meeting this mandate by offering internships, apprenticeships, and partnerships with educational institutions to cultivate a skilled labor pool essential for the future success and resilience of the maritime industry. Although these workforce programs and opportunities have greatly benefited maritime professionals throughout the state, a gap exists regarding the lack of a State Maritime Academy (SMA). FDOT identified the necessity of maritime sector degree programs in both 2014¹¹ and 2025¹² in ensuring the continued growth and success of the state's ports. This lack of an academy has led to greater dependence on out-of-state academies in sustaining Florida's maritime workforce pipeline.

The continued focus on workforce initiatives, and the establishment of a SMA would also ensure compliance with the Trump Administration's Executive Order Restoring America's Maritime Dominance¹³. This Executive Order, which focuses on the continued growth of the U.S.'s maritime industrial base, recognizes the need to expand the mariner workforce, including through expanded educational opportunities and improvements.

CURRENT INITIATIVES

Port Canaveral offers paid internships for college students in areas such as cruise, cargo, engineering, and public administration, providing hands-on experience at one of the country's premier seaports. It also operates the Junior Ambassador Program, which engages Brevard County high school students in career exploration, including meetings with port leaders in cruise, cargo, military, environment, hospitality, and commercial space flight. Additionally, Port Canaveral partners with the Propeller Club to support the HELM program (Helping Educate Leaders in Maritime) at Rockledge High School.

Port Everglades hosts students through the Junior Achievement Program and actively participates in local high school career days and STEM events, introducing students to maritime and logistics careers.

Port of Fort Pierce actively engages with the Marine Industries Association of the Treasure Coast to advocate for internships and trade school programs associated with marine industries.

JAXPORT operates the JAXPORT EXPRESS program, which partners with the Electric Vehicle Infrastructure Training Program (EVITP) and higher education institutions in Northeast Florida to develop workforce curricula supporting zero-emission cargo-handling technologies and charging infrastructure.

SeaPort Manatee participates in speaking engagements with schools & colleges throughout Manatee County.

PortMiami partners with Miami-Dade County Public Schools, Miami Dade College, Florida International University, and industry stakeholders to deliver a wide range of workforce programs. These include three State of Florida-registered apprenticeships in diesel systems, off-road maintenance, and commercial refrigeration, as well as paid internships through the Summer Youth Internship Program. The port also supports tuition-free training and mentoring initiatives such as Big Brothers Big Sisters School to Work & the Cruise Line Operations College Credit Certificate Program,

while collaborating on workforce assessments to strengthen local training programs and ensure ongoing professional development aligned with industry needs.

Port of Palm Beach offers an eight-week paid internship program for college students from Palm Beach County. This year, the port partnered with Florida Atlantic University to provide internships for juniors and seniors, funded by the university, and is working with faculty to create project-based learning opportunities.

Port of Pensacola supports tenant-led workforce development programs, including American Magic's initiatives in marine technology, composites manufacturing, and boatyard operations. These programs provide hands-on experience for students and emerging professionals in high-level maritime and engineering careers.

Port Tampa Bay offers internships for high school and college students in fields such as maritime, government, finance, business development, and engineering.

FUTURE INITIATIVES & STRATEGIC IMPACT

While many ports have active programs, some are planning new workforce development efforts. Port of Port St. Joe has set a goal for this fiscal year and beyond to launch a Maritime Academy, which would provide specialized training and education for careers in the maritime industry. Additionally, Port of Fort Pierce is in conversations with Indian River State College to establish skilled trade programs that will complement port and shipyard operations in the future. Port Panama City plans to engage with local state and technical colleges to develop co-op and internship programs for critical skill sets to maintain and operate port equipment.

These current and future initiatives collectively strengthen Florida's maritime workforce, ensuring ports remain competitive and robust in a rapidly evolving global trade environment. By fostering partnerships and creating career pathways, Florida's ports are meeting legislative requirements while preparing the next generation of maritime professionals.

¹¹ Florida Department of Transportation. (2014). Seaport Transportation and Logistics Educational Needs Assessment.

¹² Florida Department of Transportation. (2025). Florida Seaport Transportation & Logistics; Educational Needs Assessment.

¹³ Exec. Order No. 14,269, Restoring America's Maritime Dominance (Apr. 9, 2025)

TRADE & SPACE

Florida Plays a Critical Role in Supporting FTZs and the Aerospace Sector

FOREIGN TRADE ZONES: FLORIDA RANKS SECOND IN U.S.

Established in 1934 to boost international trade, Foreign-Trade Zones (FTZs) are designated areas near U.S. ports of entry that are considered outside U.S. customs territory. Moreover, FTZs play a pivotal role in streamlining supply chains and reducing costs for businesses. By allowing companies to defer, reduce, or eliminate customs duties, FTZs help improve cash flow and reduce overall operational costs. This, in turn, makes Florida an attractive destination for international businesses looking to establish or expand their operations. The economic impact of FTZs in Florida is substantial. These zones collectively support 11,000 jobs, highlighting their importance to the state's economy, and thus its economic strategy. As global trade continues to evolve, the strategic importance of these zones will only increase, reinforcing Florida's position as a key hub for international commerce.

FLORIDA SEAPORT'S ROLE IN THE SPACE ECONOMY

Florida's seaports play a critical role not only in maritime commerce but also in supporting the state's rapidly expanding aerospace sector. Through FDOT and the FSTED program, the state and associated ports continue to strengthen the nexus between Florida's shores and space. Recent legislation, SB 1662 (2025), passed and became law, expanding FSTED eligibility to include spaceport and space-industry projects. Florida Statute 311.10(4) further ensures continued state investment by tying funding to the active uses of seaport facilities for spacecraft launch and recovery operations. In 2026, legislation is expected to be proposed to introduce new reporting requirements for seaports located within designated spaceport territories, requiring them to document the measures they take to support commercial space operations.

A clear example of how FDOT and FSTED support translates into operational success can be seen at Port Canaveral. Charter updates adopted in June 2024 require the Port Authority to take reasonable measures to assist the Commercial Space Launch Industry, including new reporting and public-meeting obligations. Leveraging this framework, Port Canaveral accommodated 90 booster recoveries at North Cargo Berth 6 in 2025, underscoring the port's integral role in Florida's space ecosystem.

As Florida's aerospace sector accelerates, FDOT and FSTED continue to ensure that seaports have the land, facilities, and funding needed to meet industry demand. The alignment of state policy, port infrastructure, and commercial aerospace activity enhances the efficiency of Florida's multimodal transportation network and strengthens one of the state's most important economic drivers.

PORT CAPACITY

And Supply Chain Disruption

This section summarizes key operational metrics for each port, as required by the semi-annual reporting mandate under state guidelines provided in Statute (F.S. 311.09). Each port member of the Council must provide data that supports Florida's economic competitiveness and supply chain durability. The information includes breakbulk capacity, liquid and fuel storage capacity, container acreage, and a description of any supply chain disruptions experienced during the reporting period.

These details help the Department of Transportation and the Department of Commerce monitor infrastructure readiness and address potential vulnerabilities in the state's logistics network.

Exhibit 13: PORT CAPACITY & SUPPLY CHAIN DISRUPTION SUMMARY

PORT NAME	BREAKBULK ACRES	CONTAINER ACRES	LIQUID BULK TANK FARM CAPACITY (barrel)	FUEL-RELATED COMM. CAPACITY (barrel)	SUPPLY CHAIN DISRUPTIONS
Port Canaveral	87	20	3,000,000	3,000,000	None
Port Citrus	0	0	0	0	None
Port Everglades	10	257	0	10,500,000	ILA Strike (Oct. 1, 2024); Panama Canal Transit Restrictions; USDA/APHIS Inspection Limits
Port of Fernandina	5	8	0	0	Latest Federal Tariffs
Port of Fort Pierce	0	0	0	0	None
JAXPORT	28	391	336,359	0	None
Port of Key West	0	0	0	0	None
SeaPort Manatee	126	28	0	1,332,920	None
PortMiami	0	217	0	0	None
Port of Palm Beach	9	50	0	145,888	None
Port Panama City	93	16	0	0	Cargo Influx Ahead of Potential Tariffs
Port of Pensacola	7	1	0	0	None
Port Putnam	0	0	0	0	None
Port of Port St. Joe	0	0	0	0	None
Port St. Pete	0	0	0	0	None
Port Tampa Bay	4,078	97	6,004,000	8,291,946	Tariffs on Steel Imports
TOTAL	4,443	1,085	9,340,359	23,270,754	

Source: Individual seaports. Data reported by fiscal year (Oct. 1, 2024 to Sept. 30, 2025).



PORT PROFILES

Florida's 16 public seaports play a critical role in the lives of our citizens and continue to drive Florida's economy. From what we wear to what we eat, from building materials to automobiles, almost everything we use in our daily lives flows through our ports.



- PORT CANAVERAL
- PORT EVERGLADES
- PORT OF FERNANDINA
- PORT OF FORT PIERCE
- JAXPORT
- PORT OF KEY WEST
- SEAPORT MANATEE
- PORT MIAMI
- PORT OF PALM BEACH
- PORT PANAMA CITY
- PORT OF PENSACOLA
- PORT PUTNAM
- PORT OF PORT ST. JOE
- PORT CITRUS
- PORT ST. PETE
- PORT TAMPA BAY

PORT CANAVERAL

www.PortCanaveral.com



AN ECONOMIC POWERHOUSE IN CENTRAL FLORIDA

Now in its 72nd year, Port Canaveral is Florida's premier seaport, delivering an unmatched experience for cruise travel and cargo operations from a convenient, centralized location that serves as a gateway to major

markets and top-tier destinations. With world-class facilities, a commitment to operational excellence, and a customer-focused approach, Port Canaveral is a maritime leader and an economic powerhouse in Central Florida and throughout the state, supporting thousands of jobs and enabling guests to experience all the region has to offer.

PORT CANAVERAL: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	512	574
CARGO TONNAGE	6,551,620	6,123,296
CRUISE PASSENGERS	7,718,789	8,732,822

PORT PROFILE

WEBSITE: WWW.PORTCANAVERAL.COM
GOVERNING BODY: CANAVERAL PORT AUTHORITY
ESTABLISHED: 1953

FTZ #
136

TOTAL BERTHING SPACE: 16,100 FT
HARBOR DEPTH: 43 FT
ACRES: 1,500

FDOT TOP SEAPORT INVESTMENT PROJECTS

NORTH CARGO BERTH IMPROVEMENTS (BERTH 4)

2026

PORT	\$3,666,667
FDOT	\$11,000,000
TOTAL	\$14,666,667

SEAPORT SECURITY GRANT PROGRAM (C10 & MARITIME TRAINING FACILITY)

2026

PORT	\$57,644
FDOT	\$172,933
TOTAL	\$230,577

PORT-WIDE BERTH REHABILITATION

2026

2027

2028

PORT	\$1,333,333	\$4,000,000	\$2,500,000
FDOT	\$4,000,000	\$12,000,000	\$2,500,000
TOTAL	\$5,333,333	\$16,000,000	\$5,000,000

MAINTENANCE DREDGING

2026

2027

PORT	\$1,066,666	\$1,000,000
FDOT	\$3,200,000	\$3,000,000
TOTAL	\$4,266,666	\$4,000,000

GOALS AND OBJECTIVES

• Optimize Asset Performance:

Continue to make organizational improvements with dedicated support services teams. Use performance metrics to ensure success. Focus on training and process standardization to achieve operational excellence.

