

PORT OF BROWNSVILLE



the port that works

DIRECTORY



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3

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Barge
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Expansion Project
Future Availability

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WELCOME TO THE 2019 PORT OF BROWNSVILLE DIRECTORY

The Brownsville Navigation Board of Commissioners and Port of Brownsville staff welcome you to the 2019 Port of Brownsville Directory. Our goal is to provide our tenants, business partners, media and community with detailed information about the port’s capabilities, infrastructure, growth and opportunities.

In this issue, readers will find a valuable resource for contacts, interesting articles, compelling photos, and maps – all to better understand the port.

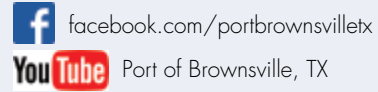
Welcome to the Port of Brownsville – the port that works!

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2019 DIRECTORY

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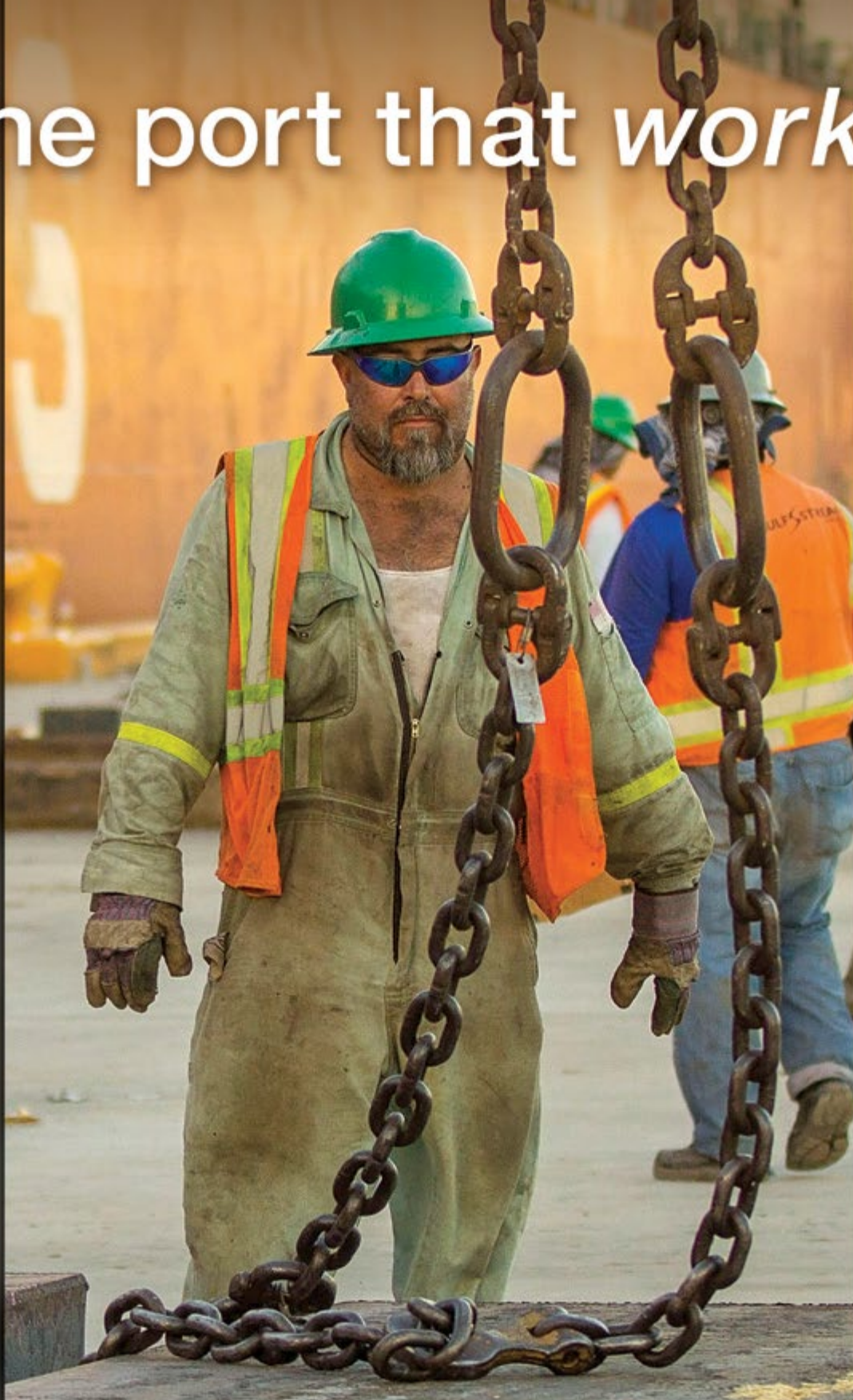
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ON THE COVER: It’s a new day at the Port of Brownsville, with the arrival of large-scale industrial development attracting thousands of new jobs. Steel slabs arrive aboard the MV *Sophiana* bound for Mexico. Photo by RGV Spotlight.



the port that *works*



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Vice Chairman



RALPH COWEN
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ESTEBAN GUERRA
Commissioner



JOHN WOOD
Commissioner

MISSION STATEMENT

The Port of Brownsville will be a leader in developing economic opportunities, improving the quality of life, creating the best transportation facilities possible, and exhibiting high standards of public administration – all with the goal of making the Brownsville area a great place to live and do business.

A LETTER FROM THE CHAIRMAN



Dear Friends of the Port,

There is no denying that the Port of Brownsville is growing. And with growth, comes growing pains. With so many major projects on our doorstep, addressing the challenges of workforce development is a key responsibility.

Right now, nearly 8,000 local workers have jobs because of the port, including local and regional direct, indirect and induced jobs, with about a thousand more picking up or delivering truckloads of goods at the port not directly reflected in that total. While we are proud of those impressive job creation numbers, that's all about to change.

With the advent of large-scale industrial development soon to be underway at the port, thousands of construction workers will soon be descending upon Brownsville. Finding, training and certifying these future employees is a responsibility we take seriously.

To that end, the port, along with Workforce Texas and the Texas Workforce Commission, are leading local universities, colleges, technical schools, workforce development agencies, school districts and employers in identifying the number and types of workers needed, training and certification requirements, along with timelines when jobs must be filled. Everyone involved is committed to addressing this challenge, by awarding this crush of new jobs to the Rio Grande Valley's best-qualified and deserving jobseekers. And trust me, this by itself is a lot of work.

But it is necessary work that must be done if Brownsville and the Rio Grande Valley are to participate fully in the opportunity at hand. These jobs will be followed by thousands more of direct, indirect and induced jobs brought about by the impacts of up to three proposed LNG export facilities, the possibility of a steel mill, and other industries attracted by these projects.

This opportunity represents a transformational change making Brownsville a net job creator, resulting in dramatic growth within the community on a scale never before seen. This is what we have been working for, for so long. And that is why the Port of Brownsville is known as the port that works!

Sincerely,

John Reed
Chairman
Brownsville Navigation District

PORT OF BROWNSVILLE STAFF



EDUARDO A. CAMPIRANO
Port Director & CEO



DONNA EYMARD
Deputy Port Director



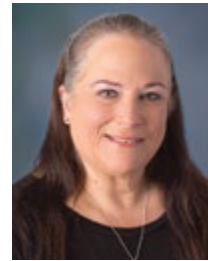
STEVE TYNDAL PPM
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MICHAEL DAVIS
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Director of
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Chief of
Police & Security



OSCAR GARCIA, MM
Director of Facilities
Maintenance



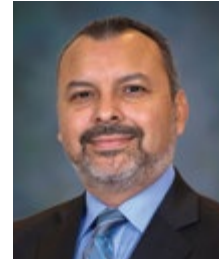
**LORENA HERNANDEZ,
CPA**
Director of Finance



JOSE A. HERRERA Jr.
Director of
Special Projects



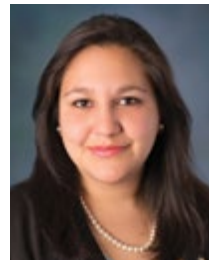
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Director of
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JORGE I. MONTERO
Director of
Communications



ANTONIO RODRIGUEZ
Director of Cargo Services
& FTZ Administrator



MARGIE S. RECIO
Administrative Assistant
to Port Director & CEO

A LETTER FROM THE PORT DIRECTOR



Dear Readers,

I am pleased to report that once again the Port of Brownsville achieved new records for both tonnage and total operating revenues in 2018. For the period ending December 31, 2018, the port brought home 11.3 million short tons of cargo and \$24,209,767 of unaudited total operating revenues. This allows us to reinvest in both port services and infrastructure.

Of course, records like these are the result of the hard work and dedication of our tenants, customers, constituents, employees and stakeholders. And to each of you, I offer my sincere thank you.

For some time, we have reported that billions of dollars of investments are coming to the port and the Rio Grande Valley, and bringing with them thousands of jobs. That time has arrived.

The Brownsville Navigation District (BND) and NextDecade, owner of the proposed Rio Grande LNG facility, have made impressive achievements in the first half of 2019. In March, the BND approved a 984-acre land lease for Rio Grande LNG; later that month, NextDecade reached a long-term sale and purchase agreement with Shell; in April, the BND and NextDecade entered into an agreement to partner on the port's channel deepening project; and two days later, the Federal Energy Regulatory Commission issued its Final Environmental Impact Statement on NextDecade's LNG project setting the clock in motion for a federal project authorization decision in late-July 2019. That precedes a NextDecade Final Investment Decision in 3Q 2019, with the reality of construction only months away.

Not to be overlooked, Annova LNG and Texas LNG have also secured their Final Environmental Impact Statements for their respective projects. This puts them on track to receive their federal project authorization decisions in 2019. We also expect to enter into similar agreements to partner on the port's channel deepening project and to truly form a private-public partnership on successfully implementing the project.

Very soon we will see a flurry of activity at the Port of Brownsville and more people will come to know us as the port that *works!*

Respectfully,

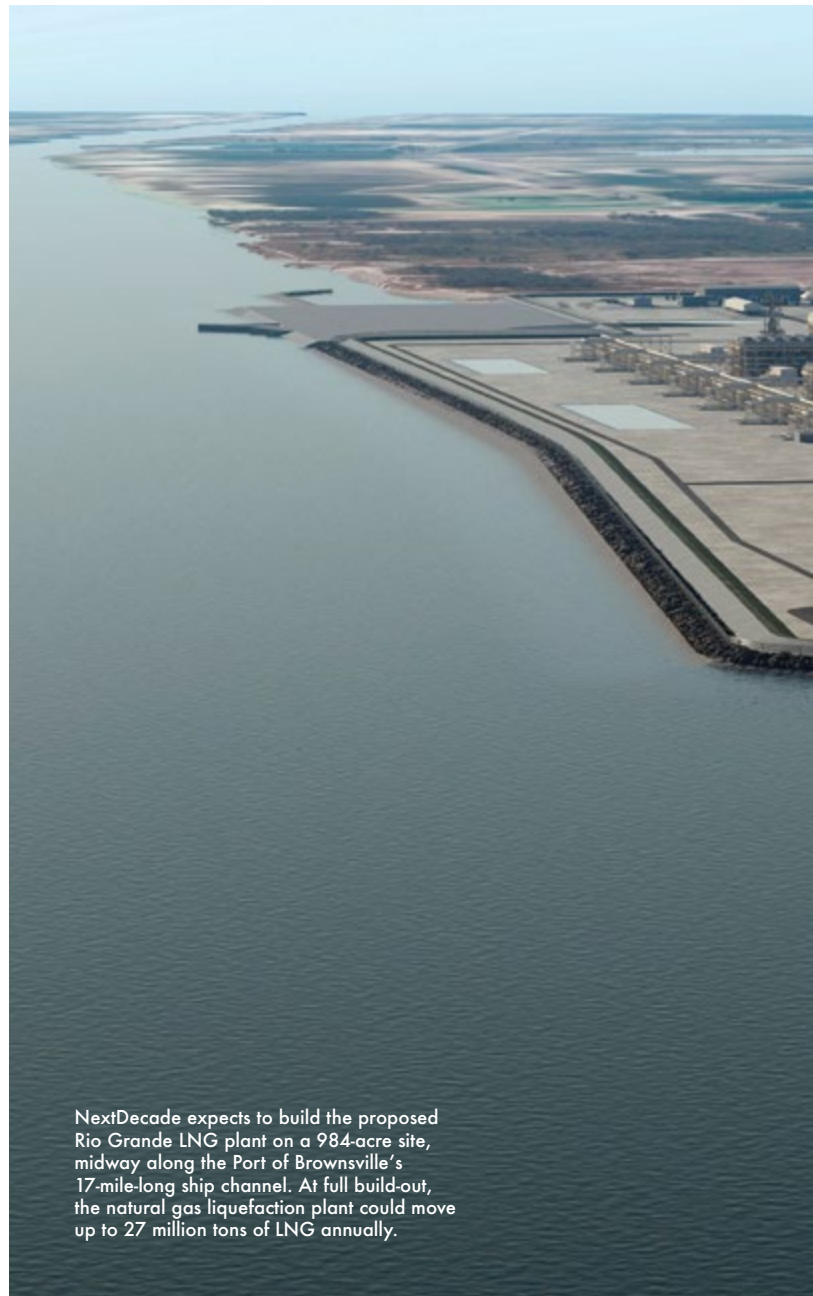
Eduardo A. Campirano
Port Director & CEO
Port of Brownsville

ENABLING ECONOMIC EVOLUTION

After years of courtship, community input, planning and permitting, largescale industrial development is about to transform the Rio Grande Valley's economic landscape with billions of dollars of investment and thousands of new jobs at the Port of Brownsville.

Three liquefied natural gas (LNG) projects, representing a combined projected investment of \$38.75 billion¹ are in the homestretch of Federal Energy Regulatory Commission permitting, with final investment decisions expected by late 2019 and 2020. Not to be outdone, Arkansas-based Big River Steel is refining its strategy to locate a \$1.6 billion electric arc steel mill at the port. These successes are attracting additional industrial development to the port and Brownsville, supported by a youthful, educated, abundant and motivated workforce. No other domestic maritime complex rivals the Port of Brownsville's ability to attract and develop logistically focused manufacturing, processing, warehousing and distribution facilities.

All of these projects are situated on the port's 42-foot deep 17-mile-long channel, where each of these active development opportunities finds affordable land with abundant energy resource options at the Port of Brownsville. Newly available inducements include electrical transmission upgrades delivering 345 kilovolts of electric power directly to the port by the Electric Reliability Council of Texas, and the completion of the \$1.6 billion Valley Crossing Pipeline (VCP) in late-2018. Owned and operated by Enbridge Inc., VCP's transport capacity is half



NextDecade expects to build the proposed Rio Grande LNG plant on a 984-acre site, midway along the Port of Brownsville's 17-mile-long ship channel. At full build-out, the natural gas liquefaction plant could move up to 27 million tons of LNG annually.

the average daily production output of the entire Eagle Ford Shale Basin and more than 10 percent of the average daily production of the entire state of Texas. That amounts to 2.6 billion cubic feet per day (Bcf/d) of clean-burning natural gas for south Texas homes and industry – and 27 million Mexican consumers.

