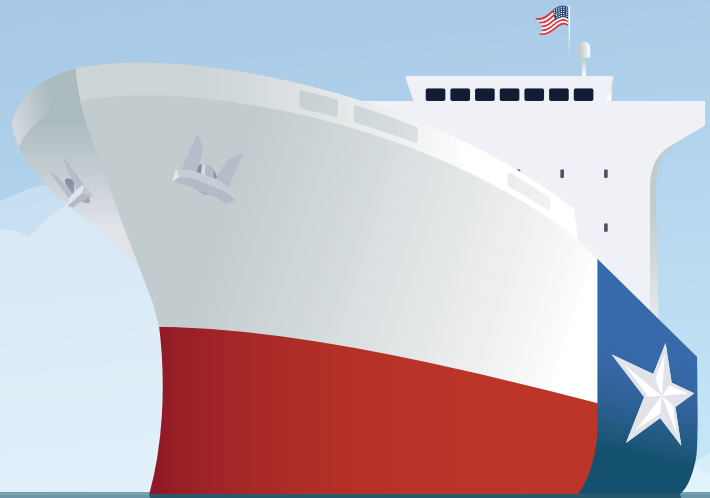


Port Authority Advisory Committee

# TEXAS PORT MISSION PLAN

*89<sup>TH</sup> Legislative Session*



# PORT PROFILES







# PORT of ANAHUAC

Chambers-Liberty Counties Navigation District

*Claudia Sandoval, General Manager*

[www.clcnd.org](http://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:

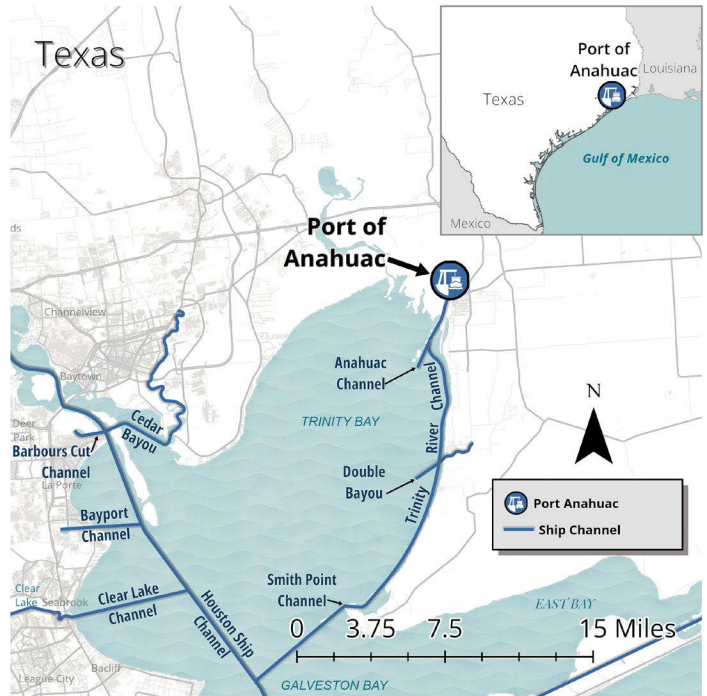
- Anahuac Channel
- Cedar Bayou Channel
- Double Bayou Channel
- Smith Point Channel
- Trinity River Channel to Liberty, TX

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.

## Port Projects

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

*Cost provided by port/navigation district*

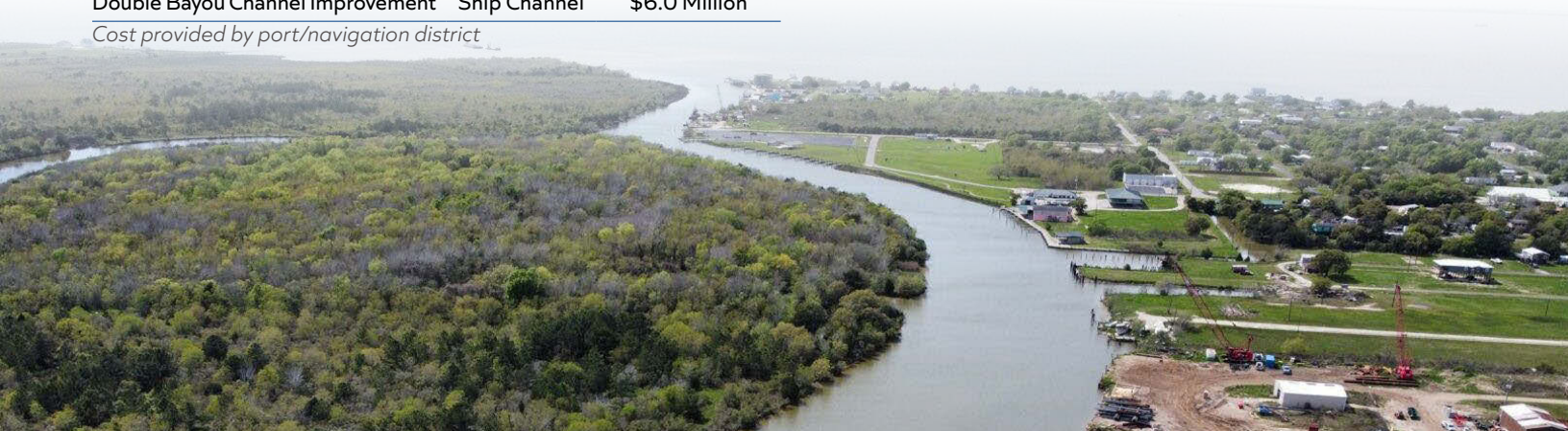
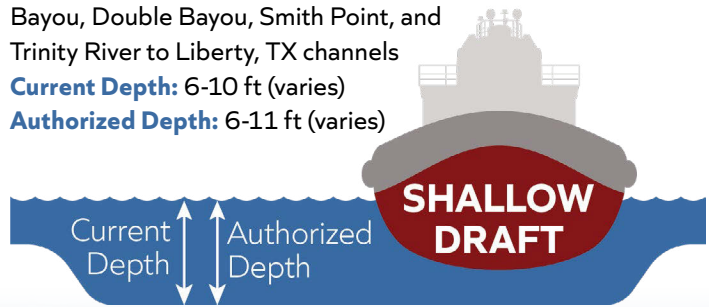


## SHIP CHANNELS

**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)





# ARANSAS COUNTY NAVIGATION DISTRICT

Keith Barrett, Harbormaster & Executive Director

[www.acnd.org](http://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.

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.



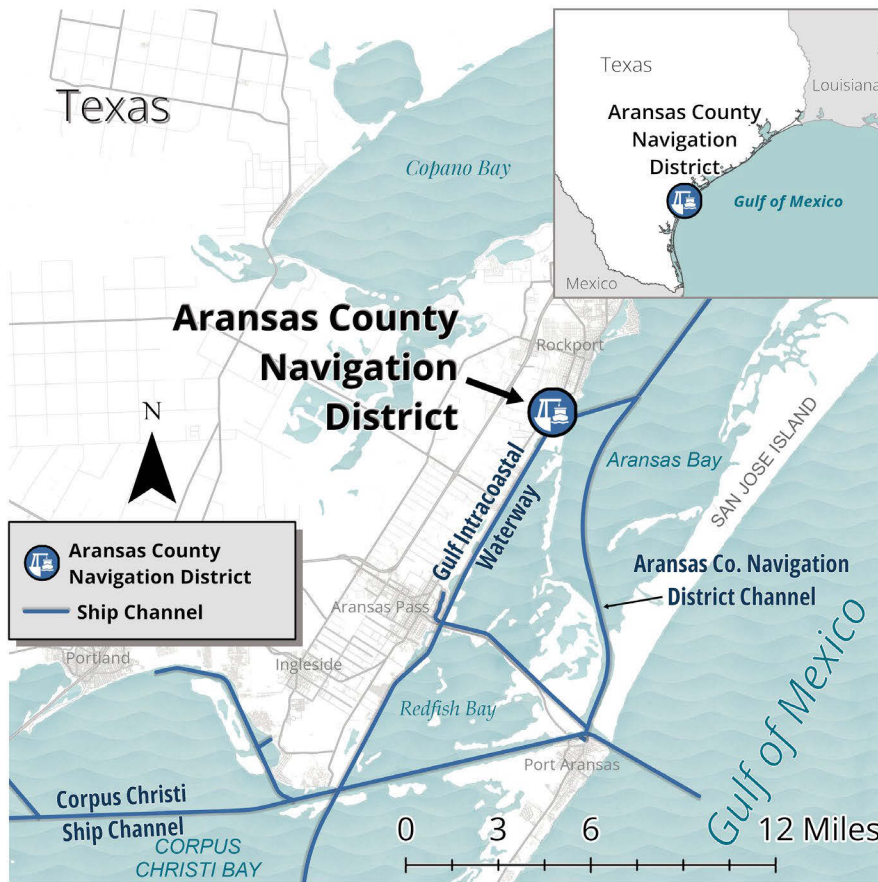
## Port Projects

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*





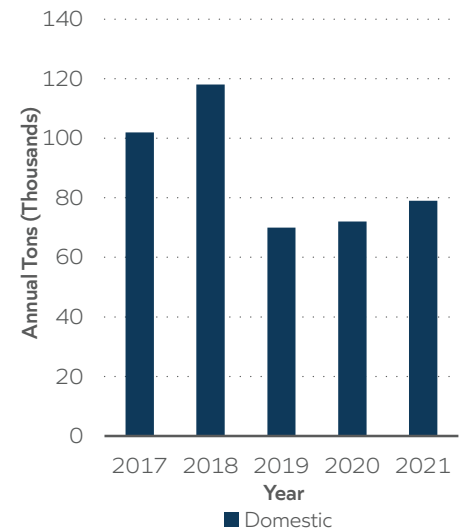


# CARGO CONNECTIONS

## Top Commodities

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

## Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024

## PORT FACILITIES

### HARBORS

- Rockport Harbor
- Fulton Harbor
- Cove Harbor

### BOAT RAMP

- Copano Bay Boat Ramp

### PARKS

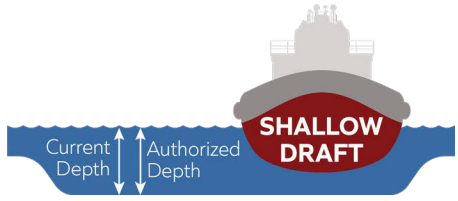
- Rockport Beach
- Veteran's Memorial Park

## 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

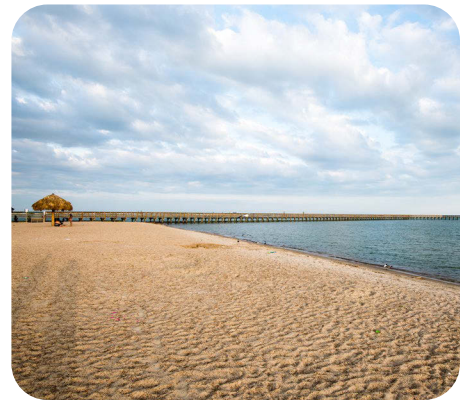
### BARGE

- Direct Access to GIWW

### AIR

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

Rockport Beach  
Photo credit: Adobe Stock





# PORT of BAY CITY

Port of Bay City Authority

Craig Hlavinka, Harbormaster

[www.portofbaycity.com](http://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.

