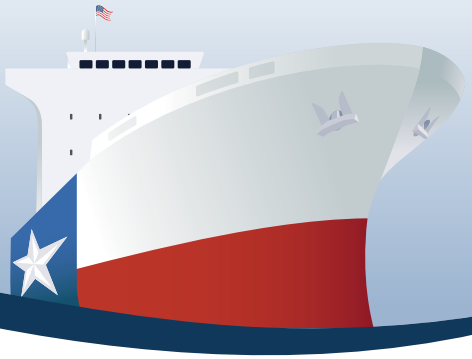
TxDOT Maritime
Legislative Resource Guide

US Senator - Texas



TxDOT Government Affairs

The TxDOT Government Affairs Division is responsible for TxDOT's interactions with state and federal elected officials.

- Educational Series
- Texas Transportation Funding Brochure

https://www.txdot.gov/about/divisions/government-affairs-division.html

TxDOT Maritime Division Dashboard

The TxDOT Maritime Division Dashboard highlights the Texas maritime transportation system and TxDOT Maritime Division funding programs.

https://www.txdot.gov/data-maps/maritime-divisions-project-dashboards.html

Texas Department of Transportation

www.txdot.gov/about/divisions/maritime-division.html

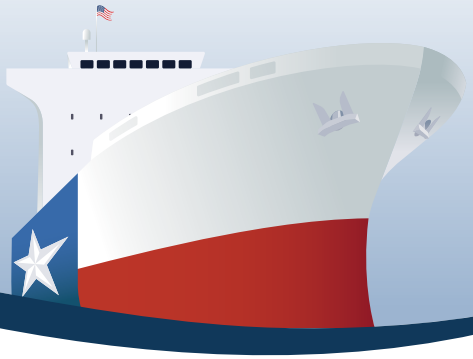
List of Texas Ports

- Port of Anahuac
- Aransas County Navigation District
- Port of Bay City
- Port of Beaumont
- Port of Brownsville
- Calhoun Port Authority
- Cedar Port
- City of Port Lavaca Port Commission
- Port of Corpus Christi Authority
- Port Freeport
- Port of Galveston
- Port of Harlingen
- Port Houston
- Port of Orange
- Port of Palacios
- Port of Port Arthur
- Port of Port Isabel
- Port of Port Mansfield
- Port of Sabine Pass
- Port of Texas City
- Port of Victoria
- Port of West Calhoun
- Sabine-Neches Navigation District

Aerial view of the Houston Ship Channel

TxDOT Maritime
Legislative Resource Guide

US Senator - Texas



IMPACTS *of* TEXAS PORTS

3 OF THE TOP 10 *Ports in the US*
#1 Port Houston
#3 Port of Corpus Christi
#7 Port of Beaumont (2022)

Port of Galveston
1.49 Million
Cruise Passengers in 2023

Port of Palacios
Largest
Shrimp Fleet in Texas

Texas Transportation Jobs (2023)
2,518,000

$713.9 BILLION *Total Economic Value(2023)*

Port of Beaumont
#1 **Strategic Military Port in the US**

28% *of Texas GDP (2023)*

$403.61 BILLION
IN TRADE VALUE OVERALL ANNUALLY (2023)

$17.1 BILLION
TOTAL TAXES (2023)

746.4 Million
TONS OF CARGO MOVED BY TEXAS PORTS (2023)

Port Authority Advisory Committee

TEXAS PORT MISSION PLAN
EXECUTIVE SUMMARY

89TH Legislative Session

INTRODUCTION

In a state where the maritime industry accounts for more than 28% of the GDP[1], the Texas economy is largely driven by commodity supply chains that move goods to and from the state. Inland markets across the state rely on a strong multimodal freight network to get their goods to the ports for export. Improving the port systems help Texas compete in the global market by ensuring that its inland export commodities continue to reach their destinations worldwide.

Texas seaports require continual maritime infrastructure, seaport connectivity, and ship channel improvements to meet the needs of our Texas's booming economy, as they are a crucial link in the supply chain. The projects identified in this plan represent the needs of Texas ports and their implementation will secure the State's continued economic growth.

TOTAL PORT PROJECT NEEDS

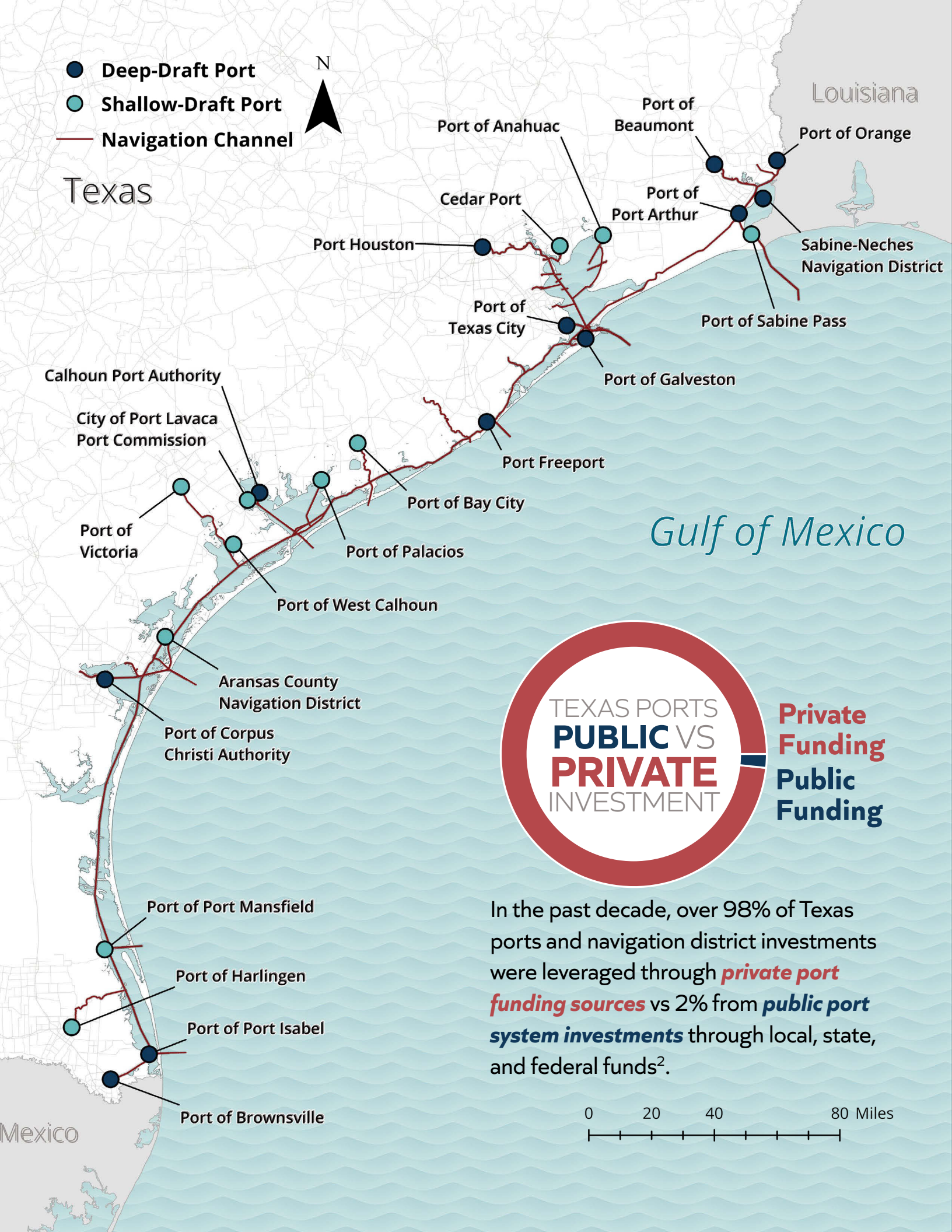
Total: $9,157,244,256

- Maritime Infrastructure Projects — **$3.11 BILLION**
- Seaport Connectivity Projects — **$585 MILLION**
- Ship Channel Projects — **$5.46 BILLION**

Successes Since 88th Legislative Session

Following the 88th Legislature's historic **$640 million** appropriation to Texas seaports, the Texas Transportation Commission awarded the funding to Texas seaport projects to help increase trade, improve safety, and provide a more robust supply chain for our state and the nation.

- Signed into law as the first funding of its kind in Texas, the Commission approved eligible port development and infrastructure projects for **$200 million** in funding awards through the Maritime Infrastructure Program (MIP). TxDOT and recipient ports were successful in initiating the letting process for all projects selected for funding within the first year of the biennium.
- Additionally, the Texas Transportation Commission approved eligible state highway and other publicly accessible roadway projects for **$40 million** in funding awards through the Seaport Connectivity Program (SCP).
- The 88th Legislature appropriated **$400 million** in general revenue to fund the Ship Channel Improvement Revolving Fund (SCIRF). The entire $400 million was approved for award to two ports.



In the past decade, over 98% of Texas ports and navigation district investments were leveraged through ***private port funding sources*** vs 2% from ***public port system investments*** through local, state, and federal funds[2].

Maritime Infrastructure

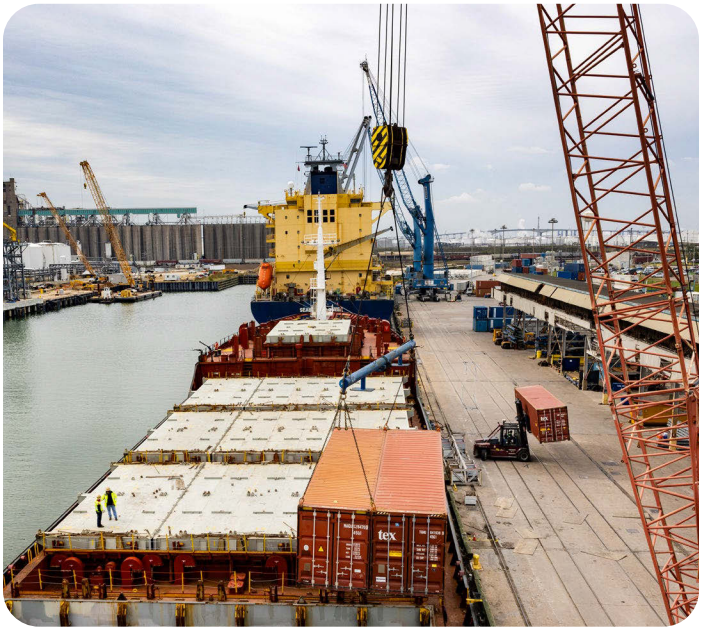
Maritime infrastructure addresses port facility and capital improvement needs. Port facilities, including things like storage yards, docks and wharves, entry gates, and interior roadway systems are the backbone of a port's operations. The port's interior infrastructure and equipment help to move workers and goods between vessels and other modes of transportation outside of the port. Investment in port infrastructure allows for ports to maintain efficient business operations, support continued growth of existing businesses, attract new clients, and adapt to ever-changing domestic and global economic conditions all while remaining economically viable and competitive. A port without functional, modern infrastructure will lose out on significant growth, job creation, and revenue generation, while a port that is able to continually invest in infrastructure improvements will actively contribute to the economic health of the region and the state, helping to improve the quality of life in the local area.

Seaport Connectivity

Texas seaports have a robust intermodal transportation system connecting the state and the nation to domestic and foreign markets. A strong, viable network of road, rail, and pipeline connections to facilitate the movement of materials, goods, and personnel is key to the success of the state's port system. Transportation investments not only make individual ports more competitive, but also contribute to economic vibrancy generally, growing job opportunities, bringing resources to the state's coastal cities, and developing connections across regions.

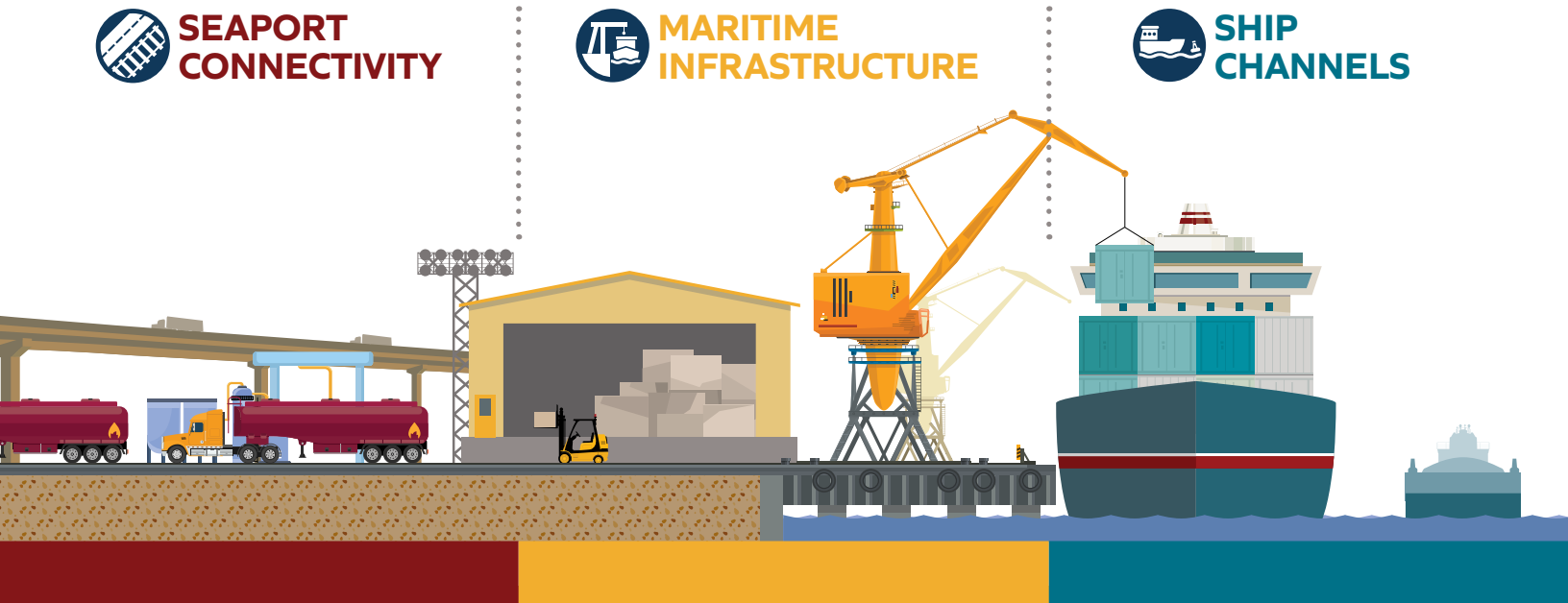
Ship Channels

Texas ship channels have a powerful impact on the Texas and U.S. economies and help transfer Texas's respected exports all over the world. As key features of the supply chain, these assets must be looked after to ensure that they meet future demands to continue economic success. An investment in ship channel improvements typically brings an immediate return-on-investment. As vessels have grown larger to enhance trade efficiency, there has been a need for deeper and wider channels to accommodate them to have access to the ports.



Containers being off-loaded from a container ship at Port Houston

Texas Port Systems



Maritime Infrastructure

The maritime infrastructure needs presented encompass a wide variety of projects or studies including waterway projects such as turning basins, connectivity projects such as internal roadway or railroad improvements, and port facilities projects such as bulkheads and storage facilities.

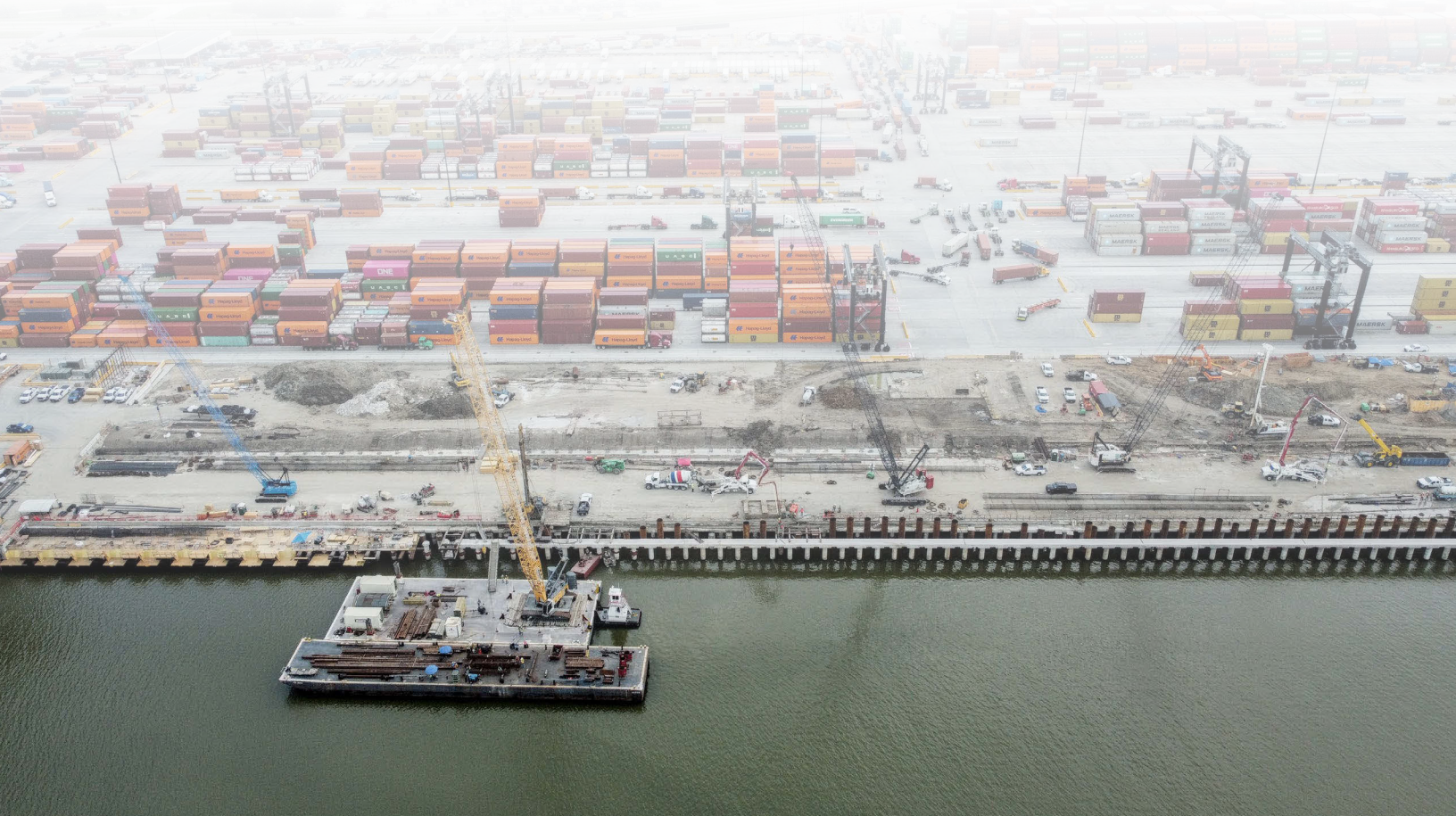
The maritime infrastructure projects presented in this plan include 82 projects, 78 capital projects and four studies, submitted by 17 ports whose total project cost is $3.11 billion.

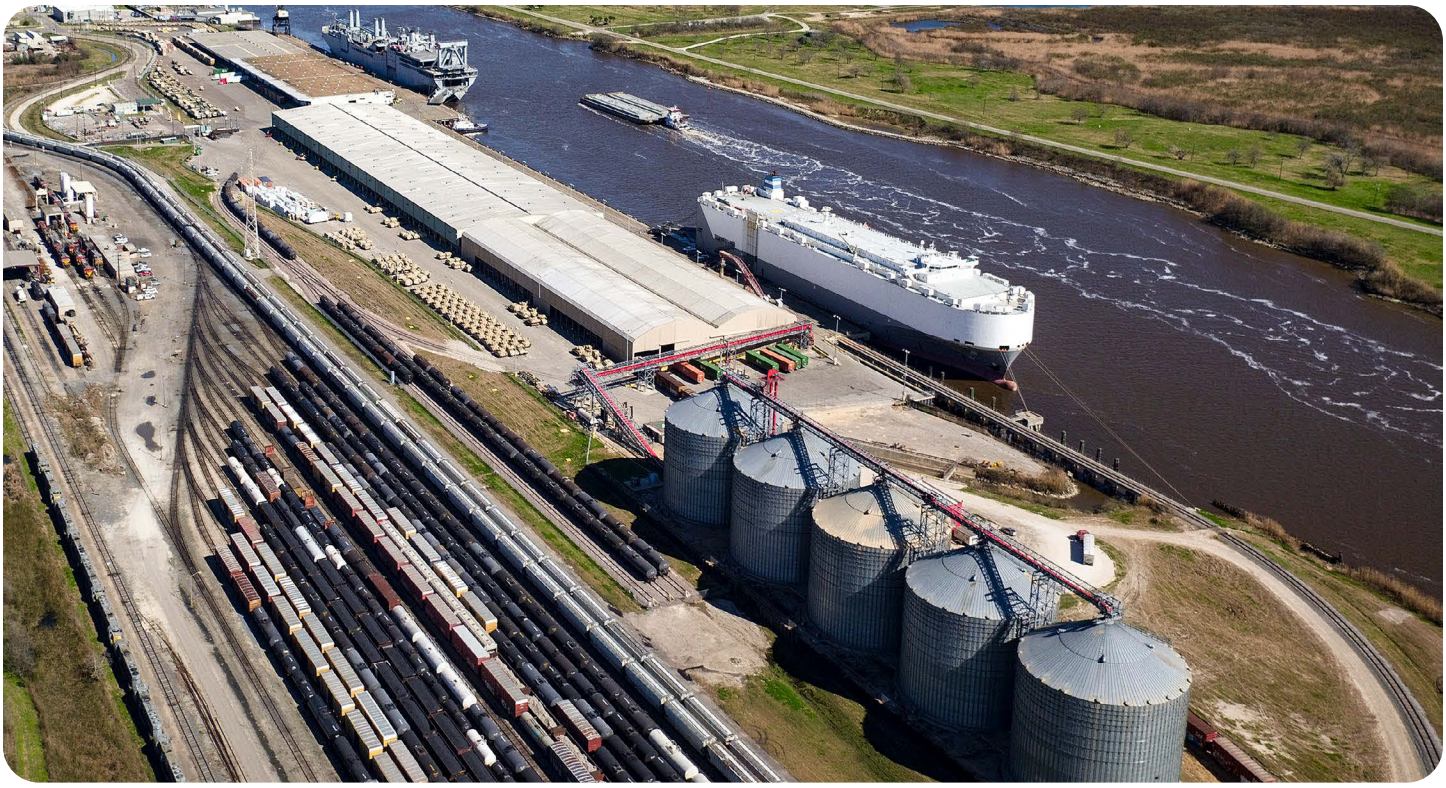
Maritime Infrastructure Projects

Project Types	# of Projects	Total Cost
Docks, Berths, and Wharfs*	31	$1.12 Billion
Terminals	10	$816.85 Million
Roadway/Railroad/Runway Improvements	10	$325.07 Million
Building/Facilities	6	$305.39 Million
Yards	8	$221.07 Million
Bulkheads	11	$216.20 Million
Other	6	$103.70 Million
TOTAL	**82**	**$3.11 Billion**

*Costs provided by ports/navigation districts, *Includes four studies*

Construction progress on the Port Houston Barbours Cut Wharves; this project was funded in part by money allocated by the 88th Texas Legislature





Railyard near channel at Port of Port Arthur

Seaport Connectivity

The seaport connectivity needs include potential solutions to address safety issues, congestion, mobility deficiencies, or improvements between the interaction of vehicles, rail, and adjacent land use. Solutions targeting freight movement can provide regional benefits and benefits to general travel. Projects identified in this report were submitted by the ports and are developed at least to a conceptual level.