• Modernize Facilities/Improve Roadways:

Right size existing cruise facilities to meet contractual obligations. Improve northside uplands to expand opportunities for development. Invest in berth renovations to improve hardness and extend useful life. Modify Port roadways to mitigate traffic congestion and eliminate inefficiencies to improve traffic flow.

• Invest in Growth Opportunities:

Develop new cruise terminal campus on southwest side of Port. Consolidate marina properties to redevelop waterfront and uplands that will expand / enhance recreational boating facilities, create working waterfront and provide long-term assured accommodation of commercial fishing trade inside the Port.

TOP CAPITAL PROJECTS

- Cruise Terminal 5 expansion and rebuilding Cruise Terminal 6 East parking garage
- Port roadway improvements to relieve traffic congestion and improve traffic flow
- North Berths 1 and 2 renovations to improve durability and extend performance capabilities

GRANTS AWARDED

FSTED/FDOT - FSTED PROGRAM

Port-wide Berth Rehabilitation

\$3,195,263

FSTED/FDOT - SEAPORT SECURITY GRANT PROGRAM

Security Doors at Cruise Terminal 10

\$172,933

PORT CANAVERAL



PORT CANAVERAL: WORLD'S BUSIEST CRUISE PORT

A six-time recipient of “Best U.S. Homeport” by readers of Cruise Hive, a popular cruise-oriented website, Port Canaveral is the world’s busiest cruise port, offering year-round and seasonal cruises from leading operators such as Disney Cruise Line, Norwegian Cruise Line, Carnival Cruise Line, Royal Caribbean International, MSC Cruises, Celebrity Cruises, and Princess Cruises. This year, Port Canaveral set a new record with 8.7 million multi-day cruise passenger movements, served by 20 homeported vessels and more than 1,600 cruise ship calls.

The Port also has extensive cargo operations, with 826 ship calls last year discharging 6.1 million tons of critical commodities, including 3.2 million tons of petroleum products, 1.8 million tons of aggregates, 732,000 tons of forest products, and 379,000 tons of general cargo. Recently, rebuilt North Cargo Berths (NCBs) 3 and 4 added 1,800 linear feet of multipurpose bulkhead space, and a third mobile harbor crane arrived in August. Berth box dredging was completed at multiple berths to ensure consistent depth for deep-draft, heavily laden cargo vessels.

Additionally, the Port continues to support business lines beyond cruise and cargo, including commercial space operations—with 212 SpaceX booster and fairing recoveries completed at NCB 6, and a Blue Origin simulated booster recovery at NCB 6 through this last fiscal year. Port Canaveral’s recreational facilities, such as Jetty Park beach campground and public boat ramps, provided a welcoming experience for more than 400,000 visitors while hosting a wide variety of community-focused events.

The Port earned Green Marine recertification, piloted the National Stormwater Trust’s new smart pond technology to reclaim seven acres of uplands for potential development, and served as the local sponsor for the \$100 million federally funded U.S. Army Corps of Engineers Sand Bypass and Brevard County beach nourishment projects, as well as substantial harbor maintenance dredging.

TOP TRADING PARTNERS

EXPORTS

Puerto Rico	Germany
Dominican Republic	Canada
Ascension Island	Sweden
Jamaica	Japan
Bahamas	Bahamas

IMPORTS

Puerto Rico	Germany
Dominican Republic	Canada
Ascension Island	Sweden
Jamaica	Japan
Bahamas	Bahamas

EXPORTS

Dominican Republic	Canada
Puerto Rico	Japan
Jamaica	Germany
Ascension Island	Sweden
Bahamas	Bahamas

TONNAGE

Dominican Republic	Canada
Puerto Rico	Japan
Jamaica	Germany
Ascension Island	Sweden
Bahamas	Bahamas



FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Cargo Terminals (Incl. New Berths & Equip.)	\$14.7 M	\$25.0 M	\$15.0 M	\$22.2 M	\$12.4 M	\$89.3 M
Channel and Harbor Deepening	\$4.5 M	0	\$5.0 M	0	\$5.0 M	\$14.5 M
Cruise Terminals	\$183.7 M	\$121.1 M	\$280.8 M	\$90.4 M	\$250 K	\$676.3 M
Intermodal Road and Rail--	\$7.4 M	\$11.3 M	\$10.0 M	\$50 K	\$50 K	\$28.9 M
Miscellaneous Projects	\$27.3 M	\$18.9 M	\$10.4 M	\$7.7 M	\$7.2 M	\$71.5 M
Other Structures	\$12.0 M	\$2.9 M	\$1.3 M	0	0	\$16.2 M
Security	\$5.8 M	\$1.6 M	\$750 K	\$700 K	\$1.4 M	\$10.3 M
Site Improvements	\$2.8 M	\$520 K	\$2.3 M	\$20 K	\$20 K	\$5.6 M
TOTAL	\$258.2 M	\$181.3 M	\$325.6 M	\$121.1 M	\$26.4 M	\$912.6 M

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

INVESTING OVER \$900 MILLION IN INFRASTRUCTURE PROJECTS

The Port's five-year capital improvement plan (CIP) has increased from \$500 million in FY25 to \$912.4 million in FY26, encompassing large-scale, high-value critical infrastructure projects associated with new cruise ship arrivals, modernization and expansion of cargo berths and bulkheads, facility upgrades, deployment of new technologies, and renovations to recreational facilities like Jetty Park.

These investments provide unparalleled service and growth opportunities for partners while making a significant economic contribution locally, regionally, and throughout Florida.

TOP TRADING COMMODITIES

VALUE	EXPORTS	IMPORTS	TONNAGE	EXPORTS	IMPORTS
Petroleum	Petroleum			Petroleum	Petroleum
Lumber	Lumber			Lumber	Lumber
Steel & Iron	Space			Dry Bulk	Slag
Dry Bulk	Granite			Steel and Iron	Granite
Space	Slag			Containers	Salt

PORT EVERGLADES

www.PortEverglades.net



THIRD BUSIEST CRUISE HOMEPORT IN THE WORLD

Broward County's Port Everglades is a triple threat with cruise, cargo, and energy business lines that make it a powerhouse port. As the third busiest cruise homeport in the world, the port anticipates welcoming more than 4.7 million cruise guests in FY26, with destinations including the Caribbean and various other locations throughout the world. Nine cruise lines and 40 cruise ships will sail from the port in 2025–2026, including three new-build ships: Celebrity Cruises' Celebrity Xcel, Disney Cruise Line's Disney Destiny, and Princess Cruises' Star Princess. Port Everglades is also homeport to Baleária Caribbean, the near-daily fast ferry to Bimini and Freeport in The Bahamas.

The port's cargo operations are equally robust, supported by direct access to the interstate highway system and the Florida East Coast Railway's 43-acre near-dock Intermodal Container Transfer Facility. These connections enable cargo to reach Atlanta and Charlotte by rail within two days and 70% of the U.S. population within four days, ensuring efficient movement from ship to truck or train. Port Everglades' diversified cargo mix includes containers, refrigerated goods such as melons and seafood, new and used automobiles and trucks, dry bulk, breakbulk, RO/RO, boats and yachts, and liquid bulk. The port's primary trade partners are in the Caribbean and Latin

PORT EVERGLADES: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	1,087,113	1,167,552
CARGO TONNAGE	26,885,068	28,045,852
CRUISE PASSENGERS	4,127,715	4,761,440

PORT PROFILE

WEBSITE: WWW.PORTEVERGLADES.NET
GOVERNING BODY: BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS
ESTABLISHED: 1927

FTZ #
25

TOTAL BERTHING SPACE: 25,000 FT
HARBOR DEPTH: 55 FT/48 FT *
ACRES: 2,190

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

FDOT TOP SEAPORT INVESTMENT PROJECTS

UPLAND FACILITY IMPROVEMENTS (NEW PUBLIC WORKS FACILITY)

	2026
PORT	\$3,200,000
FDOT	\$3,200,000
TOTAL	\$6,400,000

CRUISE TERMINAL 29 IMPROVEMENT EXPANSION

	2026
PORT	\$3,000,000
FDOT	\$3,000,000
TOTAL	\$6,000,000

NEW BULKHEADS 16, 17, & 18

	2027	2028	2029
PORT	\$4,999,799	\$2,802,272	\$2,802,272
FDOT	\$14,999,397	\$8,406,817	\$8,406,817
TOTAL	\$19,999,196	\$11,209,089	\$11,209,089

SEAPORT SECURITY GRANT PROGRAM (CYBERSECURITY PROTECTION)

	2026
PORT	\$55,000
FDOT	\$112,395
TOTAL	\$167,395

GOALS AND OBJECTIVES

- Improve on-port and near-port transportation connections
- Complete the U.S. Army Corps of Engineers Port Everglades Navigation Improvements project
- Complete the Slip 1 Expansion project
- Complete the Bulkheads Replacement Project – Group 1 (Berths 1, 2, 3, and Entrance Channel North Wall)



GRANTS AWARDED

FSTED/FDOT - FSTED PROGRAM

Cruise Terminal 29
Improvements/Expansion

\$3,195,263

FSTED/FDOT - SEAPORT SECURITY GRANT PROGRAM 2025

Server Rack Modularization of Cyber Security Equipment

\$10,500

PORT EVERGLADES



FLORIDA'S #1 FUEL RECEIVING PORT

America, with additional activity in the East-West trade lane. Port Everglades also manages Broward County's Foreign-Trade Zone (FTZ) No. 25, which encompasses all of Broward County. This designation allows companies to defer, reduce, or eliminate duty fees on imported or exported goods while improving inventory control and supply chain responsiveness, giving businesses greater flexibility to compete globally.

Beyond cruise and cargo operations, Port Everglades is South Florida's primary gateway for energy products such as gasoline and jet fuel, supplying 12 Florida counties and ranking as the state's number one fuel receiving port. Its strategic location in the heart of one of the world's largest consumer regions provides a significant advantage—80% of the port's trade remains within 80 miles, serving a population of more than 6 million people within 100 miles.

