PORT OF ORANGE
1201 Childers Rd, Orange, TX 77630
Lorrie Taylor, Executive Port Director/CEO
www.portoforange.com
Foreign Trade Zone: FTZ-117
Government Representatives:
US House: TX-14  TX Senate: SD-3  TX House: HD-21
Randy Weber Sr (R) Robert Nichols (R) Dade Phelan (R)

Port Description
The Port of Orange is centrally located between Houston and Lake Charles on Interstate 10, the Gulf Intracoastal Waterway, and the Sabine River. The port is a deep water port that 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.

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

Other Highlights
The Sabine-Neches Waterway, which connects the Port of Orange to the Gulf of Mexico, is currently being deepened from 40 to 48 feet through a federally authorized project that has received $103.2 million in federal funds to begin construction. Construction is estimated to take seven to 10 years.

In 2022, TxDOT approved nearly $7 million in grant funding for the Port of Orange to construct a truck queuing area on South Childers Road and widen the bridge crossing at the Alabama Street Terminal. The Sabine-to-Galveston levee improvements in the vicinity of the Port of Orange may entail future upgrades to port infrastructure.

Port Facilities

<table>
<thead>
<tr>
<th>Docks &amp; Wharves</th>
<th>Cargo Handling</th>
<th>Storage &amp; Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 berths</td>
<td>Container-on-barge shipping capabilities</td>
<td>8 warehouses</td>
</tr>
<tr>
<td>136 ft air restriction</td>
<td>Heavy-haul route for cargo</td>
<td>350,000+ sf covered storage</td>
</tr>
<tr>
<td>Dry dock services for barges and tugs</td>
<td>Up to 800 amp shore power connections at each berth and pier</td>
<td>100 acres available for buildout</td>
</tr>
</tbody>
</table>
PORT OF ORANGE

Tonnage

Capital Improvement Projects

**Port Capital Projects**
- Alabama Street Road & Warehouse Improvements

**Connectivity Projects**
- FM 1006 Improvements with Alabama St and Childers Rd

**Port Access Improvement Grants from TxDOT**
- Dravo Site Trucking Access at South Childers Rd ($5.40 million)
- Bridge Crossing at Alabama Street Terminal ($1.60 million)

Ship Channel Information

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

**Current Depth:** 23 ft (Sabine River) | 40 ft (SNWW)

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

**Projects:** Sabine-Neches Waterway Channel Improvement Project (federally authorized, 7.4% funded)
PORT OF BEAUMONT
1225 Main Street, Beaumont, TX 77701
David C. Fisher, Port Director & CEO
www.pobtx.com
Foreign Trade Zone: FTZ-115
Government Representatives:
US House: TX-14  TX Senate: SD-3  TX House: HD-22
Randy Weber Sr (R)  Robert Nichols (R)  Christian Hayes (D)

Port Description
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, maintained by the Sabine-Neches Navigation District, and the Port of Beaumont Channel, a 19-mile long navigation channel from the Port Arthur city limits to the Port of Beaumont public wharves and docks. The Port of Beaumont is the No. 1 strategic military port in the U.S. and a top 10 port in terms of tonnage.

Intermodality
• Road: Highway connections to SH 380, I-10, and US 96/69
• Rail: 48 miles of port-owned switching railroad with connections to Union Pacific, BNSF, and Kansas City Southern
• Barge: 18.5-mile sailing distance to GIWW (M-10, M-69)
• Air: Access to Jack Brooks Regional Airport and Beaumont Municipal Airport; 90 miles from IAH
• Pipeline: Crude oil pipeline access

Other Highlights
The Sabine-Neches Waterway is currently being deepened from 40 to 48 feet through a federally authorized project that has received $103.2 million in federal funds to begin construction. Construction is estimated to take seven to 10 years.

The port is currently undertaking an $85 million project to reconstruct Main Street Terminal 1, a $25 million project to reconstruct a grain dock, and a $35 million project to construct an additional liquid bulk dock, all of which will improve cargo handling capabilities and bring more business. Additionally, the Port of Beaumont is working on expanding its container on barge capabilities to increase its use of the GIWW (M-10/M-69 marine highways) and reduce container traffic on Texas roadways.

Port Facilities
Docks, Wharves, Land & Storage
• 11 public docks/wharves
• 1 private dock/wharf
• 105+ acres open storage
• 500,000+ sf 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
• Shore power available
**PORT OF BEAUMONT**

### Tonnage

![Tonnage Bar Chart]

**Source: USACE**

### Major Commodities

**EXPORTS**
- Petroleum and its Products
- Fertilizers and Chemicals
- Food and Agricultural Products
- Crude Materials
- Primary Manufactured Goods

**IMPORTS**
- Petroleum and its Products
- Crude Materials
- Fertilizers and Chemicals
- All Manufactured Equipment, Machinery and Products
- Primary Manufactured Goods

### Capital Improvement Projects

**Port Capital Projects**
- Main Street Terminal 2
- South End Truck Queuing Area

**Connectivity Projects**
- Heavy-Haul Freight Access to Industrial Island
- Improve Port Access to SH 380
- Port Wayfinding in Downtown Beaumont
- Bridge Deficiencies along SH 380 and RR Bridge

**Port Access Improvement Grants from TxDOT**
- Old Highway 90 ($550,600)
- Carroll Street Bridge ($5.09 million)
- Truck Queuing at Emmett Ave ($1.57 million)
- Franklin & Park Truck Queuing ($1.51 million)

### Ship Channel Information

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

**Current Depth:** 40 feet (SNWW)

**Authorized Depth:** 48 feet (SNWW)

**Projects:** Sabine-Neches Waterway Channel Improvement Project (federally authorized, 7.4% funded)

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Texas Department of Transportation - Maritime Division

2024-2025 Texas Port Profiles
PORT OF PORT ARTHUR

Port Description
The Port of Port Arthur is deep water port that was established in 1899. Along with the Port of Orange and the Port of Beaumont, the Port of Port Arthur shares access to the Sabine-Neches Waterway. Located 19 miles from the Gulf of Mexico, the Port of Port Arthur ships cargo and petrochemicals to international markets.

