



Sabine-Neches Waterway Operations & Maintenance

U.S. ARMY CORPS OF ENGINEERS

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AUTHORIZATION:

- House Document 553, 87th Congress, Second Session

P2#s:

- 510223

LOCATION: Jefferson County, Texas



Congressional Member Interest	Key Stakeholder Interest
Senators: TX, LA	Sabine-Neches Navigation District Port of Orange
Representatives: TX-2, TX-14, TX-36, LA-3, LA-4	

PROJECT DESCRIPTION AND BACKGROUND:

- The Sabine-Neches Waterway (SNWW) is one of the nation's most critical deep-draft navigation corridors and a primary gateway for U.S. energy exports and imports. The system supports the largest crude oil import volume in the United States and plays a key role in national energy security, including distribution to approximately 55 percent of the Nation's Strategic Petroleum Reserve capacity.
- The SNWW is a 40-foot-deep by 400-foot-wide deep-draft navigation system extending approximately 97 miles from the Gulf of America through a jettied inlet to the ports of Beaumont (via the Neches River), Port Arthur, and Orange (via the Sabine River) in Texas and Louisiana. The ongoing Channel Improvement Project (CIP) will deepen the waterway from 40 feet to 48 feet and extend the offshore channel by 13.2 miles
- The Ports of Beaumont, Port Arthur, Sabine Pass and Orange rank #5, #16, #127 and #139, respectively, in the nation with respect to commercial tonnage. The SNWW total commercial tonnage for 2023 was 135.3 million tons (approximately 6% of the nation's total tonnage); The Port of Beaumont and Port of Port Arthur are

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both designated as Energy Transfer Ports under the Donor & Energy Transfer Port program and are also Strategic Harbors supporting military deployment and energy logistic operations. The waterway also supports a significant portion of the nation's petrochemical industry and provides access to two operational Liquefied Natural Gas (LNG) facilities, with a third under construction. LNG vessels operating in the system require under-keel clearances of approximately 5–7 feet, underscoring the importance of sustained channel reliability.

BUDGET INFORMATION:

FY26 President's Budget	\$	28,506,000
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CURRENT STATUS:

- The Sabine-Neches Waterway currently has no navigation restrictions.
- The SNWW Channel Improvement Project (CIP) is currently ongoing and routine maintenance dredging continues to sustain authorized channel depths outside the improvement footprint and ensure uninterrupted navigation.
- One maintenance dredging action is in design to cover various reaches of the waterway.

OUTSTANDING ISSUES / CONCERNS:

- Increased shoaling is anticipated following the completion of the SNWW CIP, which may increase future maintenance requirements.

UPCOMING ACTIONS:

- Award and execute the FY26 maintenance dredging to maintain authorized channel depths and preserve navigational reliability of the waterway.

STRATEGIC MESSAGES:

The nation's navigation channels depend on consistent Operations and Maintenance to remain reliable and fully operational. Channel restrictions reduce vessel efficiency, increase transportation costs, and create bottlenecks across critical manufacturing, energy, and agricultural supply chains that support the U.S. economy.

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