

Greater Houston Port Bureau

Port Bureau News

March 2021

Project 11: A Strategic Waterway and Economic Powerhouse



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As the number of vessels calling on the port of Houston continues to grow, expansion of this critical transportation artery is imperative. Expediting Project 11 is designed to ensure timely completion of expansion. Photo courtesy of Enterprise Products.



A Game Changer for Galveston Economy-3rd Cruise Terminal. Port of Galveston announced that Royal Caribbean International (RCI) will begin building a \$100 million cruise terminal at the Port of Galveston's Pier 10 in April. Read more on page 13.



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Captain's Corner

Better in Texas



February was a frustrating time to live and work in Houston. When so much of the “energy capital of America” didn’t have power, it was simply embarrassing, even for transplants like myself who haven’t always called this state their home.

Yet, Texas is still the place to be, and I am confident that our port industries have gained value lessons learned that will make us even more resilient. This setback won’t stem the tide of new business coming to Texas. In 2020 alone, several major companies moved to or expanded their operation in Texas, including Amazon, CBRE, Tesla, Hewlett Packard and Oracle. These moves add momentum to the strength and size of Texas’s economy, especially when considering the difficulties of the past year.

Texas has a lot to offer, particularly for companies with a mind for international trade. It has the largest U.S. rail and road infrastructure, the most U.S. ports of entry, a multilingual workforce, a robust international financial community, and more that makes our state a hub for global trade. Texas has been the top exporting state for 19 years, with exports valued at \$279.3 billion in 2020 – and a major importing state, with our manufacturing and trade sectors bringing in products, parts and commodities from around the world. In 2019, Texas was the nation’s second-largest importing state behind California, bringing in nearly \$294.9 billion in goods.

The epicenter of this flow of trade and goods is the greater port of Houston – the country’s largest port by total tonnage and largest petrochemical complex. As we all know, our port plays a critical part in the picture of Texas’s economics. One OpEd writer recently stated that international trade could help Texas emerge from the pandemic stronger than ever. To

me, that points to our port region as playing a major role in the comeback.

Our port is the gateway for facilitating efficient exporting and importing with international and domestic markets. From chemical tankers to container ships, from bunkering to storage capacity, from pipelines to warehouses and an extensive freight transportation network, we are uniquely positioned with the capacity, flexibility, and reliability to handle the flow of trade with predictability.

As businesses look to rebound, they will continue looking for greater efficiencies for a better bottom line, making it essential for us to carry on with forward-thinking pursuits. For some, this may include making their operations “smarter” through emerging IoT technologies or more automation. Speaking more broadly, initiatives to benefit commerce on the waterway, such as Project 11 and port optimization, will provide substantial benefits to everyone. They are imperative for keeping us efficient, attracting new customers, and securing future economic growth.

The business of Texas relies on the business of maritime — and there is certainly no better place for maritime commerce than the Houston port region. We connect an ocean of opportunities for a recovering economy in the Lone Star State.

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A Strategic Waterway and Economic Powerhouse

With the 52-mile Houston Ship Channel (HSC) serving as a foundation, the greater port of Houston region handles more cargo and exports than any other port in the nation. In addition to its strategic importance for the U.S., the port of Houston is also a vital economic driver for the region, the state and the nation. Essential to our national security, the port of Houston provides global access to the largest petrochemical manufacturing cluster in the western hemisphere, low-cost, high-quality energy products from the world's most prolific producing areas in the Permian Basin, and the fourth-largest metropolitan area in the U.S.



Photo courtesy of Danny Schnautz



As the number of vessels calling on the port of Houston continues to grow, expansion of this critical transportation artery is imperative. In support of that mission, a unique partnership involving the Port of Houston Authority (PHA) seeks to expedite the expansion.

A competitive waterway is essential not only to maintaining current employment levels but creating the new jobs necessary for economic growth to continue in the wake of the global pandemic. More than 200 private companies have operations on the channel, representing 20 percent of Texas' GDP, and HSC supports more than 3 million jobs nationwide. The expansion would also generate additional tax revenue to support schools, as well as other public entities and infrastructure.

Expediting Project 11 designed to ensure timely completion of expansion.

Project 11 (the 11th major expansion of the HSC), includes widening a critical segment of the channel from 530 feet to 700 feet using a local funding plan that is the first of its kind. Congress approved the widening and deepening of the channel last December as part of the Water Resources Development Act of 2020. However, relying on traditional federal funding mechanisms would require decades to complete the expansion. The collaboration of public and private entities is seeking to expedite the process and complete the expansion within 5 years, allowing the port of Houston to preserve and even grow its market share.

Private and Public Terminals Driving Economic Impact Across Houston Region and the Entire USA

		Port of Houston	Percent of All TX Ports
United States	Jobs	3.2 MILLION	53%
	Economic Value	\$802 BILLION	57%
Texas	Jobs	1.35 MILLION	75%
	Economic Value	\$339 BILLION	72%

Expediting the expansion is imperative to ensuring that safe and efficient traffic continues. Handling approximately 8,300 deep draft vessels and more than 200,000 barge movements per year, the HSC is responsible for more commerce than any other waterway in the U.S. It is also ranked first in U.S. foreign waterborne tonnage. As a major energy hub with unparalleled access to global markets, the HSC is home to the largest concentration of petrochemical manufacturing plants in the western hemisphere and is a leading exporter of high quality, low-cost hydrocarbons from vast sources such as the Permian Basin. Project 11 would allow movements of ships greater than 1,100 feet, which are currently banned under state law and increase the number of nighttime transits. As a result, the HSC could

safely accommodate an additional 1,400 vessels per year, representing an incremental 91 million tons of cargo and approximately \$200 billion in economic impact, making Project 11 the largest non-federally funded project in U.S. history.

The expansion would make it easier for larger ships to arrive and depart, thereby facilitating two-way traffic and reducing delays for all vessels. In addition to ensuring safe and efficient traffic, Project 11 would help reduce delays and ensuing demurrage charges, which can run \$25,000 - \$50,000 per day, depending on the ship, and control operating costs for things such as fuel, equipment, and supplies.

not only provide environmental benefits locally, but for the rest of the world too. For instance, the expansion could accommodate more vessels that export cleaner burning fuels, including propane, which is already being used abroad to replace materials like coal, wood and animal waste traditionally used by billions around the world for heating and cooking. In doing so, an increasing number of global citizens, especially those in developing nations, are enjoying longer life expectancy and a better quality of life, while deforestation is reduced in the process.

Public-private initiative making progress.

Since mid-2019, representatives from the PHA and companies that rely on the HSC have dedicated themselves to developing a financing arrangement that is legal, fair, and straight-forward to implement. The PHA and industry will share the cost of the non-federal portion of the expansion, which is estimated to be about \$1 billion.