While accomplishing these unprecedented milestones, the port went about quietly setting new tonnage and revenue records in 2018, the most recent complete reporting period. For the second year in a row – and three of the last four years – the port set new highwater marks of success with 11.3 million short tons of total cargo and \$24,209,767 of unaudited total operating revenue.

1. Industrial Info Services, *Cameron County, Texas, Looks Toward \$44 Billion in Potential Project Starts, Thanks to LNG*, (IRR: April 10, 2017)



Artist rendering courtesy of NextDecade.

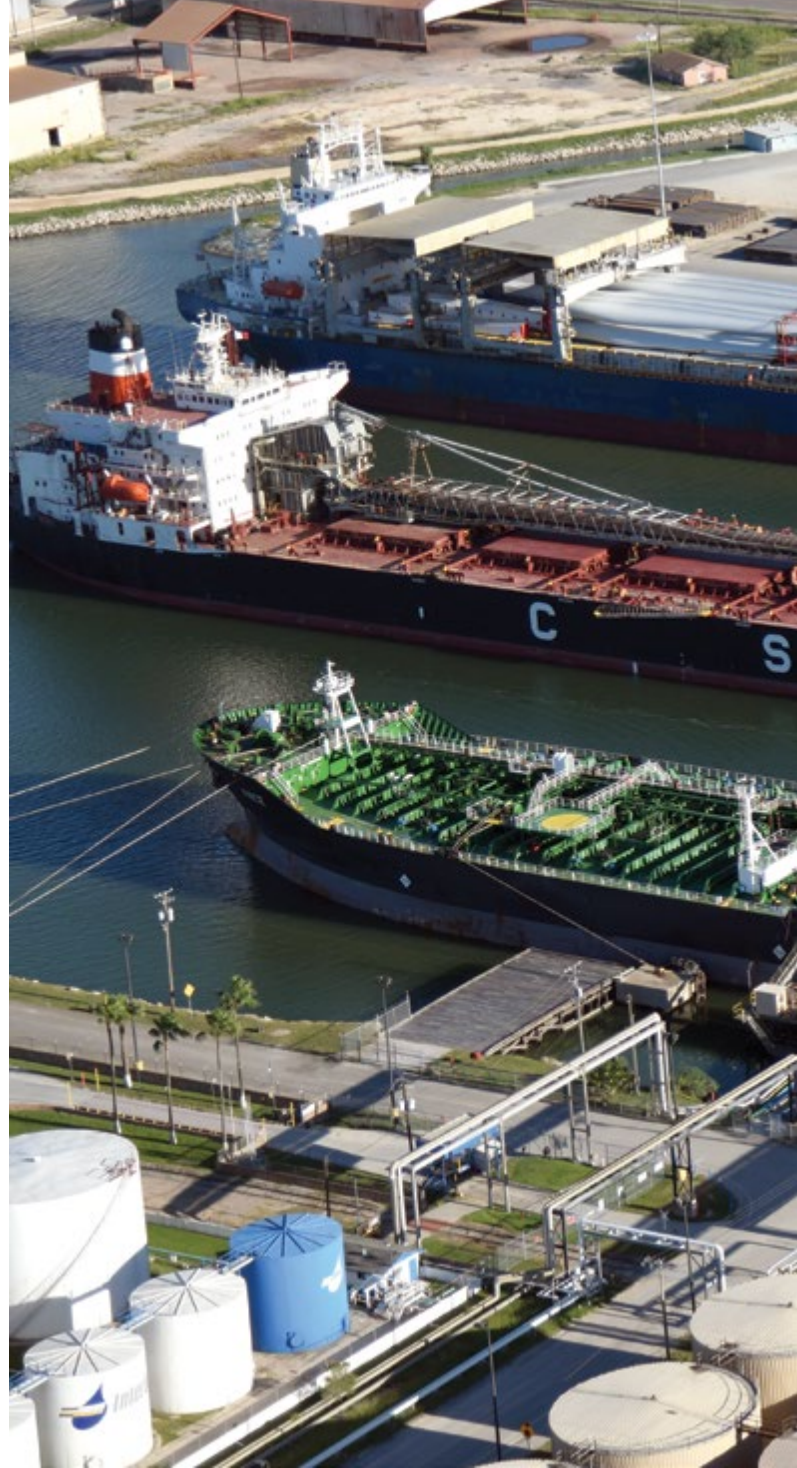
INVESTING IN SUCCESS

Continuing financial stability allows the port to make significantly large investments of its own. For example, the U.S. Army Corps of Engineers and the U.S. Congress have authorized the deepening of the port’s channel from 42 to 52 feet. The project may cost upwards of \$350 million and is presently in the final permitting phase, with construction expected to commence by 2020.

The port expects to pay for the project with a combination of public, private and federal funds. Demonstrating confidence in the public-private partnership (P3) strategy, NextDecade, owner of the proposed Rio Grande LNG natural gas liquefaction plant (largest of the proposed LNGs), announced a landmark agreement with the port in April 2019, agreeing to pay 100 percent of the deepening project from the western boundary of its lease site along the ship channel to the channel’s offshore origin (more than nine miles) – or more than half of the deepening project. NextDecade’s part includes perhaps the most challenging and costly portions. Other proposed projects are expected to join the P3, sharing the costs and benefits of deepening the channel.

Other channel-related projects include new Liquid Cargo Dock 6, expected to be in service the last quarter of 2019, along with the newly reconditioned Liquid Cargo Dock 3, representing a combined investment of nearly \$28 million.

The port is also rehabilitating the Bulk Cargo Dock, providing improved maritime access to a 3 million-bushel grain elevator operated by West Plains LLC, winner of Port of Brownsville Chairman’s Award in 2018. West Plains and the port are partnering to modernize and enhance the operational efficiency of the specialized dock, with the port investing \$5.5 million in the project. The privately-held company has already made significant investments in Phase 1 of its improvement strategy at the facility and plans to demonstrate further confidence in its new Brownsville home with significantly larger investments in Phase 2 to maximize capacities of West Plains’ new Brownsville home.



Port staff moved into a new home in late-2018 – or more precisely, a completely repurposed and enlarged office campus located at the port’s Foust Road entrance. The modernized office complex cost about \$8 million and adds 12,473 square feet of new office space for a total of nearly 26,500.

To improve port access and ease urban traffic, the Cameron County Regional Mobility Authority is partnering with the port, Cameron County and TxDOT to construct the South Port Connector Road, designed to connect the port with State Highway 4 and ultimately the nearby international Veterans Bridge – which itself is adding an \$11.5 million expansion featuring three additional commercial



lanes and four passenger lanes crossing the Rio Grande into Mexico.

Construction of the South Port Connector Road is expected to begin in late-2019, after receiving environmental clearance in April. The new access road also creates a convenient connection to the neighboring SpaceX launch site.

The port's internal road improvement project is scheduled for completion in 2019. TxDOT is partnering with the port on the \$2.2 million project to resurface and improve many of the port's primary internal routes, including important enhancements to the Foust Road entrance.

Ships delivering steel, aggregates, refined petroleum and wind energy components are a common sight at the Port of Brownsville. The port's channel is scheduled for deepening to 52 feet, making it among the deepest on the Gulf of Mexico.

Growth is clearly evident around every turn at the Port of Brownsville. But none larger than the proposed Rio Grande LNG project. By 2020, as many as 6,000 construction workers are expected to descend upon Brownsville, for a period of six to seven years or more. The other LNG projects are close behind. Each bringing jobs and investments on a scale previously unseen in the Rio Grande Valley.

Welcome to the economic evolution of Brownsville.

MEXICO MAKES SENSE

The Port of Brownsville’s proximity to Mexico, Latin America’s second largest economy, uniquely positions the port as the nation’s key transshipment gateway delivering goods and commodities to nearby multinational manufacturing centers on both sides of the border.

Ranking among the top U.S. steel ports, the Port of Brownsville moves more steel into Mexico than any other domestic competitor. In 2018, the port moved 3.2 million short tons of steel across the southern border.

Nearby Monterrey is a major industrial center in northern Mexico with a metropolitan population of nearly 5 million and home to dozens of commonly recognized international corporations. Monterrey is located 200 miles due west from the Port of Brownsville, where steel makers have come to rely upon the logistical efficiencies provided by the port. Convenient border crossings are located just seven miles from the port by truck and 13 miles by railroad.

In fact, the Port of Brownsville is more than 100 miles closer to Monterrey than the nearest Mexican port.

Recently implemented Mexican oil reforms, with the introduction of free market price dynamics in the fuel market – in addition to strong exports of steel – are contributing to the dramatic increase of cargo crossing the border. Ultra-low sulfur diesel, premium gasoline and specialty lubricants make the trip southbound by truck with increasing volumes and frequencies. Fuel imports, like No. 6 fuel, travel northbound by unimpeded rail crossings to the port as well.

These increases firmly entrench the port’s foreign trade zone as a consistent export leader. In the most recent report to Congress, FTZ No. 62 ranked number two for the third year in a row for the value of exported goods out of 293 FTZs in the U.S., reaching \$3.6 billion for the reporting period.

That comes as no surprise with more than 10 million eager consumers within a three-hour drive of the port – with many of those located south of the border. Moving cargo across the border in both directions is made easy with a wide variety of reliable transportation options.

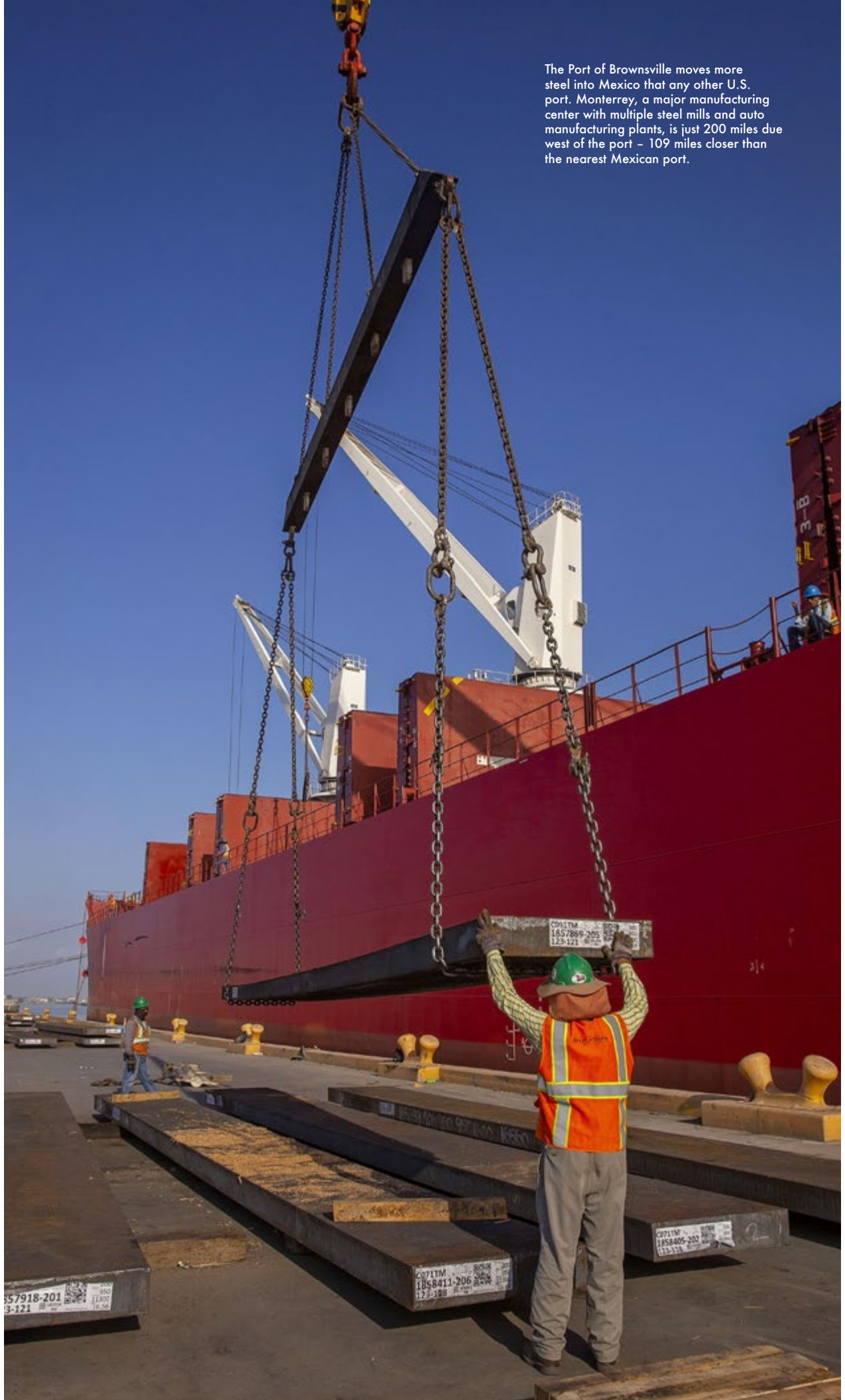
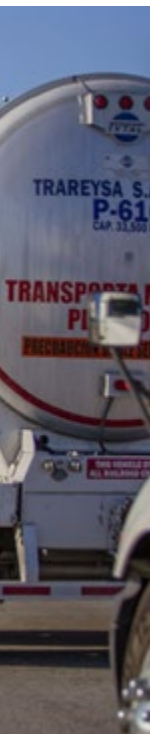
Providing Class 1 rail service to and from the port to Mexico and all of North America includes Kansas City Southern de México for operations south of the border, with Union Pacific and Burlington Northern Santa Fe (BNSF) Railway serving northern routes. On-port rail service is provided by agreement with OmniTRAX, operating the Brownsville Rio Grande International Railway (BRG) on more than 45 miles of port-owned railroad.

When trucks are a better option, the Port of Brownsville claims conceptual ownership of the state’s first overweight corridor. Trucks crossing the border in either direction utilizing the corridor, to or from the port, can load to the legal weight limits of Mexico – 125,000 pounds (45,000 pounds heavier than domestic limits). That translates into remarkable savings in both time, money and logistical efficiencies.

Truck traffic is up dramatically, delivering low sulfur diesel and premium gasoline to eager customers in the northern states of Tamaulipas and Nuevo Leon, Mexico.



The Port of Brownsville moves more steel into Mexico than any other U.S. port. Monterrey, a major manufacturing center with multiple steel mills and auto manufacturing plants, is just 200 miles due west of the port – 109 miles closer than the nearest Mexican port.



THE PORT THAT WORKS

A port community with all these exceptional benefits and active projects requires skilled and abundant labor. Local universities, colleges, technical schools, school districts and workforce development leaders are partnering with the port to meet the demands. Fortunately, **Brownsville is home to one of the nation's most youthful populations, where the average age is 29. Educated, technically savvy, adaptable and motivated to succeed, these young people understand the meaning of hard work.**

Many of those work for the port's three skilled stevedoring operations, who collaborated on the movement of 11.3 million short tons of cargo last year: Dix Shipping Company, Schaefer Stevedoring and Gulf Stream Marine are the backbone and muscle of the port that works. Each has distinguished themselves with records of safety and efficiency, serving the focused needs of their clients, resulting in staggering regional and economic impacts.