TOP TRADING PARTNERS

EXPORTS

Dominican Republic
Brazil
Costa Rica
Chile
Honduras

IMPORTS

Dominican Republic
Colombia
Chile
Costa Rica
Brazil

EXPORTS

Honduras
Dominican Republic
Guatemala
Bahamas
Netherlands Antilles

IMPORTS

Turkey
Bahamas
Guatemala
Colombia
Panama

TONNAGE

FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitations & Repairs	\$19.7 M	\$107.2 M	\$107.2 M	\$96.5 M	\$32.0 M	\$362.6 M
Cargo Terminals (Incl. New Berths & Equip.)	\$11.7 M	\$11.7 M	0	0	0	\$23.4 M
Channel and Harbor Deepening	0	\$25.0 M	\$25.0 M	\$25.0 M	\$25.0 M	\$100.0 M
Cruise Terminals	\$69.2 M	\$69.2 M	\$69.2 M	0	0	\$207.6 M
Intermodal Road and Rail	\$3.0 M	0	0	0	0	\$3.0 M
Miscellaneous Projects	\$22.9 M	\$7.9 M	\$7.9 M	\$7.9 M	\$7.9 M	\$54.5 M
Other Structures	\$35.1 M	\$57.3 M	\$30.0 M	0	0	\$122.4 M
Security	\$1.8 M	\$1.8 M	\$1.8 M	\$1.8 M	\$1.8 M	\$9.0 M
Site Improvements	\$6.4 M	\$6.4 M	\$6.4 M	\$6.4 M	\$6.4 M	\$32.0 M
Diversifying Fuel Options	0	\$12.4 M	\$12.4 M	\$12.4 M	\$12.4 M	\$49.6 M
TOTAL	\$169.8 M	\$298.9 M	\$259.9 M	\$150.0 M	\$85.5 M	\$964.1 M

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

GENERATED MORE THAN \$28.1 BILLION

Guided by an aggressive 20-Year Master/Vision Plan, Port Everglades is modernizing its facilities to maximize productivity and meet evolving industry demands. The plan, updated regularly to reflect market trends and technological advancements, identifies more than \$3 billion in ongoing capital improvements, with over half of the projects scheduled to start or finish within the next five years.

As a self-funded enterprise of Broward County government, Port Everglades does not rely on local tax dollars for operations. The port generated more than \$28.1 billion in economic activity in FY2024 and impacts nearly 204,000 Florida jobs, including 12,272 direct local positions.

TOP TRADING COMMODITIES

EXPORTS	IMPORTS	TONNAGE	EXPORTS	IMPORTS
Motor Vehicle Parts	Medical Instruments		Furniture	Oil (Not Crude)
Motorboats & Yachts	Clothing, Shirts & Tops		Motor Cars & Vehicles	Cement
Perfumes	Clothing & Jackets		Travel Goods	Bananas & Plantains
Computers	Motorboats & Yachts		Food Preparations	Container for Transport
Printers, All Types, Parts	Gasoline, Other Fuels		Yarn	Stone & Art Nesoi, Granule

PORT OF FERNANDINA

www.PortofFernandina.org

ON-SITE CARGO WAREHOUSE SPACE

The Port of Fernandina is a rail-served, natural deep-water port on the Atlantic seaboard, just 2.2 miles from the open ocean with a channel draft of 36 feet MLW free of any overhead obstructions. The 950-foot turning basin is directly adjacent to the 1,200-linear-foot pier. Tug services are available, and most vessels can transit from the sea buoy in one hour.

The port handles a variety of cargoes, including steel, aluminum, machinery, paper and forest products and consumer goods. It has 250,000 square-feet of on-site warehouse space, 100,000+ square-feet off-port, and 10 acres of open storage, all of which sit minutes away from a new six-lane A1A/SR 200 highway enabling easy access to both Interstates 95 and 10.

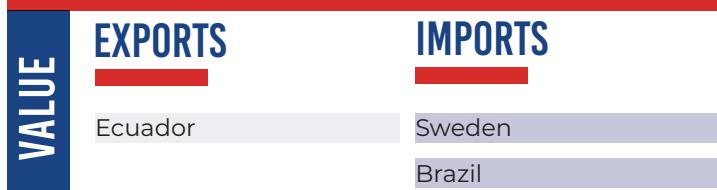
PORT OF FERNANDINA: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	9,104	8,336
CARGO TONNAGE	311,326	330,812

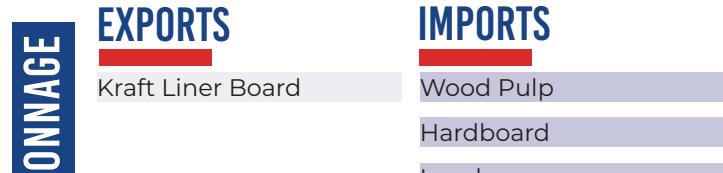
TOP CAPITAL PROJECTS

- New CBP administrative facility
- Various durability projects to prevent ongoing terminal flooding events
- Container crane refurbishment/ replacement

TOP TRADING PARTNERS



TOP TRADING COMMODITIES



PORT PROFILE

WEBSITE: WWW.PORTOFFERNANDINA.ORG

GOVERNING BODY: OCEAN HIGHWAY & PORT AUTHORITY

ESTABLISHED: 1941

TOTAL BERTHING SPACE: 1,200 FT

HARBOR DEPTH: 37 FT

ACRES: 21

FDOT TOP SEAPORT INVESTMENT PROJECTS

CARGO IMPROVEMENTS

	2026	2027
PORT	\$1,041,940	\$1,458,060
FDOT	\$1,041,940	\$1,458,060
TOTAL	\$2,083,880	\$2,916,120

USCBP ON PORT FACILITY

	2026	2027
PORT	\$146,314	\$150,000
FDOT	\$146,314	\$150,000
TOTAL	\$292,628	\$300,000

SEAPORT SECURITY GRANT PROGRAM (AUTOMATED SECURITY GATES)

	2026
PORT	\$37,465
FDOT	\$112,395
TOTAL	\$149,860

GOALS AND OBJECTIVES

- Strengthening market and financial position by aggressively seeking to diversify customer base and guarantee steady cargo flows
- Achieve operational excellence by upholding standards in both safety and efficiency
- Work closely with Local, State, and Federal partners to secure critical infrastructure funding
- Solidify position as a world-class gateway and a leading economic partner

FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitations & Repairs	\$231 K	\$400 K	0	0	0	\$631 K
Cargo Terminals (Incl. New Berths & Equip.)	\$6.0 M	\$2.4 M	\$600 K	0	0	\$9.0 M
Miscellaneous Projects	\$1.0 M	\$5.0 M	\$4.2 M	\$1.1 M	0	\$11.3 M
Other Structures	\$2.3 M	\$667 K	0	0	0	\$3.0 M
Security	\$125 K	\$100 K	\$100 K	0	0	\$325 K
Site Improvements	\$906 K	0	0	0	0	\$906 K
TOTAL	\$10.5 M	\$8.6 M	\$4.9 M	\$1.1 M	0	\$25.1 M

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

PORT OF FORT PIERCE

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



ABOUT THE PORT

Located 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 coastwise shipping, then for international shipments 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.

FDOT TOP SEAPORT INVESTMENT PROJECTS

REGIONAL STORMWATER DESIGN

2026	
PORT	\$300,000
FDOT	\$300,000
TOTAL	\$600,000

PORT MASTER PLAN UPDATE

2026	
PORT	\$75,000
FDOT	\$75,000
TOTAL	\$150,000

HARBOR POINTE DEVELOPMENT

2027	
PORT	\$816,621
FDOT	\$816,621
TOTAL	\$1,633,242

TOP CAPITAL PROJECTS

- Master Plan Update
- Harbour Pointe Development
- Museum Pointe Development
(County Owned Marina)

GOALS AND OBJECTIVES

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



PORT OF FORT PIERCE



MODERN MEGA-YACHT FACILITY

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 26-acre site that will be capable of supporting 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, and even support for the state's space industry have been discussed as possible opportunities for the modern Port of Fort Pierce.



FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Intermodal Road and Rail	\$1.5 M	\$1.5 M	0	0	0	\$3.0 M
Miscellaneous Projects	\$6.0 M	\$6.0 M	\$2.0 M	0	0	\$14.0 M
Security	\$35 K	0	0	0	0	\$35 K
Site Improvements	\$1.5 M	\$7.0 M	\$3.0 M	0	0	\$11.5 M
TOTAL	\$9.0 M	\$14.5 M	\$5.0 M	0	0	\$28.5 M

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.



ABOUT THE PORT

JAXPORT is Florida's largest container port by volume and one of the nation's top ports for vehicle handling and breakbulk. The port owns, maintains, and markets three cargo terminals, two intermodal rail terminals, and one passenger cruise terminal along the St. Johns River.

As one of the nation's most diversified ports, JAXPORT has experienced labor for a variety of specialty cargoes, including breakbulk, fresh and frozen goods, forest products, high and heavy, U.S. military, and project cargo.

GOALS AND OBJECTIVES

- Strategically grow annual throughput, revenue and private sector jobs.
- Operate with reliable, well-understood landlord practices.
- Strengthen efficient, best-in-class security and safety processes.
- Deploy technology to bring more efficiency to port operations.
- Champion collaboration throughout our team and with our partners.

JAXPORT: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	1,361,254	1,388,841
CARGO TONNAGE	19,228,316	18,665,200
CRUISE PASSENGERS	206,720	200,548

PORT PROFILE

WEBSITE: WWW.JAXPORT.COM
 GOVERNING BODY: JACKSONVILLE PORT AUTHORITY
 ESTABLISHED: 1963

FTZ #
64

TOTAL BERTHING SPACE: 16,376 FT
 HARBOR DEPTH: 47 FT*
 ACRES: 1,590

* Through Blount Island

FDOT TOP SEAPORT INVESTMENT PROJECTS

BLOUNT ISLAND BERTH IMPROVEMENTS (BERTH 20 REHAB)

2026	
PORT	\$900,000
FDOT	\$2,700,000
TOTAL	\$3,600,000

BLOUNT ISLAND BERTH IMPROVEMENTS (BERTH 30, 31 & 32)

2028	
PORT	\$3,333,333
FDOT	\$10,000,000
TOTAL	\$13,333,333

BLOUNT ISLAND MARINE RO/RO GATE COMPLEX & ROADWAY

2026	
PORT	\$2,000,000
FDOT	\$2,000,000
TOTAL	\$4,000,000

BLOUNT ISLAND UPLAND IMPROVEMENTS

2027	
PORT	\$3,000,000
FDOT	\$3,000,000
TOTAL	\$6,000,000

CHANNEL DEEPENING & WIDENING (AIR DRAFT)

2026	
PORT	\$1,500,000
FDOT	\$1,500,000
TOTAL	\$3,000,000

GRANTS AWARDED

STATE - STATE LEGISLATURE APPROPRIATION (EARMARKS)
 Crane Modernization Project
\$23,000,000

FDOT - SPII PROGRAM
 Blount Island Berth Improvements (Berth 20 Rehab)
\$9,825,000

FDOT - SPII PROGRAM
 Channel Deepening and Widening
\$4,000,000

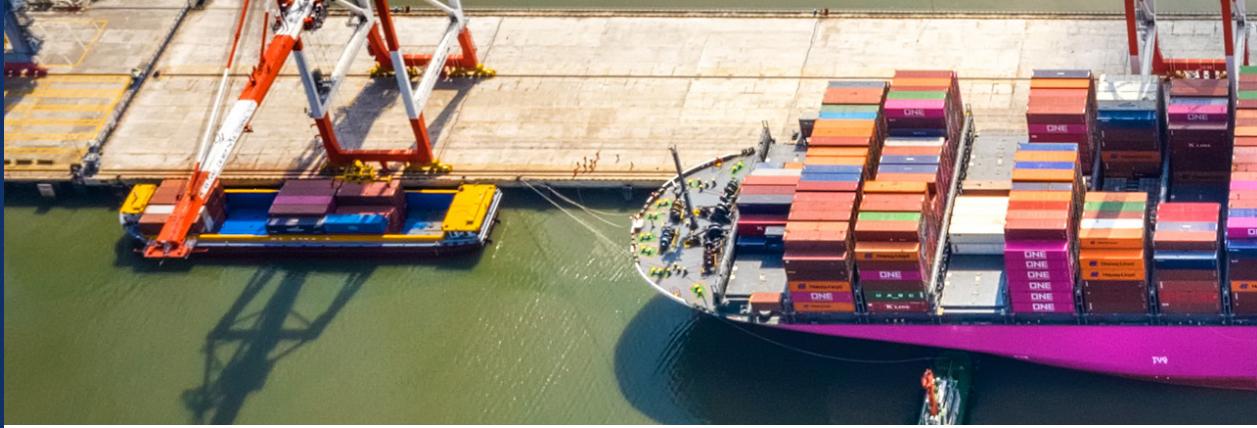
FSTED/FDOT - FSTED PROGRAM
 Tallyrand Marine Terminal Waterside Improvements
\$3,195,262

