

# Corralling Texas Ports

They grow their ports big in Texas. So it's no small consequence that the Gulf Coast region and the United States at large greatly depend on the state's global gateways to wrangle cargo from all corners of the world.

Texas ports transport an average of 317 million metric tons of cargo annually – or 17 percent of total U.S. port tonnage – and more than half of U.S. foreign imports and exports. From agricultural products to oil, via tankers and containerships, between Corpus Christi, Freeport, Houston, Galveston, and Beaumont, the Texas maritime trade is blazing trails for a new economy.

Join Corpus Christi Mayor Joe Adame and *Inbound Logistics* as we explore how Texas' Gulf Coast ports are steering economic growth throughout the country.



## Gulf Coast Ports Drive Economy



**by Joe Adame**  
Mayor, Corpus Christi, Texas

**A**s experts continue to monitor the economy's recent growth, one fact remains: job creation will be at the heart of any recovery. Around the country, business and community leaders continue to seek new ways to spur large-scale job creation. With the economy more global and interactive than ever—as the financial crisis proved—the value of trade access to and from expanding markets cannot be overstated. Trade means job growth, and several communities around the country are learning firsthand just how valuable global access can be in the new economy.

Another fact exists in at least one part of the nation: for U.S. Gulf Coast ports and the communities that host them, it is an exciting time to be in business. Two developments in the near future have port directors and city leaders from Texas to Florida planning for an influx of new opportunities and anticipating the economic impact these developments will have across the Gulf Coast. Recent reports that the trade deficit is declining suggest that a recovery is gaining strength, and upcoming developments mean that Gulf Coast logistics networks will play a key role in driving economic growth throughout the country.

In 2014, the Panama Canal expansion will nearly double its capacity and allow for shipments from the flourishing Asian market to hit the central and eastern United States with unprecedented speed and maritime access. Less assured is the impact that the potential opening of the Cuban economy will have on the United States, should trade relations normalize.

What is clear is that both opportunities open up new markets for shippers, port officials, and communities

throughout the United States. In anticipation, many communities have already begun to expand their facilities and plan infrastructure to service the growth these developments will bring. To seize the opportunity that these expansions and renewed global growth create, civic leaders have to be in the business of facilitating infrastructure growth to service new opportunities.

### **GETTING READY**

Port officials in Corpus Christi, Texas, have already begun a historic facility expansion with the announcement of a 250,000-TEU terminal to occupy a long-vacant 1,100-acre site called the La Quinta Trade Gateway. Accessibility to new markets, particularly those in Asia created by the Panama Canal expansion, provides the port and the city with an impetus to expand operations and upgrade facilities.

Couple that with the port's access to U.S. markets—only one left turn from the Port of Los Angeles using existing ground routes—and the Port of Corpus Christi serves as a leading economic driver for a region of more than 400,000

people. In addition to local funding, the port hopes to take advantage of another once-in-a-lifetime opportunity: the \$787-billion stimulus package and its generous subsidies for infrastructure projects with proven benefit to the national economy.

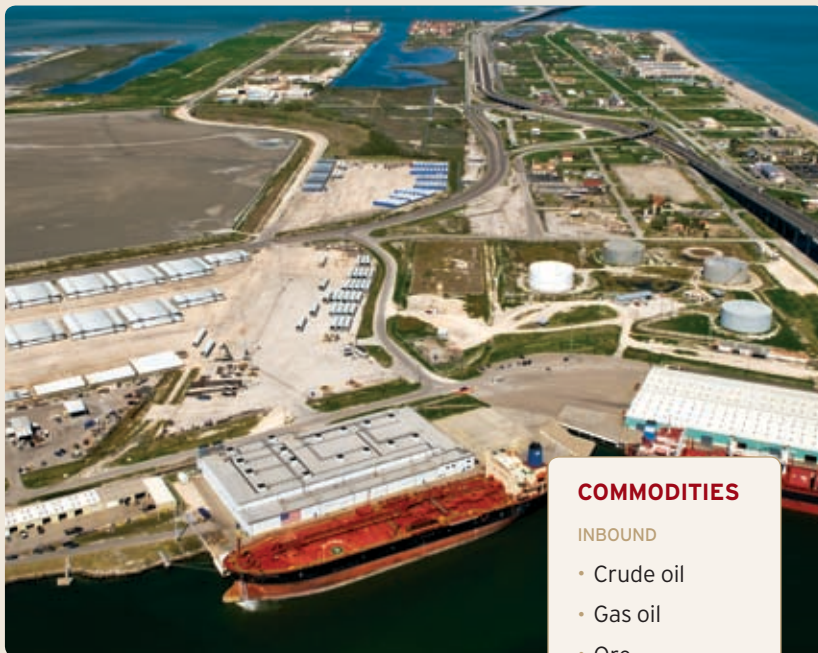
With the global economy more interactive than ever before, the value of logistics and infrastructure development is vastly important to communities looking to grow their regional economies. To have a community with access—through air, maritime, ground, or rail resources—is perhaps the greatest asset for any public official in driving economic development in the 21st century. Logistics infrastructure not only provides a valuable flow of goods through the import economy, but provides a strong resource for local industries to reach new markets, whether inside the United States or around the world.

