

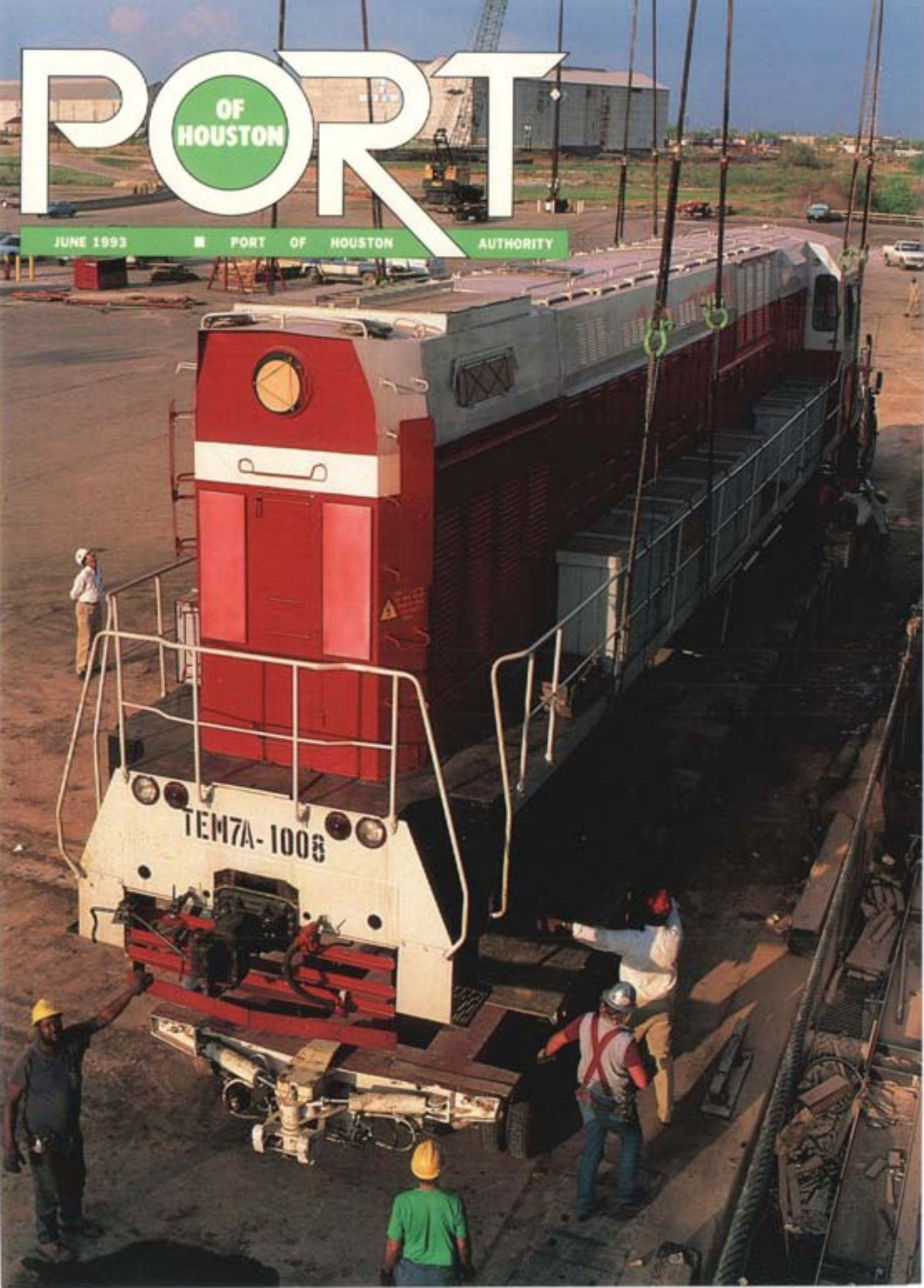
PORT OF HOUSTON

JUNE 1993



PORT OF HOUSTON

AUTHORITY



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Commissioner



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PORT OF HOUSTON

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OFFICIAL
PUBLICATION
PORT OF
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2

PHA's Turning Basin Terminal



6

State of the Port of Houston



12

NAFTA Seminar Focuses on Mexico



DEPARTMENTS

Port Tidings	5
Port Side	27
Liner Service	30

ON THE COVER

A Russian-made locomotive is unloaded from a vessel at the Port of Houston Authority's Turning Basin Terminal. The engine was one of 11 discharged at the terminal, which is noted for its ability to handle unusual as well as routine shipments.

Flexibility Is the Goal

Eleven brightly painted locomotives arrived at the Port of Houston recently, but they didn't get there by rail. The Russian-made engines were acquired by a Kansas grain company and transported to Houston by ship.

