



PORT HOUSTON<sup>SM</sup>

# A YEAR OF **FIRSTS**

**ANNUAL REPORT**

2022



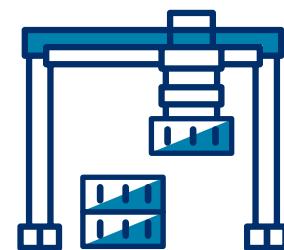
# PORT HOUSTON 2022



**OWNS AND OPERATES  
8 PUBLIC  
TERMINALS,  
INCLUDING 2 CONTAINER TERMINALS**

## NEARLY 4M TEUS

crossed our docks—an increase of 14%

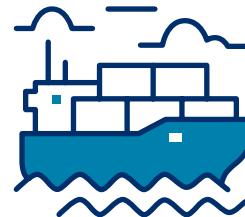


**COMMITTED TO  
CARBON  
NEUTRALITY  
BY 2050**



**\$799M  
INVESTED IN LANDSIDE  
INFRASTRUCTURE  
IN PAST FIVE YEARS**

**48 CONSECUTIVE  
YEARS OF FINANCIAL  
EXCELLENCE** awarded by  
the Government Finance Officers  
Association

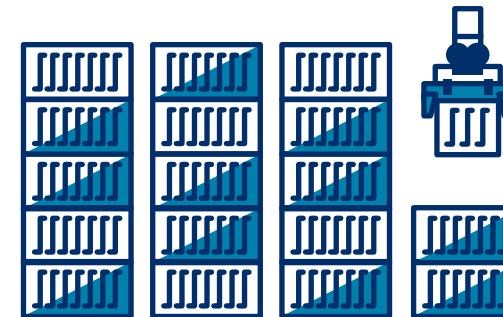


**5TH LARGEST  
CONTAINER PORT  
IN THE U.S.**



**50%  
INCREASE**

in steel imports,  
reaching highest  
numbers since 2014



**TOTAL TONNAGE OF  
52,544,174  
SHORT TONS**



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### OUR MISSION

To move the world and drive  
regional prosperity

### OUR VISION

To be America's distribution hub  
for the next generation



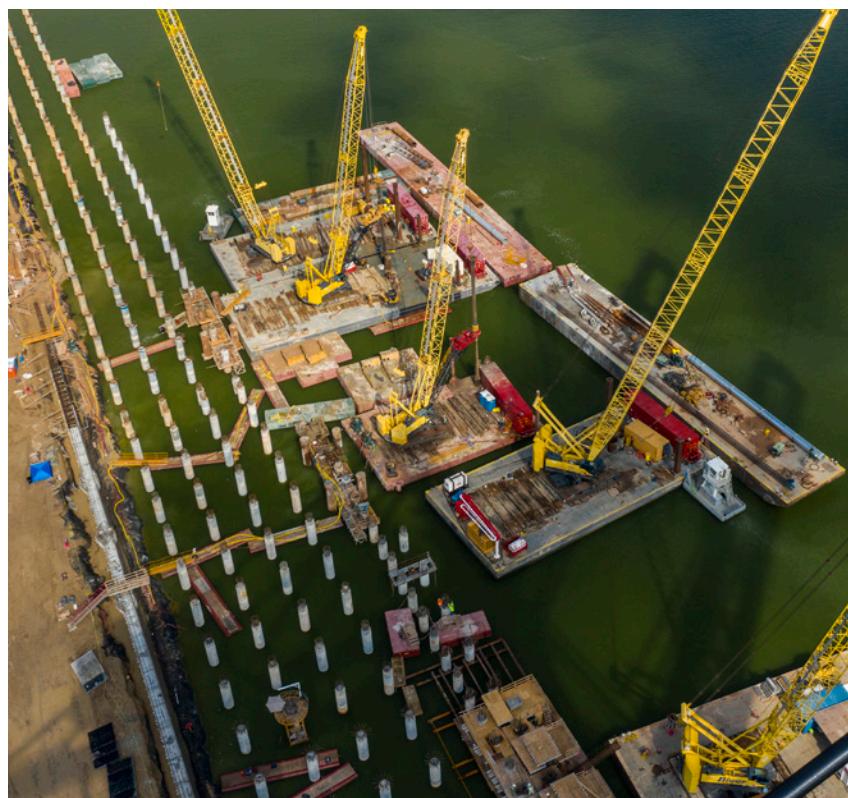
“...the successes of Port Houston would not have been possible without the hard work of the incredible Port Houston team.”

## MESSAGE FROM EXECUTIVE DIRECTOR

### ROGER GUENTHER

We celebrated so many firsts this year at Port Houston, from the first dredge work on the Houston Ship Channel Expansion – Project 11 to the first container pickup by an electric drayage truck. We held our first Posada community event and our first Houston International Maritime Conference, and celebrated the first full year of our Business Equity initiative, which aims to help small, minority, and woman-owned businesses do business with the Port.

In terms of cargo, 2022 was a phenomenal year. Total tonnage set a new record, up 16% over the previous year. Steel volume surpassed 5.2 million tons, the most we've seen in a single year in more than five years. Container volume reached just shy of 4 million TEUs, an increase of nearly 500,000 TEUs in one year and nearly double the volume seen here just six years ago. Although the annual import and export container trade to and from the U.S. decreased, growth through Port Houston terminals in 2022 continued to prosper. In fact, our annual container volume increased by an incredible 14%.



Consistent double-digit growth at Bayport and Barbours Cut Container Terminals each month from January through November pushed the limits of our current capacity. We experienced some growing pains but never wavered in our commitment to keeping cargo moving efficiently while also providing top-notch customer service.

Reaching these heights for the first time afforded us the opportunity to think differently about how we handle cargo and build infrastructure. We expedited plans to add wharf and container space at our two container terminals. We identified interim container storage areas and added truck lanes. Early in the year we received our largest-ever ship-to-shore (STS) electric cranes and for the first time moved three cranes from Bayport Container Terminal to Barbours Cut Container Terminal. Later in the year our Port Commission approved the order of 26 rubber-tire-gantry (RTG) hybrid-electric cranes, the most RTG cranes we have ever ordered at one time.

The choice to use energy-efficient cranes is one example of our commitment to the environment. In fact, in 2022 we announced our goal to be carbon neutral by the year 2050. This is an ambitious and important goal, and we are defining the roadmap to achieve it. We are excited to celebrate all the firsts that are sure to come as we take this path forward.

When I look back at all the milestones reached in 2022, I know the successes of Port Houston would not have been possible without the hard work of the incredible Port Houston team. It was a tremendous year filled with great strides toward meeting and exceeding our organizational priorities. I am so proud to lead such an amazing group of people as we work together toward our common goals.

