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Port Freeport's History

Feb. 1913 Corps Hopper Dredge "Comstock" sank at Jetty

Dec. 1913 Brazos River flooded Freeport

May 1929 Brazos River Diversion completed



Port Freeport's Partners



Freeport Freeport



Bryan Lake



PA#8

PA#1

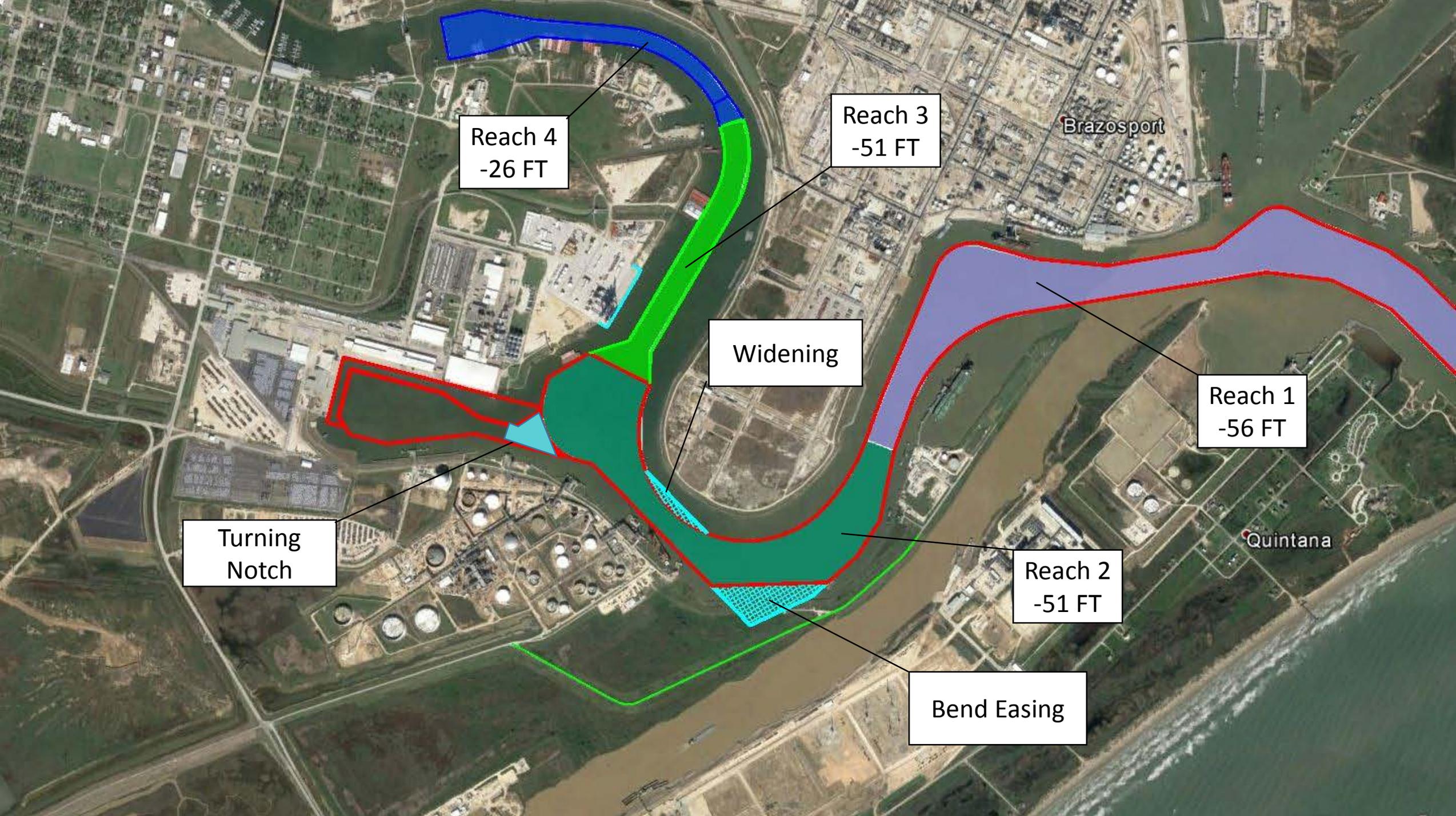
Reach 1
-56 FT

Reach 1
-58 FT

Maintenance ODMDS

New Work ODMDS

