

PORT HOUSTON

NAVIGATOR

SPRING ISSUE | 2024



PORT HOUSTON[®]

A Closer Look at Port Houston Terminals

06

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Business Partners Shine Through Opportunity U

**Port Houston Playing a Part in
Water Preservation Efforts**

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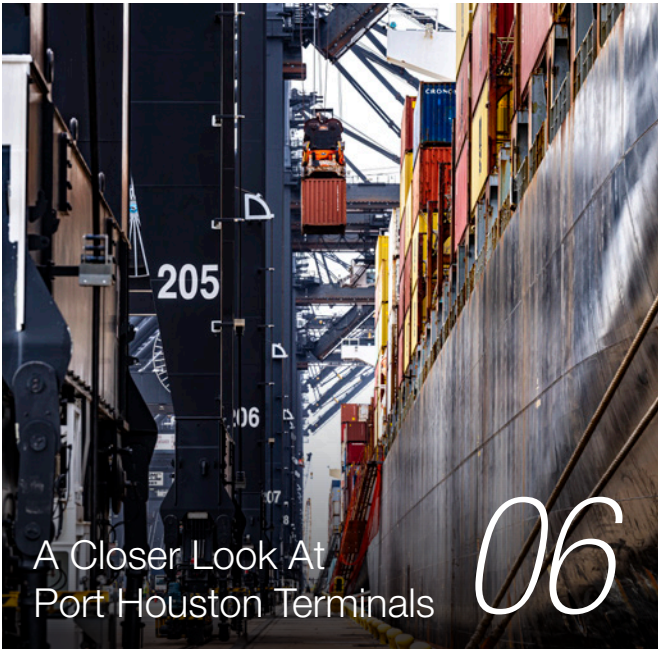
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Business Partners Shine Through Opportunity U

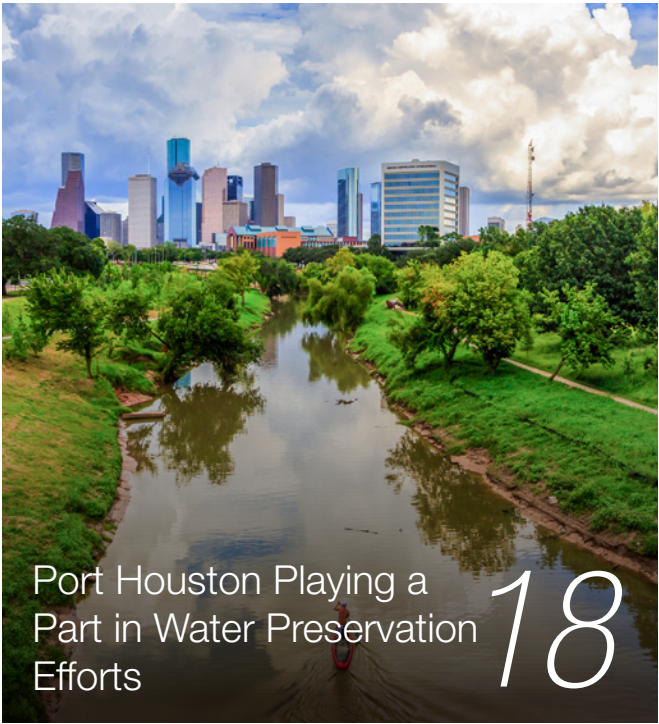
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Port Houston Playing a Part in Water Preservation Efforts

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MESSAGE FROM THE

Executive Director

2023 was another phenomenal year. In fact, it was our best year ever for container exports, which in Houston are primarily resins but include many other petrochemical products produced in our region. Through the first quarter of 2024 we are seeing that those exports are still on the rise, with loaded exports up 15% compared to last year. Total TEUs are also up 15% through the first quarter of this year compared to last. Our total tonnage is up 4% in the first three months of the year.

We are off to an exceptionally strong start again in 2024 but not caught unprepared. The Port Houston team and our partners have worked to seamlessly and efficiently handle the growth and we've made investments to stay ahead of the demand. We have recently received 20 new hybrid-electric rubber-tire gantry (RTG) cranes that have been distributed between our Barbours Cut Container Terminal and Bayport Container Terminal, and we will receive a total of eleven additional RTG cranes later in 2024. These hybrid-electric RTG cranes reduce NOx, PM, HC, and CO by 90% compared to diesel models and will continue to support the growing volume of cargo handled at the Port. We also are expecting three new ship-to-shore (STS) cranes to arrive at Bayport later this year.