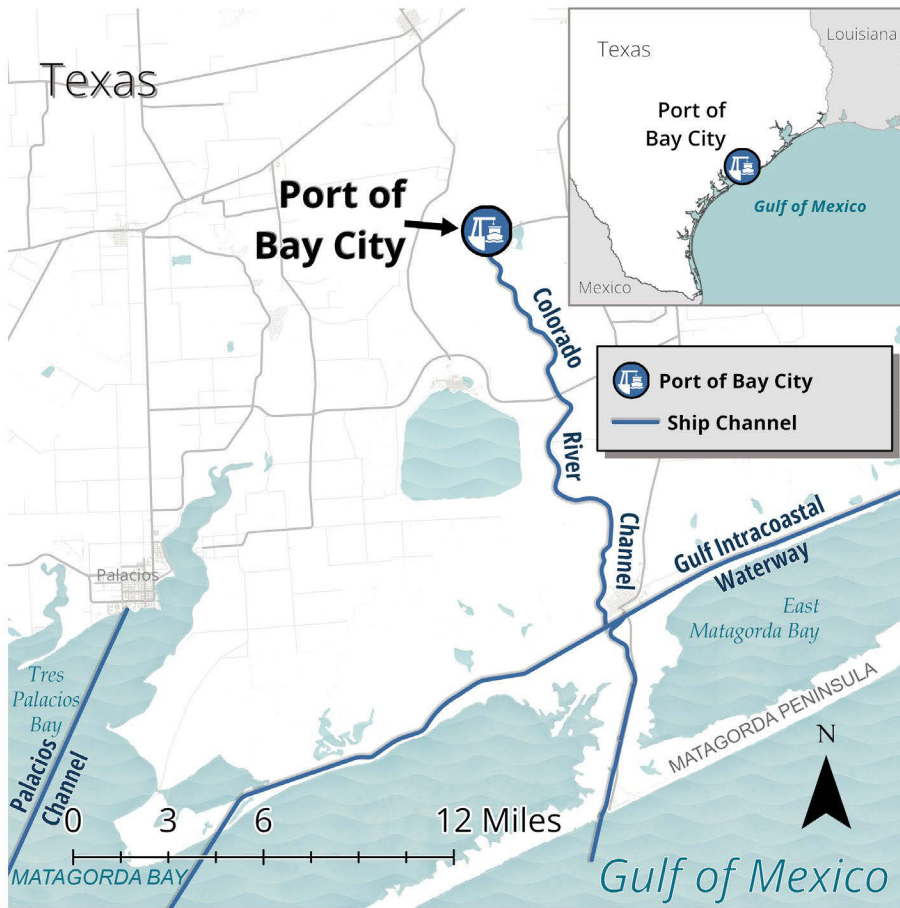


Matagorda Harbor on the Colorado River Entrance  
Photo credit: Port of Bay City

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.







# CARGO CONNECTIONS

## Top Commodities

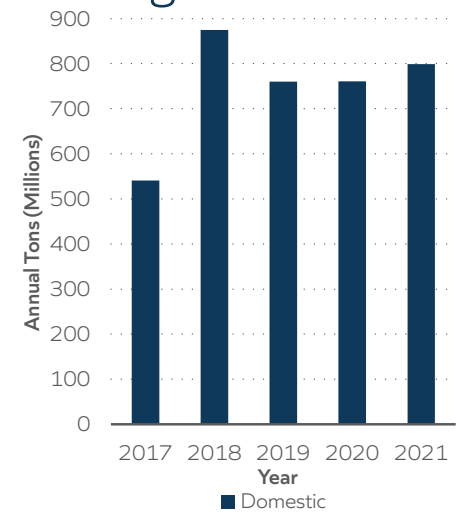
### EXPORTS

- 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

### DOCKS & WHARVES

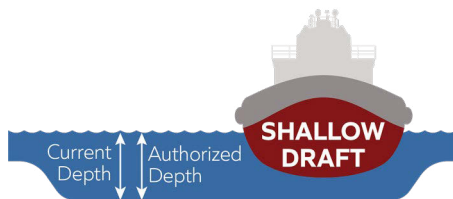
- Concrete terminal facility dock
- Liquid cargo dock
- Terminal shed with open floor space to handle cargo
- Matagorda Harbor

## 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



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](http://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**

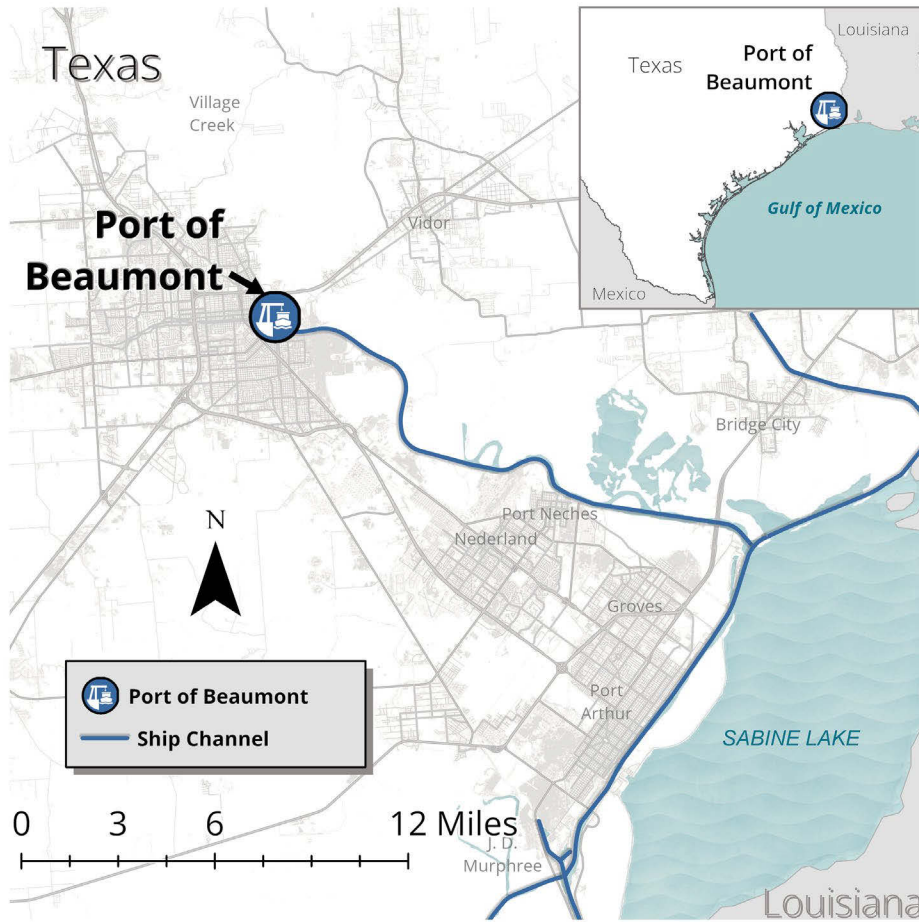


## Port Projects

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*





# 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

## 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

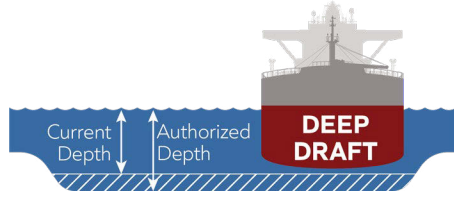
- Direct access to GIWW (M-10, M-69)

### AIR

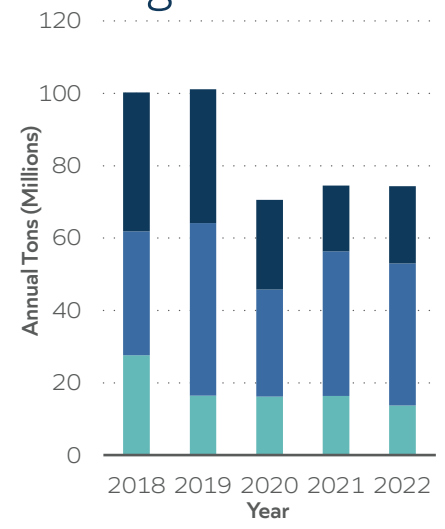
- 11 miles to Jack Brooks Regional Airport

### PIPELINE

- Direct connections available



## Tonnage



Total Imports Total Exports Total Domestic

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](http://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+**

