Exploring the Social Footprint of Ports

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THEODORE, AL

PASCAGOULA, MS

PORT ISABEL, TX

Defining Ports

- Amy Helling and Theodore Poister (2000):
  - "The term *port* usually refers to a nucleus of facilities, at least some of which are publicly owned or maintained, that provide berths at which vessels can load and unload cargo and/or passengers."
- Harold Mayer (1988)
  - "a unit or organization or operation of a set of facilities associated with the transfer or interchange of waterborne commerce, or of other maritime activities such as naval installations, or the servicing of fishing fleets or pleasure craft …"

Largest U.S. Ports by Tonnage (1996)

- Houston
- South Louisiana
- Corpus Christi
- New York
- New Orleans
- Norfolk
- Long Beach
- Baton Rouge
- Texas City
- Port Arthur

Port Clusters

- Peter de Langen and Evert-Jan Visser (2005)
  - “clusters of economic activities related to the arrival of cargo and ships”
- “Lower Mississippi Port Cluster”
  - lower 230 miles of river accessible to ocean-going vessels
  - encompasses 12 parishes and 160+ cargo-handling facilities
  - largest port complex in world as measured by “throughput”

Governing the LMPC

- Five public port authorities administer the LMPC
- These are ‘political subdivisions’ of the state
- Each has jurisdiction over a part of the river system and port cluster.
- Port authorities charge vessels for anchorage and berthing in their jurisdiction.
- This charge is relatively small, because the port authorities do not charge dredging costs or the maintenance costs of port infrastructure.
- Port authorities invest in facilities, such as warehouses and cranes, leasing them to the private sector

Geographic Characteristics

- “Situation”: relation to existing or potential traffic
- “Site”: characteristics and configurations of land and water within port and harbor area
- “Hinterland”: inland source or destination of port’s traffic
- “Foreland”: overseas equivalent of port’s hinterland

New Orleans

- Ideal “situation”: principal outlet for Mississippi basin, one-third of country’s area
- Unfavorable “site”: river subject to wide variations in level and velocity; need for constant dredging; threat of frequent flooding of adjacent land area; storms; difficulty of handling vessels in river currents

The Port-City Interface

- Primitive port/city: to 19th century
- Expanding port/city: 19th–early 20th century
- Modern industrial/port city: mid-20th century
- Retreat from the waterfront: 1960s–1980s
- Redevelopment of the waterfront: 1970s–present