In addition, improvements have recently been made at Barbours Cut with a \$31.5 million upgrade to container yards 4 North and 5 North. This work at the terminal added truck bypass lanes, further enhancing safety and efficiency, and placed strengthened concrete surfaces that will increase longevity. With these improvements and the others we have planned for the future, we are confident in our ability to handle the growing cargo demand.

As the fifth-largest container port in the U.S., we are leading the way in managing large cargo volumes while simultaneously striving to achieve our goal of becoming carbon neutral by 2050. We were recently awarded the Texas Environmental Excellence Award in the Pollution Control category by the Texas Commission on Environmental Quality (TCEQ), which recognizes our initiatives in the areas of sustainability and carbon neutrality. We are pleased that our efforts are not going unnoticed.

I have always admired our team's ability to adapt to the ebbs and flows of the supply chain, to balance the needs of growth and sustainability, and to respond to the expectations of our various stakeholders. The dedication and diligence of the staff is truly what makes Port Houston the incredible organization it is.

I recently announced my intention to retire as Port Houston Executive Director later this year and as I prepare to hand over the reins to my successor it's the commitment of the individual team members to the success of our organization as a whole that makes me confident in the future of Port Houston. I am committed to ensuring a seamless transition and am certain that at Port Houston we are in store for a successful 2024 and beyond.



Roger Guenther

ROGER GUENTHER
Executive Director

For advertising opportunities
Contact Sydney Davis at 713.670.1277

A CLOSER LOOK AT PORT HOUSTON TERMINALS

Port Houston ended 2023 on a high note with more than 3.8 million twenty-foot equivalent units (TEUs). And we are committed to maintaining this momentum in the future.

The prospects ahead for Port Houston look bright as we have kicked off 2024 with a bang, breaking records, procuring new equipment, and making significant progress on the Houston Ship Channel Expansion, known as Project 11.

In Q1 of 2024, our Port Houston terminals handled 1,069,917 TEUs, representing a 15% increase compared to the first three months of 2023. Loaded exports continue to be a dominating force among our container terminals, with double-digit growth of 12% in March compared to the same month last year.

As part of an overall plan for continued growth, Project 11 is moving at an unprecedented rate. This progress will make for a safer and more efficient channel for the future. In fact, by the end of this year, we will have opened 21 miles of the waterway, and our Bayport Container Terminal will be able to receive vessels of up to 15,000 TEUs in size.

We are also expanding landside infrastructure at Port Houston's container terminals, and the recent arrival of the Paleisgracht general cargo vessel brought seven new hybrid-electric rubber-tired gantry (RTG) cranes to the Barbours Cut Container Terminal. We are expecting to receive several deliveries of RTGs this year. By the end of this year 57 of our total 147 RTG cranes will be hybrid-electric. In addition, this summer we are expecting new ship-to-shore (STS) cranes for our Bayport Container Terminal. This new equipment will help improve cargo movement for the various weekly services that currently call Port Houston. More than 20 weekly services call Port Houston, and a new weekly service, ZIM Gulf Toucan, started calling Barbours Cut Container Terminal earlier this year.

We openly welcomed this new service line, as it reinforces our position in the international shipping market and contributes to the economic growth of the Texas region, allowing for more cargo resources. Roger Guenther, Executive Director at Port Houston, expressed his excitement about the new Gulf Toucan service, stating that it highlights the significant investments made in the Port's infrastructure to increase capacity, as well as the ongoing growth in Latin American trade. In fact, trade of containerized goods between Port Houston and Latin America has increased by 33% in the last five years.

"At Port Houston, we are always looking toward the future. We are committed to enhancing our facilities to stay ahead of demand and adapt to any changes in the supply chain. I am confident in our ability to maintain a seamless environment with efficient cargo movement through our terminals."