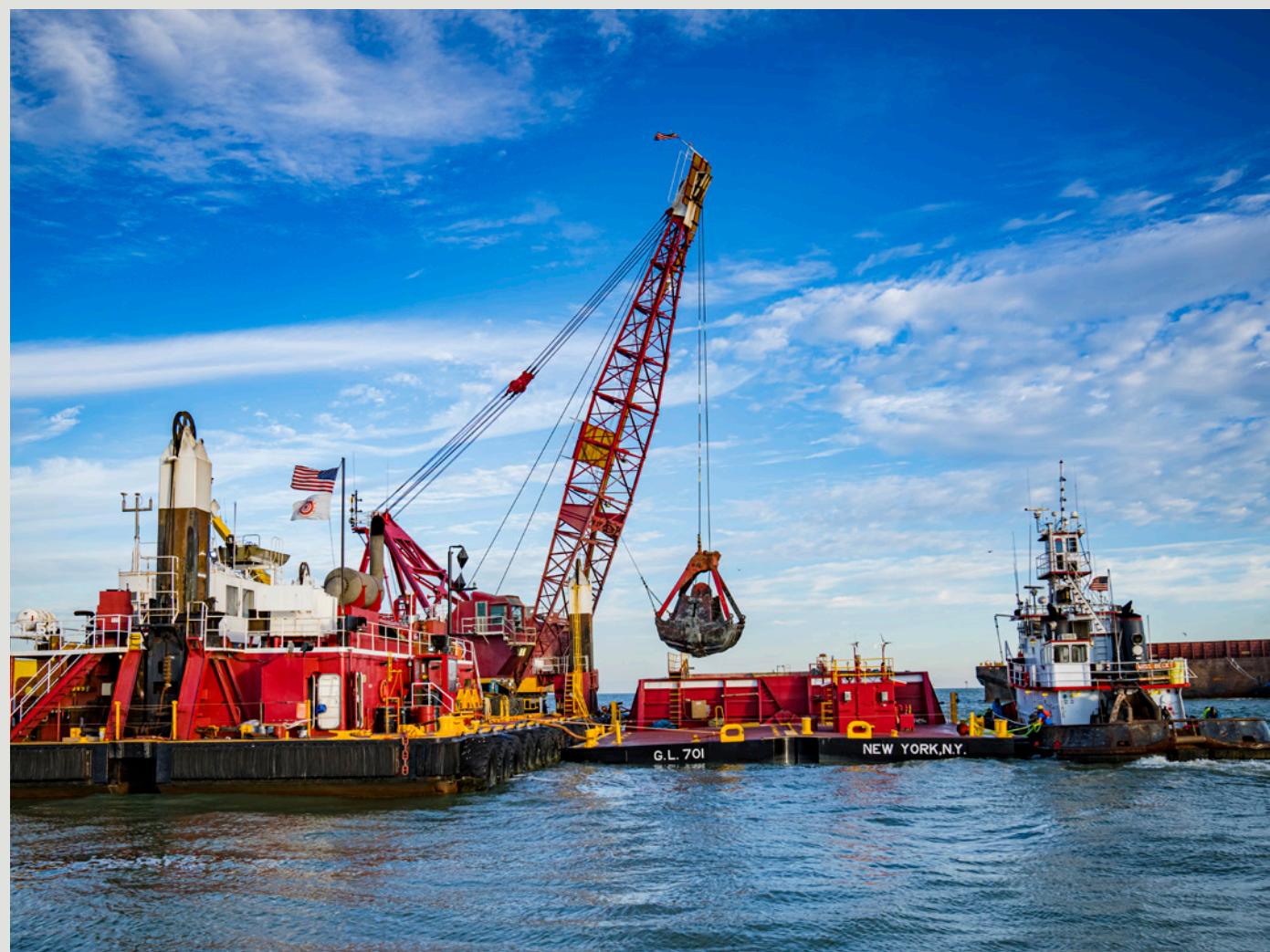
**I am pleased to present this year's Annual Report and hope you enjoy reading more about what we accomplished this year. 2022 was a year of amazing firsts, and I look forward to even better things to come in 2023.**

**ROGER GUENTHER**  
Executive Director

## CHAIRMAN'S MESSAGE

I am proud to report that 2022 was another record year for Port Houston. Total tonnage was the highest in our history, reaching more than 52 million short tons, which is an increase of 16% over 2021. Handling this amount of volume takes an incredible team. I want to commend the Port Houston employees, ILA team members, pilots, trucking community, and the many others who work in the supply chain to move the region's cargo. I also want to recognize the hardworking seafarers, as well as the members of the Coast Guard who ensure the safety of all along the waterway.

As Port Houston reaches new heights, we are strategically investing now to meet the future needs of vessels and businesses. In fact, in 2022 we awarded \$885 million in capital projects, which is also a new record. In addition to several landside enhancements, we made significant strides on the Houston Ship Channel Expansion – Project 11. Project 11 will widen the channel by 170 feet along its Galveston Bay reach, from 530 feet to 700 feet and it will also deepen some upstream segments up to 46.5 feet. Dredging began in late 2021 and continued throughout 2022, on schedule and on budget. The Bay Reach is expected to be complete in 2024.



The Houston Ship Channel is essential to the nation's economy and our region's prosperity. It supports more than 1.35 million jobs in Texas and 3.2 million jobs nationwide. Houston's port, which includes the eight public facilities managed by Port Houston as well as the more than 200 private facilities along the Channel, is ranked number one in the nation for waterborne tonnage as well as for number of vessel transits.

With all this cargo and vessel movement along the Channel, we need to ensure the safety and efficiency of this waterway for years to come. That's why Project 11 is vitally important, and why we have prioritized an aggressive schedule for this expansion. We have continued to work closely with the U.S. Army Corps of Engineers (USACE), together moving Project 11 from planning to execution. In fact, Project 11 has moved faster than any previous federal project of its kind. I want to express my appreciation for everything the USACE does in support of our waterway.

Part of the reason Project 11 has been expedited is the Port Commission took the bold step of paying to do the design before the project was federally approved, so we were shovel-ready as soon as we received approval. And we've continued to invest significant funds in this project. In total, Port Houston has awarded \$694 million to the billion-dollar Project 11. As-of the end of 2022, 82% of Project 11 is funded and, subject to the remaining funding, the expansion is expected to be complete by the end of 2025.

With our Project 11 contracts we chose the proposer with the best value and also the most reduction in overall NOx emissions, just one example of our commitment to carbon neutrality. We also considered small, minority, and woman-owned business (S/MWBE) inclusion when awarding Project 11 and other contracts throughout 2022. Nearly 22% of our awards and commitments in 2022 went to S/MWBEs, an increase of 9% over last year.

There are many milestones the Port Houston team accomplished in 2022 that you can read about in this Annual Report. In addition to my gratitude to the Port Houston staff, I want to thank my fellow Commissioners. The role of Port Commissioner requires a commitment of both time and energy. It isn't a paid position; the Commissioners participate because they understand how important the port is for the region. It is an honor for me to lead this dedicated group of men and women as we continue to protect the valuable assets in our care – the Port's people, infrastructure, and waterway.

**RIC CAMPO**  
Chairman of the Port Commission



... Project 11 is vitally important, and we have prioritized an aggressive schedule for this expansion.



**Dean E. Corgey was appointed to the Port Commission in January 2013, representing the City of Houston.** Corgey chairs the Port Commission Community Relations Committee and serves on the Business Equity Committee, Pension & Benefits Committee, and Dredge Task Force.

