

TEXAS PORTS – A Vital Link to World Trade

Border Trade Advisory Committee
August 27, 2024



Jim Kruse

Director, Center for Ports &
Waterways

Juan Carlos Villa

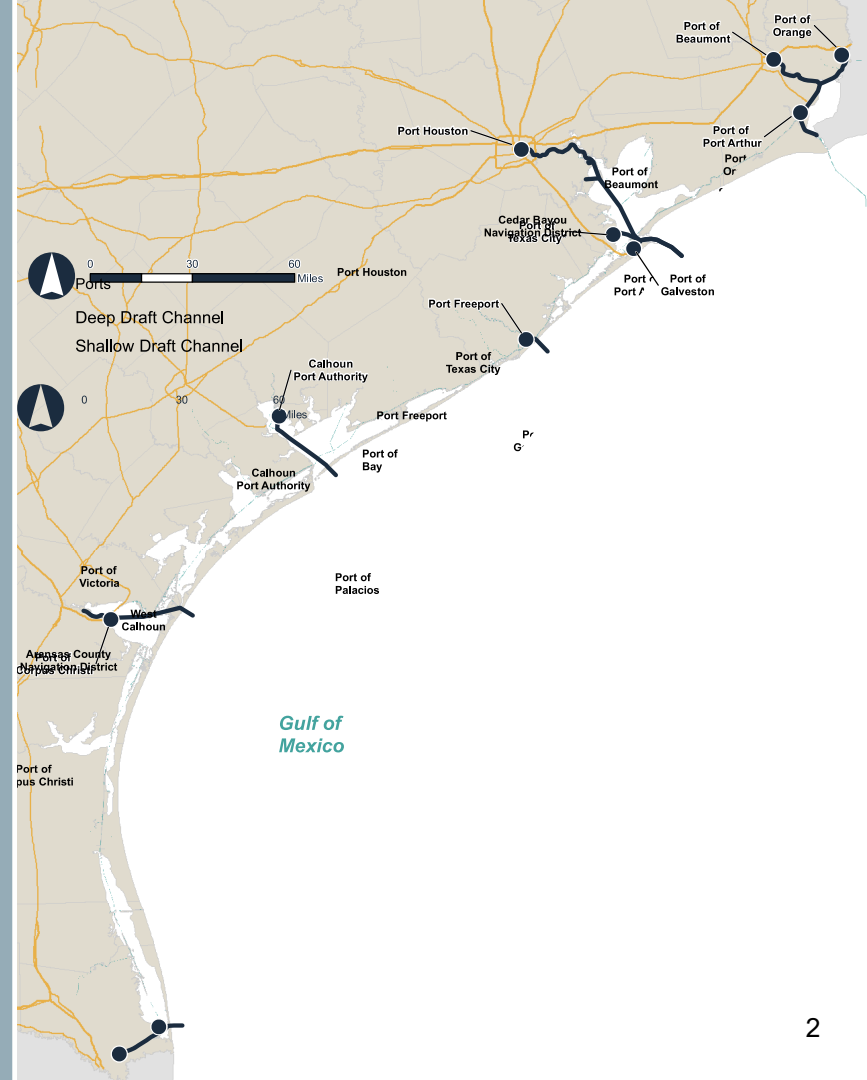
International Trade and Border
Transportation Program
Manager

Texas

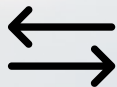
DEEP DRAFT PORTS



A Vital Link to World Trade



WHAT IS THE U.S. Marine Transportation System?



25,000
miles of navigable
channels



239
locks at 193
locations



More than
3,700
marine terminals



324
shipyards



45,000
aids to navigation



75,000
fishing vessels



1,400
designated
intermodal
connections



233
ferry operators
providing service
through 515
terminals

Source: U.S. Committee on the Marine Transportation System

The background of the slide is a dark blue, abstract image. It features a faint, glowing map of the world, with the United States and parts of Europe and Asia visible. Overlaid on the map is a complex network of thin, orange and yellow lines that connect various points, suggesting global trade routes or data flow. There are also numerous small, out-of-focus orange and yellow light spots scattered throughout the scene, giving it a sense of depth and activity.

U.S. Global Trade

FACTS & FIGURES

Top of the Global Trade Arena

**In 2022, the
United States
was:**

**Number 1
economy** in the
world in terms of
GDP

**Number 2
in total exports**

**Number 1 in total
imports**
(\$ Value of trade)

Source: The Observatory of Economic Complexity

Exports



| Exports | Tons |
|----------------------------|------------------------------------|
| Mineral Fuel, Oil, etc. | 629M |
| Cereals | 58M |
| Oil Seeds, etc. | 57M |
| Organic Chemicals | 41M |
| Wood and Articles | 22M |
| 2023 Total Exports: | 985M tons (82% of total) |

Source: USA Trade Online

Imports



| Imports | Tons |
|----------------------------------|------------------------------------|
| Mineral Fuel, Oil, etc. | 253M |
| Salt; Sulfur; Earth & Stone | 79M |
| Iron and Steel | 24M |
| Vehicles* | 19M |
| Nuclear Reactors, Machinery Etc. | 18M |
| Electric Machinery Etc. | 15M |
| 2023 Total Exports: | 636M tons (64% of total) |

*Except Railway Or Tramway, And Parts Etc

Source: USA Trade Online



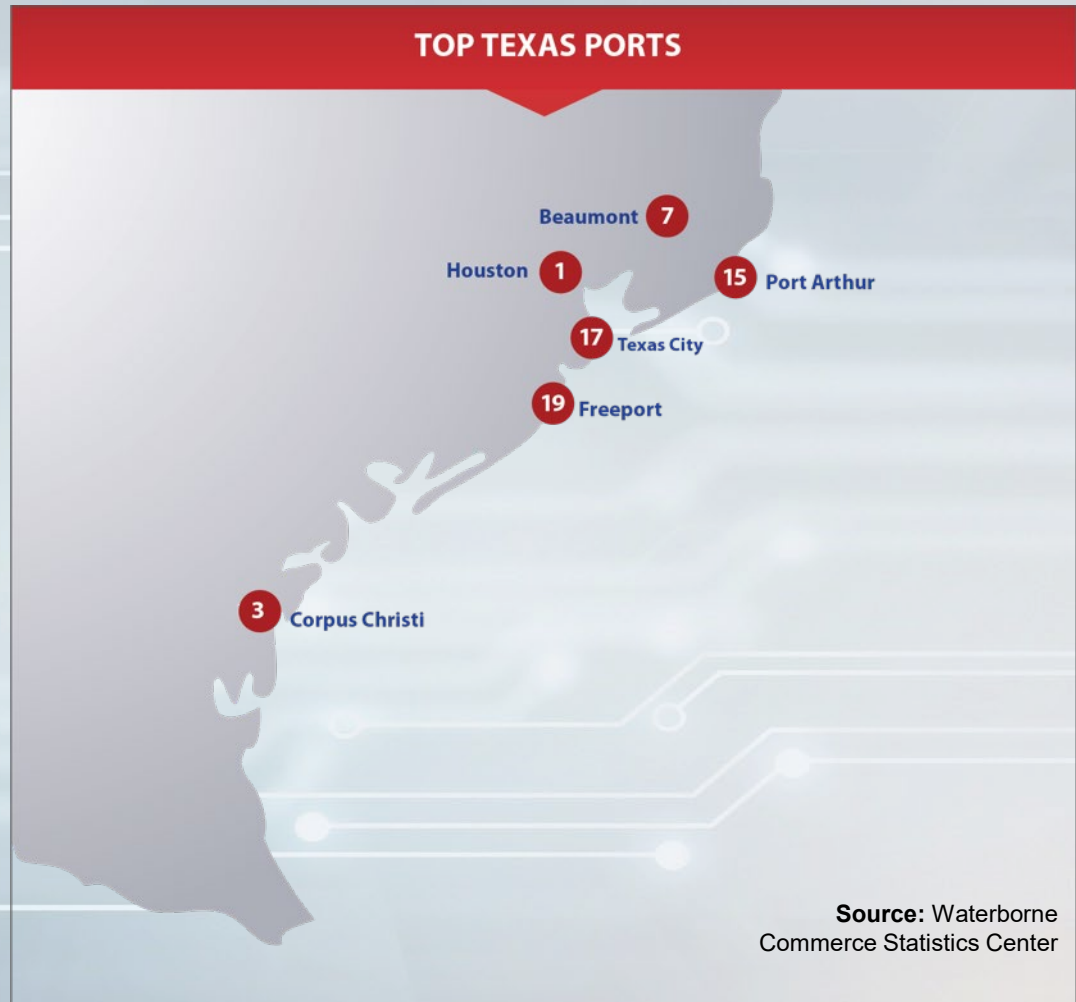
Texas Global Trade

FACTS & FIGURES



Top US Ports In Texas

National Port Rankings
by Tonnage-2022





Texas handles
27.5% of the
ENTIRE NATION's
waterborne cargo

Top US Container Ports

Loaded TEUs
2023

| | |
|------------------------------|------------------|
| 1. Port Authority of NY & NJ | 6,660,317 |
| 2. Port of Los Angeles | 6,424,341 |
| 3. Port of Long Beach | 6,091,977 |
| 4. Port of Savannah | 4,329,915 |
| 5. Port of Houston | 3,252,557 |
| 6. Port of Virginia | 2,861,864 |
| 7. Port of Charleston | 2,126,271 |
| 8. Port of Oakland | 1,791,176 |
| 9. Tacoma | 1,519,192 |
| 10. Port of Seattle | 1,085,151 |

Source: Waterborne Commerce Statistics Center

WATERBORNE Exports



| Exports | Tons |
|-----------------------------|----------------------------|
| Mineral Fuel, Oil, etc. | 363M |
| Organic Chemicals | 33M |
| Plastics & Articles Thereof | 12M |
| Cereals | 5M |
| Inorganic Chemicals | 4M |
| 2023 Total Exports: | 429M (97% of total) |

Source: USA Trade Online

WATERBORNE Imports



| Imports | Tons |
|---------------------------|---------------------------------|
| Mineral Fuel, Oil, etc. | 67M |
| Salt, Sulfur, Lime, etc. | 10M |
| Articles of Iron/Steel | 5M |
| Organic Chemicals | 5M |
| Ores, Slag, and Ash | 3M |
| Iron/Steel | 2M |
| 2023 Total Imports | 116M tons (80% of total) |

Source: USA Trade Online

WATERBORNE

Export Destinations

2023 tonnage



| Country | Tonnage | % of Total |
|-----------------------|--------------------|------------|
| Netherlands | 41,932,041 | 9.8% |
| China | 40,553,012 | 9.5% |
| Mexico | 37,534,491 | 8.8% |
| Korea, South | 29,477,965 | 6.9% |
| Japan | 21,279,592 | 5.0% |
| United Kingdom | 20,331,016 | 4.7% |
| Singapore | 17,134,703 | 4.0% |
| India | 16,053,528 | 3.7% |
| World Total | 428,741,092 | |

Source: USA Trade Online

WATERBORNE Import Origins

2023 Tonnage



| Country | Tonnage | % of Total |
|---------------------|--------------------|------------|
| Mexico | 29,313,461 | 25.3% |
| Saudi Arabia | 11,982,023 | 10.3% |
| Colombia | 7,899,260 | 6.8% |
| China | 6,426,589 | 5.5% |
| Brazil | 6,128,770 | 5.3% |
| Turkey | 5,145,109 | 4.4% |
| Korea, South | 4,584,230 | 3.9% |
| Canada | 3,155,227 | 2.7% |
| Iraq | 3,093,760 | 2.7% |
| Vietnam | 2,964,919 | 2.6% |
| India | 2,926,285 | 2.5% |
| World Total | 116,090,879 | |

