



RANDY WEBER
MEMBER OF CONGRESS
FOURTEENTH DISTRICT, TEXAS

April 27, 2022

The Honorable Rosa DeLauro
Chair
Committee on Appropriations
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Kay Granger
Ranking Member
Committee on Appropriations
U.S. House of Representatives
Washington, D.C. 20515

Dear Chair DeLauro and Ranking Member Granger:

I request funding to complete the Freeport Harbor Channel Improvement Project (FHCIP) in fiscal year 2023.

The entity to receive funding for this project is Port Freeport, located at 1100 Cherry Street, Freeport, Texas 77541.

The Freeport Harbor Channel is a federally constructed deep-draft navigation channel serving Port Freeport, Texas. The 7.5-mile channel has a current depth of 46 feet, supporting a diverse portfolio of companies with terminal facilities along the channel. Port Freeport is seeking funding to complete the Freeport Harbor Channel Improvement Project, initiated in FY2021, to continue the deepening of the Port to 51-56 feet MLLW. The Channel annually carries millions of tons of cargo, ranks 10th in chemicals, ranks 26th in containers, and ranks 19th in the nation in total tonnage. Port Freeport has the shortest channel on the Texas Coast with less than an hour transit time, as it is only 3 miles from deep water to the harbor channel entrance. Due to this short transit time, the costs of improvements and for future maintenance dredging will be far less when compared to other ports in the region with longer channels.

The increased use of Port Freeport requires efficient transporting of commodities by vessels. The current channel dimensions also cause limitations and disruptions in moving cargo. Increasing vessel traffic raises safety concerns for users and terminals along the Channel, and more specifically for the sensitive commodities being loaded and transported. In 2016, the Corps conducted ship simulations that confirmed existing widths in certain areas in the Channel were inadequate for the Panamax-design vessels to safely navigate. The challenges facing the existing channel have developed due to growing energy exports, a need for more efficient transits using deeper draft, and a need to reduce safety risks and overall growth in the area.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,

RANDY K. WEBER
Member of Congress