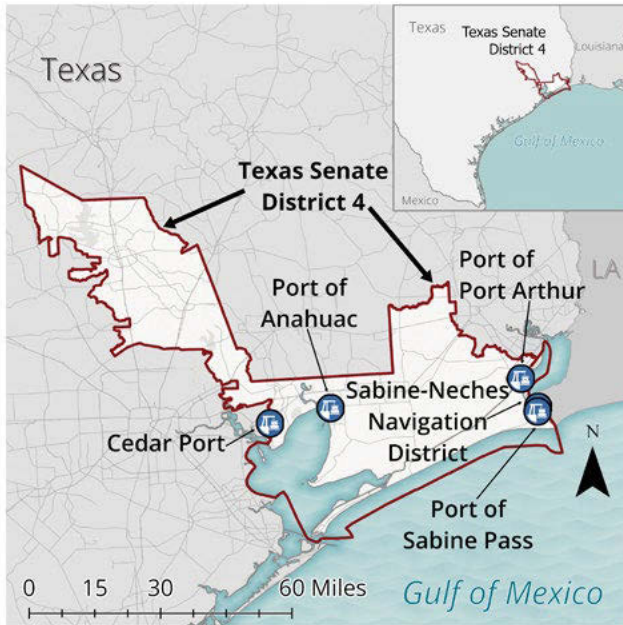
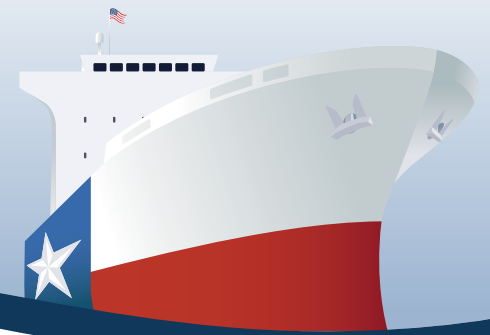




TxDOT Maritime Legislative Resource Guide

Texas Senate District 4



Ports in Senate District 4



Projects in Senate District 4

Port of Anahuac

- Double Bayou Channel Improvement \$6.00 M

Cedar Port

- Barge Dock #1 Improvement \$6.25 M
- Cedar Port Terminal Channel Deepening Project ... \$500.00 M
- FM 1405 Road Widening State Highway 99 to
Barge Dock Road \$16.66 M

Port of Port Arthur

- Berth 1-2 Toe Wall Construction.....\$31.00 M
- Berth 7 & 8 Liquids Loading Terminal.....\$36.40 M
- Berths 3-5 Toe Wall.....\$42.00 M
- Bridge Multimodal Laydown Area \$14.62 M
- Multimodal Railyard Flyover Staging Area..... \$13.03 M
- Railyard Redevelopment..... \$15.10 M
- Terminal Rail Expansion \$10.00 M
- Turn Lane Traffic Relief and Truck Staging Area \$4.72 M

Port of Sabine Pass

- Inlet Channel for Marina Expansion.....\$12.00 M
- Intracoastal Canal Barge Berthing and Loading
Terminal..... \$40.00 M
- LNG Ship Berth and Bunkering.....\$65.00 M
- Mechanic Street Facilities \$2.39 M
- Multi-Use Facility Expansion \$8.00 M
- North Yard Dock.....\$44.70 M
- Sheet Piling Wall Replacement at Texas Bayou \$12.95 M
- State Highway 87 \$284.00 M
- White Ranch Road \$23.11 M
- Industrial Truck Route..... \$20.13 M

Sabine-Neches Navigation District

- Sabine-Neches Waterway Channel Improvement
Project..... \$1.80 B

Total Project Cost..... \$3.01 Billion

TxDOT Government Affairs

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

- Educational Series
 - Texas Transportation Funding Brochure
- <https://www.txdot.gov/about/divisions/government-affairs-division.html>



TxDOT Maritime Division Dashboard

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

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



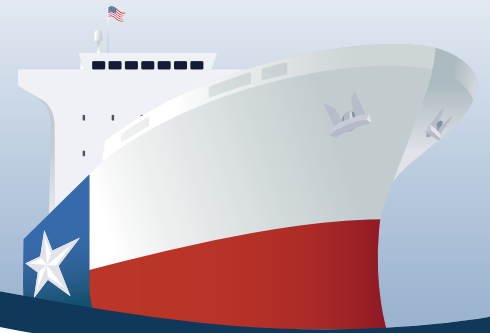
Texas Department of Transportation

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



TxDOT Maritime Legislative Resource Guide

Texas Senate District 4



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

IMPACTS *of* TEXAS PORTS

Port of Galveston
1.49 Million
Cruise Passengers in 2023

Port of Palacios
Largest
Shrimp Fleet in Texas

Texas Transportation Jobs (2023)
2,518,000

\$713.9 Total
BILLION Economic
Value(2023)

Port of Beaumont
#1 Strategic
Military Port in
the US

28%
of Texas GDP
(2023)



\$403.61 BILLION
IN TRADE VALUE OVERALL
ANNUALLY (2023)



\$17.1 BILLION
TOTAL TAXES (2023)



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



Port Authority Advisory Committee

TEXAS PORT MISSION PLAN EXECUTIVE SUMMARY

89TH Legislative Session



INTRODUCTION

In a state where the maritime industry accounts for more than 28% of the GDP¹, the Texas economy is largely driven by commodity supply chains that move goods to and from the state. Inland markets across the state rely on a strong multimodal freight network to get their goods to the ports for export. Improving the port systems help Texas compete in the global market by ensuring that its inland export commodities continue to reach their destinations worldwide.

