# GREATER HOUSTON FREIGHT COMMITTEE

Private and Public Sector Discussions Regarding Freight Transportation Priorities, Needs and Solutions

REPORT TO THE TRANSPORTATION POLICY COUNCIL

# August GHFC Meeting Report

## Co-Chairs

## Callie Barnes – Port Houston

## Chad Burke – Economic Alliance Houston Port Region

A multimodal port, rail, and highway network that moves the goods powering one of the world's most vibrant regional economies.

# Panel Discussion Premise

## Global Disruptions and Houston Freight

- Moderator – John Moseley, Chief Operating Officer of Port Houston
- Vincent DiCosimo, Senior Vice President, Government Affairs of TARGA
- Charles Neal, General Manger, polyvinyl alcohol (PVOH) of Kuraray America, Inc.
- Richard Heath, President and CEO of TALKE
- Matt Glass, Second Officer of the Houston Pilots

# Key Topics

## Houston Ship Channel is World's Energy and Chemical "Shock Absorber"

- 16% Increase in Tonnage Year to Date
- U.S. Ethylene Exports Feb to March – 60,000 increased to 15,000 Metric Tons
- Pilot Deep Draft Vessel Movements Per Day - ~50 increased to ~60 Average (80 Recent Peak)
- $987B Economic Value Nationally
- $372B Economic Value in Harris County is 63% of the Ship Channel Contibutes to Texas ($586B)

**Worlds Largest Petrochemical Complex**

**Nations Busiest Port**

2B tons of goods move across the region's freight network each year

**20% Texas GDP**

$439 BILLION Economic Impact in Texas
$906 BILLION Economic Impact in the US

# Takeaways

- Houston Ship Channel Gains are not a “spike”, but will be long standing
- Project 11 (over $1B collaborative effort between Port Houston and USACE) allowed for the Ability to Respond to the Increased Demand
- Aging Infrastructure can cause devasting, costly delays – One Pothole on Fred Hartman Bridge caused 2-hour Backups
- SH 225 will likely take 8-9 Years for Project Development (not including likely 4 years of construction)

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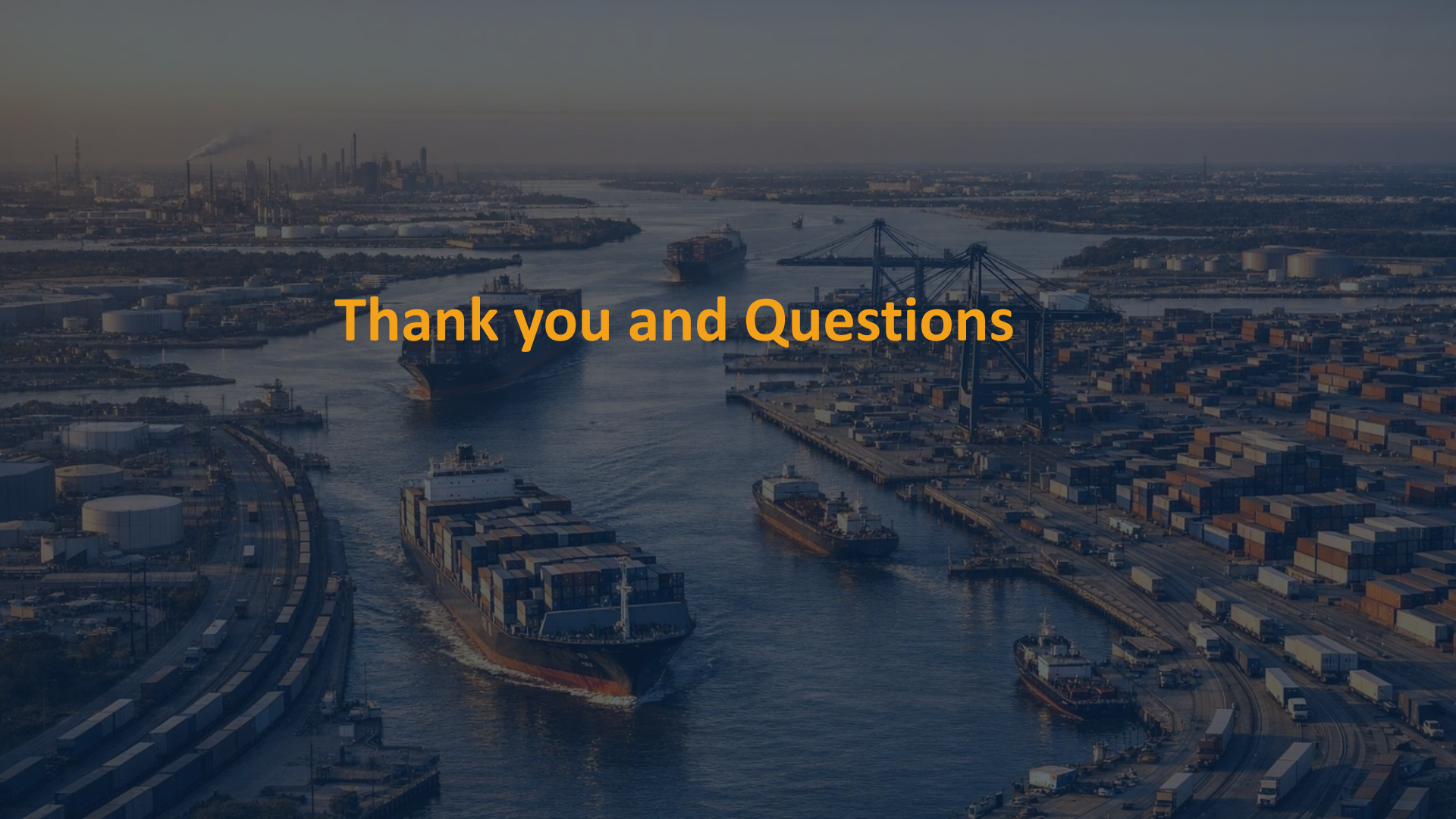
Thank you and Questions