Authorized 55 FT Channel



Reach 4
-26 FT

Reach 3
-51 FT

Widening

Reach 1
-56 FT

Turning
Notch

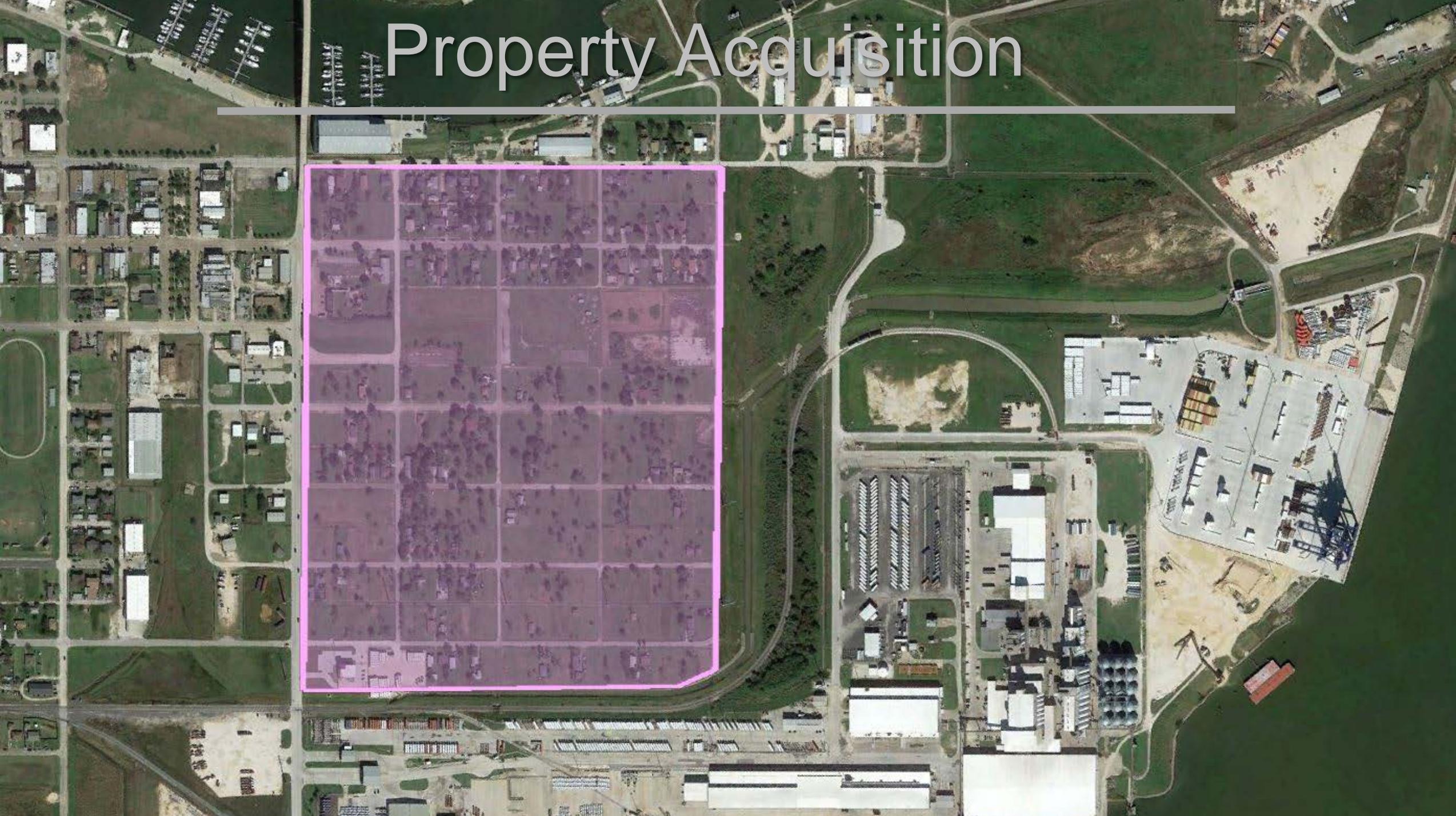
Reach 2
-51 FT

Bend Easing

Brazosport

Quintana

Property Acquisition



Future Container Terminal

As Envision

- 250 Paved Acres
- 9 STS ZPMC Post Panamax Gantry Cranes
- 3,600' berth with 50' operational depth
- On dock rail
- High density configuration
- 1,500,000 lift capacity

