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Captain’s Corner

CAPT Bill Diehl, USCG (Ret.), P.E.

High School Skinny

Losing weight is always a popular New Year’s resolution, but this year I’m hearing the phrase high school skinny attached to it. Wow, I only weighed 125 pounds in high school—I would rather have my high school hair—brown curly hair down to my shoulders before the Coast Guard got to it. My three teenagers (2 in HS) roll their eyes, and I quickly add and I want to be become high school smart like you; they reply impossible, but encourage me that it is a worthy goal.



CAPT Bill Diehl

Three ideas come to mind in this quest for intellectual growth: our Commerce Club Luncheons, our Houston-specific intermodal monthly Bulletin articles, and our SHIPPING 101 course.

For the Commerce Club we had a very interesting presentation from Mr. Alec Dreyer the CEO of the Port of Houston Authority on 13th January (pictures p 9 &10). Alec shared his vision and business focus after a few months at the helm of the

Port Authority. In February, we have Mr. Jim Kruse from the Texas Transportation Institute scheduled to speak (flier on page 3). Jim will discuss a study he is working on regarding the economic impact of draft restrictions on the Houston Ship Channel. That will be followed on the 11th of March by Harris County Judge Ed Emmett, who will give us his assessment of the future of inter-modal transportation in Harris County.

Then on the 8th of April, Mr. Marvin Wells will give us an overview of the Port Terminal Railroad Association, which has been a key component of multi modal operations at the Port since 1924.

For Houston-specific multimodal topics we are currently working a Bulletin article on freight rail movements through the port and later plan to study trucking and pipelines.

The third idea, a SHIPPING 101 Course, stems from many of you commenting on the need for a class that provides those new to the industry a detail overview of “how the port works and how all the pieces fit together.”

We are pleased to announce that we will partner with The Artemus Group from Virginia Beach, VA to bring you the SHIPPING 101 course this September.

(Continued on page 15)

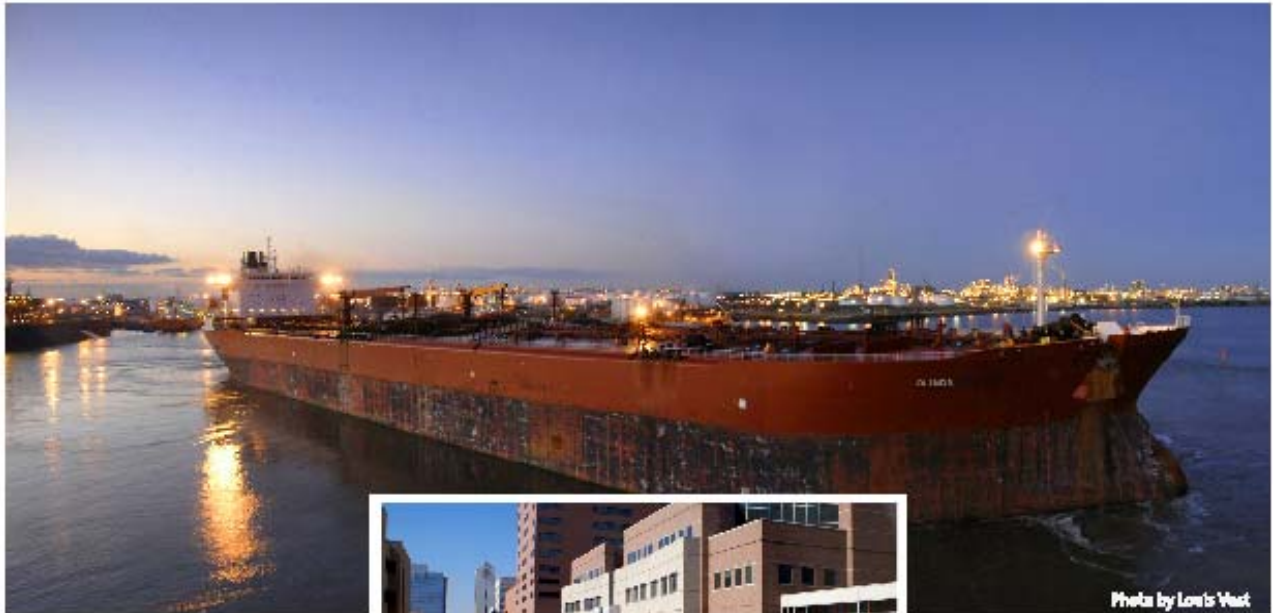


Photo by Lewis West



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US Gulf International Commerce Club