According to a Martin Associates' report, cargo activity at the port's marine terminals and rig repair operations support \$3 billion in total Texas economic results, creating more than 44,000 jobs.² Of those, 7,965 local, regional direct, indirect and induced jobs are generated at the port by marine cargo vessel activity and ship and rig repair. Those jobs infuse more than \$2 billion annually into the regional economy. Martin Associates' report concludes that \$42.6 million of state and local tax revenue is generated by those activities, and another \$121.7 million in state and local taxes are generated due to economic activity of related users of cargo moving through the port's marine terminals. These impacts distinguish the port as the region's leading economic driver.

Sustaining that status falls upon the responsibility, jurisdiction and guidance of the Brownsville Navigation District (BND). The five-member elected commission is chartered by the State of Texas and charged with setting port policy and approving major expenditures. BND members are elected to four-year staggered terms and meet twice monthly, governing the activities of the port. The board is comprised of Chairman John Reed,



ABOVE – Working safely is job one for the port's experienced longshoremen. An early morning safety meeting sets the tone for each worker, and for every job.

Vice Chairman Sergio Tito Lopez, Secretary Ralph Cowen and Assistant Secretaries John Wood and Esteban Guerra.

Management of the port is accomplished by Port Director and CEO Eduardo A. Campirano and Deputy Port Director Donna Eymard. They manage the day-to-day activities of a team of veteran directors and dedicated staff, skilled in a variety of disciplines necessary to operate, secure, market and maintain the port's sprawling assets.

2. Martin Associates: *The Economic Impacts of The Port of Brownsville*, 2015 (August 9, 2016.)



LEFT - Rigging the hook correctly requires experience and teamwork. Both are found in abundance at the Port of Brownsville.

BUILDING THE FUTURE FROM THE PAST

The Port of Brownsville knows shipbuilding and ship recycling, a combination of disciplines found nowhere else in the Lone Star State.

With shipbuilding DNA in its heritage, Keppel AmFELS is making waves at the Port of Brownsville. In late-April 2019, dignitaries participated in the ceremonial keel-laying of the *M/V George III* and the cutting of the first steel plate for the *M/V Janet Marie*. Delivery for both 774-foot-long vessels is set for 2020.

Keppel, traditionally the port's largest employer and the foremost U.S. offshore rig builder, recently won construction contracts for the two container ships for Honolulu-based Pasha Hawaii, with options for two more. The contracts, valued at \$400 million by Keppel, mean 700 new well-paying jobs at the port in 2019 and a new industry for Texas. The twin U.S. Jones Act vessels carry up to 2,525 TEUs and utilize Keppel's proprietary LNG propulsion technology, resulting in reduced air emissions and better fuel efficiency.

To assist Keppel's transition into shipbuilding, the port was awarded a \$1.8 million Economic Development Administration grant in late-2018 from the U.S. Department of Commerce to help offset the financial commitment to construct a Vessel Assembly and Erection Pad (PAD) where the ships are assembled. The expected total cost for the PAD is \$5.4 million. The benefit to the port community is an asset that will attract additional shipbuilding activities for years, creating even more well-paying jobs in the process.

The company – best known in the U.S. for designing, constructing and building offshore oil platforms and rigs – is also a leader in refurbishing and repairing rigs and platforms. For nearly 30 years as a member of the port community, the international oil industry has counted on Keppel AmFELS to safely deliver state-of-the-art rigs and platforms, on time and on budget.



ABOVE – The final piece of the former floating nuclear power barge *Sturgis* is hauled away March 2019 by International Shipbreaking, Ltd.'s proud workers. Photo courtesy of the U.S. Army Corps of Engineers.

Flanking Keppel AmFELS shipyard along the port's ship channel are the nation's leading ship recyclers, representing a legacy industry at the port. Together, they claim an estimated 85 percent of the nation's ship recycling business, where U.S. Navy, U.S. Maritime Administration (MARAD) and commercial ships berth for the last time. Leading ship recyclers calling the port home include All Star Metals, EMR Group (ISL) and SteelCoast, among others. Each of these experienced recyclers creates hundreds of jobs and all yield high quality steel scrap, in great demand by both domestic and foreign steel mills. The port's recyclers are expanding with new infrastructure and improvement investments totaling more than \$10 million in 2018, with more spending planned for 2019.

Building on the Port of Brownsville's respected reputation as the final berthing place for U.S. Navy aircraft carriers, the *USS Independence* recently joined the exclusive and growing fraternity as the fifth Forrestal Class flattop to rest in peace at the port. ISL won the Navy contract and responsibility to recycle the 60,000-ton ship, representing the third carrier recycled by ISL.

The *Independence* was home to tens of thousands of veterans throughout its 39 years of service before being decommissioned some 20 years ago. But it lives on – along with many other recycled ships – as parts of modern vessels, automobiles, appliances and a vast array of modern conveniences.

RIGHT – Keppel AmFELS, traditionally the port's largest employer and the foremost U.S. offshore rig builder, recently won construction contracts for two container ships for Honolulu-based Pasha Hawaii, with options for two more.



Skilled steel scrap cutters earn good wages at the port's three primary ship recycling yards.



DEEP THINKING

Arguably, the most valuable asset of any port is the depth of its channel.

The depth of a port’s channel can be compared to the length of an airport’s runway. The longer the runway, the bigger the planes. The deeper the channel, the bigger the ships.

For example, with just one more *inch* of draft – or depth – a ship can carry 770,000 additional bushels of wheat valued at more than \$60,000.³

The Port of Brownsville plans to deepen its channel from 42 feet to 52 feet – 10 *feet* deeper! With that much additional draft, the cost savings for shipping goods across the Earth’s oceans reach an economy of scale far greater than those of the one-inch example. Which also means, more jobs to handle more cargo at the Port of Brownsville.

The port’s current channel depth is 42 feet, ranking it among the Gulf of Mexico’s deepest ports. So why deepen an already deep channel?

Since 1914, most of the world’s leading seaports designed shipping channels to match the depth of the then new Panama Canal at 40 feet – the most important shortcut in ocean shipping. In recent years, ships have dramatically increased in length and draft, prompting a massive expansion of the Panama Canal that became operational in 2016.

The Panama Canal’s newest locks can accommodate ships drafting more than 50 feet and longer than four football fields. The canal expansion served as a catalyst, motivating U.S. East Coast and Gulf of Mexico ports to harmonize channel drafts with those in Panama to accommodate a flood of new shipping infrastructure challenges.

After years of effort, planning and success, the Port of Brownsville received channel deepening authorization in 2016 from the U.S. Congress. The project is currently in the final permitting stage, with expectations for construction to begin by 2020. Deepening the port’s channel means bigger ships, more cargo, and more jobs for the Rio Grande Valley.

However, the cost of channel deepening is expensive, very expensive. The port estimates the cost may be as much as \$350 million. Creating an affordable financing strategy required the right mix of fiscal sensibilities and creative



solutions. The answer was found in a public, private partnership, combined with eligible federal dollars and port funds.

NextDecade, owner of the proposed Rio Grande LNG natural gas liquefaction plant (largest of the proposed Port of Brownsville LNGs), adopted the P3 strategy as its own in a landmark agreement with the port in April 2019, agreeing to pay 100 percent

of the deepening project from the western boundary of its lease site along the ship channel to its offshore origin (more than nine miles) – or more than half of the deepening project. Other proposed development projects are expected to join the P3, sharing in both the cost and benefit of a deeper channel.

3 NOAA: <https://oceanservice.noaa.gov/economy/inch-water/2017>



LEFT – The Port of Brownsville plans to deepen its channel from 42 feet to 52 feet - 10 feet deeper!



The Aframax MV Nordic Pollux arrived at the Port of Brownsville to take on a cargo of heavy naphtha, with an LOA of 900 feet and a beam of 157 feet.

SECURITY FIRST AND FAST

For more than 15 years and with impeccable professionalism, the Port of Brownsville Police and Security Department has kept the Port of Brownsville safe.

Credit is due to the tireless work of a team of 13 sworn police officers and eight security guards who patrol and protect the 40,000 acres that make up the port and the cargo moving along its 17-mile long ship channel. The officers remain vigilant 24 hours a day, seven days a week and patrol port property by land and water. Port police and security personnel check the identification of everyone entering the port, patrol the ship channel and keep a watchful eye through strategically located cameras.

Port police and security are prepared to protect life and property through rigorous training and investment in emergency management. In addition to the 40 hours of mandated training by the Texas Commission of Law Enforcement, officers at the Port of Brownsville participate in the annual Area Maritime Security Training and Exercise Program (AMSTEP) with more than 20 federal, state and local agencies. The table-top exercise tests the South Texas Area Maritime Security Plan and assesses response capability to security incidents.

The department works in concert with the Cameron County Sherriff's office, the Brownsville Police Department and Texas Department of Public Safety. The U.S. Coast Guard and U.S. Customs and Border Protection also support the port's security efforts.

Securing the port's 17-mile-long channel is shared by the U.S. Coast Guard and the Port of Brownsville's Police and Security Department.



A HISTORY OF PROGRESS

At the turn of the 20th century, Italian immigrant Commodore Louis Cobolini envisioned a deepwater seaport to serve the residents of Brownsville and South Texas.



Commodore Cobolini

After gaining support from community leaders and elected officials in Washington, D.C., an election for the proposal carried an overwhelming majority and prepared the RGV to become a major center for intermodal trade and transportation.

The first five years of the Brownsville Navigation District were marked by several difficulties but by 1936 in preparation of the port's opening, activity began to move much faster.

The turning basin saw completion of a reinforced concrete wharf of fire proof construction, two sprinkler equipped warehouses, and an open concrete dock. Rail facilities were built to service the docks and warehouses. The dredging of the channel and the turning basin required 14 months and was completed in February 1936. The port's initial facilities included a 500-foot oil dock for handling petroleum products, and agricultural commodities such as cotton and fruit dominated the port's cargo traffic.

The port has come a long way in the last eight decades with service today by three Class 1 railroads, more



THEN: Early successes at the Port of Brownsville included shipments of cotton and fruits.

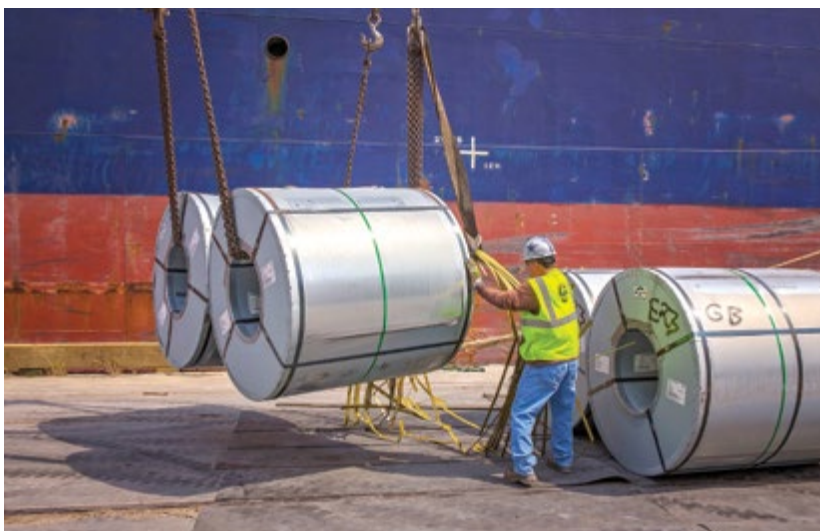
than one million square feet of covered storage and more than three million square feet of open storage. The facilities include 13 break bulk cargo docks and 5 liquid cargo docks. A sixth liquid cargo dock is scheduled for completion in the third quarter of 2019.

The port's cargo traffic includes steel, aluminum, gasoline, diesel, windmill components, sugar, salt and has even begun to conquer space through its relationship with SpaceX.

The port continues to grow without sacrificing excellence. In 2018 the port set new highwater marks of success with 11.3 million short tons of total cargo and more than \$24 million in operating revenue.

The port's international capabilities are also highly competitive. In the most recent report to Congress, Foreign Trade Zone (FTZ) No. 62 ranked number two for the third year in a row for the value of exported goods out of 293 FTZs in the U.S., reaching \$3.6 billion for the reporting period.

Commodore Cobolini would, no doubt be proud.



NOW: Millions of tons of steel slab, plates, wire rod, hot and cold rolled steel (pictured), beams, pig iron, ingots and other forms steadily flow from the Port of Brownsville's docks to Mexican manufacturers.

ON THE RIGHT TRACK

The Brownsville & Rio Grande International Railway (BRG) provides consistent, safe and reliable service to Port of Brownsville users, operating on more than 45 miles of port rail. The shortline railroad provider offers the port and its customers access to three Class 1 railroads — Union-Pacific, Burlington Northern Santa Fe and Kansas City Southern de México for access into Mexico.

Growing exports of steel to Mexico has contributed to the success and increased productivity of the BRG, helping it set in 2018 a company record for cars moved in a single year with 46,043 carloads handled. The previous record was set back in 2006 when it moved 40,113 cars.

Since 2014, OmniTRAX Inc., under agreement, has managed the BRG by enhancing services for port rail users like steelmaker Ternium and other marine terminal operators, while aiming to attract new shippers in the manufacturing and distribution industries. Other products handled include liquid and dry bulk, agricultural products and general commodities.

Through collaboration and innovation, the Port of Brownsville and the BRG generate job growth and economic stability for the region by providing unrivalled logistics and distribution solutions.

The Brownsville & Rio Grande International Railway set a new railcar movement record in 2018, handling 46,043 cars – most bound for Mexico.







REGIONAL PARTNERSHIP ENHANCING INTERMODAL CONNECTIVITY

As part of a regional strategic collaboration, the Port of Brownsville and the Cameron County Regional Mobility Authority (CCRMA) work together to enhance the port’s intermodal connectivity, further facilitating domestic and international trade throughout Cameron County.

Resulting from the collaboration is the South Port Connector Road project, which is part of the CCRMA’s overall East Loop Corridor plan.

In April 2019, the South Port Connector Road received environmental clearance from the Texas Department of Transportation, advancing the project to its construction phase. The \$16 million project is scheduled for completion in 2020.

The port connector spans two miles connecting Ostos Road inside the port with State Highway 4. The project improves traffic accessibility by providing another entry and exit to and from the port and offers convenient access to commercial lanes at the Veterans International Bridge.

About 1,000 commercial vehicles are expected to utilize the port connector daily. The new route saves travel time and improves safety for children in Brownsville by eliminating 17 stops and six school zone crossings.

When trucks are the best option, the closest international bridge is only seven miles from the Port of Brownsville. Trucks to or from the port crossing the border, can load to the legal limits of Mexico – 125,000 pounds – saving both time and money.

The South Port Connector Road also links the port with SpaceX’s launch site at Boca Chica. The port expects to play an important role in the space company’s operation in South Texas, assisting with the shipping and receiving of critical components and potential mission vehicle recovery operations.

Another major project enhancing the port’s intermodal capabilities is SH 550/1169, the Rio Grande Valley’s first road of its kind.

The 10-mile toll road connects the Port of Brownsville and State Highway 48 to Interstate 69-E. The road allows commercial traffic to move cargo faster, safer, more efficiently and directly to the port and facilitates economic development by creating access to previously undeveloped areas.