The seaport connectivity projects presented in this plan include 24 port-requested connectivity projects submitted by 10 ports and two projects submitted by one of the five coastal TxDOT Districts to address freight mobility at a regional scale. The total cost to implement these projects is estimated to be $584.85 million.

East Ostos Road at the Port of Brownsville

Seaport Connectivity Projects

Project Types	# of Projects	Total Cost
Roadway Improvements	16	$448.11 Million
Bridge Replacements	2	$68.15 Million
Entrance/Exit Gate	1	$40.00 Million
Truck Staging and Queuing Areas	4	$24.37 Million
Wayfinding and Accessibility	1	$1.60 Million
Public Parking	1	$1.50 Million
Pedestrian Improvements	1	$1.12 Million
TOTAL	**26**	**$584.85 Million**

Costs provided by ports/navigation districts

Shrimping boats at the Port of Palacios

Ship Channels

Receiving federal authorization for ship channel deepening and widening requires that a feasibility study first be completed to demonstrate that there are no negative environmental impacts resulting from the project and that the project is of national economic interest. Beyond just channel deepening and widening projects, other ship channel needs can include non-federal projects like dock deepening to match the deeper channel, areas for ship queuing while waiting for berthing space at the port or major alongside channel infrastructure improvements, like jetty structure improvements at the entrance channel.

Ship channel improvement projects are investments that are costly and time sensitive. Delays in funding and implementing projects can lead to missed opportunities for attracting tenants, increases in overall construction costs, operational and safety issues with vessels, and loss of returns on the overall investment.

Ship Channel Projects

Project Types	# of Projects	Total Cost
Channel Deepening and Widening	8	$4.96 Billion
Dock or Harbor Improvements	2	$340.00 Million
Entrance Channel Jetties	1	$90.00 Million
Other Dredging Needs	2	$61.20 Million
Feasibility Study	4	$11.56 Million
TOTAL	**17**	**$5.46 Billion**

Costs provided by ports/navigation districts

PROJECT DEVELOPMENT PROCESS

FEASIBILITY STUDY INITIATION

- Section 203 of Water Resources Development Act (WRDA) 1986 and amendments from recent WRDA issuances allow the non-federal sponsor to initiate the study through a Memorandum of Agreement (MOA)
- U.S. Army Corps of Engineers (USACE) funding and participation require allocations in their annual Work Plan budget for the specific study

FEASIBILITY STUDY

3 YEARS — **UP TO 10 YEARS**

- Evaluates proposed solutions and alternatives
- Identifies plan that maximizes National Economic Development (NED) benefits
- Culminates with a USACE-approved signed Chief's Report by the Assistant Secretary of the Army (Civil Works)

Ship Channel Improvement Revolving Fund

In 2017, the 85th Texas Legislature passed Senate Bill 28, establishing the Ship Channel Improvement Revolving Fund (SCIRF). This creates a revolving loan program to help finance the modernization of ship channels. In 2023, the 88th Legislative Session appropriated $400 million to fund the SCIRF.

SCIRF-eligible projects must:

- Deepen or widen a ship channel
- Be authorized by Congress
- Meet any other standards set by the Texas Transportation Commission
- Maintenance dredging is not qualified per current statute

Federal Ship Channel Appropriations

Ship channels that have been authorized by the federal government for improvement or where the federal government has assumed maintenance responsibilities are dredged under the U.S. Army Corps of Engineers Civil Works program. However, ports act as non-federal sponsors of the projects and are responsible for funding a portion of the construction and maintenance costs.

The ship channel improvement projects presented in this plan include seven federally authorized deepening projects, representing a $2.54 billion federal share and $1.92 billion local share, for a total estimated first cost of $4.46 billion. These federally authorized projects are eligible to use SCIRF funds. Loan funds will be utilized to cover construction costs and will be paid back into the fund over time. Additionally, this plan reflects four projects in the feasibility study phase for future Congressional authorization, and five non-federal projects, which are ineligible for SCIRF funding according to the current statute. The total cost of all ship channel needs is estimated to be $5.46 billion.

Some federal funding has already been appropriated to date for federally authorized channel improvement projects and feasibility studies. Through 2024, federal appropriations for ship channel improvement projects in this plan total approximately $1.23 billion.

Federal Appropriations for Texas Ship Channel Projects Through 2024

Project Name	Amount Appropriated
Brazos Island Harbor Channel Improvement	$68.00 Million
Corpus Christi Ship Channel Improvement	$405.68 Million
Freeport Harbor Channel Improvement	$207.72 Million
Galveston Harbor Channel Extension	$10.78 Million
Houston Ship Channel Expansion	$172.72 Million
Matagorda Ship Channel Improvement	$1.81 Million
Sabine-Neches Waterway Channel Improvement	$367.00 Million
TOTAL	**$1.23 Billion**

CONGRESSIONAL PROJECT AUTHORIZATION

2 YEARS | 10+ YEARS

- An individual project requires Congressional authorization for construction through a signed bill or WRDA
- WRDAs have been issued as frequently as biennially or as infrequently as once a decade

PROJECT FUNDING, DESIGN AND CONSTRUCTION

PROJECT DEPENDENT

- A Project Partnership Agreement (PPA) provides a legally binding agreement between the federal government and non-federal sponsor for construction
- Be authorized and have funding allocated by Congress

TEXAS PORTS

IMPACT THE GLOBAL ECONOMY

Annual Trade by Region[3]:

Canada & Mexico	South & Central America	Europe	Africa	Asia	Australia & Oceania
$50.77 B	**$67.44 B**	**$123.27 B**	**$9.77 B**	**$150.01 B**	**$2.34 B**
Exports: $36.16 B	Exports: $49.76 B	Exports: $87.85 B	Exports: $7.94 B	Exports: $87.89 B	Exports: $1.72 B
Imports: $14.62 B	Imports: $17.67 B	Imports: $35.42 B	Imports: $1.83 B	Imports: $62.12 B	Imports: $0.62 B

$403.61 billion in trade value overall annually*

$271.32 billion in exports and $132.28 billion in imports

**Values in dollars for annual combined waterborne import and export trade value for Texas in 2023.*

Refer to the 89th Legislative Session Texas Port Mission Plan at https://www.txdot.gov/projects/planning/maritime-port-planning.html for references.

PORT *of* ANAHUAC

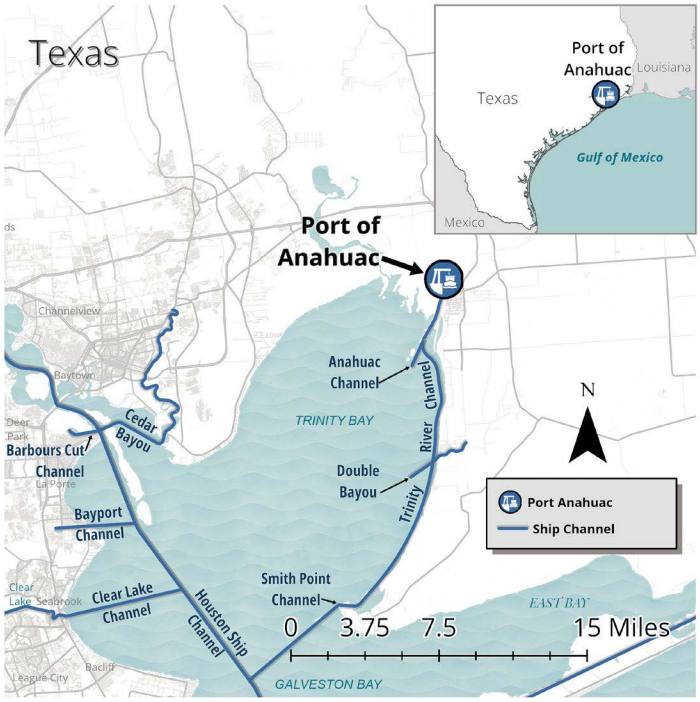
Chambers-Liberty Counties Navigation District

Claudia Sandoval, General Manager

www.clcnd.org

Commercial Fishing | Other

The Chambers-Liberty Counties Navigation District, established in 1944, is the sole owner of the Port of Anahuac. The District is 470,000 acres in size and stretches from the northern boundary of Liberty County to the southern boundary of Chambers County. The District now performs two major functions: navigation and raw water supply to the municipalities and agricultural producers.



Port Priorities & Opportunities

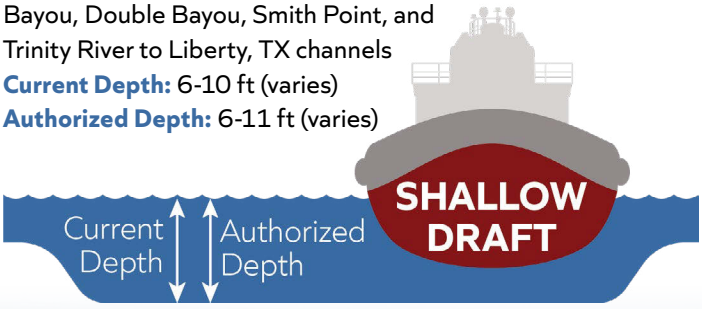
The district includes five shallow draft navigation channels:

- Anahuac Channel
- Cedar Bayou Channel
- Double Bayou Channel
- Smith Point Channel
- Trinity River Channel to Liberty, TX

The most used channels for the district include Cedar Bayou Channel, which services the chemical and aggregate industries, Double Bayou Channel, which services the offshore marine and commercial fishing industries, and Smith Point Channel, which services commercial fishing and marine maintenance facilities. The district's channels are also highly utilized for sport fishing and recreational fishing and boating. The district continues to expand and develop additional marine facilities to promote ecotourism and commercial marine economic development. There is no active vessel traffic into and out of the port at this time.

SHIP CHANNELS

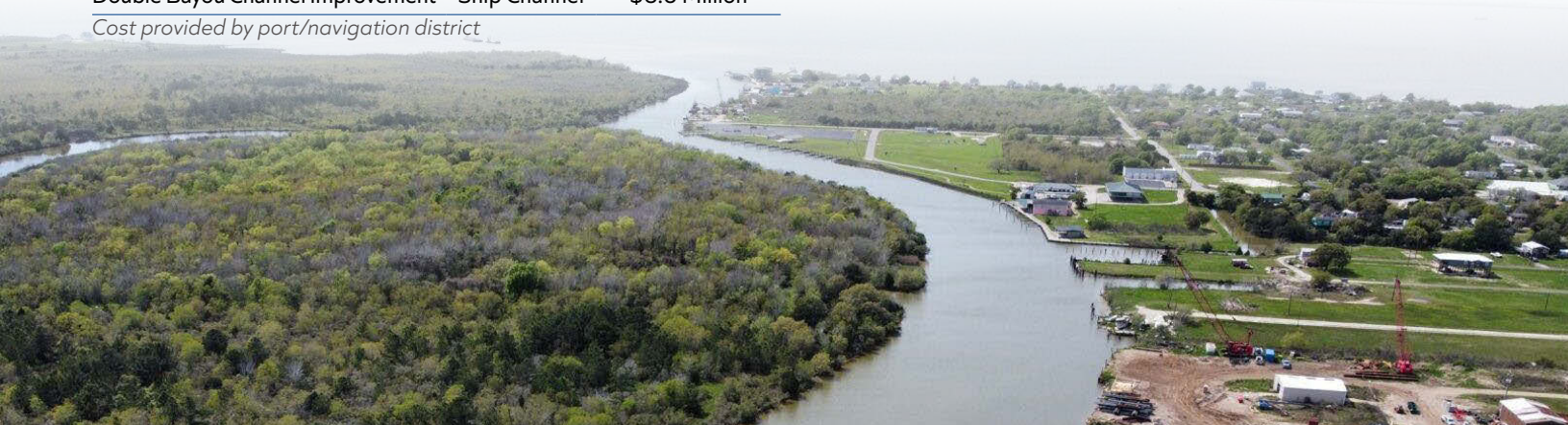
Ship Channel Name: Anahuac, Cedar Bayou, Double Bayou, Smith Point, and Trinity River to Liberty, TX channels
Current Depth: 6-10 ft (varies)
Authorized Depth: 6-11 ft (varies)



Port Projects

Project Name	Project Type	Total Project Cost
Double Bayou Channel Improvement	Ship Channel	$6.0 Million

Cost provided by port/navigation district



Aransas County Navigation District

Keith Barrett, Harbormaster & Executive Director

www.acnd.org

Commercial Fishing | Other

Established in 1925, the Aransas County Navigation District (ACND) manages over 1,900 acres of maritime and recreational facilities in Texas, including harbors, boat ramps, fishing piers, and Rockport Beach, with direct access to the Gulf Intracoastal Waterway (GIWW). Dedicated to serving industry alongside conserving and developing the area's natural resources, the ACND enhances the community's connection to water-based activities and commerce by ensuring the navigability of inland and coastal waterways.

Port Priorities & Opportunities

The ACND is currently prioritizing critical infrastructure updates to address the pressing needs of Cove Harbor, its industrial hub. Key projects include enhancing area lighting to improve safety for the increased traffic from booming industrial activities and the significant growth experienced in Rockport and Aransas County. Additionally, the aging bulkheads, some over 60 years old, urgently require replacement to prevent potential catastrophic failure that could impact the harbor's operations and the local environment. These improvements are essential not only for retaining the businesses that have chosen ACND as their base but also for attracting new commerce, thereby supporting "head of household" jobs crucial for the local economy.

Rockport Beach
Often Voted #1 Beach in Texas

Opportunity-wise, ACND is poised to capitalize on the multifaceted use of its harbors to stimulate local tourism and economic development. Rockport Harbor and Rockport Beach, often voted the #1 beach in Texas, presents a significant opportunity for enhancing public events, art festivals, and market days, thereby increasing its cultural and recreational appeal. Meanwhile, Fulton Harbor's dual role in supporting both commercial and sport fishing activities offers a unique chance to diversify Aransas County's maritime activities further.

Port Projects

Project Name	Project Type	Total Project Cost
Cove Harbor Bulkhead	Maritime Infrastructure	$15.0 Million
Rockport Harbor Bulkheads	Maritime Infrastructure	$3.0 Million

Costs provided by port/navigation district

PORT FACILITIES

HARBORS

- Rockport Harbor
- Fulton Harbor
- Cove Harbor

BOAT RAMP

- Copano Bay Boat Ramp

PARKS

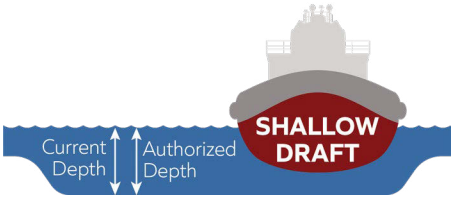
- Rockport Beach
- Veteran's Memorial Park

SHIP CHANNEL

Ship Channel Name: Aransas County Navigation Channel

Current Depth: ~9 ft

Authorized Depth: N/A



INTERMODALITY

ROAD

- Highway access to US 59, US 87, SH 35, and SH 172

RAIL

- N/A

BARGE

- Direct Access to GIWW

AIR

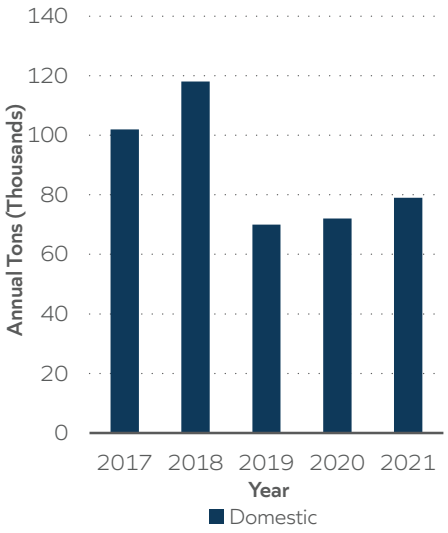
- 38 miles to Corpus Christi International Airport
- Nearby regional airports

CARGO CONNECTIONS

Top Commodities

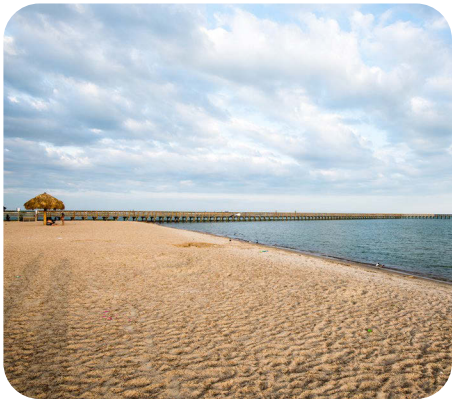
- Petroleum & Petroleum Products
- Crude Materials
- Primary Manufactured Goods

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

Rockport Beach
Photo credit: Adobe Stock



Port of Bay City

Port of Bay City Authority

Craig Hlavinka, Harbormaster

www.portofbaycity.com

Energy Break Bulk Ro/Ro Other

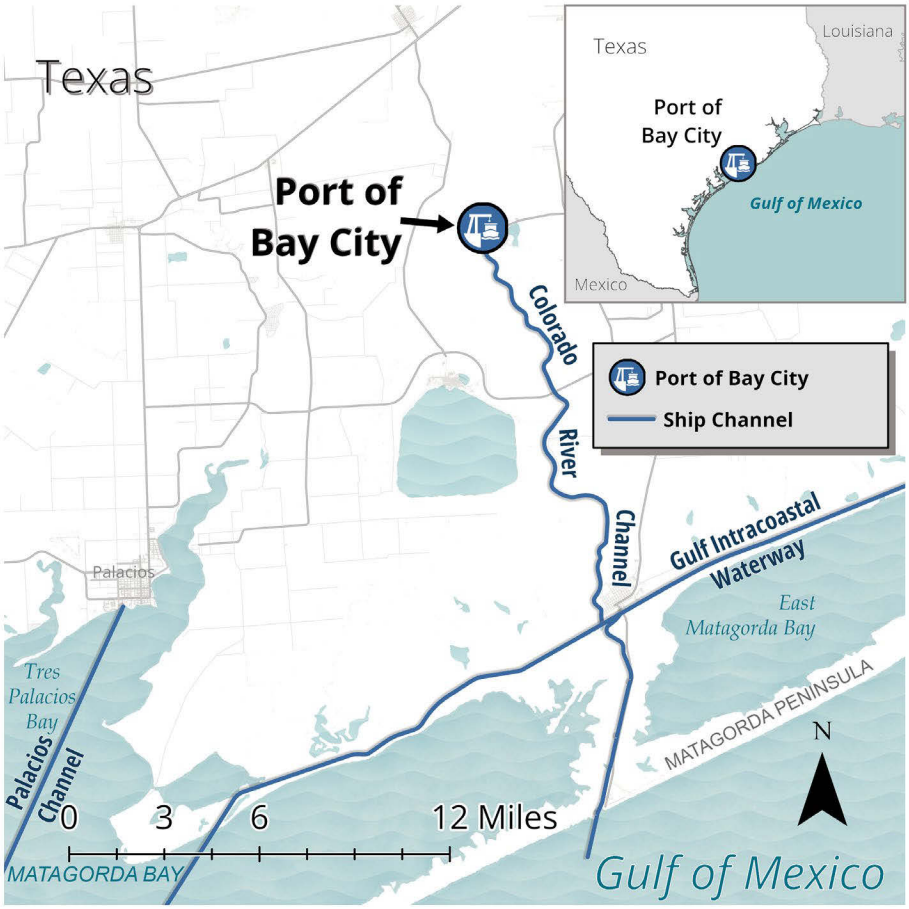
The Port of Bay City is a mixed-use industrial and recreational port that manages the shallow draft Colorado River Channel. The Port has operated the Matagorda Harbor Marina near the Gulf Intracoastal Waterway (GIWW) since its opening in 1990. The port has approximately 150 acres of land for industrial development near its terminal situated roughly 15 miles inland, suitable to substantial tonnage industries traveling both inbound and outbound.

Port Priorities & Opportunities

The Port of Bay City's evolution in recent years has been marked by strategic acquisitions and plans for expansion, notably by the port purchasing property near Matagorda initially for industrial use and later re-envisioned for a harbor expansion catering to pleasure crafts. While initial bond efforts for these projects did not materialize, these endeavors highlight the port's adaptive strategies and potential future directions. Addressing inland connectivity remains a priority for the port, with ongoing challenges such as traffic congestion around FM 3057 and FM 259. Proposed solutions include adding traffic signals and improving road infrastructure to support the expanding port operations and the increasing activity at adjacent industrial sites like Roehm America.