Safety is the Key Supporting Reason for Widening and Deepening

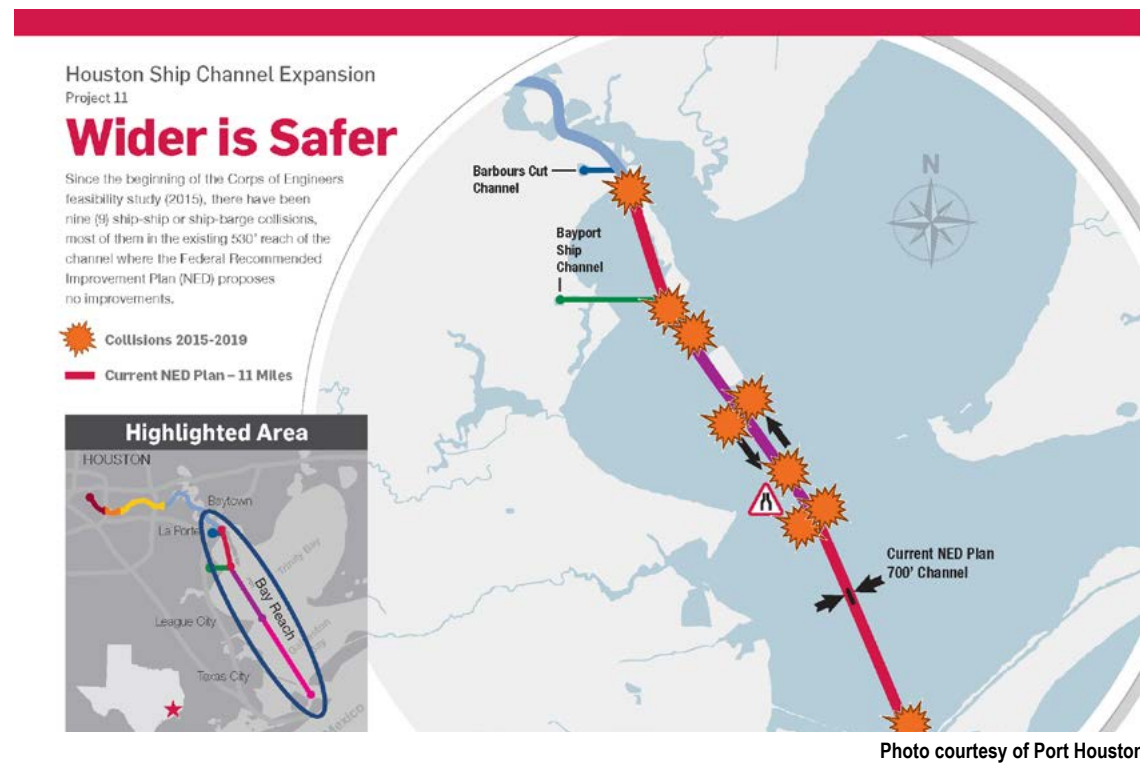


Photo courtesy of Port Houston

Environmental benefits and improved quality of life.

Greater efficiency and less waiting time for idling vessels anchored offshore is also expected to reduce emissions of CO2, NOx and other greenhouse gases by 3-7 percent per year (Source: Port Houston presentation – Western

Dredging Association Webinar – Jan. 14, 2021). In addition, dredge material would be used to expand marsh and wildlife habitats, including hundreds of acres of replacement oyster reef pads. The environmental benefits of Project 11 would

Environmental Considerations of Widening and Deepening

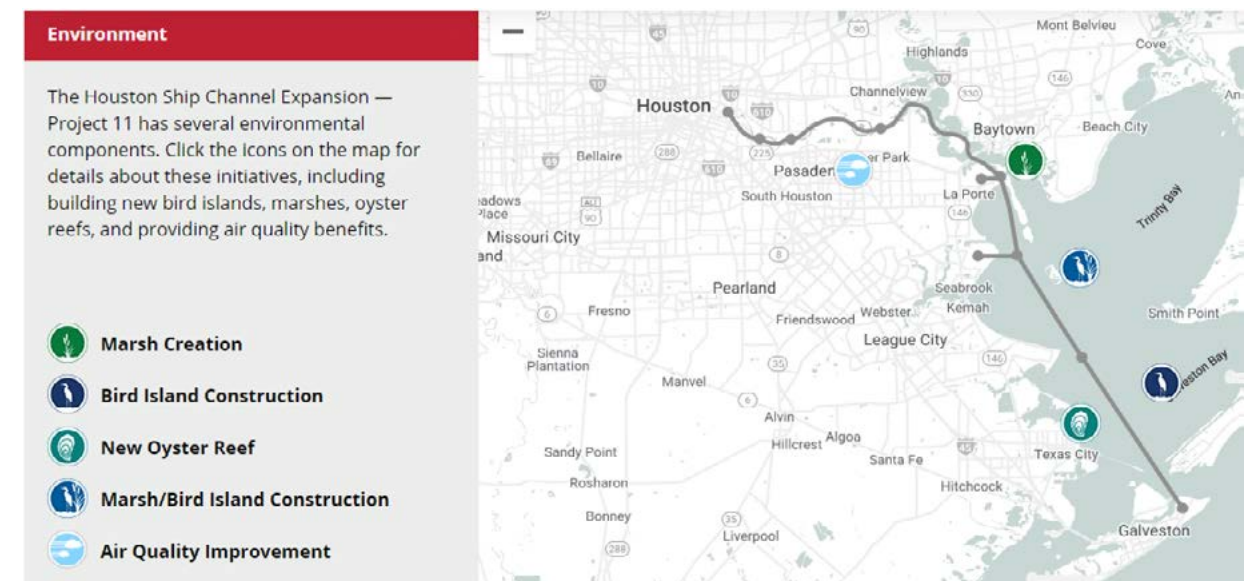


Photo courtesy of Port Houston

How you can help

If you would like to have a voice in how the expansion of the HSC moves forward, we encourage you to join the Greater Houston Port Bureau. If you would like additional information or have questions, please email info@txgulf.org or call (713) 678-4300.



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New Generation Learns to 'Sing Out at a Rope' on TikTok



When you least expect it, old becomes new again. Old sea shanties have been embraced by a new generation of singers – thanks to Scottish postman and aspiring vocalist Nathan Evans. Evans launched a tidal wave of enthusiasm for this maritime genre in December by singing his rendition of the old song, “Soon May the Wellerman Come” on TikTok — the video-sharing social networking service owned by Chinese company ByteDance. His “Wellerman” went viral. The rousing work-song and others like it, flooded TikTok and burst onto the notice of the larger culture. This digital swell of song has been christened #ShantyTok.

Google Trends tweeted in January that “sea shanties” had been searched more than at any other time in the platform’s history. Spotify indicated 12,000+ sea shanty playlists were created by the end of December, and Stephen Colbert sang out his own version of Wellerman on his show.

For centuries, the sea shanty (also spelled chantey) kept sailors in a harmonized rhythm as they worked arduously aboard their ships. Consequently, shanty lyrics tend to be simple to learn, energetic, and full of seafaring lore. TikTokers easily jumped in to sing along with the chorus or added a musical accompaniment of their own. Perhaps it’s not surprising that a sea shanty has big appeal to a populace that’s been on near lockdown for a year. It’s been quite a voyage, and a rollicking tune that offers a sense of communal productivity makes the work of getting to safe shores more cheerful.

The value of a hard-working, shanty-singing sailor was extolled by literary great, Herman Melville and was the result of some of the author’s own sea-faring experiences. “It is a great thing in a sailor to know how to sing well, for he gets a great name by it from the officers, and a good

deal of popularity among his shipmates,” he wrote in his semi-autobiographical novel, *Redburn: His First Voyage*, in 1849. “Some sea captains, before shipping a man, always ask him whether he can sing out at a rope.” Melville noted that when the sailors started to lag, the mate would bark out a command: “Come men, can’t any of you sing? Sing now and raise the dead.”