Date: Thursday February 11th, 2010

Online Registration: www.txgulf.org

Location: Brady's Landing Restaurant
8505 Cypress St
Houston, TX 77012-1735
Phone: (713) 926-5973

Send Check for Registration to:

Greater Houston Port Bureau
Attn: Cristina Gomez
111 East Loop North
Houston, TX 77029

Time: 11:30 am -- Networking
12:00 am – Lunch/Presentation

What: USGICC Luncheon Meeting

Cost: \$35.00 per person



We are pleased to announce that Mr. Jim Kruse of the Texas Transportation Institute is our February speaker. Jim is working on a study for the Port of Houston Authority on the impact of draft restrictions on the Houston Ship Channel. The study is putting a dollar value on the losses that accrue if dredging is not accomplished in a timely manner. Come hear what he has learned and how you might help.

As a networking and educational event for transportation professionals, the US Gulf International Commerce Club prides itself on addressing issues that are of timely concern to industry leaders.

Biography:

Mr. Kruse is the Director of the Center for Ports and Waterways at the Texas Transportation Institute (TTI). He is responsible for all research related to waterborne freight activities.

Mr. Kruse has acquired a strong transportation planning background, having served on numerous local, state, and national boards and task forces. He was an active participant in the development of long range plans for a seaport and airport in South Texas; participated in border transportation organizations, and assisted ports from Corpus Christi to New York with planning and environmental issues. Mr. Kruse is bilingual (Spanish/English) and has worked on a number of projects in the Latin American region.

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***“Port Watch” by Tom Marian, Buffalo Marine Services Inc.
& Chairman, Greater Houston Port Bureau.***

Current Trends....

Rebounding oil and robust exports were a mild salve for the regional maritime picture as a rather lackluster year drew to a close. While December is historically a catch-one’s-breath month, there were some modest gains over November in the Ports of Galveston, Texas City and Point Comfort which recorded increases of 10.5%, 25% and 25% respectively over November’s ship arrivals. The bulk of this activity was driven by solid crude prices and persistent demand for exports. With respect to the annual picture, Texas City finished out the year a mere 1.5% below last’s year’s total vessel calls, Galveston was up 6%, Freeport finished down 8.2%, Sabine was up a tad at 1.3%, Point Comfort benefited from rebounding oil with a 15% annual increase, Corpus Christi regained some lost ground in the last quarter but was down 20.5% and Houston rounded out the pack with a 10% decrease in ship arrivals

Granted, ship arrivals never tell the complete story of port activity but the last month of December may point to where 2010 is headed. In the Port of Houston break bulk and bulk cargo was down 20% from November and 33% for the year. December’s decreases may be a harbinger of things to come as major shippers note that orders for 2010 are lower than 2009. Container ship movements were actually up almost 8% for the year but the number of loaded containers for the year was down 10%. This is due in

part to the high demand for exports which continues to outstrip imports - 55% exports to 35% imports. The larger number of container ships is also displacing reefer ships as that category has fallen by a massive 71% due to the shift of frozen foods to containers on the export side. Even steel has found its way into containers as those imports have shrunk by over 50% for the year.



Tom Marian

Despite the fact that the car carriers movements were up in the Port of Houston by more than 46%, the number of imported vehicles is off by more than 35% - another casualty of the slackening U.S. demand for imports.

It is probably safe to say that 2010 will continue to feature a strong demand for crude but the long term manufacturing picture is not as bright as

(Continued on page 15)



Global Commerce

International Transportation and Trade

(Shipping 101)

What:

The five-day Shipping 101 course will cover the material you need to know and understand to effectively trade and ship in the global marketplace. Topics include:

- History & Evolution of International Shipping
- The Shipping Cycle
- Shipping Geography
- Customer Service & Booking International Shipments
- Equipment Used in International Trade
- Inter-modal/Domestic Transportation
- Export Documentation
- Functions of the Freight Forwarder and NVOCC
- Terminal/Marine Operations
- Importing Shipments and Import Documentation

Where:

Port of Houston Authority Police Training Center
111 East Loop North, Houston, TX 77029
Across from Central Maintenance

When:

September 13-17, 2010
8:30am—5:00pm; Lunch not Included

Cost:

\$750.00 per individual for Port Bureau Members
\$1200.00 per student for Non-Members



- Continuing Education Credit Available
- Limited Class Size

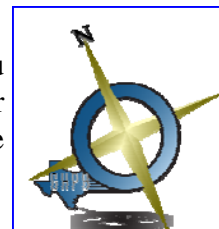


The Greater Houston Port Bureau.