The locomotives originally were to be discharged at another U.S. Gulf port, but they were diverted to Houston when it was determined the other port's facilities weren't suited for the job. The discharge required specialized equipment, a sturdy and spacious wharf, railroad trackage in good condition and, most important, a little ingenuity. All of these could be found at the Port of Houston Authority's Turning Basin Terminal.

"The discharge of the locomotives is a prime example of what can be done at the Turning Basin Terminal," says Walt Kleczkowski, manager of the Turning Basin Terminal. "It was a success because we could provide the cargo interests with well-maintained facilities, we were flexible in working with the stevedore and the steamship agent, and the heavy-lift cranes were available to make it all work."

General Cargo Facility

Located eight miles from downtown Houston, the Turning Basin Terminal is a general cargo facility that includes 37 public wharves. The terminal's versatility stems from its layout: Each wharf offers between 423 feet and 806 feet of quay. The terminal has more than 2.2 million square feet of covered storage and 3.3 million square feet of open storage.

Some 2,000 ships and barges call at the terminal each year. During the first three months of 1993,

807,000 tons of cargo representing a vast assortment of commodities crossed the terminal wharves. Although commonly known as a general cargo facility, the terminal handled a quarter of all the containers that moved through the port's public facilities last year.

"I think that one of the most positive things about the Turning Basin Terminal is that it's a multipurpose facility," says Rob Andrews, Midwest sales manager for the Port of Houston Authority. "This terminal can handle anything from bagged goods to containers to automobiles to crates of household goods and large pieces of machinery."

Russian Locomotives

The Russian locomotives are among the more unusual cargoes that have moved through the

Turning Basin Terminal in recent months. The requirements for the job were very specific — well maintained railroad tracks, a powerful crane, a sturdy wharf on which the locomotives could be assembled over several days and lots of open space.

Big John, a floating derrick crane owned and operated by Joe D. Hughes Inc., provided the muscle for the job. With a lift capability of 500 tons, the crane handles many of Houston's biggest jobs. Big John lifted each locomotive from the ship onto trailers that transported the units to the back of the wharf. Each locomotive had two sets of four wheels that had been removed to reduce the weight of the unit and ensure safety during lifting.

"Special jacks were brought



Crated materials arrive by rail to be loaded aboard a vessel at the Turning Basin. Rail access and proximity to interstate highways make it easy to move cargo in and out of the terminal.

from Russia to lower the locomotives onto the wheels. The tolerance for the job was 3/16 inch — that's how close you had to come to lowering the locomotive exactly in place," recalls Angus Hanes, assistant manager of the Turning Basin Terminal. "A crane had to pick each unit up and set it on the jacks. Then the wheels were positioned on the tracks beneath the locomotive, and the jacks lowered the locomotive precisely into position."

Cooperation Counts

Each jack required a special electrical hookup that was incompatible with the available connections on the wharf. That problem was resolved when Stewart & Stevenson provided a suitable electrical generator the following morning. Ryan-Walsh Inc. was the stevedore for the shipment.

"I think the handling of the locomotives was a real credit to the stevedore and the longshoremen. Everyone involved cooperated to make it work, and it worked very well," says Kleczkowski.

Plenty of Space

Wharf 32 and the adjacent marshaling area were designed for this complex kind of movement. The wharf features 806 linear feet of quay and 18.5 acres of paved backup marshaling area. The spacious marshaling area provides a place where shippers can accumulate components of a large shipment and where cargo can be rehandled, assembled or crated for export.

"The bodies of the locomotives weighed in the neighborhood of 95 tons each. They assembled all 11 locomotives on Wharf 32 in a little over a week," says Kleczkowski.

Other Unusual Cargo

Another big job handled at the Turning Basin Terminal was a huge boiler that weighed 254,700 pounds. The boiler was manufactured in Dallas by Holman Boiler Works and measured 50 feet long, 20 feet tall and 13 feet in dia-

(Continued on Page 17)



Big John, a floating derrick crane, lifts one of 11 Russian-made locomotives from a vessel at Wharf 32 in the Turning Basin. This discharge demonstrated the versatility of the terminal.



Palletized goods are among the many types of cargo handled at the Turning Basin Terminal. Bagged goods, steel and automobiles are also loaded and discharged at this facility.

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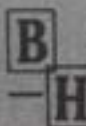
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Barbours Cut Gears Up For Berth 5 Opening

Berth 5 at the Port of Houston Authority's Fentress Bracewell Barbours Cut Container Terminal is expected to open around mid-year, once erection of the wharf cranes is complete. A number of capital improvement projects are in the works to accommodate the expected increase in traffic at the terminal.