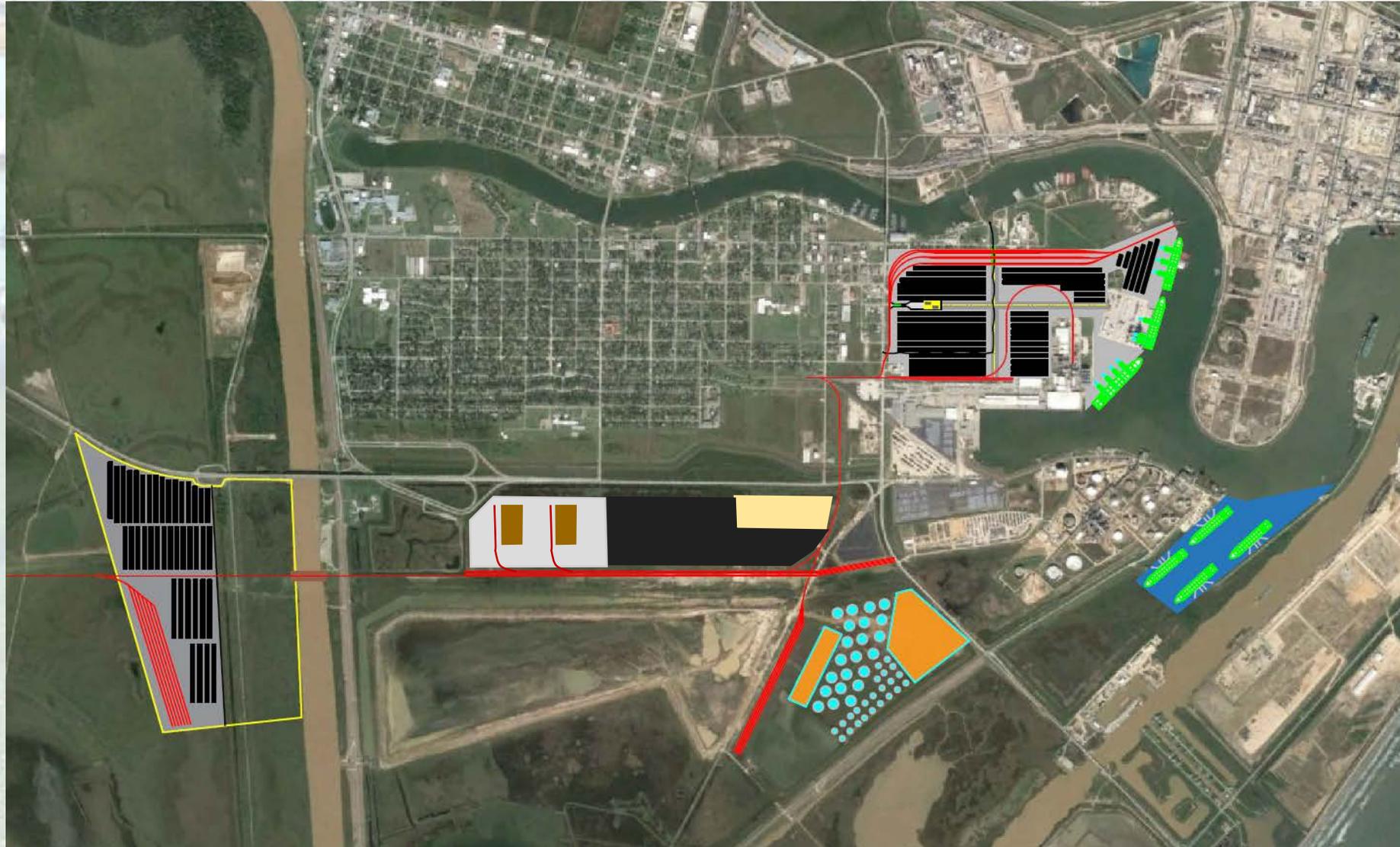


DRAFT

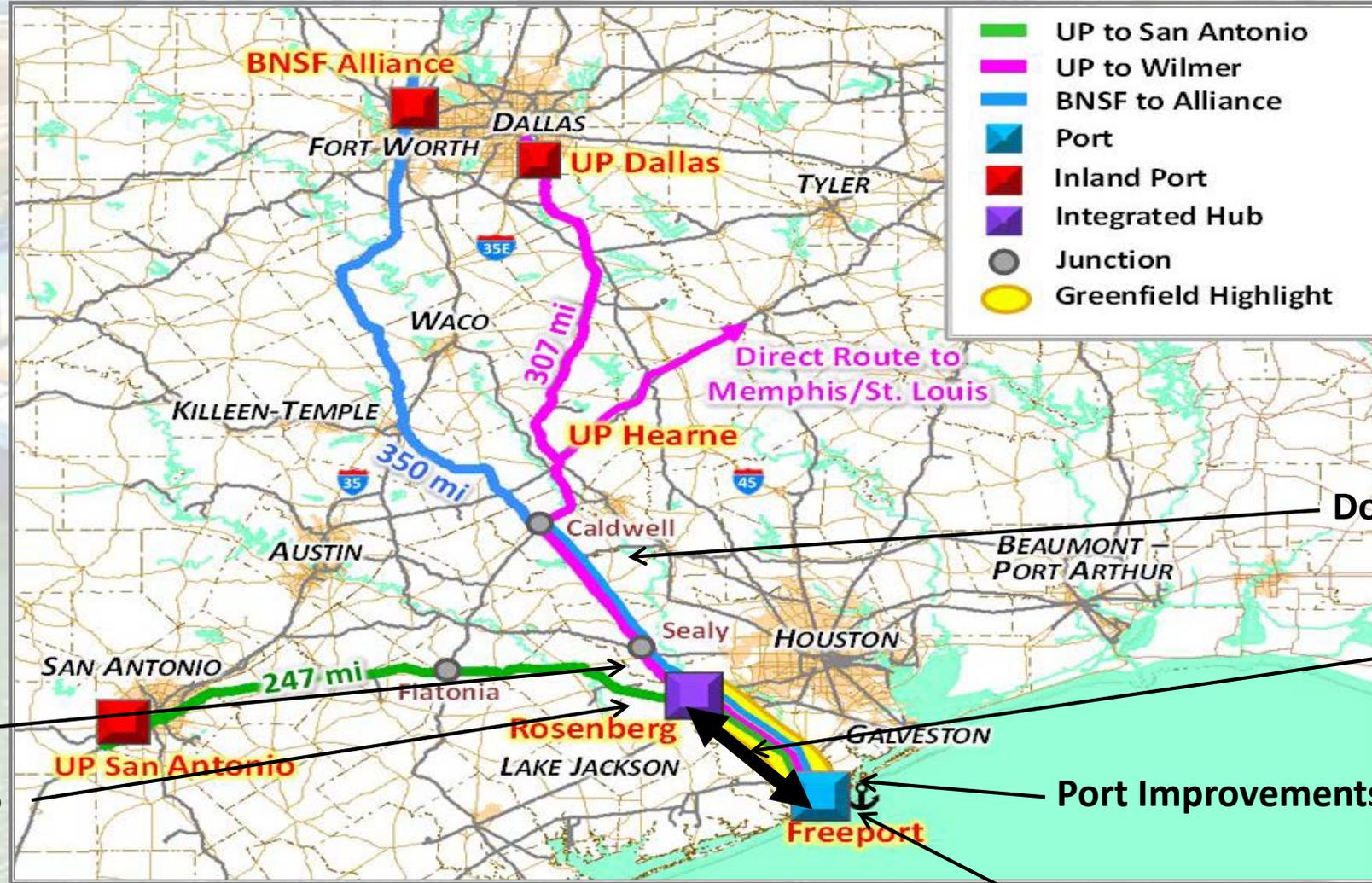
① RECEIVING OCR	⑤ DELIVERY PEDESTALS	⑧ EQUIPMENT PARKING	⑬ 4500 TEU VESSEL	TOP HANDLER-GROUNDED CONTAINERS
② RECEIVING PEDESTALS	⑥ ADMINISTRATION BUILDING	⑩ INTERMODAL YARD	⑭ CHASSIS PIT	RTG-GROUNDED CONTAINERS
③ TROUBLE PARKING	⑦ MAINTENANCE AND REPAIR	⑪ PIPELINE CORRIDOR		RTG-GROUNDED REEFER CONTAINERS
④ DELIVERY RPM/OCR	⑧ POV PARKING	⑫ PUMP STATION		