He has 40 years of maritime experience, including working as a merchant mariner, elected union official, regulatory advisory board member, and maritime industry advocate. Corgey has been Vice President of the Seafarers International Union (SIU), responsible for the Gulf Coast region since 1990. He supervises SIU activities from Charleston, S.C. to Brownsville, Texas, including Puerto Rico, and hiring halls and offices in Houston, New Orleans, Jacksonville, Mobile, Port Everglades, and San Juan.

### DEAN E. CORGEY

*Commissioner*



**Roy D. Mease was appointed to the Port Commission in September 2013. He represents the City of Pasadena.** On the Port Commission, he serves on the Audit Committee, Community Relations Committee, Pension & Benefits Committee, and the Dredge Task Force.

Mease served as chairman of the Pasadena Second Century Corporation, which is the city's economic development entity, and helped Pasadena earn the annual Community Economic Development Award for 2013, awarded by the Texas Economic Development Council (TEDC). The award recognizes excellence and the exceptional contributions of TEDC member cities toward the economic vitality of their communities and the State of Texas.



**Clyde Fitzgerald was appointed to the Port Commission by Harris County Commissioners Court in June 2013.** Fitzgerald chairs the Pension & Benefits Committee and serves on the Community Relations Committee, Compensation Committee, and the Dredge Task Force.

He is a 62-year veteran of the Houston waterfront. He joined his father on the wharves of the Houston Ship Channel in 1959. In 1969, the International Longshoremen's Association Local 28 elected him president, and he served in that capacity for 20 years.

In 1991, he was elected secretary-treasurer of the ILA South Atlantic and Gulf Coast District, which stretches from North Carolina to Brownsville, Texas. In 2002, he was elected president of the District and, in July of 2010, was re-elected to that position without opposition for another four-year term. In July 2015, he became president-emeritus of the district. Fitzgerald is also a member of its Executive Council.

### CLYDE FITZGERALD

*Commissioner*



**Wendy Montoya Cloonan was appointed to the Port Commission by Harris County Commissioners Court in June 2019.** On the Port Commission, Cloonan is chair of the Business Equity Committee and serves on the Community Relations Committee, Compensation Committee, and the Dredge Task Force.

Cloonan is the founder and shareholder of The Law Office of Wendy Montoya Cloonan, PLLC. She is an experienced attorney, having worked in public finance and public law at Vinson & Elkins LLP and Andrews Kurth LLP and as Director of Legal at the Houston Endowment.



**Stephen H. DonCarlos was appointed by the Harris County Mayors and Councils Association as Port Commissioner in September 2013.** DonCarlos chairs the Governance Committee and serves on the Business Equity Committee, Community Relations Committee, and the Dredge Task Force.

DonCarlos was elected as Mayor of the City of Baytown in May 2006 and served in that capacity for twelve and a half years. He is an attorney with Reid, Strickland & Gillette, L.L.P. He is a member and past president of the Baytown Rotary Club.

DonCarlos previously served as Chairman of the Harris County Hospital District and on the Board of Directors of the Texas Medical Center.

### STEPHEN H. DONCARLOS

*Commissioner*



**Cheryl D. Creuzot was appointed to the Port Commission in March 2020, representing the City of Houston.** On the Port Commission, Creuzot serves on the Audit Committee, Community Relations Committee, Governance Committee, and the Dredge Task Force.

Creuzot, a 36-year industry veteran, is currently President Emeritus of Wealth Development Strategies, LLC, since stepping down as President and Chief Executive Officer, a position she has held since 2000. She is involved in numerous civic and charitable endeavors. She serves as Vice Chair of the University of Houston Foundation (Chair, Investment Committee). Additionally, she serves on the Board of Visitors of the MD Anderson Cancer Center (Government Relations Committee), as well as the Vice Chair of the Board of The Frenchy's Companies, a 50-year-old family-owned restaurant and food processing organization.

### CHERYL D. CREUZOT

*Commissioner*

# PORT OF HOUSTON AUTHORITY

## Condensed Statements of Financial Position as of December 31, 2022, 2021 and 2020

(in thousands)

|  | Restated           |                    |                    |
|--|--------------------|--------------------|--------------------|
|  | 2022               | 2021               | 2020               |
| <b>Assets</b>  |                    |                    |                    |
| Current and other assets   | \$1,725,449        | \$1,495,883        | \$612,696          |
| Capital assets   | 2,115,552          | 1,959,817          | 1,892,430          |
| <b>Total assets and deferred outflows of resources</b>                   | <b>\$3,841,001</b> | <b>\$3,455,700</b> | <b>\$2,505,126</b> |
| <b>Liabilities</b>   |                    |                    |                    |
| Current liabilities  | \$119,612          | \$96,234           | \$91,335           |
| Long-term debt<br>(including current portion)                            | 915,469            | 957,592            | 587,154            |
| Other non-current liabilities  | 485,826            | 401,735            | 59,858             |
| <b>Total liabilities and deferred inflows of resources</b>               | <b>1,520,907</b>   | <b>1,455,561</b>   | <b>738,347</b>     |
| <b>Net position</b>  |                    |                    |                    |
| Net investment in capital assets   | 1,473,539          | 1,394,024          | 1,294,888          |
| Restricted assets  | 71,179             | 111,407            | 75,386             |
| Unrestricted assets  | 775,376            | 494,708            | 396,505            |
| <b>Total net position</b>  | <b>2,320,094</b>   | <b>2,000,139</b>   | <b>1,766,779</b>   |
| <b>Total Liabilities, Deferred Inflows of Resources and Net Position</b> | <b>\$3,841,001</b> | <b>\$3,455,700</b> | <b>\$2,505,126</b> |

## Condensed Statements of Net Position and Cash Flows for the years ended December 31, 2022, 2021 and 2020

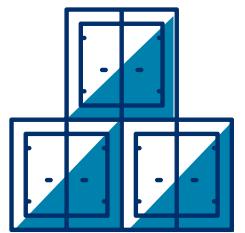
(in thousands)

|   | Restated         |                  |                  |
|---|------------------|------------------|------------------|
|   | 2022             | 2021             | 2020             |
| Operating revenues  |                  |                  |                  |
| Operating revenues  | \$651,274        | \$516,568        | \$390,732        |
| Operating expenses  | 376,918          | 323,174          | 302,660          |
| <b>Operating income</b>   | <b>274,356</b>   | <b>193,394</b>   | <b>88,072</b>    |
| Net nonoperating revenues   | 4,596            | (5,115)          | 10,282           |
| Net nonoperating revenues related to property taxes                 | 30,973           | 28,794           | 24,304           |
| Income before capital contributions                                 | 309,925          | 217,073          | 122,658          |
| Capital contributions from federal agencies                         | 10,030           | 16,287           | 5,188            |
| <b>Change in net position</b>                                       | <b>\$319,955</b> | <b>\$233,360</b> | <b>\$127,846</b> |
| <b>Condensed Statements of Cash Flows</b>                           |                  |                  |                  |
| Cash provided by operating activities                               | \$344,462        | \$195,026        | \$173,322        |
| Cash used in noncapital financing activities                        | (11,253)         | (13,779)         | (2,071)          |
| Cash (used in) provided by capital and related financing activities | (175,330)        | 307,394          | (229,463)        |
| Cash (used in) provided by investing activities                     | (567,436)        | (84,449)         | 102,078          |
| Net increase in cash and cash equivalents                           | (409,557)        | 404,192          | 43,866           |
| Balances at beginning of year                                       | 641,508          | 237,316          | 193,450          |
| <b>Balances at end of year</b>                                      | <b>\$231,951</b> | <b>\$641,508</b> | <b>\$237,316</b> |



