



PORT HOUSTON™
THE INTERNATIONAL PORT OF TEXAS

NAVIGATOR

SUMMER 2018

BIGGER SHIPS CALLING PORT HOUSTON

PILOTS

GUIDE HOUSTON'S SHIP CHANNEL

DRONES

POSE SECURITY AND SAFETY CONCERNS

SHIFT FROM WEST COAST TO PORT HOUSTON HAS
SILVER LINING

ALSO: GULF SHIPPING CONFERENCE **TAKING EDUCATION TO A HIGHER GRADE** MARSH MANIA EVENT
HURRICANE AND STORM PREPAREDNESS FOR PORT HOUSTON SAM HOUSTON BEAUTIFICATION



Pioneering and integrated transport solutions



7.18 NAVIGATOR

IN THIS ISSUE

6 A MESSAGE FROM EXECUTIVE DIRECTOR ROGER GUENTHER

8 THE MANIFEST PORT HOUSTON'S NEWS HIGHLIGHTS

18 INCREASED USE OF DRONES RAISE SECURITY CONCERNS

20 GULF PORTS ON THE HORIZON AT JOC SHIPPING CONFERENCE

22 HURRICANE AND STORM PREPAREDNESS WHAT IT MEANS FOR PORT HOUSTON

23 DID YOU KNOW? INTERESTING FACTS ABOUT PORT HOUSTON

24 BIG BOX BUSINESS BOOMING

25 PORT HOUSTON KICKS OFF NEW APPRENTICESHIP PROGRAM

26 PORT HOUSTON TAKES EDUCATION TO A HIGHER GRADE

28 SHIFT FROM WEST COAST TO PORT HOUSTON HAS A SILVER LINING

30 NEW TENANTS AT PORT HOUSTON

32 THE HOUSTON PILOTS: GUIDING HOUSTON'S SHIP CHANNEL

34 SPOTLIGHT ON SMALL BUSINESS OMG BAKED POTATOES

14

FEATURE STORY:
BIGGER SHIPS CALLING PORT HOUSTON





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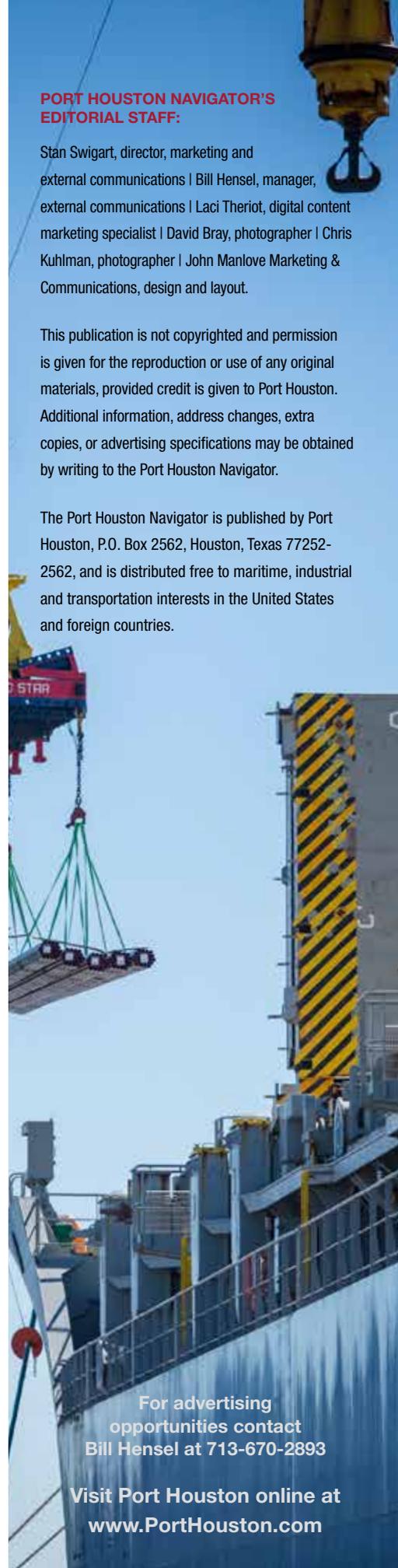
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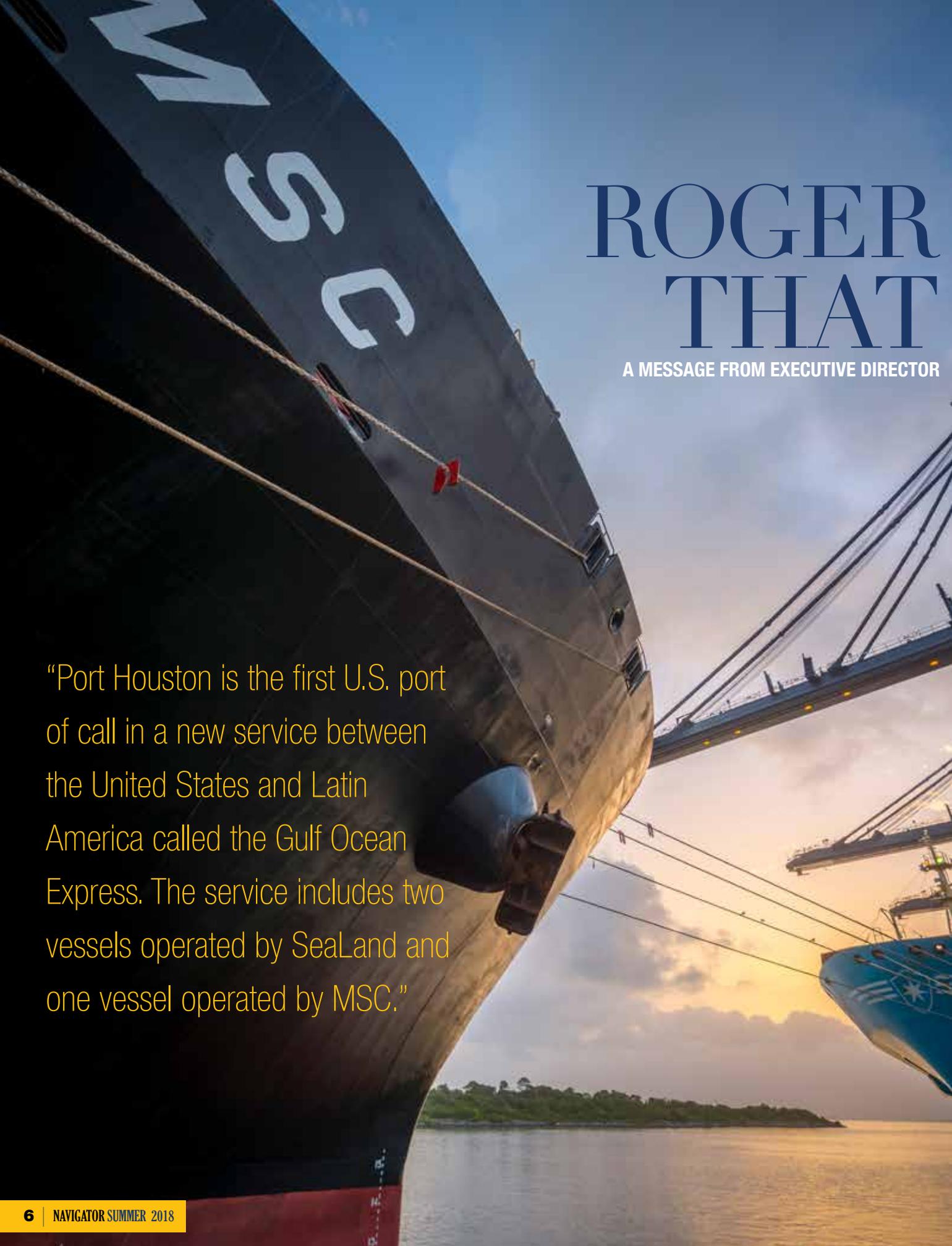
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PORT HOUSTON
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ROGER THAT

