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NOT Today’s Objective
RGLNG Project Overview
Avoid Leisure Marine Benefits
Avoid Change Orders
Natural Gas Liquefaction

VS.

Typical Train Dimension – 1000’ x 800’
What is LNG?

- LNG is an odorless, non-toxic and non-corrosive liquid
- LNG is not stored under high-pressure, is not flammable and is not explosive
- LNG does not pose a contamination risk
- LNG has been safely and securely shipped around the world for more than 50 years
Business Case Support
Permian Basin Discovery

Mammoth Texas oil discovery biggest ever in USA

By Steve Visser
Updated 6:27 AM ET, Fri November 18, 2016
US Natural Gas Supply Geography

- Permian
- Eagle Ford
- Barnett
- Haynesville
- Anadarko
- Fayetteville
- Opal
- Niobrara/Wattenberg
- Williston
- Monterey
- SoCal
- Waha
- Aqua Dulce
- RGLNG
- Henry Hub
- Transco Z6
- Marcellus
- Utica
- PG&E City Gate
- Chicago City Gate
- SoCal
- PG&E City Gate
- SoCal
- PG&E City Gate
- SoCal
US Natural Gas Pipeline Network – 2009

Legend
- Interstate Pipelines
- Intrastate Pipelines

Source: Energy Information Administration, Office of Oil & Gas, Natural Gas Division, Gas Transportation Information System
Approved N.A. LNG Import/Export Terminals

Import Terminals

U.S.
- APPROVED - UNDER CONSTRUCTION - FERC
  1. Corpus Christi, TX: 0.4 Bcf/d (Cheniere – Corpus Christi LNG) (CP12-507)
- APPROVED - NOT UNDER CONSTRUCTION - FERC
  2. Salinas, PR: 0.6 Bcf/d (Aguirre Offshore GasPort, LLC) (CP13-193)
- APPROVED - NOT UNDER CONSTRUCTION - MARAD/Coast Guard
  3. Gulf of Mexico: 1.0 Bcf/d (Main Pass McMoRan Exp.)
  4. Gulf of Mexico: 1.4 Bcf/d (TORP Technology-Bienville LNG)

Export Terminals

U.S.
- APPROVED - UNDER CONSTRUCTION - FERC
  5. Sabine, LA: 0.7 Bcf/d (Cheniere/Sabine Pass LNG) (CP11-72 & CP14-12)
  6. Hackberry, LA: 2.1 Bcf/d (Sempra–Cameron LNG) (CP13-25)
  7. Freeport, TX: 2.14 Bcf/d (Freeport LNG Dev/Freeport LNG Expansion/FLNG Liquefaction) (CP12-509) (CP15-518)
  8. Cove Point, MD: 0.82 Bcf/d (Dominion–Cove Point LNG) (CP13-113)
  9. Corpus Christi, TX: 2.14 Bcf/d (Cheniere – Corpus Christi LNG) (CP12-507)
  10. Sabine Pass, LA: 1.40 Bcf/d (Sabine Pass Liquefaction) (CP13-552)
  11. Elba Island, GA: 0.35 Bcf/d (Southern LNG Company) (CP14-103)

- APPROVED - NOT UNDER CONSTRUCTION - FERC
  12. Lake Charles, LA: 2.2 Bcf/d (Southern Union – Lake Charles LNG) (CP14-120)
  13. Lake Charles, LA: 1.08 Bcf/d (Magnolia LNG) (CP14-347)
  14. Hackberry, LA: 1.41 Bcf/d (Sempra - Cameron LNG) (CP15-560)
  15. Sabine Pass, TX: 2.1 Bcf/d (ExxonMobil – Golden Pass) (CP14-517)

Canada

- APPROVED – NOT UNDER CONSTRUCTION
  16. Port Hawkesbury, NS: 0.5 Bcf/d (Bear Head LNG)
  17. Kitimat, BC: 3.23 Bcf/d (LNG Canada)
  18. Squamish, BC: 0.29 Bcf/d (Woodfibre LNG Ltd)
  19. Prince Rupert Island, BC: 2.74 Bcf/d (Pacific Northwest LNG)

* Trains 5 & 6 with Train 5 under construction
Proposed N.A. LNG Export Terminals

US may become the world’s largest LNG producer
Location of Rio Grande LNG along BSC

- Port Isabel
- South Padre Island
- Brownsville

Rio Grande LNG
Marine Facilities Overview
LNG Shipping

- Double-hull
- Modest drafts
- High freeboards
- Expensive
- High Safety Stds

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<th>Med Max</th>
<th>125k – 150k m³</th>
<th>Flex carriers</th>
<th>Q-Flex</th>
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<td>16 m</td>
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Marine Facilities & Marine Scope

- Typical onshore oil and gas capital projects are focused inside the facility fence line;
- For LNG terminals, the waterfront and waterway access is a key asset to enable availability and safety of LNG loading and transport, and as a result LNG export and import terminals have extensive project scope and schedule considerations outside the terminal fence line.
Marine Facilities & Marine Scope (cont.)