#### FIRST TIME THE PORT MOVED STS CRANES

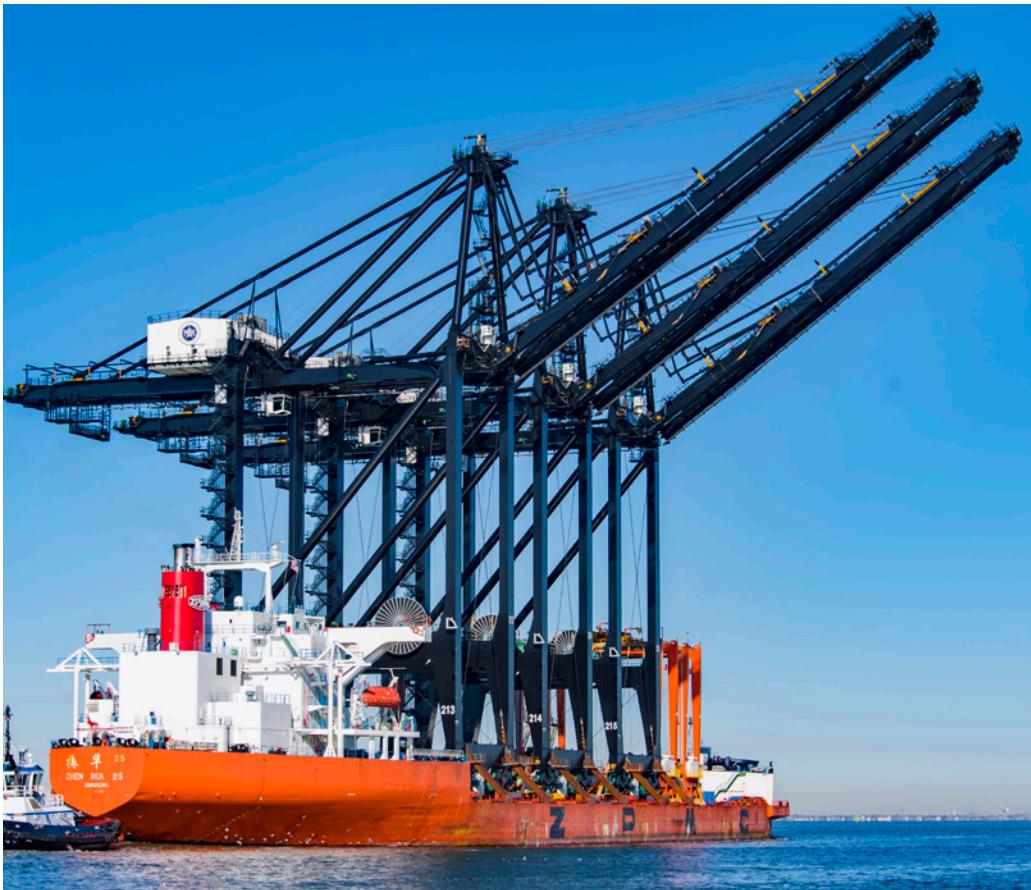
from one terminal to the other



Total tonnage of  
**52,544,174**  
**SHORT TONS**  
—an increase of 16%



Improvements at  
Barbours Cut Terminal  
included adding  
**14 ENTRY GATES**  
—for a total of 29



## SUBSTANTIAL GROWTH AT PORT HOUSTON

Port Houston had a record year in 2022, reaching just shy of 4 million Twenty-Foot Equivalent Units (TEUs), at 3,976,718 TEUs. This was nearly double the volume posted just six years earlier in 2016, and 494,343 TEUs more than 2021. Total tonnage was up 16% for the year, reaching 52,544,174 short tons, a new record for Port Houston. Steel imports through Port Houston were up 50% for the year. At more than 5 million short tons, it was the best year for steel import tonnage at Port Houston in more than five years.

To help accommodate the record levels of containerized cargo and provide trucks with additional opportunities to pick up or drop off loads, we adjusted our service hours. In January, we added a 6 a.m. hour, and in June, we added Saturdays to our gate hours of operation.

#### INFRASTRUCTURE INVESTMENTS AND WELCOME NEW STS CRANES – TALLEST IN PORT HISTORY

Investing in Port Houston's infrastructure is necessary to fulfill our mission to move the world and drive regional prosperity. Significant projects in 2022 included the continued expansion of the Houston Ship Channel, known as Project 11, yard planning improvements, rehabilitation of wharves and facilities, and purchase of equipment. Three new neo-Panamax STS cranes arrived early in the year at our Bayport Container Terminal. These ZPMC cranes were manufactured in Shanghai before traveling 15,904 nautical miles to get here; they are the largest cranes in Port Houston's history. Then in March, we transported three cranes by water for the first time between our two container terminals, Bayport Container Terminal and Barbours Cut Container Terminal.

#### EFFICIENCY AT BARBOURS CUT CONTAINER TERMINAL

Barbours Cut Container Terminal underwent significant changes in February 2022 to improve traffic queuing and the overall flow at the terminal. **These improvements included adding 14 entry gates, bringing the total to 29.** We also added a trouble ticket area, temporary security TWIC check lanes and new scales.

Employees at the Barbours Cut entry gate now provide drivers with a drop-off and/or pick-up ticket at the first stage of entry. The second stage of entry, previously the scale lanes, have been converted to TWIC check lanes.



#### NEW SERVICES

Port Houston added a multitude of services in the early months of 2022, primarily carrying imports from Asia. The addition of MSC Santana and Maersk TP 28 indicates significant business growth for Port Houston and the Houston Ship Channel. The growth we have experienced in imports has contributed greatly to the increased cargo numbers from Asia. Mediterranean Shipping Company's (MSC) Santana trans-Pacific service links Vietnam and Central China to the U.S. Gulf and East Coasts. Port Houston is the first port call in the United States for the service with six round-trip stops and a 31-day transit time between Vietnam and Houston.



Maersk also added Port Houston to its new trans-Pacific East Coast service, directly linking Houston to Vietnam and China.

# CARBON NEUTRAL

## BY 2050

**In 2022 Port Houston announced its goal to commit to Carbon Neutrality by 2050.** The Port plans to achieve a net-zero greenhouse gas footprint through technology upgrades, improving infrastructure and equipment, and using alternative fuels and energy sources. As part of the plan, Port Houston is also working toward eliminating dockside emissions, transitioning trucks to low/no emissions vehicles, and helping implement green shipping corridors and green marine and road fuels. In the efforts to reach our goal by 2050, Port Houston has already:

- Implemented 100% asset-backed renewable electricity at our facilities
- In 2022, 31 of our RTG cranes were hybrid electric, with an additional 26 ordered
- Piloted electric terminal tractor
- Operated using fully electric ship-to-shore (STS) cranes at the container terminals
- Signed MOUs with several companies to explore decarbonization opportunities
- Reduced emissions by 55% since 2016

**In June of 2022 we also welcomed our first electric drayage truck to the Bayport Container Terminal in partnership with Sunburst Truck Lines and Nikola Corporation.** This vehicle was manufactured by Nikola Corporation in Coolidge, Arizona, and uses battery power instead of diesel, eliminating greenhouse gas and other toxic emissions associated with combustion engine trucks.



