

HOUSTON SHIP CHANNEL EXPANSION

# Project 11

Regional Air Quality Planning Advisory Committee  
February 25, 2021



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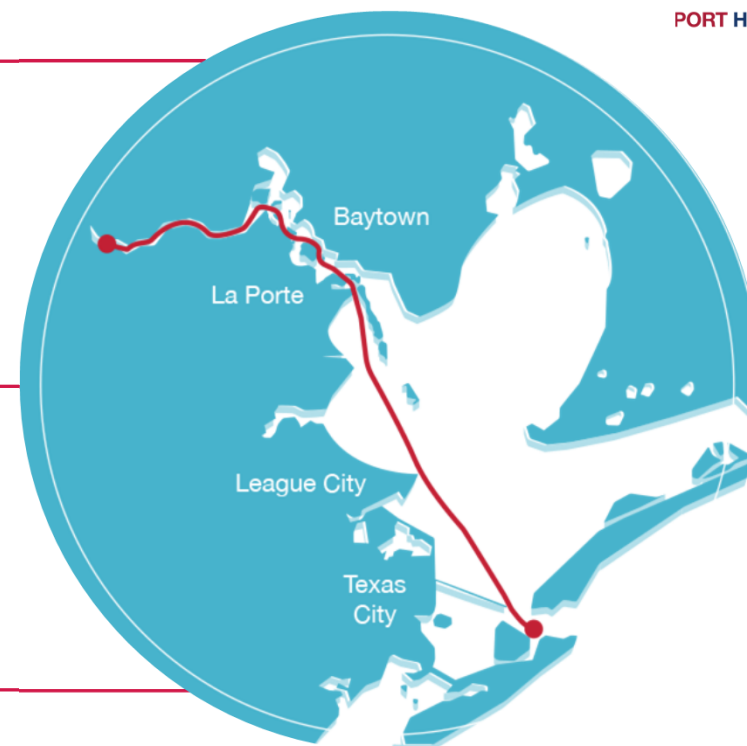
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## Port Houston: Who We Are

Port Houston is comprised of 8 operating facilities among the 150+ private and public facilities that line the Houston Ship Channel

As the **non-federal sponsor of the Houston Ship Channel**, the nation's busiest waterway, we support the nearly 200 facilities along it

We help facilitate vital commerce through the port that keeps local, state, and national economy moving



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# Houston Ship Channel Proposed Improvements



## Bolivar Roads to Redfish

1A

- Approximately 11.5 miles in length
- Widen Channel to 700 feet
- Bend easings
- Construct bird island
- Mitigate for oyster habitat loss

## Redfish to Bayport Ship Channel

1B

- Currently not in the proposed federal plan, so must be built by local interests
- Approximately 8.3 miles in length
- Widen Channel to a minimum of 700 feet
- Bend easings
- Construct marshes and three bird islands in Galveston Bay
- Mitigate for oyster habitat loss

## Bayport Ship Channel to Barbours Cut

1C

- *Currently not in the proposed federal plan, so must be built by local interests*
- *Approximately 5 miles in length*
- Widen Channel to 700 feet
- Construct additional marshes
- Mitigate for oyster habitat loss

## Bayport Ship Channel

2

- Approximately 4 miles in length
- Widen Channel to approximately 455 feet
- Construct three bird islands and marshes in Galveston Bay
- Mitigate for oyster habitat loss
- Modify channel entrance to reduce shoaling

## Barbours Cut Ship Channel

3

- Widen Channel to approximately 455 feet
- Construct additional marshes on Atkinson Island
- Modify channel entrance

## Boggy Bayou (BW 8) to Sims Bayou

4

- Widen Channel to approximately 530 feet through Greens Bayou confluence
- Deepen from existing 41 feet to 46.5 feet from Boggy Bayou to Hunting Bayou (last Turning Basin before reaching Washburn Tunnel)