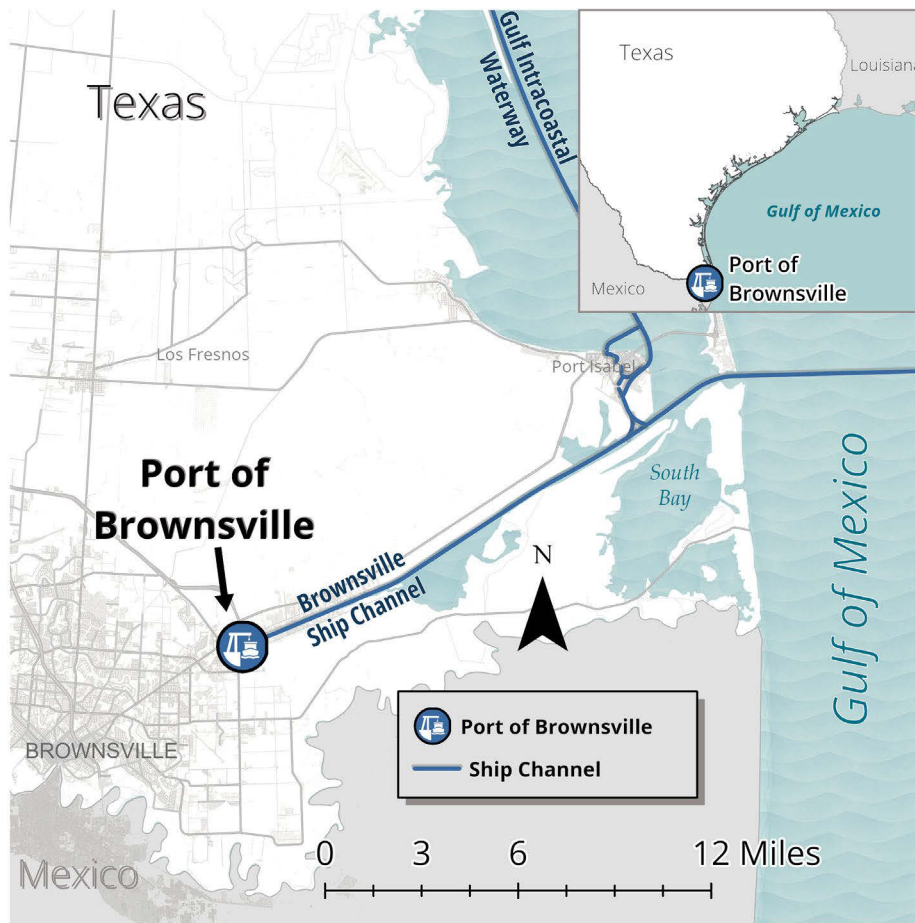
## Port Projects

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

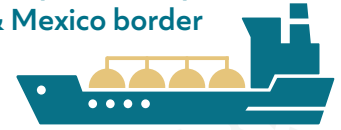






# CARGO CONNECTIONS

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

## 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

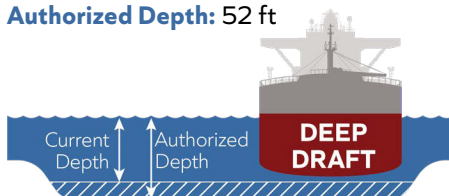
- Three 14-ft fishing basins
- 10,000 linear ft of docks
- Houses up to 500 fishing boats

## 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)

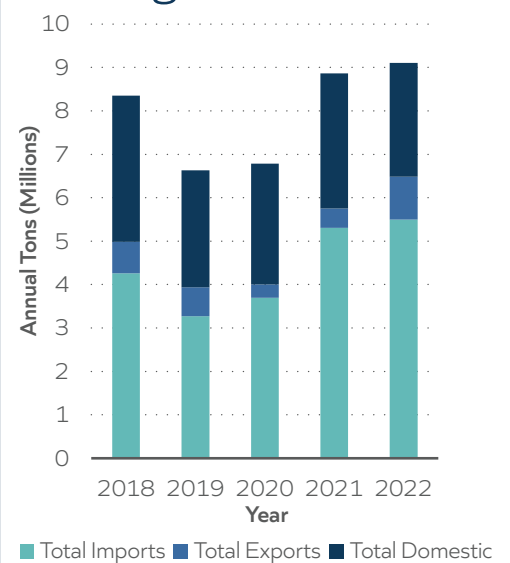
### AIR

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

### PIPELINE

- Access to U.S. and Mexico terminals

## Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024



# CALHOUN PORT AUTHORITY

Charles R. Hausmann, Port Director

[www.calhounport.com](http://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

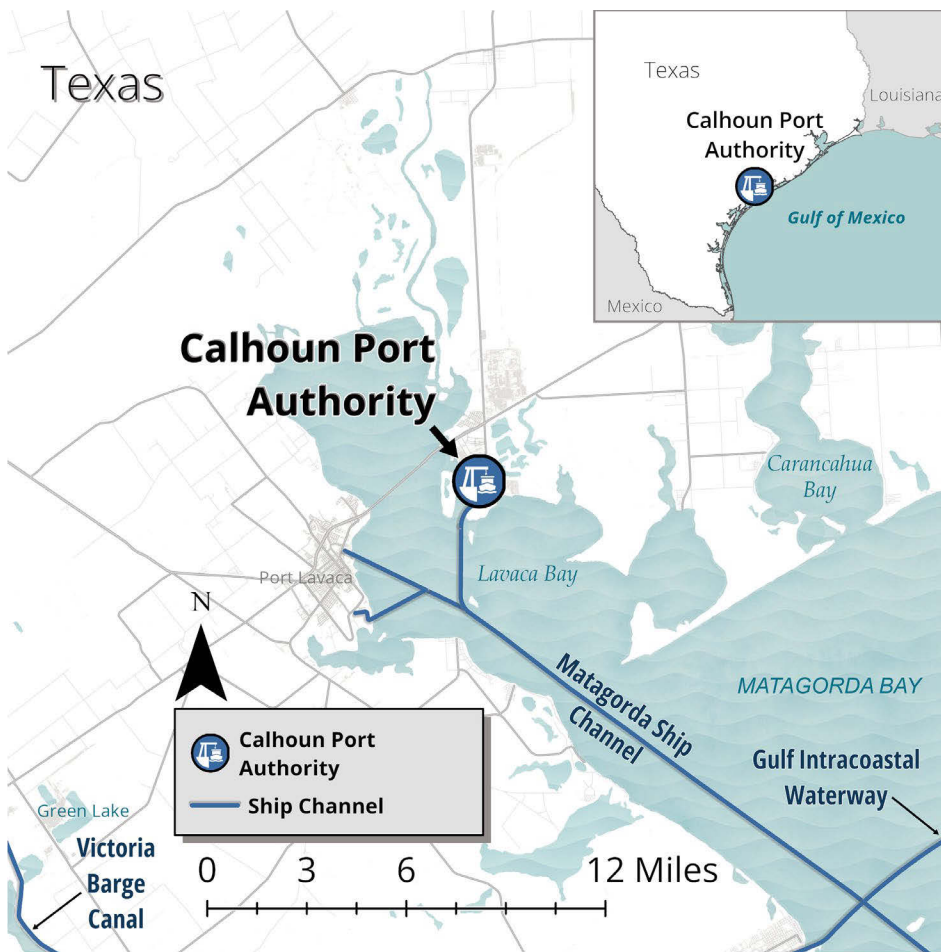
**\$2 Billion**

## 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*





# 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

## 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

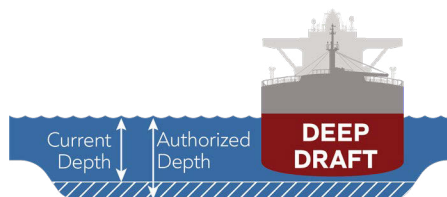
- 19-mile sailing distance to GIWW

### AIR

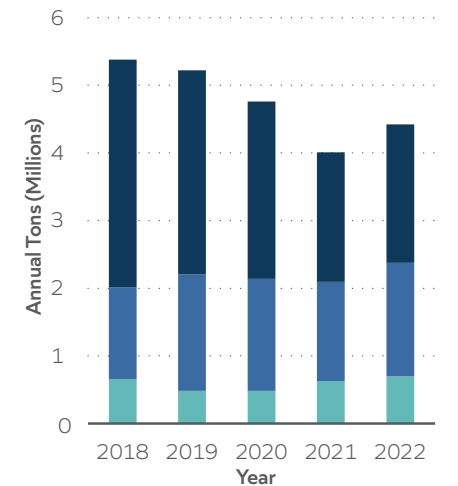
- Nearby regional airports

### PIPELINE

- Connections available



## 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](http://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.

## 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*

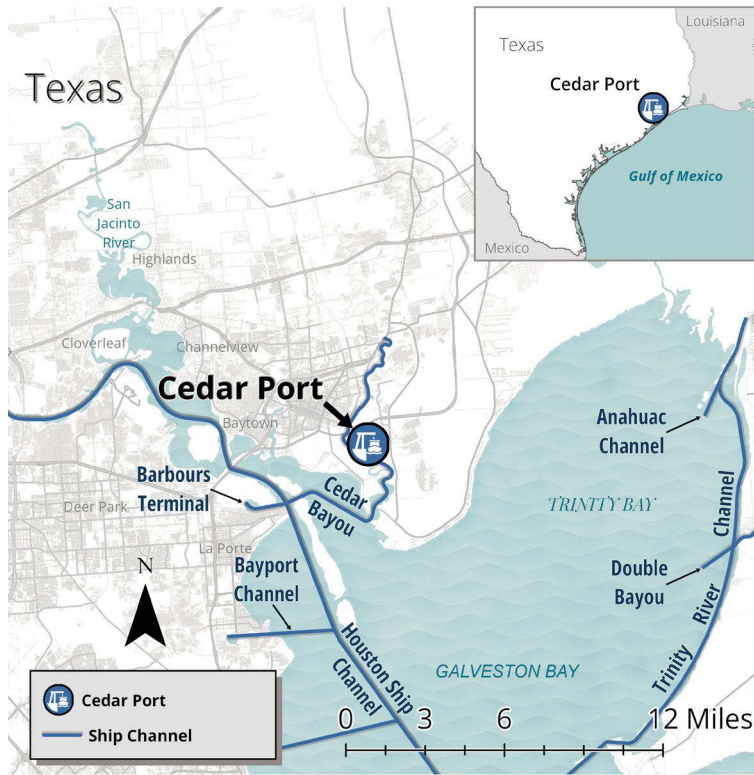
Cedar Port has initiated several critical connectivity projects aimed at improving inland access and enhancing port operations. These projects include:

- **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 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