### ROADMAP TO CARBON NEUTRALITY

| 2016   | 2020   | 2022-25   | 2030  | 2040   | 2050   |
|--|--|---|---|--|--|
| <b>Carbon footprint reduced 0%</b>                           | <b>Scope 1-2 Carbon footprint reduced 55%</b>  | <b>60%</b>  | <b>70%</b>  | <b>90%</b>   | <b>Carbon footprint reduced 100%</b>   |
| <b>Scope 1 &amp; Scope 2</b><br>Lead                         | <b>Baseline emissions established</b><br>Scope 1<br>• LED lighting   | <b>Scope 1</b><br>• Purchasing hybrid cranes only<br><br><b>Scope 2</b><br>• 100% renewable electricity<br>• LED lighting   | <b>Scope 1</b><br>• Purchase zero-emission terminal tractors<br>• Purchase zero-emission pool cars<br>• Pilot zero-emission forklifts and other CHE<br><br><b>Scope 2</b><br>• Evaluate solar generation opportunities  | <b>Scope 1</b><br>• Replace and purchase zero-emission forklifts and other CHE<br>• Terminal expansions and optimal inland operations are green<br>• Carbon capture mechanisms<br><br><b>Scope 2</b><br>• Solar and wind generation implemented where appropriate<br>• Distributed clean electricity generation and resilient microgrids where value added<br>• Electric utilities capacity expansion commensurate with mobility demands | <b>Scope 1</b><br>• CHE fleet turnover to zero-emission is complete<br>• Greenfield terminals optimized for efficiency, minimal emissions<br><br><b>Scope 2</b><br>• Electricity augmented as needed   |
| <b>Scope 3 &amp; Beyond Value Chain</b><br>Partner & Support | <b>Scope 3</b><br>• myriad supplier inventories unknown<br><br><b>Beyond Value Chain</b><br>• GMEI documented emissions 2019 | <b>Scope 3</b><br>• Inventory carbon footprint of Port Houston procurement / suppliers<br>• Develop strategies and tactics to align carbon neutrality<br>• Identify & pilot carbon neutral construction materials<br>• Tenant emission inventory<br>• Employee emissions minimized<br>• Encourage clean dredging/ DMPA<br><br><b>Beyond Value Chain</b><br>• Facilitate pilot of zero-emission drayage trucks and electric/fuel infrastructure<br>• Regional drayage strategies<br>• Pilot shore power<br>• Capture leading practices in ocean and harbor vessels<br>• Grants e.g. MEGA, DERA, TERP<br>• Define green corridors for U.S. Gulf Coast | <b>Scope 3</b><br>• Purchasing carbon neutral materials<br>• Maximized waste recycling<br>• Tenant emissions strategies<br>• Encouraging tenants having carbon neutral plans<br><br><b>Beyond Value Chain</b><br>• Mature adoption of zero-emission drayage truck fleets and charging/fueling truck stops<br>• Encourage transition to carbon neutral container ships<br>• Encourage low/zero-emission locomotives<br>• Encourage transport shuttles, containers on barge or other tech<br>• Encourage hydrogen, carbon capture projects and technologies | <b>Scope 3</b><br>• Encourage carbon neutrality of capital goods, professional services<br>• Developing offsets<br>• Encouraging sustainable investments<br><br><b>Beyond Value Chain</b><br>• Shore power maximized<br>• Zero-emission vessels<br>• Green shipping corridors<br>• Monitor transition to low/zero-emission locomotives   | <b>Scope 3</b><br>• Vessels, trucks and suppliers at carbon neutral / net zero standards<br>• Remaining emissions offset<br>• Investment profiles consistent with sustainability goals<br>• Tenant-operated terminals and facilities meet net zero standards<br><br><b>Beyond Value Chain</b><br>• State of the art is zero emission and/or carbon neutral technology and supplies for trucks, harbor vessels, ships, rail |
|  |  |   |   |  | <b>Emissions Definitions:</b><br>Scope 1 Fuel<br>Scope 2 Electricity<br>Scope 3 Suppliers and Employees<br>Beyond Value Chain: All Others, Vessels, Trucks, Cargo Owners, et al.<br>Carbon Footprint: Controllable Scopes 1&2<br><br>*All plans and projects subject to feasibility and business alignment – timing subject to technology development and commercialization cycles.  |



### FIRST ELECTRIC DRAYAGE TRUCK

at our container terminals



Over a normal life cycle, the use of one electric truck over a diesel

**SAVES APPROX.  
24,000 GALLONS  
OF FUEL**



Over a 15-year lifespan, replacing one heavy-use diesel terminal tractor with a 100% electric terminal tractor will

**REDUCE EMISSIONS EQUIVALENT TO  
2,500 TONS OF CO<sub>2</sub>**

# HOUSTON SHIP CHANNEL EXPANSION

## PROJECT 11

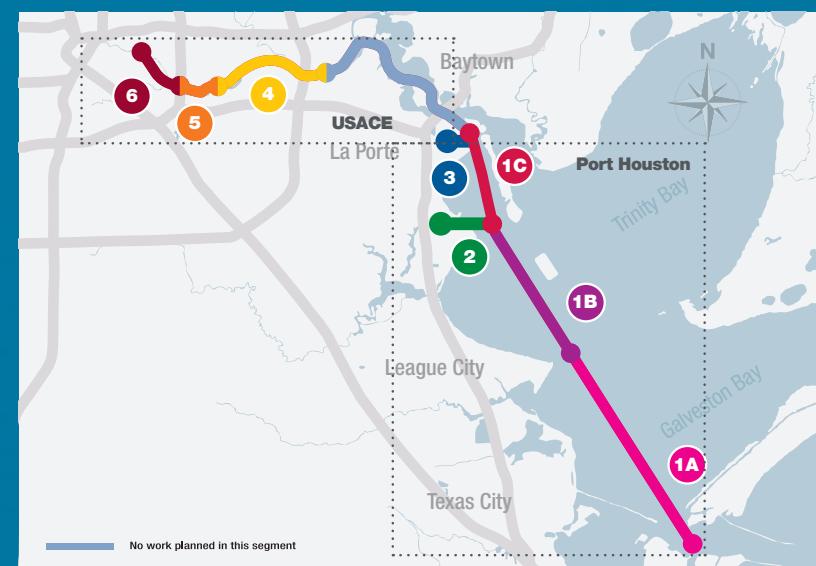
The Houston Ship Channel has been the backbone of the region's economy for more than a century. The waterway has facilitated the growth of Greater Houston into the booming economy it is today. Through ten previous significant projects over the decades the Channel has grown, making Houston the top port in the country. Now we are again expanding the Channel, and what's known as Project 11 is underway, widening and deepening the Channel for safer and more efficient navigation of vessels throughout Port Houston's eight public terminals and the more than 200 private facilities operating along the Channel.

