



Chambers County Improvement District #1
and
Cedar Port Industrial Park
Intermodal Project



**“Navigating the next generation of
transportation systems ”**

Cedar Port Industrial Park



Cedar Port Industrial Park

Chambers County and TGS Cedar Port Industrial Park – a model for Public/Private Partnerships

TGS Cedar Port Industrial Park

- Largest master-planned, rail and barge served, industrial park in the US.
- Land
- 15,000 acres with 11,000 available for sale or lease

Marine Infrastructure and Connectivity

- Two barge dock terminals
- 3-hour barge transit time to Port of Houston Terminals

Rail Infrastructure and Connectivity

- BNSF and UP access
- UP and BNSF interchange yard – can interchange six – 135 car trains
- 100 miles of operating track
- Storage capacity of 4,500 railcars

Road Infrastructure and Access

- 5 outlets with multiple access points I-10
- TxDOT approved and heavy haul road
- In park heavy haul corridor

Chambers County Improvement District #1

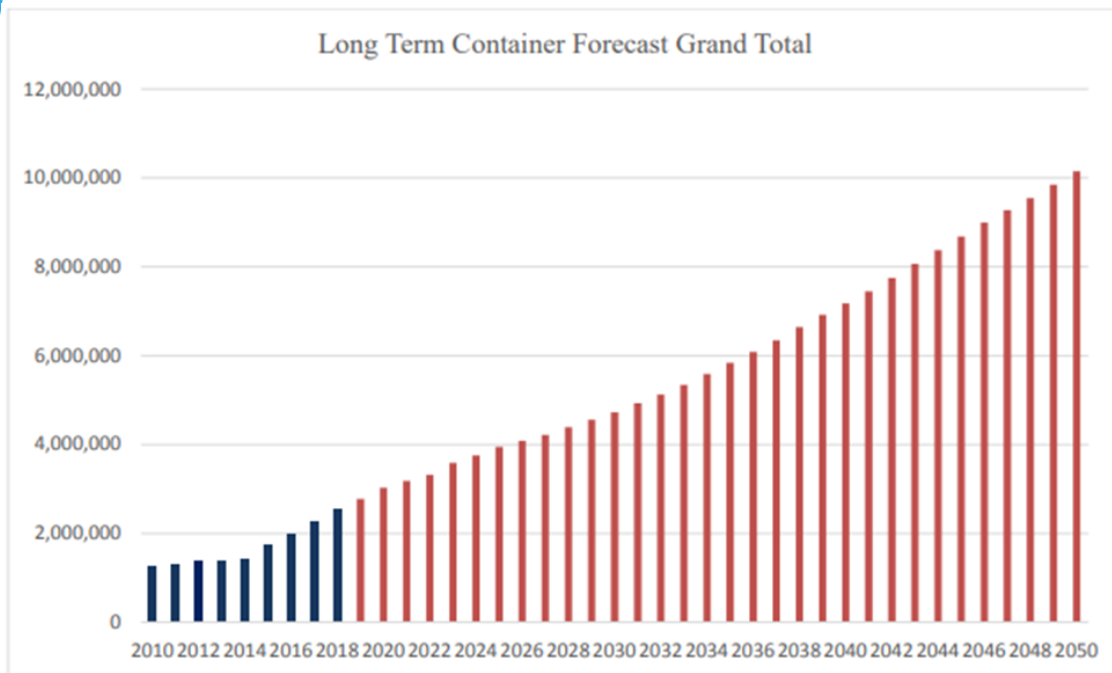
- Created in 1993 and provided CCID#1 with the power to conduct a broad range of functions. These powers award CCID#1 include those of:
 - Municipal Management Districts
 - Road Utility Districts
 - Navigation Districts
 - Rural rail transportation districts
 - Municipal utility districts
- The Texas Constitution allows CCID#1 to: Promote, develop, expand employment, enhance commerce, and economic development.
- CCID#1 contains approximately 15,000 acres
- As of January 1, 2021. CCID#1 has a certified taxable assessed valuation of \$1.250 billion. Tax base grew to over \$1.45 billion by the end of 2021.

CPIP Transportation Projects

OVERVIEW OF KEY FACILITIES



Port of Houston Container Growth



Notes:

1. 2015 ILWU labor issues resulted in the expansion of warehouse storage in the gulf and specifically in Houston. The current ILWU negotiations could result in additional structural changes.
2. Existing and future container growth through the Port of Houston has resulted in road congestion, chassis issues, container storage issues, etc.