## Sims Bayou to IH 610

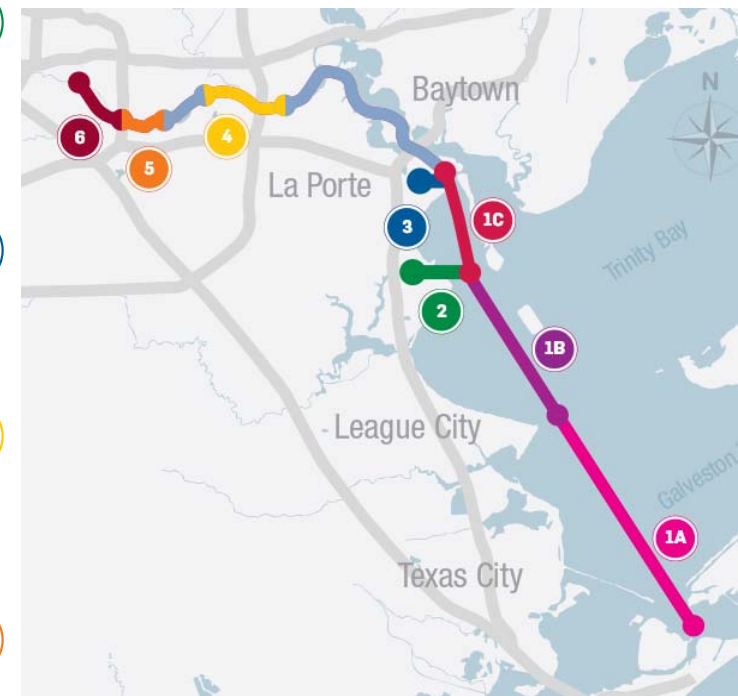
5

- Deepen from existing 37 feet to 41.5 feet

## IH 610 to Turning Basin

6

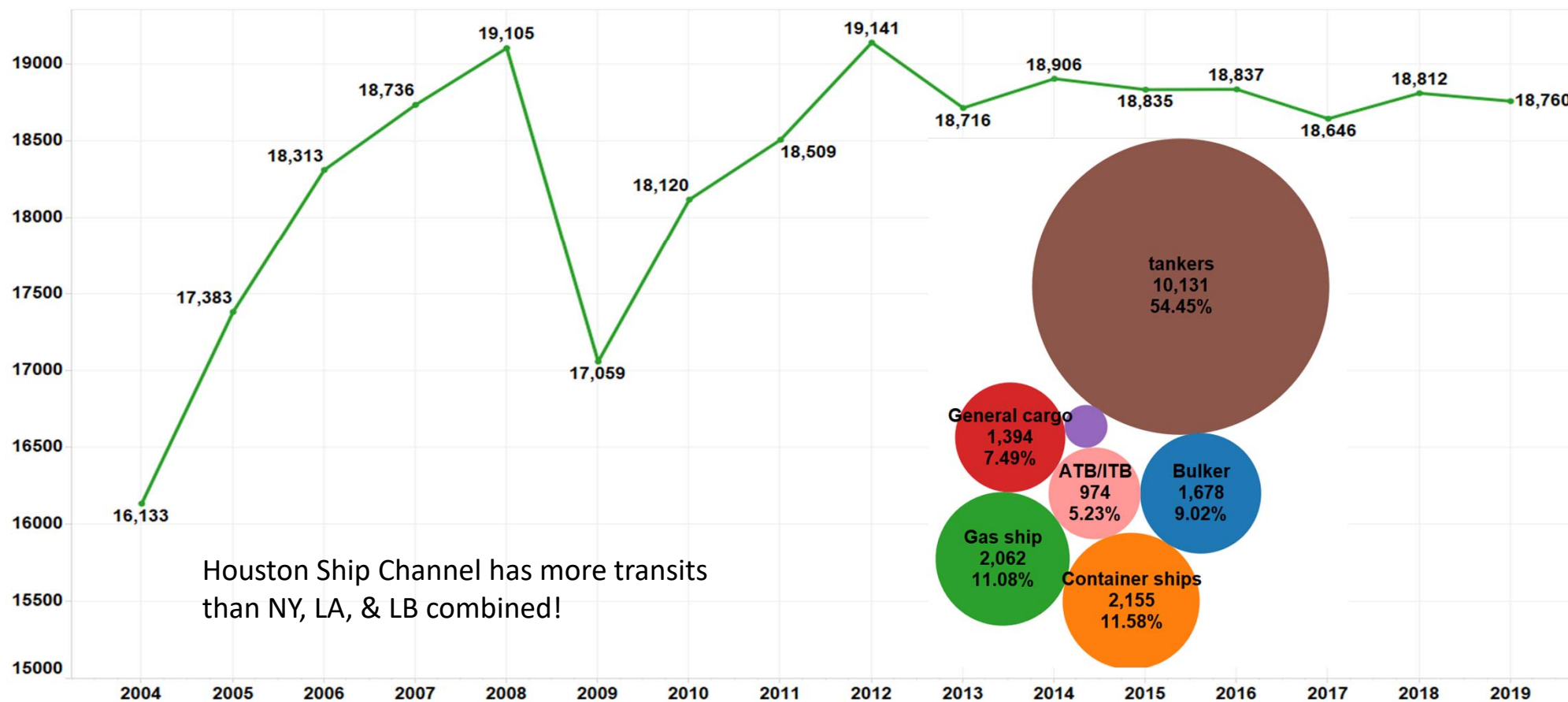
- Deepen from existing 37 feet to potential 39 feet
- Increase Brady Island Turning Basin