The Port Authority recently sought bids for construction of a temporary truck entry complex at Berth 5. The complex is needed to accommodate increasing traffic at the terminal.

The entry complex will include four entry lanes — three of which will have mounted truck scales, two exit lanes, a prefabricated office, an inspection platform, as well as the necessary utilities. Construction of the complex is expected to cost approximately \$500,000.

RLF Construction Inc. recently finished construction of the amenities building at Berth 5 at a cost of \$258,000.

Port commissioners recently awarded a contract to Bardella S.A. Industrias Mecanicas to design and erect eight container yard cranes for the terminal. The cranes will cost approximately \$9.6 million.

Bardella S.A. is based in Sao Paulo, Brazil. PHA representatives inspected Bardella fabrication facilities and Bardella yard cranes at the Port of Santos.

The installation of another four container yard cranes at the terminal was recently completed at a cost of \$4.5 million.

Maintaining existing facilities also is a priority at Barbours Cut Terminal. The Port Authority

planned to seek bids for the cleaning and painting of six of the terminal's Paceco gantry cranes. The work will cost approximately \$200,000.

Also, R.B. Everett and Co. has received a contract to provide an industrial sweeper for the terminal at a cost of approximately \$82,000.

Tariff 18 Published For Public Elevator 2

The Port Authority has published a tariff for its newest facility, Houston Public Elevator 2. Tariff 18 delineates the rates and rules for the elevator, located at the former Woodhouse Terminal.

The Port Authority is required to file the tariff with the Federal Maritime Commission and distribute copies to the users of the facility.

To obtain a copy of Tariff 18, telephone the Port Authority's customer service line at (713) 670-2569 or (800) 688-DOCK.

PHA Seeks Bids For Large Tractor

The Port Authority planned to seek bids for the purchase of a diesel farm-type tractor with a rotary cutter attachment. The tractor will cost approximately \$27,000.

PHA's central maintenance department currently has two industrial tractors that are used to maintain 170 acres of vacant land, dredge material disposal area levees, roadways and other sites. Maintenance staff have determined that a larger farm-type tractor is needed to maintain the sites properly.

New Projects Begun At Turning Basin

Several new capital improvement and maintenance projects have begun at the Port of Houston Authority's Turning Basin Terminal.

The Port Authority began accepting bids for pavement repairs at the U.S. Customs Service central examination station (CES) at the terminal. The Customs Service and its cargo-handling contractor, Port Houston Terminals CES Inc., operate the CES for all terminal users. The pavement work will cost approximately \$100,000.

The Port Authority also sought bids for a 20-by-40 foot prefabricated office building to be placed inside the warehouse at the CES site. The building will cost approximately \$45,000.

Port commissioners have approved plans to repair drilled shafts at Wharves 18 and 19 at the Turning Basin Terminal. Concrete restoration or grout patching is needed on 29 of the 712 shafts that support the wharves. The work is expected to cost approximately \$150,000.

Bids were being accepted for the installation of a new dolphin downstream of Manchester Wharf 3. The dolphin will cost approximately \$50,000. The dolphin is needed to accommodate the increasing size and number of vessels using the wharf.

Bay Construction Inc. recently completed deck repairs at Wharves 15 and 16 at a cost of \$8,900.