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

TOTAL PORT PROJECT NEEDS

Total: \$9,157,244,256



Maritime
Infrastructure
Projects

\$3.11
BILLION



Seaport
Connectivity
Projects

\$585
MILLION



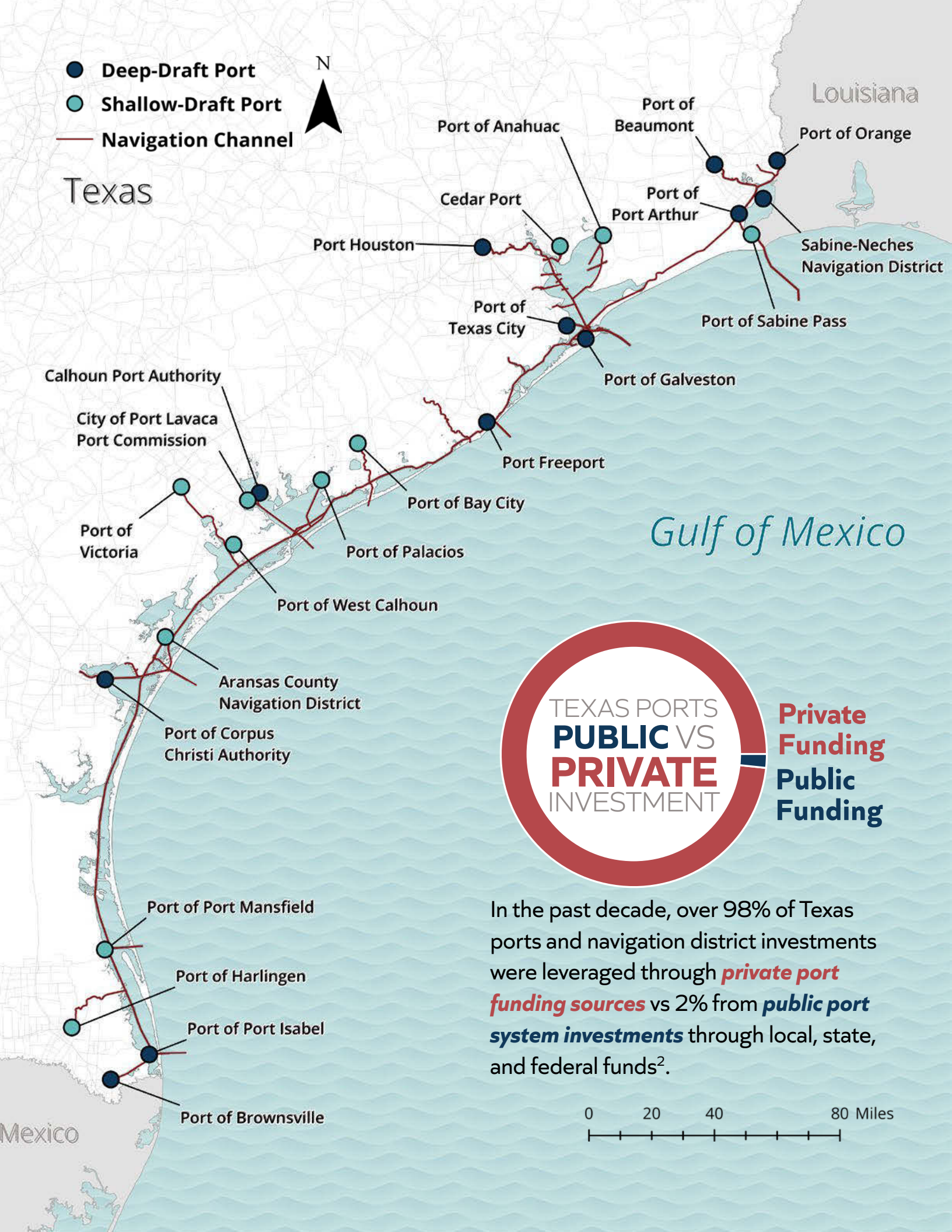
Ship
Channel
Projects

\$5.46
BILLION

Successes Since 88th Legislative Session

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

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





Maritime Infrastructure

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



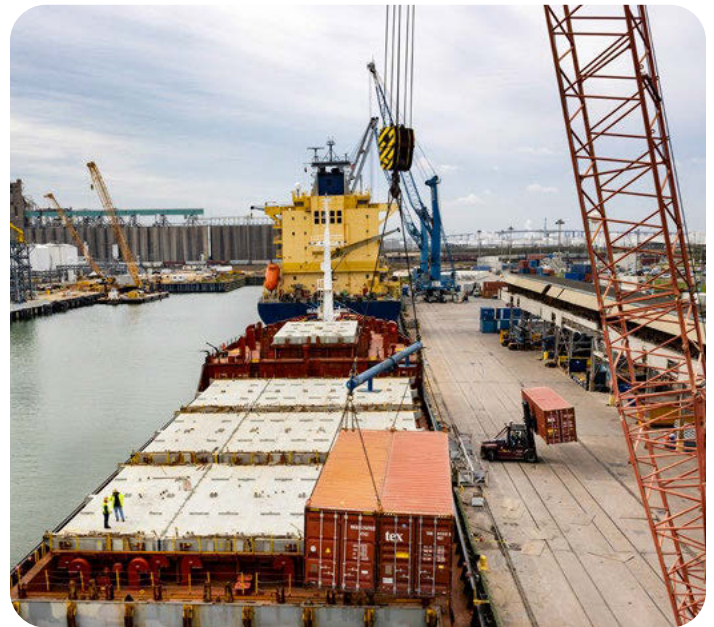
Seaport Connectivity