**In early June of 2022, more than 200 people, including elected officials and representatives from multiple sectors in the maritime industry, attended a historic event to celebrate the first dredge work for Project 11.** Bipartisanship and collaboration were on full display at the event, with the Port Commission and Congressional, State, and Local delegations leading the way.

Later that same month, the Port Commission awarded two of the largest contracts in the organization's history, totaling \$416 million, to complete the remaining Galveston Bay segments of Project 11. Nearly 52% of the contract amounts are dedicated to the creation of marshes, bird islands, and oyster reefs.

With all Project 11 dredge contracts, Port Houston staff recommended proposers based on the best value, including cost, schedule, environmental components, and Small, Minority, and Woman-owned Business Enterprise (S/MWBE) inclusion.

**Project 11 is on budget and on schedule, with 82% of the project funded thus far.**



## GOVERNOR ABBOTT VISITS THE PORT

**Texas Governor Greg Abbott visited Port Houston in October 2022.** Leaders from several companies that do business along the Houston Ship Channel joined Port Commission Chairman Ric Campo and Port Houston Executive Director Roger Guenther at Port Houston's Executive Office Building for a roundtable discussion. Chairman Campo and Guenther briefed the Governor on Port Houston's cargo volume, the Houston Ship Channel Expansion - Project 11, and the opportunities for growth of the nation's busiest port.

During the roundtable, energy stakeholders highlighted that the Houston Ship Channel is home to the nation's premier petrochemical complex and the country's largest network of strategic energy storage. Various stakeholders spoke about the essential partnership between the private enterprises and Port Houston, sharing perspectives on how the Port's work to expand the Ship Channel is critical to their continued success. Guenther highlighted Port Houston's Bayport and Barbours Cut Container Terminals, the largest container terminals in the Gulf of Mexico. Texas continues to rank as the #1 state in the U.S. for exports, with steadily increasing energy and manufacturing cargoes, along with record-level container activity at Port Houston. During Q&A at the press conference that followed the roundtable discussion, Governor Abbott noted that the Ship Channel is a vital asset to Texas and a strategic national asset. Citing the 3.2 million American jobs the Ship Channel supports, this federal waterway contributes more than \$800 billion to the United States economy.

# ACCOMPLISHED LEADERSHIP

## GUENTHER NAMED TO INTERNATIONAL MARITIME HALL OF FAME

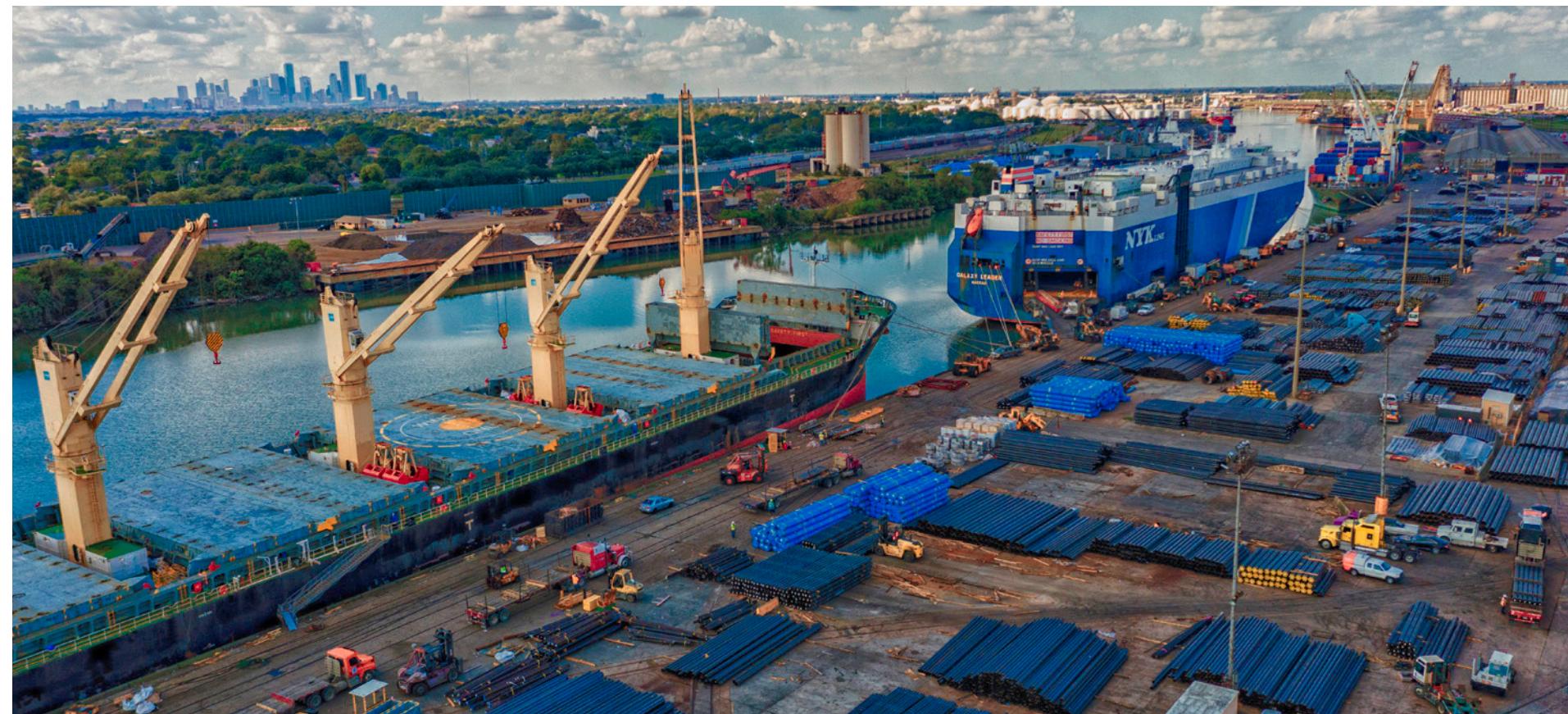
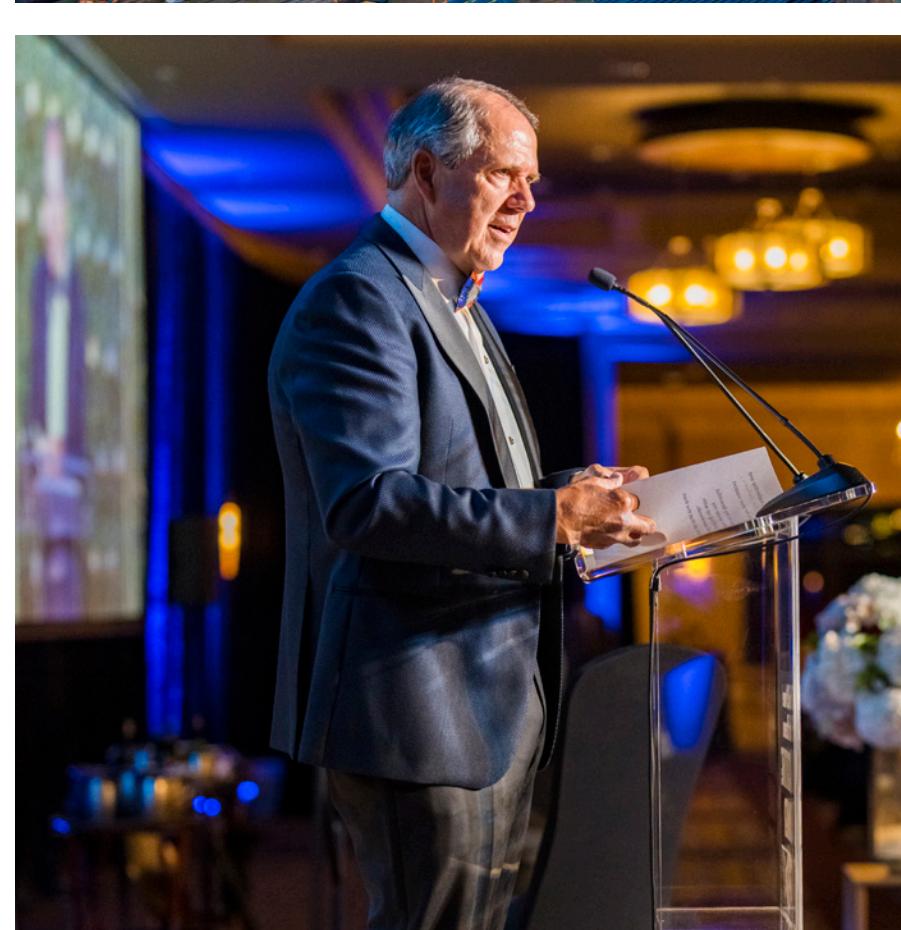
Port Houston Executive Director Roger Guenther was inducted into the International Maritime Hall of Fame on May 18, 2022, in New York City. He was among six global shipping leaders who “all have shown unwavering leadership and dedication to advancing the industry through innovation, determination, and volunteerism,” as stated by the organization.