The multi-lane, high-speed corridor maintains a state-of-the-art electronic toll collection system, allowing uninterrupted travel with no toll plazas. Daily drivers of the corridor experience shorter travel times from Interstate 69-E to the Port of Brownsville, avoiding stops, residential areas, school zones and multiple railroad crossings on the parallel FM 511. This saves more than just time by reducing fuel costs and wear and tear to expensive truck equipment. It enhances safety.

The project has one construction phase remaining and is scheduled for completion in 2020. Once final construction is complete, the SH 550 corridor will be renamed Interstate 169 and terminate at the port’s primary entrance.

BROWNSVILLE SHRIMPING INDUSTRY

The port's fishing fleet catches approximately 13 million pounds of delicious wild Gulf shrimp annually, worth an estimated \$72 million.

Gulf shrimp is a true Texas treasure and one of the most sought-out seafood products in the United States. The Port of Brownsville serves as a crucial player in the domestic shrimping industry.

The port's fishing harbor houses approximately 180 shrimp boats, which is more than 30 percent of the entire Texas shrimping fleet of 550.

Located on the north side of the Brownsville Ship Channel, about five miles east of the Turning Basin, the fishing harbor features three 14-foot-deep basins with nearly 9,000 linear feet of docks.

For many years, the shrimp business has been a robust industry at the port. Local families have passed on their knowledge of shrimping from generation to generation, keeping the industry alive in the Rio Grande Valley.

Texas fishermen work year-round, but the peak season opens in July with the traditional Blessing of the Fleet. Each year, fishermen and their families gather together before leaving port to pray for a bountiful harvest and for the well-being of all shrimpers while they are at sea.

The port's fleet catches approximately 13 million pounds of shrimp each year with an estimated value of \$72 million, reports the Brownsville-based Texas Shrimp Association. Additionally, the local shrimp industry supports 1,400 jobs in Cameron County.



For many years, the shrimp business has been a robust industry at the port.

HOME AWAY FROM HOME



Chaplain Andreas Lewis

Providing a place to escape the daily routine of the challenges of life at sea offers peace and spiritual comfort to seafarers from ports the world over while visiting the Port of Brownsville.

The Port of Brownsville hosts crews of seafarers from around the world. Some seek adventure, others an honest living, but all face months away from loved ones, work in challenging weather and difficult conditions. Being miles away from home in foreign waters can be an isolating experience for many.

Since 1974 the International Seafarer Center provides spiritual and physical comfort to honor the challenging lives and work of these crews arriving at the port.

All properly documented crew members are welcomed by Chaplain Andreas Lewis to the center. Since taking over the center in 2009, Chaplain Lewis has made it a point to board all liquid, bulk and break-bulk cargo vessels calling on the Port of Brownsville, with assistance from the port's Harbor Master's Office.

At the modern facility, crew members can enjoy the counsel of Chaplain Lewis, use the center's services to relax or connect with family members, purchase SIM cards, or join an excursion for provisions or sightseeing.

Visits to the Seafarer Center are free, with operating income generated by contributions of visiting vessels, local churches, the sale of SIM cards and donations to offset transportation costs. Oversight of the facility is the responsibility of a six-member board.

Chaplain Lewis is available to those wishing to utilize the services of the International Seafarer Center by calling:

956-831-4321 or 956-371-6039,
or by email at palbro05@gmail.com

FAST FACTS



Nearby international markets make the Port of Brownsville a busy place these days. Cargo moves in and out at the accelerating speed of commerce.

The Port of Brownsville is the only deepwater seaport directly on the U.S./Mexico border, and the largest landowning public port authority in the U.S. with about 40,000 acres of land.

LOCATION

The Port of Brownsville is at the southernmost tip of Texas, at the southern terminus of the Intracoastal Waterway, near the mouth of the Rio Grande.

LATITUDE 25°57'3.75"N

LONGITUDE 97°24'1.13"W

40,000 ACRES OF LAND



INTERMODAL CONNECTIVITY

The Port of Brownsville offers easy highway and interstate connections with access to Interstate 69, via State Highway 550 (soon to be renamed Interstate 169), and to State Highway 48. Crossing the border with cargo to and from Mexico is simple. The port is only 7.4 miles from the Veterans International Commercial Bridge and 29 miles to the Free Trade Commercial Bridge at Los Indios.

NEARBY INTERSTATES AND HIGHWAYS

UNITED STATES

- Interstate 69-E
- Interstate 169
- Interstate 2
- U.S. Highway 281
- U.S. Highway 77
- U.S. Highway 83
- State Highway 550
- State Highway 48
- State Highway 4

MEXICO

- Federal Highway 2
- Federal Highway 101
- Federal Highway 40/40D (Interoceanic Highway)



DISTANCE FROM THE PORT OF BROWNSVILLE TO:

UNITED STATES

McAllen	60 miles
Corpus Christi	161 miles
Laredo	205 miles
San Antonio	278 miles
Austin	350 miles
Houston	355 miles
Dallas	550 miles
New Orleans	700 miles
Oklahoma City	738 miles
Tulsa	802 miles
El Paso	830 miles
St. Louis	1,200 miles
Denver	1,210 miles
Phoenix	1,259 miles
Chicago	1,430 miles
Columbus, OH	1,507 miles

MEXICO

Matamoros	9 miles
Reynosa	71 miles
Monterrey	200 miles
Ciudad Victoria	210 miles
Saltillo	268 miles
Tampico	321 miles
Torreón	404 miles
San Luis Potosí	415 miles
León	534 miles
Durango	578 miles
Guadalajara	627 miles
Mexico City	656 miles
Chihuahua	713 miles
Mazatlán	731 miles
Coatzacoalcos	797 miles
Mérida	1,243 miles



Trucks entering or leaving the port find unencumbered access a welcomed experience.

NEARBY INTERNATIONAL BRIDGES (UNITED STATES/MEXICO CROSSINGS)

GATEWAY INTERNATIONAL BRIDGE – Brownsville, TX/Matamoros, Tam.	6.8 miles
VETERANS INTERNATIONAL BRIDGE AT LOS TOMATES – Brownsville, TX/Matamoros, Tam.	7.4 miles
BROWNSVILLE MATAMOROS INTERNATIONAL BRIDGE – Brownsville, TX/Matamoros, Tam.	7.6 miles
BROWNSVILLE WEST RAIL – Brownsville, TX/Matamoros, Tam.	13 miles
FREE TRADE BRIDGE AT LOS INDIOS – Los Indios, TX/Lucio Blanco, Tam.	29 miles
WESLACO-PROGRESO INTERNATIONAL BRIDGE – Progreso, TX/Nuevo Progreso, Tam.	39.9 miles
DONNA INTERNATIONAL BRIDGE – Donna, TX/Rio Bravo, Tam.	46.7 miles
PHARR-REYNOSA INTERNATIONAL BRIDGE – Pharr, TX/Reynosa, Tam.	61 miles
MCALLEN-HIDALGO INTERNATIONAL BRIDGE – Hidalgo, TX/Reynosa, Tam.	66.3 miles
ANZALDUAS INTERNATIONAL BRIDGE – Mission, TX/Reynosa, Tam.	69.6 miles





RAILROAD

The Brownsville & Rio Grande International Railway (BRG) offers Port of Brownsville customers efficient and reliable railroad service with more than 45 miles of rail within the port, and connects to three Class I railroads – Union Pacific, BNSF, and Kansas City Southern de México for access into Mexico. The BRG is operated by OmniTRAX.

BROWNSVILLE & RIO GRANDE RAILWAY (BRG)
 12650 State Hwy. 48
 Brownsville, TX 78521
 Norma Torres, President & COO
 (956) 548-9201
 ntorres@omnitrax.com
 www.omnitrax.com

BNSF RAILWAY
 4433 Exchange Ave.
 Vernon, CA 90058
 Samantha Galltin, Director, Port Business Development
 (323) 277-2016
 samantha.galltin@bnsf.com
 www.bnsf.com

KANSAS CITY SOUTHERN DE MÉXICO (KCSM)
 Col. Hidalgo, Monterrey, Nuevo Leon 64420
 Mexico
 Yessenia Treviño, Executive of Industrial Sales and
 Consumer Products
 011-52-8183057900 ext. 7062
 ytrevino@kcsouthern.com.mx
 www.kcsouthern.com.mx

OMNITRAX INC. (BRG)
 252 Clayton St., 4th Floor
 Denver, CO 80206
 Tony Chavez, Vice President of Business Development
 (832) 462-5111
 tchavez@omnitrax.com
 www.omnitrax.com

UNION PACIFIC RAILROAD
 24125 Aldine Westfield Road
 Spring, TX 77373
 (281) 350-7592
 www.up.com

The Brownsville & Rio Grande International Railway (BRG) offers Port of Brownsville customers efficient and reliable railroad service with more than 45 miles of rail within the port, and connections to three Class I railroads – Union Pacific, BNSF and Kansas City Southern de México for access into Mexico.



On-dock lifting capacity is a hallmark of the Port of Brownsville, with new cranes on the way.

CRANES

TEREX GOTTWALD HMK 300E

Multi-purpose crane handling project, heavy-lift bulk, breakbulk and general cargo

LIFTING CAPACITY: 110 short tons

MAXIMUM RADIUS: 164 feet

EYE VIEW FROM OPERATOR'S CAB: 75.46 feet

TEREX GOTTWALD HMK 5506

Multi-purpose crane handling project, heavy-lift bulk, breakbulk and general cargo

LIFTING CAPACITY: 138 short tons

MAXIMUM RADIUS: 167 feet

EYE VIEW FROM OPERATOR'S CAB: 72.18 feet

PRIMARY COMMODITIES

Steel slabs, plates, wire rod, hot and cold rolled steel, beams, pipe, pig iron, ingots, and chrome ore

Petroleum, including lubricants, gasoline, jet fuel, diesel, No. 6 oil, naphtha, vacuum gas oils

Wax, latex, asphalt, aluminum, machinery, windmill components, barite, pet coke, scrap metals, limestone, sand, grain, sugar, rutile ore, bauxite, minerals, cement and salt

SHIP CHANNEL AND TURNING BASIN

LENGTH: 17 miles, meeting the Gulf of Mexico at the Brazos Santiago Pass

DRAFT: 44 ft. at entrance, 42 ft. up to the Turning Basin, 36 ft. in the Turning Basin

Full Congressional authorization to deepen channel to 52 ft.

TURNING BASIN WIDTH: 1,200 ft.

MILES TO SHIP BUOY: 1.7

LARGEST VESSEL TURNED

LENGTH: 900 feet

BEAM: 157 feet

FOREIGN TRADE ZONE NO. 62

In 2018, FTZ No. 62 ranked 2nd in the nation for the value of exports, and has consistently ranked in the top three out of 293 FTZs nationwide since 2013.

CSC Sugar found the right elixir at the port, offering the sweet taste of success.



HARBOR MASTER OFFICE

400 Windhaus Road, Brownsville, TX 78521
(956) 831-8256 (24/7)
Marine VHF Radio Channels 12 and 16
Michael Davis, Harbor Master
Carlos Martinez, Assistant Harbor Master

BRAZOS SANTIAGO PILOTS

P. O. Box 414, Port Isabel, TX 78578
(956) 943-3680
www.brazossantiagopilots.com

PORT POLICE & SECURITY

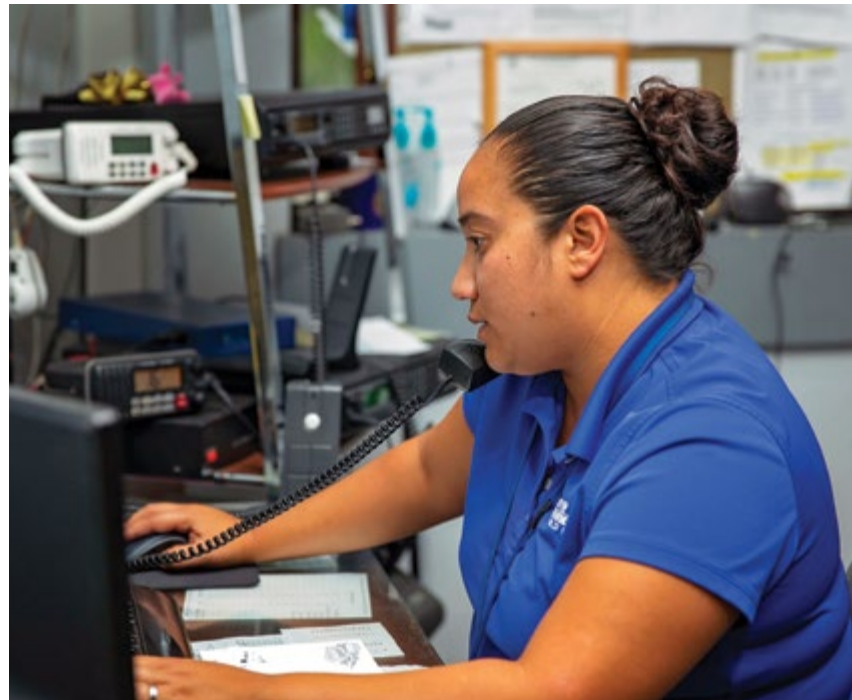
2993 N. Indiana Ave., Brownsville, TX 78526
(956) 509-2100 Office
(956) 831-8256 (24/7)
Carlos Garcia, Police Chief

U.S. COAST GUARD MSD BROWNSVILLE

(956) 832-0517
www.uscg.mil/d8/sectcorpuschristi

U.S. CUSTOMS & BORDER PROTECTION

(956) 831-4121 or (956) 983-5854



The Harbor Master's Office keeps a watchful eye on the activities of the port, with active communications supported by precise recordkeeping.

SCALE HOUSES

PORT PUBLIC SCALE
3501 Foust Road
Brownsville, TX 78521
Tel (956) 838-0606
publicscale@yahoo.com
M-F, 9 a.m. – 6 p.m.

QUALITY WEIGHING SERVICES INC.
875 N. Milo Road
Brownsville, TX 78521
Tel (956) 831-8253
qualityweighing@att.net
M-F, 8 a.m. – 6 p.m.

WEST PLAINS LLC
9155 R.L. Ostos Road
Brownsville, TX 78521
Tel (956) 620-2020
cesarr@westplainsllc.com
M-F, 8 a.m. – 5 p.m.



UTILITY COMPANIES

AEP TEXAS

355 W. Hwy. 77 • San Benito, TX 78586
 Tel: (956) 361-2088 Fax (956) 361-2090
 Contact: Danny Lucio, External Affairs Manager
 Email: dlucio@aep.com
 Website: www.aeptexas.com

BROWNSVILLE PUBLIC UTILITIES BOARD (BPUB)

1425 Robinhood Drive
 Brownsville, TX 78521
 Tel: (956) 983-6242
 Contact: Eduardo Campirano Jr.,
 Key Accounts Manager
 Email: ecampiranojr@brownsville-pub.com
 Website: www.brownsville-pub.com

MAGIC VALLEY ELECTRIC COOPERATIVE

1 ¾ Mile W. Hwy. 83 • Mercedes, TX 78570
 Tel: (956) 289-4071
 Contact: Abraham Quiroga, Business Development
 Division Manager
 Email: aquiroga@magicvalley.coop
 Website: www.magicvalley.coop

TEXAS GAS SERVICE

P.O. Box 531827 • Harlingen, TX 78553
 Tel: (956) 444-3913 or (956) 357-3106
 Contact: Victor Lopez, Sales Representative
 Email: victor.lopez@onegas.com
 Website: www.onegas.com

BROWNSVILLE AND THE RIO GRANDE VALLEY AT A GLANCE

Brownsville is the county seat of Cameron County, Texas, and the 16th most populous city in Texas with a 2016 population estimated at 183,823. Located at the southernmost tip of Texas on the northern bank of the Rio Grande, Brownsville is directly north and across the border from Matamoros, Tamaulipas, Mexico. The historic city served as a site for several battles and events in the Texas Revolution, the Mexican–American War, and the American Civil War.