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



Ship Channels

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



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

TEXAS PORT SYSTEMS



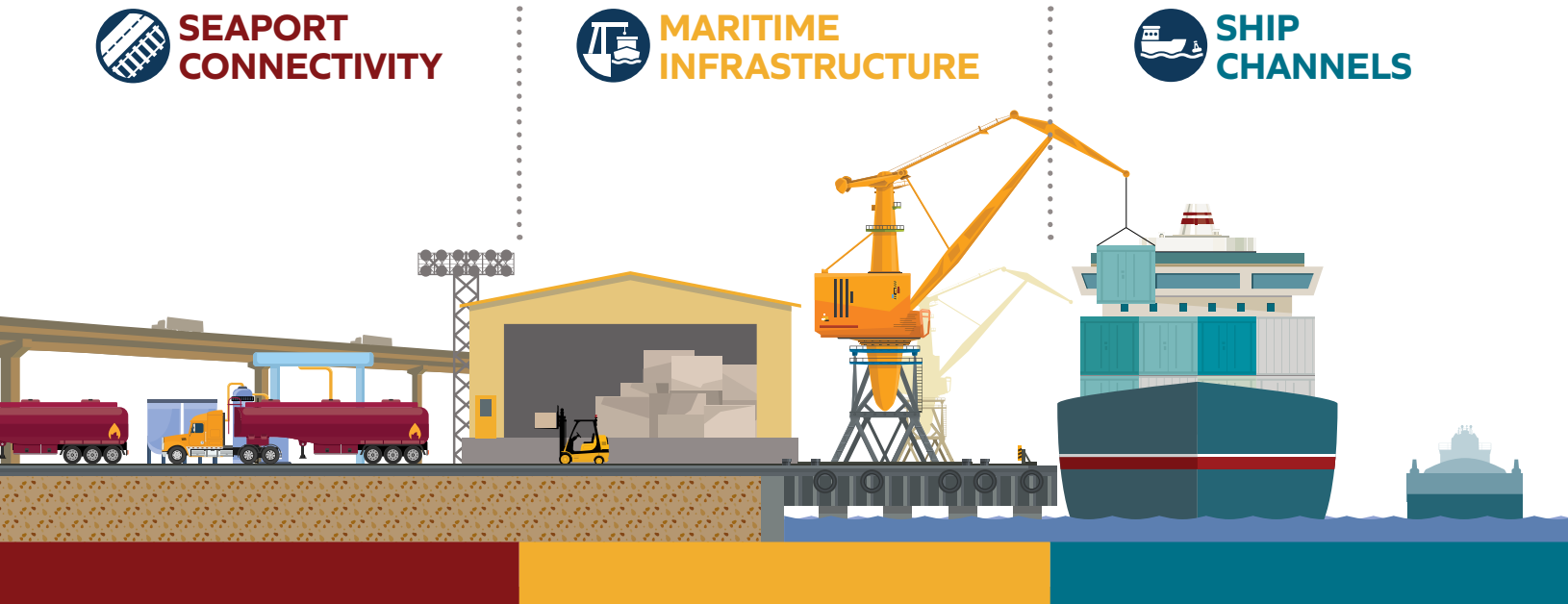
**SEAPORT
CONNECTIVITY**



**MARITIME
INFRASTRUCTURE**



**SHIP
CHANNELS**



MARITIME INFRASTRUCTURE

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

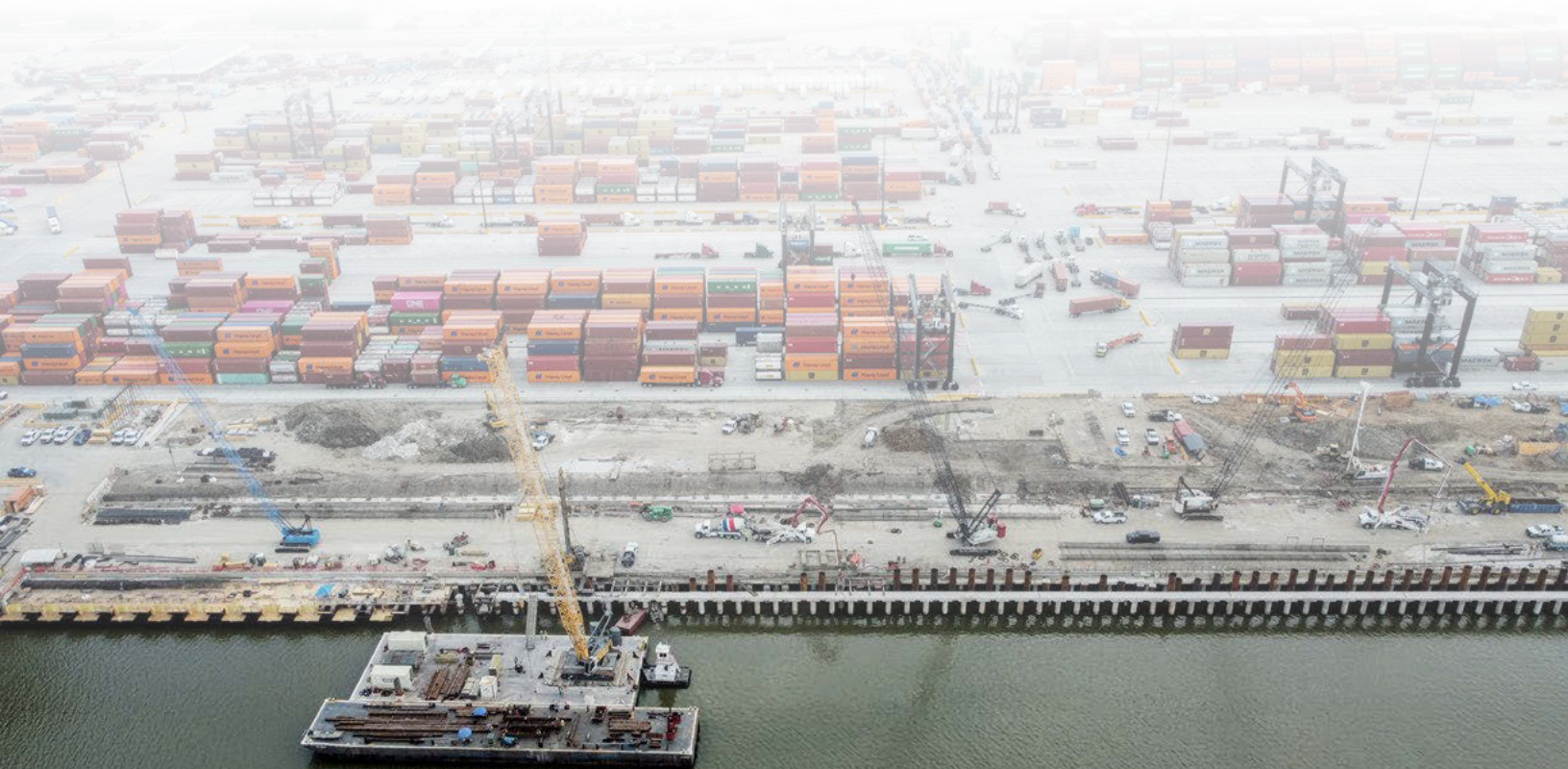
The maritime infrastructure projects presented in this plan include 82 projects, 78 capital projects and four studies, submitted by 17 ports whose total project cost is \$3.11 billion.