Guenther has been with the Port for 34 years and was elected Executive Director in 2014. As Executive Director, he oversees all operations at Port Houston’s public facilities, handling a diverse range of imports and exports, including container, general cargo, breakbulk, and bulk commodities.

“I am honored to be recognized and included on this list of leaders inducted before me who are pioneers of our industry. These awards and recognitions further highlight the success of our local maritime community and the commitment of Port Houston to continue moving the world and driving regional prosperity,” said Guenther.

In addition to the prestigious Hall of Fame, in 2022 Secretary Pete Buttigieg of the U.S. Department of Transportation appointed Guenther to the Maritime Transportation System National Advisory Committee. With this nomination, Guenther provides guidance to address short-sea transportation use, supply chain issues, and effective movement of goods.

Another noteworthy accomplishment for the Port came in June, when the Pasadena Chamber of Commerce recognized Port Houston as the 2022 Industry of the Year. This award acknowledged Port Houston for its involvement and support of community projects, leadership in safe environments, and charitable contributions.



## CAMPO RECOGNIZED AS MARITIME LEADER OF THE YEAR

In August, the Greater Houston Port Bureau named Ric Campo, Chairman of the Port Commission of the Port of Houston Authority, the 2022 Maritime Leader of the Year. The award was presented in front of nearly 750 attendees at the 93rd Annual Maritime Dinner.

The event celebrated the accomplishments of maritime organizations and commended their leadership and support of the port region. Proceeds from the Annual Maritime Dinner go to the Greater Houston Port Bureau’s regional maritime advocacy efforts.

Campo has served as Port Commission Chairman since 2019. Key projects and improvements have come to fruition through his leadership and collaboration with the other Port Commissioners and Port Houston staff. “When I look at civic projects, it is all about creating jobs and supporting future growth,” said Campo. One priority during his tenure has been the Houston Ship Channel Expansion – Project 11, which has progressed faster than any similar project. Campo has advocated for the expansion, working with many stakeholders to drive it forward. “The \$1B Project 11 is a game changer for our region, positioning our port for continuing growth,” said Campo.

Port Houston is the advocate and strategic leader of the Houston Ship Channel. The Houston Ship Channel complex and its more than 200 public and private terminals, collectively known as the Port of Houston, is the nation’s largest port for waterborne tonnage and an essential economic engine for the Houston region, the state of Texas, and the U.S.



## PROTECTING THE PORT

**Port Houston maintains a steadfast commitment to safety and security in compliance with the Maritime Transportation Security Act of 2002.**

**FIRST SAFETY EXTRAVAGANZA**  
held at Port Houston's Bayport Container Terminal



Port Houston Dispatch Center handled **861 SERVICE CALLS**



In 2022, Port Houston Police completed **2,410 TRAINING HOURS**



### SAFETY

Port Houston's health and safety policy is based on the principle that all injuries are preventable. Safety initiatives at Port Houston aim to ensure a healthy and safe work environment for employees, tenants, and visitors. This supports a perpetual drive to zero incidents as the only acceptable outcome. Port Houston continues to enhance its health and safety culture and performance. This is achieved through improved education and awareness, facilitating and documenting safety audits and incident investigations, and updating operating standards to promote an incident-free workplace.

**In November 2022, Port Houston hosted its first-ever Safety Extravaganza at Bayport Container Terminal.** This event allowed Port Houston employees to network with tenants, contractors, and ILA personnel while fostering a greater alignment on the safety culture within the organization. The event was a success, with more than 250 people in attendance.

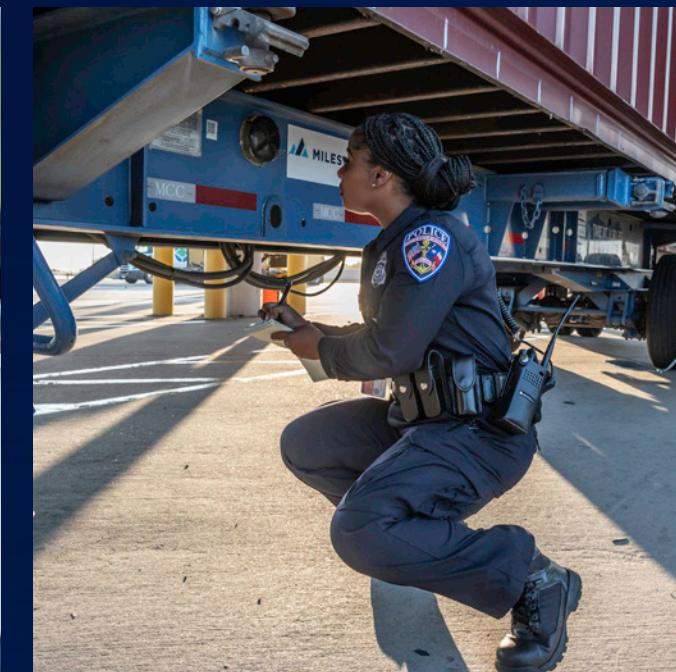
### PORT SECURITY AND EMERGENCY OPERATIONS

**Port Houston's first responders are vital to our organization and the entire Houston Ship Channel, providing security and protecting citizens.**

The Port's Security and Emergency Operations (PSEO) division includes emergency management, police, firefighters, and security, working alongside local and state-level institutions to maintain optimal safety. Each department works tirelessly to protect the Port by performing various tasks and distinct roles, including dispatch, patrol, fire, safety inspections, emergency planning, training, and much more.