The Rio Grande Valley of Texas, covers 1,881 square miles, has a population of approximately 1.5 million, and is comprised of 46 cities and towns and more than 100 communities. Additionally, the RGV enjoys close personal and professional relationships with the people in the Mexican states of Tamaulipas and Nuevo Leon.

PORT ECONOMIC IMPACT

- 44,036 Texas jobs created by port activity
- \$3 billion of total state economic activity
- \$164.4 million in federal, state and local taxes
- \$2.2 billion total personal income and local consumption

HIGHER EDUCATION INSTITUTIONS

- University of Houston
- Texas State Technical College
- Texas Southmost College
- Texas A&M University
- The University of Texas Rio Grande Valley
- South Texas College
- Our Lady of the Lake University

ECONOMIC DEVELOPMENT ORGANIZATIONS

- Greater Brownsville Incentives Corporation
- Mission Economic Development Corporation
- RGV Partnership
- Rio South Texas Economic Council

See page 60 for full list of regional economic development organizations.

With every push and pull, Signet Maritime offers expert tug service for ships and barges transiting the port's channel.



Schaefer Stevedoring



Services

Stevedoring
Warehousing
Trucking
Rail
Ocean freight coordination
Customs coordination
Fully integrated logistics

Companies

Schaefer Stevedoring
Schaefer Logistics
Schaefer Terminals
Schaefer & Cía
Gulf Facilities
IPA Steel Terminal
Marroquín Schaefer
Audaxia Logística

United States

Brownsville
Corpus Christi
Laredo
Dallas

Mexico

Altamira
Tampico
Veracruz
Monterrey
San Luis Potosí
Manzanillo
Mazatlan

Cargo Types

Steel & Metals
Bulk & Scrap
Wind & Energy
Project
Containers

Storage & Facilities

Inside & Outside Storage
External patios
Complete surveillance
Private railspurs
Public railspurs

Technology

EDI Capability
EDifact
Shipping software
Online inventory control
X12 // Compord
FTP // ANSI
XML D

Schaefer Stevedoring

4201 Don Foust Road
Brownsville, Texas
78521
T: +1 956-831-4007
schaeferstevedoring.com

Audaxia Logística

Edificio Alttus
Av. Sierra Leona 360
Suite 808
Col. Villantigua
San Luis Potosí, SLP
78214
T: +52 444 841 5811
audaxia.mx



RIO GRANDE LNG

NextDecade is developing the Rio Grande LNG export terminal in the Port of Brownsville.

ECONOMIC DEVELOPMENT

The Rio Grande LNG project is the largest planned infrastructure project in Texas, bringing thousands of jobs to the Rio Grande Valley and new opportunities for future generations.

PROJECT FACTS

- 984-acre site optimally located in the Port of Brownsville
- Bechtel, an industry leader, selected for engineering, procurement, and construction
- 27 million tons per annum of liquefied natural gas (LNG)
- 4 x 180,000 m³ full-containment LNG storage tanks
- Deepwater port access with supporting marine infrastructure, jetties, berth pocket, and turning basin
- Abundant gas supply from the Permian Basin and Eagle Ford Shale

CONNECT WITH US:



www.next-decade.com

Taking energy to the **NEXT** level

info@next-decade.com



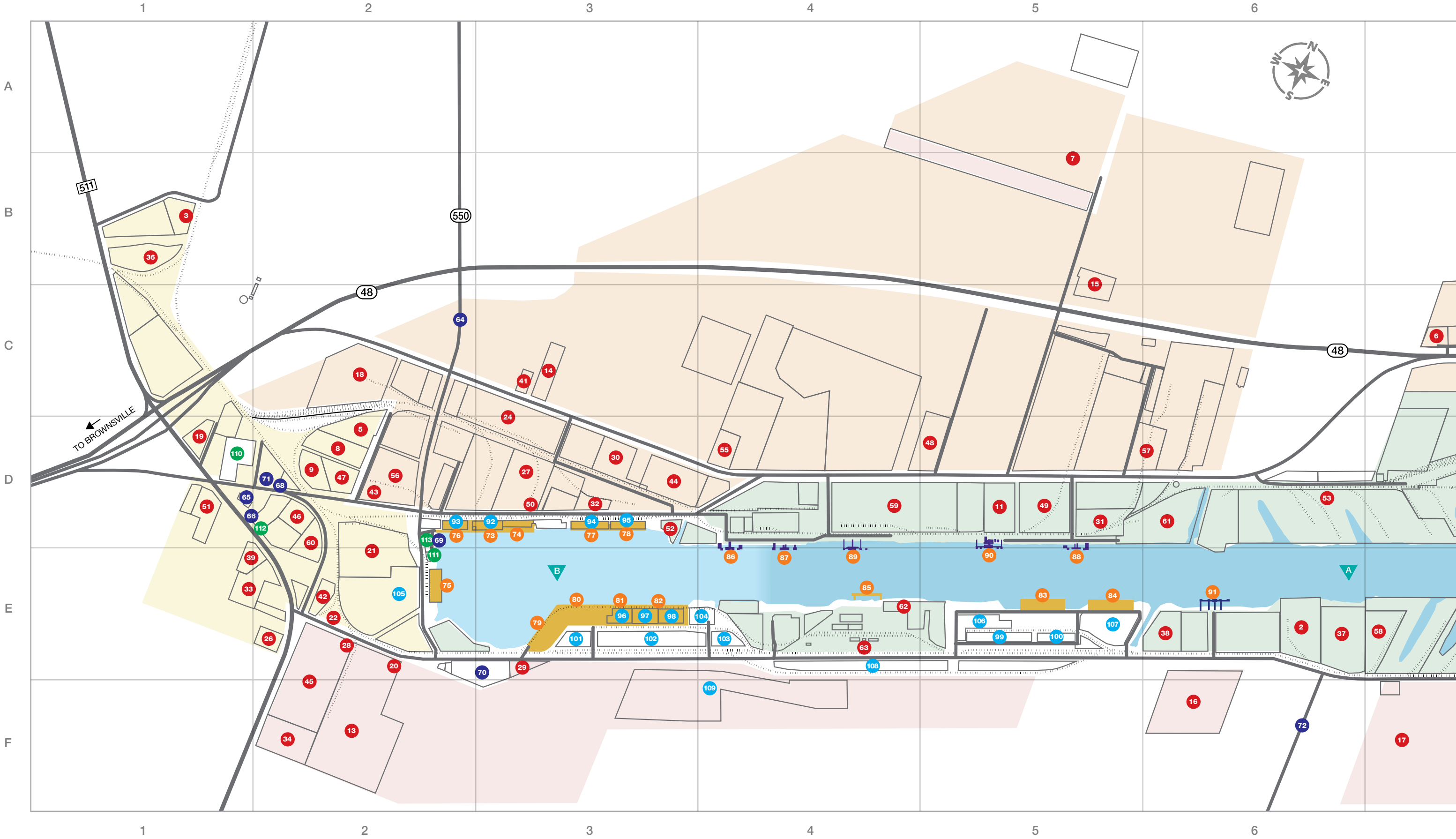


 **FACILITY MAP
INSIDE**

FACILITY MAP



FOR AVAILABLE PROPERTY AND LEASE RATES
CONTACT THE INDUSTRIAL DEVELOPMENT DEPARTMENT AT (956) 838-7018.



TENANTS

1. 905/BMW	C9
2. ABC Gulf Coast Terminal	E6
3. Alamo Concrete Products	B1
4. All Star Metals	D9
5. Allied Mineral Products	D2
6. Arguindegui Oil Co	C7
7. Austin Star Detonator	A5
8. Auto Lineas Sigifredo Garcia Palacios	D2
9. B & L Freight Service	D2
10. Bay Bridge Texas	E9
11. Bluewing One	D5
12. Brownsville & Rio Grande International Railway (OmniTRAX)	C8
13. Brownsville Gulfside Warehouse	F2
14. C.R. Trucking	C3
15. CEMEX	C5
16. CITGO Petroleum	F6
17. Jupiter MLP, LLC	F7
18. CSC Sugar / Sugaright	C2
19. Cumberworth Investments	D1

20. Dix Shipping	E2
21. Duro Bag/Novolex	E2
22. Electro-Hi	E2
23. EMR/International Shipbreaking	E7
24. Firebird Bulk Carriers	D3
25. Fortune Ferrous	E8
26. GDO Trucking	E2
27. Gulf Facilities	D3
28. Gulf Stream Marine	E2
29. Heavy Duty Equipment	E3
30. Intercoastal Salvage	D3
31. Interlube	D5
32. Jonick-Lopez International Transport	D3
33. Jose Luis Garcia Warehousing	E1
34. JTM II, Ltd	F2
35. Keppel AmFELS	D8
36. Magic Valley Concrete	B1
37. Maverick Fuel Oil Terminal	E6
38. Maverick Brownsville Terminals	E6
39. Nuga Diesel	E1
40. BRG Railway / OmniTRAX Office	C8
41. Optimum Quality Transfers	C3

42. Plitt Crane	E2
43. Port of Brownsville Public Scale	D2
44. Port of Brownsville Recycling	D3
45. Port Warehouse Properties	F2
46. Quality Weighing Service	D2
47. Molina Trucking	D2
48. RM Walsdorf	D5
49. Bluewing Royal LLC	D5
50. Schaefer Stevedoring	D3
51. Seahorse Transportation	D1
52. Signet Maritime	D3
53. SteelCoast	D6
54. Strike LLC	C8
55. TD American Limestone Products	D4
56. Texan Cement	D2
57. Texas KIM LLC	D6
58. TLO Logistics	E7
59. TransMontaigne	D4
60. Transporte Internacional Lopez Ochoa	D2
61. Valero Brownsville Terminal	D6
62. Vulcan Construction Materials	E4
63. West Plains	E4

FACILITIES

64. 550 Entrance	C2
65. Administration Complex	D1
66. Command Center	D1
67. Fishing Harbor	D10
68. Foust Road Entrance	D2
69. Harbor Master Office	D2
70. Maintenance Shop	E3
71. Permit Office	D2
72. South Port Connector Road	F6

DOCKS

73. Dock 1	D3
74. Dock 2	D3
75. Dock 3	E2
76. Dock 4	D2
77. Dock 7	D3
78. Dock 8	D3
79. Dock 10	E3
80. Dock 11	E3
81. Dock 12	E3
82. Dock 13	E3
83. Dock 15	E5
84. Dock 16	E5
85. Bulk Cargo Dock	E4
86. Liquid Cargo Dock 1	E4
87. Liquid Cargo Dock 2	E4
88. Liquid Cargo Dock 3	E5
89. Liquid Cargo Dock 5	E4
90. Liquid Cargo Dock 6	E5
91. Liquid Cargo Dock	E6

SHEDS & PATIOS

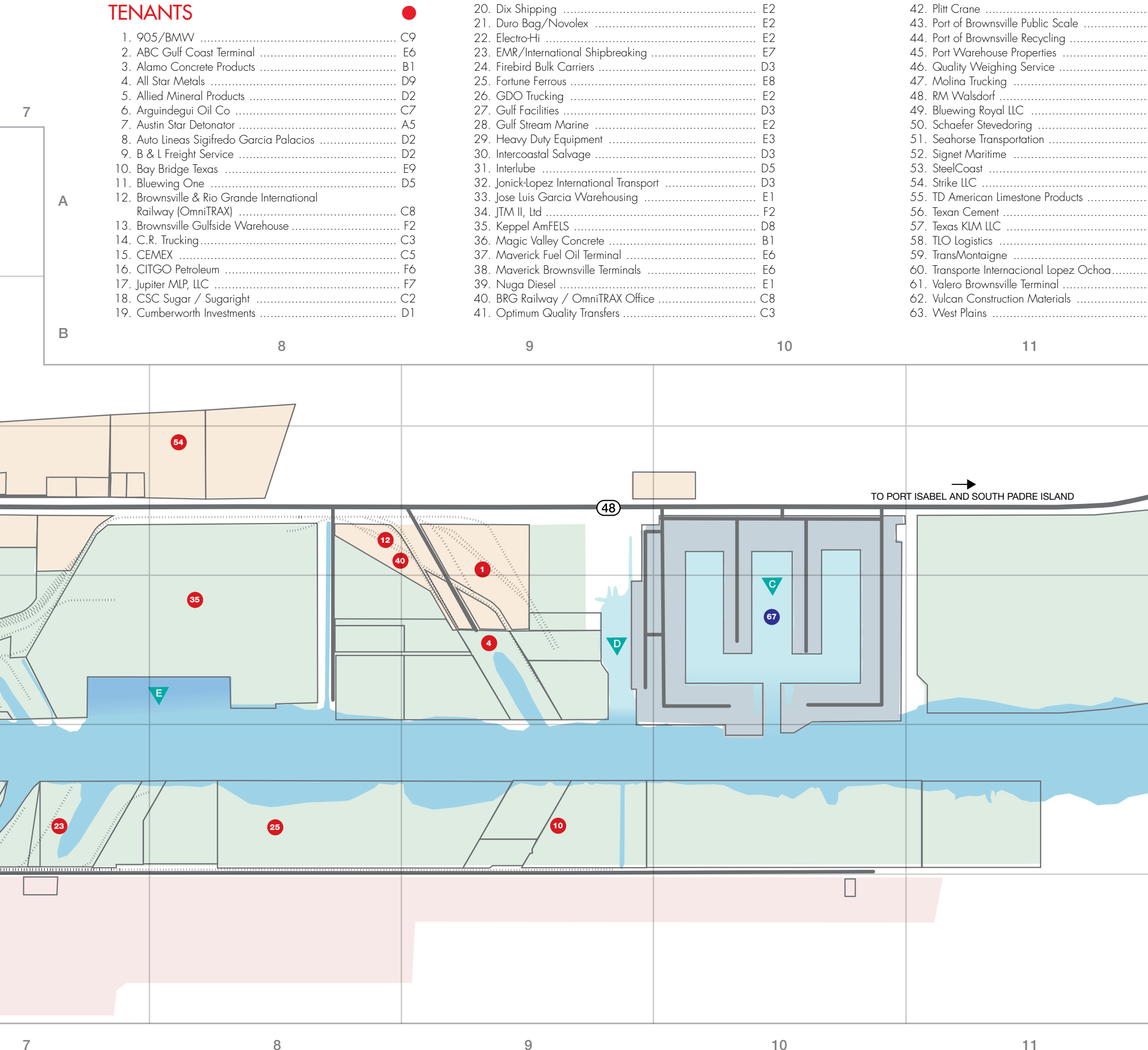
92. Shed 1	D3
93. Shed 4	D2
94. Shed 7	D3
95. Shed 8	D3
96. Shed 12	E3
97. Shed 13	E3
98. Shed 14	E3
99. Shed 15W	E5
100. Shed 15E	E5
101. Patio 11	E3
102. Patio 12	E3
103. Patio 13	E4
104. Patio 14	E4
105. West Patio	E2
106. Patio 15	E5
107. Patio 16	E5
108. Patio 20	E4
109. Patio 22	F4

SERVICES

110. Brownsville Fire Department Station 8	D1
111. International Seafarer Center	E2
112. U.S. Coast Guard	D2
113. U.S. Customs & Border Protection	D2

SHIP CHANNEL DEPTHS

A. Ship Channel: 42 ft. draft	E6
B. Turning Basing: 36 ft. 5 in. draft	E4
C. Fishing Harbor: 14 ft. draft	D10
D. Fleeting Area: 13 ft. draft	D9
E. Keppel AmFELS: 70+ ft. draft	D8



All maps are conceptual and for reference only.