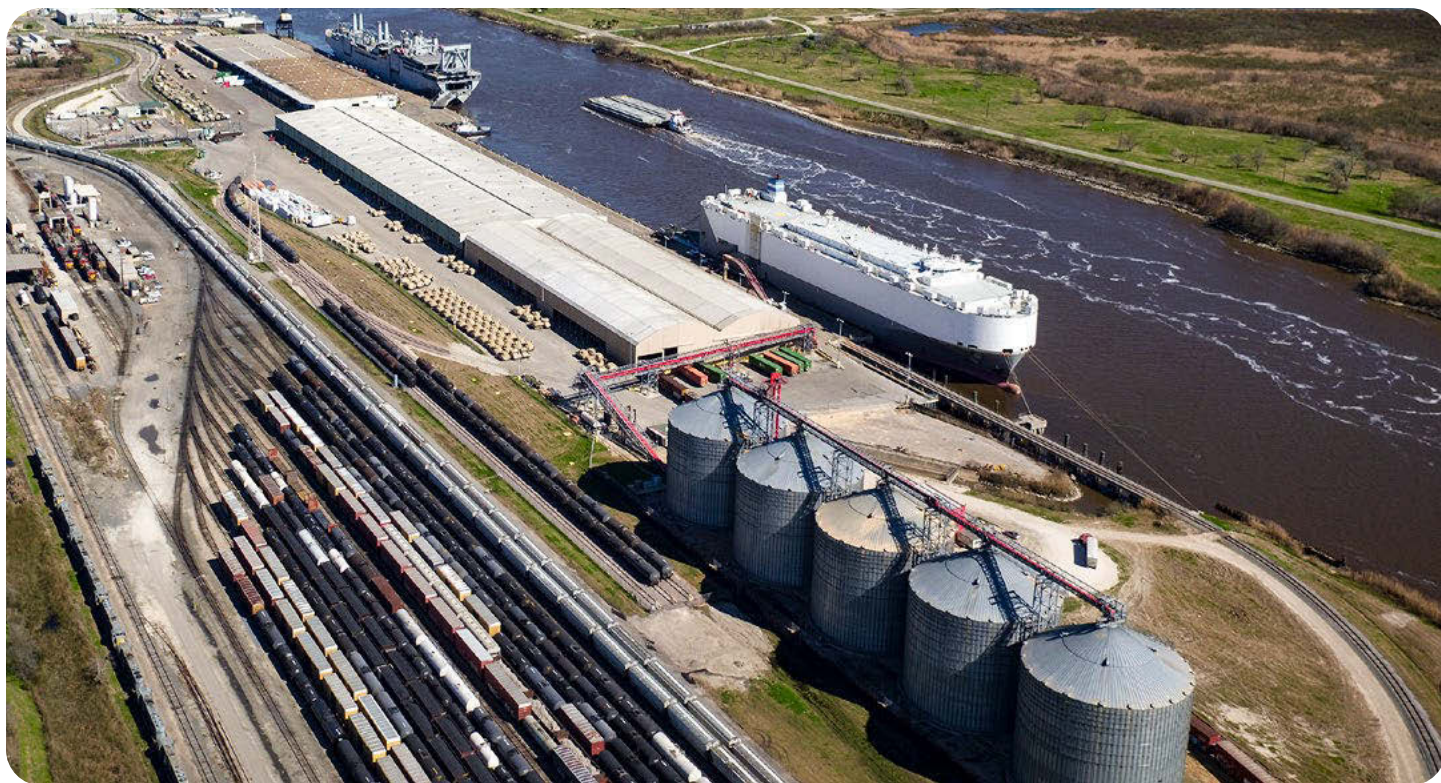
Maritime Infrastructure Projects

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

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

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





Railyard near channel at Port of Port Arthur

SEAPORT CONNECTIVITY

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

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

Seaport Connectivity Projects

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

Costs provided by ports/navigation districts



East Ostos Road at the Port of Brownsville



SHIP CHANNELS

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

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

Shrimping boats at the Port of Palacios

Ship Channel Projects

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

Costs provided by ports/navigation districts

PROJECT DEVELOPMENT PROCESS

FEASIBILITY STUDY INITIATION



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

FEASIBILITY STUDY



3 YEARS

UP TO 10 YEARS

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

Ship Channel Improvement Revolving Fund

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

SCIRF-eligible projects must:

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

Federal Ship Channel Appropriations

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

The ship channel improvement projects presented in this plan include seven federally authorized deepening projects, representing a \$2.54 billion federal share and \$1.92 billion

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

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

Federal Appropriations for Texas Ship Channel Projects Through 2024

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

CONGRESSIONAL PROJECT AUTHORIZATION



2 YEARS 10+ YEARS

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

PROJECT FUNDING, DESIGN AND CONSTRUCTION

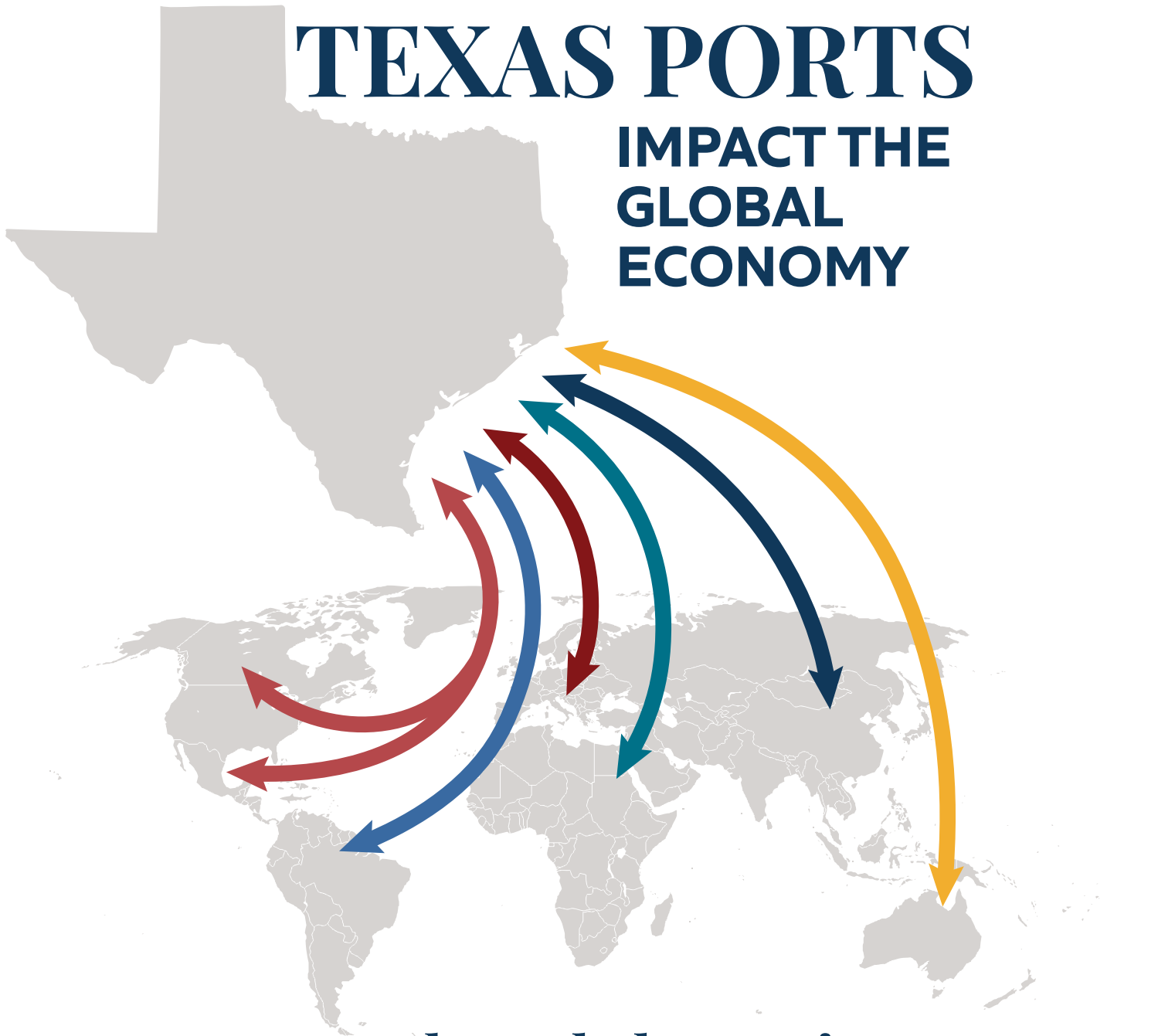


PROJECT DEPENDENT

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

TEXAS PORTS

IMPACT THE GLOBAL ECONOMY



Annual Trade by Region³:

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

\$403.61 billion in trade value overall annually*

\$271.32 billion in exports and \$132.28 billion in imports

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

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



PORT of ANAHUAC

Chambers-Liberty Counties Navigation District

Claudia Sandoval, General Manager

www.clcnd.org



Commercial
Fishing



Other

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

Port Priorities & Opportunities

The district includes five shallow draft navigation channels:

