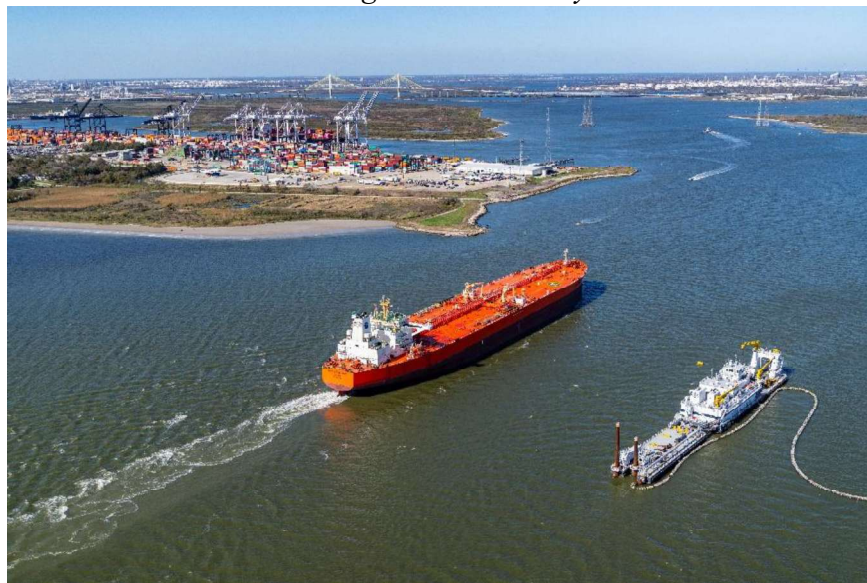




**For Immediate Release
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Port Houston Completes its Portion of Project 11 Dredging
*Improves Safe, Efficient Two-Way Vessel Movement in the Houston Ship Channel
through Galveston Bay*



HOUSTON – Port Houston, working in partnership with the U.S. Army Corps of Engineers (USACE), has completed its portion of the Houston Ship Channel Expansion – Project 11, a historic milestone in the future safety, efficiency, and competitiveness of the busiest waterway in the United States. Construction of channel improvements began in 2022, and now the project has reached its most important milestone – dredging completion of the widening of the Galveston Bay reach from Bolivar Roads to Morgans Point. With this work done, Port Houston-led project dredging of the Houston Ship Channel is complete.

Widening of the channel through Galveston Bay, from 530 feet to 700 feet, represents a physical transformation that allows for improved safety, greater efficiency, and increased economic benefit of this critical economic artery of the region, state, and nation. As vessels continue to grow in length, beam, and tonnage across a variety of vessel types, the widened Galveston Bay reach will help keep the facilities relying on the channel competitive and dynamic, both today and into the future.

Port Commission Chairman Ric Campo said, “We commend the incredible Port Houston team, our bipartisan federal and local delegations, and our industry and federal partners for their collaboration and

capacity to see clearly the importance of this vital gateway to our nation and ensure its ability to safely sustain and grow international trade. This collaborative achievement is truly a testament to the hard work of all the individuals involved in the project and reminds us of the importance of the Houston Ship Channel to the nation."

While Port-led dredging is now complete for navigation, some beneficial use aspects of the project remain under construction, including marsh areas that are being built with dredged material. To the extent possible, all Project 11 dredged material in the Galveston Bay area was used to construct environmental features, which will ultimately include approximately 10 acres of bird islands, 276 acres of marsh, and 324 acres of oyster reefs. In addition to these environmental benefits, Project 11 channel expansion is expected to provide air quality benefits, as vessel nitrogen oxide emissions are expected to be reduced by between three percent and seven percent. In addition, the dredges contracted for the first three segments of the project were equipped with either Tier 3 or Tier 4 engines or scrubbers, which efficiently remove pollutants from exhaust gases.

The 52-mile-long Houston Ship Channel serves more than 200 private facilities and eight public terminals, in industries from petrochemicals and heavy machinery to consumer goods and energy. In a report released earlier this year, the USACE recognized the channel as the busiest waterway in the United States, handling approximately 12% of the nation's total waterborne tonnage. In fact, the Houston Ship Channel supports 3.37 million jobs nationwide and generates \$906 billion in annual economic activity in the United States according to a 2022 third-party economic impact study.

Project 11 is expected to generate massive additional economic benefits to the region. A draft study by the Perryman Group estimates that by 2040, Segment 1 of Project 11 alone will generate \$60.95 billion in statewide economic benefit and add 440,665 jobs in Texas. Port Houston anticipates publishing the study when it is finalized.

Based on Project 11 improvements and the experience gained through multiple research initiatives and full mission bridge simulations, the Houston Pilots have revised their Navigation Safety Guidelines. These revisions are expected to deliver measurable efficiency gains for all users of the Houston Ship Channel – including LPG carriers, oil and product tankers, bulkers, and container ships.

Among the key benefits, daylight restricted vessels now have up to an additional two and a half hours to transit into and out of port each day, allowing for more time for two-way vessel movements along the waterway and improving flexibility for both inbound and outbound scheduling. These enhancements not only increase the operational efficiency of individual vessels but also create system-wide benefits by smoothing vessel traffic across a broader time window. As a result, harbor assist tug and dock operations are expected to experience greater predictability, reduced congestion, and improved asset utilization.

Earlier project phases also allowed the Pilots to increase the permissible size of container ships calling at Bayport Container Terminal. Today, vessels between 15,000 and 17,000 TEU - matching the capacity of the Panama Canal - can now safely call Bayport. This milestone, combined with continued Pilot experience handling larger vessels in the improved channel, marks another important step toward realizing the shared vision of a true 24-hour port – one that enhances safety, reliability, and efficiency for every stakeholder on the Houston Ship Channel.

The planning of Project 11 began in 2010, when Port Houston leadership, working with Congress and the USACE, recognized the need to widen and deepen the channel to more safely and efficiently

accommodate the growth in the size of vessels transiting it. In the years since then, the Port Houston team accelerated the project by working in parallel versus typical sequential steps related to specific federal authorizations. The result: this project and its benefits are being realized sooner than typical for almost any project of this scope.

The Houston Ship Channel Expansion – Project 11 has been honored with multiple awards, including the 2025 Environmental Excellence Award from the Western Dredging Association (WEDA) and the 2025 Texas American Society of Civil Engineers (ASCE) Outstanding Civil Engineering Achievement Award (OCEA).

The USACE will lead the remaining portions of the project, which are scheduled to be completed in 2029 and will generate further benefits along the channel. More details on the massive expansion, including an interactive map, can be found here: <https://www.expandthehoustonshipchannel.com/>.

About Port Houston

For more than 100 years, Port Houston has owned and operated the public wharves and terminals along the Houston Ship Channel, including the area's largest breakbulk facility and two of the most efficient container terminals in the country. Port Houston is the advocate and a strategic leader for the Channel. The Houston Ship Channel complex and its more than 200 private and eight public terminals is the nation's largest port for waterborne tonnage and an essential economic engine for the Houston region, the state of Texas and the U.S. The Port of Houston supports the creation of nearly 1.5 million jobs in Texas and 3.37 million jobs nationwide, and economic activity totaling \$439 billion in Texas and \$906 billion in economic impact across the nation. For more information, visit the website at PortHouston.com.

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