Cedar Port Industrial Park Warehouse Infrastructure



Cedar Port Industrial Park and Ameriport- Existing Warehouse Capacity

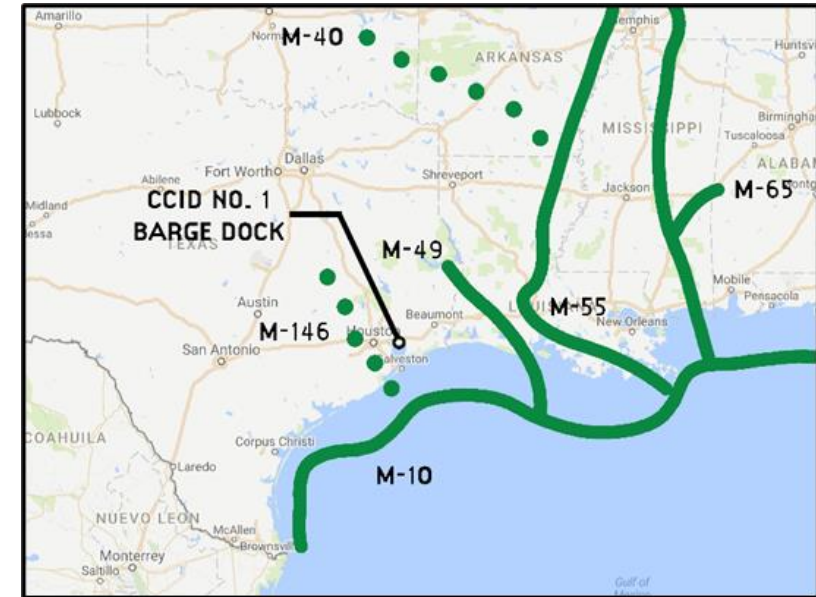
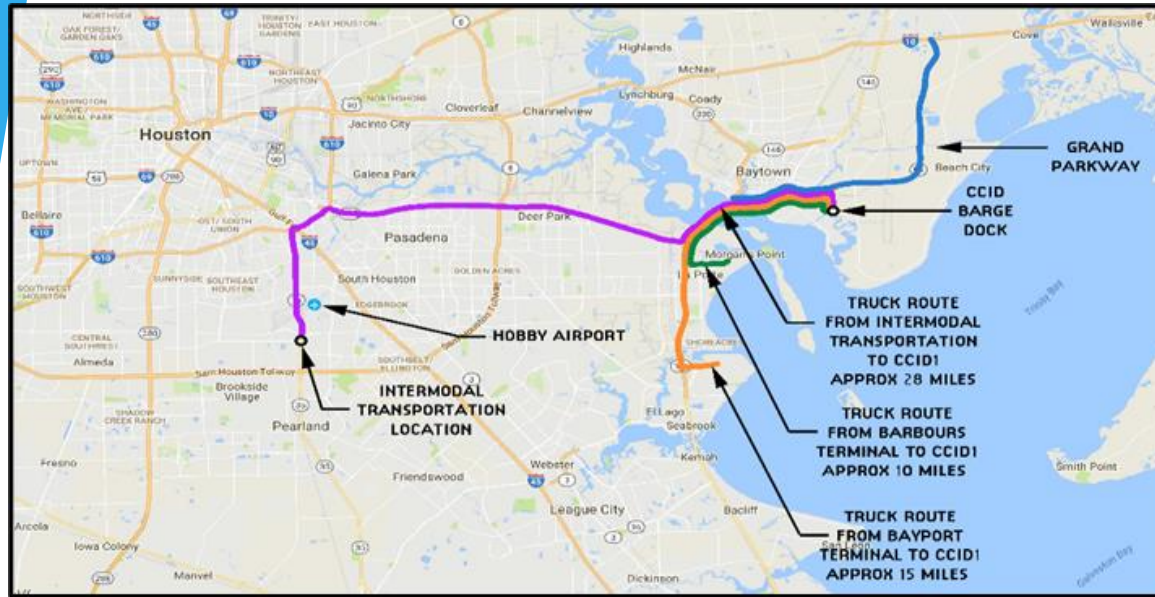
Customer	Sq. Ft.	Inbound Containers (FEUs)	Outbound Containers (FEUs)	Inbound Truck Loads	Outbound Truck Loads
Walmart	5,200,000	175,000	175,000	175,000	20,000
Home Depot	850,000	50,000	50,000	50,000	50,000
IKEA	1,000,000	50,000	50,000	50,000	10,000
Cedar Port Resin Packaging	4,000,000	0	160,000	0	160,000
Floor & Décor	1,500,000	60,000	60,000	60,000	60,000
Webstraunt	650,000	20,000	20,000	20,000	20,000
Article	500,000	15,000	15,000	15,000	15,000
TGS DC1	1,200,000	35,000	35,000	35,000	35,000
Other	1,450,000	50,000	50,000	50,000	50,000
Future	6,270,000	185,000	185,000	185,000	185,000
CCID Total	22,620,000	640,000	800,000	640,000	605,000