- Marine berth with two (2) jetties:
  - Recessed berth pocket to segregate moored from passing vessels
  - Four (4) berthing dolphins per jetty
  - Three (3) bow and three (3) stern dolphins per jetty
- Turning basin (~1,500 feet)
- Berth and turning basin dredging to -43 ft MLLW, ~6.5 MCY
- LNG spill containment system
- Storm water discharge structures
- Firewater intake structure
- Material offloading facility
- Separate channel deepening project by BND (Brazos Island Harbor Channel Improvement Project to -52 ft MLLW)
LNG Jetty

 Courtesy: Transgas Atlantico
Typical LNG Berths

NorthWest Shelf LNG - Australia

Revithousa LNG - Greece

Sakhalin LNG - Siberia

Pera LNG - Peru
Excavation & Dredging Boundaries
Dredge Material Placement Options
Levee Design & Shore Protection

- Terminal levee approximately 25,000 feet
- Terminal levee elevations +17 to +19 ft NAVD88 to withstand major storms
- 500-yr storm surge design criteria
- Upland dredge material placement area levee buildup per USACE
- Shore or slope protection along selective shoreline segments
- BSC currently erodes at about 10 feet per year from wake of passing vessels, and thus the need to start protecting the shoreline to cut down on maintenance dredging
LNG Berth with Shore Protection

Courtesy: Transgas Atlantico
BSC December 31, 1949
BSC January 13, 2014
BSC January 21, 2016
Shore Protection Examples
Permitting
Marine Permitting Requirements

- Federal Energy Regulatory Commission authorization to construct and operate a liquefaction facility
- US Department of Energy authorization to export LNG (Free Trade Agreement and non-FTA)
- US Army Corp of Engineers permit of dredged material (404)
- US Army Corp of Engineers permit for construction/operation affecting navigable waters (10)
- US Coast Guard letter of recommendation for suitability of waterway for LNG
- Texas Historical Commission letter of approval regarding protection of archeological sites, e.g. shipwrecks
- Railroad Commission of Texas for hydrostatic discharge and surface water management
Marine Permitting Considerations

- Wetlands impacts
- Potential impacts on submerged aquatic vegetation
- Dredged material testing data
- Construction and operation impacts and mitigation
  - Noise
  - Vibration
  - Light
Nighttime Terminal Rendering
Planned Channel Deepening & Cooperation with Navigation District
Channel Deepening Background

- 2006 BND began feasibility study with USACE; proposal approved Nov. 2014;
- Pres. Obama signed Water Resources & Development Act (WRDA) of 2016, authorizing BSC deepening project, called Brazos Island Harbor Channel Deepening Project (BIH);
- BIH calls for channel to be deepened to -52 feet from current design depth of -42 feet which is targeted to attract largest vessels which pass through Panama Canal;
- BIH will cause the effective channel width to increase from 250 to 300+ feet;
Coincident Project Considerations

- Permitting timeline recognition and planning
- Dredging activities
- Dredged material placement, including placement area authorization
Cooperation with Local Pilots & Navigation Simulations
Navigation Simulations Approach

- Test sensitivities of existing channel
- Set the limiting metocean conditions (mainly wind) for safe channel passage
- Set the minimum support infrastructure (i.e. no. and type of tugs) and work out the best tug deployment strategy for escorting
- Determine whether limiting metocean conditions for safe channel transit would be different at a greater channel width
- Determine what diameter would be required for the tuning and berthing area
- All maneuvers were conducted in a phased approach which include an initial simulation campaign performed internally, with navigation provided by a licensed pilot, and subsequently with a pilot from the Brazos Santiago Pilots Association
Channel Navigation Simulation
Start
Channel Navigation Simulation
Brownsville Ship Channel Entrance
Channel Navigation Simulation
Entrance with Tug
Channel Navigation Simulation
Entrance with Tug
Channel Navigation Simulation
Entering BSC
Channel Navigation Simulation
South Padre Island
Channel Navigation Simulation
Terminal Approach
Channel Navigation Simulation
Behind the Magic
Logistics Simulations
Validation of Capital Sequencing

- