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## Midstream company has tanker-sized plans for Port of Brownsville

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A Dallas-area midstream company has plans to add super tanker service to an export terminal it is building at the Port of Brownsville.

JupiterMLP LLC — which is leasing 240 acres at the port, with plans to build dozens of crude oil and refined product storage tanks with pipeline, rail, truck and tanker service — is seeking to add an offshore export terminal capable of servicing the largest ships in the world, the company announced.



CHINA HARBOUR ENGINEERING COMPANY

Addison-based JupiterMLP has started engineering, permitting and design for a project known as the Jupiter Offshore Loading Terminal. It plans to build the export terminal 6 miles off the Texas coast, where it can service very large crude carrier, or VLCC, tankers.

Among the largest commercial ships in the world, VLCC tankers can move more than 2 million barrels of crude oil per load. Although the Port of Brownsville is planning to deepen its shipping channel from 42 feet to 52 feet, VLCC tankers ships require 82 feet of draft. As a result, they must be transloaded by smaller tankers in deeper water or serviced via pipelines at offshore terminals.

The offshore VLCC project will require permits from the U.S. Army Corps of Engineers, Texas Commission on Environmental Quality and other agencies, Jupiter CEO Tom Ramsey told the Business Journal. The company has obtained some permits for its onshore project at the Port of Brownsville, where it has been cleared to build storage tanks for 2.5 million barrels of crude oil and refined products. Ramsey said the company plans to develop a portion of that capacity soon.

"We are pleased at the progress made by our permitting, engineering and construction teams," Ramsey said in a statement. "Obtaining all these initial governmental and regulatory approvals marks a crucial step forward in developing a world-class facility for the export of American crude oil."

Jupiter's predecessor, Centurion Midstream Group LLC, leased 55 acres along the south shore of the Brownsville Ship Channel in 2015 and leased an additional 185 acres in March 2017. The two companies share executives. Jupiter bought Centurion's Port of Brownsville assets in July 2017.

Since then, Jupiter has announced plans to built a 670-mile crude oil pipeline to connect its assets in West Texas' Permian Basin to its Port of Brownsville facility. While construction for the pipeline has not started, the route has been planned and the project has been fully engineered and budgeted, Ramsey said.

Jupiter has been moving some products at its facility and recently received a permit from the Army Corps of Engineers to rebuild a hose rack at a liquid cargo dock at its planned export terminal, Port of Brownsville CEO Eduardo Campirano told the Business Journal.

"We're encouraged by the progress they've made on the permitting side," Campirano said. "Now, they're looking to expand their project. ... We hope it comes to fruition."

As with other pipeline projects in the area, members of the environmental group Save RGV From LNG have already expressed opposition to Jupiter's plans to build a crude oil pipeline from the Permian Basin to the South Texas waterway.

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