Matagorda Harbor on the Colorado River Entrance
Photo credit: Port of Bay City

In terms of opportunities, the port is poised to significantly enhance its infrastructure and operational capacity. A $9.6 million grant for development in the Colorado River area underscores the port's commitment to leveraging federal funds for strategic improvements. However, persistent issues such as shoaling in the Colorado River and the need for dredging to maintain navigational depths indicate critical areas for investment to ensure the port's efficiency and competitiveness. The exploration of new projects for container yards and truck queuing areas signifies a broad vision for the port's future development, focusing on expanding its capacity to accommodate growing trade and recreational demands.



PORT FACILITIES

DOCKS & WHARVES

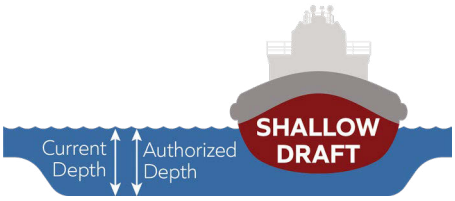
- Concrete terminal facility dock
- Liquid cargo dock
- Terminal shed with open floor space to handle cargo
- Matagorda Harbor

SHIP CHANNEL

Ship Channel Name: Colorado River Channel

Current Depth: 12 ft

Authorized Depth: 12 ft



INTERMODALITY

ROAD

- Access to FM 3057

RAIL

- Connections to BNSF and Union Pacific

BARGE

- 15-mile sailing distance to GIWW (M-10, M-69)

AIR

- 20 miles from Bay City Regional Airport

PIPELINE

- Access to natural gas, oxygen, and nitrogen pipelines

CARGO CONNECTIONS

Top Commodities

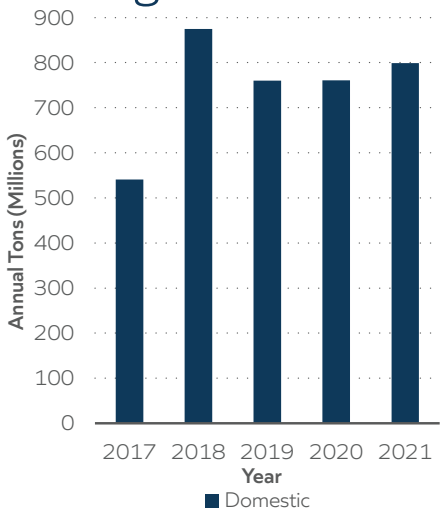
EXPORTS

- Fertilizers and Chemicals
- Petroleum & Petroleum Products
- All Manufactured Equipment, Machinery, and Products

IMPORTS

- Fertilizers and Chemicals
- Primary Manufactured Goods
- All Manufactured Equipment, Machinery, and Products
- Petroleum & Petroleum Products

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

Port facilities
Photo credit: Port of Bay City

PORT *of* BEAUMONT

Port of Beaumont Navigation District, Jefferson County

Chris Fisher, Port Director & CEO

www.pobtx.com

Bulk Ro/Ro Energy Break Bulk

Situated on the Neches River 42 miles inland from the Gulf of Mexico, the Port of Beaumont has been providing deep draft channel access to the Southeast Texas region for over 100 years. The port is accessed via the Sabine-Neches Waterway, a 64-mile long navigation channel maintained by the Sabine-Neches Navigation District, and the Port of Beaumont Channel, and stretches from Port Arthur city limits to the Port of Beaumont public wharves and docks. The port serves as the largest strategic military port in the United States.

Port Priorities & Opportunities

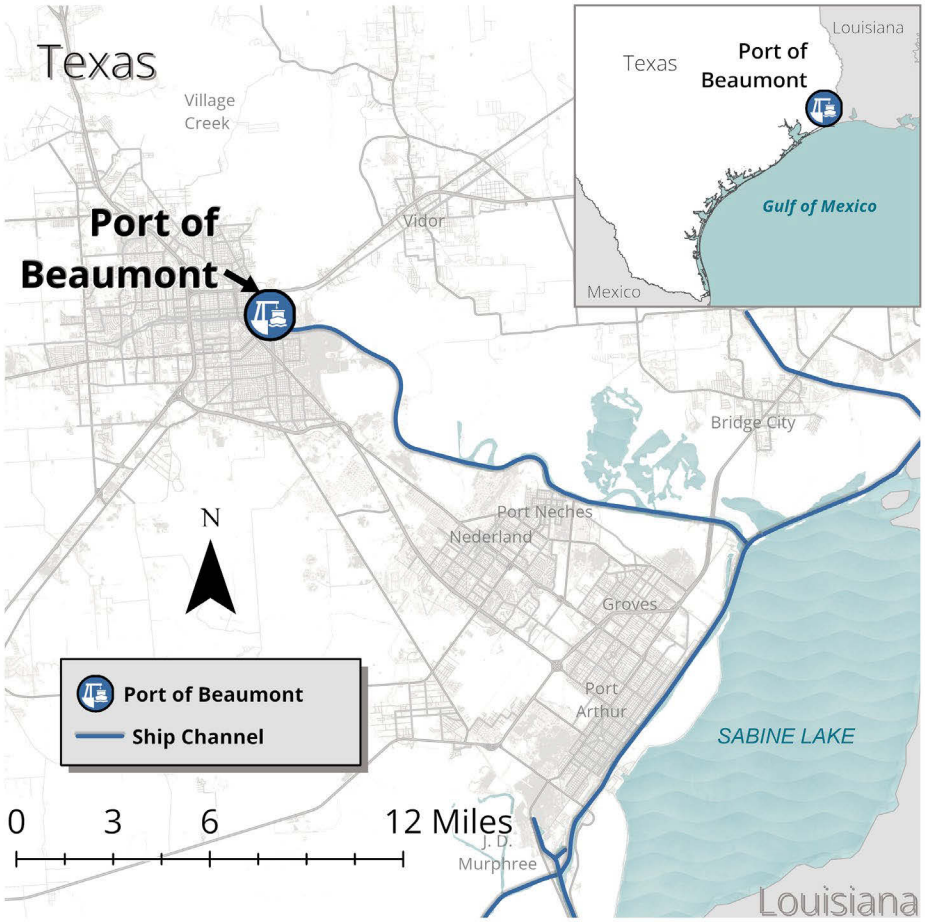
The Port of Beaumont is prioritizing construction and modernization of infrastructure that will increase storage and berthing capacity to meet the current and future needs of customers. Focus areas include reconstruction of the Main Street Terminal 2 shed, dock and rail, which was originally constructed in the 1950s; construction of an access road that will facilitate the expansion of the port's billion dollar liquid bulk handling facility; construction of an additional queuing area to reduce congestion on city streets; stabilization of a shoreline that will open up future growth opportunities; and development of a workforce development and training facility to enhance the skill sets that support the maritime industry.

TOP 10 U.S. PORT FOR OVERALL TONNAGE

Port Projects

Project Name	Project Type	Total Project Cost
South End Truck Queuing Area Phase II	Maritime Infrastructure	$20.0 Million
Island Park Terminal Shoreline Stabilization	Maritime Infrastructure	$15.0 Million
Lot 14 Multipurpose Laydown Yard	Maritime Infrastructure	$34.4 Million
Main Street Terminal 2 - Dock, Shed and Rail	Maritime Infrastructure	$190 Million
Workforce Development and Training Center	Maritime Infrastructure	$3.0 Million
Orange County Access Road	Maritime Infrastructure	$40.0 Million
Truck Queuing Area 3	Seaport Connectivity	$4.0 Million

Costs provided by port/navigation district



PORT FACILITIES

DOCKS, WHARVES, LAND, & STORAGE

- 12 public docks/wharves
- 105+ acres of open storage
- 500,000+ sf of covered storage over 98 acres
- 800+ acres available for buildout

CARGO HANDLING EQUIPMENT

- 1 Liebherr Mobile Harbor Crane
- 1 9460 American Crane
- 2 Grove GHC130 Crawler Cranes
- Limited shore power available

SHIP CHANNELS

Ship Channel Name: Port of Beaumont Channel (PoBC) and Sabine-Neches Waterway (SNWW)

Current Depth:
40 ft (SNWW)

Authorized Depth:
48 ft (SNWW)

INTERMODALITY

ROAD

- Highway access to US 69/96, US 10, US 287, US 90, SH 82, SH 87, SH 73, and SH 105

RAIL

- BNSF, Canadian Pacific Kansas City, and Union Pacific

BARGE

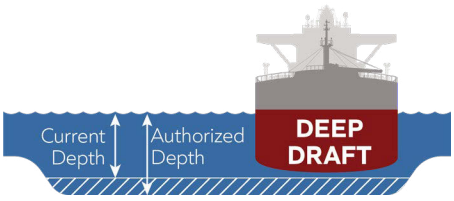
- Direct access to GIWW (M-10, M-69)

AIR

- 11 miles to Jack Brooks Regional Airport

PIPELINE

- Direct connections available



CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- **Asia** $7.9 Billion
- **Mexico** $2.9 Billion
- **Spain** $1.5 Billion

IMPORTS

- **Mexico** $3.0 Billion
- **Asia** $143 Million
- **Brazil** $141 Million

Data from USA Trade for 2023

Top Commodities

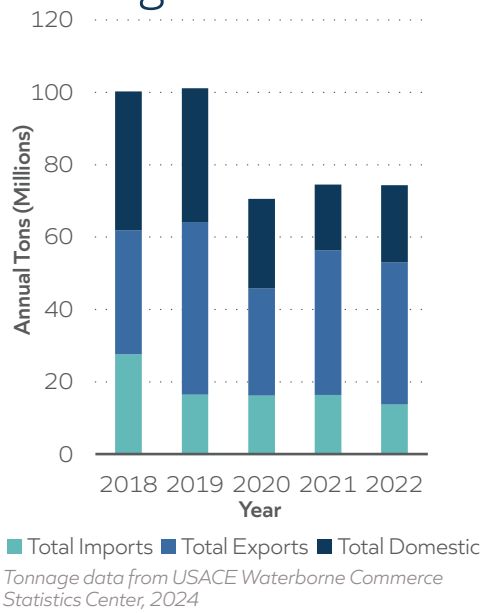
EXPORTS

- Petroleum & Petroleum Products
- Fertilizer & Chemicals
- Food & Agricultural Products
- Crude Materials

IMPORTS

- Petroleum & Petroleum Products
- Crude Materials
- Fertilizers & Chemicals
- All Manufactured Equipment, Machinery and Products

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

PORT *of* BROWNSVILLE

Brownsville Navigation District dba Port of Brownsville

William Dietrich, Port Director & CEO

www.portofbrownsville.com

Bulk | Commercial Fishing | Energy | Break Bulk | Other

The Port of Brownsville is the only deep water seaport directly on the U.S.-Mexico border, servicing a wide range of industries across North America. It is the largest land-owning public port authority in the county with more than 40,000 acres. The port transships more steel into Mexico than any other U.S. port and is a major gateway for shipping refined petroleum products, green energy components, and aggregates, among other commodities.

Port Priorities & Opportunities

The Port of Brownsville is deepening its ship channel from 42 to 52 feet through the Brazos Island Harbor Channel Improvement Project, which has received congressional authorization and $68 million in funding from the Infrastructure Investment and Jobs Act (IIJA). Once completed, the channel will be one of the deepest in the Gulf of Mexico.

The Port of Brownsville is seeing major expansion projects come to fruition: the Valley Crossing and Rio Grande pipelines; the South Port Connector Road, which received a $1.53 million TxDOT grant and opened in March 2022; construction of a sixth oil cargo dock; rehabilitation of its grain elevator, liquid cargo dock, and bulk cargo dock; rehabilitation of internal roads and utility infrastructure; and expansion of patios and laydown areas to accommodate project cargo and wind energy components.

ECONOMIC IMPACT

FISCAL YEAR 2023

Annual Truck Traffic **458,800**

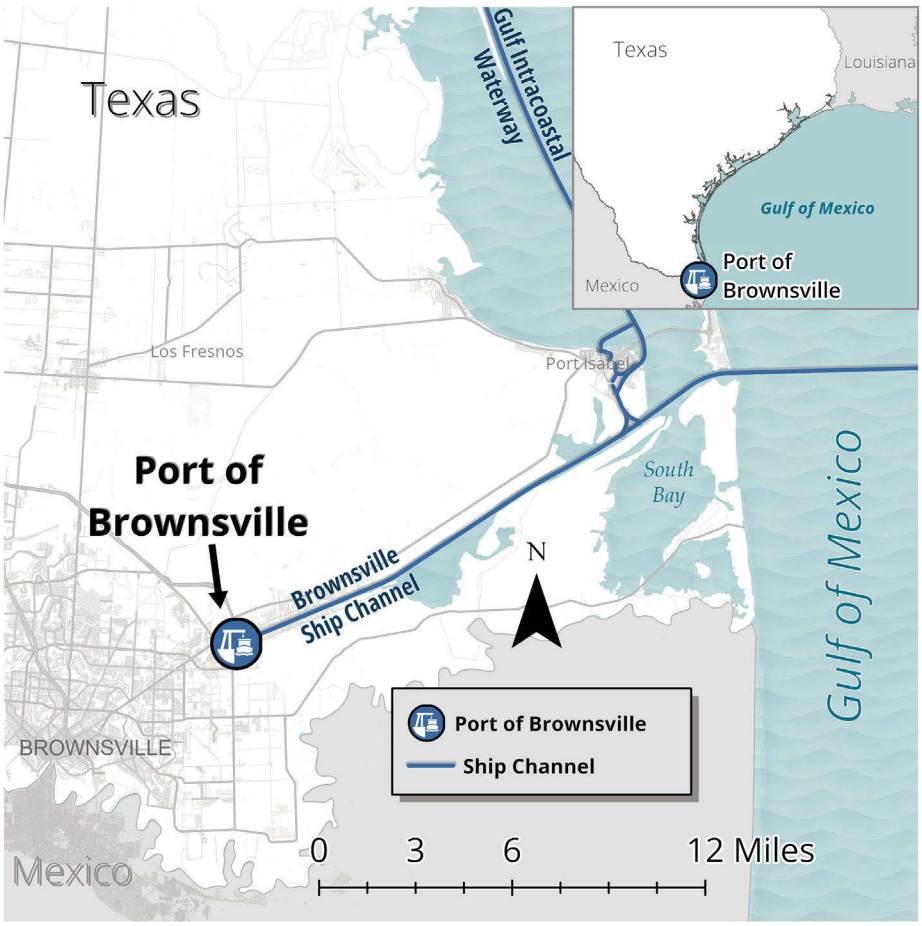
Annual Rail Cars **85,216**

Direct Jobs **6,000+**

Port Projects

Project Name	Project Type	Total Project Cost
Bulk Cargo Dock Engineering Design and Study	Maritime Infrastructure	$1.5 Million
Liquid Cargo Dock Engineering Design and Study	Maritime Infrastructure	$1.5 Million
Mobile Harbor Crane	Maritime Infrastructure	$6.0 Million
Oil Dock No. 3 Construction	Maritime Infrastructure	$35.0 Million
Oil Dock No. 5 Upgrade	Maritime Infrastructure	$1.5 Million
Rail Access Preservation Program	Maritime Infrastructure	$16.8 Million
Cargo Dock 15 Engineering Design and Study	Maritime Infrastructure	$1.5 Million
Cargo Dock 16 Engineering Design and Study	Maritime Infrastructure	$1.5 Million
East Ostos Road Paving Improvement Project	Maritime Infrastructure	$10.0 Million
Brazos Island Harbor Channel Improvement Project	Ship Channel	$141.6 Million
Fishing Harbor Improvement Project	Ship Channel	$10.0 Million

Costs provided by port/navigation district



PORT FACILITIES

DOCKS, WHARVES & STORAGE

- 6 liquid cargo docks
- 12 general cargo docks
- 1 bulk cargo dock/grain carrier
- 1 million+ sf covered storage
- 3 million+ sf open storage

BROWNSVILLE FISHING HARBOR

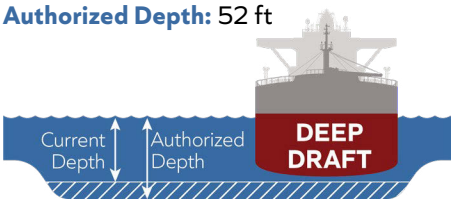
- Three 14-ft fishing basins
- 10,000 linear ft of docks
- Houses up to 500 fishing boats

SHIP CHANNEL

Ship Channel Name: Brownsville Ship Channel (Brazos Island Harbor Channel)

Current Depth: 42 ft

Authorized Depth: 52 ft



INTERMODALITY

ROAD

- Highway connections to I-69 E, I-69C, I-2, SH 550, SH 48, and SH 4. The port's overweight corridor offers overweight trucks unimpeded access to commercial international bridges to Mexico. There are 10 million consumers within a 3-hour drive of the port.

RAIL

- Brownsville & Rio Grande International Railway offers on-port rail services and connection to Class 1 rail providers BNSF, KSCM, and Union Pacific

BARGE

- Direct access to GIWW (M-10, M-69)

AIR

- Air freight service at Brownsville/South Padre Island International Airport

PIPELINE

- Access to U.S. and Mexico terminals

CARGO CONNECTIONS

Only deepwater seaport on the U.S. & Mexico border

Top Trading Partner

Mexico 90% of total commodities arriving at the Port of Brownsville ship to Mexico

Top Commodities

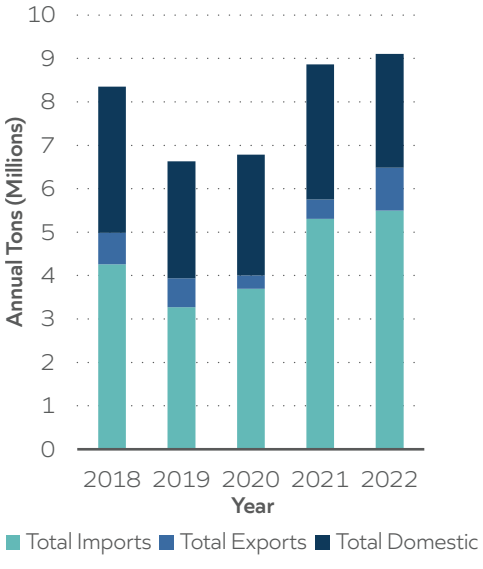
EXPORTS

- Refined Petroleum Products
- Steel & Other Metals
- Iron Ores & Minerals
- Aggregates & Cement
- Wind Energy Components

IMPORTS

- Refined Petroleum Products
- Steel & Other Metals
- Iron Ores & Minerals
- Aggregates & Cement
- Wind Energy Components

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

Calhoun Port Authority

Charles R. Hausmann, Port Director

www.calhounport.com

Commercial Fishing | Bulk | Energy | Break Bulk

Established in 1965, the Calhoun Port Authority supports the Texas mid-coast's access to global markets, catering to the chemical manufacturing industry. It handles diverse cargoes like high-value chemicals, petrochemicals, crude oil, and fertilizers for international export. Its dock accommodates carriers up to 750 feet, utilizing the Matagorda Ship Channel and the Gulf Intracoastal Waterway (GIWW), that are vital for Calhoun County's economy and the commercial fishing industry.

Port Priorities & Opportunities

Over the last few years, Calhoun Port Authority has been focusing on expanding its market reach and capabilities, significantly influenced by partnerships and development projects that promise to enhance its operational scale. Notably, the introduction of a 1.5 million-ton per annum capacity through the involvement of the PTB Group of Texas, alongside the conceptualization of moving toward unit train shipments, marks a strategic shift toward increasing the port's bulk handling capabilities. These developments, aimed at facilitating larger and more efficient cargo movements, underscore the port's commitment to evolving with industry demands and logistical advancements. Challenges such as the need for rail improvements and the resolution of congestion issues at critical intersections like SH 35/FM 1593 persist, indicating a continued focus on enhancing inland connectivity to support this growth.

In anticipation of future growth, the port is methodically planning the phased development of the South Peninsula, focusing on expanding liquid dock facilities. Additionally, proposed maritime infrastructure projects like shoreline bulkheading underscore a commitment to operational and environmental resilience. With the planned ship channel widening and deepening, the port is poised to support new cargo opportunities, aligning its development trajectory with regional economic aspirations and the maritime industry's evolving needs.