The Port Bureau mission is to foster economic growth and cooperation across public and private stakeholders in the maritime community. We provide vessel traffic information, maritime information and advice, and great networking opportunities. We do this by

- Pushing information to you through this monthly bulletin and our hot topic emails. For an additional nominal fee (20% the price of competitive products) we can provide you with real time vessel tracking/arrival status on the Houston Ship Channel and vessel traffic data for all nine (9) Texas ports. The vessel traffic information can be provided daily, weekly or monthly and can be of significant value in business forecasting.
- Providing you with “Ask the Captain” advice on safety, security, and environmental response issues. This comes from USCG Captain of the Port experience in addition to our staffs’ 40+ years of Port of Houston operational knowledge.
- Engaging you on key Houston Ship Channel initiatives that may impact your business. We use our Port Bureau membership list to vet issues and share information to the benefit of all our members. A tug captain told me recently: “It’s all about communications; if you’re not communicating with your peers you are outbound and going down...just think about where your marriage is headed if you’re not talking.” We see the Port Bureau as a neutral conduit for facilitating operational communications within our port community.
- Providing fun social events for successful networking such as our monthly industry lunches, golf tournament, and annual maritime Gala. These are great opportunities to achieve business success through the power of networking.

The Greater Houston Port Bureau membership costs \$450/year and if you value information, communication, and networking as you grow or manage your business you will agree it is quite a bargain. Please let us know if we can include you in our Greater Houston Port Bureau family.





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Warehouse Transfers • Import Containers

Domestic Rail Transportation • Export Containers

TWIC Drayage • Oversize & Heavy Cargo

“Spotlight” on Michael Drieu, Project Manager Marine Services, Wild Well Control. Inc.

Mike Drieu has been on the Greater Houston Port Bureau Executive Committee since 2005 and has served as Gala Committee Chairman since 2006, and also serves on the Finance Committee.

Mike has been with Wild Well Control as Project Manager since 2005. His current responsibilities include managing well intervention and structural removal of damaged oil platforms caused by Hurricanes Ivan, Katrina, Rita and now Ike. The projects include coordinating varied resources involved with subsea operations supporting heavy lift capability, commercial diving, ROV's, underwater survey, well services and engineering, marine engineering and supply vessel support.



Mike Drieu

Mike Drieu is a retired U.S. Coast Guard Commander, who has over 25 years of experience in marine salvage, emergency response management, commercial vessel compliance in accordance with U.S. and international laws. His assignments have included services serving as Commanding Officer of two units and assigned to seven Marine Safety Offices, District Eight Chief of Response Branch, Pacific Strike Team and two Coast Guard cutters. Mike has coordinated response and/or disaster relief assistance as Incident Commander, Operations, Planning or Logistics involving floods,

hurricanes, typhoons, tornadoes, earthquakes and 911 national security response.

During his twenty years, Mike has lived in New London, Connecticut, near Cape Cod, MA, Hawaii, Portland, Oregon, Island of Saipan, Anchorage, Alaska, the San Francisco Bay area, New Orleans and Savannah, GA where he retired as COTP/OCMI.

He has also been directly involved in leading national and international response initiatives with Mexico, Canada and Japan, managing up to \$650 million annual costs using Federal funds. Mike also has overseas experience working in shipyards in Japan, South Korea, Hong Kong and Thailand, managing inspection, repairs and new construction on U.S. flagged MODU's, freight vessels and tank ships.

Mike is married to Kim, who works as an HR Manager for Emerson Process Management in Waller, TX. They have two children; Brian (age 12) and Jenny (age 15). They live in Magnolia, TX.

Activities include: fishing, golf, fine wine and food, traveling, outdoor activities, watching football and baseball. Mike also serves as the Assistant Scoutmaster for Troop 113 in Tomball.