GLOBAL REACH

From its strategic location in the western Gulf of Mexico, no other port better serves the commercial interests of both the United States and Mexico than the Port of Brownsville.

It is well positioned to participate in trade utilizing the Panama Canal and is in close proximity to key markets throughout the Caribbean Sea.



All maps are conceptual and for reference only.

PRIME LOCATION

The Port of Brownsville's proximity to Mexico, and Latin America's second largest economy, uniquely positions the port to serve as the transshipment gateway delivering goods and materials to nearby multinational manufacturing centers on both sides of the border.

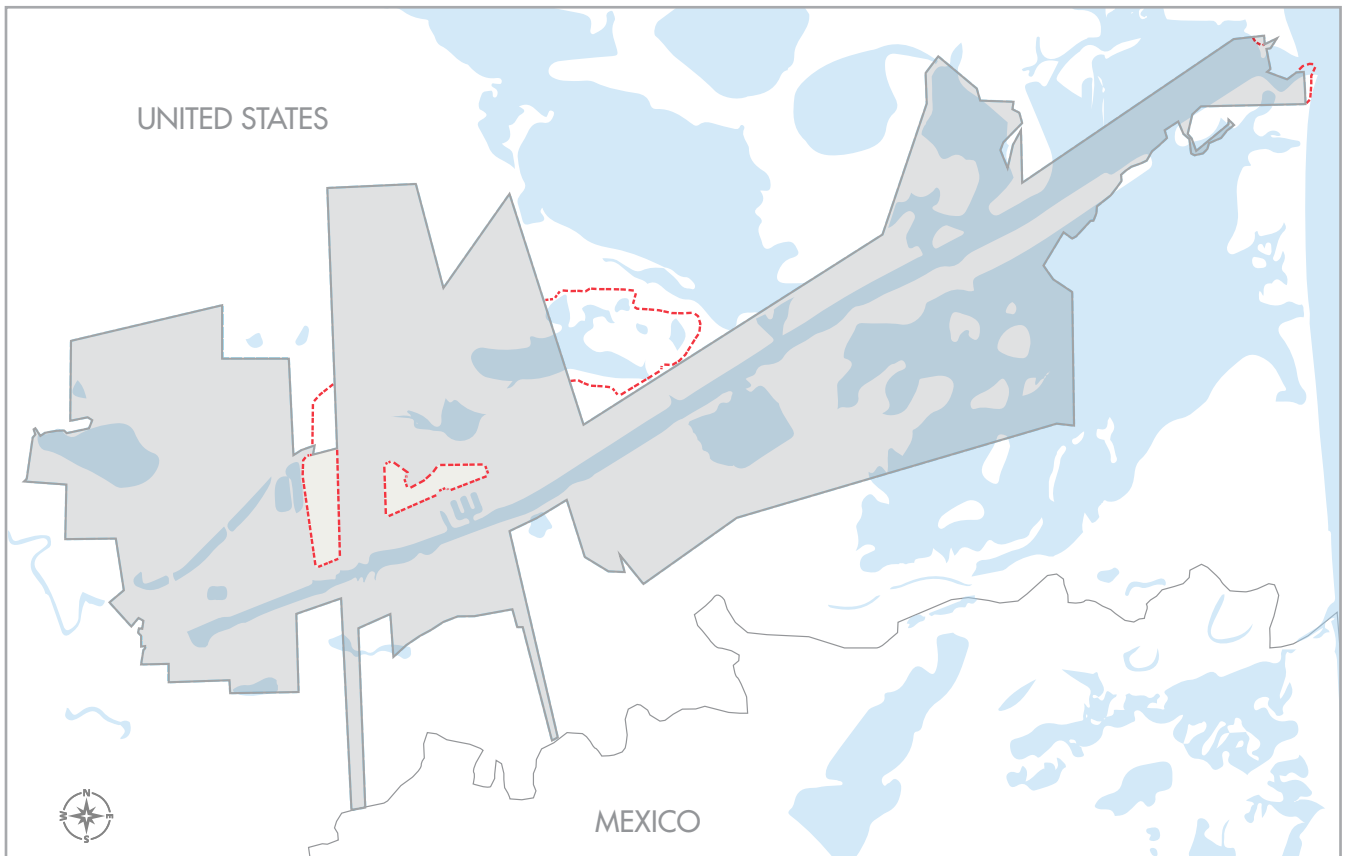
More than 10 million consumers are within a three-hour drive of the port, with many of those located across the border.

-  1 HOUR
-  3 HOURS
-  5 HOURS



All maps are conceptual and for reference only.

PORT OF BROWNSVILLE BOUNDARIES



All maps are conceptual and for reference only.

The Port of Brownsville is the largest land-owning public port authority in the U.S. with approximately 40,000 acres. The district's boundary lines stretch to the Rio Grande River, making it the only deep water seaport directly on the U.S./Mexico border.

Green Ship Recycling



International Shipbreaking Limited, LLC a wholly owned subsidiary of EMR is the global leader in Green Ship Recycling.

International Shipbreaking Limited, LLC
18601 RL Ostos Road
Port of Brownsville, Texas



Purchase and Recycling of all Metals

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Global leader in nonferrous and ferrous recycling volumes

EU Ship Recycling Regulation Accreditation

**Approved US Navy, US Maritime Administration and US Army Corp of
Engineers Ship Recycling Contractor**

Impeccable Safety and Environmental Compliance Record



USS Ranger (CV-61) Project Completion Ceremony



1-800-GO-SCRAP
usa.emrgroup.com

OVERALL FACILITIES

APPROXIMATELY 40,000 ACRES OF LAND

1+ MILLION SQ. FT. COVERED STORAGE

3+ MILLION SQ. FT. OPEN STORAGE

13 CARGO DOCKS

5 LIQUID CARGO DOCKS

A SIXTH LIQUID CARGO DOCK UNDER CONSTRUCTION; PROJECTED DATE OF COMPLETION IN Q3 2019

AUTHORIZED DRAFT OF SHIP CHANNEL: 42 FT., WITH CONGRESSIONAL APPROVAL TO DEEPEN TO 52 FT.

All authorized drafts are subject to shoaling and other conditions which may result in vessel restrictions. Fendering systems available for additional draft. For current information **contact the Harbor Master Office at (956) 831-8256.**

DOCK NO. 1 (GENERAL CARGO)

LOCATION: North side of Turning Basin

VESSEL DRAFT: 26 ft. 4 in. nominal
 • 10 ft. off dock special fendering: 31 ft.

DIMENSIONS: Length: 420 ft.;
 Width: 165 ft.; Height: 14 ft. 8 in.

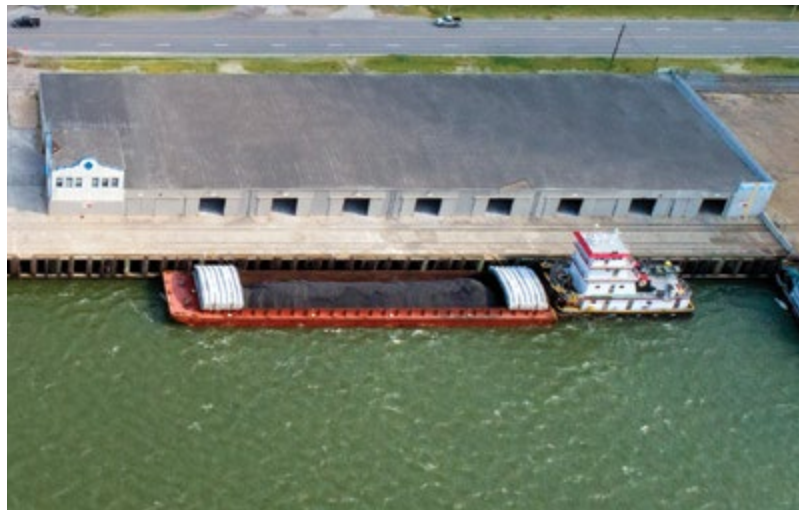
SHED: 400 x 120 ft., steel construction,
 sprinkler equipped; storage space:
 46,250 sq. ft.

FLOOR AND APRONS: 650 lbs./sq. ft.

SHIPSIDE APRON: 35 ft. wide

REAR APRON: 10 ft. wide

RAIL ACCESS: Double depressed tracks
 adjacent to dock





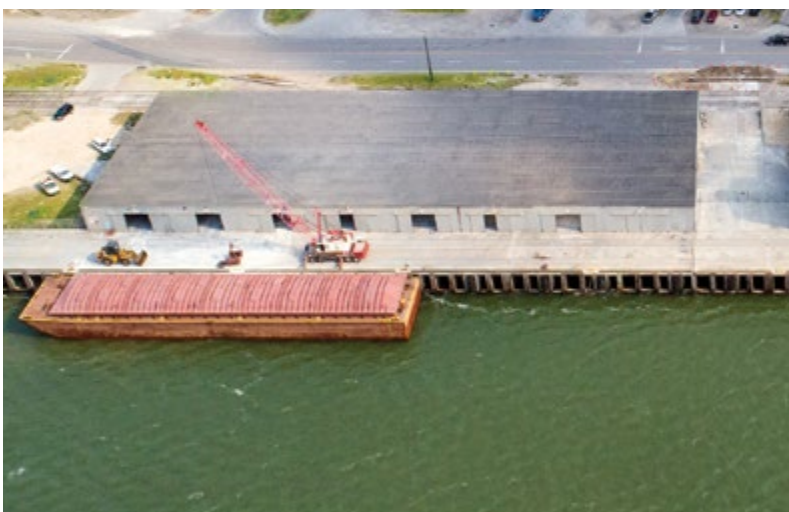
DOCK NO. 2 (GENERAL CARGO)

LOCATION: North side of Turning Basin
 VESSEL DRAFT: 25 ft. 5 in. nominal
 • 10 ft. off dock special fendering: 30 ft.
 DIMENSIONS: Length: 420 ft.;
 Width: 165 ft.; Height: 14 ft. 8 in.
 PATIO/DOCK: 400 x 81 ft.,
 steel construction; storage space:
 32,400 sq. ft.
 FLOOR AND APRONS: 650 lbs./sq. ft.
 capacity, concrete
 SHIPSIDE APRON: 74 ft. wide
 REAR APRON: 10 ft. wide
 RAIL ACCESS: Double depressed tracks
 adjacent to dock



DOCK NO. 3 (GENERAL CARGO)

LOCATION: West side of Turning Basin
 VESSEL DRAFT: 32 ft. 5 in. nominal
 • 10 ft. off dock special fendering: 32 ft. 5 in.
 DIMENSIONS: Length: 440 ft.;
 Width: 165 ft.; Height: 14 ft. 8 in.
 APRONS: 450 lbs./sq. ft. capacity, concrete
 RAIL ACCESS: Double depressed tracks at rear
 adjacent to dock



DOCK NO. 4 (GENERAL CARGO)

LOCATION: North side of Turning Basin
 VESSEL DRAFT: 26 ft. nominal
 • 10 ft. off dock special fendering: 30 ft.
 DIMENSIONS: Length: 470 ft.;
 Width: 165 ft.; Height: 14 ft. 8 in.
 SHED: 340 x 120 ft., steel construction,
 sprinkler equipped; storage space:
 40,800 sq. ft.
 FLOOR AND APRONS: 650 lbs./sq. ft.
 capacity, concrete
 SHIPSIDE APRON: 35 ft. wide
 REAR APRON: 10 ft. wide
 RAIL ACCESS: Double depressed tracks
 adjacent to dock

DOCK NO. 7 (GENERAL CARGO)

LOCATION: North side of Turning Basin

VESSEL DRAFT: 23 ft. nominal
• 10 ft. off dock special fendering: 25 ft.

DIMENSIONS: Length: 500 ft.;
Width: 140 ft.; Height: 12 ft. 8 in.

SHED: 480 x 100 ft., steel construction,
sprinkler equipped; storage space:
47,795 sq. ft.

FLOOR AND APRONS: 500 lbs./sq. ft.
capacity, concrete

SHIPSIDE APRON: 30 ft. wide

REAR APRON: 10 ft. wide

RAIL ACCESS: Double depressed track
adjacent to dock



DOCK NO. 8 (GENERAL CARGO)

LOCATION: North side of Turning Basin

VESSEL DRAFT: 23 ft. nominal
• 10 ft. off dock special fendering: 25 ft.

DIMENSIONS: Length: 500 ft.;
Width: 140 ft.; Height: 12 ft. 8 in.

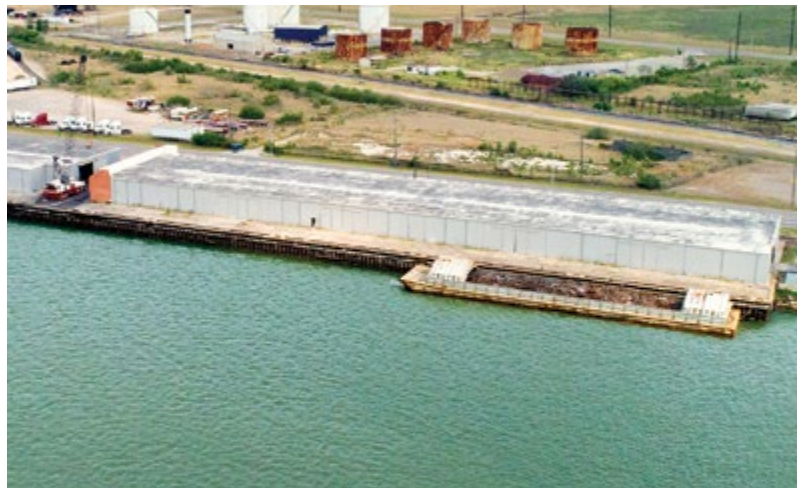
SHED: 467 x 100 ft., steel construction,
sprinkler equipped; storage space:
46,700 sq. ft.