ECONOMIC IMPACT

Annual Truck Traffic
34,000

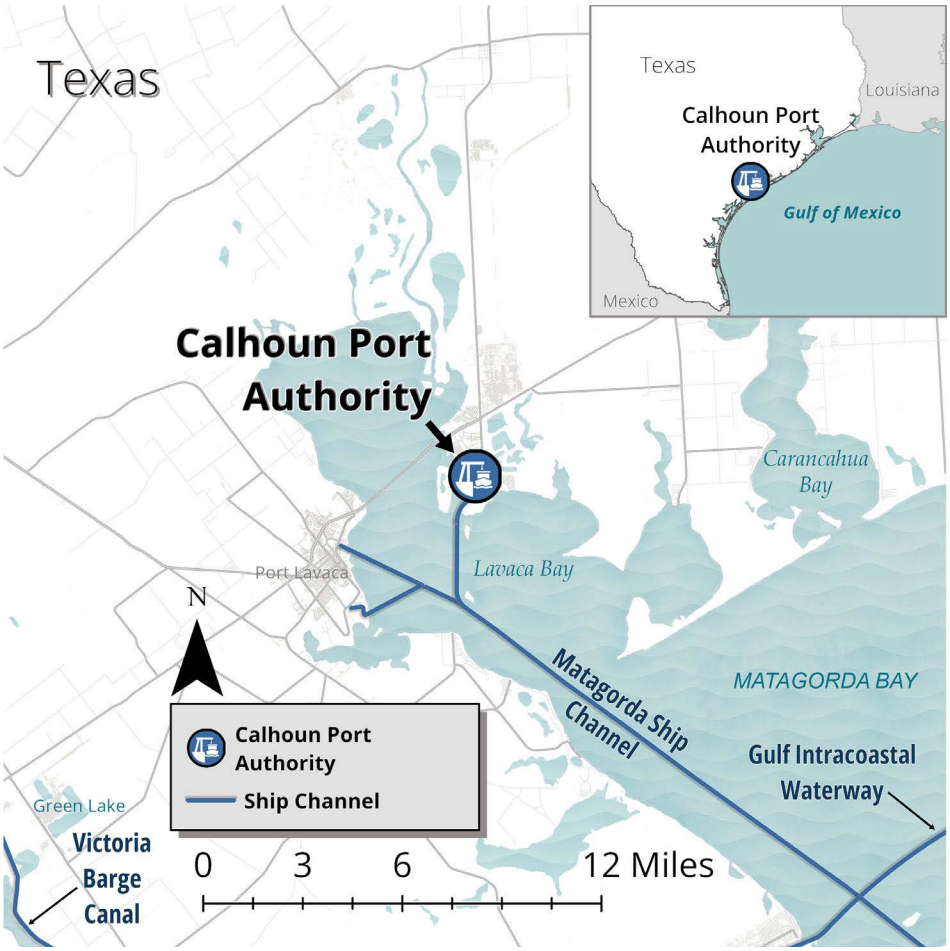
Direct Jobs
3,800

Annual Port Revenues
$2 Billion

Port Projects

Project Name	Project Type	Total Project Cost
General Cargo Dock- Impact Breasting Dolphin Replacement	Maritime Infrastructure	$817,200
General Cargo Dock - Dock Pile Encapsulation	Maritime Infrastructure	$541, 256
New Barge Fleeting Area	Maritime Infrastructure	$24.0 Million
South Peninsula Development Liquid Dock 1	Maritime Infrastructure	$48.0 Million
South Peninsula Development Liquid Dock 2	Maritime Infrastructure	$80.4 Million
South Peninsula Development Liquid Dock 3	Maritime Infrastructure	$51.6 Million
Jetty Deficiency	Ship Channel	$90.0 Million
Matagorda Ship Channel Improvement Project	Ship Channel	$525 Million

Costs provided by port/navigation district



PORT FACILITIES

DOCKS & WHARVES

- 3 liquid cargo docks
- 1 dry bulk dock
- 1 cargo dock
- 1 multi-purpose dock
- 1 barge fleeting dock

CARGO HANDLING

- Multiple liquid cargo loading arms
- Pipe rack capabilities
- Spiral dry bulk conveyor unloading tower
- Cargo outloading conveyor

SHIP CHANNEL

Ship Channel Name: Matagorda Ship Channel
Current Depth: 38 ft
Authorized Depth: 47 ft
Projects: Matagorda Ship Channel Improvement Project

INTERMODALITY

ROAD

- Highway access to US 59, US 87, SH 35, and SH 172

RAIL

- Point Comfort & Northern Railway short line railroad to Union Pacific

BARGE

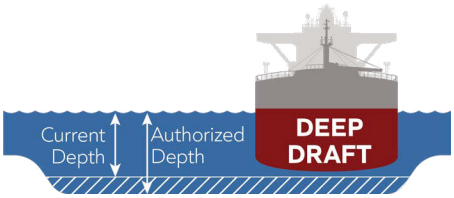
- 19-mile sailing distance to GIWW

AIR

- Nearby regional airports

PIPELINE

- Connections available



CARGO CONNECTIONS

Top Commodities

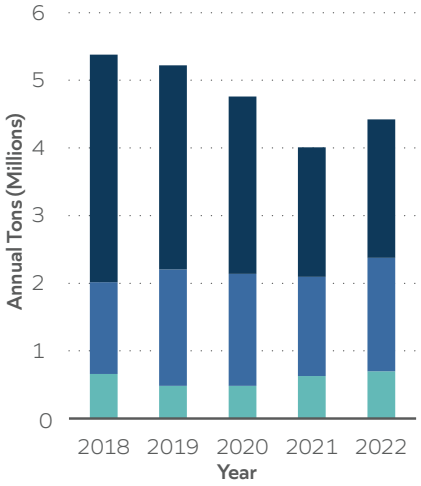
EXPORTS

- Fertilizer & Chemicals
- Petroleum & Petroleum Products
- All Manufactured Equipment, Machinery and Products

IMPORTS

- Fertilizers & Chemicals
- Primary Manufactured Goods
- All Manufactured Equipment, Machinery and Products
- Petroleum & Petroleum Products

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

Commercial Fishing

- 2 million pounds of landings worth $5.4 million in 2018

Commercial fishing data from NOAA, 2019

Cedar Port

Cedar Port Navigation & Improvement District

William F. Scott, President

www.tgscedarport.com

Container Bulk Break Bulk

Cedar Port Industrial Park is the largest master-planned intermodal rail and barge industrial park of its kind in the U.S. Located across the Houston Ship Channel from the Bayport and Barbours Cut container terminals, Cedar Port services e-commerce, distribution, and manufacturing users with over 15,000 acres of development capacity off of the Cedar Bayou navigation channel.

Port Priorities & Opportunities

Cedar Port is actively expanding its infrastructure and connectivity to accommodate the rapid growth in its markets, with a focus on enhancing its industrial park and logistics capabilities. The port's ongoing barge operations have positioned Cedar Port as a critical hub for sustainable transport modes related to breakbulk and container-on-barge operations.

Each year, Cedar Port handles over 450,000 tons of breakbulk cargo, showcasing its capability to manage significant and diverse shipments. Since 2017, Cedar Port has developed over 25 million square feet of distribution center space under roof, serving many of the world's major retail and manufacturing companies. Consequently, more than 1 million TEUs of container cargo are delivered to Cedar Port annually via truck haul over Texas highways. Cedar Port is dedicated to minimizing the impacts of this process on local communities, the environment, and road wear-and-tear. This extensive development underscores Cedar Port's commitment to supporting global supply chains efficiently.

The tenant roster at Cedar Port includes four of the world's largest exporters of plastic resin, further solidifying its role as a vital link in the global logistics network. In 2022, Cedar Port was designated as a Class III railroad, now storing over 5,500 rail cars daily and interchanging 100,000 each year across its 110+ miles of rail track within the industrial park. This designation enhances the port's ability to facilitate unit train operations and support the burgeoning plastic resin industry through efficient packaging and export operations via Port Houston.

Cedar Port has initiated several critical connectivity projects aimed at improving inland access and enhancing port operations. These projects include:

- **Improving and expanding FM 1405** into a 5-lane heavy haul corridor between the SH 99 Grand Parkway and the new container port facility at Cedar Port.
- **Expanding the existing Cedar Port Public Dock No. 1** to accommodate more breakbulk cargos and increase container-on-barge operations.
- **Developing a new ro-ro barge dock at Devil's Elbow** that will directly service the existing 250-acre purpose-built EPC yard.

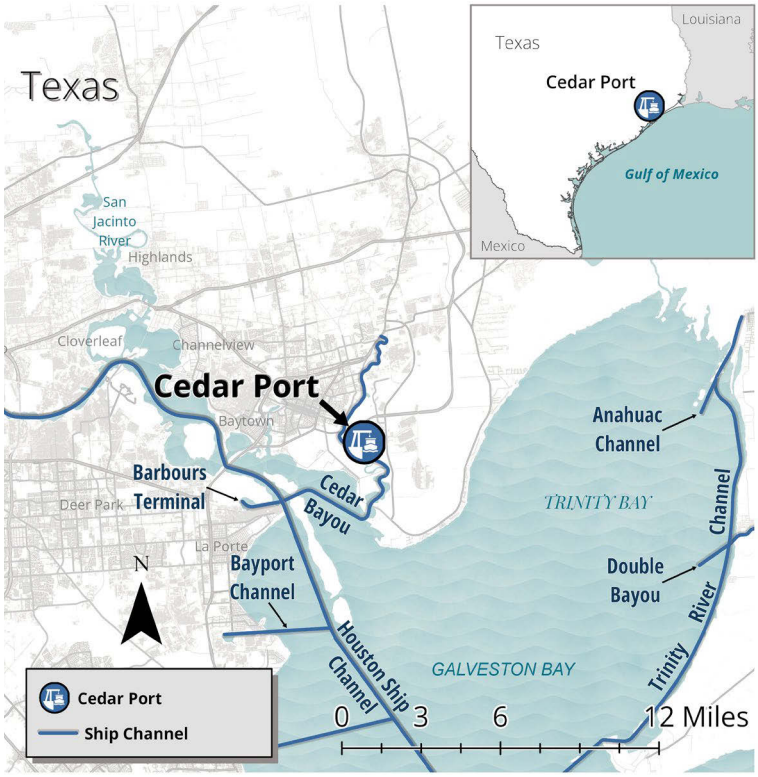
Additionally, Cedar Port is completing a U.S. Army Corps of Engineers Feasibility Study under Section 203 of the Water Resources Development Act (WRDA) to dredge a new ship channel on previously undeveloped land between the existing Houston Ship Channel and Cedar Port. This new channel will allow the construction of a container terminal capable of receiving 15,000 TEU vessels, further expanding the port's capacity and operational efficiency.

These efforts are complemented by ambitious plans for a carbon sequestration project and the exploration of a $1 billion container terminal, aiming to increase the TEU volume capacity of the Greater Houston port complex. Cedar Port remains committed to innovation and growth, ensuring it meets the evolving needs of its clients and the global market.

Port Projects

Project Name	Project Type	Total Project Cost
Barge Dock #1 Improvement	Maritime Infrastructure	$6.25 Million
FM 1405 Road Widening State Highway 99 to Barge Dock Road	Seaport Connectivity	$16.7 Million
Cedar Port Terminal Channel Deepening Project	Ship Channel	$500 Million

Costs provided by port/navigation district



PORT FACILITIES

DOCKS & WHARVES

- Two barge dock terminals with access to the Houston Ship Channel
- Public barge facility at the Cedar Port Navigation & Improvement District Public Dock
- Intermodal yard with a 500,000 TEU capacity at docks
- Purpose built 250-acre EPC laydown yard with direct dock access
- Pipeline corridor and connections in close proximity to barge docks

STORAGE & LAND

- Land available for lease, sale, and development
- Existing available warehouses: DC-1 (1.2 million sf), DC-2 (496,000-900,000 sf), DC-3 (150,000-664,000 sf), and DC-4 (1.2-1.5 million sf)
- Additional intermodal yard with 1M TEU capacity adjacent and rail-served

SHIP CHANNELS

Barge Channel Name: Cedar Bayou
Current Depth: 8-10 ft (varies)
Authorized Depth: 11 ft

Ship Channel Name: Houston Ship Channel
Current Depth: 37 ft to 46.5 ft (varies)
Authorized Depth: 39 ft to 46.5 ft (varies)

INTERMODALITY

ROAD

- Highway access to I-10, SH 225, SH 146, and SH 99
- TxDOT-rated heavy haul corridor

RAIL

- TGS switching railroad with connections to BNSF and Union Pacific

BARGE

- 24-mile sailing distance to GIWW (M-10, M-69)
- 3-hour barge trip to Barbours Cut and Bayport Terminals

AIR

- Commercial service to IAH and HOU airports

PIPELINE

- Close proximity to pipeline corridors providing crude, ethane, and refined products

CARGO CONNECTIONS

Top Commodities

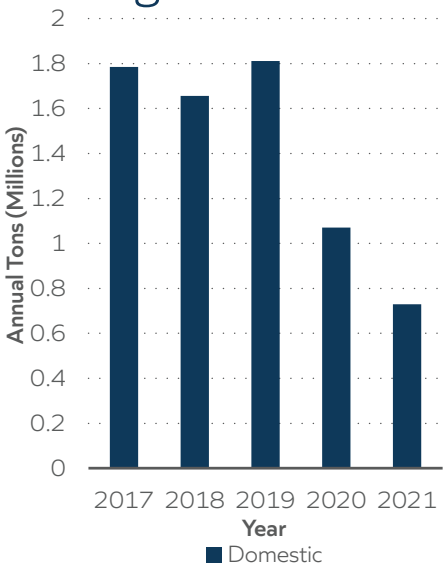
EXPORTS

- Plastic Resins
- Fertilizers & Chemicals
- Agriculture & Food

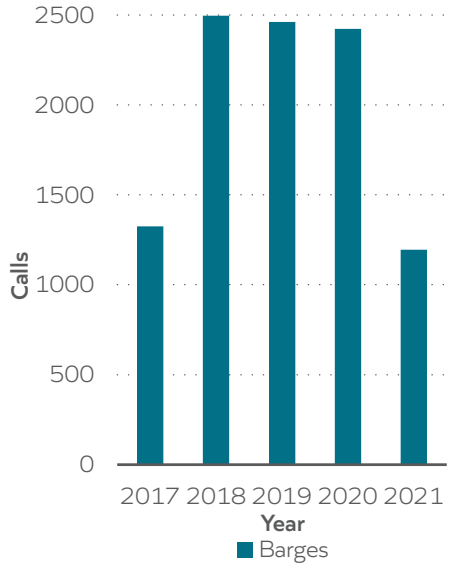
IMPORTS

- Manufactured Goods
- Crude Materials
- Steel

Tonnage



Vessel Calls



Tonnage and vessel call data from USACE Waterborne Commerce Statistics Center, 2024

Port of Corpus Christi Authority

Kent Britton, CEO

www.portofcc.com

Bulk Ro/Ro Energy Break Bulk Other

Navigation at the Port of Corpus Christi Authority (PCCA) can be traced back to 1839, when it served as a trading post. Today, PCCA is a major gateway to international and domestic maritime commerce through its deepwater access to the Gulf of Mexico. PCCA is also a strategic military port that provides waterborne resources to handle U.S. military cargo.

Port Priorities & Opportunities

PCCA is adapting to significant market shifts, focusing on expanding LNG and crude operations while exploring new markets in carbon neutrality and low-carbon hydrogen energy. Anticipating a crude market plateau in the late 2020s, PCCA is also expanding its LNG capacity and cultivating production of future fuels. PCCA has operated on 100% renewable electricity since 2017, has made strides in recycling and Carbon Capture and Storage (CCS) technology, and is transitioning to low-emission vehicles. These efforts, coupled with Green Marine and ISO-14001 certifications and beneficial use of dredge material, demonstrate PCCA's commitment to environmental responsibility alongside its growth.

Connectivity improvements are a priority for PCCA to address encumbrances like the I-37 walking bridge and the Nueces Bay Causeway. Projects are underway to enhance inland access, crucial for supporting PCCA's expanding operations and maintaining efficient transport routes.

ECONOMIC IMPACT

Annual Rail Cars
43,790

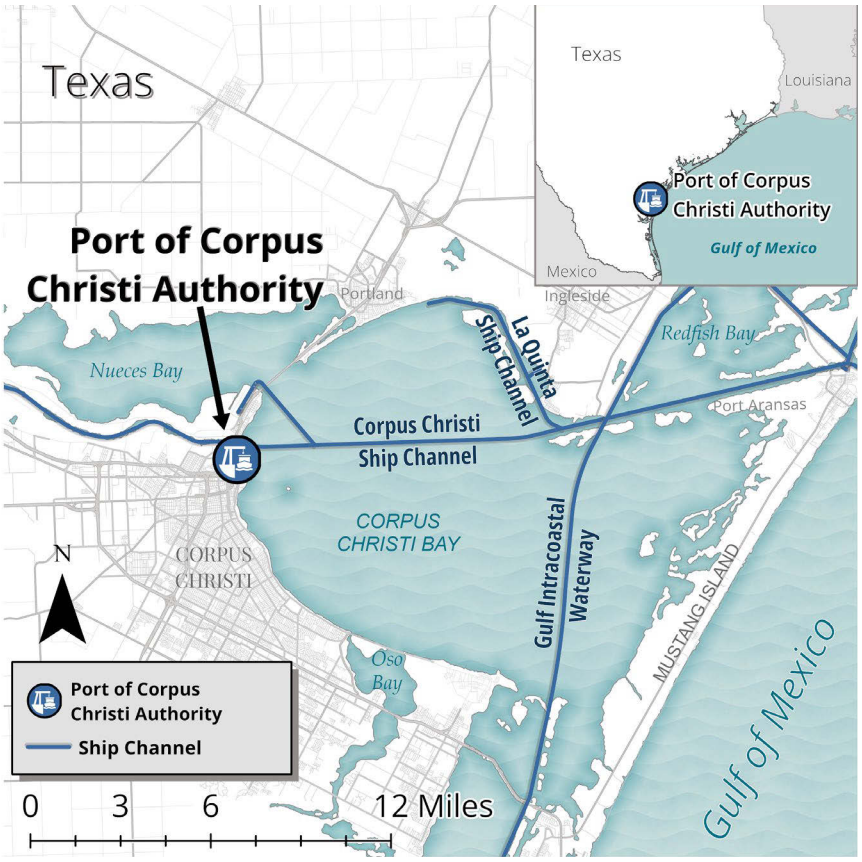
Direct Jobs
16,786

Tax Revenue
$49.6M

Port Projects

Project Name	Project Type	Total Project Cost
Ingleside Cargo Dock	Maritime Infrastructure	$129 Million
Ingleside Low Carbon Energy Terminal	Maritime Infrastructure	$288.5 Million
Inland Industrial Port Campus	Maritime Infrastructure	$81.5 Million
Mike Carrell Road Access Improvements	Seaport Connectivity	$4.6 Million
Corpus Christi Ship Channel Queuing Area Feasibility Study	Ship Channel	$3.0 Million
Corpus Christi Ship Channel Dock Deepening Project	Ship Channel	$330 Million
Corpus Christi Ship Channel Improvement Project	Ship Channel	$681.6 Million
La Quinta Channel Expansion Feasibility Study	Ship Channel	$4.5 Million

Costs provided by port/navigation district



PORT FACILITIES

DOCKS & WHARVES

- 13 liquid docks
- 3 dry bulk docks
- 5 multi-purpose cargo docks
- General purpose high-speed bagging facility

STORAGE & LAND

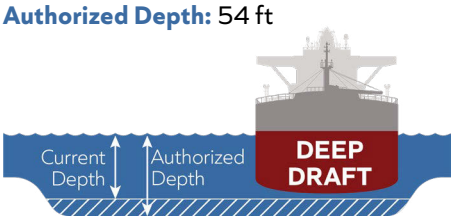
- Over 700 acres available for lease or development
- Leases available at 40-acre Rincon Industrial Park
- 340,000 sf of covered storage
- 140+ acres of open storage

SHIP CHANNELS

Ship Channel Name: Corpus Christi Ship Channel

Current Depth: 47-54 ft

Authorized Depth: 54 ft



INTERMODALITY

ROAD

- Highway connections to US 181/ SH 35, I-37, SH 361, and I-69
- Access to Joe Fulton International Trade Corridor (JFC) from inner harbor

RAIL

- Port-owned Corpus Christi Rail Terminal switching railroad with connections to BNSF, Canadian Pacific Kansas City (CPKC), and Union Pacific

BARGE

- 13-mile sailing distance to GIWW (M-10, M-69)

AIR

- Commercial service to Corpus Christi International Airport

PIPELINE

- Connections available

CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- **Netherlands** $13.7 Billion
- **South Korea** $9.0 Billion
- **Singapore** $5.7 Billion

IMPORTS

- **Mexico** $1.1 Billion
- **Colombia** $990 Million
- **Singapore** $519 Million

Data from USA Trade for 2023

Top Commodities

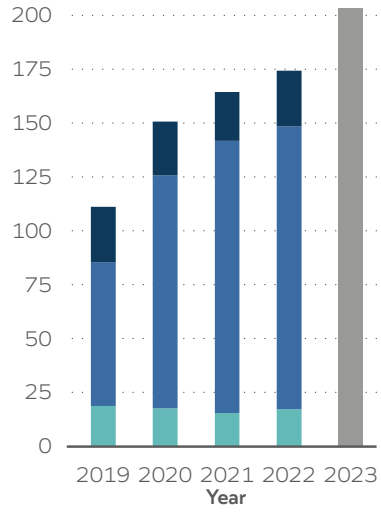
EXPORTS

- Petroleum
- Fertilizers & Chemicals
- Agriculture & Food
- Manufactured Goods
- Crude Materials

IMPORTS

- Petroleum
- Crude Materials
- Fertilizers & Chemicals
- Manufactured Goods
- Equipment & Machinery

Tonnage



2023 tonnage data provided by PCCA; 2019-2022 tonnage data from USACE Waterborne Commerce Statistics Center, 2024

Port Freeport

Port Freeport Navigation District

Phyllis Saathoff, Executive Director/CEO

www.portfreeport.com

Bulk Ro/Ro Energy Break Bulk Container

Port Freeport is a deep water port that was voted into existence in 1925 by Brazoria County residents. Its services include project cargo and breakbulk, container, heavy lift, and roll on/off operations. Port Freeport ranks #6 in chemicals and #26 in containers in the U.S. and transports over 37 million tons of cargo annually.

Port Priorities & Opportunities

Port Freeport is actively pursuing infrastructure enhancements and market diversification to strengthen its connectivity and broaden its service offerings. The port is rapidly growing its operations by expanding its automotive, container and steel volumes, including significant contracts with Volkswagen Group of America and Fresh Del Monte Produce. Looking forward, the port is exploring new cargo opportunities and supporting chemical and production facilities for exports. Key infrastructure projects are in motion to support this expansion and promote efficient cargo movement, including the widening of SH 36 for improved port access and the development of truck queuing areas.

In preparation for increasing traffic, Port Freeport is focusing on critical connectivity enhancements. Initiatives like the Terminal Expansion Area and concrete stabilization behind Berth 8 demonstrate the port's strategy to upgrade its maritime infrastructure. These enhancements are critical in supporting the port's anticipated growth in shipments and vehicle traffic.

