

The Port of Houston

The Port of Houston's market strength and strategic location represents a winning combination for business growth and increased industrial development. The economic impact of the Port of Houston is significant, accounting for \$178.5B of total economic activity in Texas, including \$56.5B of total personal income, and \$4.5B in state and local taxes. Total value of foreign trade through the Port of Houston in 2011 was \$242.5B. Among the largest developments is the \$1.2B Bayport Container and Terminal Project, which generates an estimated \$1.6B of annual business and tax revenue, as well as 32,000 jobs. The most recent phase completed added 1,330 feet of additional wharf, 18 Rubber Tire Gantry (RTG) yard cranes, six post Panamax cranes, a total of 7,000 feet of berthing space at final build-out and 2.3M TEU (twenty-foot equivalent unit) capacity. The significant increase in demand for waterborne cargo has been driven by several factors, including trade agreements with Asia, Europe and Latin America, as well as the overall expansion of global industrialization. Significant increased demand at the Port of Houston continues to put the port on the top of port rankings. In 2011, The Port of Houston ranked first in the United States in international waterborne tonnage handled and was second in total cargo tonnage in 2011. A Port of Houston Authority 2012 economic impact study showed that more than 1.1 million jobs in Texas and nearly \$179 billion of annual statewide economic activity were in some way related to cargo moving through the port.

The Port of Houston Authority (PHA) has planned significant infrastructure improvements over the next few years to accommodate larger vessels and increased cargo resulting from the Panama Canal expansion. Plans for 2012 include \$206 million in capital improvement projects. Approximately \$146 million will be allocated to continued development and modernization of Bayport and Barbours Cut container terminals. In addition, about \$5 million has been allocated for maintenance dredging and related improvements of the Houston Ship Channel. The remaining 2012 capital budget will be used primarily for projects at the general cargo and bulk terminals in the Turning Basin area and port security.

Container imports received at the Port of Houston Authority rose by 5.5 percent in 2011. The PHA handled 16.9 million tons of cargo containers in 2011, a 4.3 percent increase from the previous year's total of 16.2 million tons. The Port Authority handled 4.3 million tons of steel in 2011, reflecting an increase of 58 percent over 2010. An immense network of interstate highways and railways connect the port with an inland market of approximately 100 million customers. Over 25 million square feet of distribution centers near the port and other centers are growing around the Houston metro area in response to the port's global trade and commerce.

HOUSTON - THE IRREPLACEABLE PORT

The Houston Port Authority was the first to introduce double-stacking rail cargo, and the first to receive certain ISO certifications for environmental management and security. It was also a leader in the creation of foreign trade zones. Thus, it came as no surprise that Containerisation International named Houston the Port Authority of the Year in 2011. The Port of Houston handles seventy percent of all the containerized cargo in the U.S. Gulf of Mexico and is vital to the nation's petrochemical industry. Unlike key East and West Coast ports, there are no alternatives to the Port of Houston. New Orleans and Tampa might possibly handle Houston's vessel traffic, but those ports lack the energy, security, and inland infrastructure that make Houston a one-of-a-kind.

PORT OF HOUSTON AUTHORITY
TOTAL TONNAGE HANDLED 2001-2011