Ameriport Resin Packaging	750,000	50,000	50,000	50,000	50,000
Kateon Natie Resin Packaging	3,000,000	100,000	100,000	100,000	100,000
Ameriport	3,750,000	150,000	150,000	150,000	150,000

Warehouse and Diversity and Function

1. Big box distribution (Inbound full containers – Outbound empty containers)
2. Plastic packaging (Reuse of big box empties – Outbound full containers)
3. Cold Storage (Inbound empty reefer containers – Outbound full containers)
4. Cross dock and CFS (Full and Empty containers)

CPIP Intermodal Connectivity



CPIP Intermodal Operations

- Options for spot, 3 and 5 day a week barge service from Container Terminals to Cedar Port. Service levels will be driven by container volumes.
- Goal is to aggregate the container volumes and drive down costs.
- Increased velocity of containers by creating delivery assurance
- Goal is to create a liner service operation with a ratable schedule
- Options for cleaning, inspection, and pre-positioning of containers

CONCEPT OF OPERATIONS

Phase One Barge Loading/Transport

- ❑ Containers aggregated at Bayport/Barbours Cut Terminal by shipping line for loading onto shuttle barges
- ❑ Box type hopper barges loaded at Bayport Terminal/Barbours Cut with 112 Full/Empty containers per barge
- ❑ Tow of 2 barges moved from Bayport/Barbours Cut to Cedar Port Dock for unloading and staging/delivery.
- ❑ Estimate Transit Time of 4-5 hours



CONCEPT OF OPERATIONS

Phase Two Barge Unloading/Staging

- Containers unloaded at Cedar Port Dock
- Option 1 – Transfer to drayage and placed in staging at indicated areas (2 – options shown – to finalized)
- Option 2 – Transfer to drayage truck from dock and deliver receivers
- Staging Areas 10-12 acres each