As unemployment continues to gnaw at growth, community leaders are taking the necessary steps to grow their job bases locally. The presence of a port, and the international relevance it generates for a community, presents vast job creation opportunity for industry, shippers, and port services in the coming years.

### SEIZING THE OPPORTUNITY

Many pundits have noted the economic crisis created an unprecedented opportunity for those willing and able to seize it. The confluence of a series of historical moves, from government spending to long overdue infrastructure improvements, are energizing communities around the nation to maximize their value in the global economy.

The Gulf Coast continues to grow into an important center for international trade with all the world's continents. As the world economy heals, it may just be the Gulf Coast and its ports that signal the all-clear and return the U.S. economy back to the forefront of global growth. It will be up to local and national leadership to provide these economic engines with the fuel they need to grow our economy back to its place at the head of the global class.



## PORT OF CORPUS CHRISTI

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

**Main Channel Depth:** 45 feet

### TRADE DATA

**Vessel Calls:** 5,151

**Imports:** 43,373,738 short tons

**Exports:** 11,981,473 short tons

**Domestic Trade:** 21,430,962 short tons

**Foreign Trade:** 55,355,211 short tons

**Total Trade:** 76,786,173 short tons

**U.S. Total Tonnage Ranking:** #5

### CARGO FACILITIES

- Four multi-purpose docks, one Roll-On/Roll-Off ramp—all with rail access.
- 100,000-square-foot reefer facility.
- 280,000-square-foot enclosed warehouse.
- 100 acres of open storage yards, one public elevator, one bulk terminal with two docks, 11 liquid bulk docks.
- Foreign Trade Zone covering more than 10,000 acres.

### COMMODITIES

#### INBOUND

- Crude oil
- Gas oil
- Ore
- Feed stock
- Slop and slurry
- Aggregate

#### OUTBOUND

- Gasoline
- Diesel
- Wheat
- Feed stock
- Sorghum
- Cumene
- Alumina

### TRADE PARTNERS

- Venezuela
- Nigeria
- Mexico
- Saudi Arabia
- Algeria
- Kuwait
- The United Kingdom
- Australia
- New Zealand
- Cuba



## PORT OF BEAUMONT

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

**Main Channel Depth:** 40 feet

### TRADE DATA

**Vessel Calls:** 198

**Imports:** 41,167,853 short tons

**Exports:** 5,627,771 short tons

**Domestic Trade:**  
22,687,915 short tons

**Foreign Trade:**  
46,795,624 short tons

**Total Trade:** 69,483,539 short tons

**U.S. Total Tonnage Ranking:** #7

### CARGO FACILITIES

- 121,000 square feet of open wharf space.
- Harbor Island Marine Terminal, 100,000-square-foot open wharf.
- Roll-On/Roll-Off Ramp, immediately downstream from Harbor Island Marine Terminal.
- 3.5-million-bushel-capacity grain elevator.
- Rail-to-ship bulk transfer facility; ship loading rate: 10,000 metric tons/day.