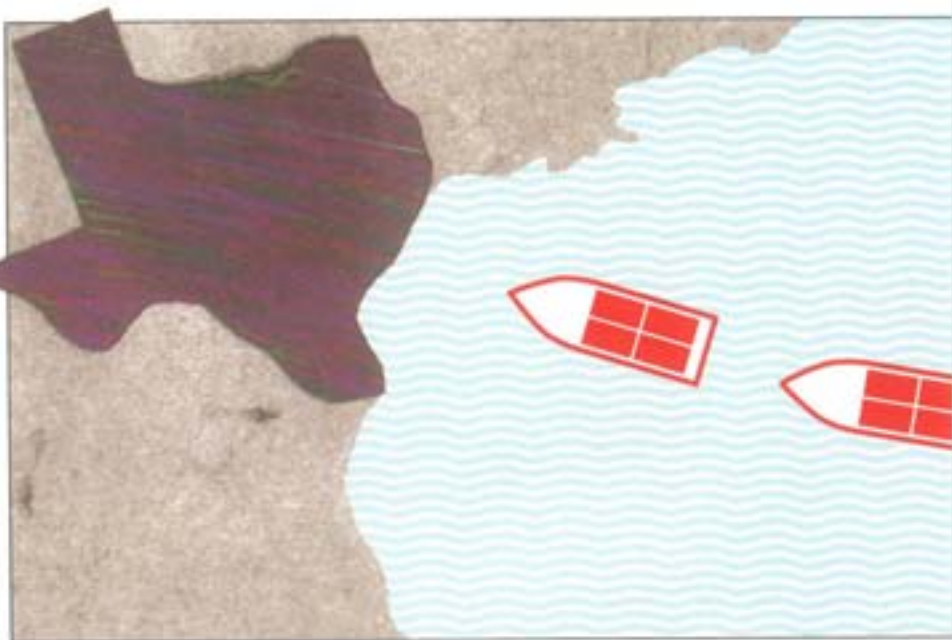
State of the Port

By Ned Holmes

Chairman

Port of Houston Commission

Editor's note: Most companies understand the importance of keeping stockholders aware of company developments. Similarly, one of the Port of Houston Authority's most important tasks is keeping its "stockholders" — in this case, members of the local community — informed about Houston's port. Port Commission Chairman Ned Holmes has spoken recently to a number of local groups regarding the "state of the port." The following are his comments.



At the Port of Houston Authority, our goals are numerous but can be categorized into two primary areas: first, generating revenues for the area and the port, and, second, keeping Houston's port competitive in the nation and the world.

The Port Authority operates the public facilities at the port and is the official sponsor of the Houston Ship Channel. These are important roles: The facilities that line the ship channel contribute nearly \$4 billion annually to the economy. Port activity directly affects 29,000 local jobs and indirectly affects 110,000 jobs throughout the state of Texas.

Positive Economic News

Our economic news is good news. We are proud of the fact that the port has operated in the black for nearly all of its 79 years in existence. We only felt a few bumps during the turbulent '80s. 1991 was an unusually good year

here at the port, but the operative word here is "unusual." Operation Desert Storm pumped nearly \$2.5 million into the Port Authority's general operating revenue. If we take Operation Desert Storm out of the equation, we learn that 1992 was our best year in net revenues since 1984. We collected about \$60 million in general operating revenue in 1992. General obligation bond taxes accounted for approximately \$14 million in additional revenue.

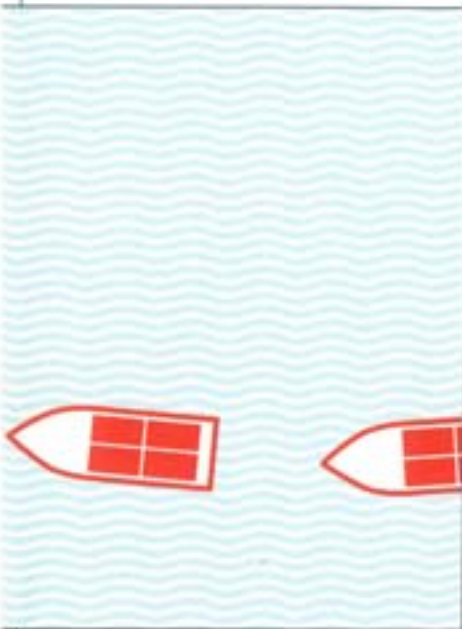
This is a time in our history when being a world trade center carries more significance than ever before, and we have worked very hard to achieve that position. Diversity has helped Houston's port stay competitive. The Port of Houston can handle all types of cargo and attracts business from all over the globe. In 1991, Houston led the nation in foreign trade, handling more than 67 million tons of foreign waterborne cargo.

Investment Is Important

To maintain Houston's place as the world's eighth-largest port, we must continue to invest in our port and respond to market demand. For example, we must be prepared to meet the needs of containerized cargo shippers. The container industry has grown rapidly over the past 10 years and is expected to continue growing. To stay in step with that growth, we have undertaken major expansion at Fentress Bracewell Barbours Cut Container Terminal, our dedicated container-handling facility. We have built a fifth berth at Barbours Cut, expanded the terminal's fleet of yard and wharf cranes and paved additional acreage to accommodate wheeled and refrigerated containers.

Service Improvements

Complementing the physical expansion of Barbours Cut Terminal are a number of service improvements. Last October, the regular work day at the terminal



was extended to expedite truck traffic. Also in 1992, steamship lines and agents began using the Port Authority's electronic data interchange system, which allows carriers to exchange valuable shipment information with the Port Authority via computer.

Already, we are seeing new business come to Barbours Cut Terminal. In April, Orient Overseas Container Line (OOCL) began offering a new transatlantic service from Barbours Cut Terminal in cooperation with four other carriers: Sea-Land Service Inc., P&O Container Ltd., Nedlloyd Lines and Maersk Line. In the same month, Transportacion Maritima Mexicana (TMM), Tecomar, Hapag-Lloyd and Atlantic Container Line launched a joint service that calls at the terminal. Services such as these translate into additional revenues and tonnage for the port, added business for the many support indus-

tries that serve the port and more hours on the docks for longshoremen.