200' 0' 200' 400'
SCALE 1"=200'

Connecting the Port to Rosenberg



Multimodal Corridor



- 6 New Hwy 36A
- 5 Widen Ex. Hwy 36

- 4 Double Track
- 3 New Rail
- 1 Port Improvements
- 2 Channel (7.5 Miles)

Jones Creek

Cone Island

Freeport

Surfside Beach

Quintana

Dredging Plan

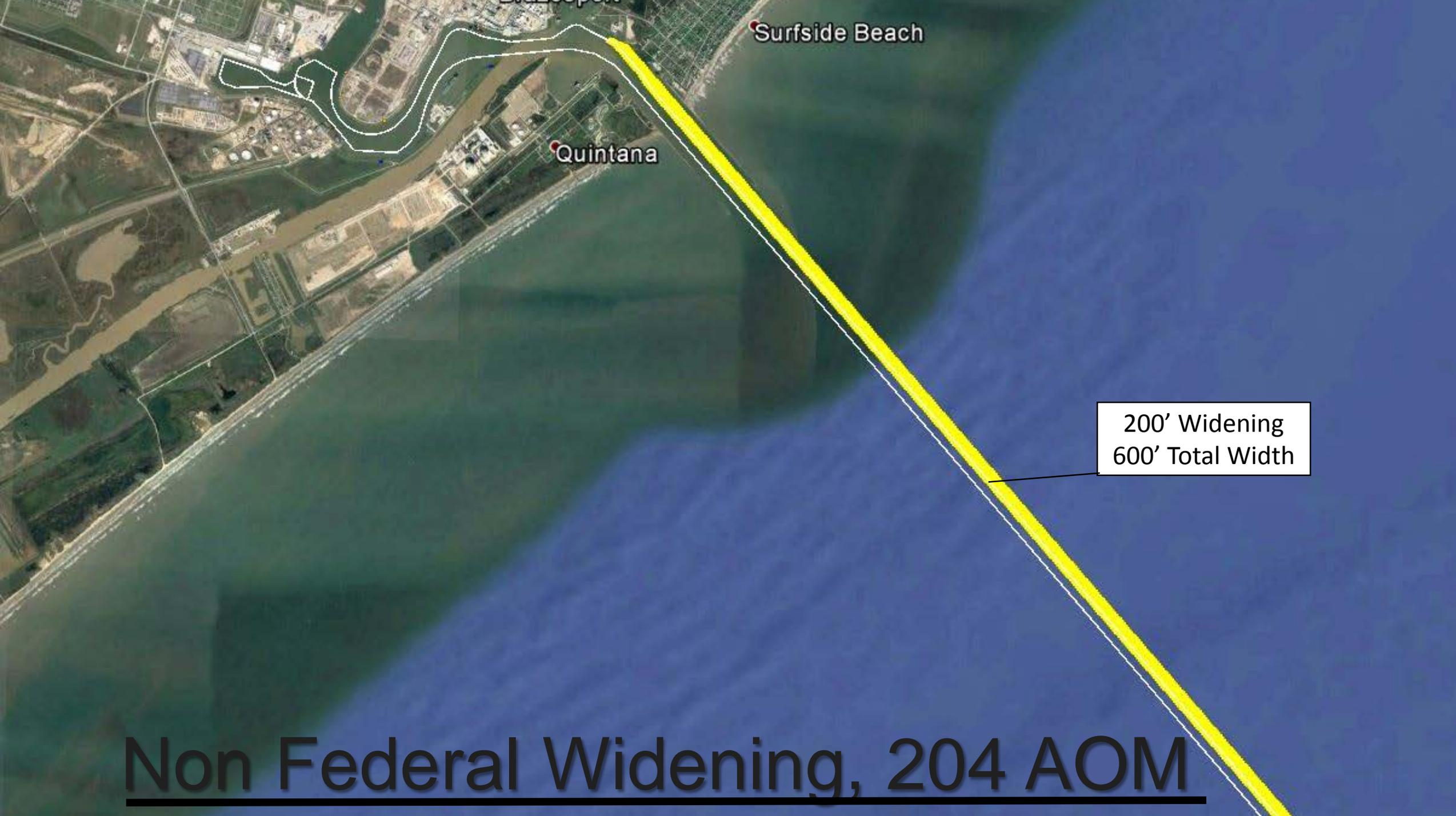




Surfside Beach

Quintana

Maintenance Dredging



Surfside Beach

Quintana

200' Widening
600' Total Width

Non Federal Widening, 204 AOM



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Freeport LNG Terminal and Expansion Project

Existing Facilities

- Regas Terminal
- LNG Transfer Dock
- Stratton Ridge NG Underground Storage
- 42" Intrastate Pipeline
- Stratton Ridge Meter Station

New and Proposed Facilities

- 3 Train Liquefaction Facilities
- NG Pretreatment Facilities
- BOG, Nitrogen, NGL pipelines, & Electric Transmission Lines
- 2nd LNG Transfer Dock
- Train 4 Liquefaction
- Second 42" Intrastate NG Pipeline

Freeport LNG Land:

- Facilities located on ~ 490 acres of land leased from Port Freeport
- ~ 400 acres (Pretreatment) and ~ 650 acres of Open Land in Brazosport Area

Freeport LNG Investments:

- ~\$1.5 Billion Regas Terminal, Pipeline, and Underground Storage
- ~\$19 Billion Liquefaction Terminal and Support Facilities (4 Trains)

Risks to Investments:

- Both Projects Highly Dependent on Functioning Berth
- Channel Maneuverability Was Seen As a Risk
- Maintenance Dredge Material Placement Capacity Constraints Are A Business Risk