### COMMODITIES

- Bulk grain
- Potash
- Aggregate
- Metal articles
- Forest product
- Military cargo
- Project cargo

### TRADE PARTNERS

- Brazil
- Canada
- Iraq
- Russia
- China



## PORT FREEPORT

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

**Main Channel Depth:** 45 feet

### TRADE DATA

**Vessel Calls:** 3,000

**Imports:** 22,971,011 short tons

**Exports:** 2,736,193 short tons

**Domestic Trade:**  
4,135,091 short tons

**Foreign Trade:**  
25,707,204 short tons

**Total Trade:**  
29,842,295 short tons

**U.S. Total Tonnage  
Ranking:** #26

### CARGO FACILITIES

- 186 acres of developed land and 7,723 acres of undeveloped land.
- 14 operating berths (public and private docks), a climate-controlled facility, and a 70-foot-deep berthing area.
- Future expansion includes a 1,300-acre multi-modal facility, two multi-purpose 1,200-foot berths on 50 feet of water, and two dockside 120,000-square-foot transit sheds.

### TRADE PARTNERS

- |                      |                |              |
|----------------------|----------------|--------------|
| • Dominican Republic | • Cuba         | • Mexico     |
| • China              | • Iraq         | • Nigeria    |
| • Colombia           | • India        | • Costa Rica |
| • Guatemala          | • Honduras     | • Brazil     |
| • Venezuela          | • Saudi Arabia |              |

### COMMODITIES

#### INBOUND

- Aggregate
- Chemicals
- Clothing
- Crude
- Food
- Paper goods
- Resins
- Wind turbines

#### OUTBOUND

- Autos
- Chemicals
- Clothing
- Food
- Paper goods
- Resins
- Rice



## PORT OF GALVESTON

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

**Main Channel Depth:** 40 feet

### TRADE DATA

**Vessel Calls:** 944

**Imports:** 1,825,635 short tons

**Exports:** 3,755,754 short tons

**Domestic Trade:**  
4,199,979 short tons

**Foreign Trade:**  
5,581,389 short tons

**Total Trade:**  
9,781,368 short tons

**U.S. Total Tonnage Ranking:** #53



### CARGO FACILITIES

- Terminal Railway – provides rail connections to Burlington Northern Santa Fe and Union Pacific.
- Pier 10 Terminal – 1,346-foot, two-berth dock; water depth of 40 feet; 38-acre terminal; on-terminal rail ramp; truck and rail served.
- Pier 37-38 Rail Barge Terminal – rail bridges designed to transfer railcars from rail line to barge and back again; water depth of 22 feet; rail and truck served.
- Foreign Trade Zone – undeveloped land, available warehouse operator services.

Portfolio Sources: (2008) U.S. Army Corp of Engineers Waterborne Commerce Statistics Center; 2008 Guide to the Economic Value of Texas Ports, Center for Transportation Research, The University of Texas at Austin

### COMMODITIES

- Grain
- Fertilizer
- Bulk liquid
- Bananas/fruit
- General cargo

### TRADE PARTNERS

- Mexico
- Guatemala
- Panama
- Colombia
- Venezuela
- Brazil
- Dominican Republic
- Spain
- Italy
- Egypt
- Israel
- Turkey
- Bulgaria
- Belgium
- England
- Germany
- Saudi Arabia
- United Arab Emirates
- Kuwait
- Singapore
- China

## PORT OF HOUSTON

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

**Main Channel Depth:** 40 feet

### TRADE DATA

**Vessel Calls:** 8,058

**TEUs:** 1,797,198

**Imports:** 92,018,956 short tons

**Exports:** 54,380,670 short tons

**Domestic Trade:**  
65,808,295 short tons

**Foreign Trade:**  
146,399,626 short tons

**Total Trade:** 212,207,921 short tons

**U.S. Total Tonnage Ranking:** #2

### CARGO FACILITIES

- Bayport Container and Cruise Terminal – when fully developed, the terminal will have a total of seven container berths with the capacity to handle 2.3 million TEUs on a complex that includes 376 acres of container yard and a 123-acre intermodal facility.
- Barbours Cut Container Terminal – 6,000 feet of continuous quay, Roll-On/Roll-Off platform, a LASH dock, 230 acres of paved marshaling area, 255,000 square feet of warehouse space, refrigerated food warehouse.

### TRADE PARTNERS

- Mexico
- Saudi Arabia
- Iraq
- Venezuela
- China