Roger Guenther
Executive Director, Port Houston

Rail services have also recently been added. Both UP and BNSF have increased their services offered at Barbours Cut. Rail services are now offered five days a week, providing access to more than a dozen markets, including Dallas/Fort Worth and Denver.

Looking at Port Houston's multipurpose facilities, steel import volumes decreased by 23% in Q1 compared to last year. Total tonnage across all of Port Houston's terminals increased by 4% in Q1, totaling 13,422,452 tons.

RECENTLY, TWO LONG-TERM AND HIGHLY RESPECTED MEMBERS OF PORT HOUSTON'S TEAM WERE PROMOTED TO CRUCIAL LEADERSHIP POSITIONS.



Ryan Mariacher was promoted to Chief Port Operations Officer for Port Houston. His principal responsibilities include management of all cargo movements through the Port's Barbours Cut and Bayport Container facilities and the multipurpose facilities. He is also responsible for maintaining positive working relationships with customers, facility users, government entities, ship pilots, and labor. Additionally, he ensures that essential Port values in the areas of safety, security, and environmental stewardship are integrated into its operations.

Mariacher joined Port Houston in 2004 at our Barbours Cut Container Terminal. In 2007, he worked in the operations group and helped open the Bayport Container Terminal. He was promoted to Director of Container Terminals in 2014 and in that role was responsible for overseeing terminal operations at both Barbours Cut and Bayport, including the capital planning schedule, budget preparation, and financial analysis for these facilities.

Mariacher earned a bachelor's degree from Texas A&M University. He resides in Houston with his wife Amy and sons Jack and Luke.



Paulo Soares was promoted to Chief Port Maintenance Officer for Port Houston. His principal responsibilities include managing all maintenance activities for Barbour's Cut Terminal and Bayport Terminal container handling facilities and multi-purpose terminals. He is also responsible for directing master planning and development of facility assets such as cranes, equipment, and vehicles. Additionally, he identifies, develops, and applies innovative practices and continuous improvements to ensure Port Houston maintenance operations remain at the forefront of port operational efficiencies, goals and objectives.

Soares joined Port Houston in 1998 at Barbours Cut Container Terminal. In 2007, he worked in the maintenance group to help open the Bayport Container Terminal. He was promoted to Director of Maintenance in 2015 and oversaw maintenance activities at Barbours Cut, Bayport, and multi-purpose terminals.

Soares earned a bachelor's degree from the University of Sao Paulo, Brazil, and a Master of Business and Science from the University of Houston. He currently resides in the Houston area.



COULD BALTIMORE BRIDGE COLLAPSE HAPPEN IN HOUSTON?

Written by Port Commission Chairman Ric Campo, as submitted to the Houston Chronicle on March 27, 2024

The tragic accident at the Baltimore harbor earlier this week was both heartbreaking and scary, and my sincere sympathies go out to the entire Baltimore community. As I watched the video and read the news reports, my first thought was: Could something like this happen in Houston? It is a question I have been asked many times over the past few days.

The Houston Ship Channel is the busiest waterway in the nation with as much vessel traffic as Los Angeles, Long Beach, and New York/New Jersey combined, and its economic value is immense – it supports \$906 billion nationwide and \$439 billion in Texas. The Houston Ship Channel and the industries along it are responsible for about 20% of the Texas GDP and more than 1.54 million jobs in Texas. There is no question the Houston Ship Channel is a vital waterway, and an incident like the one in Baltimore – one that could potentially render portions of the channel unnavigable for an extended period – would be disastrous.

Port Houston works together with many organizations, including the U.S. Coast Guard and Houston Pilots, to keep the channel running safely and efficiently. After hearing the news out of Baltimore, Captain Keith Donohue, Commander Sector Houston-Galveston, and Captain of the Port reminded us that we have an incredible team of Coast Guard personnel. One of his primary roles as the Captain of the Port is to protect this vital system through state-of-the-art risk management assessments. Here in Texas, like nowhere else in the world, they work day-to-day with multiple state, federal, local, and commercial partners to manage risk and increase resiliency through active committees, drills and exercises, regulation enforcement, and most importantly open dialogue with the maritime community.