— No improvement planned in these areas

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## Busiest Waterway in the United States!



Houston Ship Channel has more transits than NY, LA, & LB combined!

Wider is more efficient and safer



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## Improved channel "value proposition" to stakeholders

- Increase combined beam meeting rule from 310 to 340 ft
- Move daylight restriction from Bolivar Roads to Morgans Point
- Container vessels over 1,000 ft LOA will move 24 hours a day.



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## Environment



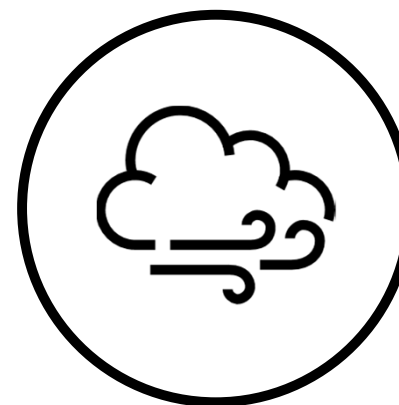
Bird Islands



Oyster Reefs



Marsh



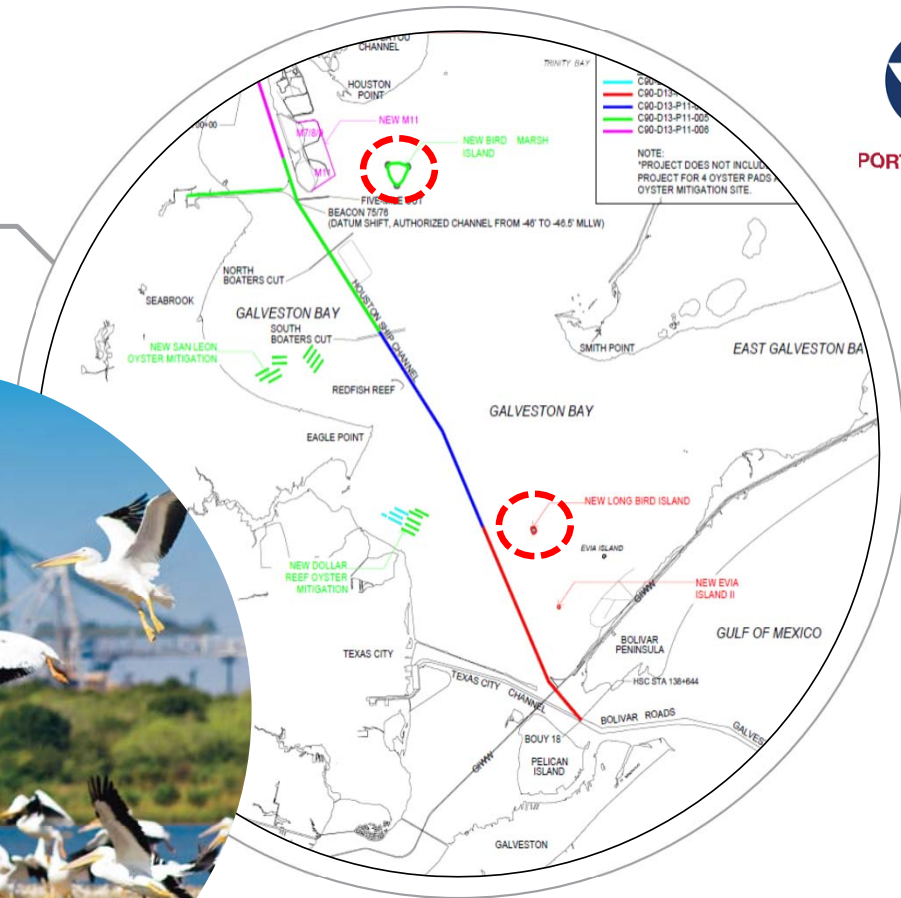
Air Quality



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## Bird Islands

- Four new bird islands:
  - New Bird Island (3) Marsh Complex
  - New Long Bird Island