A MESSAGE FROM EXECUTIVE DIRECTOR



ROGER GUENTHER

Commerce is flowing across Port Houston docks

Summer is officially here! As we reach the halfway point of 2018, we continue to see steady increases in the flow of commerce through our public facilities. Through April, 13 million tons of cargo have moved through Port Houston terminals, which translates to a 2 percent growth for the year.

The financial results produced from these operations are right in line with our budget forecast for the year. Steel imports have topped the prior year by 17 percent and container activity is up by 3 percent in twenty-foot-equivalent units compared to 2017. That growth continues to be driven by import loaded containers, especially in the East Asia trade lane. And, May was a record month in the history of the Port, whereby a total of more than 245,000 TEU passed across our facilities. This is a 7 percent increase of the previous record that was set in March.

I think it is worth noting that Port Houston was recognized as the “Best Seaport in North America” by Asia Cargo News. The Asian Freight and Logistics Supply Chain (AFLAS) awards recognize industry organizations for demonstrating leadership, consistency in service quality, innovation, customer relationship management and reliability. Port Houston’s representative in Asia, Ben Line Agencies, accepted the award on the port’s behalf. It is just a great honor to be recognized and I wanted to give a shout out to all of the hard-working, dedicated employees that helped make this happen.

And the remainder of 2018 looks great on the container front, as there are two new weekly services that will increase business through our Barbours Cut and Bayport Terminals.

Port Houston is the first U.S. port of call in a new service between the United States and Latin America called the Gulf Ocean Express. The service includes two vessels operated by SeaLand and one vessel operated by MSC.

The direct all-water service connects Houston, New Orleans, Central America, Panama, and Colombia. The first sailing under this new service arrived in Houston April 18 and called our Barbours Cut Terminal.

And, Port Houston was added to MSC’s existing Indus service that calls the East Coast of the United States, India, and the Middle East via the Suez Canal. The services employs nine 8,400 TEU vessels and began calling our Bayport Terminal in June (see story, page 14).

And finally, we once again have new ship-to-shore cranes on the way. In May, three cranes left the ZPMC manufacturing facility in Shanghai, making their way to their new home at the recently completed Wharf #2 at Bayport. After a brief stop along the way to unload two cranes in Honduras, the ship is expected to arrive sometime in mid-August.

With the first half of the year in the books, I am pleased with our progress in 2018, the tremendous impact that the Port Houston team has had on this success, and know that we are READY for more challenges and opportunities ahead.

“Port Houston is the first U.S. port of call in a new service between the United States and Latin America called the Gulf Ocean Express. The service includes two vessels operated by SeaLand and one vessel operated by MSC.”

MANIFEST

PORT HOUSTON NEWS AND HIGHLIGHTS

In its 20 years, Marsh Mania has involved more than 8,000 community volunteers in the restoration of roughly 209 acres of vital estuarine marsh habitat at 92 sites around Galveston Bay.



PORT HOUSTON TEAMS UP WITH GALVESTON BAY FOUNDATION FOR SPRING EVENTS

Port Houston volunteers had their hands full (of cordgrass) this spring, as they partnered with the Galveston Bay Foundation on several environmental stewardship projects focused on beautifying and restoring the bay.

Port Houston's Community Relations and Events department was invited to take part in the foundation's Education Day by the Bay May 10, as part of its environmental education programs. Held at the foundation's newly purchased property in Kemah, the program hosted more than 100 students from Westbrook Intermediate School.

This unique, educational event was developed to engage students through hands-on activities, teaching them how to further protect, restore and maintain the health of Galveston Bay.

Port Houston team members from across the organization were back at it again just a few days later for the 20th anniversary of Marsh Mania, held March 12, at Virginia Point near Galveston.

Port Houston team members joined dozens of local community members for the nationally recognized Texas Parks and Wildlife project, planting over 10,500 stems of cordgrass to create almost an acre of new marsh habitat near Campbell Bayou.

"Thanks to all our volunteers and their families for coming out to support this important cause," said Garret Berg, assistant community relations manager at Port Houston. "Coastal wetlands play an essential role in the overall health of Galveston Bay, and we appreciate all the individuals and organizations that participated."

Port Houston's next environmental outreach event with the Galveston Bay Foundation will be the Oyster Reef Restoration Project, scheduled for Saturday, July 21st, in Galveston.



TEXAS SENATOR JOHN CORNYN RECEIVES AAPA “PORT PERSON OF THE YEAR” AWARD

Texas Senator John Cornyn received the American Association of Port Authorities’ “Port Person of the Year” Award March 21 at the organization’s spring conference in Washington, D.C.

The award is made in recognition of an individual whose outstanding work or service has made a significant contribution to public port authorities and maritime commerce.

Cornyn was commended for his continuous support for public ports.

Nominated for this award by the Texas Ports Association, the senator is being recognized for his leadership on behalf of public ports to preserve the tax exempt status of private activity bonds during the recent consideration of the Tax Cuts and Jobs Act.

Born in Houston, Sen. Cornyn is a graduate of Trinity University and St. Mary’s University School of Law, receiving his LL.M. from the University of Virginia School of Law. He has served in the Senate since December of 2002.

Port Houston’s government relations department attended the event.



Photo credit: SLAM Online and adidas

HOUSTON ROCKETS STAR SHOTS COMMERCIAL AT PORT HOUSTON

Six-time NBA All-Star and Houston Rockets point guard James Harden was onsite at the port to help promote adidas’ new “RUN THE GAME” campaign and its launch of the AlphaBOUNCE Beyond running shoe. The commercial was designed for the Asia retail market. Harden was filmed running through aisles containers at the Bahri container yard at the Port of Houston Turning Basin. The Houston Rockets made it to the 2018 NBA Western Conference championship, but lost to the Golden State Warriors.