ECONOMIC IMPACT

Annual Rail Cars **14,000**

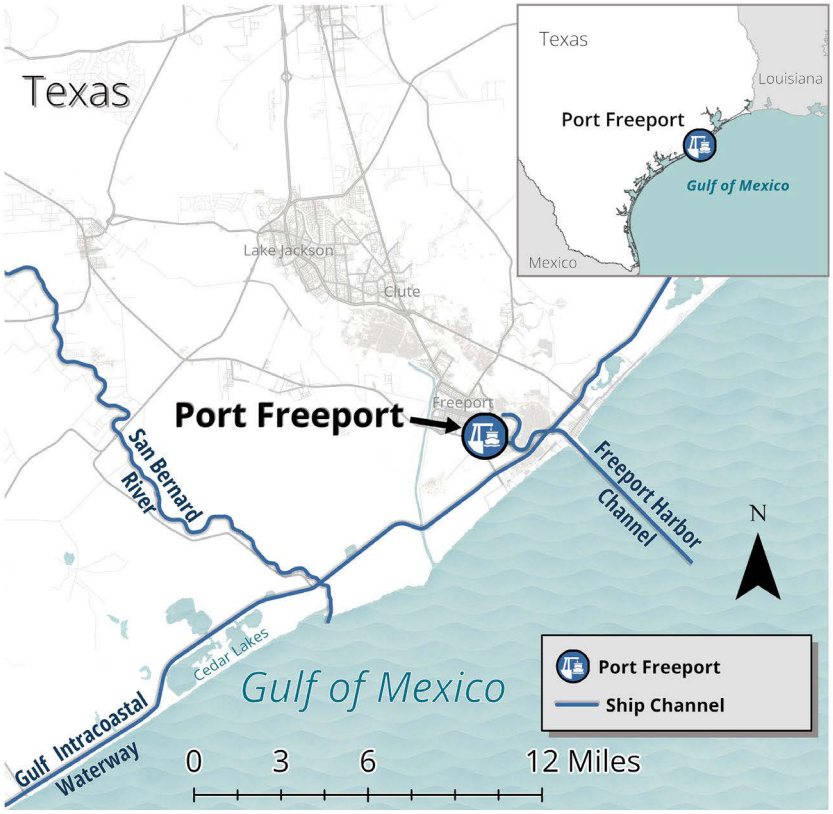
Direct Jobs **16,400**

Ranked **15th** Among U.S. Ports in Total Foreign Waterborne Tonnage Handled

Port Projects

Project Name	Project Type	Total Project Cost
Velasco Terminal - Area 6 Improvement	Maritime Infrastructure	$10.0 Million
Velasco Terminal - Berth 9 Expansion	Maritime Infrastructure	$56.0 Million
Velasco Terminal - Area 4 Improvement	Maritime Infrastructure	$26.8 Million
Parcel 25 Improvement	Maritime Infrastructure	$20.0 Million
Public Parking Expansion Area	Seaport Connectivity	$1.5 Million
Truck Staging Area Across from Gate 8	Seaport Connectivity	$7.6 Million
Freeport Harbor Channel Improvement Project	Ship Channel	$295 Million

Costs provided by port/navigation district



PORT FACILITIES

DOCKS & WHARVES

- 18 operating berths, including private docks
- Over 7 mi of port-owned rail track
- 90 acres for container operations
- Over 1,800 ft of multi-purpose berth for Panamax and Post-Panamax vessels
- 1 hour vessel transit time to most private and public berths

CARGO HANDLING

- 2 Post-Panamax ship-to-shore gantry cranes
- 2 additional Super Post-Panamax gantry cranes planned for Berths 7 and 8
- Project cargo and oversize overweight corridor
- Roll on/Roll off services

LAND & STORAGE

- 7,000 acres undeveloped land
- 1,800 acres for buildout
- 300 acres of environmentally mitigated property

INTERMODALITY

ROAD

- Highway connections to SH 36, SH 288, SH 6, and SH 35
- Ongoing SH 36 expansion from Port Freeport to Fort Bend County Line

RAIL

- Connections to Union Pacific

BARGE

- 30-minute sailing time to GIWW (M-10, M-69)

AIR

- Commercial service to HOU and IAH

PIPELINE

- Connections available

SHIP CHANNEL

Ship Channel Name: Freeport Harbor Channel

Current Depth: 46 ft

Authorized Depth: 51 to 56 ft (varies)

CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- **Asia** $5.9 Billion
- **France** $652 Million
- **Netherlands** $632 Million

IMPORTS

- **Mexico** $1.5 Billion
- **Asia** $1.2 Billion
- **Colombia** $380 Million

Data from USA Trade for 2023

Top Commodities

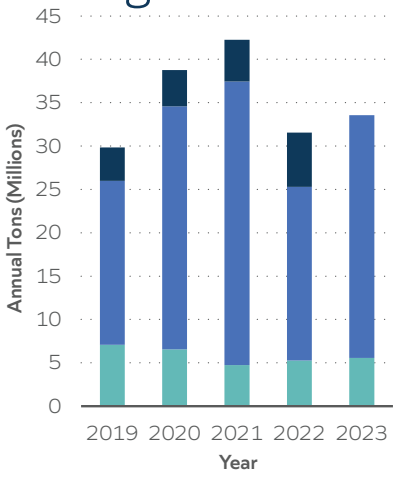
EXPORTS

- LNG & LPG
- Privately Owned Vehicles
- Crude Oil & Refined Crude Oil Products
- Petrochemicals
- Plastics
- Containers

IMPORTS

- Crude Oil
- Petrochemicals
- Green Fruit
- Finished & Privately Owned Vehicles
- Machinery & Agricultural Equipment
- Containers

Tonnage



Tonnage data for 2019-2022 from USACE Waterborne Commerce Statistics Center, 2024; data for 2023 provided by the Port of Freeport

** The total domestic tonnage for 2023 is unknown.*

PORT *of* GALVESTON

Board of Trustees of the Galveston Wharves

Rodger Rees, Port Director/CEO

www.portofgalveston.com

Cruise Container Bulk Ro/Ro Energy Break Bulk Other Commercial Fishing

The Port of Galveston is a deepwater port established in 1825 and situated at the entrance of Galveston Bay and the Houston Ship Channel. The port serves thriving cruise and cargo industries, as well as commercial tenants. The Port of Galveston does not rely on any local tax dollars for its operations and capital improvements.

Port Priorities & Opportunities

The Port of Galveston is actively advancing its connectivity and maritime infrastructure to enhance operational efficiency, maximize port assets, and generate regional economic growth and more jobs. Important connectivity enhancements are underway, including an internal roadway to facilitate port traffic, improvements to pedestrian access, and optimized road connections between Harborside Drive and I-45. Notable projects such as the pedestrian sky bridge over Harborside Drive at 25th Street and upgrades along the internal Port Industrial Road aim to improve mobility and safety for both cruise and cargo traffic.

Over 5 Million Cruise Passengers

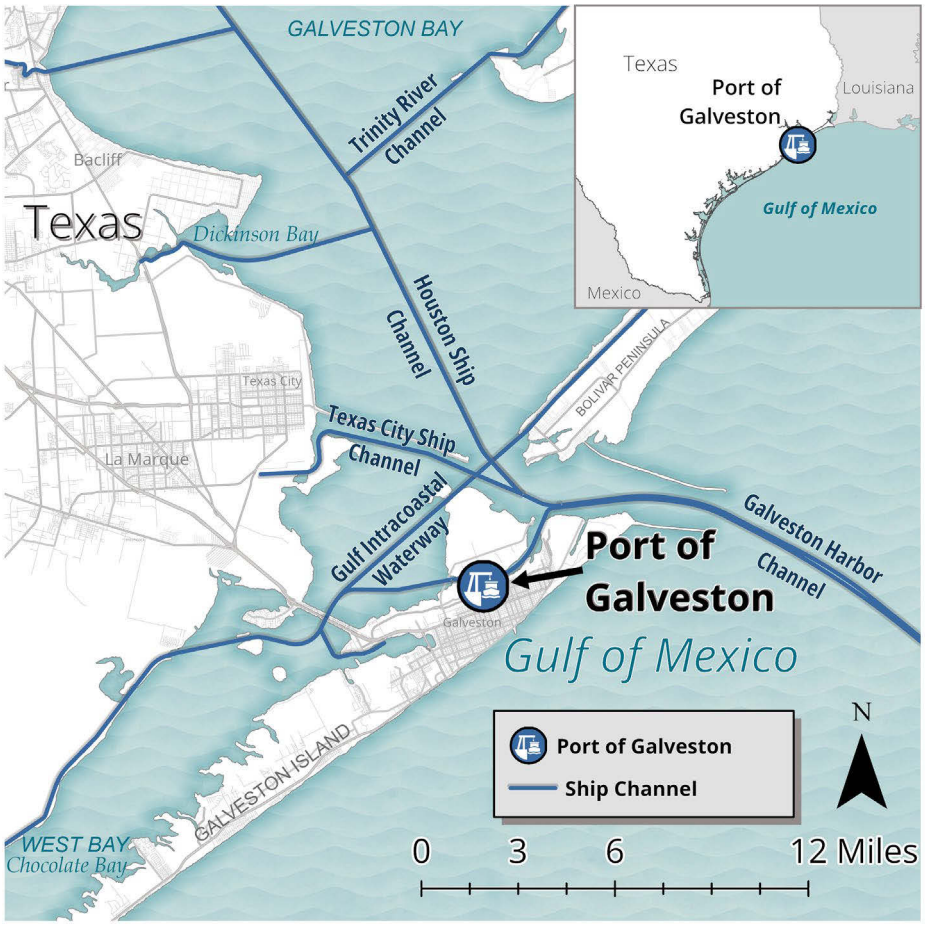
Projected between 2021 and 2024

On the maritime front, the port is investing in critical infrastructure projects to increase capacity and accommodate larger vessels. This includes the development of additional berths on Pelican Island, significant mooring and berthing upgrades at Piers 30-33, and essential maintenance like the replacement of the Cruise Terminal 28 sheet pile. These initiatives are pivotal for enhancing the port's cargo throughput and logistical capabilities, securing its position as a key economic hub on the Gulf Coast.

Port Projects

Project Name	Project Type	Total Project Cost
Cruise Terminal 28 Sheet Pile Replacement	Maritime Infrastructure	$30.0 Million
Maintenance Facility Relocation	Maritime Infrastructure	$10.0 Million
Pelican Island Berth Development	Maritime Infrastructure	$35.0 Million
Pelican Island Projects Phase 1	Maritime Infrastructure	$65.0 Million
Pier 29 Bulkhead Improvements	Maritime Infrastructure	$7.0 Million
Pier 30-33 Mooring and Berthing Upgrades	Maritime Infrastructure	$10.0 Million
Rail Spur and Loading Area	Maritime Infrastructure	$5.0 Million
West End Cargo Expansion	Maritime Infrastructure	$18.0 Million
Wharf Road Roadway and Utility Improvements and Gate Relocation	Maritime Infrastructure	$14.0 Million
Pier 12-14 Berth	Maritime Infrastructure	$101.6 Million
Galveston Island Wayfinding Project	Seaport Connectivity	$1.6 Million
Pedestrian Improvements 21st - 29th Street	Seaport Connectivity	$1.1 Million
Galveston Harbor Channel Extension Project	Ship Channel	$16.3 Million

Costs provided by port/navigation district



PORT FACILITIES

TERMINALS

- Three cruise terminals
- Roll on/off cargo terminal at Pier 39/40
- Project cargo at Pier 34
- Marina for commercial fishing at Pier 19
- 340 acres for buildout

CARGO HANDLING

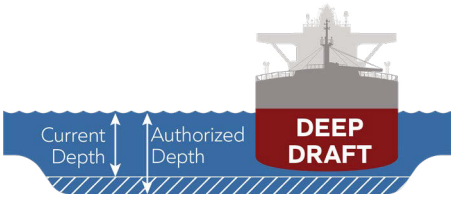
- Pelican Island Marine Repair Facility
- Fertilizer import at Pier 35

SHIP CHANNEL

Ship Channel Name: Galveston Harbor Channel

Current Depth: Varies 41 to 46 ft

Authorized Depth: Varies 41 to 46 ft



INTERMODALITY

ROAD

- Highway connections to SH 275, US 74, and I-45

RAIL

- Connections to BNSF and Union Pacific

BARGE

- Direct access to GIWW (M-10, M-69)

AIR

- Commercial air service to HOU and IAH airports

PIPELINE

- Connections available

PEDESTRIAN

- Access from cruise terminals to the historical commercial district, parking, restaurants, hotels, and retail

CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- **Brazil** $444 Million
- **India** $251 Million
- **South Korea** $194 Million

IMPORTS

- **Germany** $1.6 Billion
- **Brazil** $807 Million
- **Japan** $695 Million

Data from USA Trade for 2023

Top Commodities

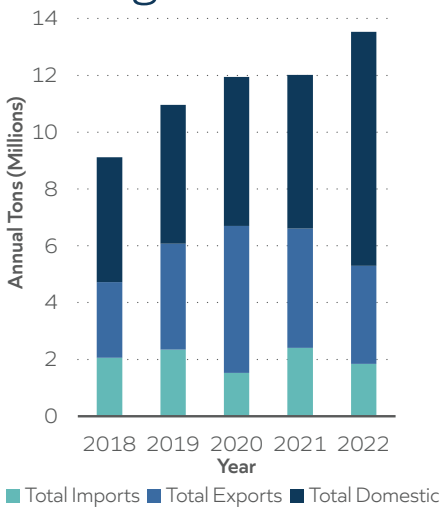
EXPORTS

- Petroleum & Petroleum Products
- Fertilizers & Chemicals
- Agriculture & Food
- Crude Materials
- Manufactured Goods
- Crude Materials

IMPORTS

- Fertilizers & Chemicals
- All Manufactured Equipment, Machinery & Products
- Petroleum & Petroleum Products

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

PORT *of* HARLINGEN

Port of Harlingen Authority

Walker Smith, Port Director

www.portofharlingen.com

Energy Break Bulk Bulk

The Port of Harlingen is a shallow draft, inland port that was established in 1926 on the southernmost tip of Texas on the Arroyo Colorado river. The port offers barge and multimodal transport, encompasses more than 2,000 acres, and has five docks with more than 650 feet of general cargo wharf and 100 feet of dry bulk wharf.

Port Priorities & Opportunities

The Port of Harlingen is strategically expanding and modernizing to meet the needs of its evolving market, with a keen eye on future growth. Recent land acquisitions totaling 550-600 acres, primarily for rail project development, underscore a shift toward enhancing the port's infrastructure to better serve both traditional sectors such as agriculture and refined fuels, and emerging markets like green energy. Inland connectivity is also a focus, with plans to replace deteriorating road infrastructure under the strain of heavy truck traffic and address congestion issues at critical intersections. The port envisions improving access to the Harlingen Aerotropolis at the nearby Valley International Airport, potentially easing industrial traffic flow and fostering economic synergies.

Maritime infrastructure projects are equally important to the port, with the port engaged in significant development projects like Railyard Development, Turning Basin Extension, and essential lighting improvements. Although still in the early stages of design and feasibility studies, these projects are seen as pivotal to the port's ability to attract new business and manage increasing vessel traffic efficiently.

ECONOMIC IMPACT

Annual Truck Traffic
30,000

Annual Barge Traffic
802 Vessels

Direct Jobs
902

Economic Activity
$1.79 Billion

Port Projects

Project Name	Project Type	Total Project Cost
Rail Rehabilitation	Maritime Infrastructure	$750,000
Scale Foundation Installation	Maritime Infrastructure	$700,000
Turning Basin Bulkhead	Maritime Infrastructure	$8.2 Million
Railyard Development	Maritime Infrastructure	$30.0 Million
Turning Basin Extension	Maritime Infrastructure	$13.0 Million
Turning Basin Expansion Project Feasibility Study	Ship Channel	$1.1 Million

Costs provided by port/navigation district

PORT FACILITIES

DOCKS & WHARVES

- 5 docks
- 650 ft multi-cargo wharf
- 100 ft dry bulk wharf

STORAGE & LAND

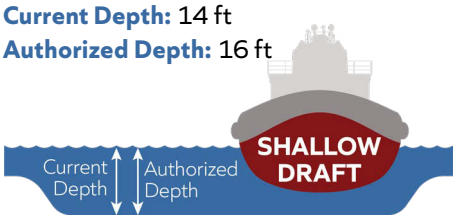
- 736 acres on- and off-channel sites available
- Access to the NAFTA CargoPort hub
- 5 miles from Harlingen Aerotropolis

SHIP CHANNEL

Ship Channel Name: Harlingen Channel/ Arroyo Colorado

Current Depth: 14 ft

Authorized Depth: 16 ft



INTERMODALITY

ROAD

- Highway connections to US 77, US 83, and I-69
- Overweight designation from Los Indios Free Trade International Bridge to Port entrance, 8 miles south of Port

RAIL

- Terminal rail serviced by Union Pacific
- Connections available to BNSF and Kansas City Southern de Mexico

BARGE

- 25-mile sailing distance to GIWW (M-10, M-69)

AIR

- International Cargo facilities and Harlingen Aerotropolis at Valley International Airport (HRL)

PIPELINE

- Connections available

CARGO CONNECTIONS

Top Commodities

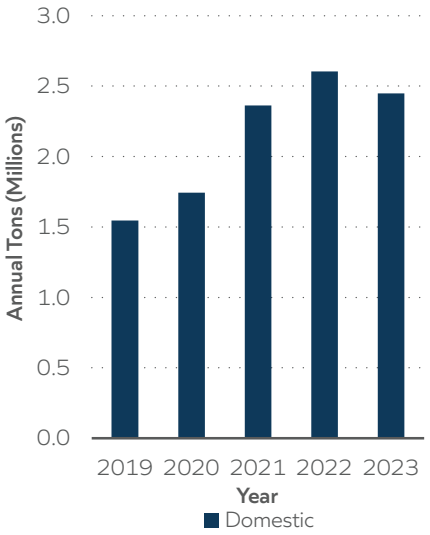
EXPORTS

- Agriculture

IMPORTS

- Refined Petroleum
- Aggregates
- Fertilizer

Tonnage



Waterborne tonnage data provided by the Port of Harlingen

$36 Million

generated in local and state tax revenue through usage and cargo fees

Port Houston

Port of Houston Authority

Charlie Jenkins, Chief Executive Officer

www.porthouston.com

Container | Bulk | Ro/Ro | Energy | Break Bulk | Other

Port Houston owns, manages, and operates the public wharves and terminals along the Houston Ship Channel (HSC), including the nation's largest breakbulk facility and 5th largest container operations. Port Houston is the advocate and a strategic leader for the HSC. The HSC complex and its more than 200 public and private terminals is the nation's largest port for waterborne tonnage.

Port Priorities & Opportunities

Port Houston has continued its growth, doubling its volume in recent years to become the 5th largest container terminal in the U.S. Infrastructure upgrades, including the new entry gate at Barbours Cut Blvd and the expansion of Port Road, demonstrate the port's proactive efforts to enhance connectivity. However, developing a crucial direct connector between SH 146 and Barbours Cut Blvd is essential for efficient freight mobility, despite the significant challenge posed by current spatial constraints.

Port Houston's maritime infrastructure is undergoing significant strategic advancements. The Barbours Cut Terminal Wharf upgrade is currently 30% complete in its second phase, with an estimated budget of $90 million. The completion of Section 1A of Project 11 represents a key milestone, but securing the remaining $180 million for full channel improvements remains a top priority. Looking ahead, Project 12 involves extensive dredging to deepen the ship channel, with financial details under review. Meanwhile, the port is advocating for increased funding for maintenance dredging to maintain operational efficiency following these major developments.