In 2022, on an average week, our PSEO division handled the following:

- Fire Department responded to 13 calls - six HAZMAT calls, five EMS calls, and two fires.
- Fire Department inspected 40 fire hydrants, 325 fire extinguishers, and five buildings.
- Security Department randomly screened 2,838 vehicles, processed 29 gate requests, and trained 10 people.
- Credentialing assisted 60 people face-to-face with access requirements.
- Police Department responded to 266 calls, with 70 traffic stops for safety, made one arrest, and completed 46 hours of officer training.
- Dispatch Center handled 861 calls for service.
- Emergency Management Department sent two PortAlert notifications and resolved 12 radio issues.





### FIRST HOUSTON INTERNATIONAL MARITIME CONFERENCE



**25 SPEAKERS**  
spoke over the course of one day about a variety of topics affecting the maritime industry



**MORE THAN 200 GUESTS**  
from around the globe attended this inaugural event

## HIMC 2022 NEWEST MARITIME CONFERENCE

**On October 24, 2022, Port Houston hosted the first Houston International Maritime Conference (HIMC).** This one-day event was dedicated to connecting maritime, transportation, and supply chain professionals with other industry leaders affecting change in the market. More than 200 guests from around the globe traveled to Houston, Texas, to attend this sold-out conference. Customers and other stakeholders enjoyed networking and informational sessions on import and export container trade, high wide and heavy cargo, sustainability, warehousing/distribution, the Foreign Trade Zone, and workforce development. HIMC moderators from Port Houston were joined by decision-makers from BCOs, ocean carriers, NVOCCs, freight forwarders, trucking companies, and more as panelists, and the audience listened to discussions about current trends and the maritime industry's future. Support from our sponsors, including Gulf Winds, International Longshoremen's Association (ILA), OEC Group, FTZ 84, Sunburst Truck Lines, C/PA, and GIS, helped make this conference memorable!



## COMMUNITY INITIATIVES AT THE PORT

Port Houston supports the communities surrounding the Houston Ship Channel. As the advocate and strategic leader for the waterway, Port Houston continues to invest in meaningful projects and programs to enhance local communities. **In 2022, the Port hosted its first-ever community resource fair, called Posada, at Milby High School in the East End.** Posada was dedicated to bringing resources, such as workforce opportunities, healthcare enrollment, and food access, to neighbors, families, and individuals in an effort to connect the community to industry, service partners, and local officials. There were approximately 400 guests in attendance who could enjoy activities and benefit from various resources such as enrolling in healthcare benefits and food access.

Port Houston truly takes pride in giving back to the surrounding communities of the Houston Ship Channel. Along with numerous community events, the Port also provides grants to local organizations. In 2022, Port Houston allocated \$315,000 in grants, an additional \$25,000 compared to 2021. The Community Grants Program allows us to focus on investing in meaningful projects that enhance local organizations that align with our mission and vision.



### 2022 COMMUNITY GRANTS RECIPIENTS:

**Rebuilding  
Together Houston**  
\$50,000

**Association for the  
Advancement of  
Mexican Americans**  
\$20,000

**Capital Idea Houston**  
\$20,000

**Target Hunger**  
\$30,000

**Achieving Community  
Tasks Successfully**  
\$22,000

**Houston Community  
College**  
\$25,000

**Houston Botanic Garden**  
\$17,000

**City of Pasadena**  
\$30,000

**Children's  
Environmental Literacy  
Foundation**  
\$17,500

**Precinct2gether**  
\$29,000

**Clothed by Faith**  
\$10,000

**Houston Community  
Toolbank**  
\$30,000

**Native Plant Society  
of Texas**  
\$3,000



### FIRST COMMUNITY RESOURCE FAIR

hosted by Port Houston



### LARGEST PORT HOUSTON COMMUNITY GRANT AWARDED

to Rebuilding  
Together Houston



**\$315,000**  
awarded to Community  
Grants in 2022

## MENTORSHIP PROGRAM

Port Houston is committed to attracting, retaining, and developing a robust workforce. **As a part of this initiative, in 2022 the Port introduced a mentorship program for youth.**

The goal of the mentorship program is to increase the local talent pool by providing maritime education and direct support to Greater Houston area high schools, colleges and universities, and community-based organizations. Mentees will have the opportunity to work closely with an industry leader to strengthen their areas of maritime interest while preparing them for continued education and career goals.

In fall 2022, the mentorship program officially kicked off at Austin High School and Yates High School with mentor/mentee meetings. In total, 29 Port Houston employees volunteered their time to make an impact in the future generation's lives.



## CELEBRATING PORT HOUSTON'S MINORITY AND WOMAN-OWNED BUSINESS INITIATIVE

In 2022 Port Houston celebrated the first full year of its **Small, Minority, and Woman-Owned Business (S/MWBE) program**, which began in July 2021. This program was created to increase opportunities for minority and woman-owned business enterprises (MWBEs) to participate in our procurement and contracting processes. It joined the established and highly successful small business program under the umbrella of Business Equity.

In 2022, a total of \$210.5 million in awards and commitments went to S/MWBEs. As of December 2022, 1,522 S/MWBE businesses were enrolled in the program, and 75% of those registered firms were MWBEs.

Additional efforts to assist the S/MWBE business community included our Opportunity U program. This is a comprehensive training program to help build the capacity of local S/MWBE vendors and position them for opportunities with and outside of Port Houston.



**FIRST FULL YEAR OF OUR SMALL, MINORITY, AND WOMAN-OWNED BUSINESS PROGRAM**



At the end of 2022, there were a total of **1,522 S/MWBEs ENROLLED IN OUR PROGRAM**, of which **75% WERE MWBEs**



During 2022, a total of **\$210.5M IN AWARDS AND COMMITMENTS WENT TO S/MWBEs.**

# RECOGNITION OF SERVICE

## Congratulations on retirement!

The team at Port Houston wants to recognize and sincerely thank these team members for their commitment to moving the world's cargo.

26 Years

**Jeffrey B. Best**  
TB Maintenance

17 Years

**Patricia K. Ramsey**  
PSEO

12 Years

**Margaret A. Hall**  
Information Technology

23 Years

**Cesar A. Soto**  
BPT Maintenance

31 Years

**Douglas E. Johnson**  
BCT Maintenance

40 Years

**Kent M. Stillwell**  
Police

13 Years

**Teddie P. Lewis**  
Security

40 Years

**Kathleen M. Swift**  
Customer Billing Services

16 Years

**Michael B. Lyons**  
BPT Maintenance

25 Years

**Ray A. Tobar**  
TB Maintenance

28 Years

**Charles B. McCary\***  
Police

12 Years

**Jon A. Williams**  
Police

24 Years

**Herardo M. Mendez**  
BPT Maintenance

26 Years

**Kenneth M. Zacharias**  
BCT Maintenance

35 Years

**Malcolm D. Mims**  
M/V Sam Houston

\* Our condolences to family  
and friends on his passing  
since retirement



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