## 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

**Ship Channel Name:** Houston Ship Channel

**Current Depth:** 37 ft to 46.5 ft (varies)

**Authorized Depth:** 39 ft to 46.5 ft (varies)

# CARGO CONNECTIONS

## Top Commodities

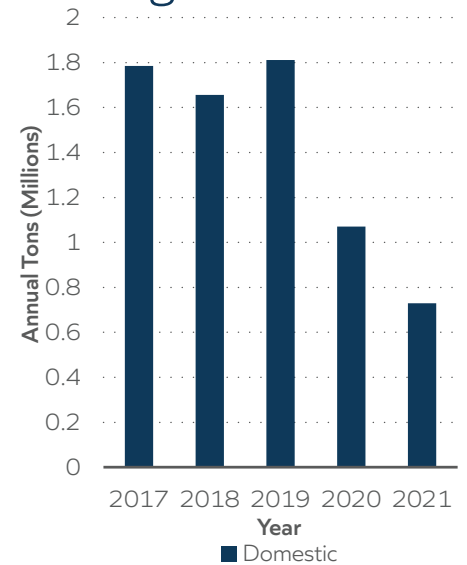
### EXPORTS

- Plastic Resins
- Fertilizers & Chemicals
- Agriculture & Food

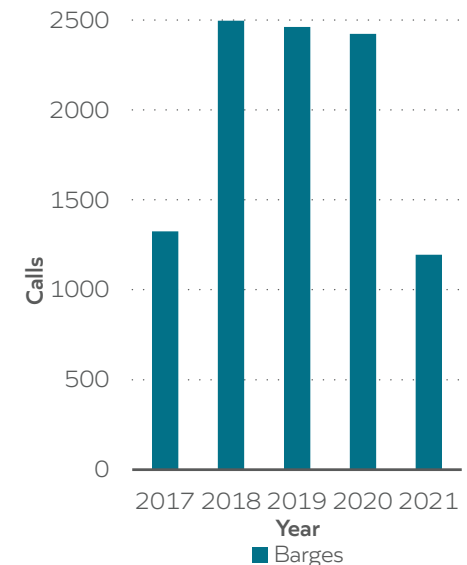
### IMPORTS

- 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



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**

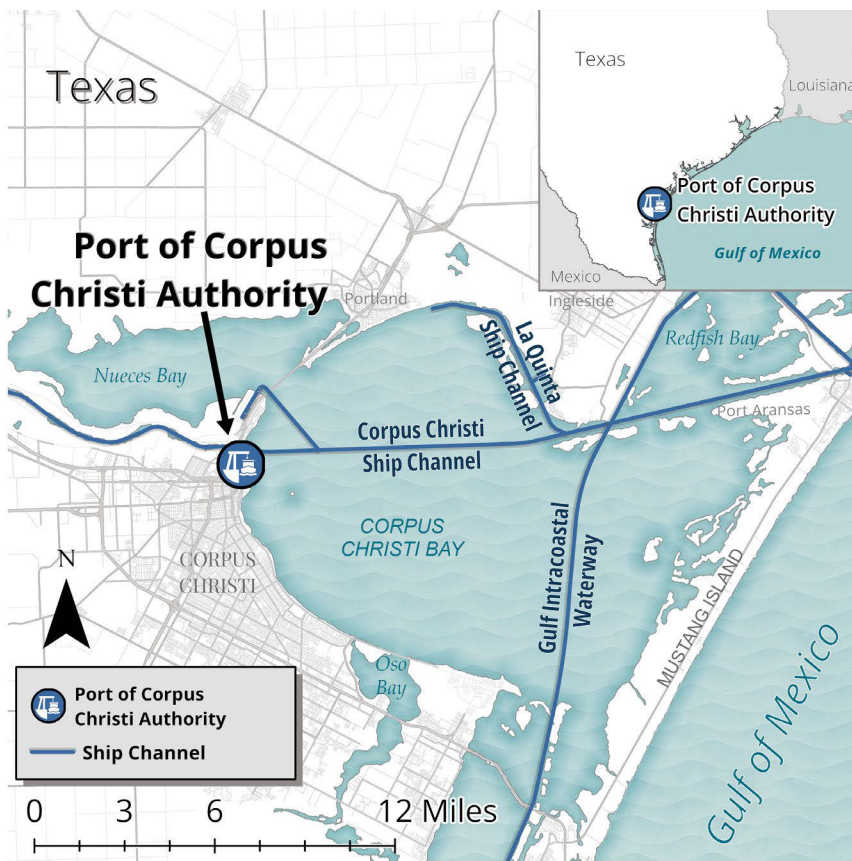
## Port Projects

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

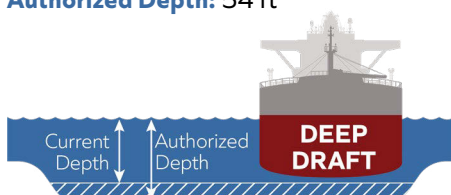
- Over 700 acres available for lease or development
- Leases available at 40-acre Rincon Industrial Park
- 340,000 sf of covered storage
- 140+ acres of open storage

## 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

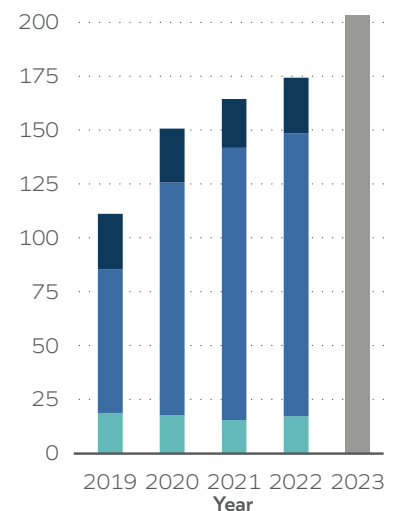
#### EXPORTS

- 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](http://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  
**15<sup>th</sup>**

Among U.S. Ports  
in Total Foreign  
Waterborne  
Tonnage Handled

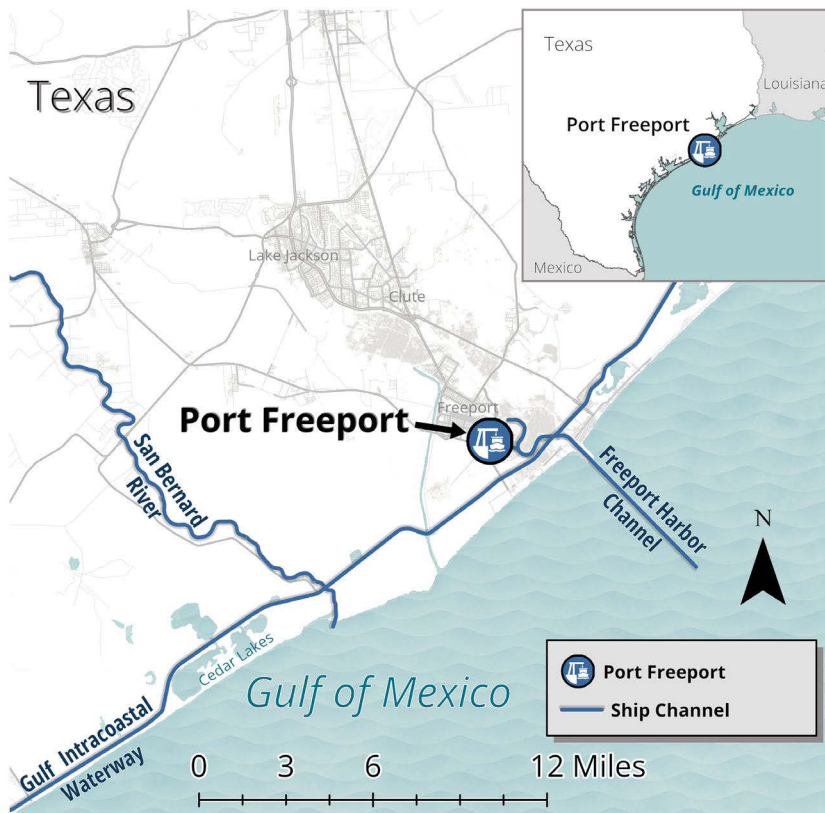
## Port Projects

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

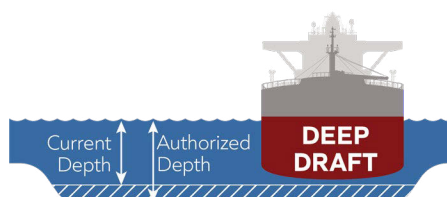
- Connections available

### 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

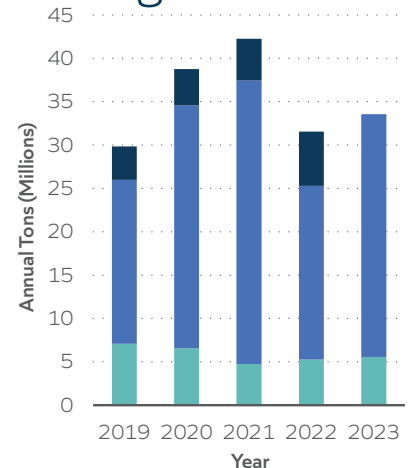
#### EXPORTS

- 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



■ Total Imports ■ Total Exports ■ Total Domestic  
 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](http://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

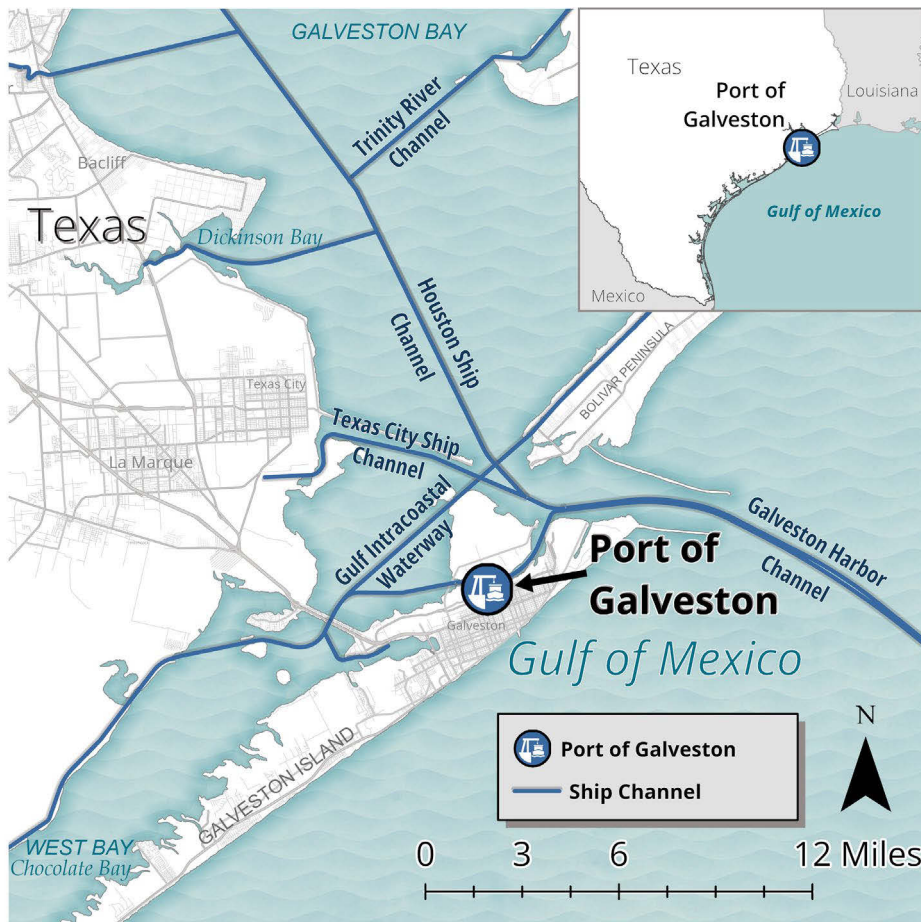
On the maritime front, the port is investing in critical infrastructure projects to increase capacity and accommodate larger vessels. This includes the development of additional berths on Pelican Island, significant mooring and berthing upgrades at Piers 30-33, and essential maintenance like the replacement 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*