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# Oyster Reefs

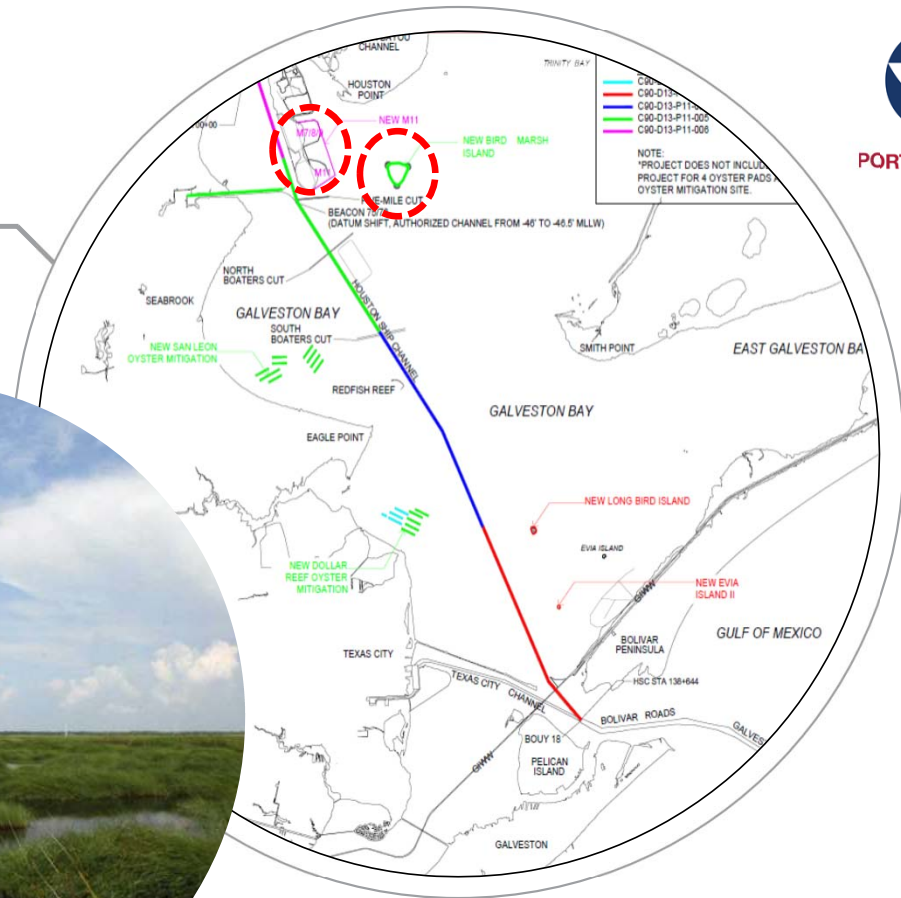
- Up to 350 acres of replacement oyster reef pads
- Two new Oyster Reef Areas:
  - San Leon Reef
  - Dollar Reef



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## Marsh

- Provide wetlands and shallow open-water habitat
- New Marsh Area
  - New Bird Island Marsh Complex
  - M11
  - M12



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## Air Quality

- Temporary emissions will occur from dredging (3,197 tons of NOx over 4 to 5 years). These emissions are subject to the General Conformity regulations of the Clean Air Act.
- Dredging emissions in the General Conformity Determination (GCD) assumed Tier 1 equipment. However, it is expected that only a portion of the equipment will be Tier 1.
- USACE determined, and TCEQ concurred, that emissions were accommodated in the HGB SIP.



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## Air Quality

- General Conformity Determination was finalized on December 30, 2020.
- Although mitigation is not required, Port Houston has begun developing a task force with interested parties to determine what projects can be implemented to reduce emissions along channel.
- Additionally, Port Houston is developing an updated Clean Air Strategy Plan which is currently available for public comment.



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## Air Quality

- Initial 3% reduction of NO<sub>x</sub> from vessel emissions
- Wider, deeper safer channel results in fewer transits, shorter wait times, and decreased turn-around distance
- Over the next 11 years – after project implementation – expectations are to incrementally reduce air emissions by 7% annually



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# Questions?



Visit the Project 11 Webpage

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