Our Presiding Officer of the Houston Pilots Captain Clint Winegar shared how fortunate we are to have excellent infrastructure that includes bridge structural legs that have large, underwater artificial islands that would protect the bridge from vessel impacts. He is confident in our bridge infrastructure and our pilots' ship handling expertise and would reassure the public of their safety as they traverse Houston area bridges.

While this week's tragedy shines a spotlight on safety, the reality is the Port Houston team, and the port community, has been evaluating risks and making mitigation plans for years. For example, Port Houston is working with TxDOT and HCTRA to prioritize modernization of the 610 and Beltway 8 bridges, pushing their structures as far toward the banks of the channel as possible, or even out of the water completely.

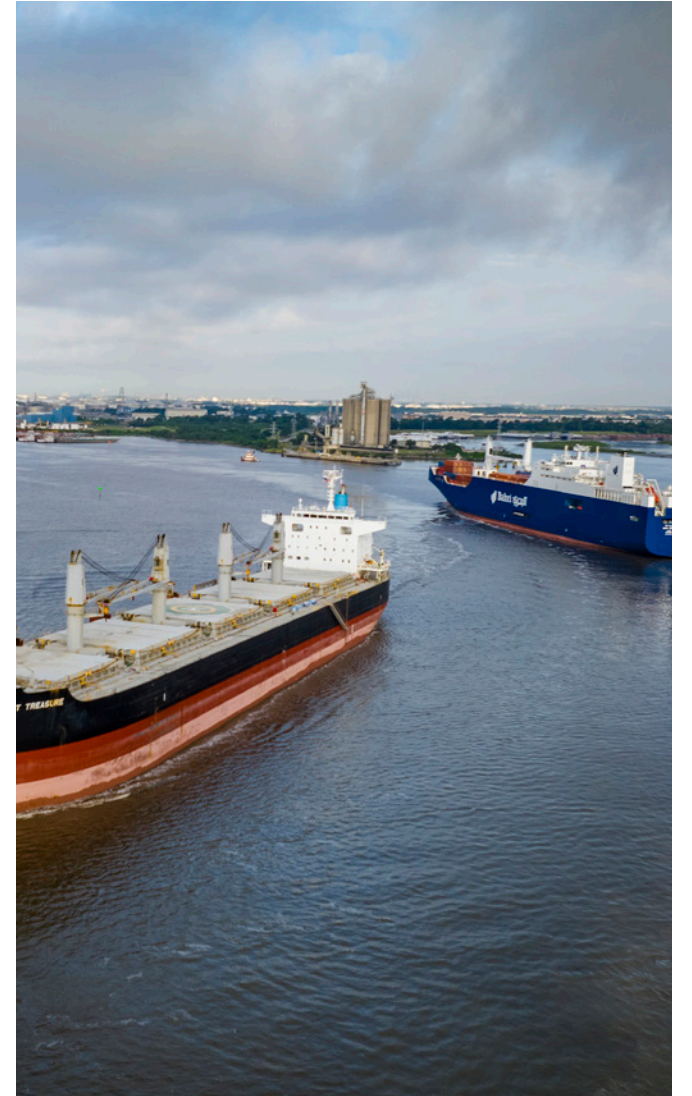
Beyond bridges, making the channel safer and more efficient has always been our priority. Since 2010, we have been planning the Houston Ship Channel Expansion – Project 11 which will improve safety and efficiency in the channel. As modern vessels have grown larger and larger, it has become more difficult to navigate the Houston Ship Channel at its current width. Project 11 will widen it from 530 feet to 700 feet, nearly doubling the space between ships passing each other and ships and channel banks. This is important now for safety and will allow for future growth.

Project 11 is so critical that the Port Houston team expedited the project with port community industry support, shaving years off the typical timeline for a project of this scale. Channel dredging is currently underway, with much of the Galveston Bay reach already completed and open for safer navigation. Throughout this channel improvement project, the Port Houston team has consistently prioritized sustainability during the work, in addition to cost and time. The most recent dredge contract award will use the newest and most environmentally friendly dredge of its type in the U.S. fleet.

The Galveston Bay reach portion should be complete in 2025, which will make 31 miles of the Houston Ship Channel safer than today. The upper part of the channel should be complete in 2027, assuming remaining federal funding is secured.

The tragedy in Baltimore should remind us of why we MUST continue to invest in critical infrastructure like Project 11 which makes our port community safer and drives our thriving economy creating jobs for our neighbors.

Could something like the Baltimore bridge accident happen in Houston? Thankfully, it is not likely. But it is imperative that we follow through with infrastructure improvements and always place safety at the forefront of our decision-making.



THE HOUSTON SHIP CHANNEL— PROJECT 11 IS PROGRESSING EXCEPTIONALLY

The Houston Ship Channel (HSC) is undergoing an expansion, also known as Project 11. This project is a major undertaking for Port Houston that is necessary to sustain a crucial federal waterway. The \$1.2 billion project aims to deepen and widen the channel to allow larger vessels to safely pass through the 52-mile waterway and increase the capacity for shipping traffic.

The project has been in the works for years. It involves collaboration with multiple stakeholders, such as industry and community members, and prioritization of various aspects of the project, such as environmental benefits, channel safety, and timeline for the benefit of our region.

Project 11 is advancing on schedule and on budget and is currently 87% funded. Once completed, it will allow for more efficient and cost-effective shipping activity, benefiting both the local and national economies.

We have made significant progress on its expansion. In the most recent developments of Project 11, Curtin Maritime Corp. completed dredging three and a half miles of the Houston Ship Channel. As a result of related lifted daylight restrictions, roughly 30 minutes of additional vessel transit time will be available. Moreover, Callan Marine Ltd. has been awarded the last Port Houston-led Project 11 dredge contract, which covers the portion of the Channel from the Bayport Container Terminal to the Barbours Cut Container Terminal. The cutter-section dredge that Callan Marine Ltd. will utilize for this segment of Project 11 is the cleanest of its type in America.

The expansion of the HSC to Bayport Container Terminal is expected to be completed later this year. This will include 21 miles out of the 26 miles of Galveston Bay Reach of the Channel, resulting in safer transit through the HSC. The Barbours Cut Container Terminal portion and the remainder of the Channel are anticipated for completion in 2027, pending federal funding.

To stay up to date on Project 11's progress, visit:
www.expandthehoustonshipchannel.com

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Business Partnerships Shine Through Opportunity U

Port Houston is a strong advocate for small, minority, and woman-owned business enterprises (S/MWBEs) in the region, and we believe in promoting supplier diversity and inclusion. One of the programs that supports this commitment is called Opportunity U. Our Business Equity division orchestrates this 10-week program to provide helpful resources for S/MWBEs seeking company growth and contract opportunities. This comprehensive training program is designed to support and assist local S/MWBE vendors and help position them to better compete for and participate in Port Houston procurements. The program helps participants develop sound business fundamentals, learn to bid on government contracts and secure access to capital, network with key decision-makers, and receive mentoring from subject matter experts within the organization.



"This is an exciting opportunity for us, and we are honored to be able to showcase our expertise in the industry and establish ourselves as a leader in the field. We promise to deliver the best work that aligns with Port Houston's values and vision."

Minny Thomas
CEO, Trescope



In 2023, 58 individuals graduated from Opportunity U, setting themselves up for future success. **Minny Thomas, CEO of Trescope**, was one of the graduates and reflected on her time in the program as a once-in-a-lifetime experience. Trescope is a 15-year-old woman and minority-owned business that specializes in providing innovative solutions to the transportation and logistics industry. Their goal is to help companies optimize their supply chain and reduce costs by leveraging cutting-edge technology and data analysis. They have more than 20 implementations in the U.S. and Europe, helping nonprofit organizations, government agencies, midsize businesses, and even large corporations to incorporate Integrated Workplace Management Systems (IWMS) within their corporation.

After successfully completing the Opportunity U training program, Trescope was selected to work as a prime contractor for Port Houston's NXGEN ERP implementation project. This new and improved database will enable us to handle tasks such as hiring, training, financial reporting, and maintenance work orders more efficiently through one platform, leading to better collaboration and decision-making. As a partner, Trescope will provide data analysis and consulting services to identify areas where our organization can improve efficiency, reduce costs, and minimize our environmental impact. Trescope's expertise will be invaluable to ensure the successful installation of the new program.