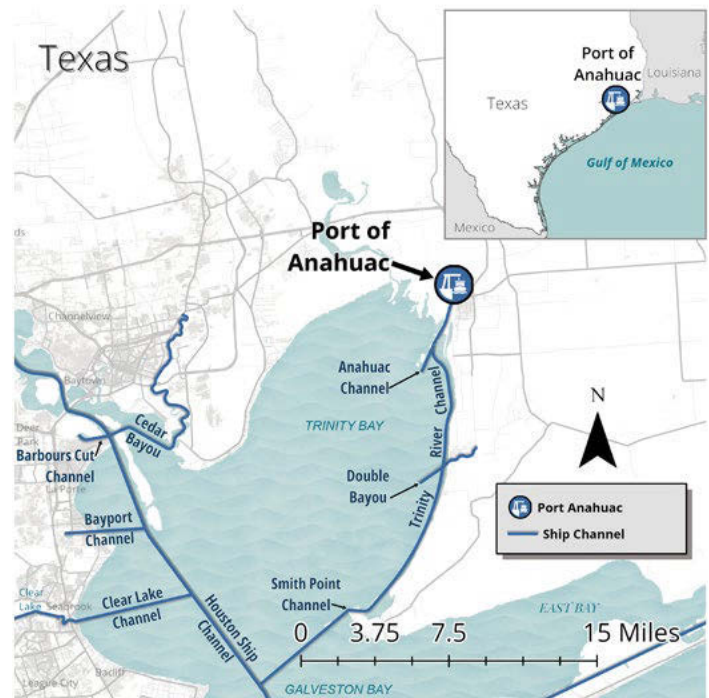
- Anahuac Channel
- Cedar Bayou Channel
- Double Bayou Channel
- Smith Point Channel
- Trinity River Channel to Liberty, TX

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

Port Projects

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

Cost provided by port/navigation district

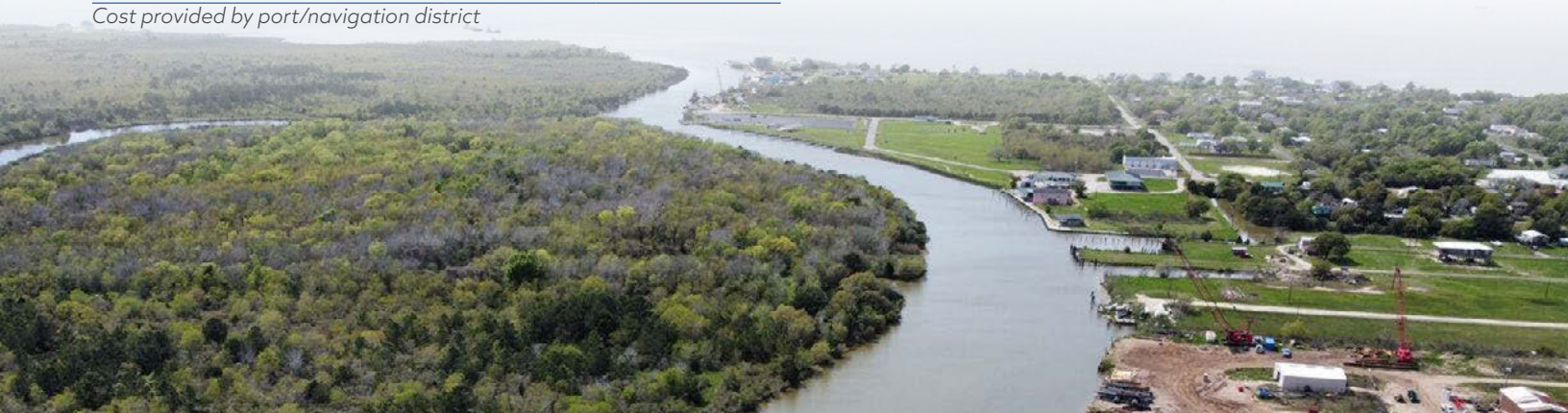
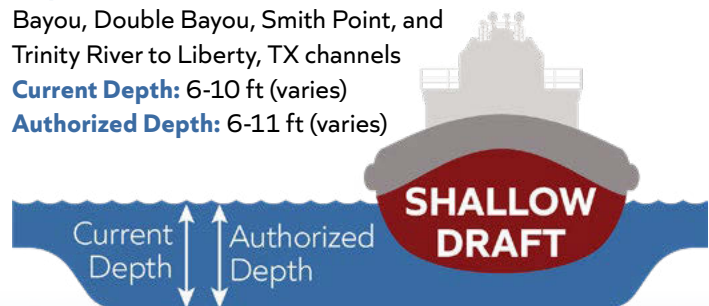


SHIP CHANNELS

Ship Channel Name: Anahuac, Cedar Bayou, Double Bayou, Smith Point, and Trinity River to Liberty, TX channels

Current Depth: 6-10 ft (varies)

Authorized Depth: 6-11 ft (varies)





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

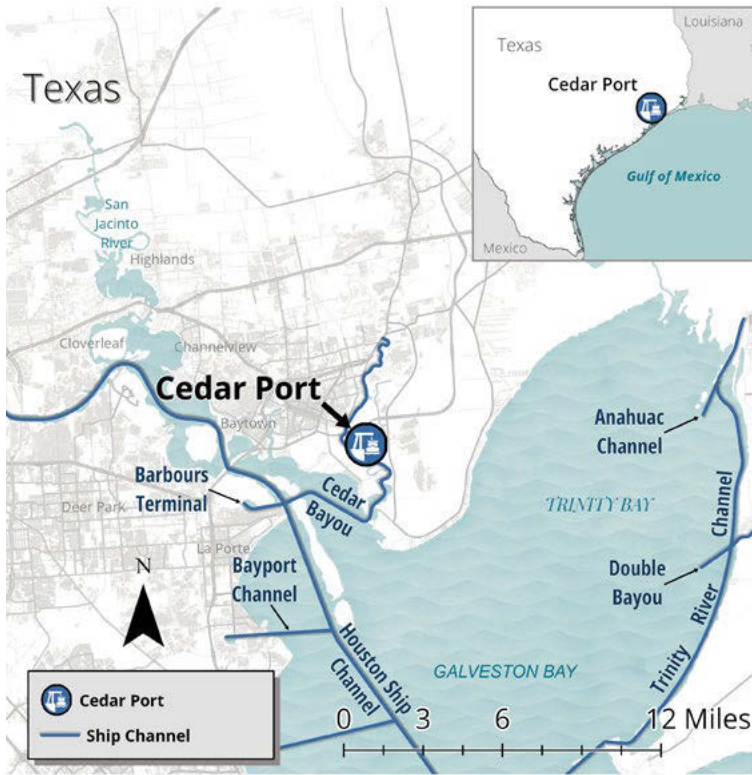
Cedar Port has initiated several critical connectivity projects aimed at improving inland access and enhancing port operations. These projects include:

- **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

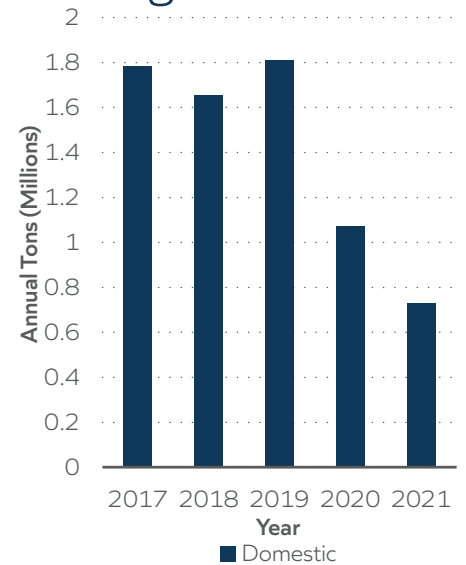
EXPORTS

- Plastic Resins
- Fertilizers & Chemicals
- Agriculture & Food

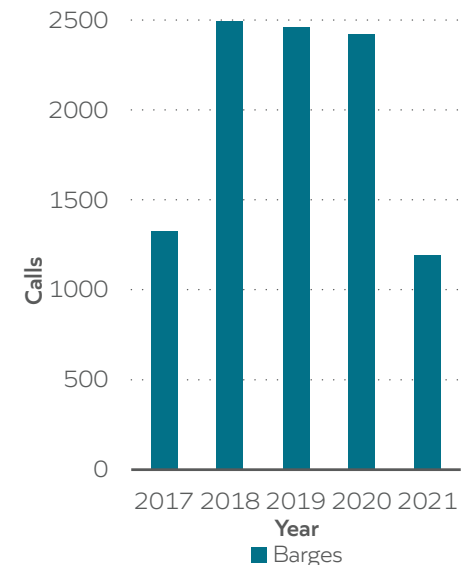
IMPORTS

- Manufactured Goods
- Crude Materials
- Steel

Tonnage



Vessel Calls



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



PORT of PORT ARTHUR

Port of Port Arthur Navigation District

Larry Kelley, Executive Director/CEO

www.portpa.com



Commercial
Fishing



Bulk



Ro/Ro



Energy



Break Bulk



Container

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

Port Priorities & Opportunities

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

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

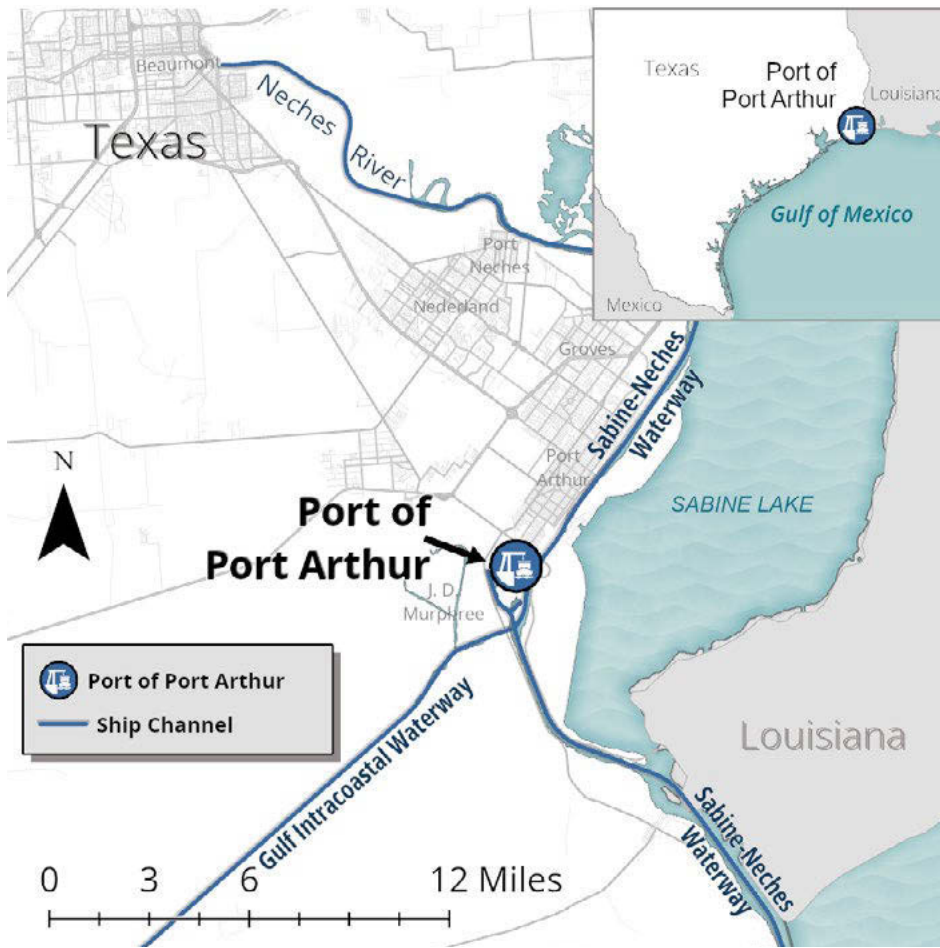
80 Million Lbs
of commercial fisheries landings
from 2018 to 2022 worth
\$180 Million