While it is likely sea shanties date back hundreds, if not thousands of years, there are not frequent historical references to them. According to HistoryExtra, the official website for BBC History Magazine, sea shanties “gained common recognition in wider society” about half-way through the 18th century.

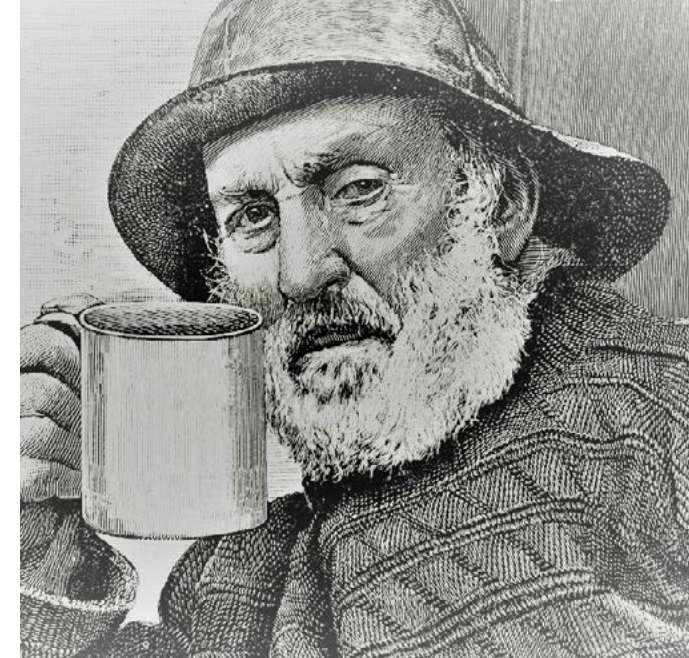
It was predominantly sailors working on merchant vessels that utilized the maritime work songs. The merchant crews used the simple songs to coordinate their actions onboard when heaving lines, setting sails, or turning the capstan (the winch used to raise the anchor). The British Royal Navy, however, seemed to prefer a quieter working routine to ensure the captain’s orders were heard by every man aboard. Some of the most well-known shanties had very specific uses. HistoryExtra notes the capstan shanties were often more lyrical than the shanties employed for heaving and keeping time, as the task at hand involved prolonged work. The “Drunken Sailor”, a very famous shanty, was a hand over hand or ‘short haul’ shanty. These usually had two or more ‘pulls’ per verse, to coincide with heaving on the line. There were also shanties for setting sails and pumping out the bilge water from the ship.

Rather than being a true sea shanty work song, “Soon May the Wellerman Come” is narrative in nature and describes the rigors of working a whaling vessel. As in Melville’s novel, these sailors, too, are having their own epic battle with a whale. The Wellerman individual referred to an employee of the Weller Brothers whaling company that brought provisions to vessels off the coasts of New Zealand and Australia, including the coveted sugar, tea, and rum in the shanty’s chorus.

Not interested in riding the #ShantyTok wave with the teens but would still like to sing along? Drop in on New York’s South Street Seaport Museum for their monthly “Sea Chanteys and Maritime Music” sessions. Hosted by members of The New York Packet musical group virtually via Zoom, participants are invited to listen in, lead or request a song, and belt out the choruses at will. The museum even offers a download for free a custom background for joining in the sea shanty fun. Offered on the first Sunday of each month, the Chantey Sing is free. Visit southstreetseaportmuseum.org/chanteysing.

Judith Schultz

GHPB



Soon May the Wellerman Come

[Verse 1]

*There once was a ship that put to sea
And the name of that ship was the Billy o' Tea
The winds blew hard, her bow dipped down
Blow, me bully boys, blow*

[Chorus]

*Soon may the Wellerman come
To bring us sugar and tea and rum
One day, when the tinguin' is done
We'll take our leave and go*

[Verse 2]

*She had not been two weeks from shore
When down on her, a right whale bore
The captain called all hands and swore
He'd take that whale in tow*

[Verse 3]

*Before the boat had hit the water
The whale's tail came up and caught her
All hands to the side, harpooned and fought her
When she dived down below*

[Verse 4]

*No line was cut, no whale was freed
An' the captain's mind was not on greed
But he belonged to the Whaleman's creed
She took that ship in tow*

[Verse 5]

*For forty days or even more (ooh)
The line went slack then tight once more
All boats were lost, there were only four
And still that whale did go*

[Verse 6]

*As far as I've heard, the fight's still on
The line's not cut, and the whale's not gone
The Wellerman makes his regular call
To encourage the captain, crew and all*

Port Watch

Out With The Old, In With The Cold



The Discovery Corps' winter of 1804 was a brutal one. The Lewis and Clark Expedition chose the confluence of the Knife and Missouri River - an area that would one day be known as North Dakota — for its winter quarters. At Fort Mandan, the explorers were besieged by temperatures as low as -43F forcing guards to be changed at one-half hour intervals and a line of volunteers to assist the blacksmith at his forge. Yet, as the expedition's members did all they could to combat the bone-chilling cold, they were amazed at the “heartiness” of the nearby Mandan tribe despite the sub-zero temperatures. William Clark observed that these denizens of the north could remain outside all night, “...without fire and very thinly clothed...” without injury. He concluded, the “...customs and the habits of those people has ancred [inured them] to bare more cold than

I thought possible for man to indure [sic]”

It would have certainly been interesting, if not insightful, to solicit the views of the Mandans on the fortitude of Lewis and Clark's men with respect to Old Man Winter's wrath. One suspects it may be akin to a resident of Bismarck, North Dakota, commenting on a Houstonian's reaction to a mid-February cold snap. Where life for some continues unabated when the mercury approaches zero; for others, it is a vice that locks all in its frigid grip. Fortunately, there was no ice in the waterways that serve as Texas marine highways; however, commerce was far cooler at the onset of 2021 when compared against 2020 – for most ports that is.

It should come as no surprise - if one has been keeping an eye on regional

shipping trends that the same three ports continue to dominate the positive trend lines. While the remainder of the ports were hard pressed to duplicate the heady trade days of early 2020, the three head turners remain the same: Freeport, Corpus Christi, and Brownsville. Of these three, Corpus Christi was the sole port to experience a monthly decline. Nevertheless, the port was coming off a record month. Consequently, the 8% monthly deficit was still 4.5% higher than January 2020's arrival count. The big question for Corpus Christi is how many more months of 200-plus arrivals will she log this year as compared to last? The maritime tea leaves foretell that she will chalk up another year of double-digit percentage gains.

Brownsville bested last month by one arrival and did the same vis-à-vis January 2020. After this border port eclipsed 2019's arrival tallies by 28% in 2020, she is poised to add to those gains in 2021. Freeport posted one of its strongest starts of any year by outdistancing last year's debut by 16%. The port's arrival number was its highest in 10 months and is also well positioned to establish itself as a consistent triple-digit-arrival-port. As another \$300 million in dredging is dedicated to Freeport, there is little doubt greater volumes of imports and exports will be crossing her docks.