By The Numbers

2023 Business Equity Highlights



\$524.1M
total awards & commitments
(\$410.1M eligible awards & commitments)

S/MWBE award
\$96.1M
(or 23.4% of eligible amount)



\$200K
toward organizational support and technical assistance through Opportunity U and other programs

62
S/MWBEs received technical assistance through Opportunity U and other programs

145
outreach events

1651 S/MWBE vendors
168 vendors awarded contracts
10% vendor pool utilization



Inclusive Procurement Day
225 S/MWBEs
5 Primes
6 Certifying Partners





AN ENERGY SHIFT THROUGH COLLABORATION

Port Houston is constantly searching for innovative ways to reduce its carbon footprint and transition to a more sustainable future. To achieve our ambitious goal of carbon neutrality by 2050, we have made the transition to using 100% asset-backed renewable electricity and are purchasing hybrid-electric rubber tire gantry (RTG) cranes, for example.

We are also seeking partnerships with like-minded organizations. To that end, Port Houston recently enhanced our partnership with Belgium, signing a Memorandum of Understanding (MOU) on Energy Transition Cooperation, marking a significant milestone in the industry's efforts toward a more sustainable future.

The MOU outlines a plan for sustainable solutions including an import-export coalition for renewable and low-carbon molecules, a green shipping corridor, and the exchange of best practices, knowledge, and research. Belgium is a leader in sustainable energy development, and we are excited to collaborate with them on this initiative. Under the MOU, Port Houston and Belgium will join forces with The Center for Houston's Future, Waterstofnet, the Port of Antwerp Bruges, Exmar, and the Blue-Sky Maritime Coalition to research and develop projects to identify and implement sustainable solutions. The two entities will also exchange knowledge and expertise on sustainable energy practices, which will benefit the entire maritime industry.

The changing regulatory landscape and ambitious climate targets on both sides of the Atlantic provide the background for ambitious cooperation. The Greater Houston area is home to some of the biggest energy producers in the world, and the increase in the production of renewable and low-carbon energy offers perspectives for future export.

Belgium is a strategic energy hub in the heart of Europe, and the Port of Antwerp-Bruges is a crucial gateway with extensive storage capacity, connectivity to European markets, and huge off-take. Houston and Antwerp are the most prominent petrochemical clusters in the world, with many Belgian and U.S. companies present on both sides. The long-standing commercial maritime connection between both ports is a backbone for cooperation.

The signing of this MOU is the latest step in solidifying such a partnership between crucial stakeholders based in countries that are strategic allies. Other stakeholders on both sides are welcome and encouraged to join as partners start working on a roadmap for implementation. The agreement is a testament to the power of collaboration and the importance of taking action.

For more about Port Houston's sustainability practices visit:

www.porthouston.com/stewardship/environment/environmental-overview

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MANIFEST

NEWS AND HIGHLIGHTS

MANIFEST spotlights news briefs exclusively from Port Houston, its customers, trading partners and community stakeholders. Submit information in the form of a letter or press release via e-mail to:

marketing@porthouston.com

Publication is not guaranteed, and the magazine staff reserves the right to edit submissions for content and style.



Oak Meadows Park Ribbon Cutting

Port Houston staff, community partners, and elected officials celebrated the newly enhanced Oak Meadows Park at the close of 2023. The long-time park spans approximately 5.3 acres and sits within the Oak Meadows Neighborhood adjacent to Rucker Elementary School.

The ribbon-cutting ceremony marked the completion of numerous improvements that were made possible by Port Houston's \$1 million contribution to the Houston Parks Board's 50/50 Park Partners initiative, along with more than 30 philanthropic partners who invested a combined total of \$10 million. These improvements include a replaced swing set, a renovated basketball area with a resurfaced court, an added picnic pavilion, an enhanced volleyball court, repaired water fountains, and much more. Port Houston is proud to have played a part in making Oak Meadows Park a better place for the community to enjoy while promoting overall well-being within the region.



City of Houston Appoints New Commissioner

Thomas Jones, Jr. was appointed to the Port Commission in February 2024 by the City of Houston.

Jones retired in 2022 as a founding partner of McConnellJones, LLP (MJ). MJ is currently the largest African-American-owned public accounting firm in the U.S. The firm offers a full range of audit, accounting, tax planning & compliance, and management consulting services. With offices in Houston, Washington, DC, Durham, NC, Austin, and Dallas, MJ serves a diverse corporate, governmental, non-profit, and individual clientele.