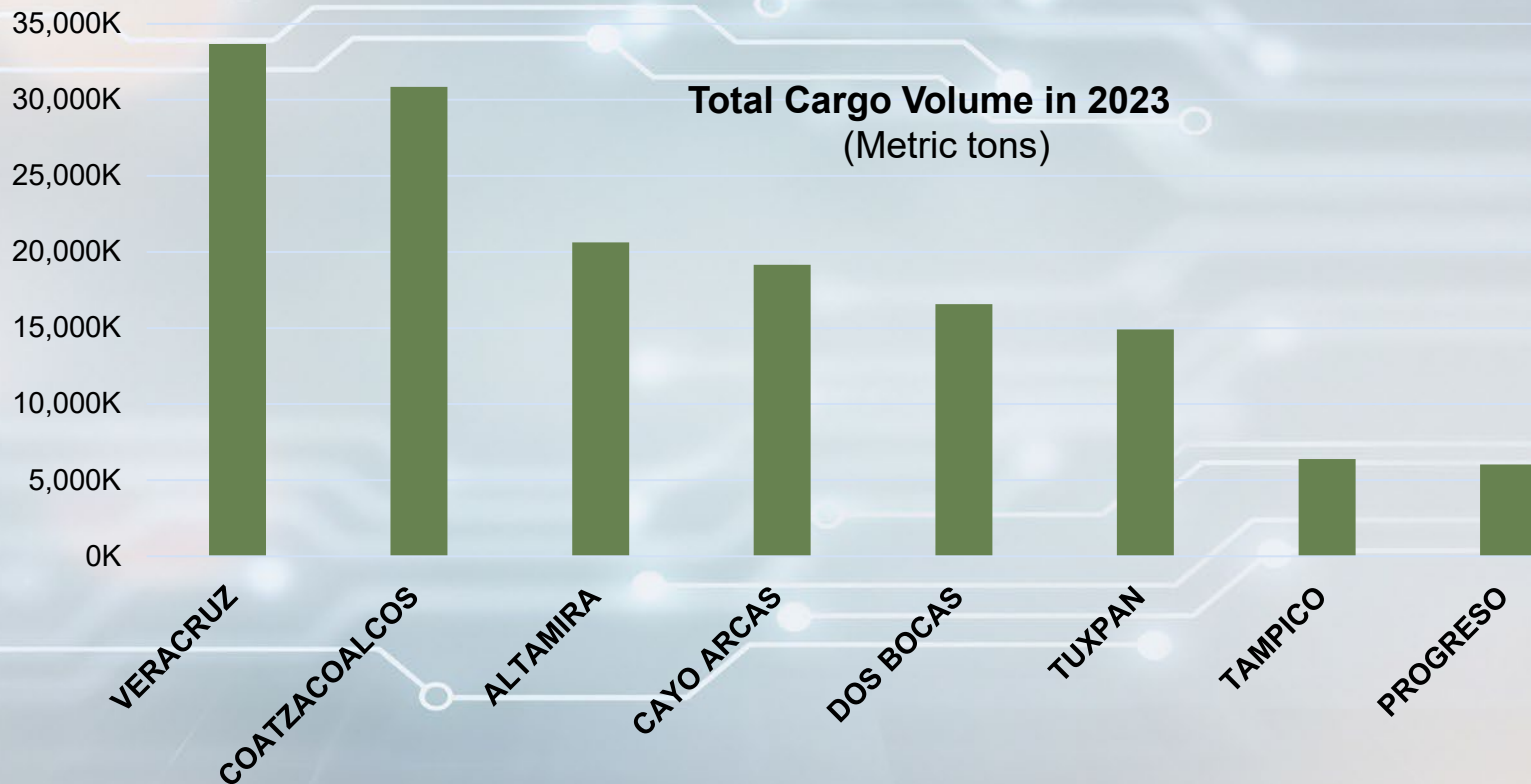
Source: USA Trade Online

Mexican Gulf Ports

Source: Secretaría de Marina, Gobierno de Mexico



Mexican Gulf Ports



Source: Secretaría
de Marina,
Gobierno de
Mexico

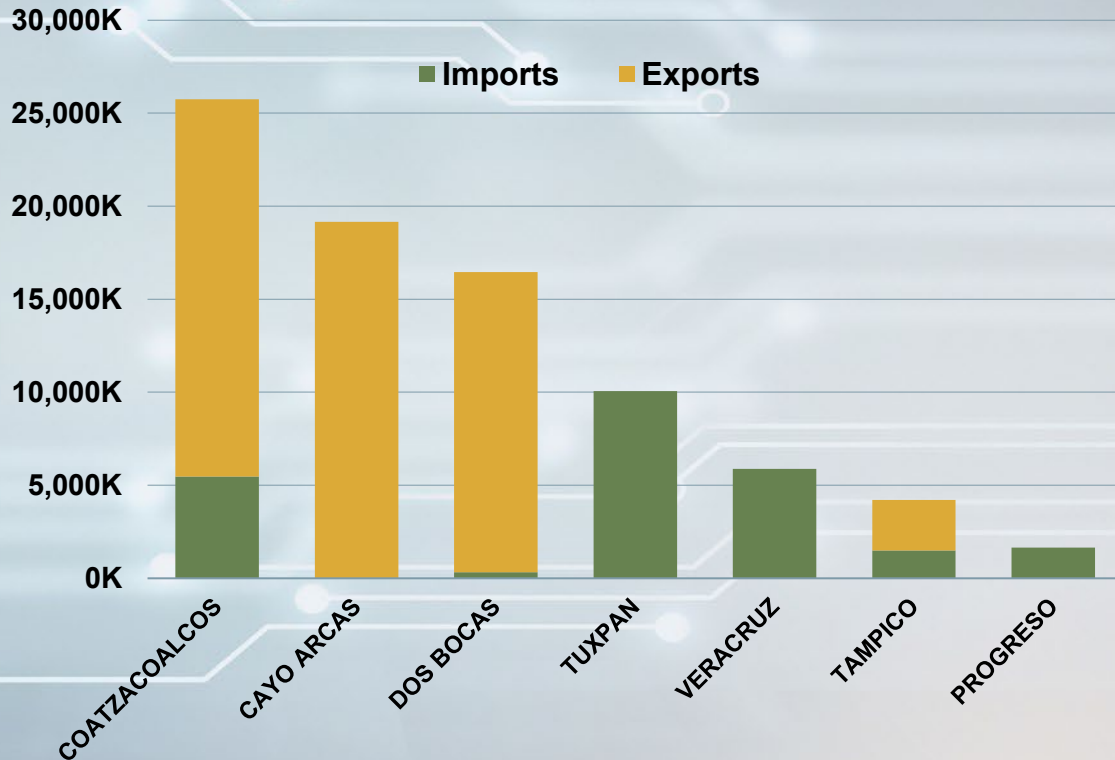
2023 Petroleum and Derivatives Volume

- LARGEST PETROLEUM EXPORTERS**

Coatzacoalcos, Cayo Arcas and Dos Bocas ports with **55.5 million metric tons** in 2023.

- REFINED PRODUCTS**

imported into Mexico are handled mainly by Tuxpan and Veracruz, with close to **16 million metric tons**.



Containers Handled in 2023

- **LARGEST VOLUME**

The Port of Veracruz handled the largest containerized cargo volumes in the Gulf of Mexico in 2023 with 1.1 million TEUs.

- **SECOND LARGEST**

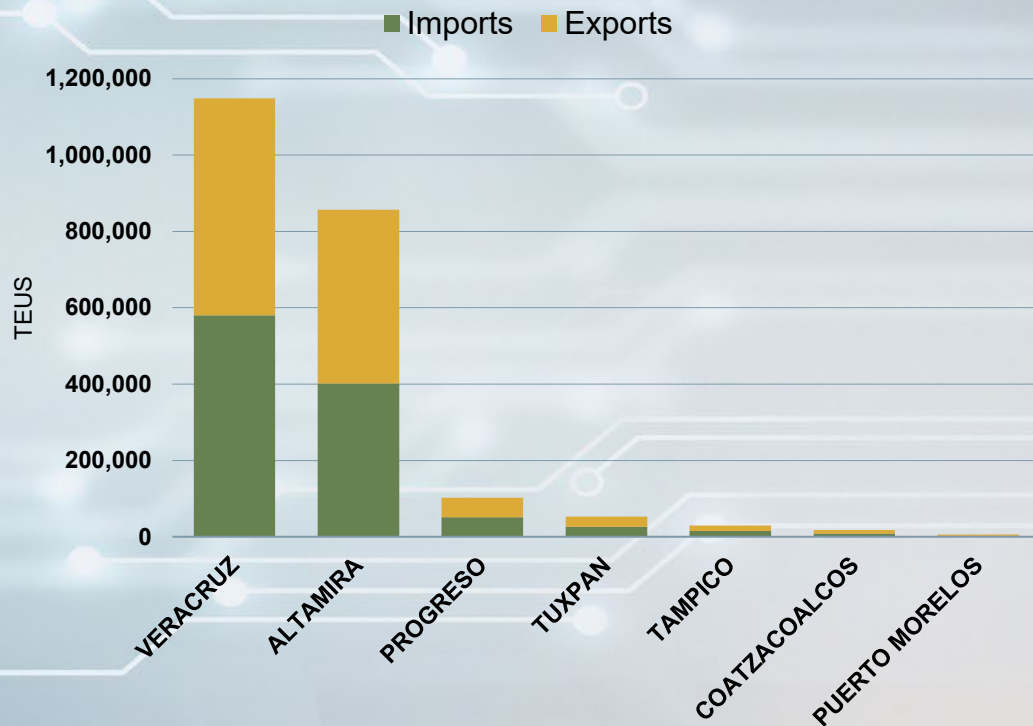
Altamira port handling containers with 856,000 TEUs.

- **BALANCED SPLIT**

The import/export split at these two ports is balanced.

- **LOADED CONTAINERS**

Veracruz accounted for 70% of the volume, while Tuxpan handled 66% loaded.



Source: Secretaria de Marina, Gobierno de Mexico

Questions?



Texas A&M Transportation Institute
701 N. Post Oak, Suite 430
Houston, TX 77024
j-kruse@tti.tamu.edu
713-305-3501

Follow us on social media



**PORT OF
BROWNSVILLE**
the port that works



BTA | Border
Trade
Alliance

The Port of Brownsville

William Dietrich

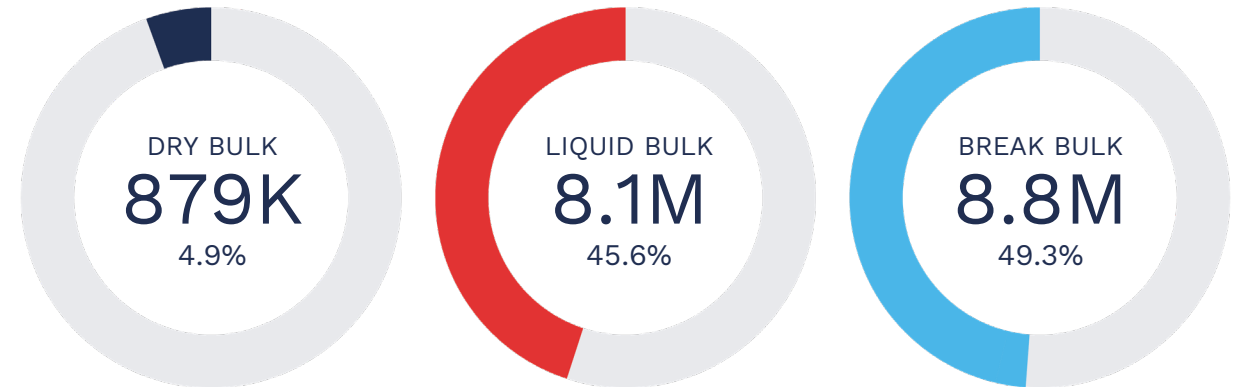
Port Director and CEO

August 27, 2024

CARGO TONNAGE TOTAL FY2023

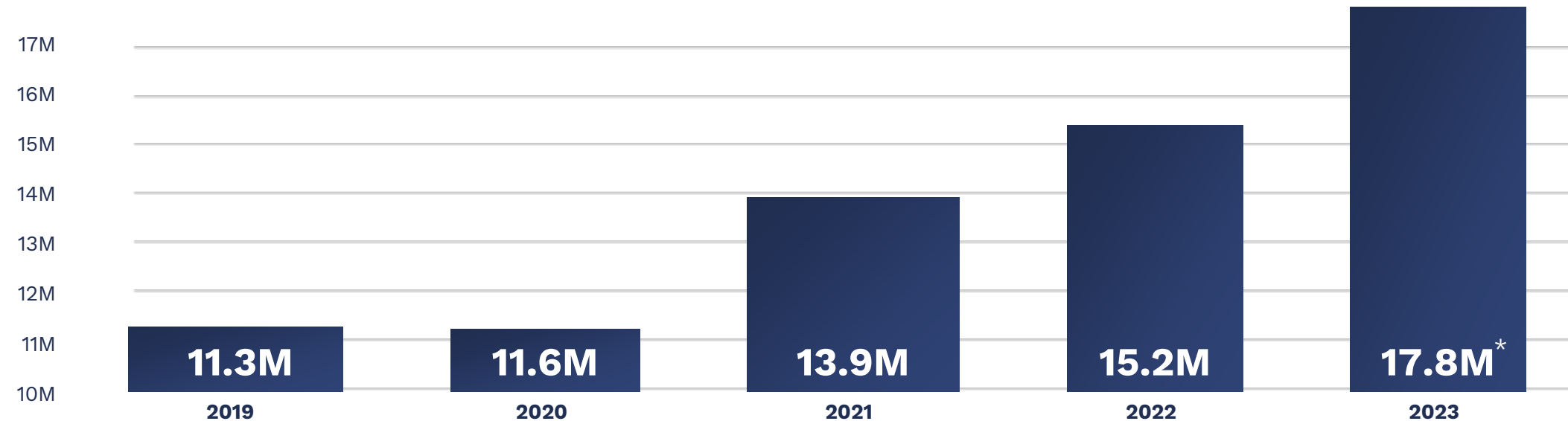
17.8M*

CARGO MOVEMENT 2023



Waterborne: 12.3 Million | Non-Waterborne: 5.5 Million

CARGO TONNAGE 2019 -2023



*Unaudited

MULTIMODAL LOGISTICS



85,216

**RAILCAR
MOVEMENTS**

FY 2023



458,800

**TRUCK
MOVEMENTS**

FY 2023



2,561

**VESSEL
CALLS**

FY 2023



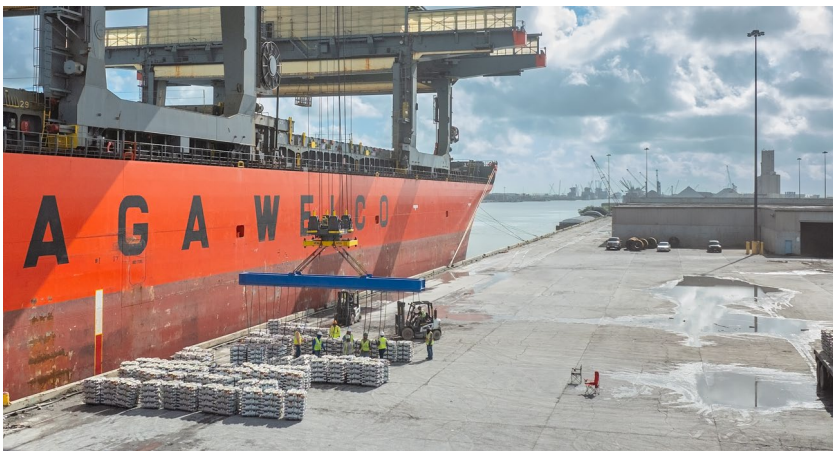
2.5M

**COMMODITIES
VIA PIPELINE**

FY 2023

FOREIGN TRADE ZONE No. 62

The Port of Brownsville is the grantee and administrator of Foreign Trade Zone No. 62. FTZ No. 62 offers sites at the port and throughout Cameron County. Zone status is available to any of the port's properties.