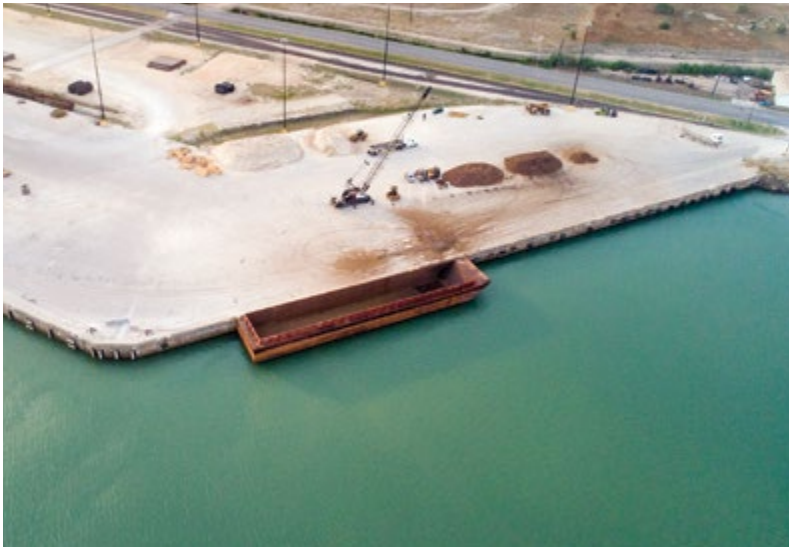
FLOOR AND APRONS: 500 lbs./sq. ft.
capacity, concrete

SHIPSIDE APRON: 30 ft. wide

REAR APRON: 10 ft. wide

RAIL ACCESS: Double depressed track
adjacent to dock





DOCK NO. 10 (LIGHT DRAFT VESSELS)

LOCATION: South side of Turning Basin

VESSEL DRAFT: 13 ft. 7 in. nominal
• 10 ft. off dock special fendering: 17 ft. 1 in.

DIMENSIONS: Length: 650 ft.;
Width: 280 ft.; Height: 12 ft.

APRON: 750 lbs./sq. ft. capacity, concrete

RAIL ACCESS: One apron track,
two depressed tracks at rear



DOCK NO. 11 (DEEP SEA – OPEN DOCK)

LOCATION: South side of Turning Basin

VESSEL DRAFT: 36 ft. nominal

DIMENSIONS: Length: 626 ft.;
Width: 280 ft.; Height: 12 ft.

APRON: 750 lbs./sq. ft. capacity, concrete

RAIL ACCESS: One apron track,
two depressed tracks at rear

DOCK NO. 12 (GENERAL CARGO)

LOCATION: South side of Turning Basin

VESSEL DRAFT: 36 ft. nominal

DIMENSIONS: LENGTH: 550 ft.;
Width: 280 ft.; Height: 12 ft.

SHED: 540 x 200 ft., steel construction,
sprinkler equipped, 100,000 sq. ft.

FLOOR AND APRONS: 750 lbs./sq. ft.
capacity, concrete

SHIPSIDE APRON: 50 ft. wide

REAR APRON: 30 ft. wide

RAIL ACCESS: Double railroad track on
shipside apron; double depressed track
on rear apron



DOCK NO. 13 (GENERAL CARGO)

LOCATION: South side of Turning Basin

VESSEL DRAFT: 34 ft. nominal

DIMENSIONS: Length: 550 ft.;
Width: 280 ft.; Height: 12 ft.

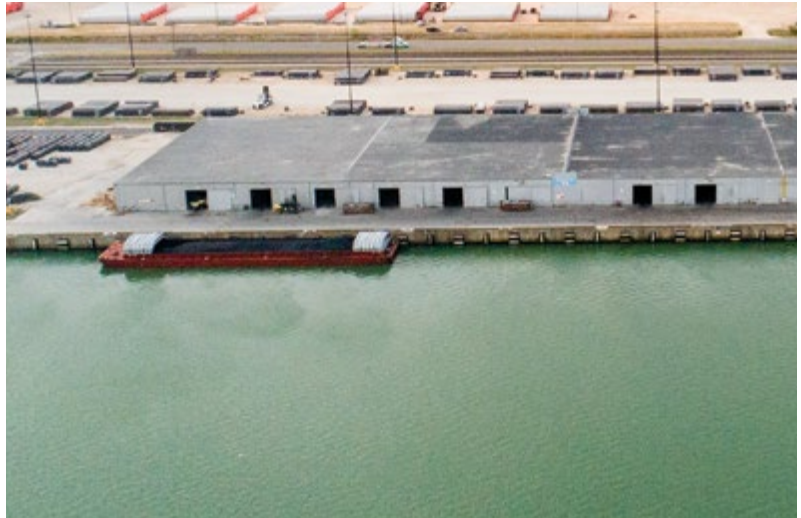
SHED: 470 x 200 ft., steel construction,
sprinkler equipped, 100,000 sq. ft.

FLOOR AND APRONS: 750 lbs./sq. ft.
capacity, concrete

SHIPSIDE APRON: 50 ft. wide

REAR APRON: 30 ft. wide

RAIL ACCESS: Double railroad track on
shipside apron; double depressed track
on rear apron





DOCK NO. 15 (HEAVY/MULTI-PURPOSE OPEN DOCK)

PORT CRANE: 110-short-ton Terex Gottwald available

LOCATION: South side of Turning Basin Extension

VESSEL DRAFT: 39 ft. nominal

DIMENSIONS: Length: 600 ft.;
Width: 145 ft.; Height: 12 ft.

SHEDS:

15 WEST: 120 x 850 = 102,000 sq. ft./
Steel construction

15 EAST: 120 x 500 = 60,000 sq. ft./
Steel construction with two overhead
cranes with 30 short ton capacity

FLOORS AND APRON: 2,500 lbs./sq. ft.
capacity, concrete

RAIL ACCESS: Two-rail track siding along
warehouse

STORAGE: 4.1 acres of improved open
storage and directly adjacent to dock



DOCK NO. 16 (HEAVY/MULTI-PURPOSE OPEN DOCK)

PORT CRANE: 138-short-ton Terex Gottwald available

LOCATION: South side of Turning Basin Extension

VESSEL DRAFT: 39 ft. nominal

DIMENSIONS: LENGTH: 600 ft.;
Width: 145 ft.; Height: 12 ft.

FLOORS AND APRON: 2,500 lbs./sq. ft.
capacity, concrete

RAIL ACCESS: Two-rail track siding along
warehouse

STORAGE: 4.0 acres of improved open
storage and directly adjacent to dock

LIQUID CARGO DOCK

LOCATION: South side of Turning Basin Extension

VESSEL DRAFT: 39 ft. nominal
 • 10 ft. off dock special fendering: 39 ft.

CENTRAL PLATFORM: 30 x 60 ft.

CONSTRUCTION: Concrete and steel "H" pilings, four breasting dolphins each 23 x 25 ft.



LIQUID CARGO DOCK 1

LOCATION: North side of Turning Basin Extension

VESSEL DRAFT: 27 ft. 5 in. nominal
 • 10 ft. off dock special fendering: 31 ft.

DIMENSIONS: Length: 420 ft. O.A.,
 120 ft. pier; Height: 14.8 ft.

CONSTRUCTION: Pile and timber "T" head;
 concrete breasting units

EQUIPMENT: Hydraulic hose handling cranes





LIQUID CARGO DOCK 2

LOCATION: North side of Turning Basin Extension

VESSEL DRAFT: 27 ft. nominal
• 10 ft. off dock special fendering: 32 ft.

DIMENSIONS: LENGTH: 420 ft. O.A.,
120 ft. pier; Height: 14.8 ft.

CONSTRUCTION: Pile and timber "T" head;
steel pipe pile dolphins

EQUIPMENT: Hydraulic hose handling cranes



LIQUID CARGO DOCK 3

LOCATION: North side of Turning Basin Extension

VESSEL DRAFT: 38 ft. nominal
• 10 ft. off dock special fendering: 38 ft.

DIMENSIONS: Length: 420 ft. O.A.,
120 ft. pier; Height: 14.8 ft.

CONSTRUCTION: Pile and timber "T" head;
concrete breasting unit

EQUIPMENT: Hydraulic hose handling cranes

LIQUID CARGO DOCK 5

LOCATION: North side of Turning Basin Extension

VESSEL DRAFT: 39 ft. nominal

LENGTH: Slip: 1,100 ft.

DOCK: 109 ft. (between moorings: 220 ft.; Height: 16 ft. 6 in.)

CONSTRUCTION: Reinforced concrete

EQUIPMENT: A hydraulic hose handling cranes



LIQUID CARGO DOCK 6*

*Under construction; Completion Q3 2019

LOCATION: North side of Turning Basin Extension

VESSEL DRAFT: 39 ft. nominal, ready for channel deepening

LENGTH: Slip: 1,345 ft.

DOCK: 109 ft. (between moorings: 324 ft.; Height: 16 ft. 6 in.)

CONSTRUCTION: Reinforced concrete

EQUIPMENT: Hydraulic hose handling cranes





BULK CARGO DOCK GRAIN ELEVATOR*

*Dock is under rehabilitation; completion Q3 2019

LOCATION: South side of approach to Turning Basin Extension

VESSEL DRAFT: 39 ft. nominal

• 10 ft. off dock special fendering: 39 ft.

DIMENSIONS: Length: 400 ft.; Apron: 43 ft.; Height: 12 ft.

CONSTRUCTION: Steel pile, concrete deck

HEIGHT OF FLAT HOUSES: Three flat houses

One measuring 110 x 320 ft.

Two measuring 100 x 200 ft.

TOTAL CAPACITY:

3,000,000 bushels of grain

• 1,000,000 bushels concrete elevator

• 1,000,000 bushels flat house

• 500,000 bushels flat house

• 500,000 bushels flat house

EQUIPMENT: Two 25,000 bushels per hour

Buhler gentries; trimmer and spoons;

reversible conveyors



FISHING HARBOR

LOCATION: Five miles east of Turning Basin on Ship Channel

VESSEL DRAFT: 14 ft. minimal

DOCKS: 8,657 linear ft. of marginal docks

Three 40-ft. finger piers

CONSTRUCTION: Pile and timbers

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AIR CONDITIONING & REFRIGERATION

Marine Refrigeration Company Inc.

1395 Cajun Court
Brownsville, TX 78521
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Email: sljurek@aol.com

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Brownsville South Padre Island International Airport

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Brownsville, TX 78521
Tel: (956) 542-4373
Email: flybrownsville@cob.us
Website: www.flybrownsville.com

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Corpus Christi, TX 78411
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Email: c.johnson@earthcon.com
Website: www.earthcon.com

HDR Engineering Inc.

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Corpus Christi, TX 78401-0850
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Email: jeffrey.massengill@hdrinc.com
Website: www.hdrinc.com

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2020 North Loop 499, Suite 302
Harlingen, TX 78550
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Email: donna.houseman@psiusa.com
Website: www.intertek.com/building

MEG Engineers

1221 E. Tyler Ave.
Harlingen, TX 78550
Tel: (956) 702-8500 Fax: (956) 702-4180
Email: meg@megengineers.com
Website: www.megengineers.com

Mejia & Rose Inc.

1643 W. Price Road
Brownsville, TX 78520
Tel: (956) 544-3022 Fax: (956) 544-3068
Email: mandrinc@cngmail.com
Website: www.mejiarose.com

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1244 Robinhood Drive, Suite 101
Brownsville, TX 78521
Tel: (956) 682-5332
Email: rpineda@rkci.com
Website: www.rkci.com

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1506 Mid Cities Drive
Pharr, TX 78577
Tel: (956) 283-8254 Fax: (956) 283-8279
Email: stephanie.rendon@terracon.com
Website: www.terracon.com

ASSOCIATIONS & CLUBS

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1010 Duke St.
Alexandria, VA 22314-3589
Tel: (703) 684-5700 Fax: (703) 684-6321
Email: info@aapa-ports.org
Website: www.aapa-ports.org

Brownsville Licensed U.S. Customs Brokers Association

400 E. 13th St.
Brownsville, TX 78520
Tel: (956) 546-5544 Fax: (956) 546-0276
Email: roser@rosercustoms.com

Friends of Rio Grande Valley Reef Inc.

419 W. Hwy. 83
Pharr, TX 78577
Tel: (956) 433-9783
Website: www.rgvreef.com

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220 W. Windhaus Road
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Tel: (956) 831-4321
Email: palbro05@gmail.com
Website: www.brownsvilleseafarer.com

Propeller Club of Brownsville/Port Isabel

55 Cove Circle
Brownsville, TX 78521
Tel: (956) 542-4377
Email: felipe.saenz@roystonlaw.com

Rio Grande Council Boy Scouts

P. O. Box 2424
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Tel: (956) 423-0250 Fax: (956) 421-4950
Email: ernest.espinoza@scouting.org
Website: www.riograndecouncil.org

Texas Ports Association

Roger Guenther, President, Port Houston
P.O. Box 2562
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Email: rguenther@poha.com
Website: www.texasports.org

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Brownsville, TX 78521
Tel: (956) 831-6550 Fax: (956) 831-6557
Email: andreahance@texasshrimpassociation.com
Website: www.texasshrimpassociation.com

West Gulf Maritime Association (WGMA)

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Houston, TX 77029
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Website: www.wgma.org

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Website: www.rentfrolawfirm.net

Sanchez, Whittington, Wood & Dijkman LLC

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Brownsville, TX 78521
Tel: (956) 546-3731

AUTOMOTIVE SERVICES

Diesel Fuel Injection Inc.

