



CEDAR PORT

Cedar Port Navigation & Improvement District

William F. Scott, President

www.tgscedarport.com



Container



Bulk



Break Bulk

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

Port Priorities & Opportunities

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

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

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

Port Projects

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

Costs provided by port/navigation district

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

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

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

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





PORT FACILITIES

DOCKS & WHARVES

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

STORAGE & LAND

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

SHIP CHANNELS

Barge Channel Name: Cedar Bayou

Current Depth: 8-10 ft (varies)

Authorized Depth: 11 ft

INTERMODALITY

ROAD

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

RAIL

- TGS switching railroad with connections to BNSF and Union Pacific

BARGE

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

AIR

- Commercial service to IAH and HOU airports

PIPELINE

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

Ship Channel Name: Houston Ship Channel

Current Depth: 37 ft to 46.5 ft (varies)

Authorized Depth: 39 ft to 46.5 ft (varies)

CARGO CONNECTIONS

Top Commodities

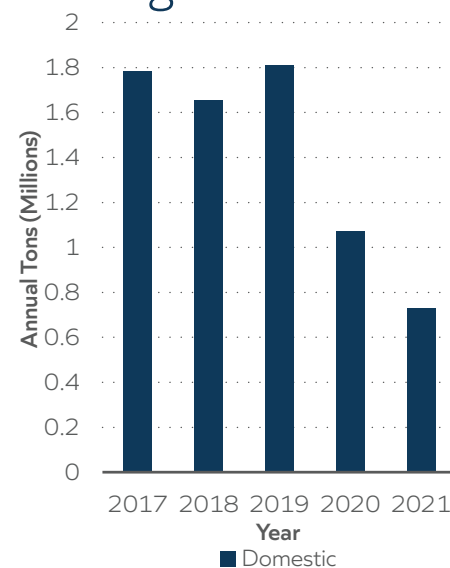
EXPORTS

- Plastic Resins
- Fertilizers & Chemicals
- Agriculture & Food

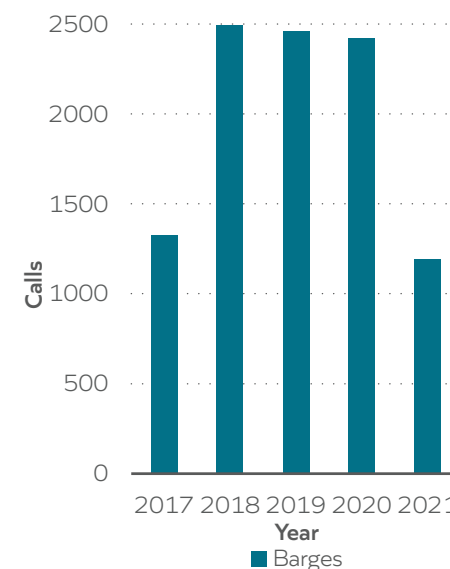
IMPORTS

- Manufactured Goods
- Crude Materials
- Steel

Tonnage



Vessel Calls



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