OMB DIRECTOR MICK MULVANEY VISITS PORT HOUSTON

The Director of the White House Office of Management and Budget (OMB), Mick Mulvaney, visited Port Houston in May, with port executives providing an overview of Port Houston’s economic significance to the nation and discussing the needs of the Houston Ship Channel, a federal waterway maintained by the U.S. Army Corps of Engineers.

In her presentation, Chairman Janiece Longoria highlighted that the public and private terminals along the channel represent the largest exporting region in the nation, largest petrochemical complex in the world, and are an epicenter of manufacturing investment. She and others talked about the Corps’ current study of potential improvements to the Houston Ship Channel and how that would benefit the growth in the region.

Port Houston serves as the local sponsor of the federal channel and works in partnership with the Corps to maintain and improve the Houston Ship Channel. OMB has an important role in the federal budget process by both developing the President’s budget proposal as well as directing certain spending by the Administration.

The ship channel is so important to the nation that although it was closed for just five days after Hurricane Harvey hit last year, the impact was significant, the chairman said. Gas prices rose by 20 to 30 cents per gallon during that time and the nation experienced significant jet fuel shortages due to the interruption of crude oil deliveries and refinery closures, she said.

Using large maps in the boardroom of the Executive Building where the meeting was held, Executive Director Roger Guenther pointed out the location of different public and private facilities located along the ship channel.

Also attending the session were Jim Teague of Enterprise Products Partners and Bernt Netland of Intercontinental Terminals Co., who shared their perspectives on the waterway’s importance to their businesses and need for future federal investment in the channel, the busiest waterway in the country.



NEW SEALAND ALL-WATER SERVICE CALLS PORT HOUSTON

Port Houston is the first U.S. port of call in a new service between the United States and Latin America called the Gulf Ocean Express, which is operated by SeaLand, the Intra-Americas ocean carrier of the Maersk Group.

The direct all-water service connects Houston, New Orleans, Central America, Panama and Colombia. The first sailing under this new service was April 5, 2018, departing from Cartagena, Colombia, on the M/V Tiger. The vessel arrived in Houston April 18.

The new service was highlighted by SeaLand Chief Executive Officer Craig Mygatt during a keynote address he gave during the JOC Gulf Shipping Conference.

The Gulf Ocean Express serves U.S. export cargo out of the Gulf that includes resins, chemicals, paper, mining, metals and frozen meat. Imports into the U.S. include agricultural products, fresh fruit, forestry, automotive/transportation, chemicals and apparel.

The service also will focus on special breakbulk and out-of-gauge products out of Port Houston, which handles more of that type cargo than any other port in the country.



PORT HOUSTON WELCOMES ABOARD SUMMER INTERNS

Fourteen students are spending their summer interning at Port Houston, supporting port departments ranging from Environmental Affairs to Security to Channel Development and Human Resources.

The interns met with Chief Operating Officer Tom Heidt on their first day and started working on various projects for their supervisors and departments.

The students even got a bird’s-eye view of the port on the Sam Houston Boat Tour. The port’s summer internship program is designed to expand students’ awareness of the world beyond the campus through exposure to a variety of careers, disciplines, life styles and environments.

The 12-week program also provides an opportunity for undergraduate students to develop and expand their knowledge about themselves, their abilities, goals and career interests in a work setting.

“I believe this internship will allow me to gain real industry experience in the field that I hope to pursue post-graduation,” said Austin Lloyd, container terminal operations intern for Port Houston. “It is also a great way to get my foot in the door and prove myself.” To learn more about the port’s internship program, visit: <http://porthouston.com>.



PORT HOUSTON ENHANCES TURNING BASIN WITH SAM HOUSTON BEAUTIFICATION PROJECT

Each year, the M/V Sam Houston boat tour brings nearly 30,000 visitors to Port Houston for a free, educational trip along the Houston Ship Channel.

These visitors embark and disembark for their tours from the Sam Houston Landing area at the Port Houston Turning Basin. While the port continues to work on long-term plans for the pavilion area, port employees stepped up to enhance the area, making it more welcoming to the community.

More than 50 employees volunteered their time participating in outdoor beautification projects. Some Port Houston team members filled new planters with flowers, while others sanded and painted benches, weeded or trimmed trees. Additionally, two art projects were completed that will bring more color and character to the space. New signs were also installed during the event, and

light-pole banners will be added to the area along the water early this summer.

"Everyone who visits the port for a tour on the M/V Sam Houston deserves to have a welcoming and memorable experience. This event allowed our Port Houston employees the opportunity to take part in projects which ensure that kind of experience for all of our guests," said Leslie Herbst, director of community relations and events for Port Houston

Port Houston also recently entered into an interlocal agreement with the University of Houston Graduate Design/Build Studio to design and construct an open-air shade structure at the Sam Houston Landing for a student support project, allowing the graduate students to gain hands on design and construction experience.

PORT HOUSTON RECEIVES LLOYD'S LIST "PORT OPERATOR OF THE YEAR" AWARD

Port Houston was named "Port Operator of the Year" during Lloyd's List 2018 Americas Awards May 23.

The Port Operator of the Year Award recognizes the operator that has maintained the highest standards of operational efficiency and customer service throughout the year. Criteria include exceptional innovation, improved efficiency, profitability or successful investment in port operations.

Finalists for the awards were chosen by a panel of industry executives. The judges commented that this year's submissions made the decision-making process extremely difficult because there were so many qualified entrants, "reflecting the dynamic nature of the industry at this time and a quest for excellence in shipping."

The Lloyd's List Awards honors shipping and logistics companies, ports, environmental initiatives, training and innovation across the Americas.

Taking part this year were some of the maritime industry's biggest shipowners, including Shell Shipping & Maritime, Maersk Line, CMA CGM, Carnival Corporation and Holland America Group.



"Operational excellence and our deep commitment to the customer has been recognized again but the proof and true recognition is in the numbers," Executive Director Roger Guenther said. "Our customers continue choosing Port Houston and the all-water services calling our facilities above all other options as the best gateway to import and export their cargo."



PORT HOUSTON NAMED BEST SEAPORT – NORTH AMERICA

Asia Cargo News named Port Houston the Best Seaport in North America, after tallying results from thousands of shippers and industry experts around the globe, Port Houston Executive Director Roger Guenther told the Port Commission during its May meeting.

Asia Cargo News announced the results at an awards ceremony held in Shanghai, China. About 10,000 shippers and industry experts participated in the survey, according to the publication. The honor is particularly significant because the "nomination and voting results were determined by industry service users, rather than judges," noted Guenther.

The AFLAS awards recognize industry organizations for demonstrating leadership, consistency in service quality, innovation, customer relationship management and reliability.

Port Houston's representative in Asia, Ben Line Agencies, accepted the award on the port's behalf.

"It is just a great honor to be recognized, and I wanted to thank all of the hard working employees that we have that help make this happen," Guenther said.