FSTED/FDOT - SEAPORT SECURITY GRANT PROGRAM
 Physical and Cyber Security Enhancements
\$150,000

TOP CAPITAL PROJECTS

- Design and construct berths 30, 31, and 32
- Design and construct the aggregate terminal
- Terminal development for Dames Point Marine Terminal (DPMT) north expansion
- Raise power lines adjacent to Blount Island
- Tallyrand (TMT) breakbulk terminal expansion

JAXPORT



X MARKS THE SPOT

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 via 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 that allows larger ships to turn at Blount Island berths. The recently completed \$100 million berth expansion can accommodate two post-Panamax vessels simultaneously, expanding capacity, access, and efficiency. More than \$72 million in phased upland container yard improvements have been completed, modernizing and expanding 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, as well as regional Florida East Coast Railway.

TOP TRADING PARTNERS

EXPORTS

Puerto Rico
Brazil
Honduras
Argentina
Poland

IMPORTS

Puerto Rico
Japan
Mexico
Brazil
Germany

EXPORTS

Puerto Rico
Bahamas
Brazil
Cuba
India

TONNAGE

Bahamas
Canada
Puerto Rico
Spain
Brazil



FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitations & Repairs	\$7.8 M	\$25.2 M	\$54.4 M	\$52.7 M	\$32.5 M	\$172.6 M
Cargo Terminals (Incl. New Berths & Equip.)	\$68.3 M	\$96.8 M	\$35.2 M	\$42.2 M	\$27.8 M	\$270.3 M
Channel and Harbor Deepening	\$47.9 M	\$4.1 M	\$3.2 M	\$3.2 M	\$3.2 M	\$61.6 M
Cruise Terminals	\$740 K	\$50 K	\$160 K	\$830 K	0	\$1.8 M
Intermodal Road and Rail	\$6.0 M	\$4.7 M	\$6.7 M	\$2.5 M	\$4.5 M	\$24.4 M
Land Acquisition	\$23.0 M	\$5.0 M	\$5.0 M	\$5.0 M	\$5.0 M	\$43.0 M
Miscellaneous Projects	\$3.5 M	\$5.4 M	\$22.6 M	\$1.6 M	\$1.6 M	\$34.7 M
Other Structures	\$13.0 M	\$3.6 M	\$1.9 M	\$5.0 M	\$380 K	\$23.9 M
Security	\$1.7 M	\$1.5 M	\$337 K	\$200 K	\$25 K	\$3.7 M
Site Improvements	\$1.2 M	\$2.3 M	\$3.3 M	\$750 K	\$500 K	\$8.1 M
TOTAL	\$173.1 M	\$148.7 M	\$132.8 M	\$114.0 M	\$75.5 M	\$644.1 M

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

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 2,190-passenger Carnival Elation and the 2,344-guest Norwegian Gem, which homeports seasonally in Jacksonville.

JAXPORT is Northeast Florida's economic engine, with cargo and cruise activity supporting 258,000 jobs in Florida and \$44 billion in annual economic impact.

TOP TRADING COMMODITIES

EXPORTS

VALUE

Inorganic Compounds	Synthetic Hormones
Vanadium, Zirconium & Ores	Automobiles
Silver Bars	Animal Products
Grocery Products	Precious Metals
Medical Equipment	Medical Equipment & Supplies

IMPORTS

Grocery Products	Automobiles
Fresh & Frozen Poultry	Limestone Chips
Inorganic Compounds	Gypsum
Plumbing Supplies	Wood Pulp
Fresh & Frozen Meat	Paper & Paperboard

EXPORTS

TONNAGE

IMPORTS

Grocery Products	Automobiles
Fresh & Frozen Poultry	Limestone Chips
Inorganic Compounds	Gypsum
Plumbing Supplies	Wood Pulp
Fresh & Frozen Meat	Paper & Paperboard

PORT OF KEY WEST

www.CityofKeyWest-FL.gov/272/Historic-SeaportMarinas



ABOUT THE PORT

The Port of Key West, Florida's southernmost port, consists of three docking facilities: Mallory Square, the U.S. 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 most established ferry terminal operations.

The port hosts cruise ships from Miami, Port Everglades, Canaveral, Tampa, Jacksonville, St. Petersburg, and the Caribbean, as well as ferries from Fort Myers and Marco Island. Key West served 293 cruise vessel calls in FY 2024/2025 and was named passengers' favorite port by the Florida-Caribbean Cruise Association survey.

Passengers are introduced to the unique charm of Key West without contributing vehicle traffic to strained US 1 infrastructure or the ever-busier Key West International Airport.

GOALS AND OBJECTIVES

- Complete capital wharf/pier project



PORT PROFILE

WEBSITE:	WWW.CITYOFKEYWEST-FL.GOV
GOVERNING BODY:	CITY OF KEY WEST
ESTABLISHED:	1823

TOTAL BERTHING SPACE:	2,900 FT
HARBOR DEPTH:	35 FT
ACRES:	10



PORT OF KEY WEST: KEY STATS

CATEGORY	2023/24	2024/25
TOTAL PASSENGERS	532,678	816,689

FDOT TOP SEAPORT INVESTMENT PROJECTS

MALLORY WHARF AND PIER

	2027
PORT	\$333,333
FDOT	\$1,000,000
TOTAL	\$1,333,333

TOP CAPITAL PROJECTS

- Mallory Square Wharf Repairs
- Mallory Square T-Pier Replacement
- Phase 2 Ferry Terminal Revitalization

FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitation & Repairs	\$5.0 M	0	0	0	0	\$5.0 M
Other Structures	\$1.5 M	0	0	0	0	\$1.5 M
TOTAL	\$6.5 M	0	0	0	0	\$6.5 M

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

SEAPORT MANATEE

www.SeaPortManatee.com



ABOUT THE PORT

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 cargoes. Located at the entrance to Tampa Bay, it is the closest U.S. deepwater seaport to the Panama Canal and boasts fast transit times to Mexico and Latin America.

In addition to direct access to U.S.-41, I-275 and I-75, SeaPort Manatee owns a Class III railroad with 7 miles of on port track and is served by CSX Class I railroad with 1-day service to the eastern United States. As Southwest Florida's primary seaport, SeaPort Manatee serves more than 8 million residents within a 2-hour drive and a majority of Florida's 140 million visitors within a 3-hour drive time, including the distribution-center-filled Tampa/Lakeland/Orlando Interstate 4 corridor.

SEAPORT MANATEE: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	168,897	133,456
CARGO TONNAGE	11,514,052	11,676,853

TOP CAPITAL PROJECTS

- Rehabilitate Berth 4
- Container Yard Phase 3
- South Gate Expansion

PORT PROFILE

WEBSITE:	WWW.SEAPORTMANATEE.COM
GOVERNING BODY:	MANATEE COUNTY PORT AUTHORITY
ESTABLISHED:	1970

FTZ #
169

TOTAL BERTHING SPACE:	7,104 FT
HARBOR DEPTH:	40 FT
ACRES:	1,200

FUEL GATEWAY FOR 11 FLORIDA COUNTIES

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 per 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 320,000 tons of lumber products and 3.4 million tons of dry bulk cargo, mainly used for road building and construction projects.

FDOT TOP SEAPORT INVESTMENT PROJECTS

BERTH REHAB & RECONSTRUCT CAPITAL IMPROVEMENTS (BERTHS 4/5 AND 10/11)

	2026	2027
PORT	\$3,000,000	\$2,042,600
FDOT	\$14,000,000	\$6,127,800
TOTAL	\$17,000,000	\$8,170,400

INTERMODAL CARGO YARD IMPROVEMENTS (CONTAINER YARD PHASE 3)

	2026
PORT	\$5,500,000
FDOT	\$5,500,000
TOTAL	\$11,000,000

BERTH REHAB & RECONSTRUCT CAPITAL IMPROVEMENTS (BERTHS 4-14)

	2027
PORT	\$833,333
FDOT	\$2,500,000
TOTAL	\$3,333,333

GRANTS AWARDED

FDOT - SPII PROGRAM

Berth Rehab and Reconstruction Capital Improvements

\$13,250,000

FSTED/FDOT - FSTED PROGRAM

Berth Rehabilitation

\$3,000,000

JOB GROWTH GRANT PROGRAM AMOUNT

Reconstruct South Dock Street, including Public Infrastructure for Two Railroad Crossings

\$2,000,000

PORT SECURITY GRANT PROGRAM (PSGP)

Purchase and Install Additional Security Equipment

\$420,000

FSTED/FDOT - SEAPORT SECURITY GRANT PROGRAM

Procure Vehicles and/or Deploy Camera Units

\$172,933

GOALS AND OBJECTIVES

- Increase rail, berth, and container yard capacity.
- Improve entrance and egress movements at Piney Point and S Dock.
- Expand global market reach.

SEAPORT MANATEE



ONE OF FLORIDA'S LARGEST AND FASTEST-GROWING DEEPWATER SEAPORTS

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 port'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. In addition, the port is working with logistics providers to explore and develop cruise, bulk storage, and warehouse facilities.

TOP TRADING PARTNERS

EXPORTS

Mexico
Peru
Costa Rica
Guatemala

VALUE

IMPORTS

Mexico
Costa Rica
Brazil
Argentina
Canada

TONNAGE

EXPORTS

Mexico
Peru
Costa Rica
Guatemala

IMPORTS

Costa Rica
Canada
Mexico
Brazil
Argentina



FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitations & Repairs	\$11.5 M	\$34.5 M	0	0	0	\$46.0 M
Cargo Terminals (Incl. New Berths & Equip.)	\$13.9 M	\$20.8 M	0	0	0	\$34.7 M
Intermodal Road and Rail	\$3.5 M	\$1.2 M	0	0	0	\$4.7 M
Miscellaneous Projects	\$3.4 M	\$5.2 M	0	0	0	\$8.6 M
Security	\$200 K	\$409 K	\$125 K	\$115 K	\$125 K	\$974 K
Site Improvements	\$5.0 M	\$5.0 M	\$5.0 M	\$5.0 M	\$5.0 M	\$25.0 M
TOTAL	\$37.5 M	\$67.1 M	\$5.1 M	\$5.1 M	\$5.1 M	\$119.9 M

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

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 \$7.3 billion in annual economic impact while supporting more than 42,000 jobs, all without the benefit of local property tax support.