Other Accomplishments

Many of you may have heard that we recently acquired the former Woodhouse Terminal, one of the most coveted facilities along the Houston Ship Channel. The terminal sits on 100 acres on the channel's north side and includes general cargo docks, easy access ramps, about 350,000 square feet of warehouse space and a modern grain elevator that was built to move grain fast.

At our Bulk Materials Handling Plant, we are building a new wastewater treatment facility. At the Turning Basin Terminal, we have rehabilitated railroad tracks and are updating Wharf 16 so it can accommodate heavier loads. At Jacintoport Terminal, we lengthened the wharf by 330 feet. We

(Continued on Page 11)



Ned Holmes (left), chairman of the Port of Houston Commission, speaks with community representatives about current developments at the Port of Houston.

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Meeting Calendar

The Port of Houston Magazine publishes the Meeting Calendar as a service for local transportation-related organizations. Listings are provided by the individual organizations and may be submitted or updated by calling 670-2594 or writing to P.O. Box 2562, Houston, Texas 77252-2562.

American Merchant Marine Veterans: Meets the second Tuesday of each month, 11 a.m. at the Houston International Seafarers Center. For information, call Jim Titus, 337-3131.

Council of American Master Mariners Inc., Port of Houston Chapter: Meets third Thursday of each month at 11:30 a.m. at Brady's Landing. For information, call John Eliason, 681-2727.

Houston Customhouse Brokers & Freight Forwarders Association: Meets the third Wednesday of alternating months starting with January. For information, call 678-4300.

Houston Transportation Professionals Association: Meets the second Thursday of each month, 11:30 a.m. at the Holiday Inn Crowne Plaza. For information, call Jeanne Hooke, 241-3555.

Independent Liquid Terminals Association (ILTA): Will hold its 13th Aboveground Storage Tank & Bulk Liquid Terminal International Operating Conference in Houston on June 21 and 22. For information, call ILTA at (202) 659-2301.

International Maintenance Institute-Sam Houston Chapter: Meets the third Tuesday of each month, 6 p.m. at the Concord Hotel (formerly Ramada Inn-Hobby Airport). For reservations, call Joyce Rhoden, 481-0869.

International Transportation Management Association: Meets the second Wednesday of every month. For information, call Theresa Garcia, 880-2042.

Marine Square Club of Houston: Meets the second Wednesday of each month, 11:30 a.m. at Brady's Landing.

National Association of Railway Business Women: Meets the third Wednesday of each month. For information, call Lois Dippel, 546-3341.

National Defense Transportation Association: Meets the last Thursday of each month, 11:30 a.m. at Kaphan's. For information, call Glenn Meadows, 468-4724.

Nautical Institute (Gulf Coast Branch): Meets the second Tuesday of each month at 6:30 p.m. at the offices of American Bureau of Shipping, (ABS) ABS Plaza, 16855 Northchase Drive, Houston. For information, contact Jan Blaise, 488-5212.

Port of Houston Toastmasters: Meets every Wednesday at noon at the Houston International Seafarers Center. For information, call Dolores Salinas, 670-2551.

Port Safety and Advisory Council: Meets the first Thursday of alternating months starting with January, 11:30 a.m. at the International Seafarers Center at the Port of Houston Authority's Turning Basin Terminal. For information or reservations, call Eric Harvey, Lt. J.G., 671-5105.

Texas A&M University Maritime Association: Meets the fourth Wednesday of the month, 11:30 a.m. at Brady's Landing. For information, call Jim Moore, 928-5010.

Texas Business Travel Association: Meets the second Wednesday of each month. For information, call Tina Ruffeno, 236-4079.

Transportation Club of Houston: Meets the first Tuesday of each month, 11:30 a.m. at the Hyatt Regency Hotel downtown. For information, call Tom Cooney, 686-0050.

U.S. Merchant Marine Academy Alumni Association, Houston Chapter: Meets the first Thursday of each month, 11:30 a.m. at Brady's Landing. For information, call Bill Bowes, 451-2711.

Women's Transportation Club of Houston: Meets the second Monday of each month, 5:30 p.m. at Steak and Ale, Post Oak at Galleria. For information, call Gina Zenor, 787-6313, or Linda Romer, 580-0630.

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Holmes

(Continued from Page 7)

also leased the former Omniport facility, an automated cargo-handling operation at Jacintoport, to a company that expects to bring new business to the Port of Houston.