Written by leading transport and cargo industry journalists, Asia Cargo News is a source of intelligence for cargo, logistics and supply chain companies located in and doing business in Asia.



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MANIFEST

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 bhensel@poha.com or via fax 713-670-2564. Publication is not guaranteed and the magazine staff reserves the right to edit submissions for content and style.

Big

BIGGER SHIPS CALLING PORT HOUSTON

SEAMAX GREENWICH CALLS AT PORT HOUSTON

Port Houston was recently added as a port of call for MSC's existing Indus Service that serves the U.S., India and the Middle East via the Suez Canal. The M/V Seamax Greenwich, a 8,189 TEU vessel, arrived at the Bayport Container Terminal in June.



Big

BIGGER SHIPS CALLING ON PORT HOUSTON



MSC began calling the Bayport Container Terminal in June as part of its Indus service, which calls the East Coast of the United States, India and the Middle East, transiting the Suez Canal.

The Suez, which extends north to south across the Isthmus of Suez in Egypt, allows for the fastest ocean crossing from the Atlantic Ocean to the Indian Ocean.

The Seamax Greenwich, an 8,189-TEU vessel built in 2004, called Port Houston June 9. Vessels of that size and even larger are expected to be calling with more regularity.

In addition to the new service moving through the Suez, the massive project that added a third set of locks to the Panama Canal -- completed and opened in 2016 -- paved the way for more large vessels to call the port.

Port Houston has been adding infrastructure at a steady clip in recent years, building out the Bayport Container Terminal and modernizing the Barbours Cut Container Terminal. That expansion, along with the Houston region's growing population and the port's reach to some 100 million consumers in the heartland of America, gets the attention of shippers.

Long-term, the impact of the Panama Canal expansion on the Gulf Coast could be significant, experts say, with the Port of Houston a beneficiary. The region is becoming an important distribution and logistics center for plastic resins, much of which are expected to move across Port Houston docks.

Loaded container imports for 2017 increased 22 percent, making Port Houston the fastest-growing import port in the U.S. Loaded container exports grew 5 percent, for a 13 percent overall growth rate.

Much of the import growth is from the strengthening East Asia market. Inbound transpacific volumes increased 32% in 2017. East Asia imports represent 41% inbound loaded TEUs. With three Asian services, projections show import growth expanding, while handling new demand from growing plastics exports to Asia.

More than half of all traffic passing through the Panama Canal are goods traveling between the U.S. and Asia, the Texas Transportation Institute determined in a study issued in early 2018. While most Gulf Coast ports interviewed by TTI reported the current impact of the Panama Canal expansion was non-existent or minimal, Port Houston executives said they anticipate a cascade effect as Neopanamax vessels are deployed elsewhere.

"As Neopanamax vessels are deployed to service other ports, smaller ones will come to Port Houston," the TTI study reported. "These smaller-than-Neopanamax vessels can handle 8,000-10,000 TEUs (twenty-foot-equivalent units), and are larger than the current vessels in the Gulf."

Houston is one of the fastest-growing U.S. container ports, with container volume as measured by TEUs growing at a compound annual rate of 6% over the five years from 2013 to 2017, Moody's Investor Services noted in a recent report.

"Growth will remain supported by the recent expansion of the Panama Canal, which has allowed ocean carriers to deploy much larger and more efficient vessels on services to Houston," the Moody's report noted. "The upsizing of vessels calling the port will continue to result in the authority recapturing or handling new cargo volumes that would have previously moved through Southern California or the Southeast."

Regionally, the port is very well positioned, with by far the largest local population and comparable or superior infrastructure relative to alternate Gulf Coast ports, Moody's wrote.

"Import demand will remain buoyed by the large and growing regional population that Houston serves, while the port is also poised to benefit from the growing petrochemical production in Texas and along the Gulf Coast," the report stated. "The growth of plastics/resins production is just beginning to ramp up and will create large volumes for export in the years ahead, which Houston is well positioned to serve as it has the most vessel service, capacity and available container supply of Gulf Coast ports."

Port Houston's solid operating performance should remain favorable supported by heavy reinvestment into port facilities that will contribute to its strong competitive edge with a strategic location on the gulf, and expected steady operating performance over the next three to five years, according to Moody's. The credit rating agency noted that between 2012 through 2017, the authority's revenue performance consistently exceeded expenditures, largely due to strong vessel and cargo services, which account for almost 80% of revenues.

MORE CANAL CHANGES IN THE WORKS?

And the Panama Canal Authority is currently considering additional and larger locks and has been assessing the development of trans-load facilities within the Panama Canal and on the east and west coasts of Panama, according to a study released in October 2017 by Martin Associates. Those areas would be connected by the 47.6-mile Panama Railroad, which is partly owned by Kansas City Southern.

That study, which was prepared for the Houston-Galveston Area Council, found that in 2016, 67 percent of the cargo moving through the Panama Canal either originated or had a final destination in the United States. It determined that dry and liquid bulk ships accounted for a significant number of transits, carrying mostly minerals, grains, fertilizers, ores, metals, petroleum products, and liquefied gases and chemicals. Container vessels were the fourth largest vessel type transiting the Panama Canal. Port Houston handles roughly two-thirds of all containers that move through the U.S. Gulf of Mexico.

**DRONE
CRASHED &
BURNED**

INCREASED USE OF DRONES

RAISES SECURITY CONCERNS



When a small camera-equipped drone fell out of the sky trailing smoke over Port Houston's Turning Basin Terminal recently, it raised some serious security concerns.

The incident in mid-April triggered an immediate investigation, which remains ongoing. The drone was being flown over port property without authorization. The Federal Aviation Administration (FAA) requires that all owners of Small Unmanned Aircraft Systems follow strict regulations and laws.

Within minutes of the incident taking place, port police and firefighters were dispatched to the scene. The initial

investigation determined that a freelance photographer had taken photos of the port with the drone. The drone was in the air over the port for at least 30 minutes and 60-plus photos were taken of vessels, rail infrastructure and other structures. Red flags were also raised by the fact the operator of the drone, which was manufactured in China, was in a rental car with out-of-state license plates that differed from the state on the person's driver license.

The FAA requires hobbyist drone operators to contact air traffic control and/or airport management if they are operating within a 5-mile radius of any local airport. The port's Turning Basin terminal falls into that category because of its proximity to Hobby Airport.

Because no permission was sought or granted, the operator could be charged with a Class B misdemeanor under Texas state law.

The use of drones both commercially and recreationally has skyrocketed in recent years. Some of the top non-military uses include journalism, film and aerial photography, shipping delivery, search and rescue, geographic mapping, law enforcement and border patrol and construction sites.

But the use of drones around ports raise special concerns. In a briefing about the drone incident for the Area Maritime Security Committee, Port Houston Security Manager and Facilities Security Officer Michael Ziesemer

Noted that challenges abound, ranging from detection to safety. He said some of the photos were taken from relatively low altitudes.