The Port Complex of Corpus Christi

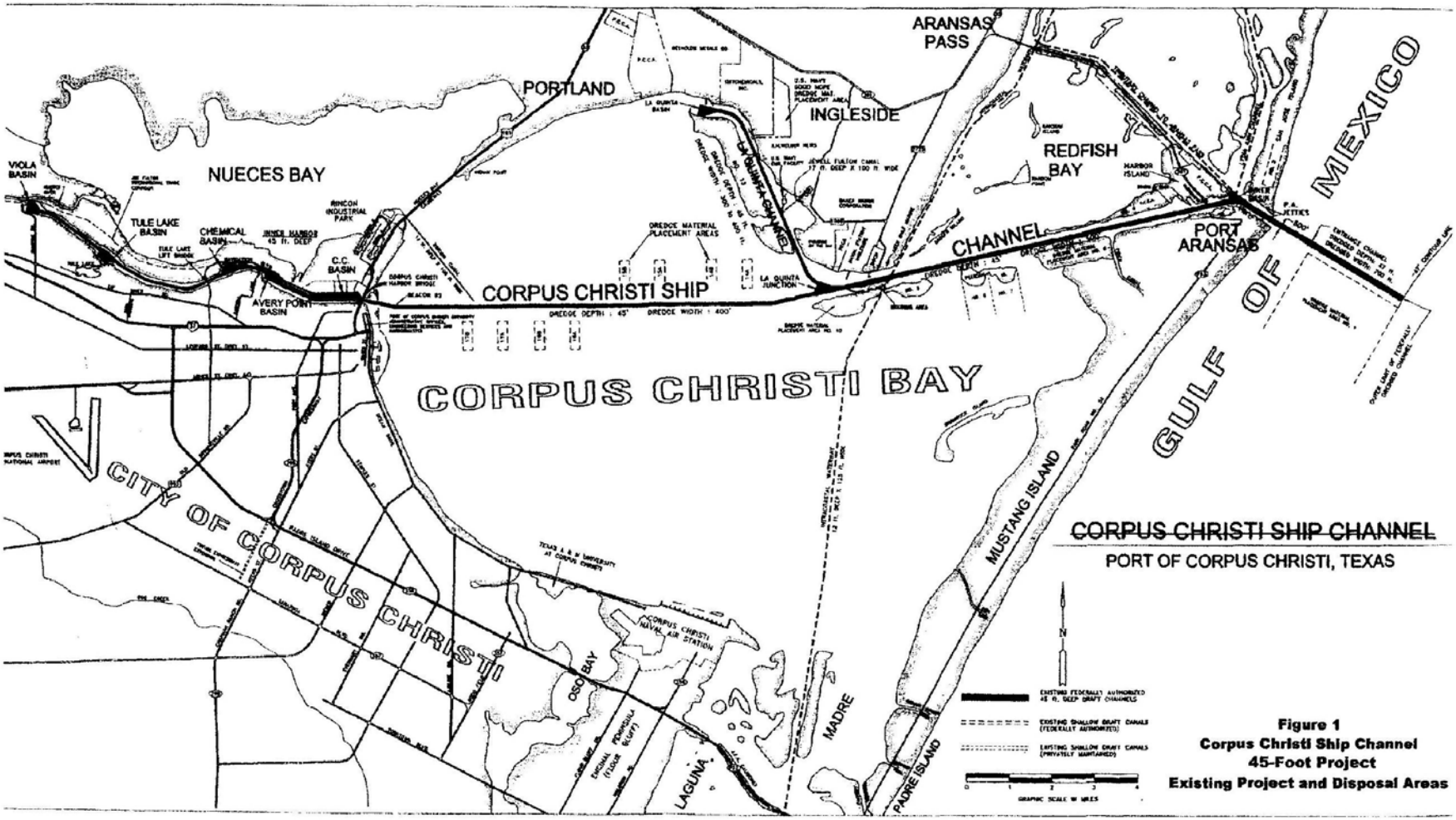
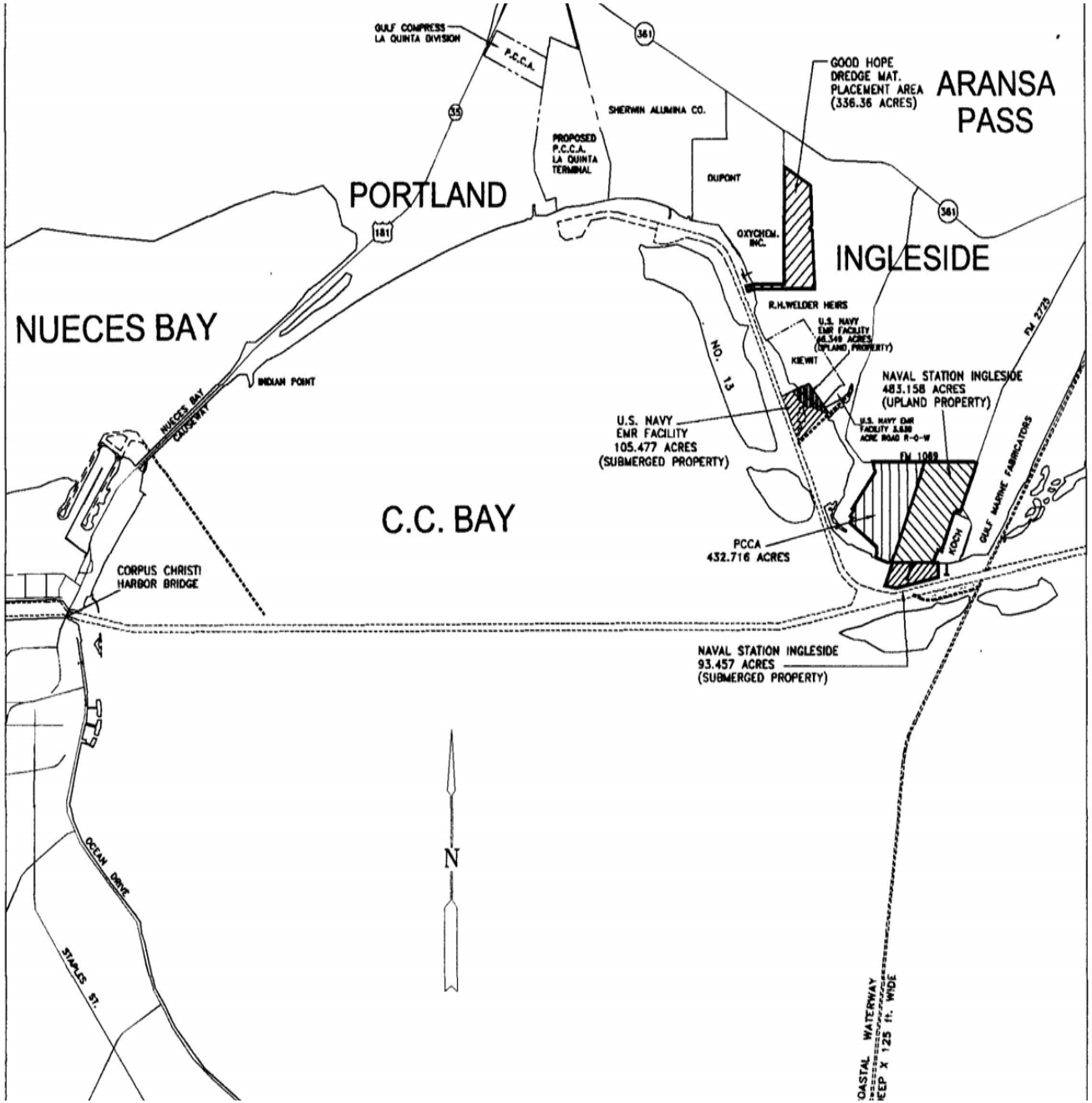