Freeport LNG Berthing Area

- Phase I Berth – 2006 (Onshore Placement) (1.8 MM CY)
- Phase I Maintenance Dredging – 2008, 2010, 2012, (proposed) 2016 (Onshore Placement) (~200K CY each)
- Non-Federal Channel Widening Project (Port Freeport & Freeport LNG) – 2015 (Offshore Placement) (3.104 MM CY)
- Freeport LNG Berth Expansion – 2015 (Offshore Placement/New Work ODMDS) (1.18 MM CY)
- Future Berth Maintenance – 2018 & Beyond (Offshore Placement/Area Beneficial Use Projects) (~500K to 800K CY)



Non-Federal Channel Widening

- Joint Project between Freeport LNG, ConocoPhillips, and Port Freeport
- Project took the Freeport Harbor Channel to 600' total width
- This Project brought maneuverability and economic benefit to the region through:
 - Engineering
 - Planning
 - Permitting – EIS (NEPA), Sections 404/10 (CWA/RHA) and Section 103 (MPRSA)
 - Environmental Stewardship
 - Beneficial Use of Dredged Sand
 - Turtle Excluder devices and Onboard Monitors
 - Assumption of Maintenance - USACE



Brazosport

Surfside

Surfside

Quintana





Brazosport

Surfside

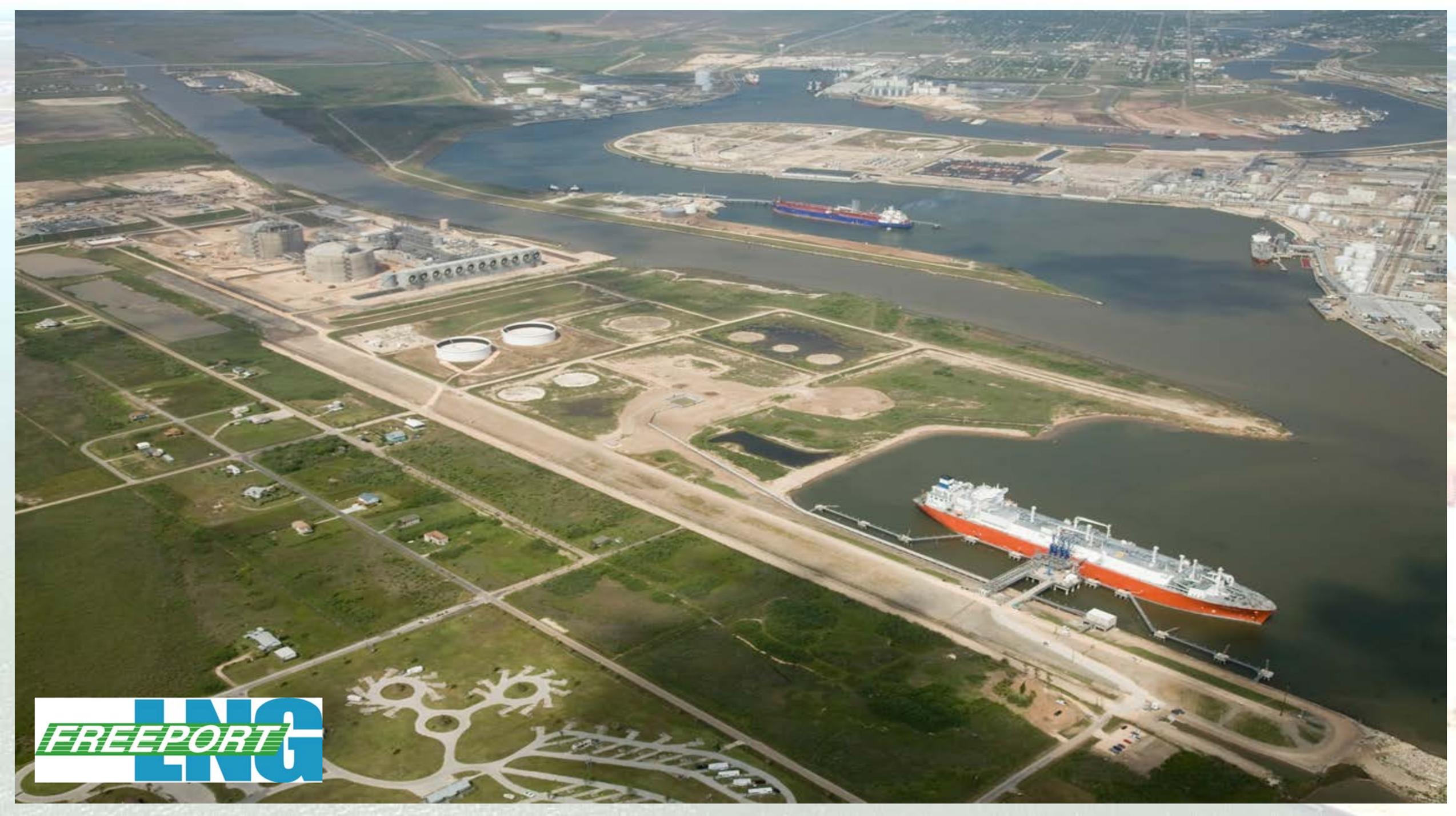
Surfside

Dow Chemical Plant

Old Quintana

Quintana Quintana





FREEPORT
LNG



Collaborative Effort – Berth Dredging Dock 2 Project

- **Proponent:**

- Freeport LNG

- **Agencies**

- USACE
- EPA
- GLO

- **Consultants**

- HDR
- Lloyd Engineering
- Atkins

- **Contractors**

- Great Lakes Dock and Dredge
- Weeks Marine
- CRA
- North Water District Laboratory Services



Berth Dredging -Policy & Practices Changes Required

The CFR allowing use of the ODMDS for non-governmental projects required modification to allow other interests to use offshore disposal sites.

- The previous wording within the 40 CFR 228.15 **restricted the use of these ODMDS to only dredged material originating from specific federal channel reaches associated with each ODMDS**. For Freeport Harbor, TX, New Work (45 Foot Project) ODMDS and the Brazos Island Harbor (42-Foot Project), the ODMDSs were restricted to receive only construction dredged material from channel improvement projects at Freeport and Brazos Island Harbor, respectively.