"That should have been noticed and reported," he said.

Some commercial drones – like the one from the same manufacturer as the one involved in the incident at the port – can carry a payload of 11 pounds or higher. A pipe bomb is generally in the range of five pounds of dynamite-equivalent.

The probable cause for the crash landing of the drone at Port Houston was a melted battery pack.



More than 400 people attended the third annual JOC Gulf Shipping Conference hosted by Port Houston and organized by The Journal of Commerce and parent company IHS Markit, April 16-18.

The attending professionals discussed shipping trends and the efficiency and importance of commerce moving through U.S. Gulf ports. The event provided an in-depth look at the latest trends, problems and solutions emerging for cargo owners importing and exporting through the Gulf.

“With the ongoing growth of the population in Houston and along the Gulf Coast, the amount of cargo moving through our ports is only going up,” said Houston Mayor Sylvester Turner, who provided welcome remarks. The amount of industry activity on the Gulf Coast also presents opportunities for the growth of international trade and business.

“It is an exciting time for the industry along the Gulf Coast, which is engaged in positive change and growth, and everyone

is working hard to ensure that we stay ahead of the curve,” Port Chairman Janiece Longoria said during a recent Port Commission meeting. “We are thrilled to host this two-day conference and the business that it brings to our region.”

NEW COASTAL GATEWAY: THE GULF COAST

Harris County Judge Ed Emmett provided a keynote address and shared that the Gulf Coast is the Gateway of America.

The Gulf Coast’s share of total US volume rose from 6.8 percent in 2007 to 8.5 percent in 2017, according to PIERS data.

“Sophisticated supply chain managers have found that it’s good to be as close to the distribution and demographics as possible,” shared Craig Mygatt, president of SeaLand in a business article.

Houston dominates the container market as its annual container volume has risen. IHS Markit forecasts that Houston will see an immediate uplift of resins volume (polythelene exports) in the near term starting in 2019.



“Houston is by far the leading port for U.S. resins exports,” said JOC Senior Editor Joe Bonney, who moderated a panel on the resins boom.

Plastic packagers like Katoen Natie are actively evaluating and planning. “We believe that Houston will be the best place to ship your products,” said Frank Vingerhoets, President of Katoen Natie.

During a panel with beneficial cargo owners Academy Sports and Outdoors and Domtar Corp., transparency, capacity and solutions were discussed to support supply chains. “It is important for the market to be transparent,” said Rolando Portal, Senior Director for Logistics at Academy.



NEVER FEAR. THE GULF PORTS ARE HERE

Port Houston Executive Director Roger Guenther served on a container ports panel with the Port of New Orleans and Alabama State Port Authority. All three ports are leaders in container shipping. Port Houston’s container volume grew 14 percent alone in 2017 with a record of nearly 2.5 million TEUs.



“Houston is the fastest growing container port in the nation,” said Guenther. Houston is also the sixth ranked top U.S. container port by total TEUs, he noted. Port Houston exports nearly half of all U.S. resins. “I am really proud of what we are doing,” Guenther added.

Some of the port’s container imports are supported by local distribution centers in the region – including Walmart, Home Depot, IKEA and Rooms-to-Go.

Port Houston’s goal is to continue using the existing freight network in Houston. The port extended its gate hours at the Bayport Container Terminal to accommodate customers and the trucking community in 2017.

“Houston is one of the most efficient ports in the country,” said Curtis Spencer, President of IHS Worldwide, during a trucking panel. “Houston, Texas is the best place to drive a truck as well,” added Patrick Maher, Vice President of Business Development for Gulf Winds International.

GULF PORTS ON THE HORIZON

at JOC Gulf Shipping Conference

The Gulf Coast’s share of total US volume rose from 6.8% in 2007 to 8.5% in 2017

Hurricane and Storm Preparedness:

WHAT IT MEANS FOR PORT HOUSTON

Located along the U.S. Gulf Coast, the Houston region is subject to tropical storms and hurricanes, which can interfere with port operations.

Port Houston works with the U.S. Coast Guard and other emergency management officials concerning any closures of the Houston Ship Channel and the port due to emergencies such as an impending hurricane.

When hurricane conditions are forecasted, the U.S. Coast Guard will enact special measures to provide for the safe transit of vessels wishing to arrive into or depart from the Port of Houston.

When these measures are enacted, Port Houston activates its hurricane response plan that closely follows the U.S. Coast Guard Captain of the Port's "Hurricane Port Conditions Plan."

Captain of the Port Hurricane Port Conditions:

WHISKEY - Initial notice that a hurricane threat exists, 72 hours prior (to predicted gale force winds)

X-RAY - 48 hours prior (to predicted gale force winds)

YANKEE - 24 hours prior (to predicted gale force winds)

ZULU - 12 hours prior (to predicted gale force winds)
PORT CLOSED

Port Houston utilizes its PortAlert mass notification system to communicate with tenants and employees during emergency situations that may require port facility closures.

The port also participates in the Port Coordination Team – a group of local maritime professionals who work with the Coast Guard to jointly communicate emergency response information regarding the Houston Ship Channel before, during and after a storm event.

"As we learned with Hurricane Ike and Hurricane Harvey, we want to make sure that we have the appropriate response measures in place for a future storm event," said Marcus Woodring, Port Houston's chief port security and emergency operations officer.

The port also has terminal hurricane procedure manuals available on the porthouston.com website.

A new Mobile Command Center (MCC) was delivered to Port Houston in 2017 that promises to greatly improve the response capability of the port's emergency management due to its state-of-the-art technology. During major incidents, it serves as a central meeting place for first responders to establish the incident.



DID YOU KNOW? FROM STEAMBOATS TO CONTAINER VESSELS

THE SS LAURA, THE FIRST VESSEL CALL IN HOUSTON

January 1837 marked a historic ship call when the first commercial steamboat, the SS Laura, sailed up Buffalo Bayou. This was before the Houston Ship Channel was originally dredged in November 1914.

At this time, the port was just a cut through a bluff on the banks of Buffalo Bayou at the foot of Main Street in downtown Houston. The Laura transit is important because the vessel was to navigate the small watercourse as a sizeable paddle wheeler.

Transporting people and cargo, the small steamer marked the beginning of an economic boom in Houston. Houston was the capital of the state of Texas during that era. The master of the ship was Captain Thomas Grayson. Houston founders Augustus Chapman Allen and John Kirby Allen wanted to demonstrate that Buffalo Bayou was a navigable river.

The boat was originally built in Louisville, Kentucky, for use on the Brazos River and it served the Texas republic during the Texas revolution. The vessel could carry up to 65 tons of cargo.

Two passengers of note on the Laura were Francis R. Lubbock, future governor of Texas, and Benjamin C. Franklin, the first judicial office holder in the Republic of Texas.