Intermodality
- **Road:** Highway access to US 69/96, SH 82, SH 87, and SH 73
- **Rail:** Kansas City Southern 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

Other Highlights
The Sabine-Neches Waterway, which provides deep water access to the Port of Port Arthur, is currently being deepened from 40 to 48 feet through a federally authorized project that has received $103.2 million in federal funds to begin construction. Construction is estimated to take seven to 10 years.

The Port of Port Arthur recently completed construction of 600 feet of dock at Berth 5 in 2021. Construction is currently ongoing to add 1,000 feet of dock at Berth 6, and the project is expected to be complete in 2023. The construction of Berth 6 will create significant additional berthing capacity, increasing the capability for more and new types of cargo to pass through the port. It will also allow cargo to transfer directly from ship to rail or other modes, allowing for more efficient passage of goods throughout the port.

Port Facilities

<table>
<thead>
<tr>
<th>Docks &amp; Wharves</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 3,600 linear feet of dock</td>
</tr>
<tr>
<td>• 1,000 linear feet of dock in construction</td>
</tr>
<tr>
<td>• 80 ft roll on/off dock</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cargo Handling</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 2 generators</td>
</tr>
<tr>
<td>• 75-ton capacity rail mounted crane</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Storage &amp; Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 550,000 sf shed storage</td>
</tr>
<tr>
<td>• 25 acres open storage</td>
</tr>
<tr>
<td>• Fenced and lighted storage with 24/7 camera surveillance</td>
</tr>
<tr>
<td>• 200,000+ sf commercial property for development</td>
</tr>
<tr>
<td>• 5 transit sheds</td>
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</table>
PORT OF PORT ARTHUR

Tonnage

```
<table>
<thead>
<tr>
<th>Year</th>
<th>Total Imports</th>
<th>Total Exports</th>
<th>Total Domestic</th>
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<tr>
<td>2020</td>
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<tr>
<td>2016</td>
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</tbody>
</table>
```

Source: USACE

Capital Improvement Projects

**Port Capital Projects**
- Berth 3-5 Toe Wall Construction
- Berth 1-2 Toe Wall Construction
- Procter Multipurpose Laydown Area, Queuing, and Staging Area; Railyard Flyover Project
- Terminal Rail Expansion
- Truck and Trailer Cargo Queuing Area

**Connectivity Projects**
- Intersection of SH 82 and SH 87 Traffic Signalization
- SH 215 Port Access and Safety at RR Crossing

**Port Access Improvement Grants from TxDOT**
- Lakeshore Drive ($1.24 million)
- 4th St Corssing ($8.35 million)
- Lakeshore Rd ($810,450)
- Truck Queuing Area ($1.43 million)
- Multimodal Queuing Area ($1.93 million)
- Queuing and Staging Area ($1.52 million)

Ranked 15th in U.S.

$7.83 MILLION from TxDOT

Ship Channel Information

**Ship Channel Name:** Sabine-Neches Waterway
**Current Depth:** 40 ft
**Authorized Depth:** 48 ft
**Projects:** Berth 6 Expansion (non-federal), Berths 1-2 Expansion (non-federal), Berths 3-5 Expansion (non-federal)
Port Description
The Sabine Pass Port Authority is a shallow water port located 5 miles from the Gulf of Mexico. Shrimping and commercial fishing are the key markets for the port, and recreational fishing is also popular at the port’s safe harbor marina. The port also provides a vessel slip that services the Jefferson County Maritime Division. Access to the port is provided via Sabine Pass.

Intermodality
- **Road:** Highway connection 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

Other Highlights
Construction is ongoing for a pier extension project to add 465 feet of docking space to serve a new private, commercial development south of the existing port. The port is also expanding and purchasing land for future laydown yards for barge loading/offloading and marine vessel repair. The port is seeking opportunities to diversify and expand its commercial capabilities to include LNG and to allow service to more barge traffic.

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 Practices**
- Construction of a 160-acre artificial reef site to create marine habitat that will provide angling opportunities and create an ecosystem in an area previously devoid of habitat

Vessel Calls

<table>
<thead>
<tr>
<th>Year</th>
<th>Calls</th>
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<tbody>
<tr>
<td>2020</td>
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<tr>
<td>2019</td>
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<td>2017</td>
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<tr>
<td>2016</td>
<td></td>
</tr>
</tbody>
</table>

Source: USACE
SABINE PASS PORT AUTHORITY

Tonnage

<table>
<thead>
<tr>
<th>Year</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Tons (Thousands)</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

Source: USACE

Major Commodities

**EXPORTS**
- Petroleum and its Products
- Crude Materials

**IMPORTS**
- All Manufactured Equipment, Machinery and Products
- Petroleum and its Products
- Primary Manufactured Goods

Capital Improvement Projects

**Port Capital Projects**
- Sheet Piling Wall Replacement

**Connectivity Projects**
- Add Internal Access Roads to New SE Port Property

**Port Access Improvement Grants from TxDOT**
- First Ave Reconstruction ($874,000)
- Mechanic St ($2.37 million)

Ship Channel Information

**Ship Channel Name:** Sabine Pass
**Current Depth:** 12 ft
**Authorized Depth:** 12 ft
**Projects:** Sabine Pass Port Authority Dock Extension (non-federal)
PORT OF ANAHUAC
211 Miller St, Anahuac, TX 77514
Claudia Sandoval, General Manager
www.clcnd.org/
Foreign Trade Zone: FTZ-171
Government Representatives:
US House: TX-36  TX Senate: SD-4  TX House: HD-23
Randy Weber Sr (R)  Brandon Creighton (R)  Dade Phelan (R)

Port Description
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 primary purpose of the district is to provide navigation capabilities for municipalities and agricultural producers that use the district’s raw water supply. The Port of Anahuac offers a 32-mile sailing distance to the GIWW.

Key Features
The district includes five shallow draft navigation channels:
• Cedar Bayou Channel
• Trinity River Channel to Liberty, TX
• Anahuac Channel
• Double Bayou Channel
• Smith Point Channel

Other Highlights
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 traffic into and out of the port at this time.