TOP TRADING COMMODITIES

EXPORTS	IMPORTS	TONNAGE	EXPORTS	IMPORTS
Machinery	Citrus Juices		Scrap Metal	Aggregates
Wood Pulp	Aluminum		Wood Pulp	Fruits & Vegetables
Scrap	Aggregates		Paper, Paperboard	Lumber Products
Paper & Paperboard	Steel		Machinery	Juice
Furniture	Wood Pulp		Furniture	Aluminum

PORTMIAMI

www.MiamiDade.gov/PortMiami



ABOUT THE PORT

PortMiami stands as a global gateway for trade and travel, internationally recognized as both the Cruise Capital of the World® and the Cargo Gateway of the Americas. Its continued success is closely tied to the growth of Miami-Dade County as a premier tourism destination and a thriving center for international commerce.

Today, PortMiami generates an annual economic impact of \$61.4 billion, a significant increase from \$41.4 billion in 2016, representing 3.9% of Florida's \$1.6 trillion GDP. Cruise and cargo operations support 340,078 jobs, including 29,423 direct local jobs, underscoring the Port's vital role in regional and statewide economic development.

PORTMIAMI: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	1,089,443	1,115,058
CARGO TONNAGE	10,126,767	9,864,054
CRUISE PASSENGERS	8,233,056	8,564,151

GOALS AND OBJECTIVES

- Operate and further develop the world's leading cruise port, increase passenger volumes, and provide 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 expand the port's capacity to meet increasing cargo demand, promote international trade and commerce, and position the Port as a vital link and growing epicenter for global trade.

PORT PROFILE

WEBSITE: WWW.MIAMI-DADE.GOV/PORTMIAMI
 GOVERNING BODY: MIAMI-DADE COUNTY
 ESTABLISHED: 1905

FTZ #
281

TOTAL BERTHING SPACE: 27,376 FT
 HARBOR DEPTH: 50/52 FT
 ACRES: 520

FDOT TOP SEAPORT INVESTMENT PROJECTS

CRUISE TERMINAL IMPROVEMENTS

	2026	2027
PORT	\$3,200,000	\$3,000,000
FDOT	\$3,200,000	\$3,000,000
TOTAL	\$6,400,000	\$6,000,000

SEAPORT SECURITY GRANT PROGRAM (CLOUD BASED OPEN SOURCE INTELLIGENCE SOLUTION)

	2026
PORT	\$37,465
FDOT	\$112,394
TOTAL	\$149,859

RTG INFRASTRUCTURE ENHANCEMENTS

	2027	2028	2029
PORT	\$5,488,706	\$8,000,000	\$1,511,294
FDOT	\$5,488,706	\$8,000,000	\$1,511,294
TOTAL	\$10,977,412	\$16,000,000	\$3,022,588

CARGO MOBILITY OPTIMIZATION

	2028	2029
PORT	\$10,099,884	\$10,000,000
FDOT	\$10,099,884	\$10,000,000
TOTAL	\$20,199,768	\$20,000,000

REEFER YARD IMPROVEMENTS

	2029
PORT	\$3,200,000
FDOT	\$3,200,000
TOTAL	\$6,400,000

GRANTS AWARDED

RESILIENT FLORIDA GRANT PROGRAM

PortMiami Berth 10 Bulkhead Improvements Project

\$39,100,000

FSTED/FDOT - FSTED PROGRAM

Cruise Terminal Improvements

\$3,195,263

FSTED/FDOT - SEAPORT SECURITY GRANT PROGRAM

LPR Systems

\$101,250



A GLOBAL GATEWAY FOR TRADE AND TRAVEL

As the world's leading cruise port, PortMiami continues to set new records. In FY24/25, the Port welcomed 8,564,151 cruise passengers across 1,157 cruise calls, marking the highest total in its history. This growth is supported by sustained investment in modern, high-capacity cruise facilities, including MSC Cruises' new Terminal AA, the largest cruise terminal in the world; Norwegian Cruise Line's Terminal B (Pearl of Miami); Carnival's expanded Terminal F; and Virgin Voyages' Terminal V (Palm Grove). These state-of-the-art terminals enable the Port to efficiently process the world's largest and most advanced cruise vessels. Expansion continues with the development of Royal Caribbean's Terminal G, slated for completion by the end of 2027. Cruise-related activity generated \$10.1 billion in economic value in 2023 and supported 45,309 jobs, reinforcing the Port's impact on tourism and hospitality industries. With multiple new ships scheduled to homeport in Miami in the coming years, PortMiami is well positioned to support long-term growth and evolving passenger expectations.

PortMiami is also a key driver of international trade and supply chain reliability. The Port processed 1,115,058 TEUs in FY24/25, a 2.35% increase over the prior fiscal year and the 11th consecutive year surpassing one million TEUs. Cargo operations generated \$51.4 billion in economic value and supported 294,770 jobs in 2023. Through 911 annual vessel calls, PortMiami maintains strong trade relationships across Latin America and the Caribbean, Asia, and Europe. The Port's infrastructure, including a 50-foot deepwater channel, Super Post-Panamax cranes, and on-dock intermodal rail, supports efficient movement of goods to national distribution networks. Direct rail service connects cargo to 70% of the U.S. population within one to four days, while the PortMiami Tunnel removes approximately 80% of truck traffic from downtown streets, improving congestion and neighborhood quality of life.

PortMiami's competitive advantage is strengthened by its focus on durability and operational excellence. Since 2013, the Port has advanced more than \$1.52 billion in capital improvements and plans to invest nearly \$2.7 billion in its future 5-year CIP. These infrastructure investments will enhance berth capacity, modernize cargo terminals, expand cruise infrastructure, and improve transportation connectivity. Looking ahead, PortMiami remains committed to innovation, environmental stewardship, and customer-focused service, ensuring that the Port continues to generate economic, competitive, and community benefits for decades to come.

TOP TRADING PARTNERS

EXPORTS

Honduras	Dominican Republic
Dominican Republic	China
Guatemala	Honduras
Jamaica	Italy
Colombia	Guatemala

IMPORTS

Dominican Republic	China
India	Colombia
Honduras	Italy
Guatemala	Dominican Republic
Jamaica	Vietnam

EXPORTS

Dominican Republic	China
India	Colombia
Honduras	Italy
Guatemala	Dominican Republic
Jamaica	Vietnam

TONNAGE

FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitations & Repairs	\$80.0 M	\$189.2 M	\$152.3 M	\$91.6 M	\$96.7 M	\$609.8 M
Cargo Terminals (Incl. New Berths & Equip.)	\$28.3 M	\$90.3 M	\$52.9 M	\$55.1 M	\$20.3 M	\$246.9 M
Channel and Harbor Deepening	\$1.0 M	\$417 K	\$2.5 M	0	0	\$3.9 M
Cruise Terminals	\$192.0 M	\$194.1 M	\$43.2 M	\$21.7 M	\$15.0 M	\$466.0 M
Intermodal Road and Rail	\$2.3 M	\$8.0 M	\$7.4 M	\$23.9 M	0	\$41.6 M
Miscellaneous Projects	\$50.6 M	\$43.7 M	\$44.0 M	\$44.3 M	\$43.6 M	\$226.2 M
Other Structures	\$254.6 M	\$288.4 M	\$100.5 M	\$31.5 M	\$31.0 M	\$706.0 M
Security	\$2.9 M	\$1.0 M	\$1.0 M	\$1.0 M	\$1.0 M	\$6.9 M
Site Improvements	\$352 K	\$16.0 M	\$16.0 M	\$16.0 M	\$16.0 M	\$64.4 M
Inland Port	\$18.8 M	\$46.3 M	\$99.0 M	\$114.0 M	\$53.0 M	\$331.1 M
TOTAL	\$630.8 M	\$877.4 M	\$518.8 M	\$399.1 M	\$276.6 M	\$2.7 B

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

TOP CAPITAL PROJECTS

• Cruise Terminal G:

New state-of-the-art cruise terminal designed to accommodate RCG's larger Icon-class vessels, which carry up to 7,000 passengers.

• North Bulkhead Replacement:

Current bulkhead is almost at the end of its lifespan and needs to be completely replaced to ensure continued cruise operations at six berths (B-G).

• South Florida Container Terminal (SFCT) Cargo Yard Improvements:

Multi-phase project to modernize the cargo yard to support electrified rubber-tired gantry cranes through new concrete runways, refrigerated container racks, electrical upgrades, and drainage and pavement improvements.

TOP TRADING COMMODITIES

EXPORTS	IMPORTS	TONNAGE	EXPORTS	IMPORTS
			TONNAGE	TONNAGE
Pearls	Apparel & Textiles		Machinery	Fruits & Vegetables
Machinery	Machinery		Paper & Products	Minerals
Apparel & Textiles	Fruits & Vegetables		Iron, Steel & Aluminum	Machinery
Vehicles	Cosmetics & Pharma		Apparel & Textiles	Beverages
Fruits & Vegetables	Plastics & Rubber		Fruits & Vegetables	Ceramics & Glass

PORT OF PALM BEACH

www.PortofPalmBeach.com



KEY ECONOMIC ENGINE: SUPPORTS 3,000 JOBS

The Port of Palm Beach is a full-service, diversified landlord port that works in partnership with private-sector operators to deliver a wide range of maritime services. As a key economic engine, the Port plays a vital role in driving growth and job creation across Palm Beach County, the region, and the state of Florida, supporting approximately 3,000 direct and indirect jobs within the community.

GOALS AND OBJECTIVES

- Begin planning for new PIDP grant
- Begin planning for cruise terminal expansion
- Begin planning for cruise ship berth modernization

PORT OF PALM BEACH: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	265,245	262,244
CARGO TONNAGE	2,807,390	2,989,003
CRUISE PASSENGERS	383,125	305,030

TOP CAPITAL PROJECTS

- Cruise Terminal Expansion
- Parking Garage
- Slip 2 Reconstruction



PORT PROFILE

WEBSITE: WWW.PORTOFPALMBEACH.COM
 GOVERNING BODY: PORT OF PALM BEACH DISTRICT COMMISSION
 ESTABLISHED: 1915

FTZ #
135

TOTAL BERTHING SPACE: 6,500 FT
 HARBOR DEPTH: 33 FT
 ACRES: 167

FDOT TOP SEAPORT INVESTMENT PROJECTS

UPLAND CARGO IMPROVEMENTS (RAIL REPAIRS AND REPLACEMENT)

2026	
PORT	\$216,666
FDOT	\$650,000
TOTAL	\$866,666

SEAPORT SECURITY GRANT PROGRAM (PORT WIDE COMMAND AND CONTROL SYSTEM)

2026	
PORT	\$18,750
FDOT	\$56,250
TOTAL	\$75,000

CRUISE TERMINAL EXPANSION

2027	
PORT	\$2,000,000
FDOT	\$2,000,000
TOTAL	\$4,000,000

GRANTS AWARDED

FDOT - SPII PROGRAM

Port-Wide Slip Redevelopment
(Slip 2 North and South)

\$9,750,000

FDOT - SPII PROGRAM

Upland Cargo Improvements
(Rail Repairs and Replacements)

\$2,077,136

PORT SECURITY GRANT PROGRAM

Long Range Video Cameras Along the
Palm Beach County Coast

\$1,300,000

FSTED/FSOT - SEAPORT SECURITY GRANT PROGRAM

Cruise Passenger Scanning Equipment

\$172,934



PORT OF PALM BEACH



TRADE: A MAJOR DISTRIBUTION HUB

Strategically positioned along Florida's Atlantic coast, the Port of Palm Beach serves as a major distribution hub for goods moving worldwide, with a strong focus on trade with the Caribbean Basin.