Figure 1
Corpus Christi Ship Channel
45-Foot Project
Existing Project and Disposal Areas


GULF COMPRESS
LA QUINTA DIVISION
P.C.C.A.
361
55
SHERWIN ALUMINA CO.
PROPOSED
P.C.C.A.
LA QUINTA
TERMINAL
GOOD HOPE
DREDGE MAT.
PLACEMENT AREA
(336.36 ACRES)
ARANSA
PASS
PORTLAND
DUPONT
181
OXYCHEM.
INC.
INGLESIDE
NUECES BAY
R.H.WELDER HEIRS
U.S. NAVY
EMR FACILITY
(48.349 ACRES
(UPLAND PROPERTY)
NO. 13
KIEWIT
NAVAL STATION INGLESIDE
483.158 ACRES
(UPLAND PROPERTY)
INDIAN POINT
NUECES BAY
CAUSEWAY
U.S. NAVY
EMR FACILITY
105.477 ACRES
(SUBMERGED PROPERTY)
U.S. NAVY EMR
FACILITY 3.638
ACRE ROAD R-O-W
FM 1069
FM 2725
C.C. BAY
PCCA
432.716 ACRES
KOCH
GULF MARINE FABRICATORS
CORPUS CHRISTI
HARBOR BRIDGE
NAVAL STATION INGLESIDE
93.457 ACRES
(SUBMERGED PROPERTY)
N
OCEAN DRIVE
STAPLES ST.
COASTAL WATERWAY
DEEP X 125 ft. WIDE

Homeport

On the *New* Waterfront?

References

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