Ship Channel Information
Ship Channel Name: Anahuac, Cedar Bayou, Double Bayou, Trinity River to Liberty, and Smith Point channels
Current Depth: 6 ft to 10 ft (varies)
Authorized Depth: 6 ft to 11 ft (varies)
Projects: Lower 3 miles of Cedar Bayou Channel maintained by USACE with the District as the local sponsor
CEDAR PORT

7500 FM 1405, Baytown, TX 77523
William F. Scott, CCID1 President
www.tgscedarport.com

Foreign Trade Zone: FTZ-171
Government Representatives:
US House: TX-36     TX Senate: SD-4     TX House: HD-23
Brian Babin (R)     Brandon Creighton (R)     Terri Leo-Wilson (R)

Port Description
Cedar Port Industrial Park was first established in 2014 and is one of 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, including Walmart, Home Depot, Floor & Decor, JSW Steel, and IKEA.

Intermodality
- **Road:** Highway access to I-10, SH 225, SH 146, and SH 99; TxDOT-rated heavy-haul corridor
- **Rail:** TSG switching railroad with connections to Union Pacific and BNSF
- **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

Other Highlights
Cedar Port has many ongoing projects over several phases of buildout that include: (1) expanding its railyard by 4,000 car spots; (2) developing Cedar Port Parkway, a master planned highway to provide a direct highway connection to SH-99 (Grand Parkway); and (3) acquiring fee simple ROW to develop a pipeline to Barbours Cut.

Other Highlights
Cedar Port is accessed via Cedar Bayou, which is being deepened through the federally authorized Cedar Bayou Channel Improvement Project to extend the maintained portion of the channel by 7 miles and deepen the channel from 8 to 11 feet. The project has received full federal funding and construction began in 2020.

Port Facilities
**Docks & Wharves**
- Two barge dock terminals with access to the Houston Ship Channel
- Public barge facility at the Chambers County Improvement District No. 1 Public Dock
- Pipeline corridor and connections in close proximity to barge docks

**Rail Advantages**
- Storage capacity for 4,500 railcars
- More than 57 miles of track inside the industrial park
- Locomotive repair facility

**Land & Storage**
- 11,000 acres available for buildout
- Land available for lease, sale, and development
- Existing warehouses:
  - DC-1 (1.2 million sf)
  - DC-2 (496,000-900,000 sf)
  - DC-3 (150,000-664,000 sf)
  - DC-4 (1.2-1.5 million sf)
CEDAR PORT

Tonnage

![Bar chart showing annual tonnage (millions) for CEDAR PORT from 2016 to 2020. Total Domestic tonnage is shown by years.]

Source: USACE

Ship Channel Information

**Ship Channel Name:** Cedar Bayou  
**Current Depth:** 8-10 feet  
**Authorized Depth:** 11 ft  
**Projects:** Cedar Bayou Channel Improvement Project (federally authorized, 100% funded)

![Map of Cedar Bayou with labeled depths and projects.]

Vessel Calls

![Bar chart showing vessel calls (barges) from 2016 to 2020.]

Source: USACE
Port Description

Port Houston owns, manages, and operates the public wharves and terminals along the Houston Ship Channel, including the area’s largest breakbulk facility and two container terminals. Port Houston is the advocate and a strategic leader for the Channel. The Houston Ship Channel complex and its more than 200 public and private terminals, collectively known as the Port of Houston, is the nation’s largest port for waterborne tonnage.

Intermodality

- **Road:** Highway access to I-10, I-45, 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 Union Pacific, BNSF, and Kansas City Southern
- **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

Other Highlights

A federally authorized ship channel expansion project is underway for Port Houston to widen the Galveston Bay segment of the Houston Ship Channel to 700 feet and deepen upstream segments to 46.5 feet. In 2021, Port Houston authorized $400 million in revenue bonds to begin construction, and, in 2022, the project was awarded $142.5 million from the Infrastructure Investment and Jobs Act (IIJA). Construction began in 2021 and is expected to be complete by 2025.

Port Houston is simultaneously undertaking a project to equip the Barbours Cut Container Terminal with Post Panamax ship-to-shore cranes, as well as several roadway expansions to facilitate freight mobility.

Port Facilities

### Terminals & Storage
- 2 container terminals (Barbours Cut and Bayport)
- Multi-purpose cargo facilities (steel, auto, bulk)
- 390 acres liquid tank storage
- 450+ acres covered storage
- 1,200+ acres uncovered storage

### Services & Facilities
- Bulk materials handling plant
- Grain elevator
- Container line services
- Breakbulk and project cargo line services

### Energy Efficient Practices
- Use of alternative fuels
- Fleet replacement with low-emission vehicles/equipment
- Port Houston Clean Air Strategy Plan (CASP)
- Use 100% asset backed renewable electricity
- Replacement of all high-mast lighting with LEDs
- Purchase of hybrid-electric rubber-tire gantry cranes
- Utilize dredge material from channel expansion project for wetland and oyster habitat
PORT HOUSTON

Major Commodities

**EXPORTS**
- Resins & Plastics
- Chemicals and Minerals
- Petroleum and Petroleum Products
- Automotive
- Food & Drink

**IMPORTS**
- Hardware and Construction Materials
- Machinery, Appliances and Electronics
- Steel and Metals
- Furniture
- Retail Consumer Goods

Capital Improvement Projects

**Port Capital Projects**
- Bayport Terminal Container Yard 1
- Barbours Cut Terminal Container Yard 6 Rehabilitation
- Barbours Cut Terminal Container Yard 7 Rehabilitation

**Connectivity Projects**
- Jacintoport Rd At-Grade Railroad Crossing Improvements
- Clinton Dr/Federal Operational Improvements

**Port Access Improvement Grants from TxDOT**
- Jacintoport Blvd/Peninsula St ($10.19 million)
- Port Road Expansions, Phase 3 ($9.68 million)
- Jacintoport Blvd Expansion ($1.12 million)

Ship Channel Information

**Ship Channel Name:** Houston Ship Channel
**Current Depth:** Varies from 37.5 to 46.5 feet
**Authorized Depth:** Varies from 41.5 to 46.5 feet
**Projects:** Houston Ship Channel Expansion Project 11

Tonnage

- Total Imports
- Total Exports
- Total Domestic

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Imports</th>
<th>Total Exports</th>
<th>Total Domestic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2019</td>
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<tr>
<td>2016</td>
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</tbody>
</table>

Source: USACE

Texas Department of Transportation - Maritime Division
2024-2025 Texas Port Profiles
PORT OF TEXAS CITY
2425 Hwy 146 N, Texas City, TX 77590
Ramiro Barba, President
tctrr.com
Foreign Trade Zone: FTZ-199
Government Representatives:
US House: TX-14    TX Senate: SD-11    TX House: HD-23
Randy Weber Sr (R)  Mayes Middleton (R)  Terri Leo-Wilson (R)

Port Description
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 exceeding 33 million tons annually. On annual basis, more than 1,000 deep draft vessels and 4,150 inland barges call on the port.