Port operations include containerized, dry bulk, liquid bulk, breakbulk, roll-on/roll-off (RO/RO), and heavy lift/project cargo, as well as cruise operations. Since 1987, the Port has also been home to Foreign-Trade Zone (FTZ) No. 135, offering regional businesses valuable trade and logistics advantages.

TOP TRADING PARTNERS

EXPORTS

Bahamas
U.S. Virgin Islands
Leeward & Windward Islands
Turks & Caicos
Barbados

IMPORTS

Bahamas
U.S. Virgin Islands
Canada
Dominican Republic
Italy

EXPORTS

Bahamas
U.S. Virgin Islands
Leeward & Windward Islands
Turks & Caicos
Barbados

IMPORTS

Turkey
Bahamas
Canada
Algeria
U.S. Virgin Islands

TONNAGE

VALUE



FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitations & Repairs	\$1.3 M	\$4.0 M	\$3.0 M	\$4 M	0	\$12.3 M
Cargo Terminals (Incl. New Berths & Equip.)	0	\$15.0 M	\$15.0 M	\$15 M	\$12.0 M	\$57.0 M
Cruise Terminals	0	0	\$15.0 M	\$15 M	0	\$30.0 M
Intermodal Road and Rail	\$300K	0	0	0	0	\$300 K
Land Acquisition	0	\$3.5 M	\$3.5 M	0	0	\$7.0 M
Miscellaneous Projects	\$2.0 M	\$2.0 M	\$1.0 M	\$1.0 M	\$1.0 M	\$7.0 M
Other Structures	\$1.9 M	\$2.0 M	\$2.0 M	\$2.0 M	\$2.0 M	\$9.9 M
Security	\$75K	\$75 K	\$75 K	\$75 K	\$75 K	\$375 K
Site Improvements	\$400K	0	0	0	0	\$400 K
TOTAL	\$5.9 M	\$26.6 M	\$39.6 M	\$37.1 M	\$15.1 M	\$124.2 M

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

TOP TRADING COMMODITIES

EXPORTS	IMPORTS	TONNAGE	EXPORTS	IMPORTS
Precious Metals	Sailboats		Furniture	Portland Cement
Furniture	Yachts		Vegetables	White Portland Cement
Food	Cement		Iron and Steel	Food
Explosives & Pyrotechnics	Food		Sugars	Beverages, Spirits & Vinegar
Tobacco	Polymers		Food	Slag & Ash

PORT PANAMA CITY

www.PortPCFL.com



ABOUT THE PORT

Port Panama City drives global trade throughout Northwest Florida, handling more than two million tons of breakbulk, bulk, and containerized cargo annually. The Port also supports two on-site heavy industries that are essential to energy production, and provides key services to several major manufacturing companies in the region.

The Port's mission is to provide modern port infrastructure, promote global trade, and support industrial development at the local, state, and regional levels. Building on the success of Phase One—completed in 2020 with the development of the East Terminal and the deepening of the East Channel and turning basin—the Port has begun engineering and permitting for its Phase Two expansion. This next phase will add warehouse, berth, and turning basin capacity improvements, with completion anticipated in 2028.

TOP CAPITAL PROJECTS

PORT PANAMA CITY: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	28,370	27,595
CARGO TONNAGE	1,988,951	2,146,417

- East Terminal Warehouse Phase Two Construction
- East Terminal Bulkhead Extension
- East Terminal Turning Basin Expansion

PORT PROFILE

WEBSITE: WWW.PORTPANAMACITYUSA.COM
 GOVERNING BODY: PANAMA CITY PORT AUTHORITY
 ESTABLISHED: 1945

FTZ #
65

TOTAL BERTHING SPACE: 5,120 FT
 HARBOR DEPTH: 36 FT
 ACRES: 206

FDOT TOP SEAPORT INVESTMENT PROJECTS

EAST TERMINAL IMPROVEMENTS (BULKHEAD EXTENSION)

	2026	2027	2028
PORT	\$5,385,678	\$7,500,000	\$1,000,000
FDOT	\$5,385,678	\$7,500,000	\$1,000,000
TOTAL	\$10,771,356	\$15,000,000	\$2,000,000

EAST TERMINAL IMPROVEMENTS (WAREHOUSE PHASE 2)

	2026	2027
PORT	\$4,800,000	\$6,000,000
FDOT	\$4,800,000	\$6,000,000
TOTAL	\$9,600,000	\$12,000,000

EAST TERMINAL TURNING BASIN & CHANNEL IMPROVEMENTS

	2026	2027	2028
PORT	\$3,000,000	\$1,000,000	\$5,000,000
FDOT	\$3,000,000	\$1,000,000	\$5,000,000
TOTAL	\$6,000,000	\$2,000,000	\$10,000,000

SEAPORT SECURITY GRANT PROGRAM (EMERGENCY RESPONSE COMMUNICATION IMPROVEMENTS)

	2026
PORT	\$72,375
FDOT	\$112,395
TOTAL	\$184,770

WEST TERMINAL IMPROVEMENTS (MAINTENANCE DREDGING)

	2027
PORT	\$1,500,000
FDOT	\$1,500,000
TOTAL	\$3,000,000

GRANTS AWARDED

FSTED/FDOT - FSTED PROGRAM

East Terminal Bulkhead Phase II

\$3,000,000

FDOT - SPII PROGRAM

Terminal Improvements (Purchase of East Terminal Option Land)

\$1,200,000

FDOT - SPII PROGRAM

Terminal Improvements (Bulkhead Extension)

\$1,114,322

FSTED/FDOT - SEAPORT SECURITY GRANT PROGRAM

Emergency Response Communication Improvements

\$67,500

GOALS & OBJECTIVES

- Complete East Terminal Phase Two, including construction of 200,000 square-feet of on-dock warehousing, extension of the existing berth by 600 feet, and expansion of the turning basin.
- Complete phased expansion of the Container Terminal at the West Terminal to increase capacity and efficiency.

PORT PANAMA CITY



DRIVING GLOBAL TRADE THROUGHOUT NORTHWEST FLORIDA

At the same time, the Port 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 manage 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 offer a portfolio of improved industrial sites for new industries.

TOP TRADING PARTNERS

EXPORTS

United Kingdom
Mexico
Costa Rica

IMPORTS

Chile
Mexico
Germany
Bahamas

EXPORTS

United Kingdom
Costa Rica
Mexico

IMPORTS

Chile
Mexico
Germany
Bahamas
Vietnam

VALUE

TONNAGE



FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitations & Repairs	\$4.7M	0	\$2.0 M	0	\$30.0 M	\$36.7 M
Cargo Terminals (Incl. New Berths & Equip.)	\$22.8 M	\$20.5 M	\$6.0 M	\$2.0 M	\$3.0 M	\$54.3 M
Channel and Harbor Deepening	\$1.0 M	\$2.0 M	\$9.2 M	\$2.0 M	\$2.0 M	\$16.2 M
Intermodal Road and Rail	0	\$1.3 M	\$1.0 M	0	\$2.0 M	\$4.3 M
Other Structures	\$2.0 M	\$500 K	\$1.5 M	\$2.0 M	\$10.0 M	\$16.0 M
Security	\$90 K	\$90 K	\$90 K	\$90 K	\$90 K	\$450 K
Site Improvements	\$2.0 M	\$500 K	\$500 K	\$1.0 M	\$10.0 M	\$14.0 M
Diversifying Fuel Options	0	0	0	\$500 K	0	\$500 K
Inland Port	0	\$900 K	\$600 K	0	0	\$1.5 M
TOTAL	\$32.6 M	\$25.7 M	\$20.9 M	\$7.6 M	\$57.1 M	\$143.9 M

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

A MODERN INTERMODAL DISTRIBUTION CENTER

These sites are shovel-ready, rail-served, and positioned to attract additional manufacturing and distribution companies to the region. The IDC is strategically located fifteen miles inland from both port terminals, connected to U.S. HWY 231—the main truck corridor linking Panama City to I-10 and I-65—with direct rail service to CSX and Norfolk Southern 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.

TOP TRADING COMMODITIES

EXPORTS	IMPORTS	TONNAGE	EXPORTS	IMPORTS
			EXPORTS	IMPORTS
Biomass Wood Pellets	Copper		Biomass Wood Pellets	Copper
Containerized Cargo	Containerized Cargo		Kraft Linerboard	Cement
Kraft Linerboard	Lumber		Containerized Cargo	Aggregate
	Aggregate			Lumber
				Containerized Cargo

PORT OF PENSACOLA

www.PortofPensacola.com



GATEWAY TO GLOBAL COMMERCE

Established in 1754, the Port of Pensacola stands as northwest Florida's gateway to global commerce, committed to providing an efficient and cost-effective option for national, international, and multi-national shippers. This service-oriented port offers a congestion-free alternative in the shipping industry.

PORT OF PENSACOLA: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	102	60
CARGO TONNAGE	374,834	433,513

TOP CAPITAL PROJECTS

- Berth 6 Rehabilitation
- High Performance Dock Complex
- Inland Logistics Center

PORT PROFILE

WEBSITE: WWW.PORTOFPENSACOLA.COM
GOVERNING BODY: PENSACOLA CITY COUNCIL
ESTABLISHED: 1754

FTZ #
249

TOTAL BERTHING SPACE: 2,360 FT
HARBOR DEPTH: 32 FT
ACRES: 50

* 2,360 LF primary deepwater space, 1,000 LF secondary shallow draft space, and 1,000 LF shallow draft moorage.

FDOT TOP SEAPORT INVESTMENT PROJECTS

MARITIME HIGH PERFORMANCE CENTER DOCK COMPLEX

2026	
PORT	\$1,625,000
FDOT	\$1,625,000
TOTAL	\$3,250,000

NE QUADRANT SITE PREPARATION AND DEVELOPMENT

2026	
PORT	\$52,329
FDOT	\$52,329
TOTAL	\$104,658

SEAPORT SECURITY GRANT PROGRAM (CMA AND TWIC UPGRADES)

2026	
PORT	\$14,865
FDOT	\$44,593
TOTAL	\$59,458

BERTH #6 REHABILITATION

2027	
PORT	\$1,000,000
FDOT	\$1,000,000
TOTAL	\$2,000,000

GOALS AND OBJECTIVES

- Pursue strategic funding initiatives for expansion of Port of Pensacola's planned Inland Logistics Center
- Pursue strategic funding for rehabilitation of key berthing station that provides crucial waterside activities for tenant activities
- Seek strategic partnerships for continued economic growth for Port of Pensacola and its community



GRANTS AWARDED

FSTED/FDOT - FSTED PROGRAM

Maritime High-Performance Center of Excellence Dock Complex

\$2,625,000

FDOT - SPII PROGRAM

Upland Cargo Improvements (Landside Rehabilitation)

\$1,600,000

FDOT - SPII PROGRAM

Maritime High-Performance Center Dock Complex

\$900,000

FSTED/FDOT - SEAPORT SECURITY GRANT PROGRAM

CMA and TWIC/Camera System Upgrade

\$36,750

PORT OF PENSACOLA



BLENDING TRADITION AND INNOVATION

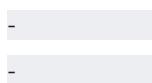
The port is not only diversifying into non-tonnage-based business lines like offshore vessel services, which generate no cargo, and the wind turbine sector, known for its high volume of lightweight cargo, but it is also experiencing an increase in bulk cargo, particularly cement.