Looking Toward Mexico

When I speak to local groups these days, I am often asked what effect the North American Free Trade Agreement (NAFTA) will have on the Port of Houston. I believe NAFTA will prove to be a major benefit for our area, as it will lift many trade restrictions and open up trade activity with Mexico and Canada.

Texas is Mexico's largest trading partner. Of the \$30 billion in annual U.S. exports to Mexico, 50% come from Texas. What does that mean to us? It means a lot in terms of economic contributions; but most importantly, it means jobs. It is estimated that 22,000 jobs are created for every \$1 billion dollars worth of exports. Houston is connected to many Mexican cities by

road and rail, as well as oceangoing vessels, so you can imagine the far-reaching impact NAFTA will have on the Houston area.

We promote the Port of Houston in Mexico and other markets through an aggressive marketing program. In addition to conducting Port Authority trade missions to other nations, we participate in trade initiatives and task forces organized by the Greater Houston Partnership and other local organizations. We also have an excellent rapport with the many foreign consulates and trade offices in Houston. We believe these relationships are a critical part of our marketing of the port.

Channel Improvements

I'd like to turn for a moment to another subject that is vital to the Port of Houston's future — the proposal to widen and deepen the Houston Ship Channel. As we prepare for the future, we know that in order to stay competitive, the Port of Houston must be able to move the biggest and the best of cargoes while maintaining safety. A

deeper, wider channel would accommodate vessels that are larger or more fully laden, thereby reducing shippers' unit transportation costs. Widening the channel also would enhance safety by increasing the distance between passing ships.

Since early 1990, the Port Authority has been part of an interagency team whose sole purpose is to address environmental issues related to the channel improvement project. After two years of research, meetings and public hearings, the team has produced a plan proposing beneficial uses for the dredged materials that would result from the channel improvements. The plan calls for the creation of nearly 6,000 acres of marsh, bird islands and boater destination islands to enhance sport and commercial fishing and provide shoreline erosion protection.

It is important to note that the work of this unusual alliance of environmental agencies, community groups and port and industry representatives was guided by three

(Continued on Page 15)

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Tips on Trade with Mexico

Environmental technology is fast becoming one of the hottest industries for foreign companies wanting to do business in Mexico, a Houston consultant says.

"In terms of modern environmental technology, the Mexicans are right in line with the state of California, which is the most progressive in the world," says Hilmar Zeissig, president of Houston International Business Corp.

Zeissig serves as a consultant to the German and Mexican governments, the United Nations and the World Bank for several energy and environmental projects in Mexico and Central America. He also is co-founder and executive vice president of Natural Reserves Group Inc., a Houston-based domestic oil and gas exploration and production company.

He spoke during a recent Galleria Area Chamber of Commerce seminar titled "Everything You Wanted to Know About NAFTA But Didn't Know Who To Ask." NAFTA is the acronym for the North American Free Trade Agreement.

Pollution Issues

Critics of NAFTA have expressed concern about Mexico's handling of its pollution problems. Mexico has had a national environmental law since 1988, but the government did not enforce the law at first, Zeissig said. Now the Mexican government has become much stricter about enforcing environmental regulations. Mexican President Carlos Salinas has enlisted a team of international consultants from the world's



leading industrialized nations to help Mexico deal with its air and water pollution and toxic waste problems. Mexico offers "tremendous opportunities" for foreign businesses involved in environmental technology and environmental equipment, Zeissig says.

"Pollution in Mexico is not a problem you can resolve," Zeissig said. "This is a problem you can stop from increasing."

The Germans helped Mexico develop a vehicle inspection system whose standards can be matched by only four U.S. states, Zeissig said. As a result, Mexico is upgrading its taxi and bus fleets to meet the new standards. Mexico imports a great deal of unleaded fuel from the United States because the country lacks refineries suitable for producing unleaded fuel.

Know the Culture

Another speaker at the seminar, Leopoldo Vazquez, urged seminar participants to become familiar with Mexico and its culture before attempting to do business there. Vazquez is vice president and

general manager of Vertek Industrial Supply Inc.

"It is important to understand the strategic issues involved in establishing a business presence in Mexico," he said.

Vazquez recommends that individuals who want to do business in Mexico must understand Mexicans' expectations and ways of life, such as the Spanish language and difference in business hours. It is important to allow extra time for business appointments because Mexicans are more relaxed about time, he said. Also, it is helpful to become knowledgeable about the Mexican bureaucracy.

Top Opportunities

Industries presenting the most opportunities in Mexico include energy, computers, telecommunications, fishing, ports, mining, medical equipment, environmental services, agriculture and a wide variety of consumer products industries.