No. 2

Out of 193 FTZs in the nation for the value of exports.



\$5.7B

In imported goods.



\$8.2B

In exported goods.



\$13.9B

Combined value of commodities moving through FTZ No. 62.



CROSS BORDER TRADE WITH MEXICO

WIND ENERGY

The Port of Brownsville ranks among the leading U.S. ports capable of receiving, storing and moving massive components for the wind energy industry, including the largest windmill blades imported to the U.S. at 267-feet long. These components are transported by truck, rail, barge, and ocean-going vessels.

TOP TRADING PARTNER

About 90% of the total commodities arriving at the Port of Brownsville ship to Mexico including steel, petroleum-based products, aggregates, minerals and agriculture products.

PETROLEUM-BASED PRODUCTS

The port is one of the largest exporters of refined petroleum products to Mexico and is currently expanding its liquid storage capacity to meet growing demand.

STEEL PRODUCTS

Among top U.S. steel ports, moving more steel into Mexico than any other domestic competitor – approximately more than 4.6 million tons in 2022. Steel volume to increase to 5.5 million tons by 2023.

TERNIUM PESQUERIA OPERATION

Located outside Monterrey, MX. **Company utilizes the Port for receiving, staging, and shipping all the steel slab processed at its state-of-the-art plant.**

Supports automotive, construction and white appliances industries.

Announced a **\$7.2 billion expansion that includes a new marine terminal at the port.**

Steel and other metals' throughput projected to **increase to more than 9 million tons by 2026.**



Operation at Port of Brownsville



FORZA STEEL

Structural steel fabricator manufacturing pipes and tubes, for the automotive, construction, and oil and gas industries.

\$73M

Initial Investment

475

Indirect Jobs

200

Direct Jobs



CURRENT PROJECTS

CHANNEL DEEPENING

CHANNEL DEEPENING

The Brazos Island Harbor Channel Deepening Project will deepen Brownsville Ship Channel from 42 feet to 52 feet.

PHASE 1 BEGAN 2023

Great Lakes Dredge & Dock Corp. continues work on the Brownsville ship channel for NextDecade’s part of the agreement.

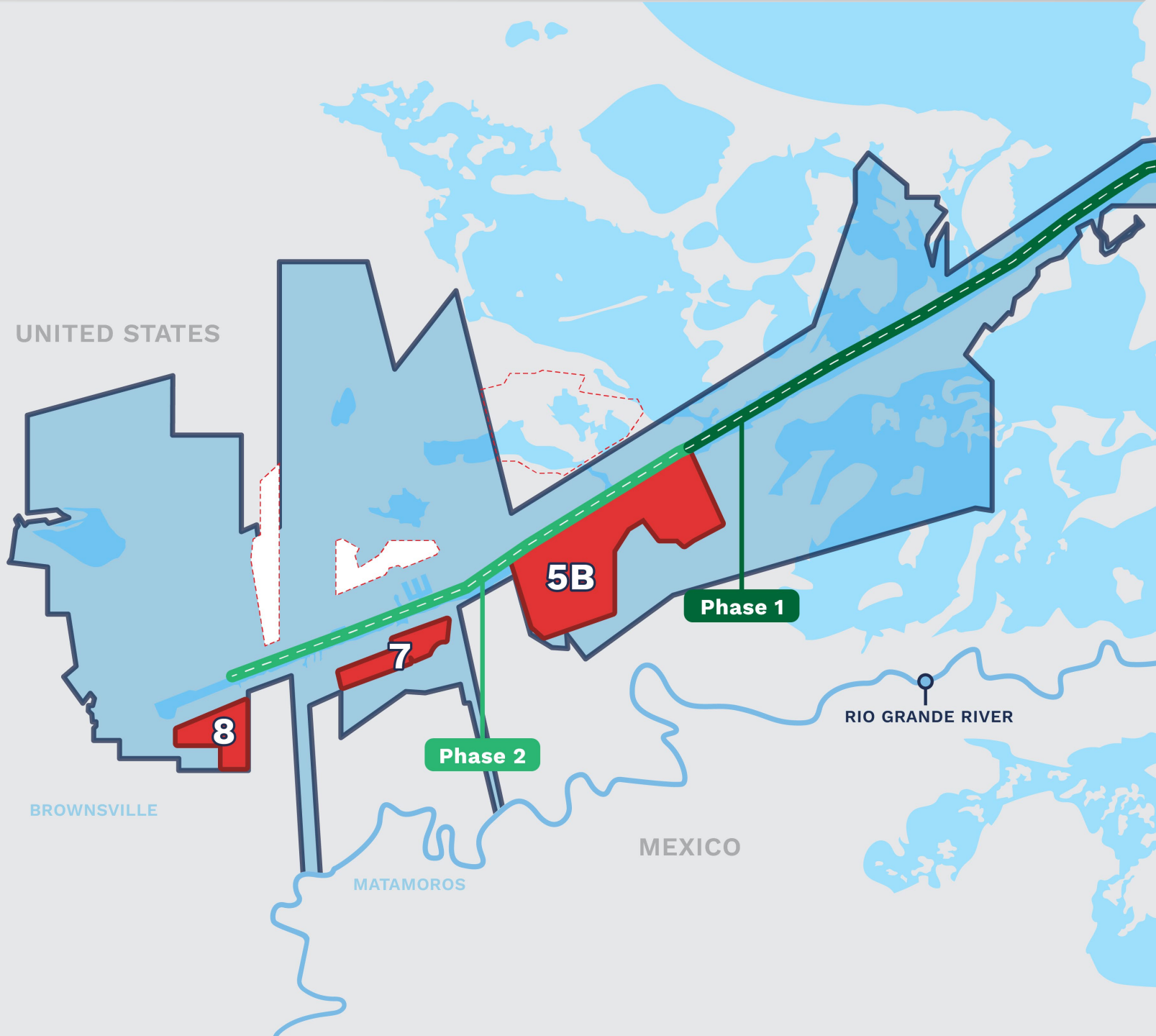
PHASE 2 UNDERWAY

USACE awarded contract to Callan Marine in August. Dredging will begin in October and be completed June 2026.

One of USACE’s Public Private Partnership (P3) projects.



US Army Corps
of Engineers ®





17 LOTS AVAILABLE
ALL UTILITIES IN PLACE



FOREIGN TRADE ZONE #62
DESIGNATED SITE



DIRECT ACCESS TO
USMCA CORRIDOR



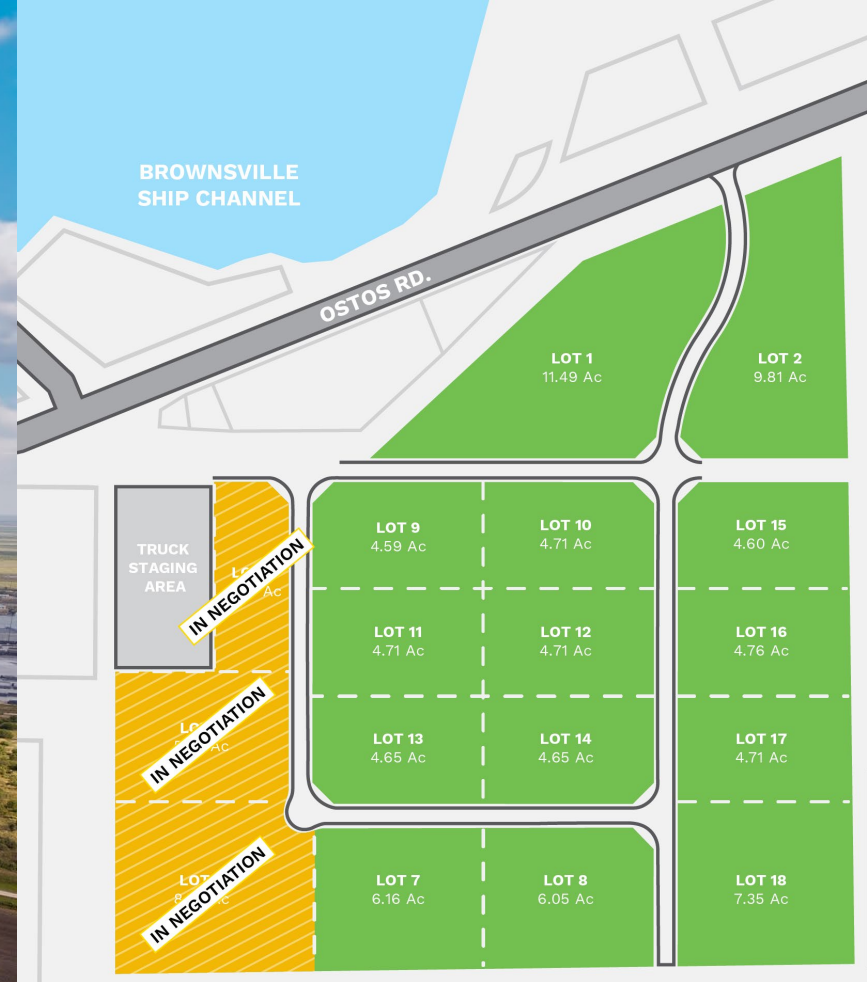
CONNECTIVITY TO 3
CLASS 1 RAILROADS



24/7 SECURED
FACILITIES



DIRECT ACCESS TO
OVERWEIGHT CORRIDOR



118-ACRE SHOVEL-READY BUSINESS PARK

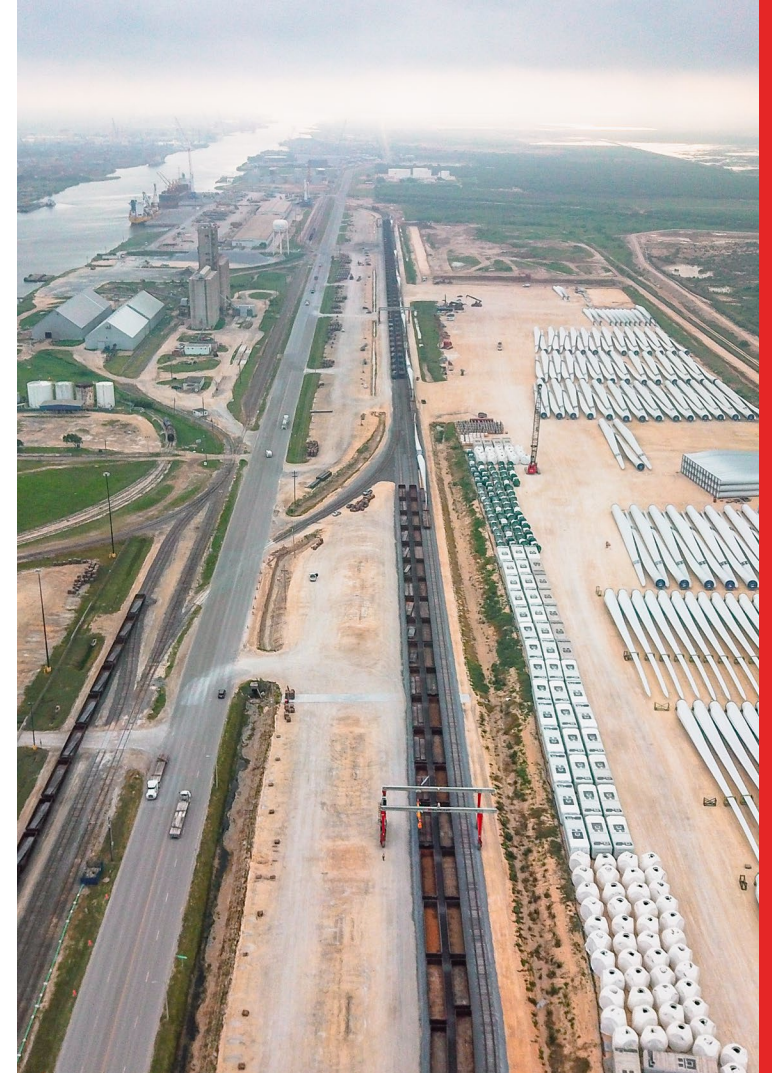
This new industrial project leverages the port's logistical advantages to support manufacturing companies and industry clusters.

Only Business Park in the Rio Grande Valley with direct access to barge and ocean-going vessel service.

The development provides a dynamic ecosystem for companies to collaborate, innovate, and flourish.

OPPORTUNITIES

- ✓ Nearshoring
- ✓ Cold/Chilled Storage Warehousing
- ✓ Advanced Manufacturing
- ✓ Aerospace Clusters
- ✓ Added Value Industries
- ✓ Energy Sector (wind, hydrocarbons)
- ✓ Reefer Opportunities
- ✓ Container/Container on Barge Opportunities





Thank You

**PORT OF
BROWNSVILLE**
the port that works

  **@PortBrownsvilleTX**

 **Port of Brownsville - Texas**

 **portofbrownsville.com**

PORT HOUSTON OVERVIEW

JOHN MOSELEY, CHIEF COMMERCIAL OFFICER



PORT HOUSTON™

HOUSTON SHIP CHANNEL, A FEDERAL WATERWAY



**1.54
MILLION**

JOBS IN TEXAS



**3.37
MILLION**

JOBS NATIONWIDE



**\$439
BILLION**

ECONOMIC IMPACT
IN TEXAS



**\$906
BILLION**

ECONOMIC IMPACT
ACROSS THE U.S.



PORT HOUSTON

SUPER PORT COMPLEX ON A SCALE LIKE NO OTHER

#1 PORT IN THE U.S.
FOR WATERBORNE TONNAGE

MORE THAN
152M
CONSUMERS
WITHIN 1,000 MILES



HANDLES
73% OF
CONTAINERS
IN U.S. GULF OF MEXICO

#1 IN
STEEL
IN THE U.S.



#5 CONTAINER
PORT IN THE U.S.