Other Highlights
As part of its mission to support maritime 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 chemicals and dry bulk products. The Port of Texas City last deepened its ship channel, the Texas City Federal Channel, from 40 to 46 feet in 2009. The port is jointly owned by Union Pacific and BNSF as the largest privately owned U.S. port.

Intermodality
- **Road:** Highway connections to I-45, SH 146, SH 6, and SH 197
- **Rail:** Texas City Terminal Railway switching railroad with connections to Union Pacific and BNSF
- **Barge:** 6-mile sailing distance to GIWW (M-10, M-69)
- **Air:** Commercial service to IAH and HOU airports
- **Pipeline:** Connections available

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

Vessel Calls

<table>
<thead>
<tr>
<th>Year</th>
<th>Barges</th>
<th>Vessels</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td></td>
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<td>2019</td>
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<tr>
<td>2016</td>
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</tbody>
</table>

Source: USACE
PORT OF TEXAS CITY

Tonnage

![Bar chart showing annual tonnage from 2016 to 2020 with total imports, exports, and domestic tonnage categories.]

Source: USACE

Major Commodities

**EXPORTS**
- Petroleum and its Products
- Fertilizers and Chemicals

**IMPORTS**
- Petroleum and its Products
- Fertilizers and Chemicals
- All Manufactured Equipment, Machinery and Products

Ship Channel Information

**Ship Channel Name:** Texas City Federal Channel

**Authorized Depth:** 50 ft

**Current Depth:** 46 ft

**Projects:** Regular channel maintenance

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Texas Department of Transportation - Maritime Division

2024-2025 Texas Port Profiles
PORT OF GALVESTON
123 Rosenberg Ave, Galveston, TX 77553
Rodger Rees, Port Director
www.portofgalveston.com
Foreign Trade Zone: FTZ-36
Government Representatives:
US House: TX-14  TX Senate: SD-11  TX House: HD-23
Randy Weber Sr (R)  Mayes Middleton (R)  Terri Leo-Wilson (R)

Port Description
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 does not rely on any local tax dollars for operations.

Intermodality
- Road: Highway connections to SH 275, US 74, and I-45
- Rail: Connections to Union Pacific and BNSF
- 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

Other Highlights
The Port of Galveston has received full federal funding to deepen the last segment of its ship channel to complete the federally authorized project to 46 feet. The port is also adding a new turning basin at its east end to accommodate larger cruise ships. The western turning basin is also being improved to accommodate larger vessels.

The Port of Galveston recently completed a strategic master plan to guide economic development over the next 20 years. As part of its strategic vision, the port is currently exploring cruise and cargo opportunities with Panama as an emerging market.

Annual Ship Calls | 946
Annual Cargo Tonnage | 4.8 Million
Cruise Passengers | 1.1 Million

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
- 840 acres for buildout

Cargo Handling
- Grain export elevator at Piers 30 to 32
- Refrigerated warehouse at Piers 16 to 18
- Pelican Island Marine Repair Facility
- Fertilizer import at Pier 35

Environmental Practices
- Green Marine Certified for key performance indicators including air quality, renewable energy, waste reduction, leak and spill prevention, and community relations
- Received an Award of Distinction for environmental improvement from the American Association of Port Authorities
PORT OF GALVESTON

Tonnage

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Source: USACE

Major Commodities

**EXPORTS**
- Petroleum and its Products
- Fertilizers and Chemicals
- Food and Agricultural Products
- Crude Materials
- All Manufactured Equipment, Machinery and Products

**IMPORTS**
- Fertilizers and Chemicals
- All Manufactured Equipment, Machinery and Products
- Food and Agricultural Products
- Petroleum and its Products
- Crude Materials

Capital Improvement Projects

**Port Capital Projects**
- Cruise Terminal Walkway Circulation
- Galveston Island Wayfinding Project
- Pelican Island Berth Development
- Pelican Island Projects - Phase 1
- Terminal Parking Garage
- West End Cargo Expansion
- West End Roadway Improvements Feasibility Study
- Wharf Road Roadway and Utility Improvements and Gate Relocation

**Port Access Improvement Grants from TxDOT**
- Old Port Industrial Road / SH 275 ($1.09 million)
- Cruise Corridor ($3.75 million)
- Old Port Industrial Road ($1.97 million)

Shipment Channel Information

**Ship Channel Name:** Galveston Harbor Channel
**Current Depth:** Varies 41 to 46 ft
**Authorized Depth:** Varies 41 ft to 46 ft
**Projects:** Galveston Harbor Channel Extension Project (federally authorized, 100% funded), Galveston Harbor Channel Turning Basin Improvements

Source: USACE

Texas Department of Transportation - Maritime Division

2024-2025 Texas Port Profiles
Port Description

Port Freeport is a deep water port that was voted into existence in 1925 by Brazoria County voters. 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 Facilities

**Docks & Wharves**
- 18 operating berths, including private docks
- 90 acres for container operations
- 200-acre multimodal facility with 27,000 ft of rail and a total of 40,000 ft when completed
- 2 future multi-purpose 1,100-foot berths 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 Post-Panamax gantry cranes planned for Berths 7 and 8
- Heavy lift service
- Roll on/off services

**Land & Storage**
- 7,000 acres undeveloped land
- 1,800 acres for buildout
- 500 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:** Less than ½ hour sailing time to GIWW (M-10, M-69)
- **Air:** Commercial service to HOU and IAH airports
- **Pipeline:** Connections available