Rob Andrews, western sales manager for the Port of Houston Authority, provided the seminar audience with an overview of NAFTA and the port's relationship with Mexico and Canada. Mexico is Texas' largest export market, receiving \$9.7 billion worth of Texas products in 1990. During that same year, Canada ranked second with \$2.4 billion in exports. Mexico was the Port of Houston's second-largest trading partner in 1992.

NAFTA will create a "mega-market" of 363 million consumers, Andrews said.

"This has raised fears, especially in the European Community and the Asian Rim, that we are ac-



Ships such as this TMM (Mexican Line) vessel provide an important link between the Port of Houston and Mexico. Mexico is Texas' largest import market and also is the Port of Houston's second-largest trading partner.

celerating toward large protectionist blocs," he said. "It is my opinion, however, that reduction of tariff rules between bloc members will accelerate trade rather than regulate it. More importantly, the agreement contains the elements needed to further stimulate trade between the three nations."

NAFTA Benefits

Some NAFTA critics contend the agreement will result in job loss for U.S. workers, yet Mexican maquiladora manufacturing facilities bought more than \$10 million worth of U.S.-made components in 1990, supporting about 220,000 U.S. jobs. The Institute for International Economics predicts that increased exports resulting from NAFTA will create U.S. jobs. Furthermore, U.S. consumers may see prices of some products and manufactured goods drop once NAFTA is in place.

Major benefits of NAFTA will include: elimination of all tariffs on industrial and agricultural goods produced by NAFTA partners; improved U.S. access to the Mexican and Canadian service markets; phasing out of restrictions on

North American-made autos; improved access to Mexico for U.S. agricultural exports; and increased protection for U.S. copyrights, trademarks and patents. NAFTA also will establish a forum for settling trade disputes and outline requirements for limiting pollution.

Andrews said the enormity of the agreement has prompted wide-

spread speculation about its effects.

"I was unable to ascertain the exact number of pages currently in the agreement and its addendum, but the last revision I saw was approximately 3 feet high," he said. "With an agreement of that magnitude, it generally suggests that few people have read it in its entirety, and even fewer grasp the specifics." □



Hollywood Marine Meets ISO 9002 Standard

Hollywood Marine Inc. recently became the first U.S.-flag shipping company to receive certification under the ISO 9000 series of international quality standards.

ABS Quality Evaluations Inc., an international recognized registrar of ISO 9000 quality systems, awarded Houston-based Hollywood Marine the certification.

Hollywood Marine is one of the

largest tank barge companies in the United States. The company's 600 employees operate a fleet of more than 225 tank barges of 100 towboats serving the petrochemical, LPG, black oil and ship bunkering markets.

ISO 9000 is a series of quality standards published in 1987 by the International Organization for Standardization in Geneva. ISO 9000 is accepted as the national standard in more

than 50 countries, including all of Europe and the Americas. The specific standard that applies to Hollywood Marine is ISO 9002.

A Permanent Commitment

"We made the commitment to ISO 9000 over a year ago and have been intensely involved in preparing for our certification audit for the past eight months," said Berdon Lawrence, president of Hollywood Marine.

ABS Quality Evaluations Inc. and its quality mark are part of the 130-year tradition of the American Bureau of Shipping, one of the world's leading marine classification societies and a longstanding proponent of quality assurance in the marine industry.

Pharmacy Owners Win Chamber Award

Gregory and Debra Porter, owners of Professional Discount Pharmacy Marine Medical Unit, recently were named Business Persons of the Year by the Texas City-La Marque Chamber of Commerce.

The Porters received the award for their part in revitalizing and expanding business in the U.S. Gulf area.

In addition to the pharmacy, the Porters own Professional Drug Screening Inc. and Express Tax Service.

Education and Memberships

Gregory Porter graduated from Samford University in 1981 with a bachelor of science degree in pharmacy, chemistry and biology. Debra, his wife, received a bachelor of science degree and a master's degree in economics from Auburn University in 1981 and a master's degree in accounting from the University of Houston in 1988.

The Porters are charter members of the Freeport Propeller Club and also are members of the Texas City-La Marque, La Marque, Mainland and Hitchcock chambers of Commerce. Gregory Porter also is a member of the Galveston Propeller Club and the American, Texas and Galveston pharmaceutical associations. Debra Porter is a member of the Alabama Academy of Sciences, American Business Women's Association and the La Marque Chamber.



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Holmes

(Continued from Page 11)

primary principles: (1) that dredged material is a potentially valuable resource; (2) developing an environmentally feasible disposal plan is intrinsic to the final approval of this project; and (3) any plan for the disposal of dredged materials must have long-term environmental benefits for the Galveston Bay system.