Jones also serves as the Board President and Co-founder of the Houston Fund for Social Justice and Economic Equity. In addition to this, he is the Interim President for the Board of Directors of Jazz Houston. He is also a Past Chairman and Emeritus Board Member, as well as a founding member of the Houston Chapter of the Florida A&M University (FAMU) National Alumni Association. He manages the Thomas & K'netha Jones Endowed Scholarship Fund, which provides annual scholarships to FAMU students from Houston, Texas, and Daytona Beach, Florida.

Furthermore, Jones is a member of the Board of Directors for the Texas Medical Center Tax Increment Reinvestment Zone No. 26. He is committed to the community and serves on various civic, community-based philanthropic, political, and social organizations.

Jones and his wife K'netha have been married for 46 years and have two adult children, Nathan and Jessica, who reside in Houston. The family is all members of the Wheeler Avenue Baptist Church. Jones spends his free time reading, traveling, golfing, fishing, and hunting.

Dog Rescued from Container

In early February, an unusual incident occurred at Port Houston's Bayport Container Terminal. While conducting their routine tasks of inspecting shipping containers, the U.S. Coast Guard heard the sound of barking and crying from a distance. As they approached the source of the noise, they discovered that a dog was stuck inside a container that was 25 feet above the ground. Concerned, they quickly worked to bring down the container and rescued the dog, nicknamed Connie the Container Dog.

Connie had been trapped in the container filled with junked vehicles for more than a week before the U.S. Coast Guard heroically saved her. After the rescue, Connie was taken to an animal shelter in Pasadena, where she was checked out by a veterinarian. She was then transferred to a rescue group to receive the needed care and find her forever home.

PORT HOUSTON PLAYING A PART IN WATER PRESERVATION EFFORTS



Port Houston launched its Community Grants Program in 2020 and since that time has awarded a total of \$1.25 million in grants to numerous deserving non-profit organizations that align with the Port's outreach strategies. One of the most recent beneficiaries of these grants, Bayou Preservation, has been able to make significant improvements to its operations thanks in part to Port Houston's assistance.

Bayou Preservation is a non-profit organization dedicated to preserving approximately 20 bayous in the Houston area. They achieve this by advocating for urban development that weaves nature and nature-based solutions into the built environment to promote regional resilience, report on and monitor water quality in collaboration with local jurisdictions, and develop educational tools for all who live within the Lower Galveston Bay watershed. These bayous are a vital part of the local ecosystem, providing habitat for fish and wildlife, and serving as a crucial component of the city's drainage system. Unfortunately, bayous are also at risk due to pollution and other environmental factors. Bayou Preservation works to combat these threats by hosting clean-up events, educational programs, and other initiatives.

With the support of our Community Grants Program, Bayou Preservation was able to expand its efforts in several key areas. For example, they were able to purchase new equipment for their year-round clean-up events, making it easier to remove trash and other debris from the bayous. They also used grant funds to develop new educational materials, including a series of videos that highlight the importance of bayou preservation and the steps individuals can take to help.

In addition to these practical improvements, the grant award also helped Bayou Preservation strengthen its relationships with the local community. By partnering with other organizations and individuals, it increased its impact and raised awareness about the importance of bayou preservation.

Overall, the impact of Port Houston's Community Grants Program on Bayou Preservation has been significant. Thanks to this support, Bayou Preservation has been able to expand their reach and make a real difference in the community.

In February, Port Houston launched its fifth annual Community Grants Program to actively contribute to our community's improvement and be a resource for all. The 2024 recipients will be announced later this year.

To stay up-to-date on our efforts, visit:

porthouston.com/community

DID YOU KNOW?

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Jay Van Valen

Vice President, Jacob Stern & Sons



TALLOW IS EVERYWHERE, BUT YOU MAY KNOW IT BY ANOTHER NAME...

Candles, soap, skincare, cooking fat, wood conditioner, and fuel all have one thing in common. They are all made from tallow! Tallow is the rendered fat obtained from mammals like cattle, sheep, and bison. More specifically, tallow is the fat that surrounds the animal's organs, also known as suet. Now you know what "suet" in suet pudding is if you've binged on British Bake Off.