### Vessel Calls

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Source: USACE
**PORT FREEPORT**

### Tonnage

![Bar Chart](chart.png)

**Source:** USACE

### Major Commodities

**EXPORTS**
- Petroleum and its Products
- Fertilizers and Chemicals
- All Manufactured Equipment, Machinery and Products
- Food and Agricultural Products
- Crude Materials

**IMPORTS**
- Petroleum and its Products
- Crude Materials
- Primary Manufactured Goods
- Food and Agricultural Products
- All Manufactured Equipment, Machinery and Products

### Capital Improvement Projects

**Port Capital Projects**
- Storage Area 5 Stabilization
- Storage Area 6 Stabilization and Rail Spur
- Velasco Intake Reservoir

**Connectivity Projects**
- SH 36 Improvements
- FM 1495 Improvements

**Port Access Improvement Grants from TxDOT**
- SH 36 Widening ($8.72 million)
- Velasco Terminal Access ($6.23 million)

### Ship Channel Information

**Ship Channel Name:** Freeport Harbor Channel

**Current Depth:** varies 46 ft to 48 ft

**Authorized Depth:** varies 51 ft to 56 ft

**Projects:** Freeport Harbor Channel Improvement Project (federally authorized, 71% funded)
PORT OF BAY CITY

2450 FM 3057, Bay City, TX 77414
Craig Hlavinka, Harbormaster
www.portofbaycity.com

Government Representatives:
US House: TX-22  TX Senate: SD-17  TX House: HD-30
Troy E. Nehls (R)  Joan Huffman (R)  Geanie Morrison (R)

Port Description
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 since its opening in 1990. The port also has approximately 150 acres of land for industrial development at its terminal, roughly 15 miles inland, suitable for substantial tonnage industries traveling both inbound and outbound.

Intermodality
- **Road:** Access to FM 3057
- **Rail:** Connections to Union Pacific and BNSF
- **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

Other Highlights
The Port of Bay City recently acquired 100 acres just east of Matagorda Harbor between South Gulf/Cemetery Rd and the Gulf Intracoastal Waterway to develop an industrial barge terminal. Engineering designs and permitting have been completed for the new terminal.

Future Improvements
**Connectivity Projects**
- Port Access Improvements on FM 2668 and FM 3057
- Add Railroad Access to Existing Port Facilities
- Matagorda Area Access Improvements on FM 259 and SH 60

Tonnage

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Ship Channel Information
**Ship Channel Name:** Colorado River Channel
**Current Depth:** 12 feet
**Authorized Depth:** 12 feet
**Projects:** Ongoing channel maintenance

Texas Department of Transportation - Maritime Division
2024-2025 Texas Port Profiles
PORT OF PALACIOS
1602 Main St, Palacios, TX 77465
Victor Martinez, Jr., Port Director
www.portofpalacios.com
Foreign Trade Zone: FTZ-62
Government Representatives:
US House: TX-22    TX Senate: SD-17    TX House: HD-30
Troy E. Nehls (R)     Joan Huffman (R)     Geanie Morrison (R)

Port Description
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 Facilities
Docks & Wharves
• 6 cargo docks
• Over 900 acres of land for lease
• Two shipyards for repair, retrofit, fabrication, and dry dock

Palacios Fishing Harbor
• 200 boat shrimp fleet
• 12,500 feet of bulkhead dock

Emerging Markets
• Bulk cargo transportation
• Manufacturing and fabrication of tugboats and barges

Intermodality
• Road: Highway connection to SH 35
• Barge: 16-mile sailing distance to GIWW (M-10, M-69)
• Rail: None
• Air: 2.5 miles from the Palacios Municipal Airport
• Pipeline: None

Other Highlights
The Port of Palacios has made recent improvements to the port that include adding a mobile paint building for barges, new fabrication and welding platforms, and a new barge launch platform. These facilities will help the Port of Palacios provide ship repairs for a large shrimp fleet, ferries, tugboats, barges, and commercial and recreational vessels.

The harbor consists of four turning basins containing over 12,500 feet of well-maintained bulkhead dock. Cargo capabilities at the port include servicing TxDOT ferries, shrimping, and supporting Texas’s energy and manufacturing industries. Emerging markets for the port include bulk cargo transportation and manufacturing and fabrication of tugboats and barges.
PORT OF PALACIOS

Commercial Fishing

![Bar chart showing commercial fishing pounds from 2016 to 2020.](chart)

Source: USACE

Ship Channel Information

**Ship Channel Name:** Palacios Channel  
**Current Depth:** 14 feet  
**Authorized Depth:** 14 feet  
**Projects:** Port of Palacios Turning Basin Expansion Project Feasibility Study (federally authorized, 0% funded)

![Ship channel diagram with depth comparison.](diagram)

Capital Improvement Projects

**Port Capital Projects**  
- Truck Queuing Areas  
- Various Turning Basin Adjacent Projects

**Connectivity Projects**  
- SH 35 Safety/Operational Improvements  
- Port Access Facility Improvement Truck Queuing Area on New Road to Matagorda Navigation District

**Port Access Improvement Grants from TxDOT**  
- Landbridge on Business SH 35 ($2.32 million)  
- Richman Road ($1.28 million)  
- Holsworth Road Rehabilitation ($756,700)  
- SH 35 Improvements ($1.70 million)
Port Description

First established in 1965, the Calhoun Port Authority plays supports Texas chemical manufacturing industries. Its public deep draft dock was designed to handle a break bulk, liquid bulk, and dry bulk carriers up to 750-feet in length. The main types of cargo handled at the port include chemicals, petrochemicals, crude oil, and agricultural fertilizer, which are exported internationally. The Matagorda Ship Channel is also widely used by the commercial fishing industry.

Intermodality

- **Road:** Highway connections 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

### Other Highlights

The port recently completed a reconstruction of its truck staging area at the south end of FM 1593. Calhoun Port Authority is currently working to add infrastructure, including three new liquid docks, a new 12-inch pipeline, and potential future expansion of its short line railroad.