HOGANSAC

Security Work Group January Meeting

On Wednesday January 20th CDR Rob Smith, USCG held a HOGANSAC Security Working Group at the Houston International Seafarers Center. The purpose of the meeting was to introduce the new Chairman of the Working Group, CAPT Pete Simons, USCG (Ret.); establish subcommittees to work on specific challenges; provide a Coast Guard update on new policies; discuss lessons learned from investigated cases over the past quarter and listen to concerns on facility access/security.

CAPT Simons reported that the Work Group had six new volunteers representing cargo handlers, terminal facilities, the blue and brown water industries and shipping agents, thereby reflecting most aspects of the industry.

He introduced CDR Smith, LCDR John Pail, LT Derian and Chief Petty Officer Mildenstein who presented two documents to the audience, namely a sample "Declaration of Security (DoS)" which is an addendum to USCG "Navigation Vessel & Inspection Circular No. 03-03" and TWIC/MTSA Policy Advisory Council Circular 07-09 on "Foreign Flagged

Cruise Ship Crew & Escorting through Secure and Restricted Areas." The former document is the dialog which must take place between an arriving vessel and a facility prior to arrival and the latter concerns the handling of non TWIC personnel (cruise ship passengers and foreign vessel crew) within secure port areas.

The meeting is open to facility security officers, shipping agents, transportation companies, shipping company representatives, seafarer advocate organizations and maritime representatives with an interest in facility security matters. Some 100 delegates attended this meeting and provided many unique security and access experiences which had confronted them and were taken "on board" by the Working Group.

The next meeting of the Working Group will be at 10.00 a.m. on Tuesday 23rd. February at the Doyle Center in Texas City. All are welcome to attend. Captain Simons can be reached at psimons@ptcsc.org if you have any questions or input to the Work Group.

U. S. Port Rankings 2008

(Millions of Short Tons and % of change from 2006 – 2007 ACOE data)

1	Port of S Louisiana, LA	224.0	-	2.2%	16	Norfolk, VA	44.6	+12.2%
2	Houston, TX	212.2	-	1.8%	17	Baltimore, MD	43.4	+ 5.2%
3	New York, NY and NJ	153.5	-	2.4%	18	Pittsburgh, PA	41.8	+ 9.8%
4	Long Beach, CA	80.2	-	6.7%	19	Tampa, FL	39.7	- 15.3%
5	Corpus Christi, TX	76.8	-	5.3%	20	Paulsboro, NJ	36.4	- 4.3%
6	New Orleans, LA	73.0	-	4.0%	21	Valdez, AK	36.0	- 4.8%
7	Beaumont, TX	69.5	-	14.6%	22	Savannah, GA	35.4	- 3.0%
8	Huntington-Tristate	69.3	-	9.4%	23	Pascagoula, MS	33.6	- 4.6%
9	Mobile, AL	67.6	+	4.9%	24	Philadelphia, PA	32.3	- 8.2%
10	Plaquemines, LA	63.7	+	8.4%	25	Port Arthur, TX	31.8	+ 8.5%
11	Los Angeles, CA	59.8	-	8.7%	-----			
12	Lake Charles, LA	53.8	-	16.3%	26	Freeport, TX	29.8	+ 0.8%
13	Texas City, TX	52.6	-	7.4%	54	Galveston, TX	9.8	- 0.1%
14	Baton Rouge, LA	51.8	-	5.2%				
15	Duluth-Superior	45.3	-	2.5%				





(top-left) Bruce Broberg, URS Corporation, and Charlie Jenkins, Port of Houston Authority

(top-right) Ron Messner, Gulf Winds International, and Art Flanagan, HUB International Rigg

(middle-left) Niels Aalund, West Gulf Maritime Association, and Jeannie Angeli, GHPB

(middle-right) TJ Nelson, Houston Pilots, Tom Marian, Buffalo Marine, David Halbert, Houston Mooring, and Vinny Pilegge, Manchester Terminal

(bottom-left) Networking before the January USGICC meeting

(bottom-right) Captain Marcus Woodring, USCG and Jay Guerrero, Office of Senator John Cornyn



(top-left) Dennis Hansell, Suderman and Young with David Halbert and John Taylor, Houston Mooring Company

(top-right) Jerry Nagel, Rickmers-Linie (America) and Bill Diehl, GHPB

(middle-left) Alec Dreyer, Port of Houston Authority CEO addresses the United States Gulf International Commerce Club Meeting in January

(middle-right) Steve Stewart, Gulf Winds International and Chairman Jim Edmonds, Port of Houston Authority

(bottom) The over 100 attendees for the January USGICC Meeting.