I have outlined for you here just a few of the most important "current events" at the Port of Houston. As you can see, the Port of Houston plays an integral role in the community's economic development. As we move into the next century, the Port of Houston will continue to serve as a catalyst for trade and economic growth. □

PORT DATA

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Eemtrans USA Opens Houston Warehouse

Eemtrans (USA) Ltd. has opened a warehouse operation near the Port of Houston Authority's Turning Basin Terminal.


Eemtrans is located at 9111 Glesby, Houston, Texas 77029. The telephone number is (713) 670-2311, and the Fax number is (713) 670-2327.

Eemtrans is part of a Dutch group with similar operations in Rotterdam and Manchester. The company offers warehousing services to NVOCCs, freight forwarders, shippers and receivers.

Fully Bonded

The Houston facility is a fully bonded warehouse featuring 20,000 square feet of space on 2.5 acres of land. The warehouse has five doors, six cargo bays and a ramp for unloading and loading both trailers and containers. The warehouse also has full computerized cargo-tracing capabilities and can provide customers with daily status reports.

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Turning Basin

(Continued from Page 3)

meter. The unit was one of the world's largest boilers to be shipped completely assembled. It departed the Turning Basin Terminal in May for its ultimate destination, Perm, Russia.

Then there was the time a shipper needed to move a 415-ton spool of industrial cable through the terminal. The spool measured 38 feet wide and 32 feet high, and the cable was 36,000 feet long. The Port Authority permitted the shipper to widen the gate to the terminal and Wharf 32 so the immense reel could be accommodated. The spool was hauled to the Turning Basin Terminal aboard a 128-wheel flatbed trailer. A second large spool moved through the terminal in May.

Other recent shipments that demonstrate the Turning Basin Terminal's flexibility include two large luxury yachts, a 126-ton heat exchange unit, shredded tire chips, modular offices, household military goods, bagged rice, dry milk and guar gum.

Well Maintained Facilities

The key ingredient to any versatile terminal is well-maintained facilities. That's why approximately \$13.7 million of the 1993 budget for the terminal has been earmarked for capital projects. Projects already in progress or slated for the near future include the rehabilitation of railroad trackage, replacement of the roof at Transit Sheds 9 and 10, and repair of the fender system at Wharves 26 through 28. Standard rail at Wharves 23 to 31 is being replaced with concrete-encased tracks, which don't protrude from the pavement, giving truck traffic more room in which to maneuver. Work is under way on the structural deck at Wharf 16, which is being upgraded to handle heavier loads. Last year, PHA employees built two ramps connecting Wharf 8 with the adjacent marshaling area so the wharf can accommodate project cargo and steel.

As for the long term, the Port Authority is planning to add a second traveling container crane at the terminal. Use of the terminal's existing crane, which serves Wharves

(Continued on Page 25)



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Houstonians Visit Bolivian Cities

A delegation of 33 Houstonians recently traveled to Santa Cruz, Cochabamba, and La Paz, Bolivia, in search of new business opportunities. The group was headed by Houston City Council Member Eleanor Tinsley, Bolivian Ambassador Jorge Crespo Velasco and Bolivian Consul General Norah Walker.

The trip was the 18th trade mis-

sion conducted as part of the Houston International Initiatives program, which was established to help Houston companies interested in doing business in Latin America.

Representatives from 16 companies, the Port of Houston Authority, Houston's Department of Aviation and the Interamerican Chamber of Commerce in Houston participated in the Bolivia trip. The

businesses represented oil and gas, chemical, computer and tourism-related companies.

Mission Results

"In addition to the business generated by the mission participants, the Engineering Society in La Paz gave a \$15 million bridge proposal to our delegation to deliver to the Engineering Society of Houston to distribute to Houston engineering firms that would be interested in the job," said Tinsley.

Each member of the Houston delegation had numerous one-on-one prearranged business meetings while in Bolivia.

"This trade mission was the most successful business trip I have been on," said one delegate, Roland Teoh of EMC Monitors. "This program is perfect for small to medium-size companies because it introduces them to a country and reputable business people who are interested in doing business with Houstonians."

Cosponsors

Cosponsors of the Bolivia trade mission were the Interamerican Chamber of Commerce, University of Houston's International Trade Center, the Bolivian embassy and the consul general of Bolivia.

Future Houston International Initiatives trade missions include a trip to Chile this month and a mission to Costa Rica in August. For more information about the program, call (713) 247-2915.

Peter Carter Joins Holman Shipping

Peter Carter recently joined the steamship agency of Holman Shipping Inc. in Houston as tanker operations manager.

Carter has 13 years' experience in the marine industry, having handled vessels that carry automobiles, bagged commodities, bulk grain, chemicals, liquefied petroleum gas and crude oil.

Holman Shipping has grown steadily since it opened for business five years ago.



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