BUSIEST
U.S.
WATERWAY

MORE THAN
293.8
TOTAL
TONNAGE

MORE THAN
8,300 DEEP DRAFT
SHIP CALLS
ANNUALLY

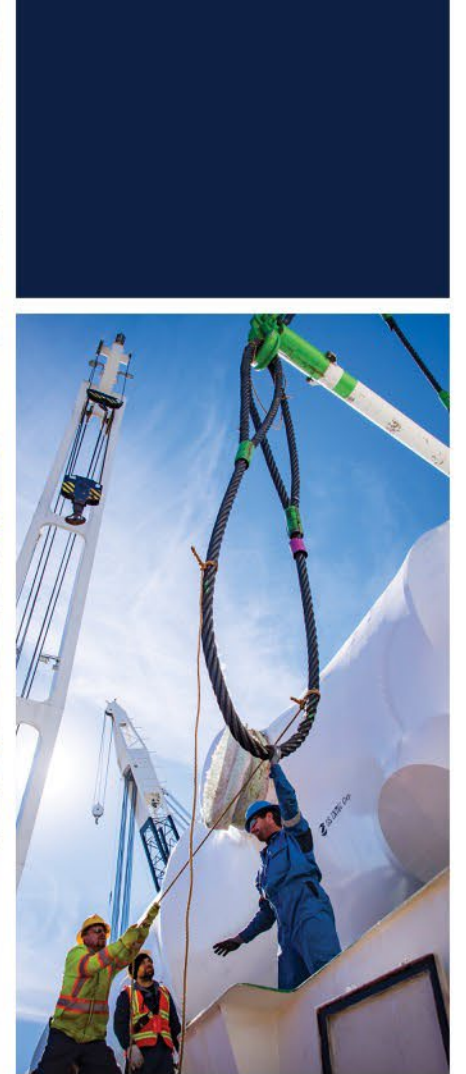
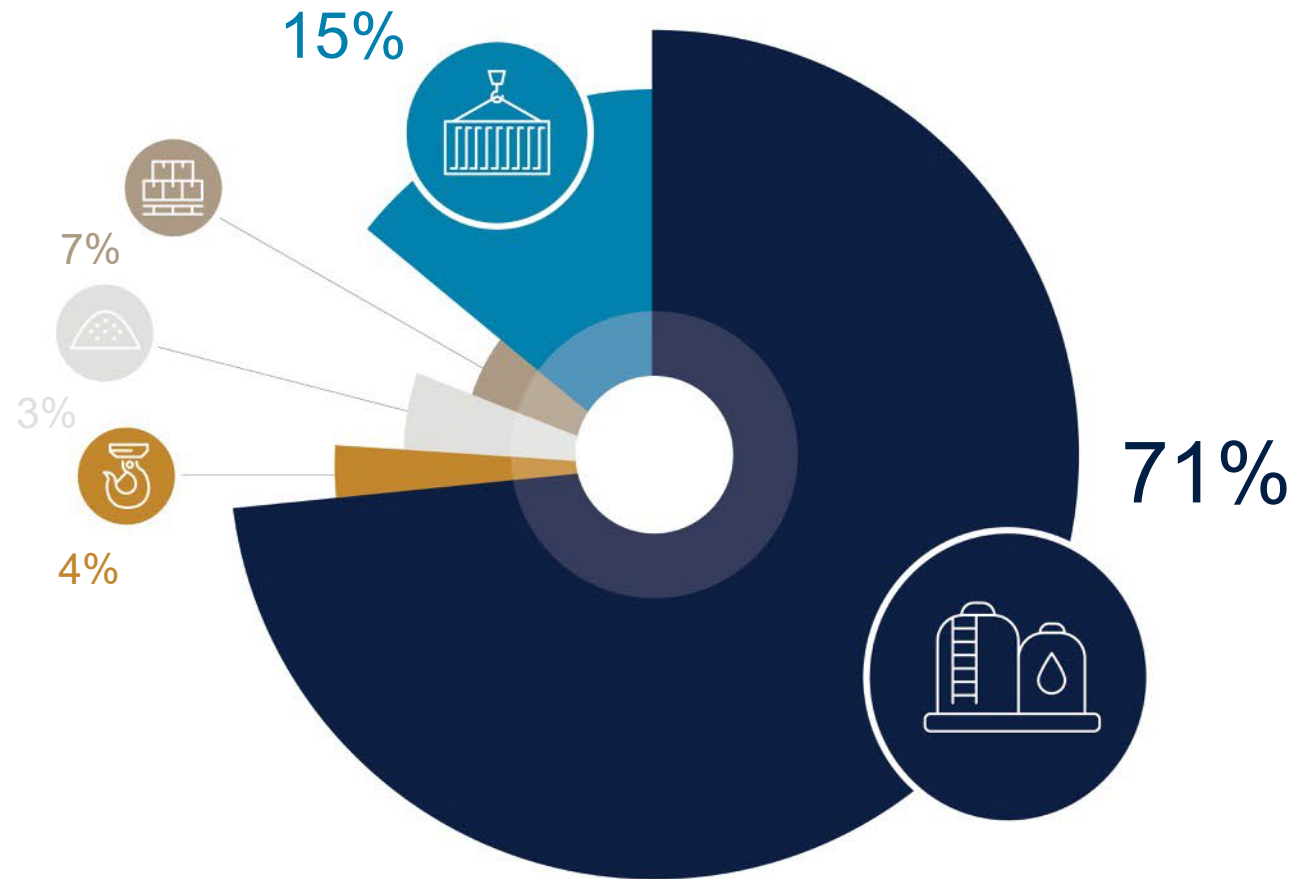
MORE THAN
200,000 BARGE
TRANSITS
ANNUALLY



PORT HOUSTON

HOUSTON SHIP CHANNEL

CARGO SECTORS 2023



- Liquid Bulk
- Containerized
- Project Cargo
- Dry Bulk
- General Cargo

HOUSTON SHIP CHANNEL

HOUSTON SHIP CHANNEL CARGO TRADE WITH WORLD

2023 VS 2022 VS 2019

Data sort by Dollar Value

| Import | | | | | | | |
|--------|--------------------|--------------------------|----------------|----------------|--|---------------------------|-------------------------------|
| Rank | Country | 2023 Volume (Short Tons) | % Change 19-23 | % Change 22-23 | | Trade Value | % Change 19-23 % Change 22-23 |
| - | Grand Total | 59,941,741 | -6% | -12% | | \$ 160,711,211,401 | 58% 4% |
| 1 | China (PRC) | 5,102,671 | 44% | -10% | | \$ 31,107,322,142 | 93% -1% |
| 2 | S. Korea | 4,378,607 | 56% | 3% | | \$ 13,377,916,744 | 123% 24% |
| 3 | Brazil | 2,768,280 | -1% | 9% | | \$ 9,024,626,819 | 56% 53% |
| 4 | Italy | 1,033,361 | -1% | -28% | | \$ 8,422,236,680 | 210% 108% |
| 5 | Germany | 1,551,049 | 9% | 2% | | \$ 8,144,536,352 | 62% 20% |
| 7 | Mexico | 8,851,482 | -46% | -14% | | \$ 7,521,120,210 | -19% -18% |

| Export | | | | | | | |
|--------|--------------------|--------------------------|----------------|----------------|--|---------------------------|-------------------------------|
| Rank | Country | 2023 Volume (Short Tons) | % Change 19-23 | % Change 22-23 | | Trade Value | % Change 19-23 % Change 22-23 |
| - | Grand Total | 152,251,687 | 30% | 11% | | \$ 228,357,308,667 | 25% -14% |
| 1 | Mexico | 15,543,852 | 10% | -6% | | \$ 28,264,424,501 | 70% 0% |
| 2 | China (PRC) | 11,007,997 | 444% | 54% | | \$ 23,530,755,602 | 341% 108% |
| 3 | Brazil | 6,019,164 | -34% | -44% | | \$ 17,952,382,785 | 4% 3% |
| 4 | Netherlands | 13,620,000 | 163% | 145% | | \$ 12,278,592,888 | 92% 20% |
| 5 | Belgium | 3,302,235 | 13% | -8% | | \$ 7,776,434,523 | -53% -9% |

| Total Trade | | | | | | | |
|-------------|--------------------|--------------------------|----------------|----------------|--|---------------------------|-------------------------------|
| Rank | Country | 2023 Volume (Short Tons) | % Change 19-23 | % Change 22-23 | | Trade Value | % Change 19-23 % Change 22-23 |
| - | Grand Total | 212,193,428 | 17% | 3% | | \$ 389,068,520,068 | 37% -8% |
| 1 | China (PRC) | 16,110,668 | 189% | 26% | | \$ 54,638,077,744 | 154% 28% |
| 2 | Mexico | 24,395,335 | -20% | -9% | | \$ 35,785,544,711 | 38% -4% |
| 3 | Brazil | 8,787,444 | -26% | -34% | | \$ 26,977,009,604 | 17% 15% |
| 4 | S. Korea | 7,811,948 | 22% | 10% | | \$ 16,645,047,955 | 44% 10% |
| 5 | Netherlands | 14,867,736 | 115% | 102% | | \$ 16,382,624,244 | 51% 8% |

Source: JOC Piers



MEXICO

HOUSTON SHIP CHANNEL CARGO TRADE WITH MEXICO

2023 VS 2022 VS 2019

| Mexico | | | | | | | |
|-------------|-----------------------------|----------------------|----------------------|--|-------------------|----------------------|----------------------|
| Country | 2023 Volume (Short Tons) | % Change 19-23 | % Change 22-23 | | Trade Value | % Change 19-23 | % Change 22-23 |
| Import | 8,851,482 | -46% | -14% | | \$ 7,521,120,210 | -19% | -18% |
| Export | 15,543,852 | 10% | -6% | | \$ 28,264,424,501 | 70% | 0% |
| Total Trade | 24,395,335 | -20% | -9% | | \$ 35,785,544,711 | 38% | -4% |

PORT HOUSTON CONTAINERIZED CARGO TRADE WITH MEXICO

2023 VS 2022 VS 2019

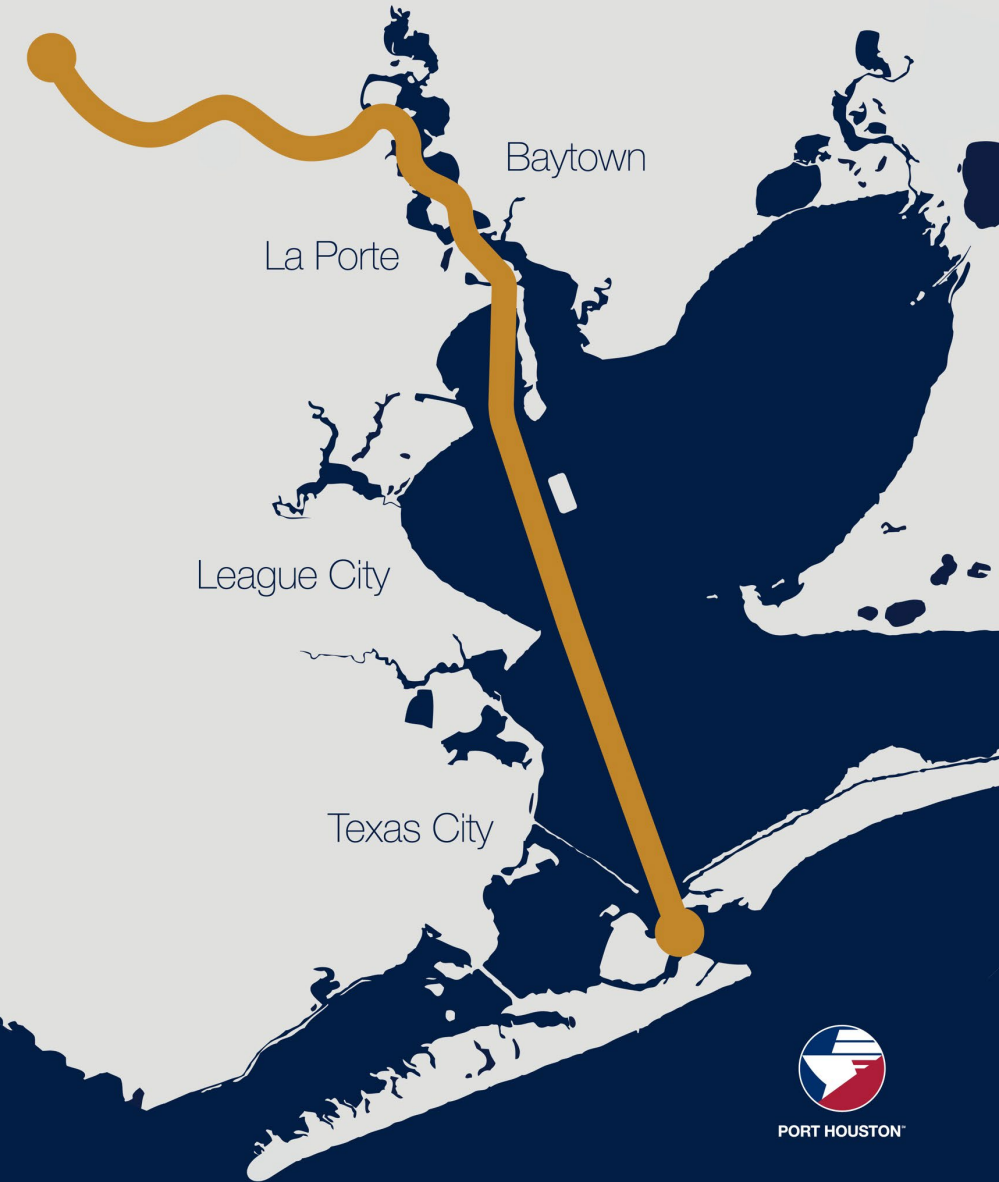
| Mexico | | | | | | | |
|-------------|-----------------------------|----------------------|----------------------|--|----------------|----------------------|----------------------|
| Country | 2023 Volume (Short Tons) | % Change 19-23 | % Change 22-23 | | Trade Value | % Change 19-23 | % Change 22-23 |
| Import | 146,751 | -25% | -18% | | \$ 549,730,863 | 65% | 5% |
| Export | 39,676 | -13% | -5% | | \$ 198,135,906 | 29% | -79% |
| Total Trade | 186,427 | -23% | -16% | | \$ 747,866,769 | 54% | -49% |