Tallow is a highly versatile product that is used in nearly every industry, from restaurants to cosmetics, to animal feed, and the maritime industry. Everyday products such as soaps and candles may contain tallow, which enhances their long lasting, creamy lather, and clean-burning properties. In maritime, this product is used for ship maintenance and fueling. Tallow-based biodiesel is a sustainable alternative to traditional diesel fuel and can provide benefits to reduce the industry carbon footprint.

Despite its many benefits, the use of tallow in the maritime industry and supply chain is not without its challenges. One of the main issues is the perception of tallow-based products as being inferior or outdated. This perception is often due to the association of tallow with traditional, old-fashioned methods of production. Proper handling and storage of tallow-based products is critical and intricate. Due to its high-fat content, tallow can quickly decompose if not stored properly. Today, tallow is stored up to 18 months in a fridge and indefinitely in the freezer.

At Port Houston, we get our fill of tallow. This abundant and cost-effective product is one of the many types of cargo that flow through our facilities to be exported globally.

According to Grand View Research, tallow had an estimated market value of \$8.1 billion in 2022, with an expected annual growth of 6.6% from 2023-2030. This trend has led to higher production levels in the meat industry, resulting in a greater supply of tallow as a byproduct. The rising consumption of meat products coupled with the increasing usage of tallow in the pharmaceutical and cosmetic industries are the primary factors driving the growth of the tallow market.

Jacob Stern & Sons, the largest exporter of tallow in the United States, has been a tenant at Port Houston for more than 50 years. The company dates back to the 1850s and is one of the longest-running family-owned businesses in America. Their state-of-the-art facility includes flexibility and multiple docks for better turnaround times. Careful processing and handling of tallow are of optimal importance at Jacob Stern & Sons. Their customers are primarily located in Central and South America, Africa, the Asia-Pacific Region, and the Mediterranean.

PORT HOUSTON:

Enhancing Infrastructure through Government Grant Funding

As one of the busiest ports in the United States, Port Houston must consistently keep up its infrastructure to continue to move this region's cargo efficiently. A major part of our ability to do that has been because of government grant funding, which has allowed the Port to undertake numerous projects that have improved our facilities for all users, shippers, and other customers.

The process of obtaining government grant funding for infrastructure projects can be complex, but Port Houston has been successful in securing grants by pursuing a strategic and well-planned approach.

The first step in securing government grant funding is to identify the right grant opportunity. Port Houston has a dedicated team that is responsible for researching and identifying grant opportunities and ensuring that the Port is eligible to apply for those grants. They work closely with our leadership team to determine which grants are the best fit for the organization's needs.

Once a grant opportunity has been identified, the team begins the process of preparing the grant application. This involves gathering information about the project, developing a budget, and completing the application forms. The grants team also works closely with other departments within Port Houston, including Project Management and Facility Planning, to ensure that all necessary information is included in the application.

One of the keys to successfully securing government grant funding is to clearly articulate the project's benefits. Port Houston's grant applications focus on the benefits that the project will bring to the Port, our customers, and the wider community. This often includes benefits like improved efficiency, increased capacity, enhanced safety, and reduced environmental impact.

Port Houston has been successful in securing government grant funding for a wide range of projects. For example, the Port has been awarded more than \$40 million in grants from the U.S. Department of Transportation to improve the Bayport Container Terminal over the last five years. The grant funded the construction of our new Wharf 6, the expansion of part of our container yard, and the installation of new cranes. These investments will enhance the terminal's capacity and improve its efficiency and safety.

Another project benefitting from grant funding is the redevelopment of Barbours Cut Container Terminal. Over the next five years, the \$300 million project will be partly funded by a \$79 million grant from the U.S. Department of Transportation and approximately \$36 million from the Texas Department of Transportation. This will redevelop wharves 4 through 6 and container yards 4 through 7, which will further improve the terminal's overall safety and the efficiency of the supply chain.

In total, for the year 2023, we were awarded nearly \$56 million in grant funding, a critical contribution that has helped expedite Port Houston projects to meet demand and continue to serve our region.







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