Port Projects

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

Costs provided by port/navigation district





PORT FACILITIES

DOCKS & WHARVES

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

CARGO HANDLING

- 2 generators
- 75-ton capacity rail mounted crane

LAND & STORAGE

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

SHIP CHANNEL

Ship Channel Name:

Sabine-Neches Waterway

Current Depth: 40 ft

Authorized Depth: 48 ft

INTERMODALITY

ROAD

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

RAIL

- Canadian Pacific Kansas City rail connected to Union Pacific

BARGE

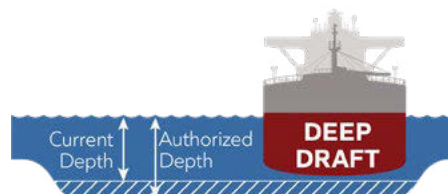
- Direct access to GIWW (M-10, M-69)

AIR

- 11 miles to Jack Brooks Regional Airport

PIPELINE

- Direct connections available



CARGO CONNECTIONS

Top Trading Partners

EXPORTS

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

IMPORTS

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

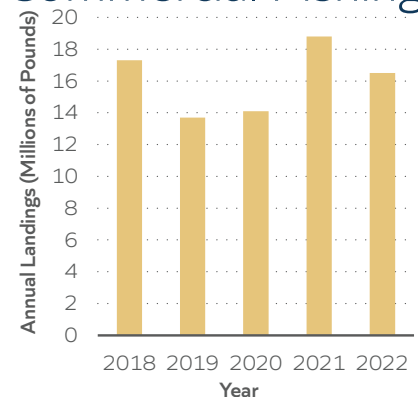
Data from USA Trade for 2023

Top Commodities

EXPORTS & IMPORTS

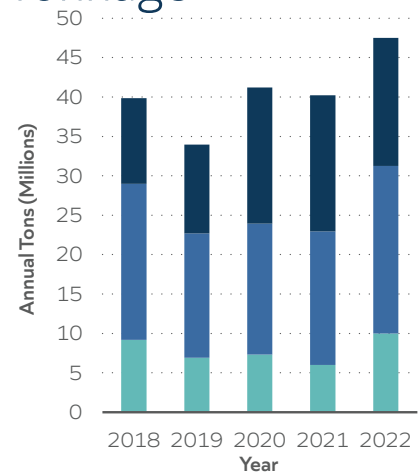
- Petroleum & Petroleum Products
- Pulp, Aluminum, Pellets

Commercial Fishing



Commercial fishing data from NOAA, 2023

Tonnage



Tonnage data from USACE Waterborne Commerce Statistics Center, 2024



PORT of SABINE PASS

Sabine Pass Port Authority

Mark Viator, Port Director

www.sabinepassportauthority.com



Bulk



Energy



Break Bulk



Commercial
Fishing



Other

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

Port Priorities & Opportunities

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

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

PORT HIGHLIGHTS



Deepwater LNG-
Compatible Gulf Port



Environmental
Sustainability

Port Projects

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

Costs provided by port/navigation district





PORT FACILITIES

RECREATIONAL FISHING

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

ENERGY-EFFICIENT OPPORTUNITIES

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

SHIP CHANNELS

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

Current Depth:

12 ft (SP) | 40 ft (SNWW)

Authorized Depth:

12 ft (SP) | 48 ft (SNWW)

INTERMODALITY

ROAD

- Highway connections to SH 87

RAIL

- None

BARGE

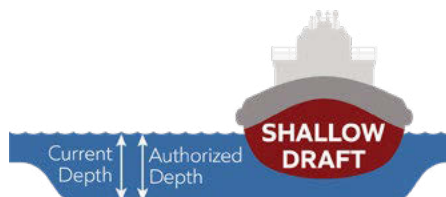
- Direct access to GIWW (M-10, M-69)

AIR

- 24 miles to Jack Brooks Regional Airport

PIPELINE

- Connections available



CARGO CONNECTIONS

Top Commodities

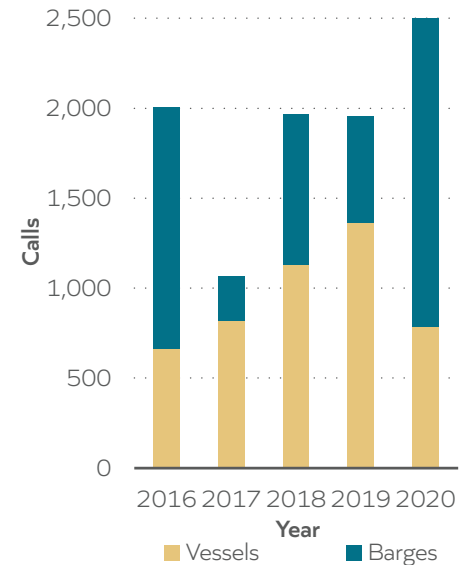
EXPORTS

- Petroleum & Petroleum Products
- Crude Materials

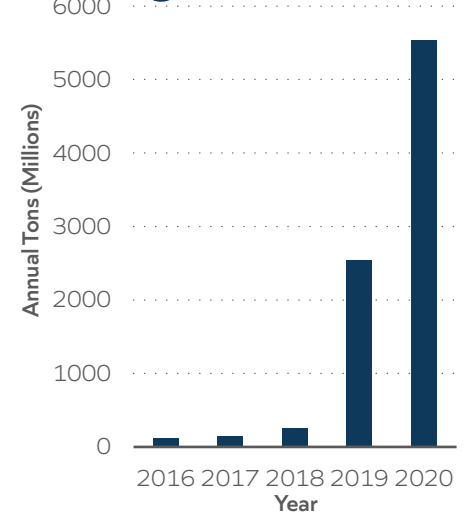
IMPORTS

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

Vessel Calls



Tonnage



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



Texas Department of Transportation