CONCEPT OF OPERATIONS

Phase Three

Loaded Movement from Warehouse to Container Terminal

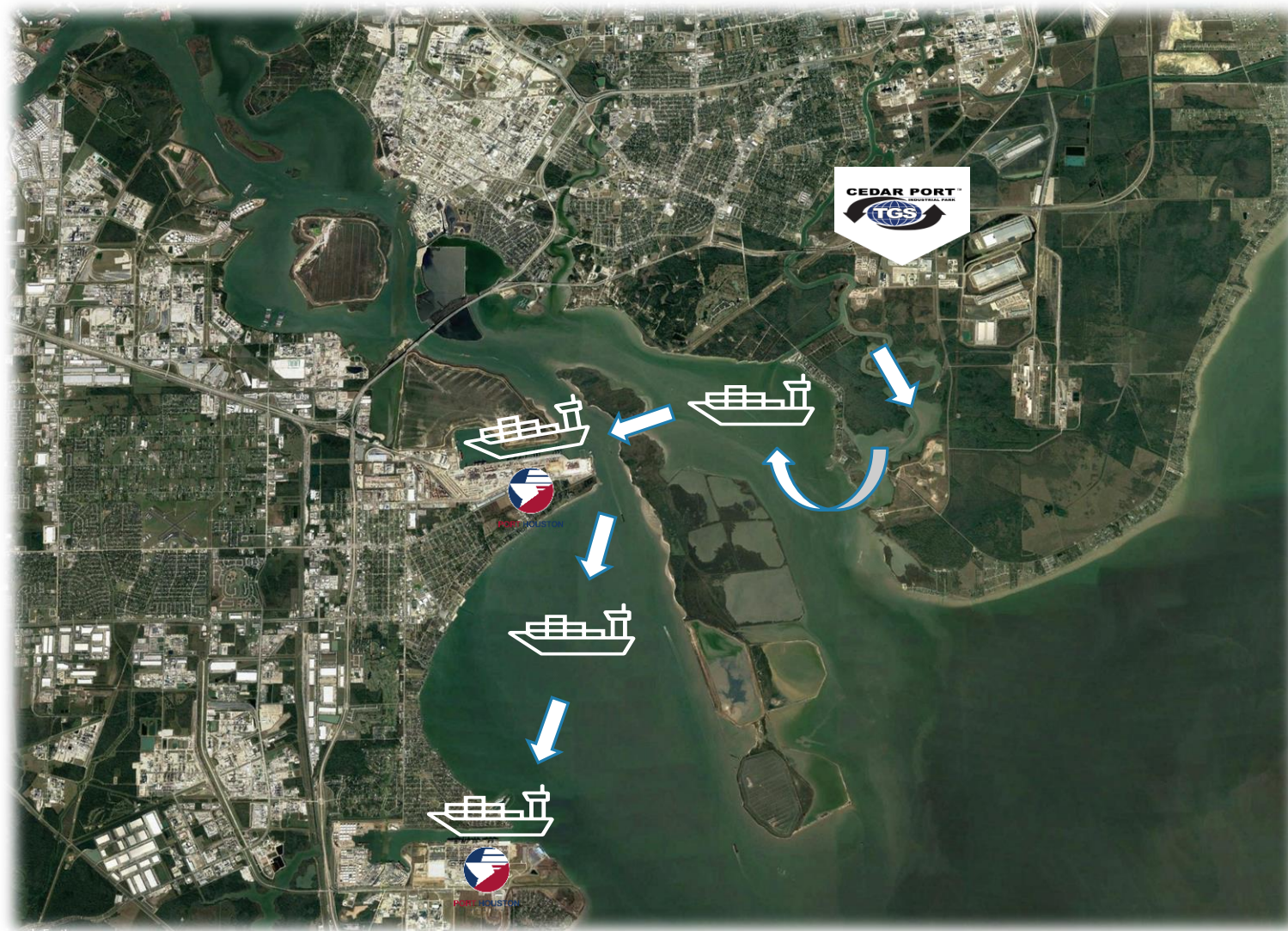
- Loaded containers transferred via drayage to staging area
- Containers placed in barges for transfer back to Bayport/Barbours Cut
- Approximately 112 40 ft. containers per Barge with Estimated Transit Time of 4-5 hours



CONCEPT OF OPERATIONS

Phase Four Transport/Vessel Loading

- Tow moved from Cedar Port Dock to Bayport/Barbours Cut for unloading and staging.
- Will coordinate with container operators to expedite unloading
- Shuttle barges unloaded at Bayport/Barbours Cut Terminal and container staging for vessel loading.
- Containers aggregated at Bayport/Barbours Cut Terminal by shipping line for loading onto vessel with line schedule.



Environmental Benefits

- \$137.9 million in efficiency benefits
- \$1.1 million in annual emission reduction benefits undiscounted
- 18.06 short ton reduction of NOx
- 0.53 short ton reduction of PM2.5
- 0.05 short ton reduction of SOx
- 6,832 short tons reduction of CO2

	2 Barge Slots	4 Barge Slots	Notes
Truck Trips - Barbour's Cut (daily)	224	448	50% of cargo
Truck Trips - Bayport (daily)	224	448	50% of cargo
Barbour's Cut Trips	56,000	112,000	
Bayport Trips	56,000	112,000	
Miles - Barbour's Cut	11	11	
Miles - Bayport	17	17	
Daily Miles - Barbour's Cut	2,352	4,704	
Daily Miles - Bayport	3,696	7,392	
Total Miles (Daily)	6,048	12,096	
Operating Days	250	250	
Total Truck Miles (Annually)	1,512,000	3,024,000	

SUMMARY OF PROJECT

- Utilizing existing customer base, unparalleled modal connectivity, and warehousing development to convert container movements from Port of Houston Truck shuttles to Container On Barge (COB) Operations through CCID1 and Cedar Port
- Combining specialized marine assets with multiple cargo loading facilities containing specialized container cranes, on-site container storage/drayage plus warehousing the opportunities exists to create:

A fully integrated transportation network that can manage all aspects of a dedicated Container on Barge Service (COB) through Cedar Port/CCID1 connecting major importers/exports through the Port of Houston.