ECONOMIC IMPACT OF THE HSC

Ranked **#1** Among U.S. Ports in Total Foreign Waterborne Tonnage Handled

200+ Public & Private Terminals

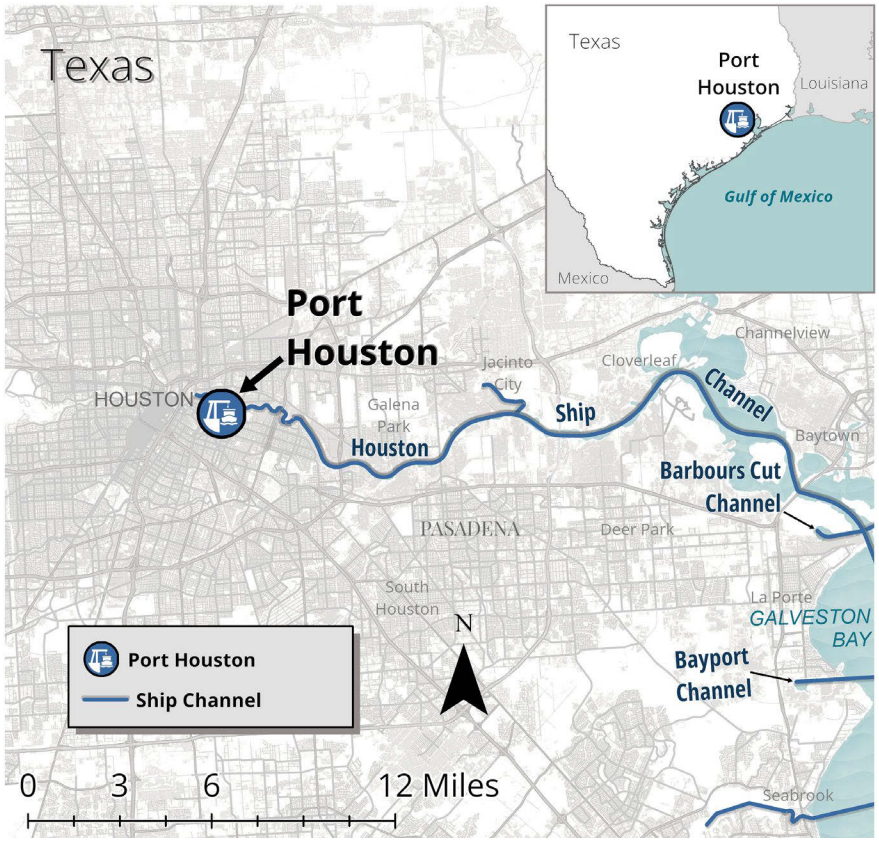
Direct & Indirect Jobs
1.54 Million (TX)
3.37 Million (US)

Economic Value
$439 Billion (TX)
$906 Billion (US)

Port Projects

Project Name	Project Type	Total Project Cost
Barbours Cut Terminal Wharves 5 & 6 Rehabilitation	Maritime Infrastructure	$77.0 Million
Bayport Southeast Drainage and Community Benefit	Maritime Infrastructure	$39.0 Million
Bayport Southern Access Road	Maritime Infrastructure	$196 Million
Bayport Terminal Wharf 1	Maritime Infrastructure	$150 Million
Bayport Terminal Yard Expansion	Maritime Infrastructure	$95.4 Million
Care Terminal Wharf Rehabilitation	Maritime Infrastructure	$5.0 Million
Container Terminals Improvement Program	Maritime Infrastructure	$125 Million
Jacintoport Rehabilitation	Maritime Infrastructure	$10.0 Million
Turning Basin Optimization Program	Maritime Infrastructure	$277 Million
Barbours Cut Terminal West End Exit Improvements	Seaport Connectivity	$40.0 Million
Port Road Grade Separation	Seaport Connectivity	$33.0 Million
Houston Ship Channel Expansion Project	Ship Channel	$1.0 Billion

Costs provided by port/navigation district



PORT FACILITIES

TERMINALS & STORAGE

- 2 container terminals—Barbours Cut and Bayport
- 3,000-acre foreign trade zone (FTZ 84)
- 14,500 acres of port-owned submerged lands
- 6 multi-purpose cargo facilities (Bulk Materials Handling Plant, Care, Houston Public Grain Elevator #2, Jacintoport, Turning Basin, Woodhouse -Richardson Steel)

PERFORMANCE & CAPABILITIES

- 5th ranking U.S. container port by total TEUs
- 73% of U.S. Gulf Coast container traffic handling
- 1st ranked U.S. port in foreign waterborne tonnage - 220.5 million short tons (2022)

SHIP CHANNEL

Ship Channel Name: Houston Ship Channel

Current Depth: Varies from 37 to 46.5 ft

Authorized Depth: Varies from 39 to 46.5 ft

INTERMODALITY

ROAD

- Highway access to I-10, I-45, I-69, I-610, SH 146, SH 99, SH 225, SH 8, SH 35, SH 36, and SH 288

RAIL

- Port Terminal Railroad Association switching railroad with connections to BNSF, Canadian Pacific Kansas City, and Union Pacific

BARGE

- 24-mile sailing distance to GIWW (M-10, M-69)

AIR

- 7 miles to HOU airport
- 25 miles to IAH airport

PIPELINE

- Connections leading to Beaumont/ Port Arthur, Texas City, Freeport, and Morgan's Point

CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Asia* $24.4 Billion
- Mexico $11.7 Billion
- Netherlands $8.9 Billion

IMPORTS

- Asia* $55.2 Billion
- Mexico $8.5 Billion
- Germany $7.7 Billion

Data from USA Trade for 2023
**Data provided by Port Houston for 2023*

Top Commodities

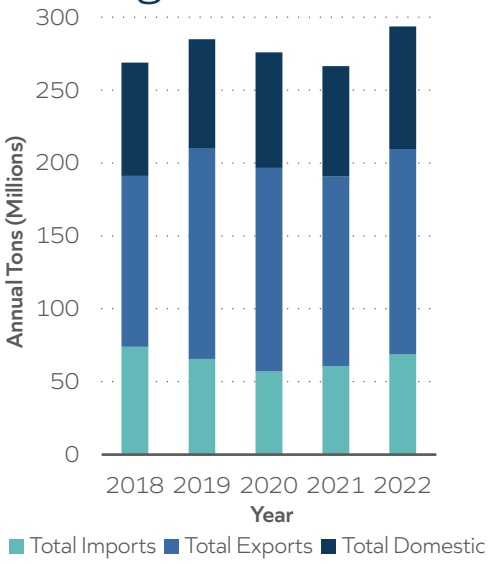
EXPORTS

- Resins & Plastics
- Chemicals & Minerals
- Petroleum & Petroleum Products
- Automotive

IMPORTS

- Hardware and Construction Materials
- Machinery, Appliances, and Electronics
- Steel and Metals
- Furniture

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

PORT *of* ORANGE

Orange County Navigation and Port District

Lorrie Taylor, Executive Port Director/CEO

www.portoforange.com

Bulk Break Bulk

The Port of Orange is centrally located between Houston and Lake Charles on I-10, on the Gulf Intracoastal Waterway and Sabine River. The port was established in 1953 and was historically opened to service the local sawmills. Today, timber and plastics are large export commodities that are shipped to New Orleans, Galveston, and other Gulf ports.

Port Priorities & Opportunities

The Port of Orange is actively enhancing its connectivity and infrastructure to adapt to the evolving demands of the maritime and transportation sectors. Central to its strategy is the development of multimodal transport facilities, focusing on improving rail and road connectivity. This includes key projects like the Alabama Street Entrance and South Childers Roadway improvements, aimed at boosting operational efficiency and accommodating larger freight volumes.

The port is forging strategic partnerships with local and state authorities to support infrastructure projects. These collaborations are essential for securing funding and resources, crucial for expanding the port's capabilities. By focusing on these areas, the Port of Orange is positioning itself to meet current demands while preparing for future market shifts, laying a foundation for sustained growth and operational effectiveness.

Port Projects

Project Name	Project Type	Total Project Cost
DRAVO Bulkhead - East Side	Maritime Infrastructure	$34.2 Million
DRAVO Bulkhead - West Side	Maritime Infrastructure	$44.3 Million
Improve Rail Reverse Curves from S. Childers to Alabama	Maritime Infrastructure	$2.5 Million
Railyard South of Childers Road	Maritime Infrastructure	$3.0 Million
Trans Modal Yard Transition Dock and Fendering	Maritime Infrastructure	$13.6 Million
Alabama Street Entrance Improvements from FM 1006 to Gate	Seaport Connectivity	$2.8 Million
Alabama Street Improvements from Bridge Crossing to Command Center	Seaport Connectivity	$3.7 Million
Alabama Street Improvements from Gate to Bridge Crossing and Bulkhead	Seaport Connectivity	$9.5 Million
DRAVO Additional Truck Queuing and Utility Enhancements - West Side	Seaport Connectivity	$5.5 Million
DRAVO Additional Truck Queuing and Utility Enhancements - East Side	Seaport Connectivity	$7.3 Million
South Childers Roadway Improvements from FM 1006 to Orange City Limits	Seaport Connectivity	$4.4 Million
South Childers Roadway Improvements from City Limits to Entrance of DRAVO Industrial Terminal	Seaport Connectivity	$8.3 Million
Hickory Cove Improvements	Ship Channel	$55.2 Million

Costs provided by port/navigation district

PORT FACILITIES

DOCKS & WHARVES

- 4 berths
- 136-ft air restriction
- Dry dock services for barges and tugs

CARGO HANDLING

- Container-on-barge shipping capabilities
- Heavy haul route for cargo
- Up to 800 amp shore power connections at each berth and pier

STORAGE & LAND

- 8 warehouses at Alabama St. Terminal
- 350,000+ sf covered storage
- 100+ acres available for build-out
- 28+ warehouses/offices at multiple locations

SHIP CHANNELS

Ship Channel Name: Sabine River and Sabine-Neches Waterway (SNWW)

Current Depth:
22 ft (Sabine River) | 40 ft (SNWW)

Authorized Depth:
30 ft (Sabine River) | 48 ft (SNWW)

INTERMODALITY

ROAD

- Highway connections to I-10, SH 62, and SH 87

RAIL

- Connection to Union Pacific

BARGE

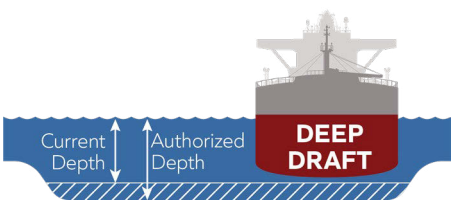
- 3.5-mile sailing distance to GIWW (M-10, M-69)

AIR

- Connections to Orange County Airport and Jack Brooks Regional Airport

PIPELINE

- Natural gas, oil, and volatile substance pipeline connections



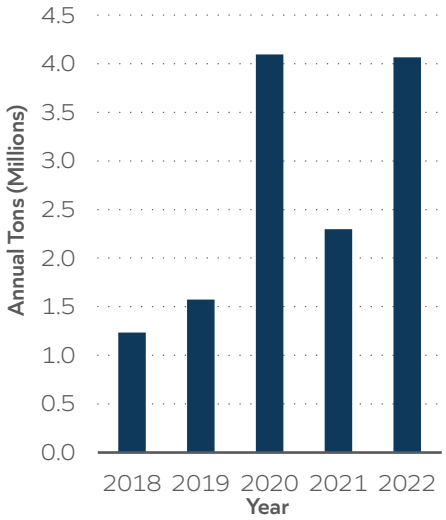
CARGO CONNECTIONS

Top Commodities

DOMESTIC

- Gasoline
- Residual Fuel Oil
- Limestone
- Cement and Concrete
- Nitrogen Compounds
- Timber
- Plastics

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

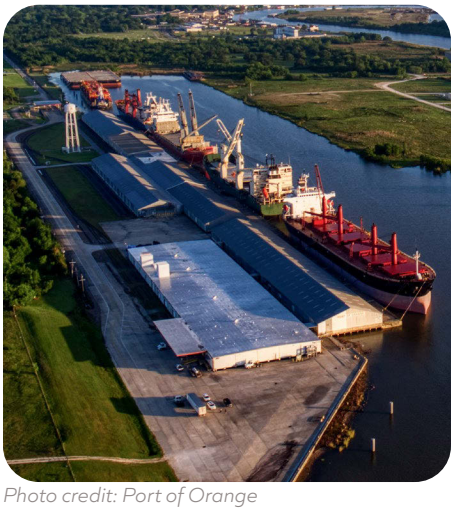


Photo credit: Port of Orange

PORT *of* PALACIOS

Matagorda County Navigation District No. 1

Victor Martinez Jr., Port Director
www.portofpalacios.com

Commercial Fishing

The Port of Palacios is a multi-use, shallow draft commercial and recreational port. Formed in 1940 to promote commercial and recreational fishing, the Port of Palacios maintains a navigable waterway while protecting the coastal environment. Shrimping has been a signature market in the Palacios region since 1922. The port also provides safe harbor for boats traversing the Gulf Intracoastal Waterway to Palacios.

Port Priorities & Opportunities

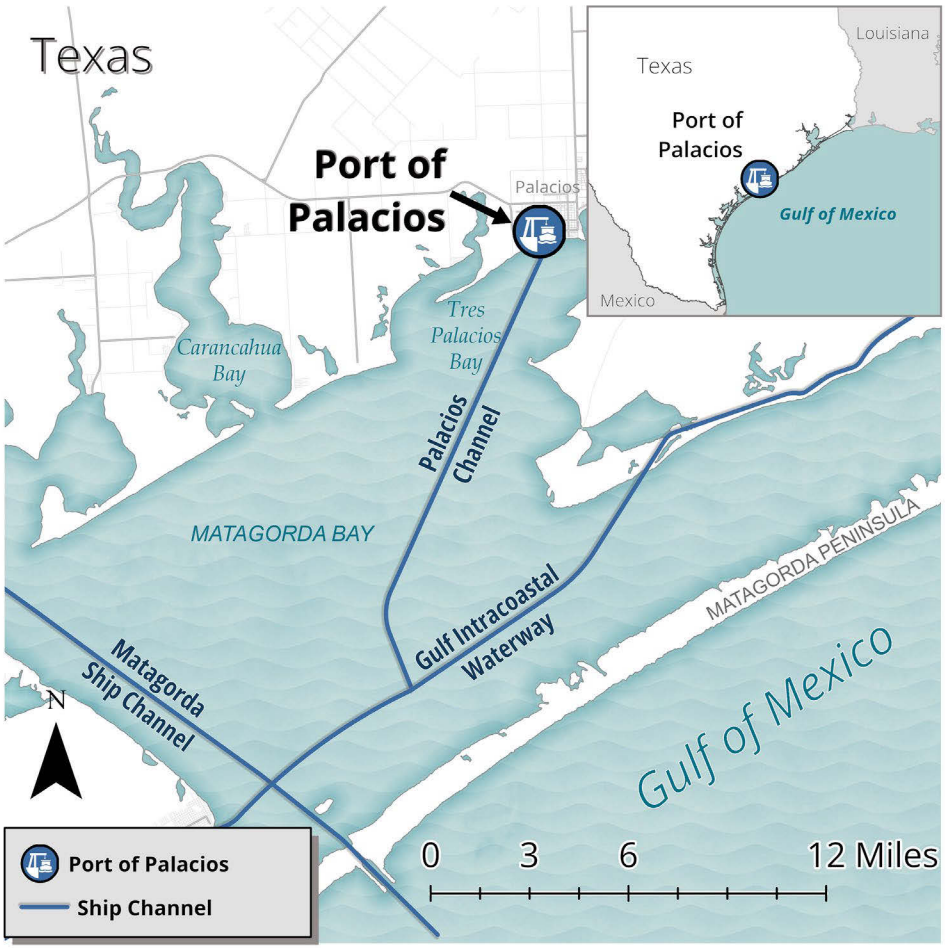
At the Port of Palacios, the markets have remained focused on the leasing docks to its commercial shrimping fleet and servicing regional ferries, with an anticipated uptick in barge traffic to bring in heavy pre-fabricated components. The port has been grappling with connectivity issues, notably the constraints posed by narrow bridges on SH 35 and the need for wider roads to accommodate truck traffic.

The port is seeking $28 million for a dock hardening project, primarily for infrastructure improvements like bulkhead construction. Additionally, the port has been awarded a MARAD grant for dock rehabilitation benefiting the commercial fishing sector with an expected cost of $13 million. For ship channel improvements, there are plans for spot dredging as needed, as well as a feasibility study for the deepening and widening of Palacios Channel, which is federally authorized but yet unfunded.

Port Projects

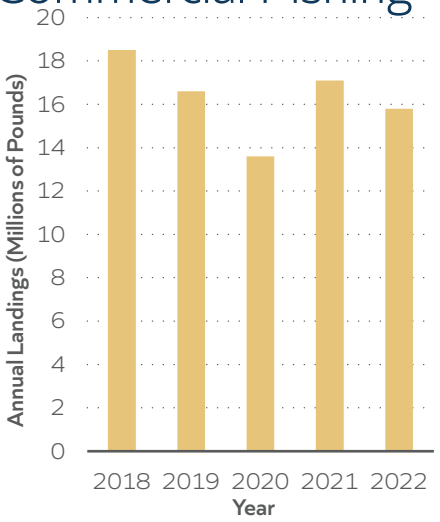
Project Name	Project Type	Total Project Cost
South Harbor Bulkhead Reconstruction	Maritime Infrastructure	$28.0 Million
Port of Palacios Channel Deepening and Widening Feasibility Study	Ship Channel	$3.0 Million

Costs provided by port/navigation district



CARGO CONNECTIONS

Commercial Fishing



Commercial fishing data from NOAA, 2023

PORT FACILITIES

DOCKS & WHARVES

- 6 cargo docks
- Over 900 acres of land for lease
- Two shipyards for repair, retrofit, fabrication, and dry dock

EMERGING MARKETS

- Bulk cargo transportation
- Manufacturing and fabrication of tugboats and barges

PALACIOS FISHING HARBOR

- 200-boat shrimp fleet
- 12,500 ft of bulkhead dock

SHIP CHANNEL

Ship Channel Name: Palacios Channel
Current Depth: 14 ft
Authorized Depth: 14 ft

INTERMODALITY

ROAD

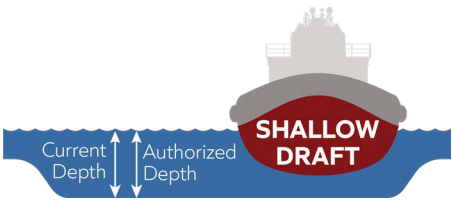
- Highway connection to SH 35

BARGE

- 16-mile sailing distance to GIWW (M-10, M-69)

AIR

- 2.5 miles from Palacios Municipal Airport



Port of Palacios Recreational Amenities Include:

- Gated Facility
- Water & electricity available
- Shower facility
- Public boat ramp
- Voted "Best Sailing Bay" in Texas
- Great fishing year-round
- Bait Available
- Local restaurants & lodging

The Port of Palacios. Photo credit: Port of Palacios

Port *of* Port Arthur

Port of Port Arthur Navigation District

Larry Kelley, Executive Director/CEO

www.portpa.com

Commercial Fishing | Bulk | Ro/Ro | Energy | Break Bulk | Container

The Port of Port Arthur is deep water port co-located on the Sabine Neches Waterway, SNNW, and the Gulf Intracoastal Waterway, GIWW. The port serves as a multi-modal transportation nexus connecting water, rail, truck and pipelines to meet the needs of domestic and international. The facility is the closest SNNW deep draft public port to the Gulf of Mexico. The Port of Port Arthur handles an array of cargoes including, energy, military, forest product, metals and project support; generating jobs and economic development for region, state and nation.

Port Priorities & Opportunities

The Port of Port Arthur, a strategic military port, is gearing up for significant expansion and infrastructural improvements for enhancing its connectivity and adjusting to the shifting demands of maritime logistics. Integral to its strategic development is the improvement of the SNWW, which is in the process of being deepened from 40 to 48 feet through a federally authorized project that has received $103.2 million in federal funds. Construction is expected to span 7 to 10 years. This endeavor aims to bolster the port's capacity for handling larger vessels and increasing cargo volumes, strengthening its position as a pivotal link to international markets. However, it is important to note that the air draft restriction posed by the Martin Luther King Bridge could limit the height of vessels navigating the SNNW, even after it is deepened.

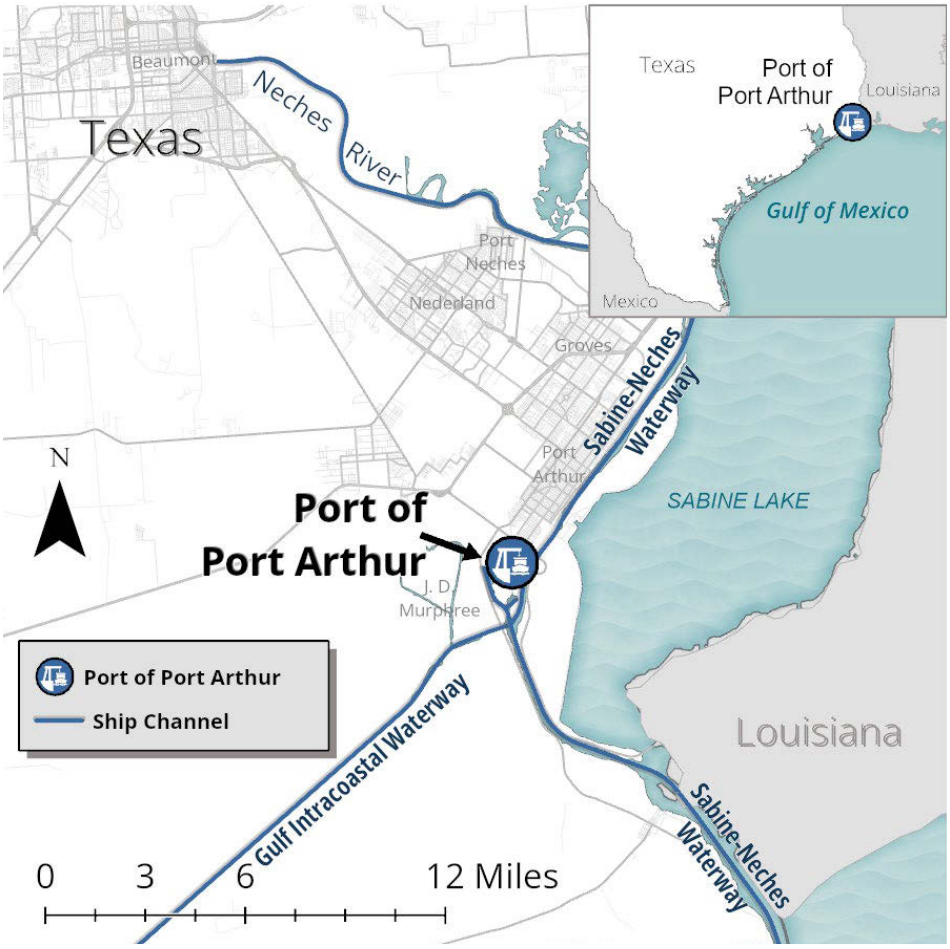
80 Million Lbs
of commercial fisheries landings
from 2018 to 2022 worth
$180 Million

Facing the challenges of increased cargo traffic, the Port of Port Arthur is undertaking several critical connectivity projects, including efforts to address congestion, such as the planned improvements at the intersection of SH 82/87 and the construction of a flyover at Denbo Avenue over the railway and future alignment of the U.S. Army Corps of Engineers hurricane flood protection levee. These initiatives, coupled with the expansion of cargo laydown and staging areas, are vital for streamlining operations amidst the port's growth.