WHO WE ARE

We manage eight public terminals — including two container facilities we operate and six others for which we're the landlord

As the advocate and a strategic leader of the Houston Ship Channel, we support the more than 200 facilities and the neighboring communities along it by working with the federal government

We facilitate vital commerce through the port that helps keep the local and state economy moving



PORT HOUSTON

BIG GROWTH = BIG OPPORTUNITIES

Investment of \$1.26B landside in past 5 years

- Rehabilitation of wharves and yards
- Added container storage space
- Expansion of Barbours Cut entrance
- Improved traffic flow
- New Rubber Tire Gantry cranes
- 3 new STS cranes

With the investments in the Houston Ship Channel, including Project 11, **we invested \$1.95B between 2019 and 2023.**



PORT HOUSTON

INVESTING FOR THE FUTURE

Increase capacity by investing \$1.7 Billion landside over next 5 years

- Additional wharves at Bayport Container Terminal
- Ship to shore cranes
- Rubber Tire Gantry cranes
- Additional container yards
- Rehabilitation of wharves and yards
- Redevelopment of general cargo and breakbulk docks



EXPANDING THE CHANNEL

Project 11

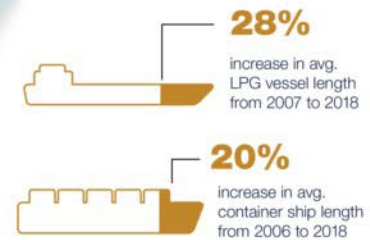
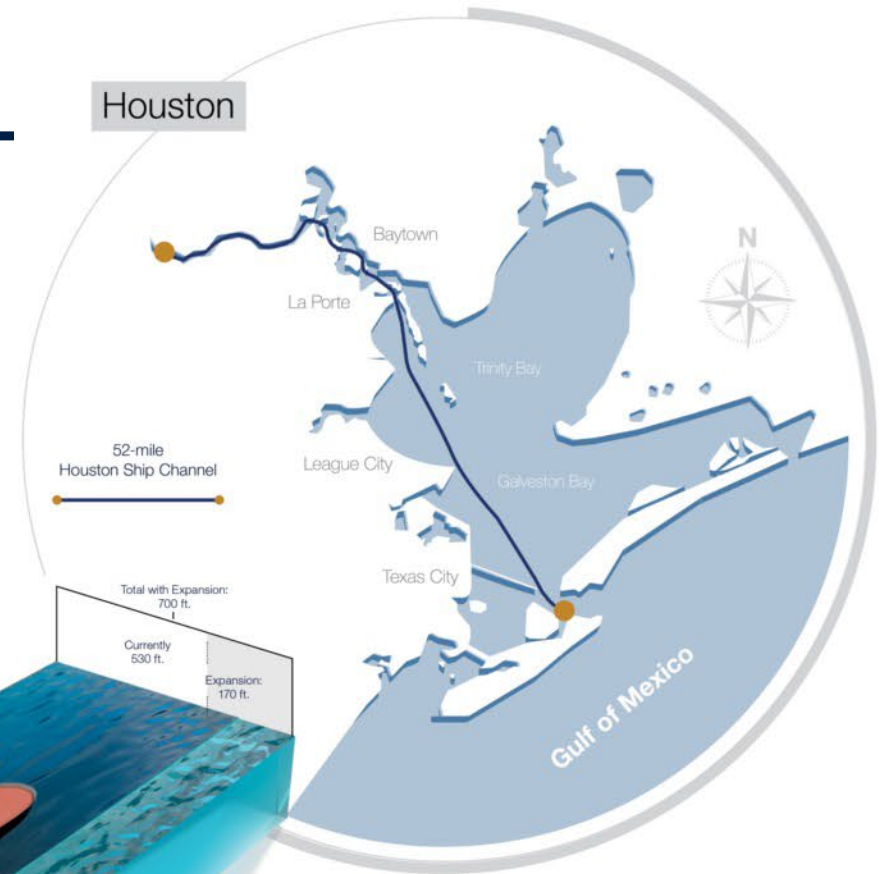
- Port Houston's most ambitious expansion initiative yet

The goal

- To widen much of the federal channel from 530 feet to 700 feet and make additional enhancements

\$1 billion

- Public/private partnership project



Visit: www.expandthehoustonshipchannel.com



PORT 101 VIDEO



THANK YOU

PORT HOUSTON



@PortHOU



@port_houston



@Port_Houston



@Port Houston



Port Houston

Visit: **www.porthouston.com**



PORT HOUSTON

PORT HOUSTON CONTAINERIZED CARGO TRADE WITH WORLD

2023 VS 2022 VS 2019

Data sort by Dollar Value

| Import | | | | | | | | |
|--------|--------------------|--------------------------|----------------|----------------|--|--------------------------|----------------|----------------|
| Rank | Country | 2023 Volume (Short Tons) | % Change 19-23 | % Change 22-23 | | Trade Value | % Change 19-23 | % Change 22-23 |
| - | Grand Total | 17,314,397 | 28% | -6% | | \$ 96,721,794,716 | 97% | 13% |
| 1 | China (PRC) | 4,702,593 | 47% | -7% | | \$ 29,612,407,698 | 94% | -1% |
| 2 | S. Korea | 868,602 | 69% | -2% | | \$ 7,427,305,229 | 282% | 39% |
| 3 | India | 1,406,805 | 50% | 3% | | \$ 6,817,902,673 | 103% | 26% |
| 4 | Brazil | 951,132 | -8% | -22% | | \$ 6,435,004,073 | 245% | 105% |
| 5 | Italy | 636,147 | 4% | -15% | | \$ 5,703,219,691 | 171% | 108% |
| 26 | Mexico | 146,751 | -25% | -18% | | \$ 549,730,863 | 65% | 5% |

| Export | | | | | | | | |
|--------|----------------------|--------------------------|----------------|----------------|--|--------------------------|----------------|----------------|
| Rank | Country | 2023 Volume (Short Tons) | % Change 19-23 | % Change 22-23 | | Trade Value | % Change 19-23 | % Change 22-23 |
| - | Grand Total | 16,567,576 | 15% | 15% | | \$ 85,958,340,852 | 37% | -20% |
| 1 | China (PRC) | 2,594,011 | 171% | 79% | | \$ 11,405,635,038 | 297% | 71% |
| 2 | Brazil | 1,410,442 | 41% | 6% | | \$ 6,617,677,477 | 65% | 23% |
| 3 | Belgium | 1,167,616 | -11% | -8% | | \$ 4,620,753,907 | -65% | 3% |
| 4 | India | 1,106,672 | 88% | 40% | | \$ 3,761,401,447 | 71% | -37% |
| 5 | United Arab Emirates | 329,087 | 23% | 19% | | \$ 3,177,720,021 | 126% | -2% |
| 67 | Mexico | 39,676 | -13% | -5% | | \$ 198,135,906 | 29% | -79% |

| Total Trade | | | | | | | | |
|-------------|--------------------|--------------------------|----------------|----------------|--|---------------------------|----------------|----------------|
| Rank | Country | 2023 Volume (Short Tons) | % Change 19-23 | % Change 22-23 | | Trade Value | % Change 19-23 | % Change 22-23 |
| - | Grand Total | 33,881,973 | 21% | 3% | | \$ 182,680,135,568 | 64% | -5% |
| 1 | China (PRC) | 7,296,604 | 76% | 13% | | \$ 41,018,042,736 | 126% | 12% |
| 2 | Brazil | 2,361,574 | 16% | -7% | | \$ 13,052,681,550 | 122% | 53% |
| 3 | India | 2,513,478 | 65% | 17% | | \$ 10,579,304,120 | 90% | -7% |
| 4 | S. Korea | 1,210,557 | 45% | 3% | | \$ 8,997,577,041 | 192% | 37% |
| 5 | Germany | 786,185 | -26% | -9% | | \$ 7,815,802,947 | 61% | -43% |
| 39 | Mexico | 186,427 | -23% | -16% | | \$ 747,866,769 | 54% | -49% |

Source: JOC Piers



An Overview of the Port of Corpus Christi

August 27, 2024

Border Trade Advisory Committee

Omar Garcia | Chief External Affairs Officer

Presented by



The Energy Port of the Americas

By the Numbers

1 

U.S. Crude Oil Export Gateway

2 

U.S. Port in LNG Exports | Estimated 742.4 Bcf in 2023

3rd Largest 

Export Port for Crude Oil in the World

11,587 

Total railcars moved in Q1 2024
(119.3% increase from Q1 2023)

8,114 

Vessels Moved in 2023

67 Miles 

Up from 45 miles of rail infrastructure
in 2014

Industry Related Jobs in Texas

Economic Impact

Source: South Texas Economic Development Center at Texas A&M University-Corpus Christi

95,448 FTE 

Generated by Port Related Activity in Texas

16,786

Direct jobs
(region)

18,504

Indirect jobs
(region)

21,225

Induced jobs
(region)

38,933

Jobs in Texas
(related users)

Region = the "regional" economy refers to the Corpus Christi metro area, unless in sections referring to the state of Texas. The metro area includes Aransas County in addition to Nueces and San Patricio Counties.



25%

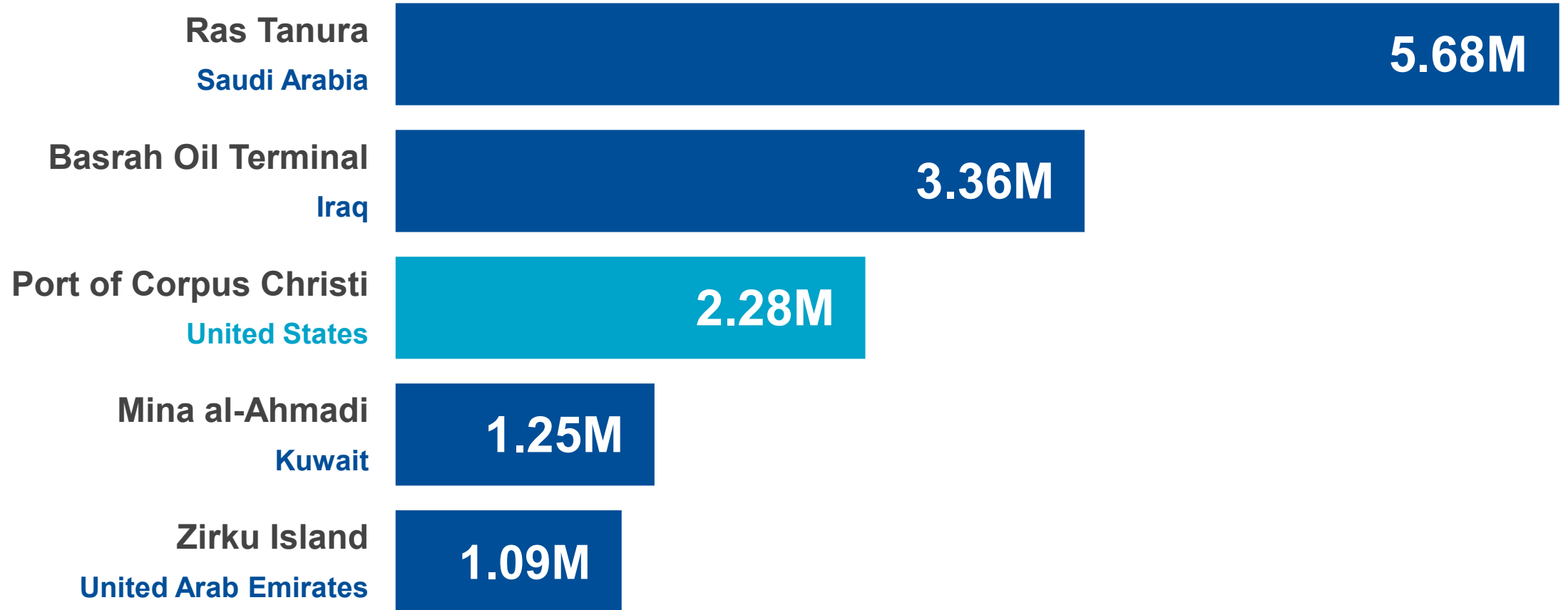
**Increase in
job growth
since 2015**

\$65 Billion Capital Investments (\$12 Billion Foreign Direct Investments)