# 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

## 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

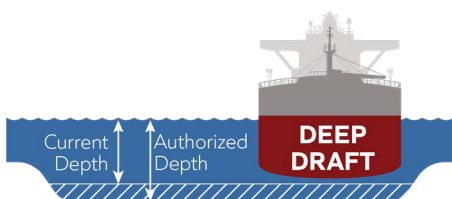
- Pelican Island Marine Repair Facility
- Fertilizer import at Pier 35

## 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

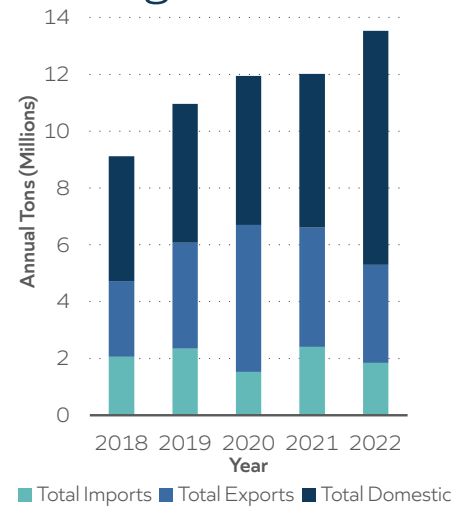
### PIPELINE

- Connections available

### PEDESTRIAN

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

## Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024





# PORT of HARLINGEN

Port of Harlingen Authority

Walker Smith, Port Director

[www.portofharlingen.com](http://www.portofharlingen.com)



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**



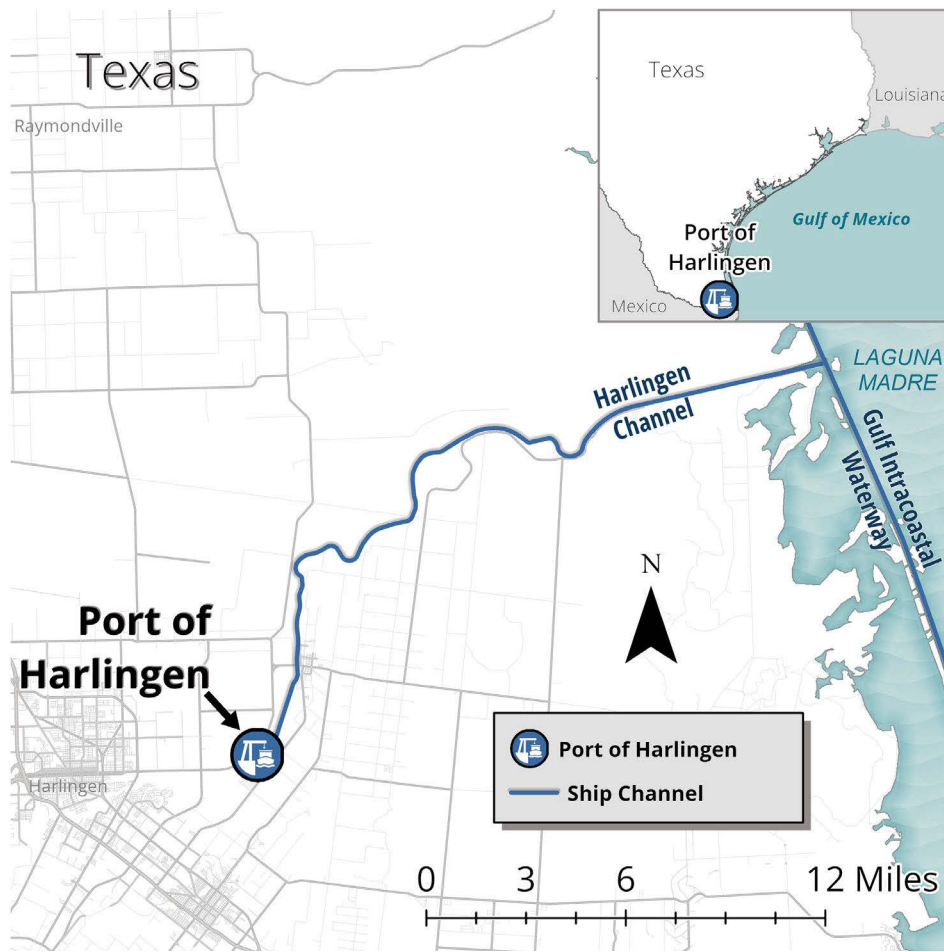
Economic Activity  
**\$1.79 Billion**

## 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*





# CARGO CONNECTIONS

## Top Commodities

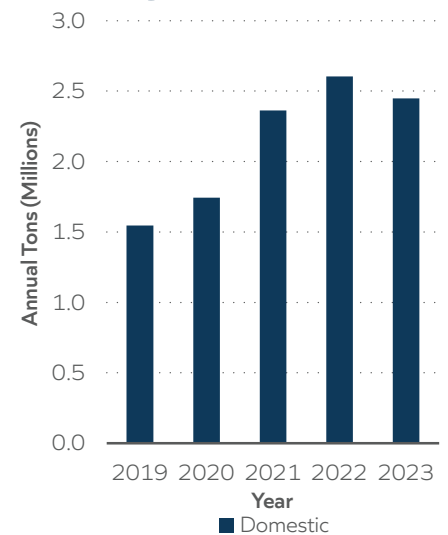
### EXPORTS

- Agriculture

### IMPORTS

- Refined Petroleum
- Aggregates
- Fertilizer

## Tonnage



Waterborne tonnage data provided by the Port of Harlingen

## PORT FACILITIES

### DOCKS & WHARVES

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

### STORAGE & LAND

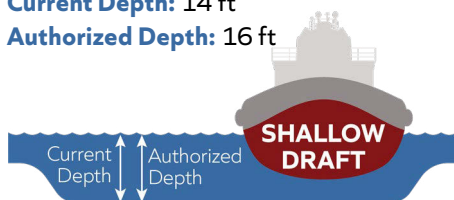
- 736 acres on- and off-channel sites available
- Access to the NAFTA CargoPort hub
- 5 miles from Harlingen Aerotropolis

## 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

**\$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](http://www.porthouston.com)



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)**



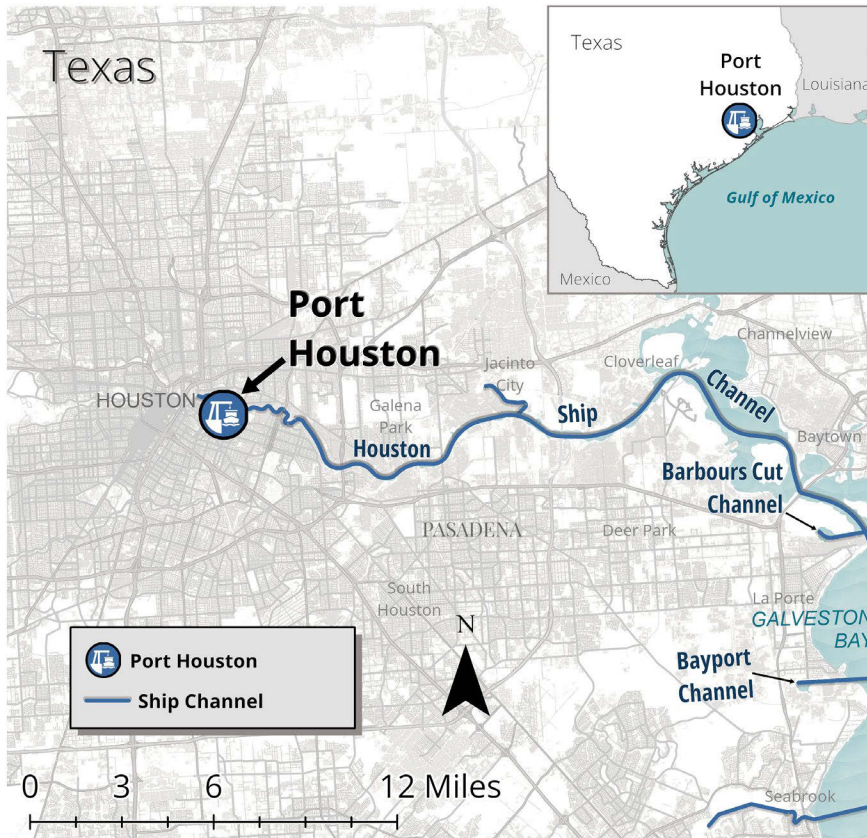
Economic Value  
**\$439 Billion (TX)**  
**\$906 Billion (US)**

## 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—Barbour's 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

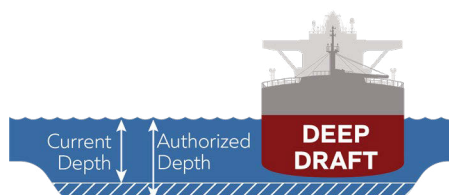
- 24-mile sailing distance to GIWW (M-10, M-69)

### 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

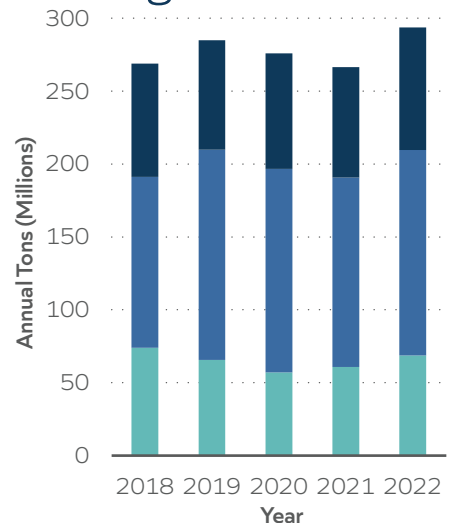
### EXPORTS

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

### IMPORTS

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

## Tonnage



■ Total Imports ■ Total Exports ■ Total Domestic

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](http://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.