This growth in traditional cargo areas complements its expansion into new sectors. Additionally, the Port of Pensacola is enhancing its profile with the construction of the new American Magic Sailing Center. This development marks a significant stride in diversifying the port's activities and redefining the metrics of its success, blending traditional cargo handling with innovative maritime ventures.

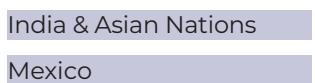
TOP TRADING PARTNERS

VALUE

EXPORTS

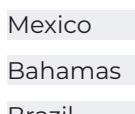


IMPORTS

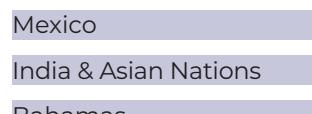


TONNAGE

EXPORTS



IMPORTS





FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitations & Repairs	\$1.3 M	\$13.8 M	0	0	0	\$15.1 M
Channel and Harbor Deepening	0	\$1.0 M	0	0	0	\$1.0 M
Miscellaneous Projects	0	0	\$1.0 M	0	0	\$1.0 M
Security	0	0	\$1.0 M	0	0	\$1.0 M
Inland Port	0	0	\$5.0 M	0	0	\$5.0 M
TOTAL	\$1.3 M	\$14.8 M	\$7.0 M	0	0	\$23.1 M

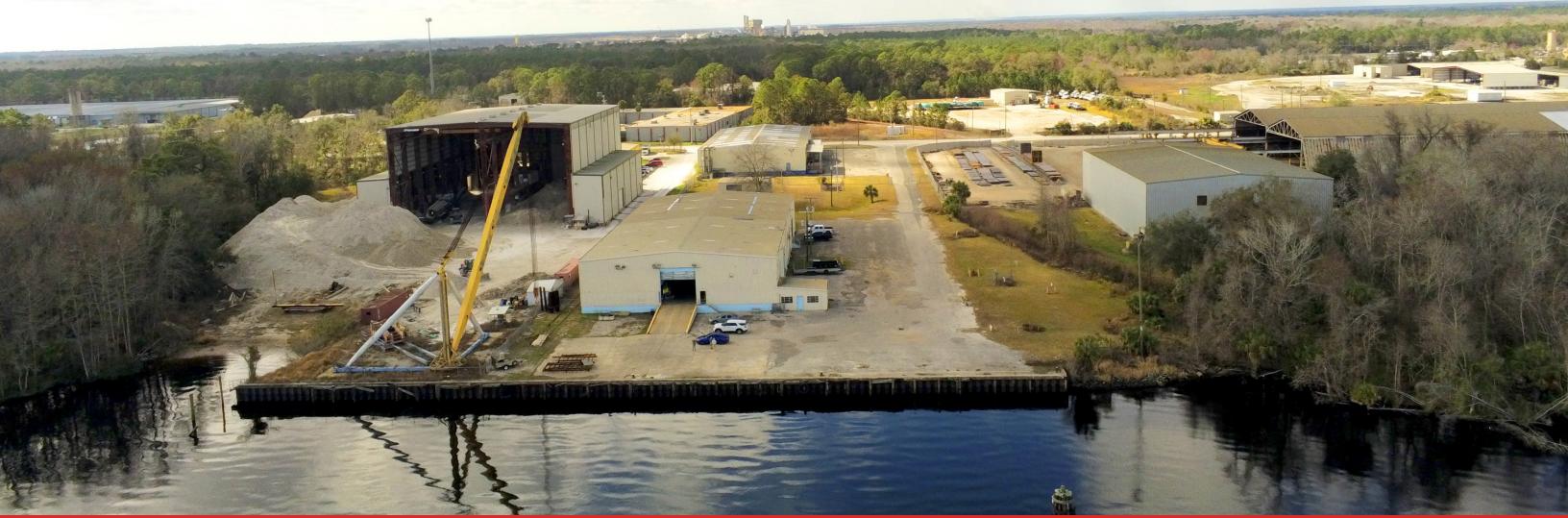
Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

TOP TRADING COMMODITIES

VALUE	EXPORTS	IMPORTS	TONNAGE	EXPORTS	IMPORTS
Individual Equipment		Breakbulk/Project Cargo			
Units, Vehicles, or		Bulk Cement			
Specialty Machinery		Construction Aggregates			

PORT PUTNAM

www.Putnam-FL.gov/Special-Districts/Port-Authority/



FLORIDA'S EMERGING GATEWAY TO GLOBAL COMMERCE

Port Putnam is Florida's emerging gateway to global commerce, strategically positioned at the intersection of waterway, rail, road, and air networks. Located along the St. Johns River just north of Palatka, this 17-acre marine-industrial site—with about 400 feet of river frontage—offers direct access to the Atlantic Ocean and deep-water ports, connecting Central Florida to global trade routes via JAXPORT.

Though modest in footprint, Port Putnam's strength lies in its intermodal versatility and growth potential. On land, the port connects to a live rail spur and major highways, supporting efficient freight movement to Jacksonville, Tampa, Orlando, Miami, and beyond.

The Palatka Municipal Airport, less than two miles away, is positioned for runway expansion to accommodate larger cargo aircraft, further enhancing intermodal capabilities. Planned infrastructure investments—including channel dredging, bulkhead replacement, and expanded lay-down areas—are designed to support future growth and operational flexibility.

GOALS AND OBJECTIVES

Secure funding and commence construction of the new bulkhead and upgraded cargo laydown area

PORT PROFILE

WEBSITE:	WWW.PUTNAM-FL.GOV
GOVERNING BODY:	PUTNAM COUNTY PORT AUTHORITY
ESTABLISHED:	1961

FTZ #
64

TOTAL BERTHING SPACE:	350 FT
HARBOR DEPTH:	7 FT
ACRES:	17

FDOT TOP SEAPORT INVESTMENT PROJECTS

BULKHEAD AND DOCKING AREA CONSTRUCTION

	2026	2027
PORT	\$200,000	\$183,718
FDOT	\$600,000	\$551,153
TOTAL	\$800,000	\$734,871

A FRAMEWORK FOR FUTURE DEVELOPMENT

The 2023 Port Putnam Master Plan provides a framework for revitalization and development over the next ten years, supporting the Putnam County Port Authority's goals of job creation and economic revitalization.

While the initial focus is on cargo and intermodal trade, the riverfront location and proximity to inland Florida markets also create opportunities for niche cruising, river excursions, or yacht logistics support.

GRANTS AWARDED

STATE - STATE LEGISLATURE APPROPRIATION (EARMARKS)
Docking Infrastructure
\$1,200,000

FSTED/FDOT - SEAPORT SECURITY GRANT PROGRAM
Docking Area Motion Security
\$2,700

TOP CAPITAL PROJECTS

- Bulkhead Replacement
- Docking Access
- Dredging Project
- Cargo Area Upgrade

FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitation & Repairs	\$1.2 M	\$1.8 M	\$6.0 M	\$6.2 M	0	\$15.2 M
Cargo Terminals (Incl. New Berths & Equip.)	0	0	\$4.5 M	0	0	\$4.5 M
Channel and Harbor Deepening	0	0	0	\$12.5 M	12.5 M	\$25.0 M
Intermodal Road and Rail	0	0	\$500 K	\$3.0 M	\$3.0 M	\$6.5 M
Site Improvements	0	0	\$1.0 M	\$2.0 M	\$2.0 M	\$5.0 M
TOTAL	\$1.2 M	\$1.8 M	\$12.0 M	\$23.7 M	\$17.5 M	\$56.2 M

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

PORT CITRUS

WEBSITE: WWW.CITRUSBOCC.COM/DEPARTMENTS/COMMISSIONERS/ADVISORY_BOARDS_AND_COMMITTEES/PORT_CITRUS.PHP

GOVERNING BODY: CITRUS COUNTY BOARD OF COUNTY COMMISSIONERS

ESTABLISHED: 1984 | TOTAL BERTHING SPACE: TBD | HARBOR DEPTH: TBD

A TRANSFORMATIONAL ECONOMIC ENGINE

Port Citrus is more than an emerging port—it is a rare opportunity to build a modern, strategically positioned gateway from the ground up. Set along the Gulf Coast in a region known for innovation and natural beauty, Port Citrus offers what every global business seeks but rarely finds: A Natural Advantage.

What makes Port Citrus exceptional is not simply its geography, but its timing. As supply chains evolve and demand for port diversification accelerates, the landscape for maritime commerce is shifting. With a sharpened focus on prioritizing durability, diversification, and proximity to growing populations, the demand for new port capacity in Florida has never been stronger. Companies seeking proximity to the fast-growing Central and North Florida markets are searching for the next frontier in logistics efficiency. Port Citrus answers that call with a unique value proposition: a seaport with room to grow, flexibility for customized operations, and direct access to multimodal transportation routes.

Here, early movers can secure the ultimate competitive edge. This is a first-to-market opportunity in every sense—an open canvas where forward-thinking industries can influence infrastructure, shape operational standards, and establish long-term leadership before the market becomes saturated. Port Citrus is naturally strategic, located within reach of 21+ million Florida consumers, positioned between major distribution corridors, and supported by a county committed to smart, business-focused growth.

Citrus County pairs economic strength with environmental stewardship, ensuring development

TOP CAPITAL PROJECTS

- Land acquisition
- Master plan
- Infrastructure development and deployment

GOALS & OBJECTIVES

Acquire the initial 18+- acres physically establishing Port Citrus

is Built for Business, Rooted in Nature. This balance enables Port Citrus to grow sustainably while offering companies access to shovel-ready industrial acreage, workforce pipelines, and a regulatory environment that prioritizes streamlined permitting, collaboration, and predictable timelines. Companies locating here gain not only physical space but strategic breathing room—something increasingly rare in the modern port ecosystem.

Port Citrus also provides the opportunity to design and implement modern logistics and maritime technologies from day one. Advanced yard systems, diversified powered operations, inland logistics partnerships, cold chain capabilities, and value-added manufacturing clusters can be planned intentionally—not retrofitted into outdated footprints. This ability to “build right the first time” lowers long-term operating costs and accelerates market penetration.

For Citrus County, the port is a transformational economic engine. For investors and operators, it is a strategic foothold in one of the fastest-growing regions in the United States. Here, businesses do more than succeed—they shape the future of a port poised to become a statewide asset. The question is not whether this port will rise, but who will claim the leadership position as it does. The companies that step forward now will secure preferred sites, establish scalable operational districts, and anchor a competitive ecosystem that will influence Florida's logistics future for generations. With unmatched potential, a naturally strategic location, and the freedom to innovate without legacy constraints, Port Citrus is ready to welcome the pioneers of Florida's next era of trade and industry.

FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Cargo Terminals (Incl. New Berths & Equip.)	0	0	0	\$10.0 M	\$10.0 M	\$20.0 M
Intermodal Road and Rail	0	0	\$500 K	\$500 K	0	\$1.0 M
Miscellaneous Projects	\$5.0 M	0	0	0	0	\$5.0 M
Other Structures	0	0	0	\$5.0 M	0	\$5.0 M
Security	0	0	0	0	\$1.0 M	\$1.0 M
Site Improvements	0	0	\$15.0 M	0	0	\$15.0 M
TOTAL	\$5.0 M	0	\$15.5 M	\$15.5 M	\$11.0 M	\$47.0 M

PORT OF PORT ST. JOE

www.PortofPortStJoe.com

PORT PROFILE

Website: www.PortofPortStJoe.com

Governing Body: Port St. Joe Authority

Established: 1835

Total Berthing Space: 1,900 ft

Harbor Depth: 25-35 ft

Acres: 33

FOSTERING GROWTH IN GULF COUNTY

Located in Gulf County, Florida, the Port of Port St. Joe offers a deep-water seaport with nearly 1,900 linear feet at the ship channel turning basin.

The port is ideally suited for bulk and cargo shipments, offering access to rail, the U.S. Gulf Intracoastal Waterway, and state and U.S. highways.

GOALS AND OBJECTIVES

- Start a Maritime Academy
- Procure a dry dock for a maintenance and repair facility

PORT OF PORT ST. JOE: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	0	0
CARGO TONNAGE	0	400,000
CRUISE PASSENGERS	0	0

PORT ST. PETE

www.stpete.org/residents/parking__transportation/port_st_pete.php



SUPERYACHT MARINA ON FLORIDA'S GULF COAST

The Port of St. Petersburg, located on Tampa Bay, 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.

Additionally, Port St. Pete is the only superyacht marina on Florida's Gulf Coast, offering the experience and facilities to meet the needs of yacht owners, captains, and crew. Port St. Pete can also host small cruise vessels exploring the Gulf and Caribbean.

PORT PROFILE

WEBSITE:	WWW.ST.PETE.ORG
GOVERNING BODY:	CITY OF ST. PETERSBURG
ESTABLISHED:	1925

FTZ #
193

TOTAL BERTHING SPACE:	1,200 FT
HARBOR DEPTH:	23 FT
ACRES:	4

GOALS AND OBJECTIVES

Complete the Port's master plan and begin prioritizing and planning future development projects

LOOKING AHEAD

Moving forward, the Port is exploring opportunities to create a multi-use facility that capitalizes on its unique assets within the city of St. Petersburg.

These include opportunities to attract research and recreational vessels including large yachts and small cruise ships as well as enhance the benefits of maritime research facilities on port property.

PORT OF ST. PETE: KEY STATS

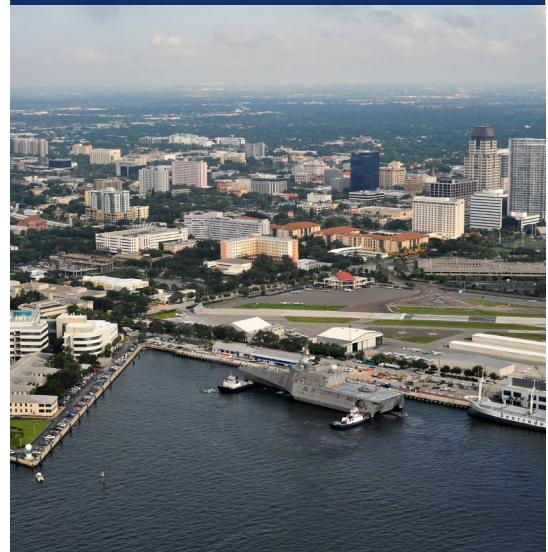
CATEGORY	2023/24	2024/25
CRUISE PASSENGERS	0	2,584

GRANTS AWARDED

FSTED/FDOT - FSTED PROGRAM
Master Plan Project
\$150,000

TOP CAPITAL PROJECTS

- **Port Master Plan**
- **New Port Building**
- **New Cruise Terminal**



FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Site Improvements	\$300 K	0	0	0	0	\$300 K
TOTALS	\$300 K	0	0	0	0	\$300 K

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

PORT TAMPA BAY

www.PortTB.com



FLORIDA'S LARGEST, MOST DIVERSIFIED SEAPORT

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 operations, 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, breakbulk, roll-on/roll-off, and container cargo.

PORT TAMPA BAY: KEY STATS

CATEGORY	2023/24	2024/25
CARGO TEUS	256,500	262,803
CARGO TONNAGE	33,626,491	32,415,925
CRUISE PASSENGERS	1,212,604	1,660,315

GOALS AND 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.**

PORT PROFILE

WEBSITE: WWW.TAMPAPORT.COM
 GOVERNING BODY: TAMPA PORT AUTHORITY
 ESTABLISHED: 1945

FTZ #
79

TOTAL BERTHING SPACE: 34,000 FT
 HARBOR DEPTH: 43 FT
 ACRES: 2,827

FDOT TOP SEAPORT INVESTMENT PROJECTS

HOOKERS POINT IMPROVEMENTS (BERTH 214 AND CARGO IMPROVEMENTS)

	2026	2027
PORT	\$8,714,322	\$1,872,803
FDOT	\$8,714,322	\$1,872,803
TOTAL	\$17,428,644	\$3,745,606

SEAPORT SECURITY GRANT PROGRAM (TECHNOLOGY SUSTAINMENT & UPGRADES TO SECURITY SYSTEM)

	2026
PORT	\$37,465
FDOT	\$112,394
TOTAL	\$149,859

NAVIGATIONAL IMPROVEMENTS

	2026
PORT	\$1,000,000
FDOT	\$3,000,000
TOTAL	\$4,000,000

TRANSPORTATION MASTER PLAN

	2026
PORT	\$150,000
FDOT	\$150,000
TOTAL	\$300,000

HARBOR DEEPENING - PED ONLY

	2026
PORT	\$66,666
FDOT	\$200,000
TOTAL	\$266,666

PORT REDWING (BERTH 301)

	2028	2029
PORT	\$1,666,666	\$1,666,666
FDOT	\$5,000,000	\$5,000,000
TOTAL	\$6,666,666	\$6,666,666

DEEPENING AND WIDENING

	2027	2028	2030
PORT	\$20,000,000	\$22,993,299	\$20,000,000
FDOT	\$20,000,000	\$22,993,299	\$20,000,000
TOTAL	\$40,000,000	\$45,986,598	\$40,000,000

PORT REDWING IMPROVEMENTS

	2027
PORT	\$7,000,000
FDOT	\$7,000,000
TOTAL	\$14,000,000

METROPORT PHASE 2 (BERTH 266)

	2027
PORT	\$1,000,000
FDOT	\$3,000,000
TOTAL	\$4,000,000

TOP CAPITAL PROJECTS

- New container Berth 214 and cranes
- East Port improvements including 200-foot Berth 150 extension and 10-acre upland yard expansion
- Aggregate projects including Berth 218, Berth 301, and Port Redwing Access Road

GRANTS AWARDED

INFRA

East Port Omniport expansion of berths and uplands

\$22,000,000

FSTED/FDOT - FSTED PROGRAM

Hooker's Point - Container Berth 214, Uplands, Gate

\$3,195,263

FSTED/FDOT - SEAPORT SECURITY GRANT PROGRAM

Access Control Guard Station

\$112,500

PORT TAMPA BAY



ENERGY GATEWAY TO WEST AND CENTRAL FLORIDA

Port Tampa Bay's growing container volume—an average of 28% annually over the last five years—is the result of an aggressive infrastructure and terminal build-out program, working closely with terminal operator partner Ports America. The port recently completed an expansion of paved storage, bringing the total container terminal footprint to nearly 100 acres. Work has commenced on the addition of a third berth, which will bring the total to over 4,500 linear feet, allowing three large ships to be worked on at the same time.

A new container gate complex and three additional STS post-Panamax gantry cranes—for a total of five—as well as three heavy-lift mobile cranes will increase capacity. This will bring the annual terminal capacity to 1 million TEUs—more than enough 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 square feet 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.

TOP TRADING PARTNERS

EXPORTS

Japan

Spain

China

Norway

Mexico

IMPORTS

Spain

China

Brazil

Mexico

Norway

EXPORTS

Canada

Honduras

Turkey

Greece

Bahamas

IMPORTS

Canada

Brazil

Greece

China

Bahamas

TONNAGE

VALUE



FIVE-YEAR CAPITAL IMPROVEMENT PLAN

PROJECT TYPE	2026	2027	2028	2029	2030	TOTAL
Berth Rehabilitations & Repairs	\$21.0 M	\$26.0 M	\$26.0 M	\$11.0 M	\$11.0 M	\$95.0 M
Cargo Terminals (Incl. New Berths & Equip.)	\$56.2 M	\$56.0 M	\$80.0 M	\$36.7 M	\$73.0 M	\$301.9 M
Channel and Harbor Deepening	\$11.7 M	\$99.0 M	\$106.5 M	\$107.0 M	\$105.0 M	\$429.2 M
Cruise Terminals	\$6.0 M	\$24.0 M	\$75.0 M	\$4.0 M	0	\$109.0 M
Intermodal Road and Rail	\$3.5 M	\$12.3 M	\$1.0 M	\$1.0 M	\$1.0 M	\$18.8 M
Land Acquisition	\$2.0 M	\$2.0 M	\$2.0 M	\$2.0 M	0	\$8.0 M
Miscellaneous Projects	\$22.8 M	\$25.8 M	\$52.8 M	\$29.8 M	\$28.8 M	\$160.0 M
Other Structures	\$1.0 M	\$24.0 M	0	0	0	\$25.0 M
Security	\$1.5 M	\$1.5 M	\$1.0 M	\$1.0 M	\$1.0 M	\$6.0 M
Site Improvements	\$10.5 M	\$13.5 M	\$36.0 M	\$9.0 M	\$9.0 M	\$78.0 M
TOTAL	\$136.2 M	\$284.1 M	\$380.3 M	\$201.5 M	\$228.8 M	\$1.2 B

Disclaimer: Due to rounding, some totals may not correspond with the sum of the figures shown.

TOP TRADING COMMODITIES

EXPORTS	IMPORTS	TONNAGE	EXPORTS	IMPORTS
Aluminum & Non-Ferrous	Industrial Chemicals		Aggregates	Aggregates
Industrial Chemicals	Motor Vehicles		Cement/Gypsum/Lime	Cement, Gypsum, Lime
Motor Vehicles	Machinery		Steel Products	Fertilizers
Apparel	Beverages		Industrial Chemicals	Steel Products
Beverages	Fertilizers		Beverages	Industrial Chemicals

2026-2030 FLORIDA SEAPORT MISSION PLAN

NAVIGATING A NEW HORIZON

Florida's Next Era of Seaport Excellence

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 St. Joe

Port St. Pete | Port Tampa Bay



FSTED

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

www.FDOT.gov/Seaport/FSTED-Council