The Laura was last spotted in June 1840, when she was seen undertow by the steamship The SS Constitution. Later, Houston would have a thriving deep-water port and maritime highway.

THE SS DOROTHY COMES ALONG AFTER DREDGING

Today, the greater Port of Houston has over 8,000 vessel and 223,000 barge movements along the Houston Ship Channel.

However, that would not have been possible without the first voyage of the newly dredged 52-mile Houston Ship Channel by the SS Dorothy Oct. 12, 1914.

The ship would be the first to test if ocean going vessels could navigate it, according to a Houston Chronicle article. Capt. W.L. Farnsworth Sr. discharged the vessel in Houston after making its way from Philadelphia to Galveston. City officials wanted to ensure the project was a success so that wharves could eventually be built along the waterway.

The SS Dorothy made its way about three and a half miles downstream from the Turning Basin and was tied to a tree. The captain then turned her around and went back to sea.

The Houston Ship Channel and the Port of Houston was officially opened for commercial transit about a month later on November 10, 1914.

Today, Port Houston is the no. 1 port in the U.S. for foreign waterborne tonnage and the largest container port on the Gulf Coast.

BIG BOX BUSINESS BOOMING

Port Houston continues to set new records, with the container business particularly strong.

May was a record month for Port Houston, with a total of 245,000 twenty-foot-equivalent units (TEUs) moving through port facilities, Executive Director Roger Guenther reported during the monthly Port Commission meeting in late June. The previous record was set just in March of this year.

“This activity brings our overall volume through May to more than 1.1 million TEUs and 6 percent over the same period last year,” Guenther said. “We see this growth continue through our gates.”

On a single day in June, the port also had a record day of nearly 9,200 gate transactions through the Barbours Cut and Bayport container terminals combined, averaging a turnaround time of 35 and a half minutes.

“The investments we continue to make to have the right assets that we need, and when we need them is critical to our continued success,” Guenther said, “along with the commitment by our staff and labor that serves our industry with the highest efficiency each and every day.”

With the ongoing expansion of Port Houston’s facilities, the continued focus on infrastructure is important. More assets are on the way. Three new dockside ship-to-shore cranes have been built and are en route from Shanghai, China to the port’s Bayport Container Terminal. Although the ship carrying the cranes has been delayed somewhat by high winds and rough seas, they are expected to arrive in August.

The new cranes will be used at the recently completed Wharf 2 at Bayport.

Also delayed – by the effect of Hurricane Harvey – was a surge in plastic resins moving across the docks. Those resins, which are expected to add to the amount of cargo being handled on Port Houston’s docks, will be the result of petrochemical plant expansions along the Houston Ship Channel. Plastic is made from the byproducts of the oil refinement process.

Containers aren’t the only game in town, however. Import steel continues to show solid growth. Port Houston’s terminals handled more than 500,000 tons of steel in May, which was the highest total since 2015.

PORT HOUSTON KICKS OFF NEW APPRENTICESHIP PROGRAM



Port Houston’s Apprenticeship Program was launched in January 2018, with seven port employees signed up for classes at San Jacinto College to learn the skills necessary to become a mechanic or electrician. The program is part of Port Houston’s continued investment in its people.

Humberto de los Santos, Ricardo Lopez, Arthur Munoz, Jacob Vasquez, Kerry Townsend and Joshua Smith are taking classes in the electrical trade, and Caleb Smith is an apprentice in the mechanical program.

Smith, Apprentice Electrician-BCT Maintenance, sees the program “as a great opportunity to learn more and make more money over time.” After a few weeks of classes, Smith says the experience so far has been what he expected.

Ricardo Lopez, Apprentice Electrician-BPT Maintenance, signed up for the program “for a better opportunity in a trade.”

Both Smith and Lopez are taking classes in electricity principles and electrical calculations and said they would recommend the program to their fellow employees who are interested in learning a trade.

The five-year program is an investment in the port and its employees, noted Manager of Training & Development Carolyn Ashley. It includes three years of classroom training at San Jacinto College and five years of on-the-job training. The first three years of classes and training run simultaneously.

“The Apprenticeship Program will assist Port Houston in meeting future needs for well-trained, qualified journey workers,” Ashley says. “While we are starting this program with mechanics and electricians, we may expand the program to other areas in the future.”

Apprenticeship training helps companies innovate and stay competitive in the global economy, and ensures transportation workers have the knowledge and skills needed in the future workforce.

The port is hosting the apprenticeship program through TransPORTS, an organization that helps companies start and register apprenticeship program in the maritime and logistics industries. The program is available for internal port employees, but is being considered for other groups.



LEARNING IS EARNING:



PORT HOUSTON TAKING EDUCATION TO A HIGHER GRADE

Port Houston's maritime education program, supported by the Port of Houston Partners in Maritime Education, is a robust opportunity for students seeking to pursue maritime or industrial careers.

In 2009, the port brought together stakeholders who collectively began to address the issue of the aging workforce. This group of maritime industry leaders, educational institutions, business organizations and the port created maritime academy programs in area high schools. Five high schools in four school districts adjacent to the Port of Houston now recruit some of the top students in the region.

LOCAL MARITIME STUDENTS HONORED

This past spring, more than 155 students graduated through the port's highly acclaimed program and Port Houston hosted several graduation dinners to recognize them. Participating schools included Jack Yates Senior High School and Stephen F. Austin High School for Maritime Studies in Houston ISD, Dr. Kirk Lewis Career and Technical High School in Pasadena, Galena Park High School and North Shore High School in Galena Park ISD. These students received a medal of honor and a graduation certificate for their achievement. Port Commissioners Theldon Branch, Roy Mease and John Kennedy attended and spoke at various ceremonies.

EDUCATORS COME ABOARD THE M/V SAM HOUSTON

Port Houston welcomed more than 40 local educators on behalf of the Port of Houston Partners in Maritime Education Program on the M/V Sam Houston boat tour. The teachers and education professionals learned about maritime

programs and industry opportunities at colleges, universities and training centers in the Houston region while exploring the Houston Ship Channel. Education partners representing colleges and universities shared updates on their maritime programs and discussed how local middle and high schools can better transition and prepare their students for opportunities after secondary education.

"This event is a great opportunity for these educators to see the value of these active maritime programs that are right in their backyard," said Gilda Ramirez, Port Houston senior director for small business and education outreach.

YOUTH MARITIME AND LOGISTICS EXPO: A SUCCESS

More than 500 students attended the 2018 Maritime and Logistics Youth Expo held at the San Jacinto College Maritime Technology and Training Center April 20.

The port's small business, maritime education and community relations departments participated, helping students learn about different careers in the maritime and logistics industries.

The expo featured presentations by mariners covering towboats, harbor tugs, barges, shipping forklifts, dredging, survey vessels and maritime salvage equipment. More than 30 exhibitors were at the event.