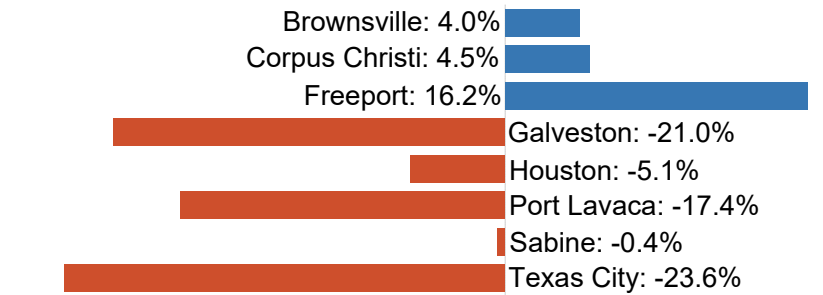
One of the more pleasant surprises in the Texas maritime arena was the port of Sabine's solid showing.

While January 2021 was a slight 0.4% below that of 2020's January, the most recent arrival numbers were above all of the other months in 2020. Thus, the monthly gain of nearly 14% which was primarily attributable to torrid monthly percentage increases in the LPG and chemical tanker counts.

Galveston kicked off the year 21% off of last year's numbers; however, it neither gained nor lost ground when compared to the final month of 2020. Texas City suffered its third consecutive monthly dip and had the ignominious distinction of registering the largest percentage drop when the January of 2020 was stacked up against the most recent January. Unfortunately, the malaise that has beset one of the most lucrative railroad port terminals in the nation will require a dose of \$70-barrel-oil to shake it from its slumber. Then again, a pricier barrel would add wind to the sails of her sister ports as well.

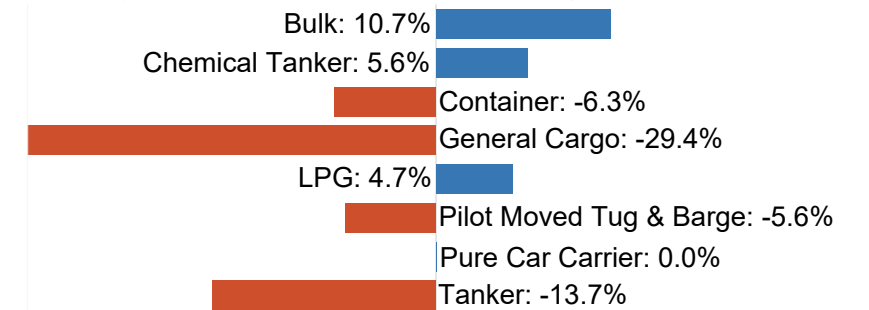
Like Texas City, the port of Houston closed the books on January with a trio of monthly declines. Hence, the month was 2.8% below that of 2020's final month and over 5% off of last year's start. The only vessel category that managed to have a healthy bounce over the preceding month and against the beginning of last year was the bulk carriers at 9% and just shy 11% respectively. General cargo matched its December vessel arrival statistic but fell over 29% short year-over-year. Chemical tankers eclipsed last year's start by

Deepdraft Vessel Arrivals by Port January 2021 Year-to-Date Percent Change



Source: Greater Houston Port Bureau Marine Exchange of Texas

Houston Deepdraft Arrivals by Type January 2021 Year-to-Date Percent Change



Source: Greater Houston Port Bureau Marine Exchange of Texas

over 5% but that arrival number was still 3% below that of the prior month. Containers matched their month-over-month count but were 6% shy that of last year. LPG arrivals had a better start this year – to the tune of roughly 5% — but fell over 7% during the last month. Tankers could not claim a gain on either front as reflected in a 2% monthly wane and a near-14% plunge year-to-date.

Tows arriving from the high seas lost momentum during the first month of the new year after a respectable performance overall in 2020. The monthly decline matched that of the January-against-January loss of 5.6%. Things were not as staid on the inland tow front as 4% more tows navigated across the Houston Ship Channel. Nevertheless, 2020 had a far more positive start than 21 – 14.5% more to be precise.

The first full month of winter tends to be a bit of a bell weather as to how commerce will flow ‘to and fro’ the Lone Star State's ports. Alas, like everything else, past results are not

necessarily an indication of future performance. Be that as it may, parting ways with a tempestuous 2020 gave rise to a hope for better things on the horizon. Such was the sentiment of the Discovery Corps when 1805 dawned. They were eager to shake off the winter blues and introduce the neighboring Mandans to New Year festivities. Thus, the intrepid explorers descended upon their village with fiddle and dance. The Mandans sat wide-eyed as they watched a Frenchman dance on his head and hands and the hulking York move with the agility of a small child. When the fires had ebbed and the bellies were full, it no longer mattered to the Mandans that these strangers from afar were not accustomed to their winters for the traveler's spirit had brought warmth to their remote village.



Tom Marian
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Port Bureau Updates

Port of Beaumont Receives Marine Highway Project Designation for Proposed Container on Barge Operation



Photo courtesy of Port of Beaumont

The U.S. Department of Transportation’s Maritime Administration (MARAD) recently announced the designation of the Port of Beaumont’s Marine Highway Project, a proposed container on barge operation from the Port of Beaumont to Port Houston, in partnership with Iron Horse Terminals.

The America’s Marine Highway Program (AMHP) authorizes the designation of Marine Highway Routes and Marine Highway Projects. A Marine Highway Project is a planned service, or expansion of an existing service, on a waterway that has been designated “Marine Highway Route.” The Beaumont area is located along two established Marine Highway Routes - M-10 and M-69. The Marine Highway Project Designation makes projects that aim to use waterways to move cargo instead of interstates, eligible for federal funding under the Marine Highway Grant program. These projects are designed to shift freight off congested highways, onto “marine highways.” Congress has appropriated \$10.8 million for America’s Short Sea Transportation Program (America’s Marine Highways) for Fiscal Year 2021.

“The volume of freight handled by the Port of Beaumont, and in Southeast Texas, continues to grow,” said Port Director

Chris Fisher. “This project will provide a transportation alternative to shippers that will result in lower transportation costs, reduction in emissions and significant safety benefits.”

“We are excited to be partnering with the Port of Beaumont on this project to help increase the efficiency of the regional supply chain and provide options for manufacturers and producers when moving product out of the region and internationally,” said Iron Horse Terminals General Manager Cody Birdwell.

The proposed container on barge project will allow manufacturers in Southeast Texas to use the marine highway system as an alternative to existing truck and rail infrastructure. It is projected that a minimum of 13,000 forty-foot equivalent units (FEUs) per year (252 per week) of containerized cargo will be handled by the facility, providing weekly service between the ports of Beaumont and Houston. In partnership with Iron Horse Terminals, the Port of Beaumont Container on Barge operation is projected to reduce truck miles traveled annually by 416,976 miles. The next step will be to determine the feasibility of the proposed project.

New Royal Caribbean Cruise Terminal Will Benefit Galveston Economy



Photo courtesy of Port of Galveston

One of the world’s largest cruise ships will homeport in Galveston for the first time ever, beginning in November 2022. Royal Caribbean International’s (“RCI”) *Allure of the Seas* will sail 7-night Western Caribbean itineraries from RIC’s new state-of-the-art cruise terminal, set to begin construction this April and to open in the fall of 2022.