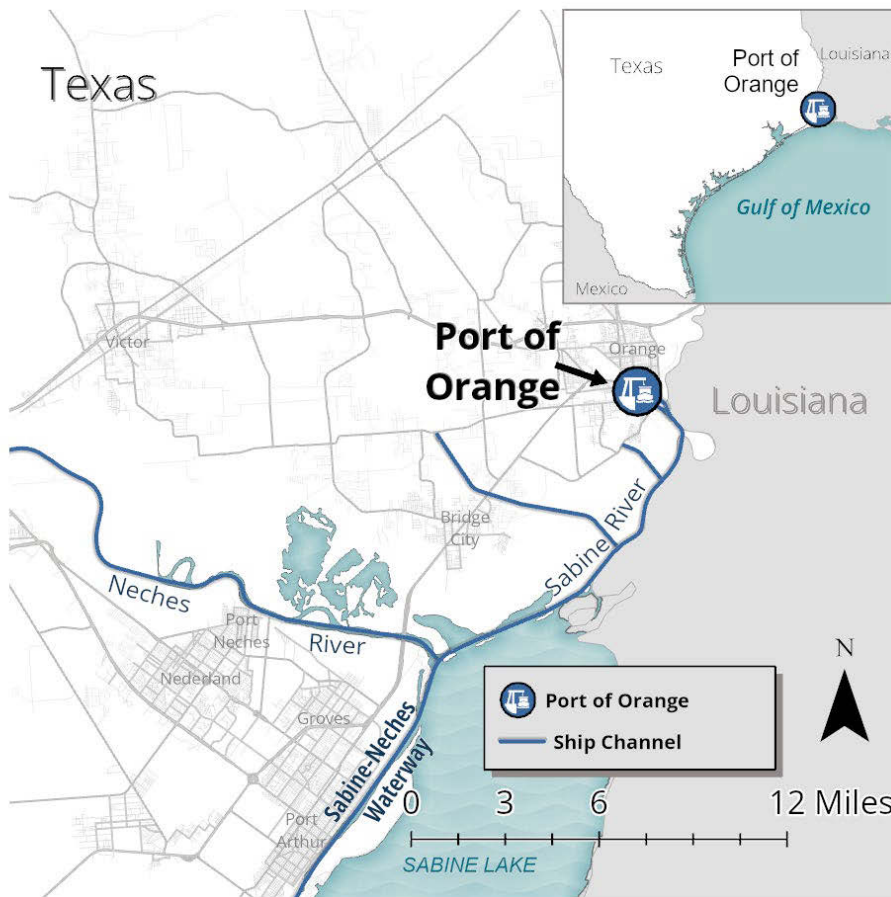
## Port Projects

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*







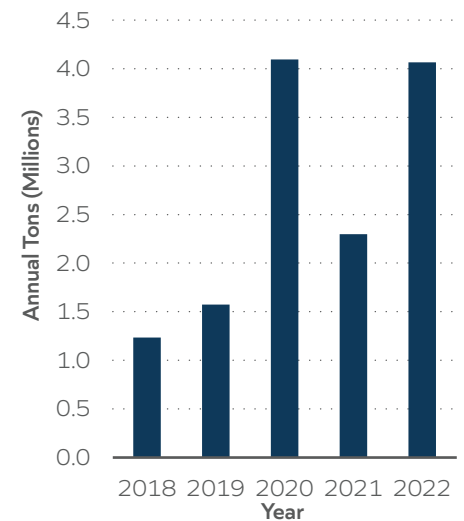
# CARGO CONNECTIONS

## 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

## 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

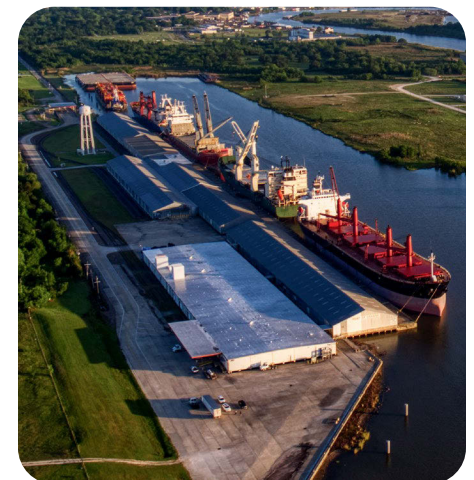
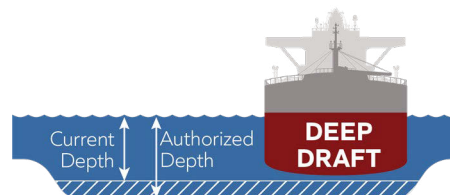


Photo credit: Port of Orange



# PORT of PALACIOS

Matagorda County Navigation District No. 1

Victor Martinez Jr., Port Director

[www.portofpalacios.com](http://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.

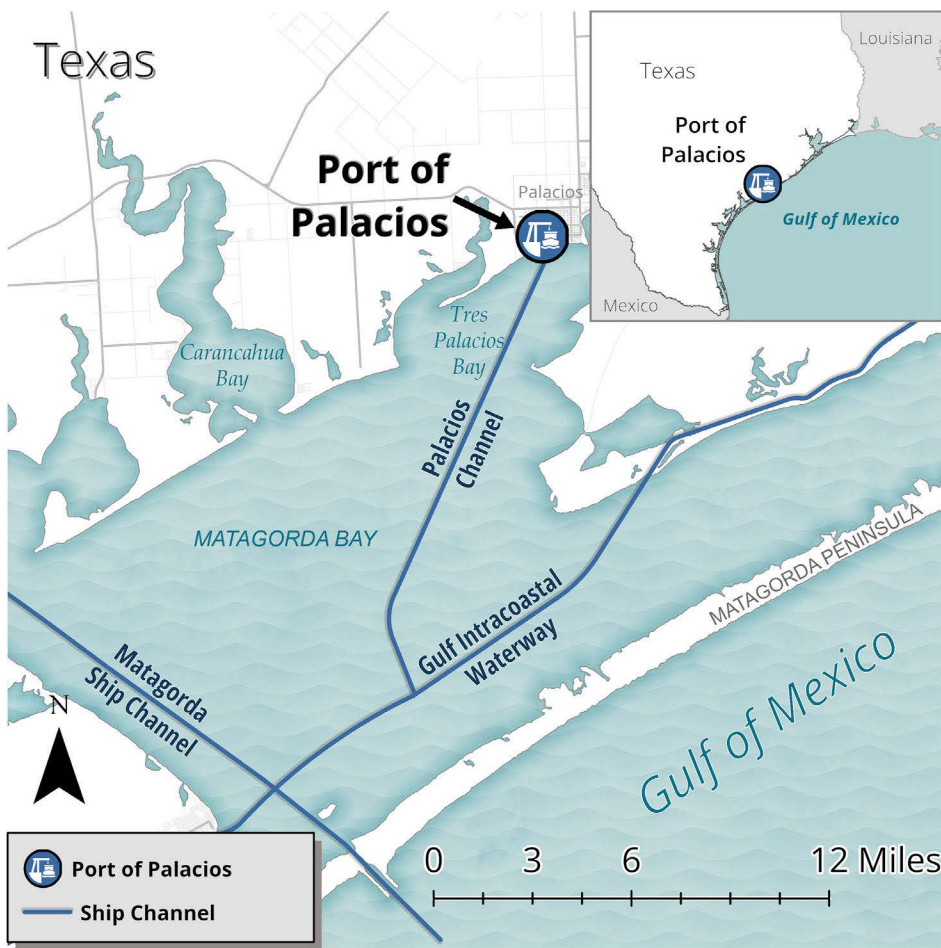
## Port Projects

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*

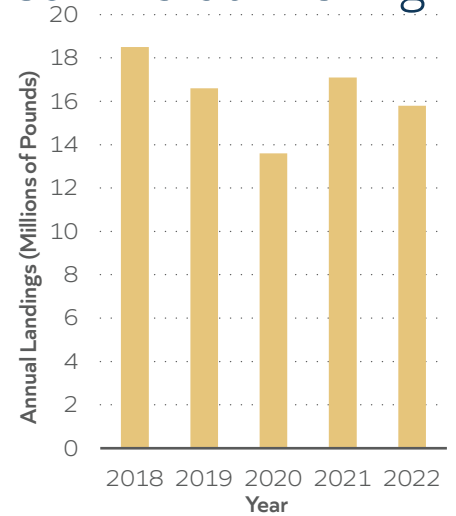






# CARGO CONNECTIONS

## Commercial Fishing



Commercial fishing data from NOAA, 2023

## Port 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

## 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

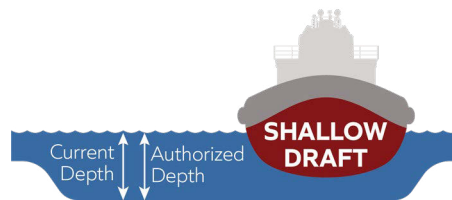
- Highway connection to SH 35

### BARGE

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

### AIR

- 2.5 miles from Palacios Municipal Airport



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](http://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 SNNW, 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**