It also featured a splashing tugboat push competition. The port's emergency Mobile Command Center and a Port of Houston fire boat were on site for demonstrations. Games, learning activities, giveaways and a photo booth station were provided throughout the morning.

The event is supported by the Port of Houston Partners in Maritime Education Program and is co-sponsored by Harris County Precinct 2, Houston Pilots, San Jacinto College and U.S. Coast Guard Auxiliary.

HOUSTON HOSTS PRESTIGIOUS NATIONAL MARITIME CONFERENCE

San Jacinto College and the Texas A&M Maritime Academy organized the Shared Quarters National Maritime Conference, June 5-6 at San Jacinto College Maritime Technology and Training Center. The conference brought together industry professionals and educators from across the country to focus on the expansion of the maritime industry and efforts to incorporate community colleges for the training of the maritime workforce.

Port Chairman Janiece Longoria was one of the keynote speakers, and educators with the Port of Houston Partners in Maritime Education Program served on various panel sessions.

The event included panels focused on military to maritime workforce crosswalks, focusing on accreditation and curriculum for military and maritime professionals transitioning to college courses after military service.

Longoria noted that the conference is a "critically important gathering aimed at addressing the need for a strong maritime workforce for the future." More than 1,000 students in the Houston region are in the pipeline for potential maritime industry careers.

SCHOLARSHIP PROGRAM HAS RECORD NUMBER OF RECIPIENTS AWARDED

Part of the Port of Houston Partners in Maritime Education's mission is to support local students in their continued advancement into the maritime industry. One way of supporting them is by providing scholarships to contribute towards their post-secondary education.



This year, 20 students received \$1,500 scholarships – the highest number of awards granted in the program's history.

"As commissioners, we are proud of our Maritime Education programs and I hope that our commitment to education is evident," said Port Chairman Janiece Longoria at a recent public meeting.

"It is truly gratifying to see that with our academia partners, we are able to help young people gain skills needed to fill the growing needs of the broad array of careers in the maritime industry."

The Port of Houston Partners in Maritime Education, the nonprofit organization founded in 2009 by the port, is a critical link in workforce development, and has a primary focus to encourage area students to pursue career opportunities in the maritime transportation or affiliated fields, including logistics, freight, security and environment.





Shift from West Coast to Port Houston has SILVER LINING

Beginning in 2016, Steve Silver Co. started shifting most of its Asian imports from U.S. West Coast ports to instead go across the docks at Port Houston. The move has provided extra reliability for the Texas-based company.



Port Houston now handles the lions' share of the cargo that is brought into the United States by the big furniture wholesaler, Steve Silver Co.

Located in Forney, just outside of Dallas, Steve Silver Co. operates from a 500,000- square- foot, 150-dock warehouse and distribution facility that is state-of-the-art. Founded in 1983 when Stephen C. Silver started selling imported goods at flea markets in Texas, the company began handling increasing amounts of furniture and grew.

GLOBAL REACH. LOCAL TOUCH.

Today, Steve Silver Co. has extensive overseas sourcing and employs 60 different people in five different Asian offices. The company imports furniture ranging from dining sets to occasional to bedroom, home office and upholstered furniture.

Since 2011, the company is also an employee-owned company, or ESOP. In 2014, it won the "Excellence in Ownership Award" for having innovative processes. The company is ranked as a top employee-owned company by the National Center for Employee Ownership. Experts note employee ownership in companies often leads to added motivation.

The timing to convert to an employee-owned business generally coincided with a solid time for the furniture wholesaling industry. During the past five years in particular, industry revenue increased at an annualized rate of 4.4% to \$52.4 billion, according to IBISWorld, a provider of market research. A combination of strengthening disposable income, consumer sentiment and corporate profit has triggered increased demand for furniture for homes and businesses.

SIMPLIFYING THE FINAL LEG

The decision two years ago at Steve Silver Co. to switch from moving most of the company's cargo through West Coast ports to Port Houston was not made lightly. But company executives were pleased after discovering the benefits that were realized.

"We found that routing our cargo through Port Houston was not only a price-competitive decision, but it also gave us more reliability once the container hit the port," said Brett Kendrick,

who focuses on ocean freight for the company. "One of the greatest benefits is how it simplifies the final leg of the furniture's journey to our warehouse in Forney, Texas." Much of Steve Silver 's cargo that moves across Port Houston's docks is trucked to the company's warehouse in North Texas on that final leg.

Already the biggest container port on the U.S. Gulf of Mexico, Port Houston has been expanding in recent years, putting in place even more state-of-the-art infrastructure. Loaded container imports for 2017 increased 22 percent, making Port Houston the fastest-growing import port in the U.S. Much of the import growth is from the strengthening East Asia market. Inbound transpacific volumes increased 32% in 2017.

Port Houston's heavy reinvestment into port facilities will contribute to its strong competitive edge in coming years, Moody's Investor Services said in an updated credit analysis issued June 5. In that report, Moody's also cited Port Houston's "strategic location" on the U.S. Gulf Coast as a plus.

SILVER CARGO

The cargo being brought in by Steve Silver Co. is representative of what is transpiring at Port Houston overall. While 15 years ago little cargo from Asia was moving across the docks, imports from Asia now make up 41 percent of overall imports, steaming well ahead of imports from North Europe, which make up 21 percent, and imports from the Americas, which comprise 15 percent.

For the Texas-based furniture wholesaler, the change to move its cargo across Port Houston's docks proved to be a good business decision for the company. Steve Silver Furniture expects to continue to use the port in the future.

"Port Houston is handling the majority of our yearly volume," Kendrick noted. "And we are looking forward to growing that volume in the coming years."

NEW TENANTS AT WOODHOUSE, GRAIN ELEVATOR

The Port of Houston Authority recently leased two of its public terminals to new operators.

WOODHOUSE GENERAL CARGO TERMINAL LEASED TO RICHARDSON COMPANIES

Woodhouse Terminal, located on a 100-acre tract on the north side of the Houston Ship Channel near the Sims Bayou juncture, a short distance downstream from the Turning Basin Terminal, was leased to Richardson Companies and is now the Richardson Steel Terminal.

Richardson Companies, founded in 1969 at the Port of Houston Turning Basin by Nolan and Bobbie Richardson, provides stevedoring, warehousing, terminal handling, trucking, ocean freight, tug and barge operations and pipe repair.

"We've been at the port since the beginning, over 40 years now, and we are excited to build upon our services with the addition of more steel operations," said Kelly Richardson, president of Richardson Companies.

"Our goal is to keep up with current demands and create seamless solutions for our customers," added Richardson.

A BIG MOVE FOR RICHARDSON OPERATIONS

Richardson Companies made the move from Greensport, to its new operation at Woodhouse – which includes over 55 acres with a 96,300 sq. ft. transit shed, three wharves and 19,250 sq. ft. warehouse.