### 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

---

Texas Department of Transportation - Maritime Division
2024-2025 Texas Port Profiles
CALHOUN PORT AUTHORITY

Tonnage

![Tonnage Chart]

Source: USACE

Major Commodities

**EXPORTS**
- Fertilizers and Chemicals
- Petroleum and its Products
- All Manufactured Equipment, Machinery and Products

**IMPORTS**
- Fertilizers and Chemicals
- Primary Manufactured Goods
- All Manufactured Equipment, Machinery and Products
- Petroleum and its Products

Capital Improvement Projects

**Port Capital Projects**
- New Barge Fleeting Area
- South Peninsula Development - Liquid Docks 2 and 3

**Port Access Improvement Grants from TxDOT**
- South End of FM 1593 ($77,000)
- FM 1593 Rehabilitation ($3.87 million)
- FM 1593 Improvements ($2 million)

Ship Channel Information

**Ship Channel Name:** Matagorda Ship Channel
**Current Depth:** 38 feet
**Authorized Depth:** 47 feet
**Projects:** Matagorda Ship Channel Improvement Project (federally authorized, 25.8% funded)

Texas Department of Transportation - Maritime Division

2024-2025 Texas Port Profiles
PORT OF VICTORIA
1934 FM 1432, Victoria, TX 77905
Sean Stibich, Executive Director
www.portofvictoria.com
Foreign Trade Zone: FTZ-155
Government Representatives:
Michael Cloud (R) Lois Kolkhorst (R) Geanie Morrison (R)

Port Description
The Port of Victoria is an inland, shallow draft port established in 1946. The port has a capacity for 60 barges and has averaged over 4 million tons per year of cargo volume since 2017. The Port of Victoria is accessed via the Victoria Barge Canal, with a connection to the 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 events.

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

**Land & Storage**
- 17,000 sf shed space
- 3+ acres ground storage
- 7300 sf office and storage building
- 2000+ acres of land available for lease

**Intermodality**
- **Road:** Highway connections to SH 35, SH 463, US 59, and US 77
- **Rail:** Port switching railroad with dual access to Union Pacific and BNSF
- **Barge:** 36-mile sailing distance to GIWW (M-10, M-69)
- **Air:** 13 miles from Victoria Regional Airport
- **Pipeline:** Easements available

**Other Highlights**
Port of Victoria has recently completed its Cares Act Rail Expansion Project, which includes a 1.9-mile rail loop, and multiple spur tracks that will connect 3 greenfield sites totaling 115 acres. This will enhance the dual rail service available from Union Pacific and BNSF.

The port is creating an intermodal hub known as the Texas Logistics Center at its South Industrial Park. This logistics center will facilitate the growing demand for rail use, container-on-barge, railcar storage, and container storage by rail. The port is in the design phase for the drop and pull tracks that will allow for dual rail service and has over 2,000 acres for development.
PORT OF VICTORIA

Tonnage

![Tonnage Graph]

Source: Port of Victoria

Capital Improvement Projects

**Port Capital Projects**
- Edna Ln, Bloomington Rd, and Black Bayou Rd Improvements
- General Cargo Dock Development
- Texas Logistics Center Rail Expansion

**Connectivity Projects**
- Last Mile Improvements for Edna Lane or Old Bloomington Rd

**Port Access Improvement Grants from TxDOT**
- McCoy Rd, Canal Rd, and Old Bloomington Rd ($2.86 million)
- McCoy Rd and Bayer Rd ($1.87 million)
- Truck Queuing at Weaver Rd ($1.43 million)

Ship Channel Information

**Ship Channel Name:** Victoria Barge Canal
**Current Depth:** 12 ft
**Authorized Depth:** 12 ft
**Projects:** Regular canal maintenance performed by USACE

![Ship Channel Diagram]
PORT OF WEST CALHOUN
402 S Main St, Seadrift, TX 77983
Jennifer Stasny, Port Director
www.portofwestcalhoun.com
Foreign Trade Zone: FTZ-155
Government Representatives:
US House: TX-27  TX Senate: SD-18  TX House: HD-43
Michael Cloud (R)  Lois Kolkhorst (R)  J.M. Lozano (R)

PORT OF WEST CALHOUN
Port Description
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.

Intermodality
• Road: Highway access to I-69, US 35, SH 185, and SH 59
• Rail: Connections available to Union Pacific and BNSF at Long Mott Harbor
• Barge: 12-mile sailing distance to GIWW (M-10, M-69)
• Air: 22 miles to Calhoun County-Port Lavaca Airport
• Pipeline: None

Other Highlights
The Port of West Calhoun recently received a Port Access Improvement Grant from TxDOT to improve access to Long Mott Harbor. The port would like to use the funds to develop a 275-acre industrial park and improve the main roadway for heavy haul traffic. This will help the port diversify its tenants, including smaller tenants. The port also has plans to develop a recreational marina and public launch area in Port O'Connor, approximately 20 miles east of the Port of West Calhoun.

Future improvements that the port expects will be necessary at Long Mott Harbor as its use continues to grow include truck staging, bulkhead improvements, and a new rail spur to connect to the 275-acre development. Seadrift Harbor is planned for future facilities expansions for recreational channel users.

Ship Channel Information
Ship Channel Name: Victoria Barge Canal
Current Depth: 12 ft
Authorized Depth: 12 ft
Projects: Regular channel maintenance typically performed by Dow Chemical

Capital Improvement Projects
Port Capital Projects
• Long Mott Harbor Liquid Cargo Dock
  Bulkhead and Improvements

$2.44 MILLION
from TxDOT

Connectivity Projects
• Construct Long Mott Dock Truck Staging Area

Port Access Improvement Grants from TxDOT
• Expansion of Long Mott Rd ($2.44 million)
PORT OF CORPUS CHRISTI
400 Harbor Dr, Corpus Christi, TX 78401
Sean Strawbridge, CEO
www.portofcc.com
Foreign Trade Zone: FTZ-122
Government Representatives:
US House: TX-27  TX Senate: SD-20  TX House: HD-34
Michael Cloud (R)  Juan “Chuy” Hinojosa (D)  Abel Herrero (D)

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

Intermodality
- **Road**: Highway connections to US 181/SH 35, I-37, SH 361, and I-69; access to Joe Fulton International Trade Corridor (JFITC) from inner harbor
- **Rail**: Port-owned Corpus Christi Rail Terminal switching railroad with connections to Union Pacific, BNSF, and Kansas City Southern de Mexico
- **Barge**: 13-mile sailing distance to GIWW (M-10, M-69)
- **Air**: Commercial service to Corpus Christi International Airport
- **Pipeline**: Connections available

Other Highlights
The Port of Corpus Christi has two federally authorized projects, including a construction project to deepen and widen the Corpus Christi Ship Channel and a feasibility study to deepen La Quinta Channel from 47 to 54 feet for both projects. Concurrently, the port is also undertaking a non-federal feasibility study to deepen the channel to 75 feet. The port has been accommodating increasing volumes of wind turbine cargo through multiple cargo docks and open storage facilities. Additionally, the port is actively seeking to increase its crude export capabilities. Construction is ongoing to increase the harbor bridge clearance from 138 to 205 feet, which will allow larger ships to access the inner harbor.