Port Projects

Project Name	Project Type	Total Project Cost
Berth 1-2 Toe Wall Construction	Maritime Infrastructure	$31.0 Million
Berths 3-5 Toe Wall	Maritime Infrastructure	$42.0 Million
Berth 7 & 8 Liquids Loading Terminal	Maritime Infrastructure	$36.4 Million
Bridge Multimodal Laydown Area	Maritime Infrastructure	$14.6 Million
Multimodal Railyard Flyover Staging Area	Maritime Infrastructure	$13.0 Million
Railyard Redevelopment	Maritime Infrastructure	$15.1 Million
Terminal Rail Expansion	Maritime Infrastructure	$10.0 Million
Turn Lane Traffic Relief and Truck Staging Area	Seaport Connectivity	$4.7 Million

Costs provided by port/navigation district



PORT FACILITIES

DOCKS & WHARVES

- 4,652 lf of dock
- 80 ft roll on/off dock

CARGO HANDLING

- 2 generators
- 75-ton capacity rail mounted crane

LAND & STORAGE

- 550,000 sf shed storage
- 25 acres open storage
- Fenced and lighted storage with 24/7 camera surveillance
- 200,000+ sf commercial property for development
- 5 transit sheds

SHIP CHANNEL

Ship Channel Name:
Sabine-Neches Waterway
Current Depth: 40 ft
Authorized Depth: 48 ft

INTERMODALITY

ROAD

- Highway access to US 69/59, SH 82, SH 87, and SH 73

RAIL

- Canadian Pacific Kansas City rail connected to Union Pacific

BARGE

- Direct access to GIWW (M-10, M-69)

AIR

- 11 miles to Jack Brooks Regional Airport

PIPELINE

- Direct connections available

CARGO CONNECTIONS

Top Trading Partners

EXPORTS

- Mexico $3.9 Billion
- Canada $1.6 Billion
- Asia $1.6 Billion

IMPORTS

- Asia $5.4 Billion
- Canada $2.6 Billion
- Mexico $2.2 Billion

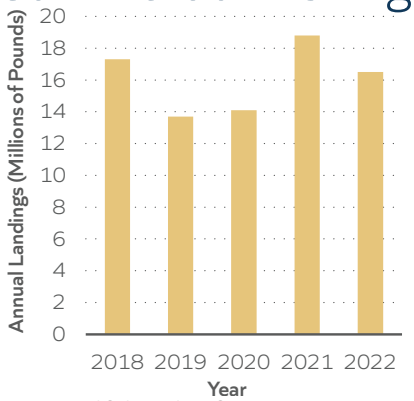
Data from USA Trade for 2023

Top Commodities

EXPORTS & IMPORTS

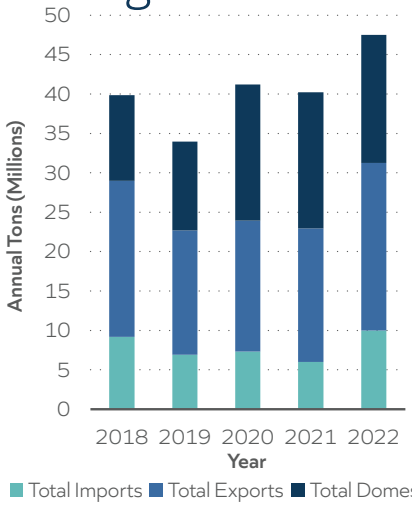
- Petroleum & Petroleum Products
- Pulp, Aluminum, Pellets

Commercial Fishing



Commercial fishing data from NOAA, 2023

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

Port *of* Port Isabel

Port Isabel-San Benito Navigation District

www.portofportisabeltx.gov

Commercial Fishing | Ro/Ro | Energy | Break Bulk | Other

The Port of Port Isabel is a deep water port that was established in 1929 to serve the construction, agricultural produce, and oil and gas production industries. The port is located just 4.5 miles from the South Padre Island jetties and shipped upwards of 30,000 tons in 2020 to domestic destinations. The port is also home to a shrimp dock and serves a thriving commercial shrimping fleet.

Port Priorities & Opportunities

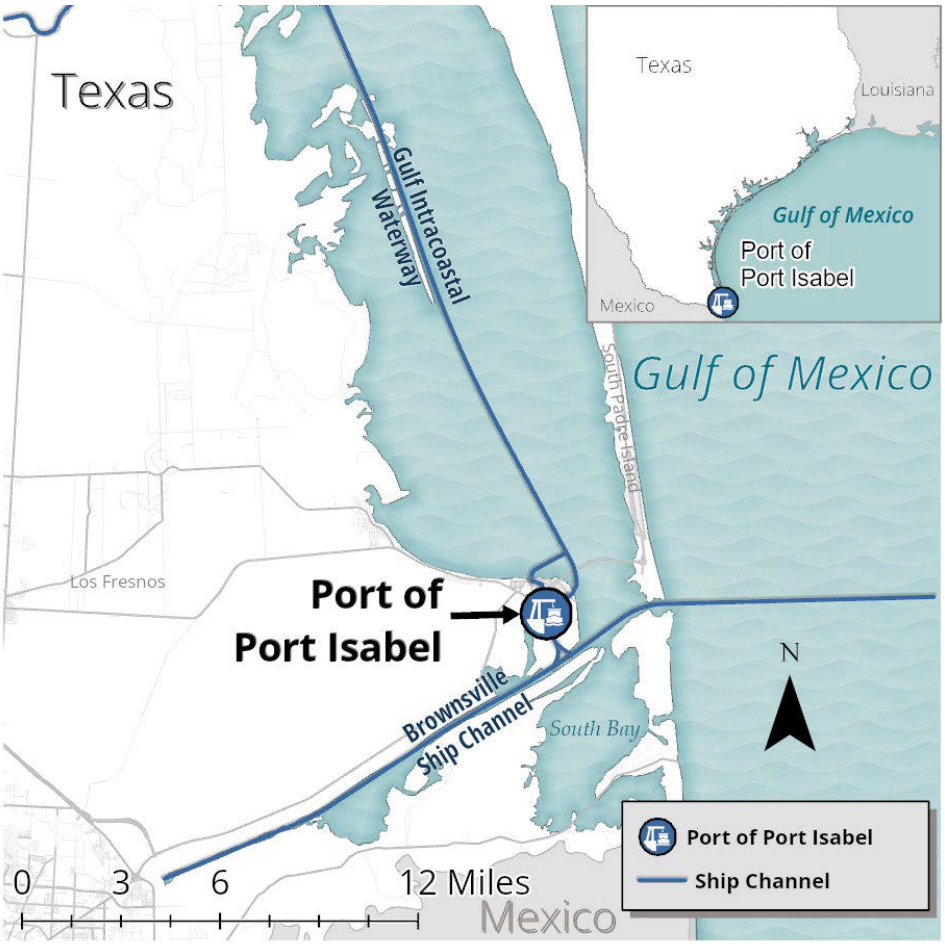
ECONOMIC IMPACT

Annual Truck Traffic **25,000**

Direct Jobs **500**

The Port of Port Isabel has actively engaged in significant developmental activities, with notable advancements in connectivity and maritime infrastructure aimed at enhancing its operational efficiency and market reach. Recently, the port has pivoted towards servicing the burgeoning fuel market in Mexico, a strategic shift that includes barging fuel and potentially increasing its throughput to accommodate larger volumes, highlighted by an already existing traffic of 42,000 barrels per transport. This expansion aligns with a broader regional development, underscored by a massive $18.9 billion project at the neighboring Port of Brownsville, which predicts an influx of barge traffic and large-scale industrial commitments. Additionally, the port's leadership has sought federal assistance via a MARAD grant to develop an 8-acre marina to facilitate larger vessels and enhance support for offshore wind components and security operations. This development is poised to bolster the port's role as a pivotal node in the regional maritime logistics network.

The Port of Port Isabel is focusing on enhancing its local connectivity to support the increased industrial activity. The port has already benefited from a Seaport Connectivity Program grant, which facilitated significant improvements to Port Road, essential for the only access route into the port. These improvements are crucial as the port anticipates continued heavy construction traffic from nearby projects, including two LNG facilities employing over 7,000 workers, which will likely strain local infrastructure over the next decade. Additionally, the port is planning the development of a strategically important marina to accommodate 200-foot vessels, with about 30 vessels capacity, primarily to support state and federal operations and the growing offshore wind energy sector.



PORT FACILITIES

DOCKS & WHARVES

- 1,150 deep water docks
- 2,100 deep water frontage
- Shrimp dock

CARGO HANDLING

- 45 acres available for lease
- Extensive alongside repairs for large vessels
- Roll on/off wharf-to-ship capabilities

SHIP CHANNEL

Ship Channel Name: Port Isabel Channel
Current Depth: 36 ft
Authorized Depth: 36 ft

INTERMODALITY

ROAD

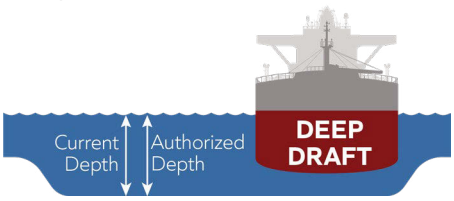
- Highway connections to SH 100 and SH 48

BARGE

- Direct access to GIWW (M-10, M-69)

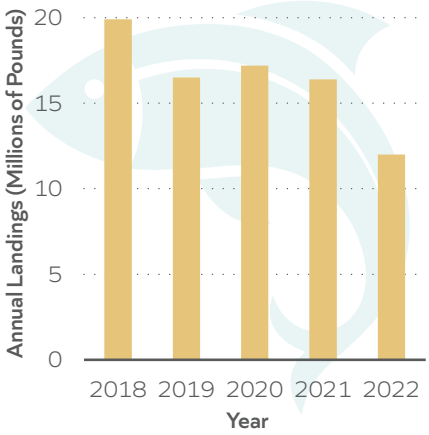
AIR

- 38 miles to Valley International Airport (HRL)



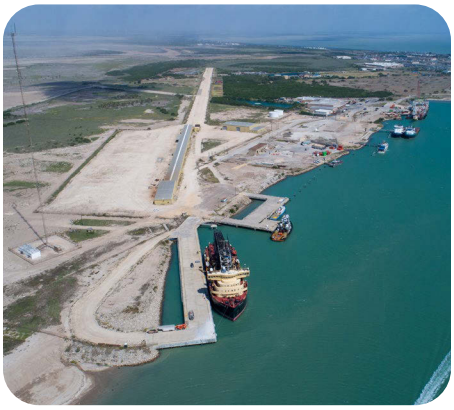
CARGO CONNECTIONS

Commercial Fishing



Commercial fishing data from NOAA, 2023 and includes both Port of Port Isabel and Port of Brownsville.

Port Isabel is one of the southernmost ports in Texas.



Port of Port Isabel
Photo credit: Port of Port Isabel

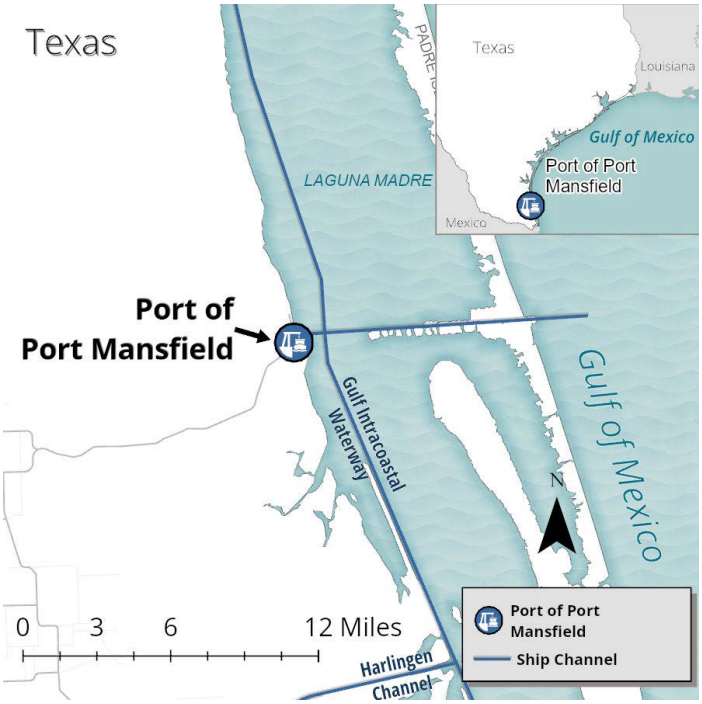
PORT *of* PORT MANSFIELD

Willacy County Navigation District

Ronald Mills, Executive Port Director
www.portofportmansfield.com

Commercial Fishing | Ro/Ro | Energy | Container | Bulk

The 1,700-acre Port of Port Mansfield was established in 1948 and has a shallow draft channel with a federally authorized depth of 17 feet. The port serves a popular fishing community for recreational and commercial use and also operates a general aviation airport. The port is located in Willacy County, and Raymondville, with a population of just under 11,000, is the closest city to the port. Future commercial use for the port is currently being explored for services such as handling project cargoes, container-on-barge, oil and gas, and construction materials.



Port Priorities & Opportunities

The Port of Port Mansfield is rapidly expanding to cater to burgeoning Mexican markets, with a significant shift towards containerized traffic and expectations of handling 500 trucks weekly. Infrastructure developments, such as the recent completion of a queuing yard and plans for new ones, address the increased demand. However, the port faces inland connectivity issues, necessitating a bypass road and heavier-duty corridors. The port is also progressing with a crucial airport runway extension to better support cargo movement.

The port is also gearing up its maritime infrastructure with two aggregate yard developments to enhance cargo handling, which are ready for immediate implementation and estimated to cost $4.5 and $6.5 million, respectively. Concurrently, the maintenance dredging of the ship channel is a pressing issue, with a need for U.S. Army Corps of Engineers funding to maintain navigability, a top priority for the regional environmental and economic health.

Port Projects

Project Name	Project Type	Total Project Cost
Airport Runway Extension	Maritime Infrastructure	$12.0 Million

Cost provided by port/navigation district

INTERMODALITY

ROAD

- Highway access to I-69/US 77 and SH 186

BARGE

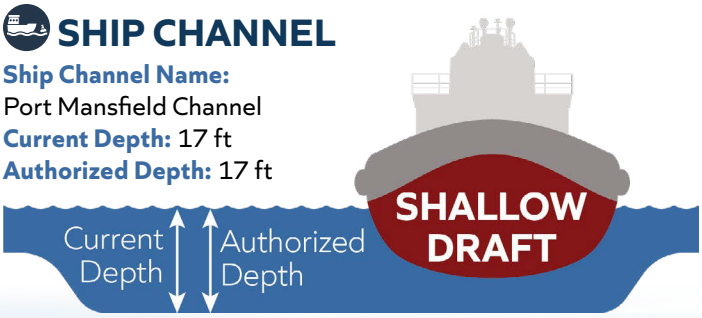
- 1-mile sailing distance to GIWW (M-10, M-69)

AIR

- Close proximity to Charles R. Johnson Airport, a port-managed airport

SHIP CHANNEL

Ship Channel Name:
Port Mansfield Channel
Current Depth: 17 ft
Authorized Depth: 17 ft



PORT *of* SABINE PASS

Sabine Pass Port Authority

Mark Viator, Port Director
www.sabinepassportauthority.com

Bulk | Energy | Break Bulk | Commercial Fishing | Other

The Port of Sabine Pass is a commercial, industrial, and recreational port located 5 miles from the Gulf of Mexico. Sabine Pass, which forms the border between Texas and Louisiana, is naturally deep, has no bridge obstructions, and is well situated to provide deep draft berthing and bunkering for LNG, LPG, and other vessels. Shrimping, commercial and recreational fishing are the existing markets for the Port. Recreational boating is also popular at the port's safe harbor marina. Access to the port is provided via Sabine Pass between the Gulf of Mexico and the Gulf Intracoastal Waterway (GIWW). The port is engaged in the use of Public-Private Partnerships to expand its operational functions to benefit economic growth and maximize the use of the Port Authority's responsibility.

Port Priorities & Opportunities

The Port of Sabine Pass is prioritizing the expansion of its LNG and LPG export capabilities and infrastructure development to accommodate projected increases in vessel traffic, focusing on LNG carriers. By 2027, the port anticipates 4,500 ships annually will transverse the Sabine-Neches Waterway, with 1,500 of these being LNG and LPG vessels. The expansion includes the construction of additional LNG ship berths on the lower channel and the development of three finger piers on the Gulf Shore aimed at alleviating channel congestion and enhancing the port's capacity for energy industry shipping. Key projects feature the operational Sabine Pass LNG export facility, with its six operational trains, alongside the Golden Pass LNG expansion, Chenier, and the newly announced Oneok facilities.

PORT HIGHLIGHTS

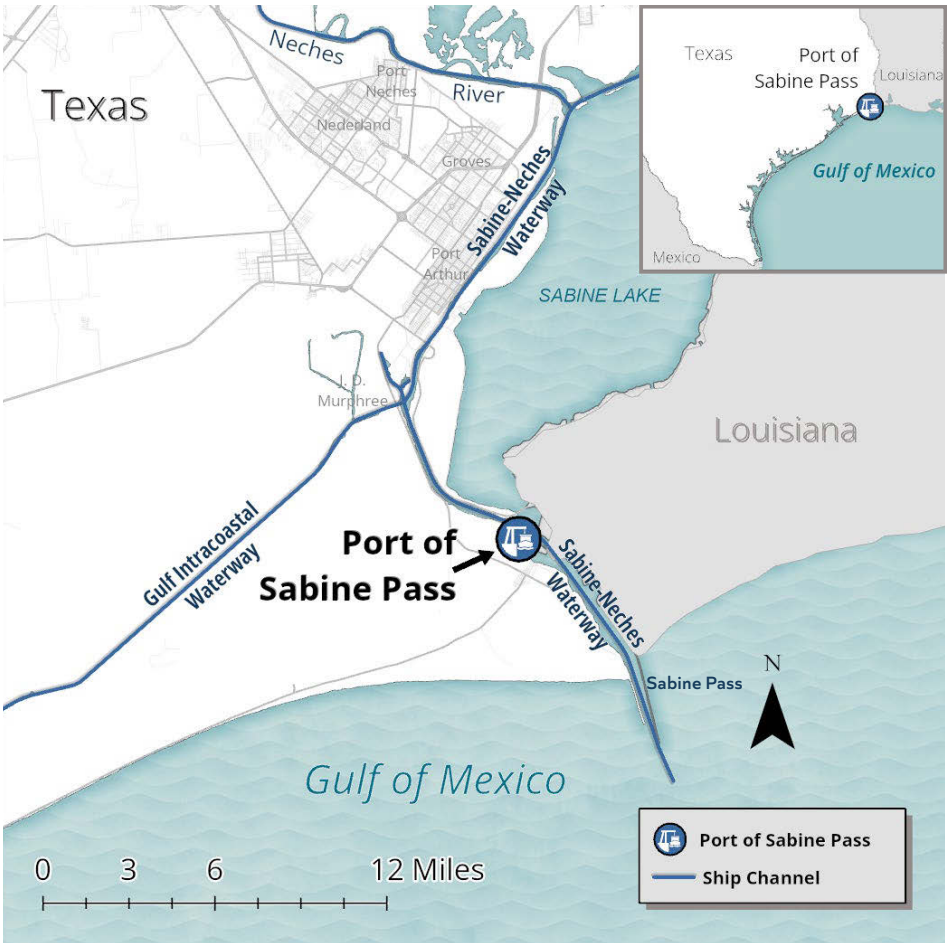
- Deepwater LNG-Compatible Gulf Port
- Environmental Sustainability

Opportunities at the Port of Sabine Pass focus on enhancing strategic connectivity and environmental sustainability. The port aims to add access road, berths, and pipeline facilities to boost inland connectivity, easing both truck and vessel congestion and improving safety. The facility expansion is also aimed at improving sustainable conditions that are impacted by weather events such as fog.

Port Projects

Project Name	Project Type	Total Project Cost
Intracoastal Canal Barge Berthing and Loading Terminal	Maritime Infrastructure	$40.0 Million
Inlet Channel for Marina Expansion	Maritime Infrastructure	$12.0 Million
LNG Ship Berth and Bunkering	Maritime Infrastructure	$65.0 Million
Mechanic Street Facilities	Maritime Infrastructure	$2.4 Million
Multi-Use Facility Expansion	Maritime Infrastructure	$8.0 Million
Sheet Piling Wall Replacement at Texas Bayou	Maritime Infrastructure	$12.9 Million
North Yard Dock	Maritime Infrastructure	$44.7 Million
Industrial Truck Route	Seaport Connectivity	$20.1 Million
State Highway 87	Seaport Connectivity	$284 Million
White Ranch Road	Seaport Connectivity	$23.1 Million

Costs provided by port/navigation district



PORT FACILITIES

RECREATIONAL FISHING

- 4 marinas
- 87 slips for power or sailing vessels
- 30 and 50 amp electrical
- Non-ethanol and clear diesel fuel

ENERGY-EFFICIENT OPPORTUNITIES

- Nearby refineries provide ready access to fuel, reducing emissions
- Potential for future hydrogen expansion
- Forthcoming GIWW berthing project to service carbon capture area
- 160-acre artificial reef site creates marine habitat and angling opportunities

SHIP CHANNELS

Ship Channel Name: Sabine Pass (SP) and Sabine-Neches Waterway (SNWW)

Current Depth:
12 ft (SP) | 40 ft (SNWW)

Authorized Depth:
12 ft (SP) | 48 ft (SNWW)

INTERMODALITY

ROAD

- Highway connections to SH 87

RAIL

- None

BARGE

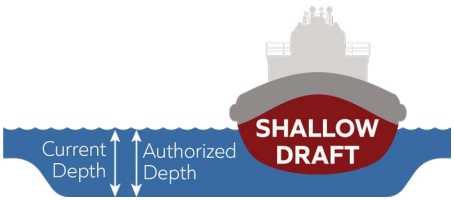
- Direct access to GIWW (M-10, M-69)

AIR

- 24 miles to Jack Brooks Regional Airport

PIPELINE

- Connections available



CARGO CONNECTIONS

Top Commodities

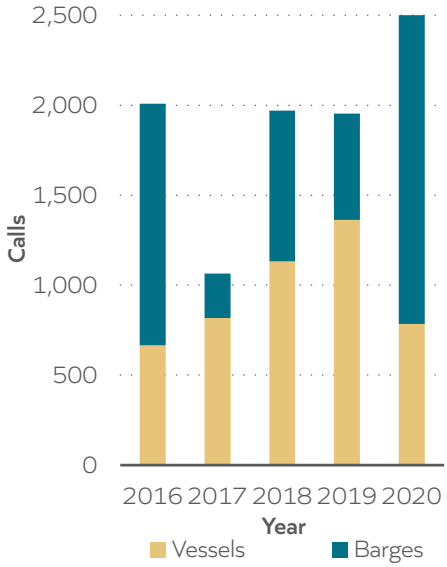
EXPORTS

- Petroleum & Petroleum Products
- Crude Materials

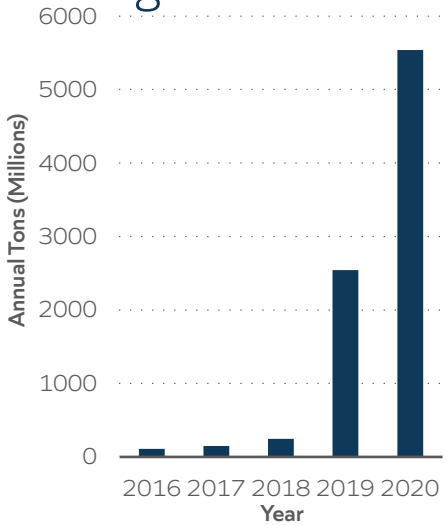
IMPORTS

- Manufactured Equipment
- Petroleum & Petroleum Products
- Primary Manufactured Goods

Vessel Calls



Tonnage



Tonnage and vessel call data from USACE Waterborne Commerce Statistics Center, 2024

PORT *of* TEXAS CITY

Tyson Moeller, President

www.tctrr.com

Bulk Energy Other

Established in 1893, the Port of Texas City is a private, deep water port in Galveston Bay that boasts a vessel transit time of approximately 1.5 hours to the Gulf of Mexico. The Port of Texas City primarily services the petrochemical industry, with waterborne tonnage just under 33 million tons annually. On an annual basis, more than 1,000 deep draft vessels and 4,150 inland barges call on the port.