The two-story terminal will have a footprint of approximately 170,000 square feet on 10 acres at the Port of Galveston’s Pier 10. The facility will feature cutting-edge technology, including mobile check-in and facial recognition to expedite guest arrival. The terminal will be designed and developed sustainably to meet LEED (Leadership in Energy and Environmental) certification standards.

The Port of Galveston estimates the annual impact from this terminal will include:

- 1,320 new jobs
- \$60.7 million in personal income
- \$1.4 billion in local business services revenue
- \$5.6 million in state and local taxes

It will also generate millions of dollars in direct revenue for the port and the city of Galveston.

Outlining the forecast on their website, the port indicated the new RCI terminal will generate millions of dollars in ground rent and other revenues for the port, which they will reinvest in infrastructure and capital improvements as outlined in their Strategic Master Plan. Planned investments aim to grow port business, create more jobs and stimulate the local economy.

Construction of a third cruise terminal was put on hold in 2021 due to the pandemic. RCI exercised a contract option to extend its final decision until April 2021. In the meantime, RCI and port staff have continued to lay the groundwork to move forward.

While the pandemic may have shifted the timeline, the Port of Galveston stated RCI and the port staff are ready to go as soon as the agreement is finalized in the coming weeks. For more information, visit www.portofgalveston.com.

Enterprise Products Signs Virtual Power Purchase Agreement with EDF Renewables North America for Solar Energy



EDF Renewables North America announced a power purchase agreement for the

second tranche of the Space City Solar Project with an affiliate of Enterprise Products Partners L.P. (NYSE: EPD) for 100 MWac / 132 MWdc. The Project's total capacity is up to 345 MWac / 455 MWdc. Space City Solar, located in Wharton County, Texas, is expected to commence construction in Summer 2021 and begin delivery of clean electricity in Summer 2022.

Approximately 300 jobs are expected to be created during the construction phase with more than \$30 million generated in new tax revenue over the operating life for Wharton County taxing entities.

Space City Solar is specially designed to generate clean energy while minimizing impacts to wildlife, habitat, and other environmental resources. The project will utilize high efficiency bifacial solar photovoltaic (PV) modules.

"This transaction demonstrates EDF Renewables' continued commitment to helping corporate customers meet their wholesale power supply needs and sustainability initiatives," said Matt McCluskey, vice president, South Region Development for EDF Renewables. "Space City Solar will provide an economic boost to the local economy through construction jobs, local spend and an expanded tax base."

A.J. "Jim" Teague, co-chief executive officer of Enterprise's general partner stated, "We are committed to being a responsible steward of the environment, including using energy sustainably across our footprint. In 2020, we launched an initiative to evaluate opportunities to expand solar power purchasing and/or installations across our system. We are proud to say this purchase agreement is a result of those efforts. We estimate that by 2025, approximately 25 percent of our power will be from renewable resources."

Enterprise Products Partners L.P. is one of the largest publicly traded partnerships and a leading North American provider of midstream energy services to producers and consumers of natural gas, NGLs, crude oil, refined products and petrochemicals.

Watco, Crowley Partner to Support Offshore Wind Energy



Watco Companies, LLC ("Watco"), a leading transportation service and logistics company, and Crowley Shipping ("Crowley") are partnering to create a single-source terminal and supply chain management solution to support the emerging offshore wind industry.

With the growing number of wind projects planned for U.S. waters, the partnership brings together industry-leading project management and logistics experts who can provide a "one-stop-shop" for owners, operators, and local port authorities in support of the offshore wind industry.

"This partnership will provide turnkey services for the offshore wind industry in the area of terminal management," said Lynda Patterson, senior vice president of Logistics, Watco. "Crowley and Watco will work together to leverage our respective expertise in logistics, project management, and energy support to create innovative solutions to meet full lifecycle project needs."

Watco will use its skillset in onshore wind terminal management and ongoing relationships with OEMs to develop state-of-the-art terminal management offerings for the offshore wind industry. Watco and Crowley will collaborate to provide customized terminal design, project management, warehousing, logistics, supply chain management and equipment maintenance through their commercial expertise and curated supply chain networks.

Crowley will provide its offshore logistics offerings through the utilization of its Jones Act-compliant fleet of vessels, engineering services and cross-over expertise in oil and gas. This includes the design and operation of service operation vessels (SOVs), crew transfer vessels (CTVs), turbine maintenance, offshore substation repair and maintenance, and additional services necessary to sustain offshore wind energy operations. "Crowley and Watco are partnering to deliver safe, reliable, comprehensive lifecycle services for the offshore wind sector," said Jeff Andreini, vice president, New Energy division, Crowley.

"We understand that wind power companies entering the U.S. market have big needs, including infrastructure and supply chain. We've engineered high performing equipment and logistics offerings to answer their needs, anchored by decades of experience to solve the challenges of both."

Kinder Morgan Announces Formation of New Energy Transition Ventures Group



Kinder Morgan, Inc. (NYSE: KMI) announced

they have formed a new Energy Transition Ventures group within Kinder Morgan to identify, analyze and pursue commercial opportunities emerging from the low-carbon energy transition. The group, led by Jesse Arenivas, President of Energy Transition Ventures and CO2, and Anthony Ashley, Vice President of Energy Transition Ventures, will focus on broadening Kinder Morgan's reach beyond the low-carbon energy initiatives currently in development by KMI's business units.

"While we continue to remain disciplined and focused on attractive returns when evaluating investment opportunities in these new ventures, we are extremely pleased to announce the formation of this new group at a time when energy markets are evolving both nationally and abroad," said Steve Kean, CEO of KMI.

"This is an exciting time in the energy sector," said Arenivas. "As public policies, including tax and other government incentives, align with ESG objectives, our unparalleled asset footprint provides a solid footing to facilitate the energy transition."

The team consists of a group of in-house financial, commercial and engineering talent that will focus on analyzing and quantifying opportunities for additional assets and service offerings tailored to the ongoing energy transition. They will focus on customer outreach and business development activities in pursuit of those new ventures, which may include services like carbon capture and sequestration, renewable natural gas capture, hydrogen production, renewable power generation, electric transmission and renewable diesel production.

Chevron Announces Agreement to Acquire Noble Midstream Partners

Chevron Corporation ("Chevron") and Noble Midstream Partners, LP ("Noble Midstream") have announced that they have entered into a definitive agreement for Chevron to acquire all (33.925 million) of the publicly held common units representing the limited partner interests in Noble Midstream, not already owned by Chevron and its affiliates (the "Common Units"), in an all-stock transaction whereby each outstanding unitholder of Noble Midstream would receive 0.1393 of a share of common stock of Chevron in exchange for each Common Unit owned.

The transaction is expected to close in the second quarter of 2021, subject to customary approvals. A subsidiary of Chevron, as the holder of a majority of the outstanding Common Units, has voted its units to approve the transaction.

Join us for a Virtual Commerce Club April 8, 2021, 11:00 AM

The April Commerce Club will feature Captain Reginald E. McKamie, Sr., as the guest speaker. Captain McKamie was appointed Chairman of the Board of Pilot Commissioners for Harris County Ports by Mayor Sylvester Turner and the Houston City Council in 2020.