Port Facilities

**Docks & Wharves**
- 13 liquid docks
- 3 dry bulk docks
- 5 multi-purpose cargo docks
- Roll on/off capabilities
- Gantry crane capabilities
- General purpose high-speed bagging facility

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

**Energy Efficient Practices**
- Port operates 100% on renewable energy
- Recycled 49k lbs of waste in 2021
- Investing in Carbon Capture and Storage (CCS) technology
- Converting vehicle fleet to low-emission vehicles
- Green Marine and ISO-14001 certified
- Designing beneficial use of dredged material (BUDM) projects for channel dredging

Annual Rail Cars: 43,790  Direct Jobs: 13,770
PORT OF CORPUS CHRISTI

Tonnage

Major Commodities

**EXPORTS**
- Petroleum and its Products
- Fertilizers and Chemicals
- Food and Agricultural Products
- Primary Manufactured Goods
- Crude Materials

**IMPORTS**
- Petroleum and its Products
- Crude Materials
- Fertilizers and Chemicals
- Primary Manufactured Goods
- All Manufactured Equipment, Machinery and Products

Capital Improvement Projects

**Port Capital Projects**
- Avery Point Terminal Redevelopment
- Ingleside Low Carbon Energy Terminal
- Bulk Materials Terminal Facility Improvements

**Port Connectivity Projects**
- South Port Connector Road

**Port Access Improvement Grants from TxDOT**
- Joe Fulton International Trade Corridor ($1.68 million)
- JFITC Intersection Improvements ($2.23 million)
- Truck Queuing Lane ($1.93 million)
- Rincon Rd Expansion ($3.76 million)
- JFITC Capacity Project, Phase 2 ($2.96 million)
- Navigation Blvd ($723,750)

Ship Channel Information

**Ship Channel Name:** Corpus Christi Ship Channel

**Current Depth:** 47 feet

**Authorized Depth:** 54 feet

**Projects:**
- Corpus Christi Chip Channel Improvement Project (federally authorized, 60% funded), La Quinta Channel Expansion Feasibility Study (federally authorized, 0% funded), Corpus Christi Ship Channel Deepening Project Feasibility Study (non-federal)

Source: USACE

Ranked 3rd in U.S.

Total Imports

Total Exports

Total Domestic

Annual Tons (Millions)

Year

2020

2019

2018

2017

2016

2016

2017

2018

2019

2020

Source: USACE

$13.3 MILLION from TxDOT

Texas Department of Transportation - Maritime Division

2024-2025 Texas Port Profiles
PORT OF PORT MANSFIELD

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.

Intermodality

- **Road:** Highway access to I-69/US 77 and SH 186
- **Rail:** None
- **Barge:** 1-mile sailing distance to GIWW (M-10, M-69)
- **Air:** Close proximity to Charles R Johnson Airport, the Port-managed airport
- **Pipeline:** None

Other Highlights

Dredging was recently completed to deepen Mansfield Channel from 12 to 17 feet, allowing offshore barges to now use the channel. Using funding from the State of Texas, a new 5-acre queuing yard was also recently added to the port for container storage. With these improvements, the Port of Port Mansfield hopes to expand short-sea connections with Mexico.

The Port of Port Mansfield has recently seen $40 million in initial private investments to the region, which the port expects will lead to $250-$300 million in total trade by 2027. The port plans to make additional administrative and dockside improvements to assist in the expansion, including applying for FTZ designation and purchasing a shoreside crane.

Capital Improvement Projects

**Port Capital Projects**
- Airport Runway Extension
- Bulkhead Repair

**Connectivity Projects**
- Designate SH 186 as Heavy Haul Route, upgrade for Oversize/Overweight (OSOW)
- Designate FM 1420 as Heavy Haul Route, upgrade for OSOW
- Improve Intersection of SH 186 and FM 2209 in San Perlita
- Lengthen Airport Runway from 3,600 to 5,000 Feet

**Port Access Improvement Grants from TxDOT**
- Truck Queuing at SH 186, Phase 1 ($2.92 million)
- Airport Paved Access ($2.17 million)

Ship Channel Information

- **Ship Channel Name:** Port Mansfield Channel
- **Current Depth:** 17 ft
- **Authorized Depth:** 17 ft
- **Projects:** Ongoing channel maintenance

Texas Department of Transportation - Maritime Division

2024-2025 Texas Port Profiles
Port of Harlingen

Port Description

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. The port has seen a 112% increase in tonnage since 2017 and now handles about 3 million tons annually.

Port Facilities

- **Docks & Wharves**
  - 5 docks
  - 650 ft multi-cargo wharf
  - 100 ft dry bulk wharf

- **Land & Storage**
  - 736 acres on- and off-channel sites available
  - Access to the NAFTA CargoPort hub

- **Intermodality**
  - **Road**: Highway connections to US 77, US 83, and I-69; overweight designation from Los Indios Free Trade International Bridge to Port entrance
  - **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 at Valley International Airport
  - **Pipeline**: Connections available

Other Highlights

The Port of Harlingen received $150,000 from the Infrastructure Investment and Jobs Act (IIJA) to begin a feasibility study to expand its East and West turning basins. The turning basin improvements would allow the port to accommodate increasing vessel traffic, which has seen a 91% increase from 2017 to 2020.