Port Priorities & Opportunities

As part of its mission to support maritime and rail trade for the energy industry, the Port of Texas City is called upon by tankers handling both crude and refined petroleum products, and vessels carrying other petrochemicals and dry bulk materials. The Texas City Federal Channel is currently dredged to 46 feet to accommodate Aframax and Suezmax tankers.

PORT RANKINGS

5th	11th	17th
Largest in Texas	Largest in the Gulf of Mexico	Largest in the U.S.

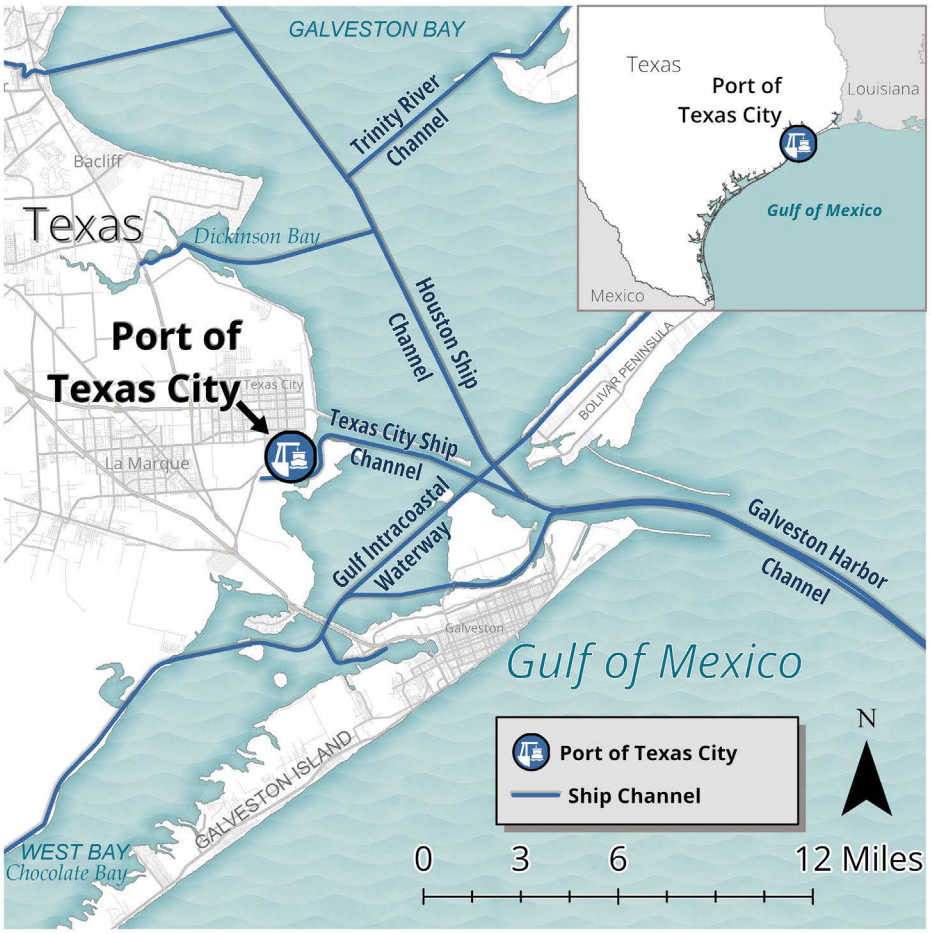
The Port of Texas City has expansion projects on the horizon including the development of new deep draft docks and the installation of new rail infrastructure to handle additional volumes and to diversify the cargo base. The port is also working on site development planning for a new commercial business park with rail service. While these initiatives are not part of the Texas Port Mission Plan for the 89th Legislative Session, they represent significant ongoing and future expansions that will contribute to enhancing Texas's overall maritime capabilities.

Ongoing and Future Expansion Projects*

Project Name	Project Type	Total Project Cost
Dock 42, 43, 46 & 60 New Builds & Rehab of Dock 62	Maritime Infrastructure	$330 Million
Highland Bayou Bridge Upgrade	Maritime Infrastructure	$25 Million
La Marque Development Project	Maritime Infrastructure	$50 Million
Port Lead & Loop Track Renovation	Maritime Infrastructure	$16 Million
Port Rail Yard & Warehouse Removal/Relocation	Maritime Infrastructure	$55 Million
Port Security Entrance Relocation	Maritime Infrastructure	$25 Million
Port Water System Upgrade	Maritime Infrastructure	$5 Million
Tex-Tin Transload Tracks, South Yard Development, and 200 Yard Expansion	Maritime Infrastructure	$25 Million
Barge Fleeting Area	Maritime Infrastructure	TBD
Dredge Disposal Site	Maritime Infrastructure	TBD

Costs provided by the Port of Texas City

**These projects, although they provide maritime infrastructure enhancements, are not included in the PMP's Maritime Infrastructure Report.*

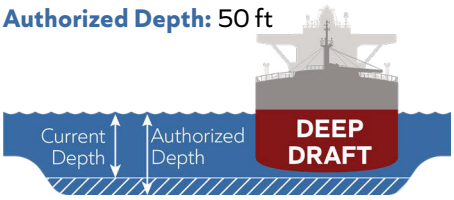


PORT FACILITIES

- 35 berths
- 3 barge fleeting areas
- Dry bulk terminal
- Onsite storage capacity for 1,000 railcars

SHIP CHANNELS

Ship Channel Name: Texas City Federal Channel
Current Depth: 46 ft
Authorized Depth: 50 ft



INTERMODALITY

ROAD
- Highway connections to I-45, SH 3, SH 146, SH 6, and SH 197

RAIL
- Texas City Terminal Railway switching railroad with connections to BNSF and Union Pacific

BARGE
- 6-mile sailing distance to GIWW (M-10, M-69)

AIR
- Commercial service to IAH and HOU airports

PIPELINE
- Connections available

CARGO CONNECTIONS

Top Trading Partners

EXPORTS
- **Mexico** $1.9 Billion
- **Netherlands** $748 Million
- **Chile** $601 Million

IMPORTS
- **Asia** $885 Million
- **Mexico** $595 Million
- **Brazil** $182 Million

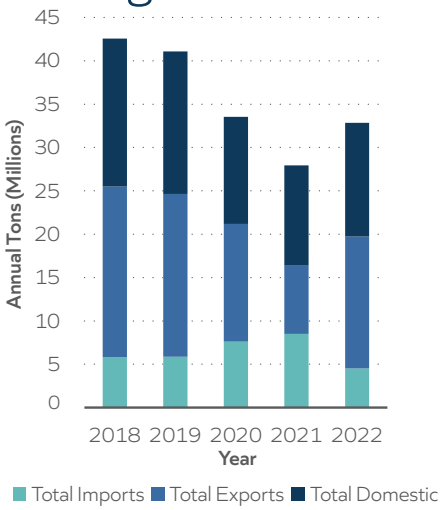
Data from USA Trade for 2023

Top Commodities

EXPORTS
- Crude Petroleum
- Distillate Fuel Oil
- Petrochemicals
- Ethanol
- Petroleum Coke

IMPORTS
- Crude Petroleum
- Distillate Fuel Oil
- Petrochemicals
- Ethanol

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

PORT *of* VICTORIA

Victoria County Navigation District

Sean Stibich, Executive Director

www.portofvictoria.com

Bulk Container Energy Break Bulk Other

The Port of Victoria is an inland, shallow draft port established in 1946. The port is accessed via the Victoria Barge Canal, with a connection to the Gulf Intracoastal Waterway (GIWW) on the southern end of San Antonio Bay, and offers easy access to deep draft shipping through the nearby Matagorda Ship Channel. The port is also a Harbor of Refuge, a designated shelter for ships and vessels that would be otherwise exposed to open seas during inclement weather.

Port Priorities & Opportunities

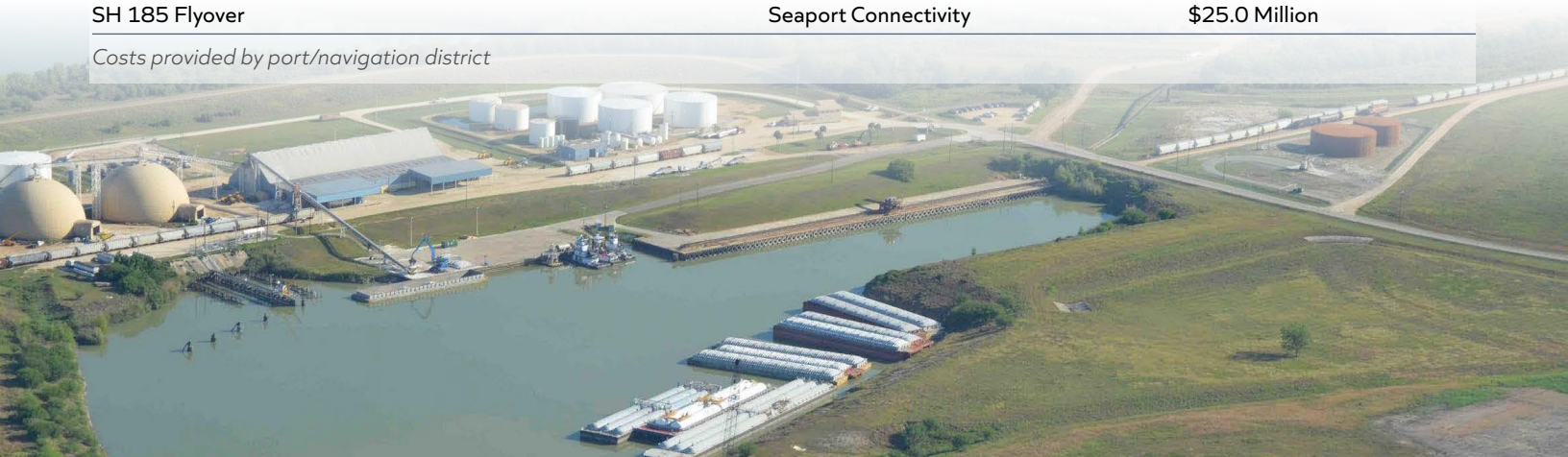
The Port of Victoria is positioning itself as a burgeoning green energy hub, focusing on the development of ammonia and hydrogen spaces, signaling a significant evolution in its market strategy. The port's future sees a push towards leveraging rail infrastructure for cargo movement to satellite transloading centers, indicative of a strategic shift in handling green energy and chemical facilities. The emphasis on rail expansion and storage yard development is part of a broader initiative to adapt to the substantial power and water requirements forecasted for the near future.

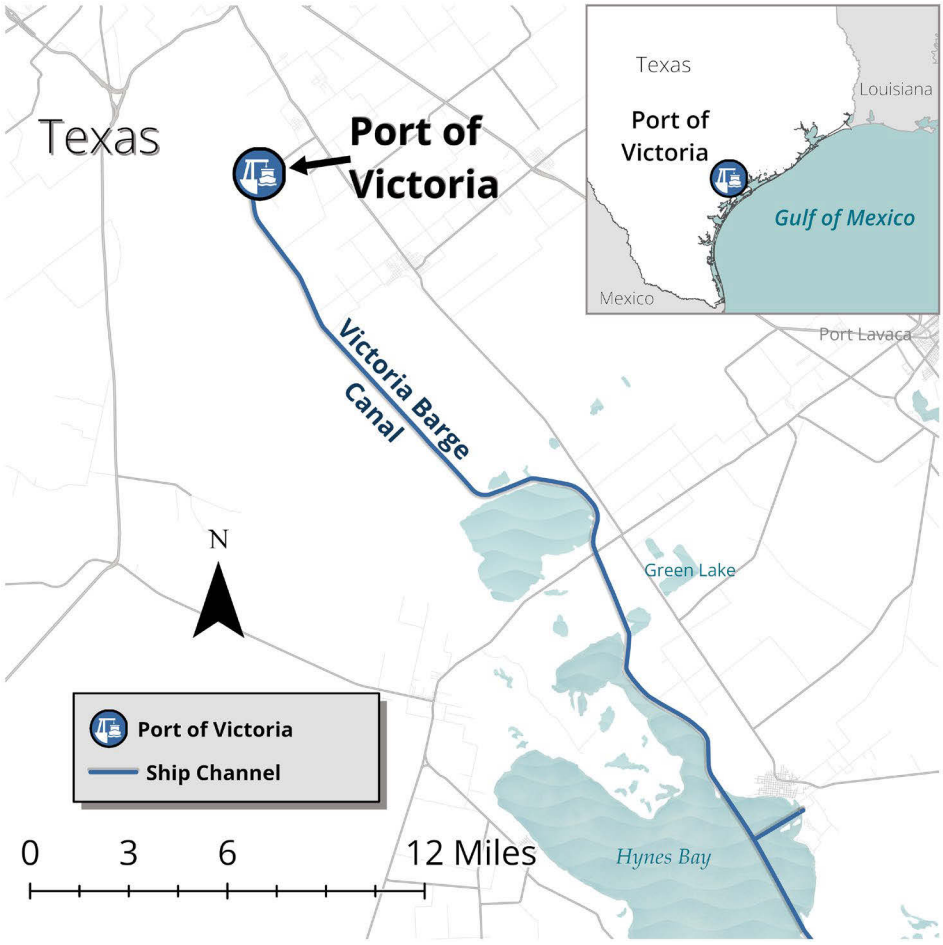
Maritime infrastructure projects are also prominent in the port's vision, with the development of liquid docks for planned ammonia and hydrogen projects and an expansion of transloading tracks and container yards to augment its capacity as a satellite port for Houston. Upgrades to key roadways, like the North Access Road to East Transload Road, and the development of a prime 30-acre greenfield site with waterfront access are instrumental in enhancing the port's accessibility. In parallel, plans to relocate the Port Administration Building are underway to foster business and support services, while also optimizing the utilization of port real estate.

Port Projects

Project Name	Project Type	Total Project Cost
General Cargo Dock Development	Maritime Infrastructure	$8.0 Million
Liquid Docks 4-6 and 1-2	Maritime Infrastructure	$15.0 Million
Port Administration Building	Maritime Infrastructure	$5.0 Million
Texas Logistics Center Rail Car Storage Phases 1 and 2	Maritime Infrastructure	$25.0 Million
Transload Tracks and Container Laydown Yard Expansion	Maritime Infrastructure	$12.0 Million
Edna Lane / McCoy Road / Dupont Road	Seaport Connectivity	$5.0 Million
North Access Road to Turning Basin	Seaport Connectivity	$1.3 Million
North Access Road to East Transload Road	Seaport Connectivity	$1.9 Million
SH 185 Flyover	Seaport Connectivity	$25.0 Million

Costs provided by port/navigation district





PORT FACILITIES

DOCKS & WHARVES

- 2 general cargo decks totaling 200,000 sf
- 3 liquid docks
- Dock 1 is a 350-ft dual slip loading dock (20,000 sf)
- Dock 2 is an 800-ft loading dock (150,000 sf)
- Turning basin

STORAGE & LAND

- 17,000 sf shed space
- 3+ acres ground storage
- 7,300 sf office and storage building
- 2,000+ acres of land available for lease
- 10- to 2,000-acre greenfield sites available

SHIP CHANNEL

Ship Channel Name: Victoria Barge Canal
Current Depth: 12 ft
Authorized Depth: 12 ft

INTERMODALITY

ROAD

- Highway connections to SH 35, SH 463, US 59/Future US 69, and US 77

RAIL

- Port switching railroad with dual access to BNSF and Union Pacific

BARGE

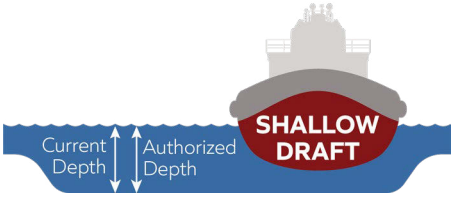
- 36-mile sailing distance to GIWW (M-10, M-69)

AIR

- 13 miles from Victoria Regional Airport

PIPELINE

- Easements available



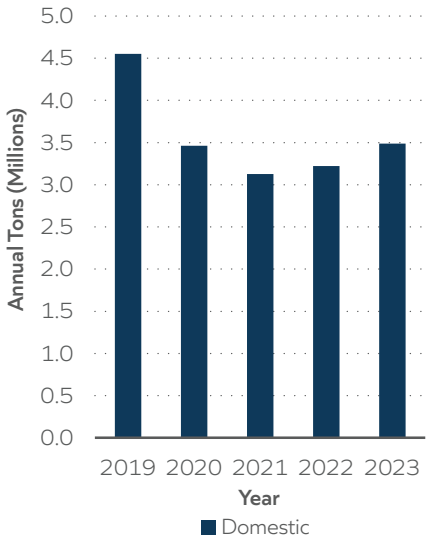
CARGO CONNECTIONS

Top Commodities

DOMESTIC

- Fertilizers & Chemicals
- Petroleum & Petroleum Products
- Crude Materials
- Manufactured Goods
- Equipment & Machinery

Tonnage



Tonnage data provided by the Port of Victoria

The Port of Victoria
Photo credit: Port of Victoria

PORT *of* WEST CALHOUN

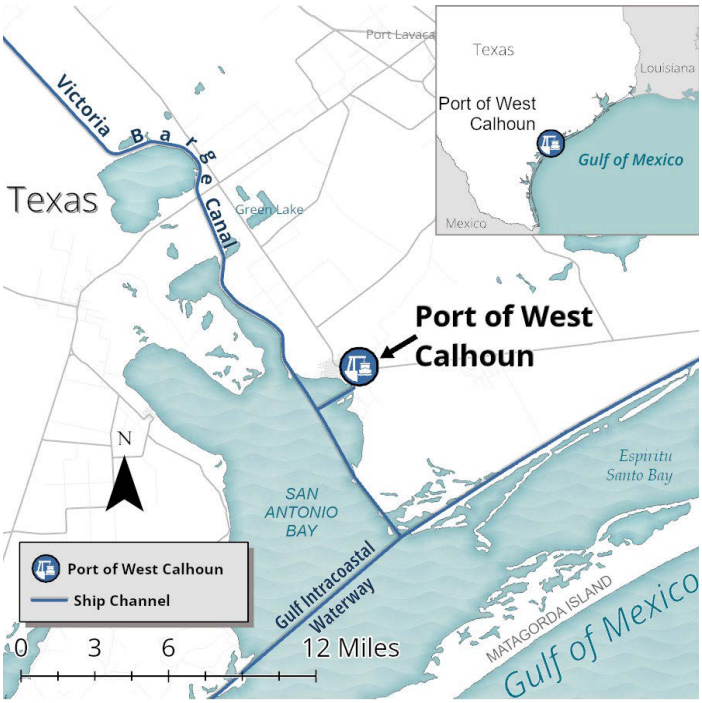
West Side Calhoun County Navigation District

Jennifer Stastny, Director

www.portofwestcalhoun.com

Commercial Fishing | Bulk | Container | Energy | Breakbulk | Other

The Port of West Calhoun is a shallow draft port that was established in 1946. The port operates Long Mott Harbor and Seadrift Harbor, which offer access to the Gulf Intracoastal Waterway via the Victoria Barge Canal. Key uses of port facilities include commercial and industrial barge loading and unloading, commercial fishing, and oil and gas exploration. The port is also used by recreational boaters.



Port Priorities & Opportunities

The Port of West Calhoun, amid an evolving market landscape, faces a crossroads where the provision of multimodal options, especially rail, becomes paramount to future success. Recent years have seen a surge of interest from both U.S. and international companies to use the port, yet the absence of necessary infrastructure, like rail access and a dockwall, has led to missed opportunities. However, projects like the recent Seaport Connectivity Program investment demonstrate opportunities, facilitating Dow's expansion near the port and supporting their ambitious plans for a small nuclear reactor. The port is exploring alternative financing methods, such as public-private partnerships, to overcome challenges in providing local match funding for future opportunities.

Strategic development at the port is aimed at establishing an industrial park in Long Mott Harbor, unlocking over 200 acres for development. Rail access remains a pivotal need for future tenants, but current rail lines are privately held, limiting expansion. The Long Mott Harbor Liquid Cargo Dock Bulkhead improvement is a completed project enhancing liquid cargo handling. The port's vision includes transforming Port O'Connor into a recreational hub with a 380-slip marina, addressing holiday traffic congestion and enhancing connectivity to support local development.

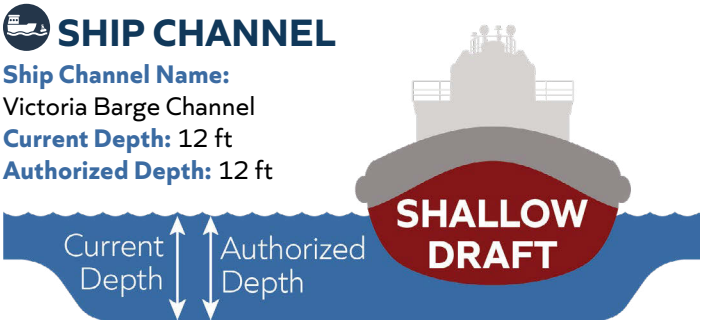
PORT FACILITIES

HARBORS

- Long Mott Harbor
- Seadrift Harbor

SHIP CHANNEL

Ship Channel Name:
Victoria Barge Channel
Current Depth: 12 ft
Authorized Depth: 12 ft



Port Projects

Project Name	Project Type	Total Project Cost
Long Mott Harbor Liquid Cargo Dock Bulkhead and Improvements	Maritime Infrastructure	$18.6 Million

Costs provided by port/navigation district

Texas Department of Transportation