This Month in the Port Community

New Port Bureau Members January 2010

Consolidated Bonded Warehouse
Michael Slavin—Storage/Warehousing Facilities

Emkay Marine Services
Michael Drieu—Consultants

URS
Ken Matsuzak—Engineering Consulting Services

Industrial Terminals
Darce Kullman—Private Port Terminal

Halcrow
Wade Battles—Engineering Consulting Services

USCG Seeks Public Comment on Securing Cargo

The US International Point-of-Contact for the Ship Security Alert System changed on December 25th from the Pacific Area Command Center (RCC Alameda) to the Atlantic Area Command Center (RCC Norfolk).

Tele: 1 (757) 398-6700
Fax: 1 (757) 398-6775
Email: ssas@uscg.mil
Telex: 230172343

Because the email/telex number has not changed, automatic notification systems on ship-board equipment does not need reconfiguration.

For US Flag Vessels needing to submit a Post Incident Report-Accidental Activation, please submit those to:

Commander, USCG Atlantic Area
Attn: RCC Norfolk—Suite 520
431 Crawford Street
Portsmouth, VA 23704

“10+2” Begins as CBP Begins Enforcement in January

On January 26, US Customs and Border Protection began enforcement of their Importer Security Filing (ISF, or “10+2”).

Under the regulations, all US-Bound Cargo (including FTZ-bound shipments) requires the filing by the importer of ten data elements 24 hours prior to lading:

- Importer of Record Number
- Consignee Number
- Seller (Owner) Name/Address
- Buyer (Owner) Name/Address
- Ship-To Party
- Manufacturer (Supplier) Name/Address
- Country of Origin
- Commodity Harmonized Tariff Code
- Container Stuffing Location
- Consolidator (Stuffer) Name/Address

Also, the carrier must provide two additional data elements within 24 hours of vessel arrival:

- Vessel Stowage Plans
- Container Status Messages

According to CBP, bulk cargo is exempt from the ISF filing requirements, however break-bulk (including Ro/Ro) does require paperwork to be filed. Break-bulk cargo is exempt from the “2” requirements (vessel stowage plans and container status messages).

Break bulk cargo exempt from timing requirements of the 24 Hour Manifest Rule is also exempt from the timing requirements of the ISF.

Cargo sold underway must send an updated ISF filing to CBP.

For further questions, consult the CBP ISF homepage at http://www.cbp.gov/xp/cgov/trade/cargo_security/carriers/security_filing/, or contact us at the Port Bureau.

Second Annual Harris County International Trade and Transportation Conference January 24-26, 2010

Last week, Harris County Judge Ed Emmett hosted the Second Annual Harris County Trade and Transportation Conference at the Hilton de las Americas hotel in downtown Houston. This year's conference focused on Houston's 6th largest trading partner, Brazil.

After Judge Emmett and Brazilian Consul General Antonio Jose Rezende de Castro opened the conference, attendees heard a great deal about the success that Brazil has had in largely escaping the financial difficulties that have created serious problems in the United States. Because the Brazilian Real is a relatively independent currency, Brazil lacks the sub-prime lending practices that caused problems in the United States, and the nation possesses a less volatile real estate market. The Economist noted in September that Brazil was one of the first G20 countries to emerge from recession, showing a 1.9% quarter-on-quarter expansion between April and June 2009.

Speakers from Portal Commerce and Logistics, The Sao Paulo Committee of Users of Cargo Transport, Camargo Correa, and ANUT spoke about infrastructure expansion in Brazil and the projects underway to relieve traffic congestion at train and rail terminals, dredge the Port of Santos to 50 feet to accommodate vessels up to 9,000-10,000 TEUs, and clear supply side capacity issues. The Brazilians went further to describe current opportunities for companies who supply products necessary for the capital expansion occurring in Brazil.

After hearing from the Brazilian delegation, Chris Koch of the World Shipping Council spent an hour talking about current developments in Washington DC regarding infrastructure development in Texas and the Houston area. He cautioned that because of electoral issues, economic trouble, and political timing, major funding for infrastructure initiatives will most likely be difficult to acquire for some time.