- The modifications of the use restrictions on the Galveston, TX, Dredged Material Site, Freeport Harbor, TX, New Work (45 Foot Project), Freeport Harbor, TX, Maintenance (45 Foot Project), Matagorda Ship Channel, TX, Corpus Christi Ship Channel, TX, Port Mansfield, TX, Brazos Island Harbor, TX and Brazos Island Harbor (42-Foot Project), TX ODMDSs was requested by the U.S. Army Corps of Engineers Galveston District in a March 27, 2015 letter. The modifications became effective **October 19, 2015**.

Category	Examples of regulated persons
Federal government	USACE Civil Works and O & M projects; other Federal agencies, including the Department of Defense.
Industry and general public	Port authorities, marinas and harbors, shipyards and marine repair facilities, berth owners
State, local and tribal governments	Governments owning and/or responsible for ports, harbors, and/or berths, Government agencies requiring disposal of dredged material associated with public works projects.

Table 4—A Summary of Changes to Regulation

FREEPORT LNG







Beneficial Use Prospects

- Non-Federal Channel Widening Beneficial Use Project
 - Placed 100,000 CY of sand and clayey sand onto Quintana Beach
- Working with Area Agencies and NGOs on Long-Term Opportunities for Use of Maintenance Material for Potential Beach and Bay Nourishment Projects
 - USACE
 - FWS
 - TPWD
 - Galveston Bay Foundation
 - Ducks Unlimited





An aerial photograph of a busy port. A large container ship is docked at a pier, with several gantry cranes positioned over its deck. The ship's deck is filled with stacks of colorful shipping containers. In the background, there are various industrial buildings, storage tanks, and a parking lot with several vehicles. The water is visible on the left side of the frame.

FREEPORT
LNG

THE END