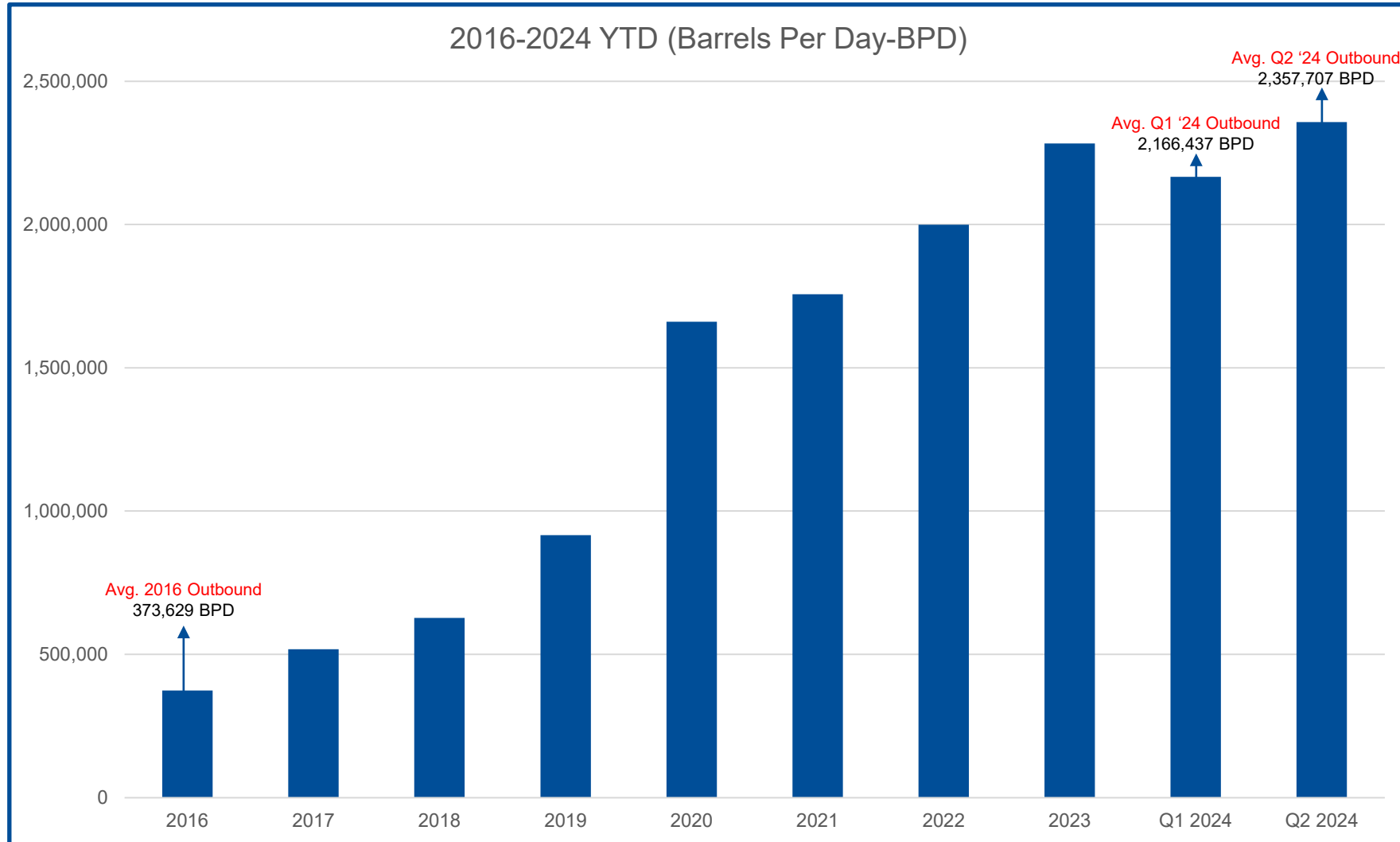


Top 5 for Crude Oil Exports (bpd)

In 2023



PCCA Crude Oil Outbound Averages



- First barrel of crude oil export in 40 years left Port of Corpus Christi on Dec. 31, 2015
- Customer investments in new pipelines and terminals helped the Port become nation's leading crude oil export gateway
- Port and its customers are helping meet the energy demands of allies and trading partners around the world

Balance of Trade

2023

Other Texas Ports
Net Exports
\$63.21B

PCCA Net Exports
\$74.83B

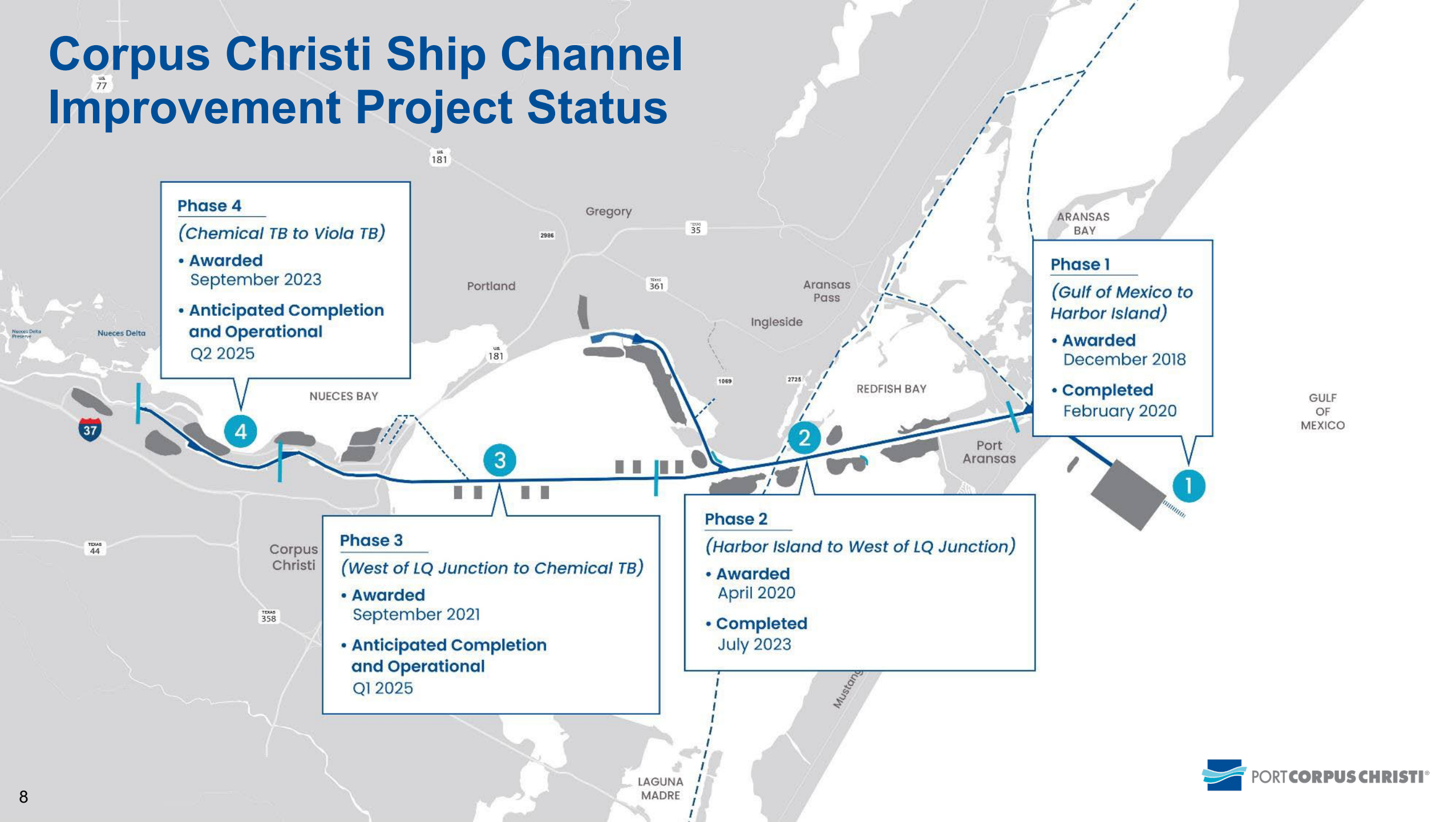


\$0.00 -\$0.95 -\$1.00 -\$1.05 -\$1.10 -\$1.15 -\$1.20 -\$1.25

Trillions

**Port of Corpus Christi, Port of Houston, Port of Beaumont, Port of Port Arthur, Port Freeport, Sabine Pass Port Authority, Port of Texas City, Port of Galveston, Calhoun Port Authority, Port of Brownsville and Port of Orange.*

Corpus Christi Ship Channel Improvement Project Status

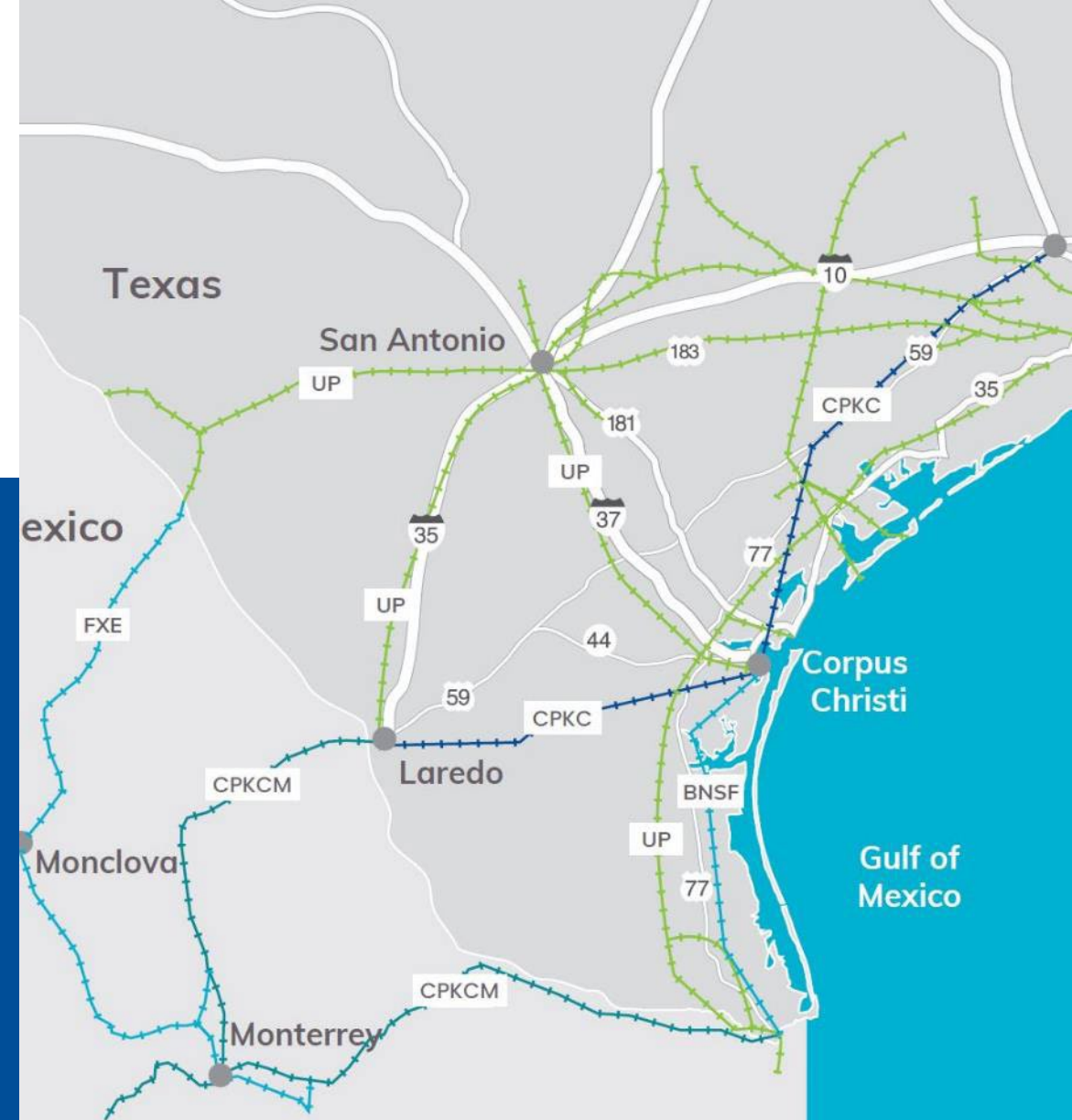


Road and Rail

Connectivity

The Port of Corpus Christi operates and maintains over 60 miles of railroad track

- Nueces River Rail Yard
 - 8 - 8500 ft. unit train tracks
- Three Class-1 Railroad Companies
 - Union Pacific
 - BNSF
 - CPKC
- Joe Fulton International Trade Corridor
 - Interstate Highway 37
 - U.S. Highway 181
 - U.S. Highway 77
 - U.S. Highway 59



Al Speight Yard

Military Use

A Key U.S. Strategic Military Seaport



2019
11 vessels
6,124 cargo

2020
8 vessels
4,087 cargo

2021
16 vessels
6,791 cargo

2022
20 vessels
15,988 cargo

2023
10 vessels
5,967 cargo

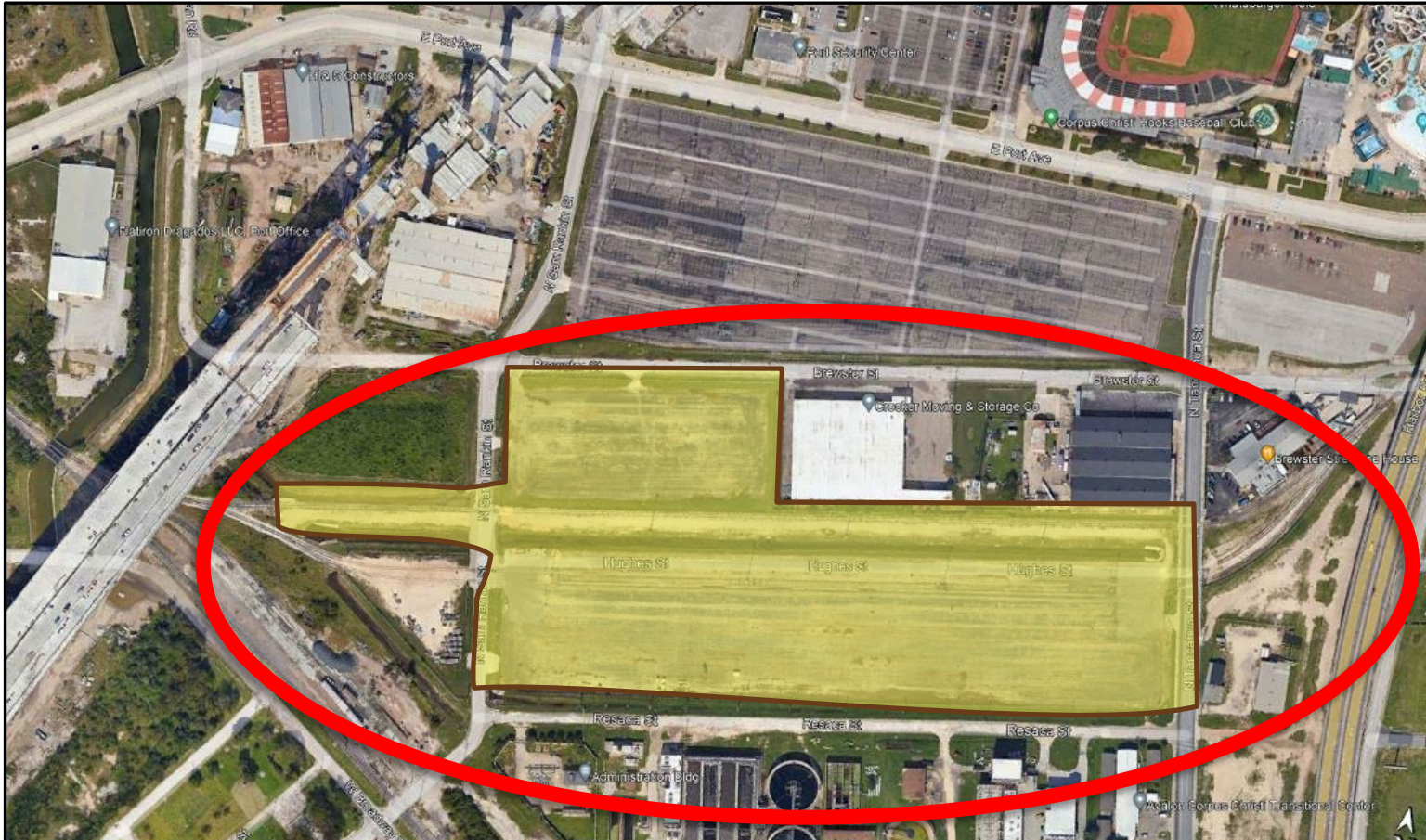
One of three strategic military ports in Texas

Coordinates with U.S. Coast Guard/other agencies to supplement security

Port Police Department provides security patrols for military outloads



Al Speight Yard Rail and Drainage Modifications



- Work will result in construction of two new rail tracks within the yard
- Project scope includes pavement repairs and drainage modifications
- Al Speight Yard vital to military movement and equipment storage operations

Design: Lockwood, Andrews & Newnam, Inc.