6918 Padre Island Hwy.
Brownsville, TX 78521
Tel: (956) 831-4744 Fax: (956) 831-9473
Email: pmiddlediesel@gmail.com

Nuga Diesel Truck and Trailer Parts

3300 E. 14th St.
Brownsville, TX 78521
Tel: (956) 541-7169 Fax: (956) 541-7317
Email: tnunez@nugadiesel.com
Website: www.nugadiesel.com

BANKS

BBVA Compass

3255 Boca Chica Blvd.
Brownsville, TX 78521
Tel: (956) 547-3900
Website: www.bbvacompass.com

Bank of America

2635 Boca Chica Blvd.
Brownsville, TX 78521
Tel: (956) 544-6839
Website: www.bankofamerica.com

Capital One Bank

3275 Boca Chica Blvd.
Brownsville, TX 78521
Tel: (956) 546-4528
Website: www.capitalone.com

Chase Bank

2300 Boca Chica Blvd.
Brownsville, TX 78521
Tel: (956) 982-7606
Website: www.chase.com

First Community Bank

470 Morrison Road
Brownsville, TX 78526
Tel: (956) 547-5100
Website: www.fcbweb.net

First Convenience Bank

2155 Paredes Line Road
Brownsville, TX 78521
Tel: (956) 504-2000
Website: www.1stcb.com

Frost Bank

5480 Paredes Line Road
Brownsville, TX 78526
Tel: (956) 554-6301
Website: www.frostbank.com

IBC Bank

1600 Ruben Torres Blvd.
Brownsville, TX 78526
Tel: (956) 547-1000 Fax: (956) 547-1028
Website: www.ibc.com

Lone Star National Bank

2100 Boca Chica Blvd.
Brownsville, TX 78521
Tel: (956) 574-7300
Website: www.lonestarnationalbank.com

PlainsCapital Bank

25 E. Price Road
Brownsville, TX 78521
Tel: (956) 554-7100
Website: www.plainscapital.com

Texas Community Bank

3505 Boca Chica Blvd. #109
Brownsville, TX 78521
Tel: (956) 542-7333
Website: www.tx-communitybank.com

Valley Federal Credit Union

183 E Price Road
Brownsville, TX 78521
Tel: (956) 546-3108 Fax: (956) 544-5404
Website: www.vfcu.net

Vantage Bank Texas

1785 Ruben M. Torres Blvd.
Brownsville, TX 78521
Tel: (956) 574-8500
Website: www.inbweb.com

Wells Fargo

3310 Boca Chica Blvd.
Brownsville, TX 78521
Tel: (956) 547-1600
Website: www.wellsfargo.com

BARGE COMPANIES

American Commercial Barge Line

1701 E. Market St.
Jeffersonville, IN 47130
Tel: (800) 457-6377
Website: www.bargeacbl.com

American River Transportation Company

10400 River Road
Ama, LA 20031
Tel: (504) 431-1488
Website: www.adm.com

Argosy Fleetng & Logistics

3118 Harrisburg Blvd.
Houston, TX 77003
Tel: (713) 668-3388
Website: www.argosyfleetng.com

Canal Barge

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New Orleans, LA 70112-1469
Tel: (504) 581-2424 Fax: (504) 584-1505
Website: www.canalbarge.com

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Heartland Barge

1007 N. Main St.
Columbia, IL 62236
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Email: willie.thomassee@hl-companies.com
Website: www.hl-barge.com

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4400 Harding Pike
Nashville, TN 37205
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LeBeouf Brothers Towing Company

124 Dry Dock Road
Bourg, LA 70343
Tel: (985) 594-6691 Fax: (985) 594-5253
Website: www.lebeouftowing.com

Parker Towing

1001 Third St.
Tuscaloosa, AL 35402
Tel: (205) 349-1677 Fax: (205) 758-0061
Website: www.parkertowing.com

Signet Maritime Corporation

7400 Foust Road
Brownsville, TX 78521
Tel: (956) 838-6800 Fax: (956) 838-6801
Email: ida.trevino@signetmaritime.com
Website: www.signetmaritime.com

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Dix Agency Brownsville LP

5500 R.L. Ostos Road
Brownsville, TX 78521
Tel: (956) 831-4228 Fax: (956) 831-2559
Email: dixbroagy@dixshipping.com
Website: www.dixshipping.com

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Houston, TX 77032
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Email: jim.mcneille@kuehne-nagel.com
Website: www.kuehne-nagel.com

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John Reed, Chairman

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Valley Lubricants Inc.

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Alamo Chamber of Commerce

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Website: www.alamochamber.com

Alton Chamber of Commerce

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Harlingen Area Chamber of Commerce

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La Feria Chamber of Commerce

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Email: laferiachamberofcommerce@gmail.com
Website: www.laferiachamber.com

Los Fresnos Chamber of Commerce

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Mission Chamber of Commerce

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Website: www.palmviewchamber.com

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Website: www.chamberofsanbenito.com

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Website: www.bcequipment.com

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French Consulate-General Houston

777 Post Oak Blvd., Suite 600
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Tel: (713) 572-2799
Email: info.houston.fslt@diplomatie.gouv.fr
Website: www.consulfrance-houston.fr

Mexican Consulate-General Brownsville

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Brownsville, TX 78520
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Email: conbrownsville@sre.gob.mx
Website: https://consulmex.sre.gob.mx/brownsville

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Email: info@southpadreislandedc.com
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Sullivan City Economic Development Corporation

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Texas Economic Development Corporation

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Website: www.businessintexas.com

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Email: dlucio@aep.com
Website: www.aeptexas.com

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13280 NW Freeway, Suite F, #355
Houston, TX 77040
Tel: (281) 304-0128 Fax: (281) 256-2392
Email: rich.holeman@apsensing.com
Website: www.apsensing.com

Brownsville Public Utilities Board (BPUB)

1425 Robinhood Drive
Brownsville, TX 78521
Tel: (956) 983-6100 Fax: (956) 983-6289
Website: www.brownsville-pub.com

Facility Solutions Group

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Harlingen, TX 78550
Tel: (956) 230-2505 Fax: (956) 230-2506
Email: rudy.coronado@fsg.com
Website: www.fsg.com

Gallegos Electric Inc.

1350 El Jardin Heights Road
Brownsville, TX 78526
Tel: (956) 542-0058 Fax: (956) 548-1392
Email: gallegoselectricinc@gmail.com
Website: www.gallegoselectricinc.com

Magic Valley Electric Cooperative

1 3/4 Mi W. Hwy. 83
Mercedes, TX 78570
Tel: (866) 225-5683
Email: info@magicvalley.coop
Website: www.magicvalley.coop

Rabalais I & E Constructors

11200 Up River Road
Corpus Christi, TX 78410
Tel: (361) 242-3121 Fax: (361) 242-2678
Email: lbarrea@rabalais.com
Website: www.rabalais.com

Sharyland Distribution & Transmission Services LLC

1807 Ross Ave., Suite 460
Dallas, TX 75201
Tel: (214) 978-8351
Email: bbeverly@sharyland.com

South Texas Electric Cooperative Inc.

P. O. Box 119
Nursery, TX 77976
Tel: (956) 377-7125
Email: mbautista@stec.org
Website: www.stec.org

ELECTRONICS, MARINE

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Email: rich.holeman@apsensing.com
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Keppel AmFELS LLC

20000 State Hwy. 48
Brownsville, TX 78521
Tel: (956) 831-8220 Fax: (956) 831-6220
Website: www.keppelamfels.com

ENGINEERING, MARINE

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Website: www.apsensing.com

Back Up Solutions

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San Antonio, TX 78260
Tel: (956) 342-0506
Email: rubmart@msn.com

Gonzalez Engineering & Surveying Inc.

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Brownsville, TX 78521
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Email: edmund@gonzalezengineering.com

HDR Engineering Inc.

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Corpus Christi, TX 78401-0850
Tel: (361) 696-3300 Fax: (361) 696-3385
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ENVIRONMENTAL & GEOTECHNICAL ENGINEERING

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EarthCon Consultants, Inc.

5151 Flynn Pkwy, Suite 404
Corpus Christi, TX 78411
Tel: (361) 356-4986
Email: c.johnson@earthcon.com
Website: www.earthcon.com

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Houston, TX 77081
Tel: (713) 369-5600 Fax: (713) 346-4054
Website: www.fugro.com

HDR Engineering Inc.

555 N. Carancahua, Suite 1600
Corpus Christi, TX 78401-0850
Tel: (361) 696-3300 Fax: (361) 696-3385
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Website: www.hdrinc.com

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Email: donna.houseman@psiusa.com
Website: www.intertek.com/building

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Email: sgranger5357@gmail.com

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Website: www.rkci.com

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Website: www.terracon.com

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Email: kim@rmwalsdorf.com

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1506 Mid Cities Drive
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Email: stephanie.rendon@terracon.com
Website: www.terracon.com

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Website: www.bcequipment.com

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Website: www.holtcat.com

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Tel: (956) 541-7169 Fax: (956) 541-7317
Email: tanyanunez@nugadiesel.com
Website: www.nugadiesel.com

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Email: sgranger5357@gmail.com

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Website: www.rodcomarine.com

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Brownsville, TX 78521
Tel: (956) 240-4084

Zimco Marine LLC

1430 Everglades Road
Brownsville, TX 78521
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Email: gwzlimco@aol.com

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Email: rsarquis@brownsvillegulfside.com
Website: www.dixshipping.com

CSC Sugar LLC

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New Canaan, CT 06840
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Email: gsmb@gulfstreammarine.com
Website: www.gulfstreammarine.com

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Website: www.panalpina.com

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Tel: (956) 831-8220 Fax: (956) 831-6220
Website: www.keppelamfels.com

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Brownsville South Padre Island International Airport

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Email: flybrownsville@cob.us
Website: www.flybrownsville.com

Bluewing One LLC

11700 Old Hwy. 48
Brownsville, TX 78521
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Email: dmalone@bluewingmidstream.com
Website: www.bluewingone.com

Bluewing Royal LLC

1005 Anchor Road/Old State Highway 48
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Tel: (956) 831-7117
Email: dmalone@bluewingmidstream.com
Website: www.bluewingone.com

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Website: www.loeracbi.com

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Email: ajohnson@howardep.com
www.howardenergypartners.com

Maverick Terminals Brownsville LLC

14301 R.L. Ostos Road
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Website www.howardenergypartners.com

Parker & Company

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Email: fparker@parker-logistics.com
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Parker & Company NAFTA Site

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Port of Brownsville FTZ No. 62

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Email: trodriguez@portofbrownsville.com
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Website: www.panalpina.com

Parker & Company

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Website: www.parkerandcompany.com

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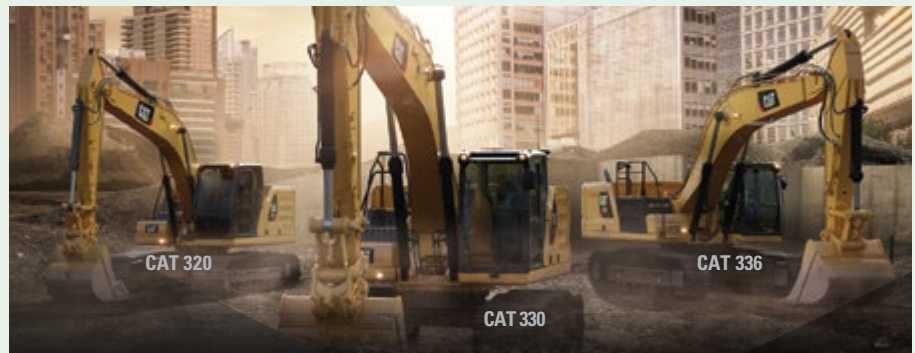
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Email: info@ccrma.org
Website: www.ccrma.org

Cameron County Sheriff's Office

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Olmito, TX 78575
Tel: (956) 554-6700
Email: olucio@co.cameron.tx.us
Website: www.co.cameron.tx.us

City of Brownsville

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West Plains LLC

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Email: cesarr@westplainsllc.com
Website: www.westplainsllc.com

HARBOR MASTER OFFICE

Mike Davis, Harbor Master

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Tel: (956) 831-8256 Fax: (956) 831-3085
Email: mdavis@portofbrownsville.com
Website: www.portofbrownsville.com

Carlos Martinez, Assistant Harbor Master

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Brownsville, TX 78526
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Website: www.parkerandcompany.com

Roser & Cowen Logistical Customs Services LTD

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LABOR ORGANIZATIONS

International Longshoremen's Association #2995

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Brownsville, TX 78521
Tel: (956) 831-4133

West Gulf Maritime Association (WGMA)

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Houston, TX 77024
Tel: (713) 678-7665 Fax: (855) 715-1717
Email: robert@wgma.org
Website: www.wgma.org

LINE HANDLERS

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Brownsville, TX 78521
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Keppel AmFELS LLC

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Gulf Facilities Inc.

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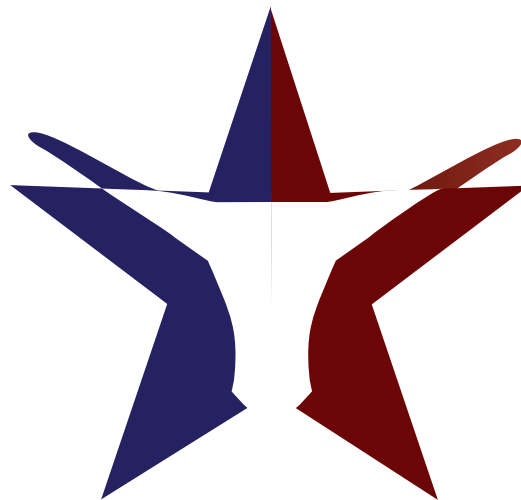
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SERVICES, SECURITY

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Houston, TX 77040
Tel: (281) 304-0128 Fax: (281) 256-2392
Email: rich.holeman@apsensing.com
Website: www.apsensing.com

American Surveillance

55 Galonsky St.
Brownsville, TX 78521
Tel: (956) 504-5656 Fax: (956) 504-5060
Email:
pescobedo@americansurveillanceco.com
Website: www.americansurveillanceco.com

DPS Alarms

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Brownsville, TX 78521
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Email: ajc@dpsalarms.com
Website: www.dpsalarms.com

SHIP REPAIR/RECYCLING

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Website: www.allstarmetals.com

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La Feria, TX 78559
Tel: (956) 379-8664 or (956) 797-0072
Email: rvela@bc-equipment.com
Website: www.bcequipment.com

Bay Bridge Texas LLC

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Brownsville, TX 78521
Tel: (956) 838-1414
Email: svyas@baybridgetexas.com

EMR/International Shipbreaking Ltd. LLC

18601 R.L. Ostos Road
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Tel: (956) 831-2299 Fax: (956) 831-0216
Email: crystal.alsup@emrgroup.com
Website: www.emrgroup.com

Gulmar Inc.

9675 Joe G. Garza Sr. Road
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Website: www.gulmar.net

Holt CAT

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Website: www.holtcat.com

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Brownsville, TX 78521
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10111 Richmond Ave. Suite 310
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Website: www.phnx-international.com

Safe Boats International

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Website: www.safeboats.com

SteelCoast LLC

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Tel: (361) 883-7254
Email: mauricio.rosales@gac.com

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Email: tylerb@firebird-tx.com
Website: www.firebird-tx.com

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Brownsville, TX 78526
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Email: johnc@sunbeltrans.com

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Email: gdotrucking@hotmail.com

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Email: dlucio@aep.com
Website: www.aeptexas.com

Brownsville Public Utilities Board (BPUB)

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Website: www.brownsville-pub.com

Magic Valley Electric Cooperative

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Email: info@magicvalley.coop
Website: www.magicvalley.coop

Texas Gas Service

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Tel: (713) 567-0189
Email: dtollefson@pmicim.com

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Email: neddyalano@aol.com

Maria Elena Inc.
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Tel: (956) 943-4903
Email: hilda_margie3@hotmail.com

Marine & Industrial Safety
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Brownsville, TX 78521
Tel: (956) 639-4420
Email: tasbapauni@aol.com

Marine Railway Inc.
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Brownsville, TX 78521
Tel: (956) 831-7828
Email: gwlmzimo@aol.com

Monita Inc.
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S T Marine

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Shallow Stalker Boats LLC

2780 Angler's Place Road
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Texas Shrimp Association

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SHIP RECYCLING INNOVATION

COMMITTED. RESPONSIBLE. EFFICIENT.

A leader in ship recycling, All Star Metals LLC, a subsidiary of Chicago based Scrap Metal Services LLC (SMS), has made the Port of Brownsville home to the “ship recycling” capital of the USA. With multiple abilities to process and recycle scrap metals, including but not limited to marine vessels and industrial scrap, and combined with a dedicated team of highly skilled professionals,

All Star Metals LLC is the first and best choice for all your recycling needs. We are paving the way to a cleaner and green future. Give us an opportunity to exceed your expectations and enhance the scrap services you would expect. Call Nick Shah at (956) 838-2110.



Scrap Metal Services LLC

708-730-1400 • www.scrapmetalservices.com

SMS Mill Services LLC

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