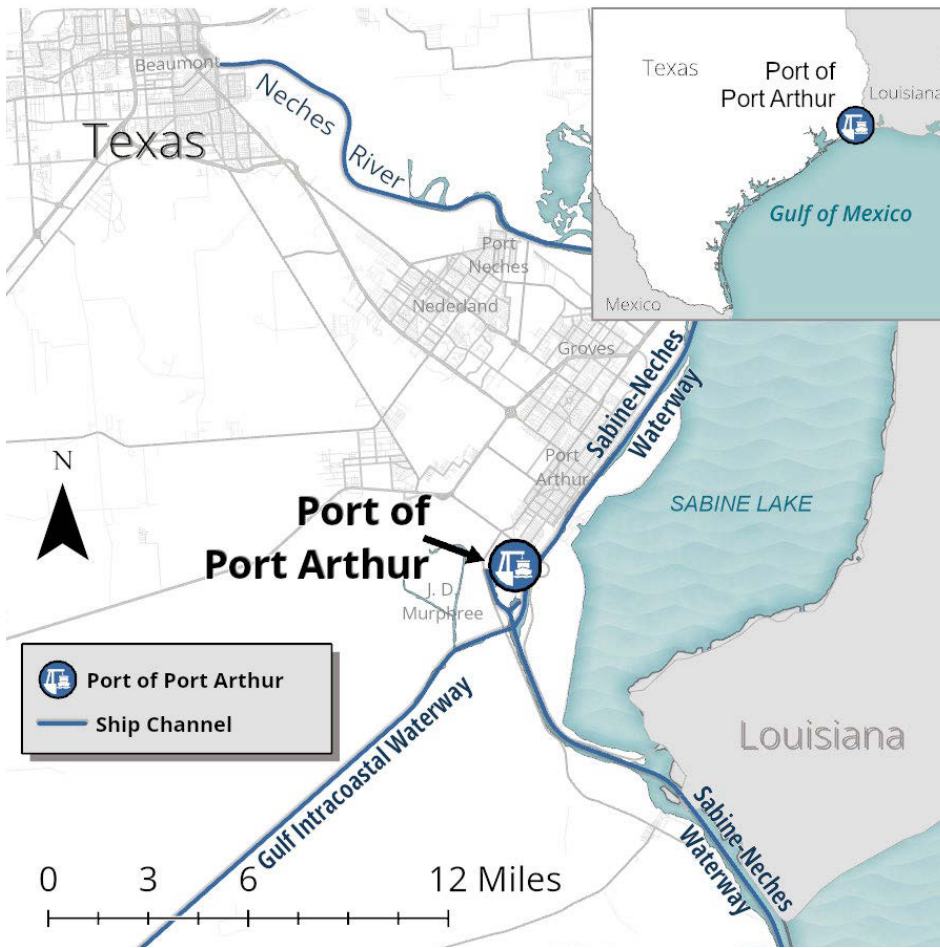
Facing the challenges of increased cargo traffic, the Port of Port Arthur is undertaking several critical connectivity projects, including efforts to address congestion, such as the planned improvements at the intersection of SH 82/87 and the construction of a flyover at Denbo Avenue over the railway 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

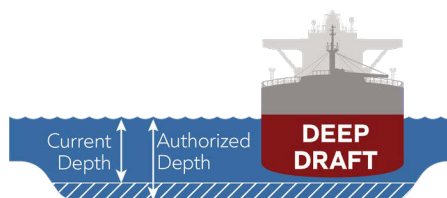
- Direct access to GIWW (M-10, M-69)

#### 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

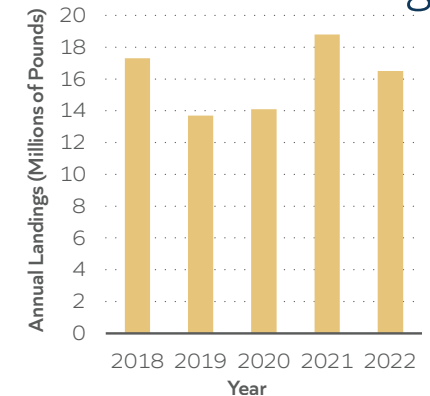
Data from USA Trade for 2023

### Top Commodities

#### EXPORTS & IMPORTS

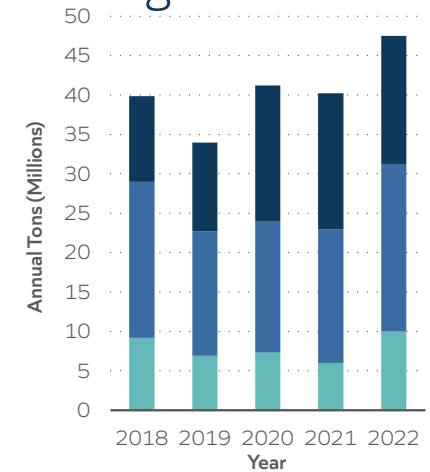
- Petroleum & Petroleum Products
- Pulp, Aluminum, Pellets

### 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](http://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

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.

## ECONOMIC IMPACT



Annual Truck Traffic

**25,000**



Direct Jobs

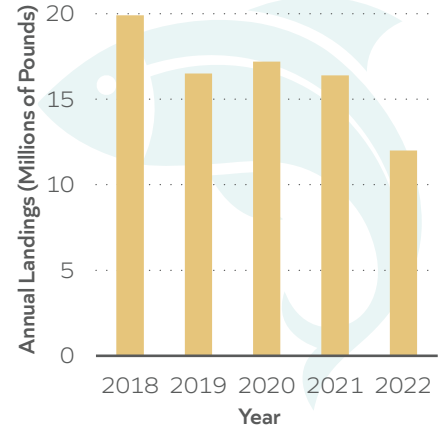
**500**





# 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 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

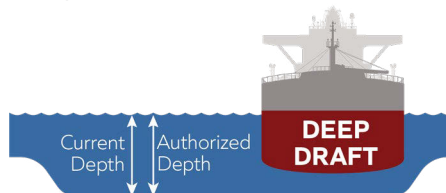
- Highway connections to SH 100 and SH 48

#### BARGE

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

#### AIR

- 38 miles to Valley International Airport (HRL)



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](http://www.portofportmansfield.com)

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

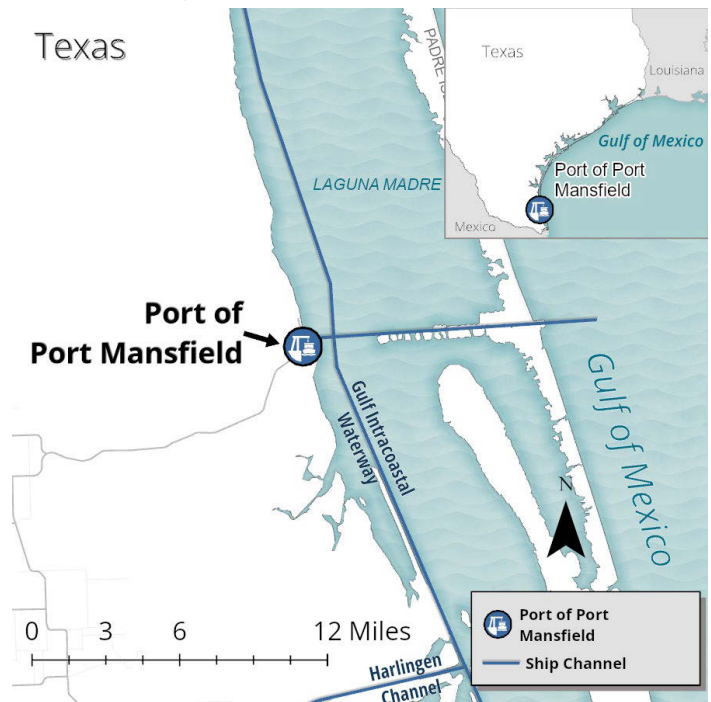
The Port of Port Mansfield is rapidly expanding to cater to burgeoning Mexican markets, with a significant shift towards containerized traffic and expectations of handling 500 trucks weekly. Infrastructure developments, such as the recent completion of a queuing yard and plans for new ones, address the 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

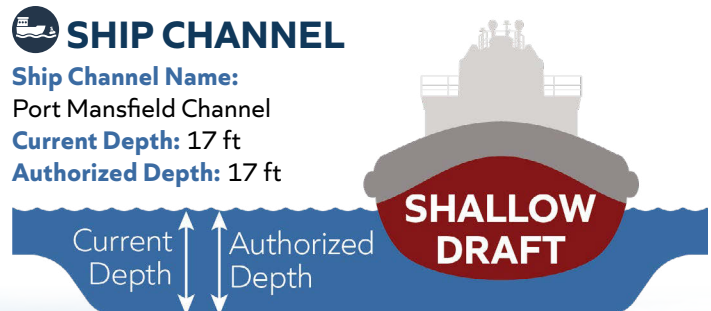
### SHIP CHANNEL

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](http://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



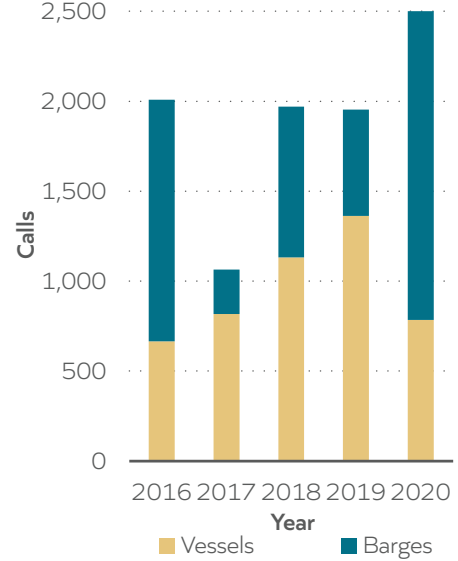


# CARGO CONNECTIONS

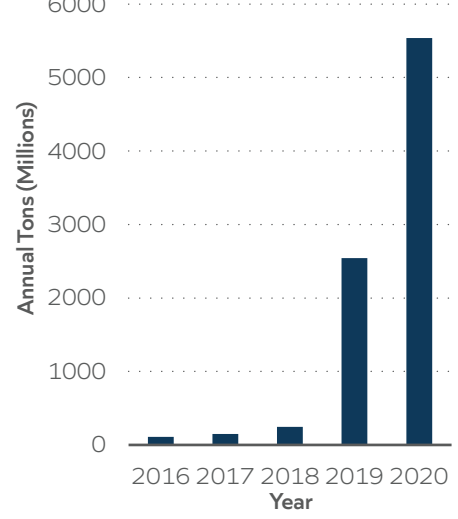
## Top Commodities

- 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 FACILITIES

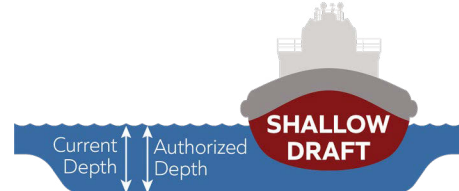
- RECREATIONAL FISHING**
- 4 marinas
  - 87 slips for power or sailing vessels
  - 30 and 50 amp electrical
  - Non-ethanol and clear diesel fuel
- ENERGY-EFFICIENT OPPORTUNITIES**
- Nearby refineries provide ready access to fuel, reducing emissions
  - Potential for future hydrogen expansion
  - Forthcoming GIWW berthing project to service carbon capture area
  - 160-acre artificial reef site creates marine habitat and angling opportunities

## 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

## 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)







# PORT of TEXAS CITY

Tyson Moeller, President

[www.tctrr.com](http://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.

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.

## PORT RANKINGS

**5<sup>th</sup>** Largest in Texas | **11<sup>th</sup>** Largest in the Gulf of Mexico | **17<sup>th</sup>** Largest in the U.S.