The company plans to build and refurbish the terminal with modern technology and equipment to increase throughput of breakbulk products. The new operation is expected to bring more than 100 new jobs, adding to the employment in the port region.

"We want to evolve Woodhouse into a first class breakbulk terminal. It is a good investment for us," added Richardson.

On site starting May 1, the company strives to bring new customers growing cargo that moves across Port Houston's docks.

LANSING TRADE GROUP OPERATING PORT HOUSTON'S PUBLIC GRAIN ELEVATOR NO. 2

Lansing Trade Group, LLC assumed possession June 1 of the Woodhouse Terminal through a lease with the Port of Houston Authority.

Previously leased by Louis Dreyfus Co., the 6.3-million-bushel bulk export facility is capable of loading Panamax sized vessels and can receive grain by truck or rail with access to the Union Pacific, BNSF and Kansas City Southern rail lines.

"Lansing Trade Group is committed to providing the best value to our customers whether that is U.S. domestic demand or demand found in the export markets," said Bill Krueger, president and chief executive officer of Lansing Trade Group.

"The addition of an export facility as part of our North American infrastructure will bolster existing relationships in the Midwest and South, as well as facilitate development of strong relationships in destination markets. We are fortunate to have the opportunity to work with the Port of Houston Authority and look forward to a long-term relationship with them," added Krueger in a statement released May 31.

The greater Port of Houston has been receiving and transporting grain and agriculture products since the 1800s, so it is very much a part of the port's history.

MOVING FORWARD

Now with these two additions to the port, breakbulk and bulk cargo volumes will continue to benefit from the growth of U.S. onshore oil and gas production, while the widening of the Panama Canal has opened access to new export markets in Asia and South America.

Port Houston steel imports increased from last year by 17 percent, Executive Director Roger Guenther reported at a public meeting in May.

"April was another strong month adding to the total for a year to date of 13 million tons of cargo through Port Houston terminals," Guenther noted during the meeting. "We continue to see steady increase in the flow of commerce through our public facilities in 2018."

THE HOUSTON PILOTS: GUIDING HOUSTON'S SHIP CHANNEL

With more than 190 private terminals and businesses located along the Houston Ship Channel, special expertise is needed to bring ships into the port. That is the job of the Houston Pilots group, which is composed of waterway veterans trained to navigate vessels to the docks. All oceangoing ships must carry a licensed pilot.

Founded 96 years ago, the Houston Pilots' stated mission is to "bring the ships in and take the ships out." That involves moving vessels up and down the Houston Ship Channel, at the busiest port in America. The goal is for the Pilots, a group of 94 master mariners dubbed many years ago as the "silent servants of progress," to run safe two-way traffic. Meeting the qualifications to become a Houston Pilot requires years of shipping experience and training.

Dealing with factors ranging from weather to tide levels to channel restrictions are a part of the everyday routine of a pilot. Given an expanding global economy, larger ships, and worldwide security, the Houston Pilots' role has become more essential than ever to keep commerce flowing.

Port Houston is the largest port on the Gulf Coast and expanding. The number of larger container vessels calling Houston has grown by 12 percent recently, with many vessels more than 1,000 feet in length. The Houston Pilots group monitors such changes in the industry locally.

"In addition to safely and efficiently moving over 20,000 seagoing vessels per year in Houston, our Pilots also use the ship simulators at the San Jacinto Maritime College to study how the next generation of ships, which are longer and wider, will safely transit the Houston Ship Channel in the future," said Capt. Mark Mitchem, presiding officer for the Houston Pilots during a presentation for the Greater Houston Port Bureau Commerce Club.

"It takes a number of training hours to develop a realistic feel for these new vessels and in the interest of safety and continued growth we have a large investment in time to ensure we are prepared," added Mitchem, who recently took the helm as presiding officer of the organization.

Houston's channel is unique and while the pilots know the port well, the man-made waterway requires constant dredging. The U.S. Army Corps of Engineers and Port Houston are currently carrying out a feasibility study to prepare for future vessel traffic and improvements to the waterway. That study should be completed in 2019.

Maintenance dredging, deepening and widening and enhancing dock and vessel traffic efficiency are some of the priorities that the Houston Pilots see in the future for industry, Mitchem noted. With the petrochemical industry along the channel, Houston is also the home to the biggest exporter of liquefied petroleum gas.

Given the nature of the job, and the challenges that can be presented navigating the ship channel, pilots know they must always be prepared for the unexpected. In 2017, two Houston Pilots, Capt. Michael McGee and Capt. Michael Phillips, were awarded an International Maritime Organization Bravery at Sea award, one of the highest honors, for their heroic response to a ship fire when a vessel they were piloting had an engine failure and burst into flames.

"We are very proud of them as well as of their achievements and contributions to state pilotage," noted Houston Pilot Robert Shearon.

The Houston Pilots are governed by the Board of Pilot Commissioners for Harris County Ports, composed of the same commissioners who sit on the Port Commission.

The Pilot's organization recently received the Corporate Honoree award at the "Making A Difference Luncheon" benefiting El Centro de Corazons Heath Centers in Houston, and has strong ties to the East End community.



SPOTLIGHT

ON SMALL BUSINESS



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PORT'S SMALL BUSINESS PROGRAM A GOLDEN OPPORTUNITY FOR OMG! BAKED POTATOES

For the longest time, Houstonian Ayesha Adams-James and her husband Joseph had a goal of starting their own food truck and catering service.

But just when they were close to putting that dream in motion, their lives changed instantly when their home accidentally caught on fire and burned. That left the family homeless and living out of a hotel for months.

It was around that same time when she began exploring a new food trend. She wanted to do something different, and realized there were few places in town to get a gourmet baked potato. So she went to work developing their product.

The food that the new business began preparing has southern flare; Adams-James calls it a "soul-food type of baked potato."

She took a chance to be a vendor during the 2017 Superbowl festivities at the George R. Brown Convention Center, and that is when the journey really started. After the Superbowl, she ran into a customer who told her the food was amazing and suggested she look into local small business programs that offer certifications.

She soon realized that the port's program offered something special, and became involved – leading to participating at the port's small business program tribute event in February. James has been actively engaged at local community events since that day.

"The Port Houston small business program provided us business connections. We have grown and expanded with the help of the staff. The program's support played a major part helping us get to the next level," said Adams-James. "The port has done an awesome job bringing small businesses into the program and helping them succeed."

Now once a week, she and her husband deliver potatoes to the homeless in downtown Houston, as they understand what it is like to be in that situation. "The food truck business is booming and we want to give back," Adams-James added.

OMG! Baked Potatoes has expanded to a staff of 14 employees. "Anything is possible is you dream to do something. Go out and do it," Adams-James said. She now owns multiple food trucks, which supports the popular demand for her culinary art.

If you happen to run into one of her food trucks in Houston, be sure and try the "Hallelujah," the "Lord Have Mercy" and the "OMG 4 meat" mouthwatering potatoes.



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