

INFRASTRUCTURE ENHANCEMENTS IN 2019



- New Liquid Cargo Dock 6, in service Q4 2019; rehabilitated Liquid Cargo Dock 3 in service since Q2 2019.
- Rehabilitation of Bulk Cargo Dock, providing improved maritime access to a 3 million-bushel grain elevator.
- The Port of Brownsville plans to deepen its channel from 42 feet to 52 feet. Dredging is expected to begin in 2020.



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

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**PORT OF
BROWNSVILLE**

the port that works

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INVESTING IN SUCCESS



Three liquefied natural gas (LNG) projects, representing a combined projected investment of \$38.75 billion are in the homestretch of Federal Energy Regulatory Commission permitting, with final investment decisions expected by late 2019 and 2020.

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.

And, the potential development of a state-of-the-art steel mill with a capital investment of \$1.6 billion.



MEXICO MAKES SENSE



- 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.
- Monterrey is located 200 miles due west from the Port of Brownsville. The port is more than 100 miles closer to Monterrey than the nearest Mexican port.
- Convenient border crossings are located just seven miles from the port by truck and 13 miles by railroad.
- Out of 293 FTZs in the U.S., FTZ No. 62 ranked number two for the third year in a row for the value of exported goods, reaching \$3.6 billion for the reporting period.
- 10 million consumers within a three-hour drive of the port – with many of those located south of the border.

CLASS 1 RAIL SERVICE

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.



OVERWEIGHT CORRIDOR

The Port of Brownsville claims conceptual ownership of Texas' 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.