

PORT LEVEL INVESTMENTS ON THE MARITIME TRANSPORTATION SYSTEM

This section provides a brief overview of some of the recent public and private investments made at Maritime Transportation System (MTS) ports. This list is not comprehensive; instead it illustrates the wide range of investments that can be made to help increase trade and traffic, as well as the variety of funding sources that ports are using to fund these investments.

Greater detail on state, provincial, and federal funding programs is provided at on the [port infrastructure strategy page](#).

Investments vary widely between ports and can be as simple as grading land to create more storage space, or as complex as construction of entirely new container terminals. Port investments do not have to be “on the water,” and many ports have made substantial investments in improving their road and railway connections to support the efficient movement of freight. Also, investments do not have to be limited to the construction of physical infrastructure; they can also take the form of new partnerships such as agreements to work on marketing port services.

Port investments, particularly public investments, often require a combination of funds from a variety of sources like national, regional, and local governments. In the case of Canadian ports, some of the investments profiled below also included elements of private funding.

Port of Montreal	+
Port of Quebec	+
Port of Indiana-Burns Harbor	+
Port of Duluth-Superior	+
Port of Monroe	+
Port of Hamilton	+
Port of Thunder Bay	+

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