With 23 foreign banks, 23 active foreign chambers of commerce, 1/2 of all Texas export companies, and 1/3 of the region's jobs, international trade in the Houston Port Community comprises a substantial portion of our region's economic activity. Much of the conference focused on the players in in-

ternational trade, the challenges facing the industry, and what changes we all will face in the coming months and years.



Harris County Judge Ed Emmett, Chris Koch, CEO World Shipping Council, and Alec Dreyer, CEO Port of Houston Authority.

PHA Chairman Jim Edmonds took the dais with the Houston Airport's Interim Director of Aviation Eric Potts, and Chairman Mark Ellis of the Gulf Coast Rail District to discuss Houston as a hub of international trade. The men discussed the rail, air, and waterborne traffic capacity of the Houston area, as well as coming changes such as maintenance and construction at Bayport and Barbour's Cut, and the terminal expansion and renovation at Bush IAH and Houston Hobby airports.

As the conference concluded, Judge Emmett and the speakers reiterated their themes for the assembled industry members: "Houston is in a good position, to take significant strides in the coming years, but as an industry, we need to work together and continue the necessary expansion and development vital to our growth."

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News and Events of Interest from the Port Community

January 27— The USCG reopened the Sabine-Neches ship channel on a needs-only basis after crews recovered over 250,000 gallons of water-mixed crude oil. The oil, part of a 450,000 gallon spill, had closed the regional thoroughfare after the Eagle Otome collided with a barge, and also hit a wharf on January 23. While the waterway was closed, the DOE did not receive any requests to draw from the emergency US oil stockpile, and a Shell spokesman noted that “we continue to receive crude through pipelines, so all units remain operational”. No human injuries have been reported as a result of the spill, and the vessel has been moved to nearby Beaumont for repairs. The Coast Guard and NTSB are investigating possible causes of the collision.

January 27—The Dallas Logistics Hub of the Allen Group has filed for chapter 11 bankruptcy. The 6,000 acre logistics hub and first inland port in North America to be served by both UP and BNSF is reorganizing their debt to extend debt maturities and improve their capital structure.

January 26—The Department of Transportation banned the sending of text messages over cell phones while driving as part of their campaign against “distracted driving”. Fines reach up to \$2750 per offense. The DOT is also debating broader rules regarding cell phone usage, driving time, and rest requirement for truckers. American Trucking Association President Bill Graves announced his support for the no-texting initiative, and called for the text-message ban to be expanded to all motorists.

January 26—BNSF announces service improvements that cut transit 7-10 hours between Los Angeles and Chicago, 4-6 hours between Los Angeles and Memphis, and increased trip frequency in Houston.

January 21—Fog continued to cause temporary delays on the Houston Ship Channel in January; the seasonal issue created over five delays in January, one of which lasted two days. The US Coast Guard, in announcing the stoppages, noted that they work in close conjunction with the Houston Pilots to keep the water ways moving for the maximum safe time. The Port

of Houston’s congestion continues to be rated “Low” by Port Tracker.

January 15—CMA CGM of Marseille recently began regular liner service between Houston, TX, Kingston, Jamaica, Havana, Cuba, and Santiago de Cuba, Cuba. The service is the first regular service from Texas since the 1962 embargo began. Officials from the Port of Houston Authority have visited Cuba an plan to attend a Texas-Cuba trade alliance meeting later this year.

In 2008, over \$140 million of agricultural products (274,000 tons) landed in Cuba from chartered vessels leaving from Houston. The new liner service will look to cut travel time dramatically, making possible Just-in-Time produce delivery from Texas.

January 12—The ports of Los Angeles/Long Beach showed a slight gain in cargo volume compared with December 2008, the first gain in 28 months. The west coast container ports, hit hard by both the global economic crisis as well as local economic issues, are watching the changes with cautious optimism, as they moved approximately 11.7 million containers in 2009; a dramatic change from the high of 15.8 million containers, reached in 2006.

January 11—Harris County backed away from a six-county hurricane planning agency amid concerns of county control of emergency management and flood control functions. The move, made for the second time in two months, is not a rejection of the agency, but a delay. County Judge Ed Emmett noted when asking for revisions of the plan that the original language “allowed the local government corporation to take over a lot of the functions of the individual counties”

January 8—The Environmental Protection Agency proposed a tougher limit on pollution that lowers the allowable smog level below 70 parts per billion; a more than 10% decline from the current level of 84 ppb.