○ **Cost:** \$244,285

Construction: Anderson Columbia Co., Inc.

○ **Cost:** \$6,335,000

Estimated Completion: May 2025

Port of Corpus Christi Rail Improvement Projects



New Inland Rail Facility Project

- Project site in western Nueces County
- Would provide additional off-waterway rail capacity with connections to UP/BSNF/CPKC systems and Interstate 69
- Could connect two Class 1 mainlines and create storage-in-transit (SIT) yard for 1,800 cars
- AECOM awarded **\$772K MSA** in March 2024 for preliminary engineering services

Increasing Optionality for Current and New Port Customers

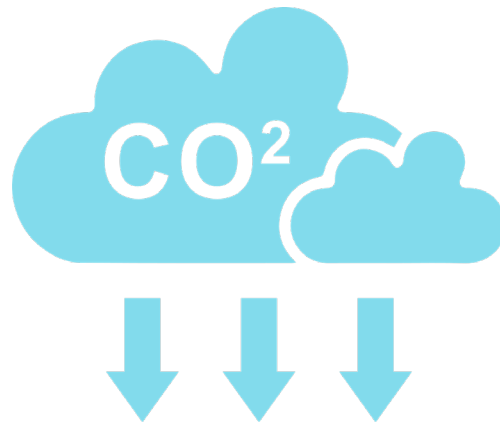


HORIZONS
CLEAN HYDROGEN HUB
PORT **CORPUS CHRISTI**

Learn more at horizonshydrogenhub.com



Will connect large-scale clean H₂ production in the West South-Central U.S. with in-region, extra-regional and international end-users.



Carbon Capture Utilization and Storage Solution

Cultivate CCUS opportunities for new projects and Port customers to send a clear signal to the market that a centralized CCUS solution is coming to the region.

Thank you



PORTCORPUSCHRISTI®





Port Terminals / Veracruz & Tampico

3PL Logistics Operator

Transportation

Established in 1991 at the Port of Veracruz, when the transformation of the Mexican Port System allowed the constitution of private stevedoring companies, which meant a watershed for the development of the foreign trade in Mexico.



As of today, we provide port and terminal services in Veracruz and Tampico, logistics integration & 3PL services, and national inland transportation.

100% Mexican company with more than 30 years of experience



PORT SERVICES



**182,000 sqm bonded storage in 2 Terminals
at Veracruz & Tampico**

22 berthing positions between Veracruz & Tampico

Average annual movement:

- Veracruz : 4.32 millions of MT - Tampico : 1.45 millions of MT



Port Operation

Veracruz

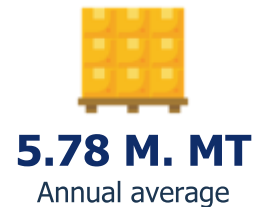
16%



692 vessels
2023



4,329,671 MT
2023



Tampico

80%

227 vessels
2023

1,455,132 MT
2023





Challenges of **Multimodal Logistics** in Mexico

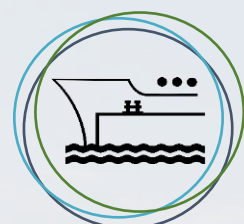
- Railway and road infrastructure
- **Port infrastructure**
- Foreign trade regulations
- **Supply chain coordination**
- Transport security
- **Increase in transport costs**



New Terminal at North Bay

Total Investment
USD 360,000,000

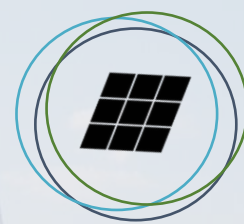
Reconversion of South Bay



550 m waterfront
with 14 m draft



2 berthing
positions



22 hectares of
total surface



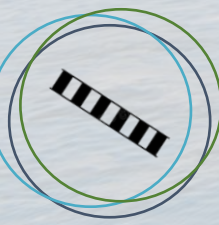
5 mobile shore
cranes and 9 RTG
in yard



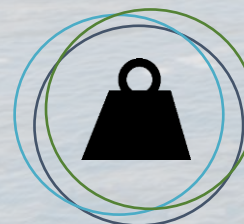
Container yard
capacity for
15,300 TEUs



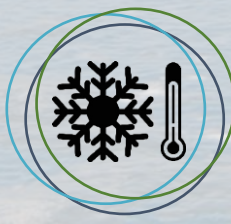
8,000 sqm
Warehouse



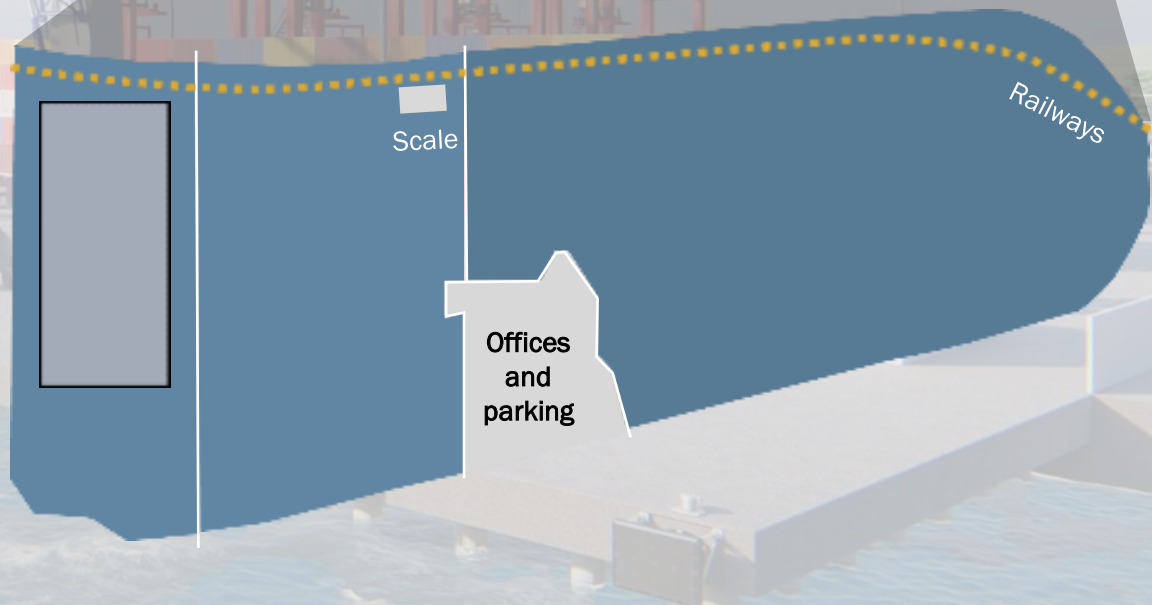
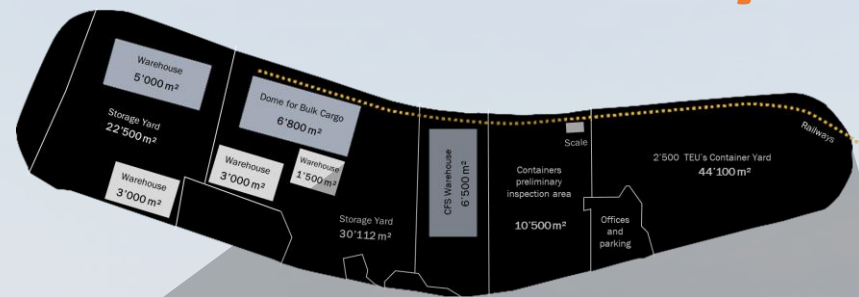
1,150 m
railway spur



Project cargo
handling up
to 140 MT.



320 plugs for
reefer
containers



+80,000 sqm will be released for break bulk,
minerals & grains in bulk projects



Border Trade Advisory Committee

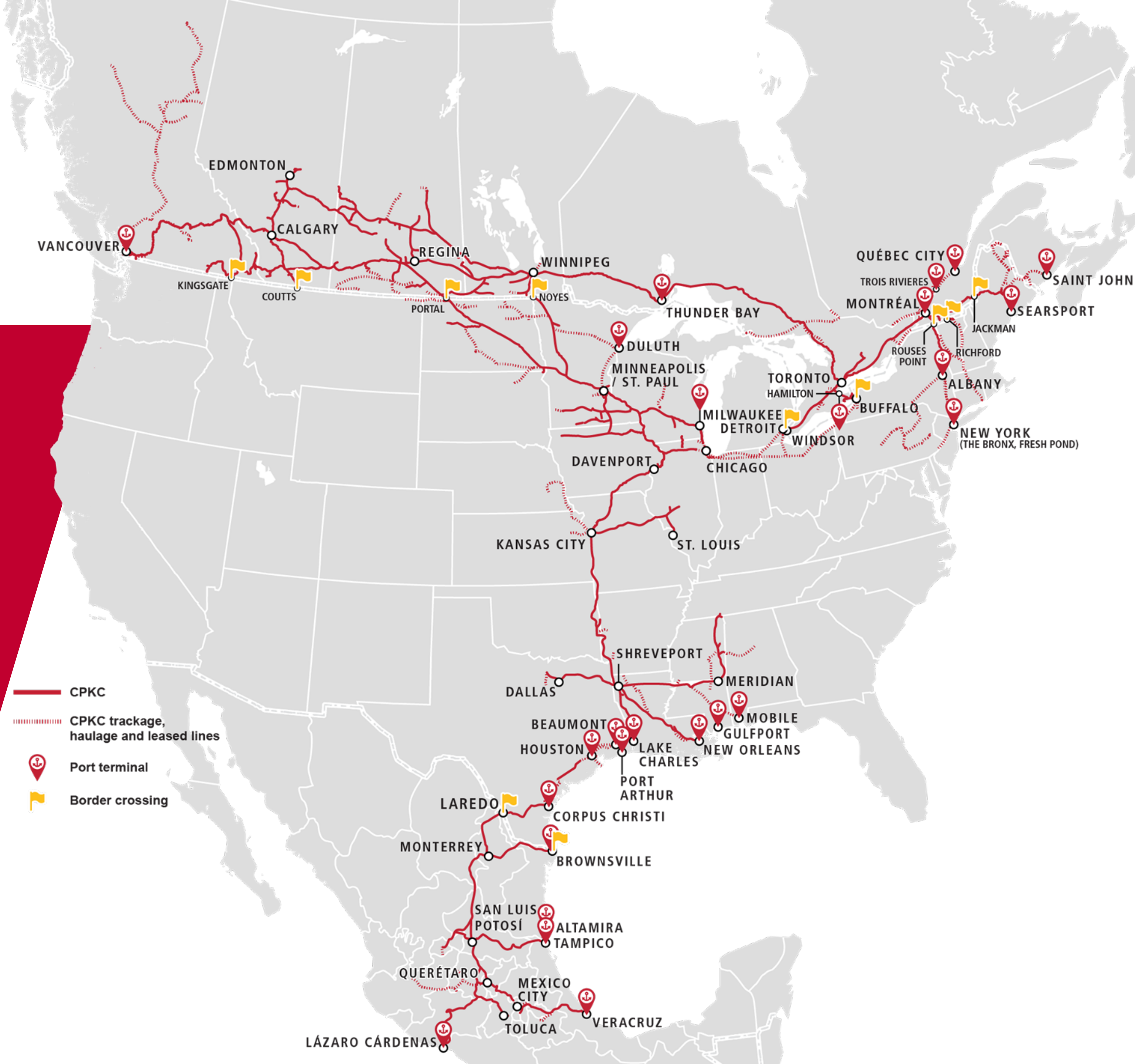
Oscar Del Cueto

August 2024



CPKC, THE RAILROAD OF NORTH AMERICA

In the context of nearshoring, we can become a fundamental axis for companies that need to transport large volumes over long distances, not only in North America but to other continents, thanks to the connection of CPKC with 12 ports in Mexico, USA and Canada.



MEXICO MIDWEST EXPRESS

Intermodal service linking Chicago and Kansas City with the markets of San Luis Potosi, Monterrey and Texas.