The Port of Harlingen is strategically located close to the southern Texas border, given the opportunities for growing trade between the U.S. and Mexico. Refined fuels are an emerging market type for the port, and other key commodities include sand aggregate and cement, agricultural fertilizer, gas and diesel, sugar, cotton, and grain.
PORT OF HARLINGEN

Major Commodities

**EXPORTS**
- Sugar
- Agricultural

**IMPORTS**
- Refined Petroleum
- Aggregates
- Fertilizer

Capital Improvement Projects

**Port Capital Projects**
- Dock Rehabilitation & Lighting Improvements
- Turning Basin Expansion
- Railyard Development

**Connectivity Projects**
- Port Rd Lighting, Drainage, and Rail Crossing
- FM 1595 Oversize/Overweight (OSOW) Improvements
- FM 509 Truck Turning and FM 106 OSOW Improvements

**Port Access Improvement Grants from TxDOT**
- Port Rd and Cemetery Rd ($7.85 million)
- Truck Queuing at Robles Rd ($5.26 million)

Ship Channel Information

**Ship Channel Name:** Harlingen Channel/Arroyo Colorado

**Current Depth:** 12 feet

**Authorized Depth:** 12 feet

**Projects:** Port of Harlingen Turning Basin Expansion Project Feasibility Study (federally authorized, 2% funded)

Tonnage

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Source: USACE

Shallow Draft

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Texas Department of Transportation - Maritime Division

2024-2025 Texas Port Profiles
PORT OF PORT ISABEL

250 Industrial Dr, Port Isabel, TX 78578
Steven P. Bearden, Port Director & General Manager
www.portofportisabel.com

Government Representatives:
US House: TX-34   TX Senate: SD-27   TX House: HD-37
Vicente Gonzalez (D) Morgan LaMantia (D) Janie Lopez (D)

PORT OF PORT ISABEL

Port Description

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.

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)

Other Highlights

Truck traffic at the Port of Port Isabel has seen tremendous increases in the past 2 years as the industry has shifted toward using more barges to support dry and liquid bulk markets that is then loaded onto trucks at the port.

The Port of Port Isabel is working through master planning of facility improvements. Other projects the port has been considering include creating a docking space and laydown area for future wind farm cargo and adding a 16-acre placement area for dredged material. Maintenance dredging on the Port of Port Isabel’s channel and turning basin is conducted regularly by the U.S. Army Corps of Engineers.

Annual Truck Traffic

- 25,000
- Direct Jobs
- 500

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

Capital Improvement Projects

**Connectivity Projects**

- Port Access Congested Bypass Road to SH 48

**Port Access Improvement Grants from TxDOT**

- Port Road Rehabilitation ($2.47 million)
PORT OF PORT ISABEL

Commercial Fishing*

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Pounds (Millions)</th>
</tr>
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<tr>
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<td>19.6</td>
</tr>
<tr>
<td>2020</td>
<td>21.8</td>
</tr>
</tbody>
</table>

*The commercial fishing data includes both Port of Port Isabel and Port of Brownsville.

Source: USACE

Ship Channel Information

- **Ship Channel Name:** Port Isabel Channel
- **Current Depth:** 36 ft
- **Authorized Depth:** 36 ft
- **Projects:** Ongoing channel maintenance

*Deep Draft*

Current Depth |
---|---
Authorized Depth
PORT OF BROWNSVILLE
1000 Foust Rd, Brownsville, TX 78521
Eduardo A. Campirano, Port Director & CEO
www.portofbrownsville.com
Foreign Trade Zone: FTZ-62
Government Representatives:
US House: TX-34  TX Senate: SD-27  TX House: HD-37
Vicente Gonzalez (D)  Morgan LaMantia (D)  Janie Lopez (D)

PORT OF BROWNSVILLE

Port Description
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 country 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.

Intermodality
- **Road:** Highway connections to I-69 E, I-69 C, 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 Union Pacific, BNSF, and KSCM
- **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

Other Highlights
The Port of Brownsville is deepening its ship channel from 42 to 52 feet. The Brazos Island Harbor Channel Improvement Project has received congressional authorization and $68 million in funding from the Infrastructure Investment and Jobs Act. 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 opened in March 2022; construction of a sixth oil cargo dock; rehabilitation of a grain elevator, liquid cargo dock and bulk cargo dock; rehabilitation of internal roads and utility infrastructure; expansion of patios and laydown areas to accommodate project cargo and wind energy components.

Port Facilities

**Docks & Wharves**
- 6 liquid cargo docks
- 12 general cargo docks
- 1 bulk cargo dock/grain elevator

**Brownsville Fishing Harbor**
- Three 14-ft fishing basins
- 10,000 linear feet of docks
- Houses up to 500 fishing boats

**Land & Storage**
- Largest port authority in U.S. with more than 40,000 acres
- 1 million+ sf covered storage
- 3 million+ open storage

Texas Department of Transportation - Maritime Division
2024-2025 Texas Port Profiles
PORT OF BROWNSVILLE

Tonnage

Source: Port of Brownsville

Major Commodities

** EXPORTS **
- Refined Petroleum Products; Paraffin Wax; Latex
- Steel and Other Metals
- Iron Ores and Minerals
- Aggregates and Cement
- Wind Energy Components
- Grain

** IMPORTS **
- Refined Petroleum Products; Paraffin Wax; Latex
- Steel and Other Metals
- Iron Ores and Minerals
- Aggregates and Cement
- Wind Energy Components
- Sugar

Capital Improvement Projects

** Port Capital Projects **
- Brazos Island Harbor Channel Deepening
- Bulk Cargo Dock No. 3 Rehabilitation and Expansion
- Fishing Harbor Wastewater Treatment Plant

** Connectivity Projects **
- Port Access Improvements: South Port Connector Road; Completion of SH 550
- Regional Mobility Improvements at SH 48 and East Loop Connector
- Reconstruct Rail Bridge near SH 48/FM 511

** Port Access Improvement Grants from TxDOT **
- South Port Connector Road ($1.53 million)

Ship Channel Information

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

** Current Depth:** 42 feet

** Authorized Depth:** 52 feet

** Projects:** Brazos Island Harbor Channel Improvement Project (federally authorized, 22.5% funded)