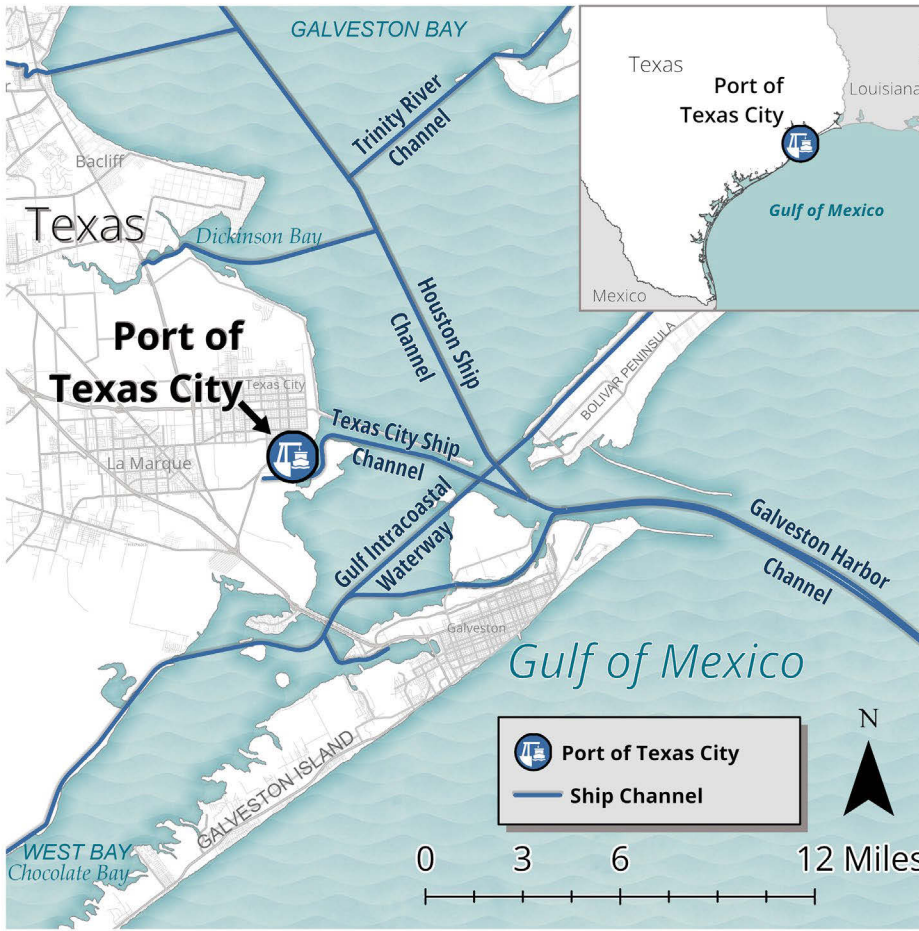
## Ongoing and Future Expansion Projects\*

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.*





# 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

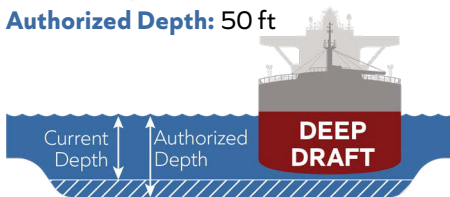
- Crude Petroleum
- Distillate Fuel Oil
- Petrochemicals
- Ethanol

## 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)

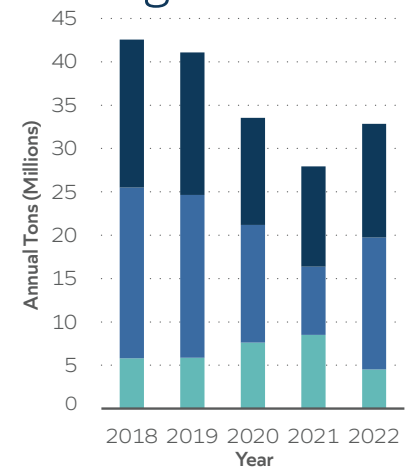
### AIR

- Commercial service to IAH and HOU airports

### PIPELINE

- Connections available

## Tonnage



■ Total Imports ■ Total Exports ■ Total Domestic

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.

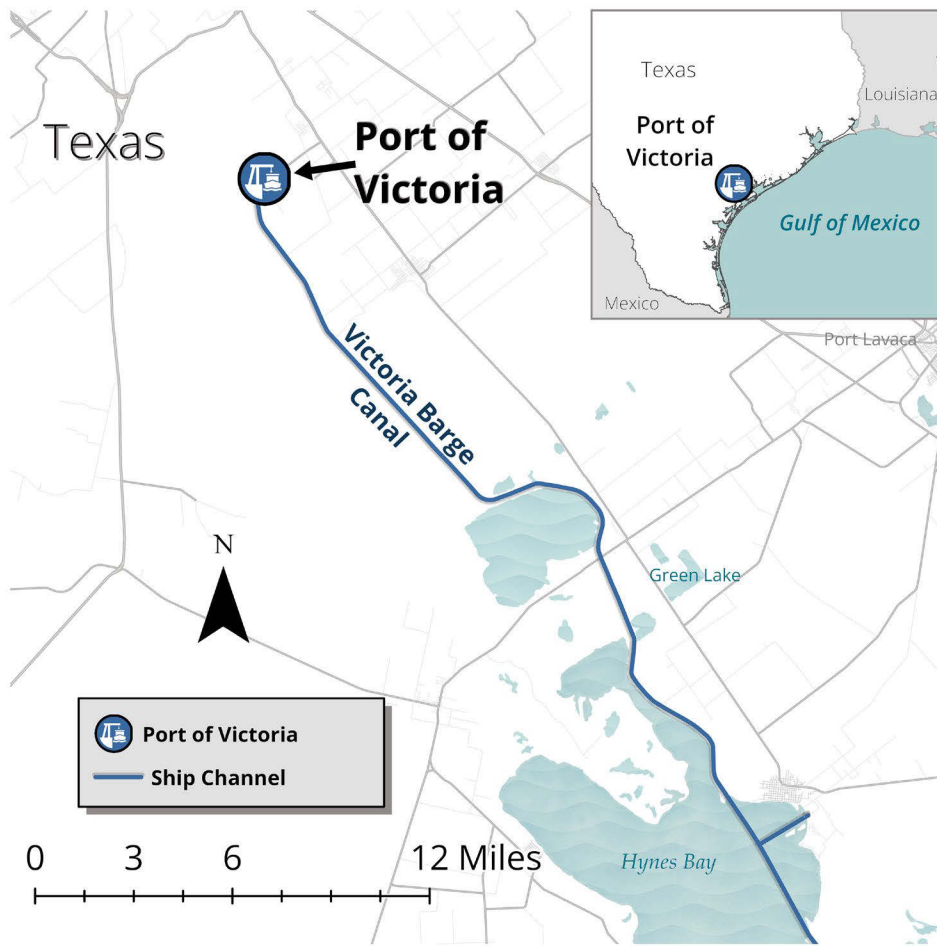
## Port Projects

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*







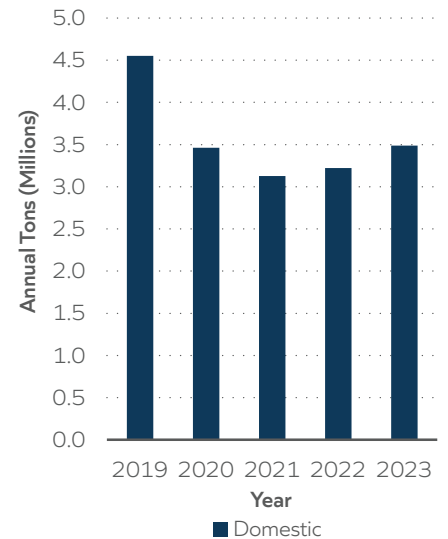
# CARGO CONNECTIONS

## Top Commodities

### DOMESTIC

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

## Tonnage



Tonnage data provided by the Port of Victoria

## 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

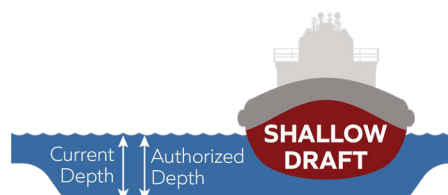
- 36-mile sailing distance to GIWW (M-10, M-69)

### AIR

- 13 miles from Victoria Regional Airport

### PIPELINE

- Easements available



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](http://www.portofwestcalhoun.com)

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

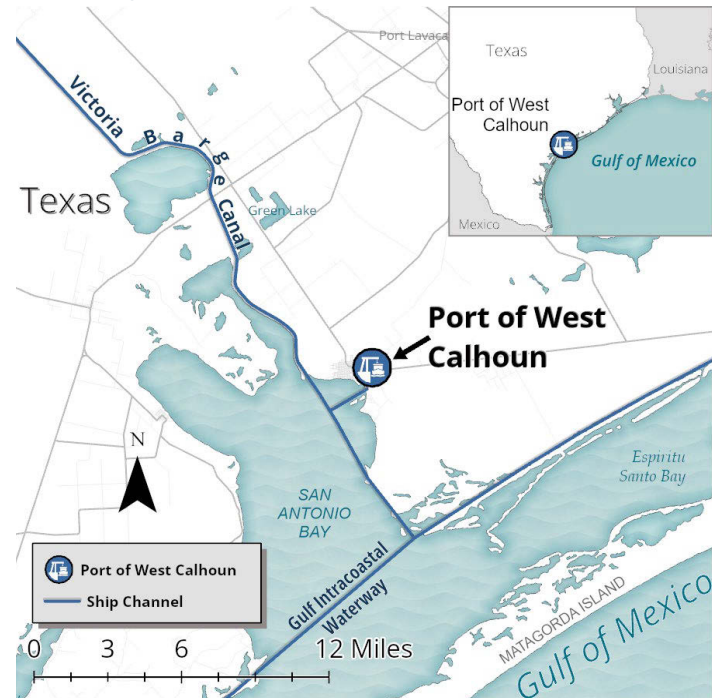
The Port of West Calhoun, amid an evolving market landscape, faces a crossroads where the provision of multimodal options, especially rail, becomes paramount to future success. Recent years have seen a surge of interest from both U.S. and international companies to use the port, yet the absence of necessary 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 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



### PORT FACILITIES

- HARBORS**
- Long Mott Harbor
  - Seadrift Harbor

### SHIP CHANNEL

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