Join professionals from maritime, transportation, and energy companies as well as other organizations in the port region via Zoom for a virtual Commerce Club event brought to you at no charge by our sponsors. For details and to register, go to txgulf.gulf/events. Registration is limited.

Thank You to Our Sponsors



Texas A&M University Galveston Announces 2021 Virtual Spring Career Fair on March 25



The Texas A&M University at Galveston announced their upcoming 2021 Virtual Spring Career Fair will be March 25 from 2 PM - 6 PM. Texas A&M University at Galveston is the source for all things "ocean-oriented" at Texas A&M University. TAMUG offers a unique blend of marine and maritime programs, including majors in science, business, engineering, liberal arts, and transportation.

A&M students have core values of excellence, integrity, leadership, loyalty, respect, and selfless service. If you are searching for interns or full-time employees, please sign up. If you would like to attend or have any questions, please contact Jeff English, Career Services Coordinator for the TAMUG campus. Email: englishj@tamug.edu Phone: 409-740-4586.

LyondellBasell Collaborates on First Paving Project Using Recycled Plastic



different streams of polyethylene films and identify end-market opportunities for recycled films. The NEMO Asphalt Working Group initiated research on the use of recycled polyethylene (rPE) film blends in asphalt. With a focus on extending the life of plastic waste, this research project if successful, could be used in paving an even larger parking lot using 20,000 pounds of rPE or the equivalent of 1.5 million plastic grocery bags.

“Through this unique project, the LyondellBasell team demonstrates how all plastic can and should be used to its highest potential,” said PLASTICS’ President and CEO Tony Radoszewski.

The Cincinnati Technology center assists customers in meeting their business and sustainability goals by developing the most efficient and effective polymer materials required for product performance. LyondellBasell partnered with Colas Solutions, the National Center for Asphalt Technology (NCAT), and Barrett Paving Materials Inc., to bring the project to life.

“LyondellBasell is taking a leadership position in sustainability, and this is one step of many that affirms our commitment in playing an active role,” said Chuck Holland, Site Manager of the Cincinnati Technology Center.

Both LyondellBasell and Plastics Industry Association (PLASTICS) have goals to bring solutions to global challenges, such as helping eliminate and reducing plastic waste. Recently, both organizations came together on a project that has turned the equivalent of 71,000 plastic retail bags into the paving material of a repaved parking lot at the Cincinnati Technology Center in Ohio. This 2,885 square yard lot was made up of over 4,000 pounds of plastic waste and was the first installation of the New End Market Opportunities (NEMO) for Film Asphalt Project.

The NEMO Recycled PE project was launched in 2017 in Washington state and aims to better understand the

Shell Announces New Company Chair, Director Appointments



The Board of Directors of Royal Dutch Shell plc (the “Company” or “Shell”) announced the appointment of Sir Andrew Mackenzie as the new Company chair, effective at the conclusion of Shell’s 2021 Annual General Meeting scheduled for May 18, 2021. Mackenzie will succeed Chad Holliday who will step down on May 18, having served as chair for six years and as a board director since September 2010.

Mackenzie, a British national, joined Shell’s board in October 2020, after a distinguished career in the energy, petrochemicals and resources sector, latterly as Group CEO of BHP from 2013 to 2019. From 2004 to 2007, at Rio Tinto, he was Head of Industrial Minerals and Diamonds. Prior to this, over a 22-year career at BP, he held senior leadership roles in exploration, research and development, and chemicals. His contributions to geochemistry and earth science led to his appointment as a Fellow of the Royal Society in 2014, and he received a knighthood in 2020 for his services to business, science and technology. Mackenzie brings to Shell his experience of leadership, his global outlook, and a deep understanding of the energy business and climate action.

“I am delighted to welcome Andrew as my successor. I have nothing but confidence in Shell’s bright future – the challenges of the past year only strengthened my conviction in the Company as I watched colleagues across the business find strength to sustain vital energy supplies in the most exceptional circumstances,” said Holliday. “Andrew brings a wealth of leadership and sustainability experience, scientific curiosity and commercial acumen that ideally equip him to help Shell navigate the energy transition and deliver on the far-reaching Powering Progress strategy.”

The Company also announced that Sir Nigel Sheinwald, non-executive director, chair of the Safety, Environment and Sustainability Committee and member of the Nomination and Succession Committee, will not stand for re-election at the 2021 AGM.

In addition, Shell announced its intention to propose to the 2021 Annual General Meeting that Jane Lute be appointed a non-executive director of the Company, effective May 19, 2021. If the proposed changes are approved by shareholders at the Annual General Meeting, the Royal Dutch Shell plc Board will, for the first time, consist equally of men and women.

Other proposed appointments announced by Shell include Catherine Hughes, a non-executive director, as chair of the Safety Environment and Sustainability Committee and Dick Boer, a non-executive director, as a member of the Nomination and Succession Committee. Proposed appointments will be effective May 19, 2021.

USACE Galveston District Commander Col. Vail Honored as 2021 Port Person of The Year



The Texas Ports Association (TPA) honored Col. Timothy R. Vail, U.S. Army Corps of Engineers (USACE) Galveston District Commander, as its 2021 Port Person of the Year at the USACE, Galveston District (SWG) Virtual Winter 2021 Stakeholder Partnering Forum.

Each year, TPA honors individuals for their work and support of Texas Ports. TPA President, Phyllis Saathoff, presented Col. Vail with the award in a surprise ceremony.

“The Galveston District is the most important district to our nation because of the economic vitality and activity generated by Texas Ports,” Saathoff said. “Under Col. Vail’s leadership, Texas Ports have seen enhanced collaboration which has resulted in federal funding for much-needed ship channel improvement projects, consistent maintenance of our nation’s waterways, and resiliency for our channels during weather-related events. Col. Vail is extremely deserving of this honor, and we thank him for his partnership.”

Since assuming command of the Galveston District in 2019, Col. Vail has worked to ensure the SWG obligated approximately \$275 million of Operations and Maintenance funds to maintain all waterways of SWG, which include all Texas ports. Under his tenure, the Galveston District has awarded three new work dredging contracts in Fiscal Year 2020, including the Corpus Christi Ship Channel, Freeport Harbor Channel, and Sabine-Neches Waterway. Additionally, the Brazos Island Harbor Channel Improvement Project is being executed under the Public Private Partnerships Pilot Program and the Houston Ship Channel Expansion Project received a new start designation in the Corps’ Fiscal Year 2021 Work Plan.

Marco Ayala Joins 1898 & Co. as ICS Cybersecurity Director



Marco (Marc) Ayala joins 1898 & Co., a division of Burns & McDonnell, to lead industrial controls systems (ICS) cybersecurity projects in ports and maritime, oil and gas, chemicals and critical manufacturing. With more than 25 years of experience in petrochemical facilities, Marc designed, implemented and maintained process instrumentation,

automation systems and process control networks. He is a certified cyber-instructor for the International Society of Automation and is a senior member.

A large advertisement for Buffalo Marine Service, Inc. The background is a photograph of a blue barge on a river, with industrial buildings in the distance. The text "BARGING AHEAD" is written in large, white, serif font, with "ever so politely." in a smaller, italicized font below it. At the bottom left is a logo with a star and the letter "B". At the bottom center is the company name "Buffalo Marine Service, Inc." and at the bottom right is the website "www.BuffaloMarine.com".