The MMX train provides a total transit time of **98 hours (4 days)** from Chicago to San Luis Potosi: *one day faster than the nearest competitor.*





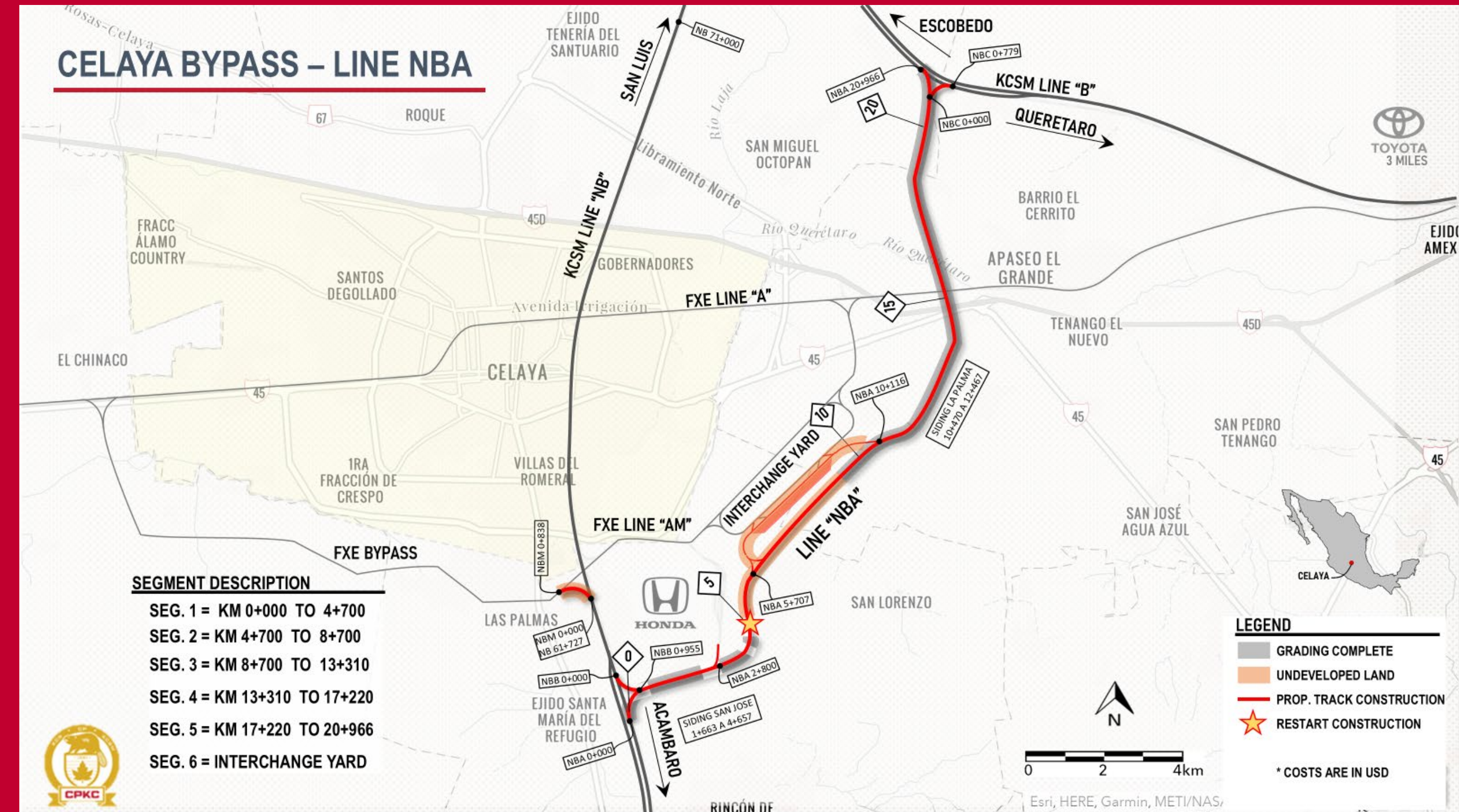
For 2023-2024, CPKC de Mexico contemplated an investment of 485 million dollars in the country.

In CPKC de Mexico, we have projects that seek to strengthen infrastructure to have greater agility in the transport of goods for the consolidation of the North American Railroad.

CELAYA BY-PASS

It seeks to strengthen the infrastructure to have greater agility in the transport of goods for the formation of the North American Railroad.

- Investment: 234,302,000 USD.
- It is expected to be completed in 2025.
- Proceeds:
 - It will be a detonator for the Bajío area and especially for Celaya.
 - Greater agility and speed in this area allows us to offer more options for those looking to move goods to the northeast of the United States and Canada, and to and from the port of Lázaro Cárdenas.
 - Today, about 14 trains run on this route daily and we hope that this figure can be increased once the work of the by-pass is completed in its entirety.



CPKC'S CONNECTIVITY



SECOND BRIDGE IN NUEVO LAREDO

The bridge will strengthen border security and improve the flow of rail traffic through the Laredo corridor.

- Investment: 120 million USD.
- The work is expected to be completed in 2024.
- It will speed up cross-border movement between the 3 USMCA countries.
 - The Nuevo Laredo border crossing is the link of the cross-border corridor and the key point for commercial exchange to North America.
 - The new bridge is part of the essential infrastructure network that facilitates the movement of goods across the border and helps grow the economy of the Two Laredos.
- Currently between 30 and 32 trains cross the bridge daily, with an international crew that allows a more agile service. Upon completion, a 60% increase in the number of trains passing through this route is expected.

CPKC



CPKCR.COM

Be part of the conversation.





LONG BEACH, CA

EL PASO, TX

PRESIDIO, TX

EAGLE PASS, TX

HOUSTON, TX.

NEW PROJECT
TOPOLOBAMPO - CHIHUAHUA

PACIFIC OCEAN

ALTANTIC OCEAN

SINALOA

ASIAN ENTRY

PV PACIFIC - HOUSTON, TX
18.5 HOURS
1,029 MILES

LONG BEACH, CA - HOUSTON, TX
23.5 HOURS
1,607 MILES

 **ROUTE CONECTIVITY**
 **PORTS**

Why Sinaloa?



Ranked as the **best place to work in México** (IMCO 2022)



3 cities in the State ranked among the most **Competitive** in the country
Top 3 in their population categories (CLN- MZT-LM)



3.9% above the national average of 1.6%, Ranked Top 10th, In 2024 the Sinaloa economy **grew up**



The **5th** place in “**rule of law**” based on the World Justice Project (WJP)



Sinaloa is considered in the top 10 most attractive states for Nearshoring (IMCO 2024)



Ford, GM, Nissan, Mitsubishi and Chery have import export operations in the Mazatlan Port.



+ 25,000 graduates each year
Available **Skilled Human Talent**.



50% of State´s population is belowed **30 years**
Excellent **quality of life**.
(+3 million inhabitants)



10 Ford, Toyota, GM and Lexus models in their 50 versions now driving along the USMCA region, include at least **one autopart assembled in Sinaloa**



86% of Sinaloa's \$4B in international **exports go to US**



TxDOT Maritime Division

Supporting Texas' Maritime Ports

Travis Milner
Planning and Development Section Director



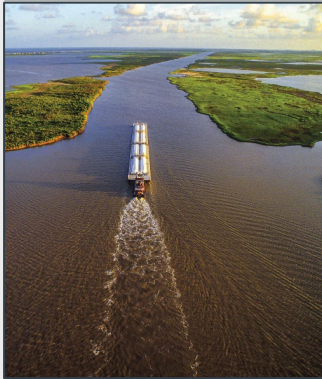
November 1, 2024

Maritime Division Objectives

Partner to support economic vitality and impact.

Collaborate with stakeholders to identify opportunities and develop solutions system-wide.

Communicate the essential need for investment in Texas ports.



Port Authority Advisory Committee (PAAC)

Members

Chris Fisher – Upper Coast Representative, Chairman

Phyllis Saathoff – Upper Coast Representative

Rodger Rees – Upper Coast Representative

Roger Guenther – Port Houston Representative

Walker Smith – Lower Coast Representative

Charles Hausmann – Lower Coast Representative

Sean Stibich – Lower Coast Representative, Vice Chairman

Zach Johnson – Speaker of the House Appointee

Aaron Kocian – Lt. Governor Appointee

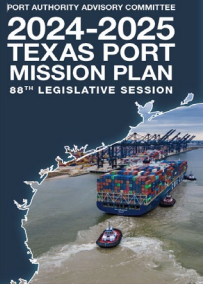
Mission

Elevate ports as a vital component of the Texas transportation system and advise the Texas Transportation Commission and Department on matters relating to Texas port needs.

Goals

- Develop the biennial Maritime Port Mission Plan
- Incorporate maritime interests in TxDOT planning activities and documents
- Promote Texas ports for economic development opportunities
- Identify federal, state, or other funding opportunities for maritime investment

Texas Port Mission Plan & Statewide Seaport Funding



Port Mission Plan

- Highlights economic contribution of Texas ports to the state and nation
- Documents infrastructure challenges and funding needs of the ports
- Three sections tied to MRD's three funding programs



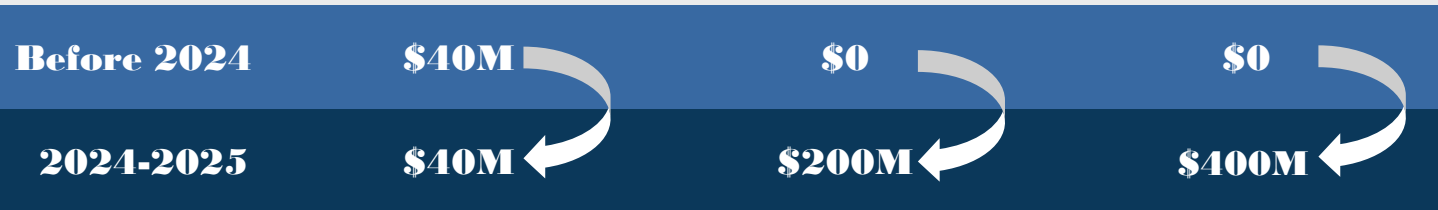
Seaport Connectivity



Maritime Infrastructure



Ship Channel Improvement



Seaport Connectivity Program (SCP)



Port of Brownsville
South Port Connector Road



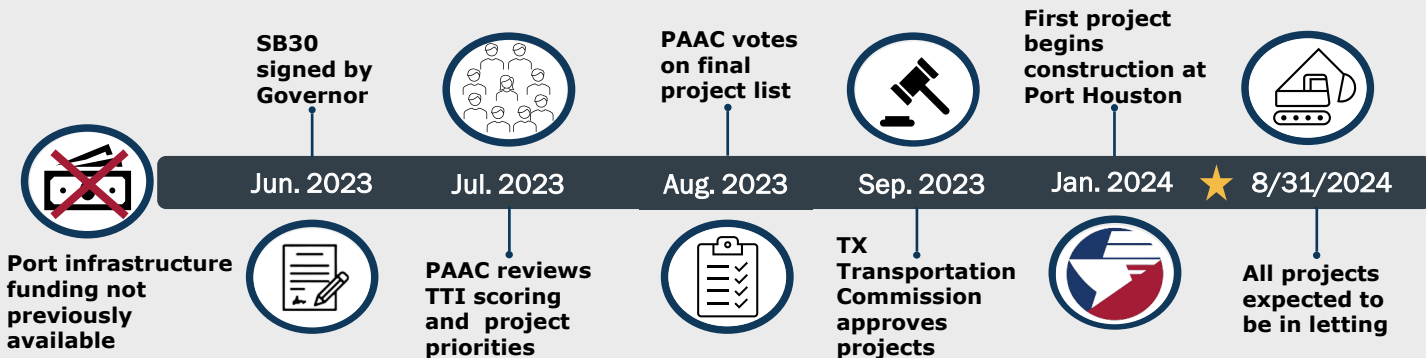
Port of Corpus Christi
Rincon Road

Projects improve connectivity, enhance safety, relieve congestion

Growth: requests have grown from \$25M in 2015 to nearly \$91M in 2023

- Widen “last mile” roads leading to ports
- Improve safety at intersections
- Add truck queuing lanes in high-traffic areas
- Replace structurally-deficient bridges
- Create multimodal queuing areas
- Improve signage and gates at rail crossings

Maritime Infrastructure Program (MIP)



Projects enhance international trade and security, promote cargo flow, increase passenger movements, increase port revenues, and provide economic benefit to the state

Growth: \$1.7B of projects submitted for consideration for historic, first-time funding

- Equipment purchases
- Dock improvements
- Warehouse construction
- Wharf upgrades
- Railyard flyovers
- Bulkhead improvements

Ship Channel Improvement Revolving Fund (SCIRF)



The Ship Channel Improvement Revolving Fund (SCIRF) was established by the Legislature in 2017.



It provides low-interest loans to local sponsors of congressionally authorized ship channel improvement projects to deepen or widen the channel.

SCIRF-Eligible Ship Channel Improvement Projects

| Ship Channel | Project Cost (\$M) | Local Share (\$M) |
|--------------------------------|--------------------|-------------------|
| Sabine-Neches Waterway | \$1,800 | \$600 |
| Cedar Bayou Navigation Channel | \$52.8 | \$5.3 |
| Houston Ship Channel | \$669.4 | \$314.6 |
| Galveston Harbor Channel | \$13.4 | \$2.6 |
| Freeport Harbor Channel | \$324.6 | \$152.6 |
| Matagorda Ship Channel | \$218.3 | \$54.6 |
| Corpus Christi Ship Channel | \$681.6 | \$265.8 |
| Brazos Island Harbor Deepening | \$314 | \$71.5 |

Looking Ahead: 2026-2027 Port Mission Plan (PMP)



Looking Ahead: 89th Session Legislative Appropriations Request



Maritime
Infrastructure

\$900,000,000 Request



Ship Channel
Improvement

\$200,000,000 Request



Brazos River
Floodgates

\$140,000,000 Request

Questions?

Travis Milner
Planning & Development Section Director
Maritime Division
(512) 486-5600
Travis.Milner@txdot.gov