This tightening of the pollution standard comes just as the Houston area meets EPA regulations for the first time since the standard was set in 1997.

(Continued on page 14)



“Did You Know?” - Maritime Education in Houston

Patrick Seeba—GHPB



The transportation and maritime industries comprise a major segment of the Houston job market. With 1/3 of all regional jobs attributable to international trade, and half of all companies exporting out of Texas, the Houston Port Region does over \$300 million of business a day. As the market ages and companies expand, where do they look for workers?

The Houston-Galveston area has a number of schools which allow students as young as 14 to begin training for work in the Maritime Industry.

First, the Port of Houston Maritime Academies, located at Jack Yates and Stephen F. Austin High Schools train students for entry level jobs at the port. Commissioner Edmonds noted that “The Maritime studies curriculum will help students identify and define personal educational goals and career opportunities in the maritime industry.” Students take a focused curriculum that drives them either towards jobs in the maritime sector, or to higher education.

When students graduate high school, local universities educate them further. The University of Houston’s Supply Chain & Logistics program offers students a chance to receive classroom instruction from instructors from the Port Authority, as well as local business leaders such as Expeditors International and Rickmers-Linie. The program allows students to focus on operations, technology, or global supply chains as they pursue their Bachelor of Technology degree. Also, the school offers a Master’s degree in Project Management.

Texas Southern University’s Maritime Transportation Management and Security program offers training for careers in maritime transport and logistics, maritime engineering, port operations, and environmental protection. Offering both a Bachelor’s and Master’s Program, TSU is supported by the FAA, TxDOT, City of Houston, and various other public and private organizations.

News from the Port Community ctd.

January 7– Fitch Ratings assigned and affirmed an AA+ rating to the Port of Houston’s unlimited tax refunding bonds. The bonds encompass over \$600 million and reflect the port’s sound financial profile including strong reserves and a consistent positive net operating income.

January 6– US Customs and Border Protection confiscated \$440,000 worth of marijuana concealed in a shipping container. The 885 pound seizure was CBP’s first major seizure of the year.

January 4– OSHA issued 71 citations to CEW Environmental Services for 17 allegedly willful violations and 54 allegedly serious violations in connection with a July explosion at their Griggs Road facility as well as two fatalities at Port Arthur Chemical and Environmental Services, LLC

USCG Seeks Public Comment on Securing Cargo

The US Coast Guard announced in January that they are seeking public comment on methods for securing cargo in containers and on vehicles, including blocking, bracing, or strapping.

At present, the packer or company is the determinant of whichever method will be used to secure cargo, and the Coast Guard is researching the possibility of standardizing the certification or approval for a securing process.

To make comments send your input to the Coast Guard’s Docket Management Facility, or go to <http://www.regulations.gov> by March 9th, 2010.

For more detail, you can find a copy of the Coast Guard’s official request for comment, at our website: www.txgulf.org/uscgrfc.aspx

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“High School Skinny” contd. from page 1.

Artemus has an excellent reputation in teaching this course and we think it will appeal to those new to the port community from admiralty lawyers and banking officers to ocean carriers and regulators. Student comments about the course include: “The instructor was very knowledgeable and taught us from A to Z about shipping. “I really enjoyed it, before taking the course I had very little knowledge about the industry. It really helped me understand the key terms FMC, 24 Hours Rule, AED, SED, CTPAT, Conference, Service Contract, Schedule B etc.”

When you review the attached course flier on page 5, I am sure you will agree that it is a complete compilation of the many facets of international shipping, and that the course is an excellent way to learn the language of shipping, learn operational techniques, understand myriad documentation requirements, and get an overview of many commercial and pricing concepts.

So come join us at the Port Bureau in getting High School Smart in 2010!

“Port Watch” contd. From page 4.

the number of chemical tankers continued its downward trend. However, the negative numbers were most likely compounded by terminals intentionally maintaining very low inventories for excise tax purposes and a somewhat foggy December which idled vessels for several days.

In the end, gutting out 2009 was a cogent reminder that business cycles are just that—cyclical.

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The Greater Houston Port Bureau is a non profit 'Marine Chamber of Commerce' which was established in 1929 and whose Mission is to provide advocacy and representation for its private sector members on marine matters, individually or collectively, to third party companies and institutions for the benefit of its members.