Captain Robert Baker Recognized by U.S. Coast Guard for Service in Port Region



CAPT Jason Smith, USCG and Capt Robert Baker

Captain Robert Baker was presented with a Certificate of Merit commendation from the U.S. Coast Guard on February 5 at a Lone Star Harbor Safety Committee meeting. The Certificate of Merit recognized Captain Baker's service in the port region from February 2012 through February 2021 for working as a founding member of the Lone Star Harbor Safety Committee, his active participation in the Waterway Utilization and Dredging subcommittees, helping publish the Mariners Guide to Navigating the Houston Ship Channel, and pushing initiatives for improved vessel traffic efficiency.

The commendation also noted Baker's contributions on harbor and navigational safety through multiple activities including working with the Greater Houston Port Bureau's PortXchange program and his advocacy work for dredging projects.

Captain Baker retired from ExxonMobil, where he served as the marine superintendent at the Baytown Refining Complex.

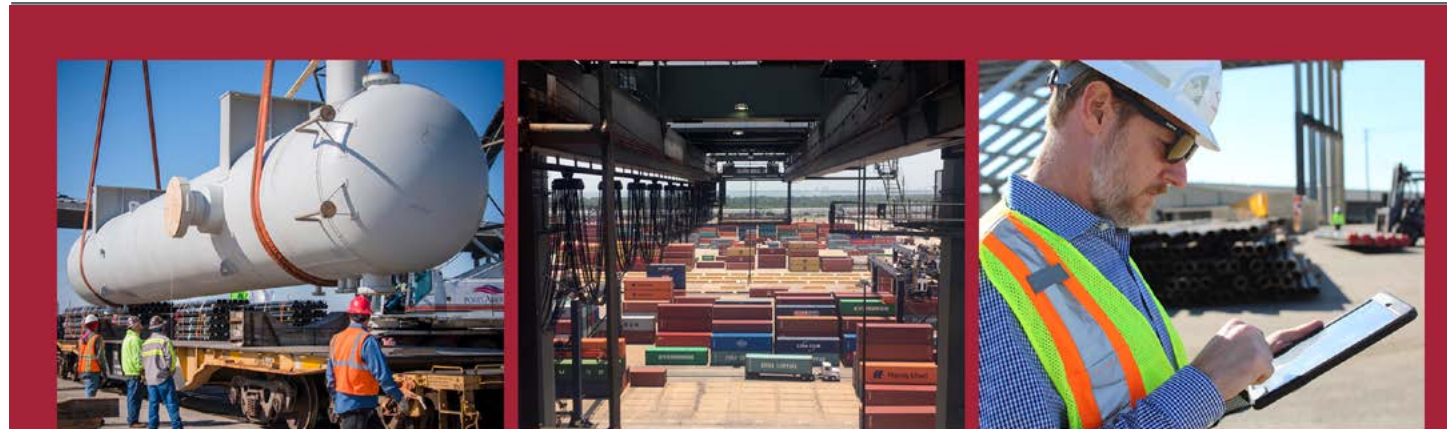
SAN KENNEDY Crew Honored by Coast Guard for Courage, Safety on Sabine-Neches Waterway



Damian Moran, Pat Studdert, president, Buffalo Marine, and Capt Tom Sullivan

The crew of the *San Kennedy*, a Buffalo Marine Service, Inc., towing vessel, was awarded the U.S. Coast Guard's Meritorious Public Service Award for their brave actions and contribution to navigation safety on the Sabine-Neches Waterway during a dangerous vessel incident. While completing bunkering service on April 24, 2020, the crew noticed a signal for help from a capsizing vessel. Crew members, Captain Tommy Sullivan and Tankerman Damian Moran, took swift action to alert Vessel Traffic Service and organize rescue to the individuals in distress on the waterway. The Coast Guard particularly noted crewmember actions as "selfless and courageous – and in keeping with the highest traditions of humanitarian and public service."

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IMO States Accelerate Action to Decarbonize Shipping in GreenVoyage 2050 Project

IMO-Norway project is supporting States to implement energy efficiency measures and explore opportunities for low carbon shipping.

COMPONENT 1

Developing global tools to support implementation of the Initial IMO GHG Strategy

COMPONENT 3

Strategic partnership development

COMPONENT 2

Capacity building, policy and NAP development

COMPONENT 4

Technology cooperation, innovation and pilot demonstrations



GreenVoyage 2050 has four main components.



Eleven States from across the globe are partnering in the International Maritime Organization (IMO)-Norway GreenVoyage2050 Project, which is supporting the path to decarbonization in the shipping sector, in line with the IMO Initial Strategy on the reduction of greenhouse gas emissions from shipping (IMO Initial GHG Strategy).

Through the IMO Initial GHG Strategy, IMO Member States have pledged to cut annual greenhouse gas emissions from international shipping by at least half by 2050, compared with their level in 2008, and work towards phasing out GHG emissions from shipping entirely as soon as possible in this century.

The GreenVoyage2050 Project is actively supporting States in progressing in this decarbonization path. The project will also build capacity in developing countries, including small island developing states (SIDS) and least developed countries (LDCs), to fulfil their commitments to meet climate-change and energy-efficiency goals for international shipping. This will be achieved through supporting States in implementing the already-adopted IMO energy-efficiency measures (contained in Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL)) and to reduce GHG emissions from ships in line with the IMO Initial GHG Strategy.

As of March 5, 2021, Azerbaijan, Belize, China, Cook Islands, Ecuador, Georgia, India, Kenya, Solomon Islands, South Africa and Sri Lanka are partnering countries in the GreenVoyage2050 Project.

Through their participation in the project, they will aim to strengthen their MARPOL Annex VI compliance, facilitate sharing of operational best practices, catalyze the uptake of energy efficient technologies and explore opportunities for low- and zero-carbon fuels. New fuels, new technologies and innovation will be needed to meet the IMO GHG Strategy ambitions.

Specifically, the project is supporting States to:

- draft legislation to implement MARPOL Annex VI into national law;
- undertake assessments of maritime emissions; develop policy frameworks and National Action Plans (NAPs) to address GHG emissions from ships;
- assess emissions and develop port-specific emission reduction strategies;
- identify opportunities and deliver pilot projects, through the establishment of public-private sector partnerships and mobilization of financial resources;
- access funding and investments into low carbon solutions; and
- establish partnerships with the industry to develop new and innovative solutions to support low carbon shipping.

The project is also supporting cooperation between ship and port sectors in the individual States.

“New Pilot Countries” and “Pioneer Pilot Countries”

Since individual States are at different stages in terms of implementation of IMO’s energy efficiency measures and other processes such as baseline assessments, the partnering countries have been categorized into “New Pilot Countries” and “Pioneer Pilot Countries”.

New Pilot Countries (NPCs) are those that, as a first step, are undertaking the development of a national maritime emissions assessment, establishing a baseline and building the information base. These actions will lay the foundation for the development of a robust and informed National Action Plan (NAP) to address GHG emissions from ships.

New Pilot Countries are Azerbaijan, Belize, Cook Islands, Ecuador, Kenya, Solomon Islands, and Sri Lanka.

Pioneer Pilot Countries (PPCs) are those that have already undertaken maritime emissions baseline work and have initiated development of their NAP to address GHG emissions from ships. The GreenVoyage2050 Project is supporting PPCs to finalize their NAP, identify pilot project opportunities and develop them further with a view to securing funding for their implementation.

Pioneer Pilot Countries are China, Georgia, India, and South Africa.

All partnering countries will be provided training on the regulatory developments related to MARPOL Annex VI and the Initial IMO GHG Strategy, as well as training on key low carbon technologies and fuels. Other activities include capacity-building on sustainable port initiatives and measures to reduce emissions at the ship-port interface.

Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA)

GreenVoyage2050 Project also has a strong private sector collaboration. The IMO-GreenVoyage2050 Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) is a public-private partnership which aims to identify and develop innovative solutions to address common barriers to the uptake and implementation of energy efficiency technologies and operational measures.

Websites and additional information:

The GreenVoyage 2050 website can be found here: <https://greenvoyage2050.imo.org/>

About the Low Carbon GIA: <https://greenvoyage2050.imo.org/about-the-gia/>

GreenVoyage2050 is one of a series of projects under IMO’s Department for Partnerships and Projects. Find out more here: Partnerships and Projects (imo.org)



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February 2021 Virtual Commerce Club Featuring Dr. H. Dirk Sostman, President, Houston Methodist Academic Institute



Dr. H. Dirk Sostman
President, Houston Methodist Academic Institute, EVP & chief academic officer, Houston Methodist Hospital

Fighting COVID-19 with Immunity

“The immune system is relied upon in a variety of ways to fight COVID-19,” said Dr. H. Dirk Sostman in the opening of his presentation at the Virtual Commerce Club hosted by the Port Bureau on February 11, 2021. Dr. Sostman is president of the Houston Methodist Academic Institute, executive vice president and chief academic officer, Houston Methodist Hospital, and chairs the Houston Methodist Vaccine Scientific Advisory

Committee. “A fundamental to this discussion is that getting the COVID infection does prevent you from getting it again.”

Immunity Via Antibodies

“Antibodies,” explained Sostman, “is an easy thing to measure in immunity. Cell mediated immunity is a lot harder, so we rely on antibodies. It’s also neutralizing antibodies that give you so-called sterilizing immunity that prevents you from passing on an infection to another person, so antibodies are important.” Sostman presented findings from two major studies that showed the reduced risk for re-infection among participants that tested positive for antibodies.

One method of getting antibodies is to make them in the lab and receive them into the body by an injection. This was done by two companies – Lilly and Regeneron – which led to emergency use authorization by the FDA for antibody infusions for early, mild to moderate COVID-19 patients. The infusion therapy proved effective in about two-thirds of the patients for preventing hospitalization. Sostman said infusion therapy had been utilized at The Methodist Hospital at a rate of approximately 400 per week, with excellent results in patients. The therapy was not effective, however, for those already hospitalized.

The infusion therapy has been tried in studies with participants without COVID-19 to determine if a type of “passive immunization” could be created. The initial results were effective, with an 80% reduction in symptomatic infections in nursing home residents. Other studies were tried with “dual antibodies” that also proved effective, particularly against the variant COVID-19 strains from the United Kingdom and South Africa.

	Protection from Asymptomatic Infection	Protection from Symptomatic Illness	Protection from Severe Illness	Protection from Hospitalization or Death
Moderna	66% after 1 st dose (Preliminary) Yes in monkeys	94%	100%	100%
Pfizer	No data Yes in monkeys	95%	90%	100%
Johnson & Johnson	No data Yes in monkeys	72% (US) 66% (S. America) 57% (S. Africa)	85%	100%
AstraZeneca	66% (Preliminary) No in monkeys	78% (UK) 10% (S. Africa)	100%	100%
NOVAVAX	No data	89% (UK) 60% (S. Africa)		100%

Immunity Via Vaccination

“Active immunization with vaccines will be more generalizable and potentially more effective because it actively recruits the cell mediated portion of the immune system,” Sostman stated. He showed data from U.S.-approved and unapproved vaccines – particularly mentioning the Johnson & Johnson vaccine that he believes could be approved by the end of March. Novavax could potentially be the next to be approved in the U.S.

How do vaccines protect? Protection is evaluated in four areas: asymptomatic infection protection, symptomatic illness protection, severe illness protection, and protection from hospitalization and death. Studying asymptomatic infection protection is the most difficult for scientists, but initial findings do show some levels of asymptomatic protection. Sostman discussed the protection rates in the other areas, noting that the protection levels are “as good as it gets” and comparing them to the effectiveness of other vaccines, such as measles. Protection rates are also being studied for immunity against virus variants from the United Kingdom, South Africa, and South America. (Please note the data in the vaccine comparison chart from the presentation.)

Vaccine Safety

Speaking to vaccine safety, Sostman said the most typical reaction was soreness at the injection site and some mild, flu-like symptoms. The small number of severe allergic reactions that have occurred were not seen in clinical



trials and unexpected. “It’s very unclear what’s going on with these, whether they were anaphylaxis or not – exactly what the mechanisms are,” stated Sostman. “They typically occur very early, about 90% in the first half hour. They are quite unusual.” The allergic reactions are treated with antihistamines and the Epi-Pen. A history of allergies is not generally used as a contraindication for vaccination

“It’s more than one thousand times safer to get vaccinated than it is to get COVID-19,” said Sostman.

The biggest concern in the overall picture is the emergence of the viral mutations. All viruses mutate – and evolve under “selective pressure”. The coronavirus does mutate three times slower than influenza, but Sostman described every infected person as “a living test tube growing the virus”. The more the virus grows, the more mutations occur, prompting questions about vaccine resistance to the new strains.

“The good news on the UK variant – which is looking like it will probably become the normal strain in America in the next couple months – is all the current vaccines handle it quite well,” Sostman said.

Looking at the Future

Problems posed by virus variants are unclear, but it is probable updated vaccines will be required. An annual COVID vaccine is likely to be needed for the next several years. “It is really very important for people to take all the protective measures and get the population vaccinated asap,” said Sostman.

With the roll out of more approved vaccines in the spring, Sostman projects “tons of vaccine” should be available by summer. He believes half the adult population could be vaccinated by summertime, and with an estimated 25% of the adult population carrying antibody immunity from previous COVID infection, life could look “pretty darn good” when students return to school in the fall.

Does this mean life will be exactly like it used to be? Sostman thinks no, not exactly. Local COVID outbreaks will likely continue so some precautions may need to be exercised and the annual booster shots will likely be needed. He also believes wearing a mask every winter is advisable. Coronaviruses like winter – a comprehensive subject worthy

of a separate presentation. There are four coronaviruses that normally circulate in the population, causing about 20% of common colds. The viruses can be fatal to the elderly and those with comprised immune systems.

Sostman believes increased hand hygiene and mask-wearing have played a key role in the reduction in flu cases this season. “Personally, I plan to wear a mask in flu season from now on,” he concluded.

A Q&A session followed Sostman’s presentation that included virus mutations, global vaccine supply, and potential transmission of COVID-19 to others by those vaccinated. Whether those vaccinated in the population can still transmit COVID to others is still largely undetermined, although Sostman feels the risk is significantly lowered.

To view Dr. Sostman’s full talk presentation go to: www.youtube.com/channel/UChJrmuKkYQYsYi0MDD1eDNg.

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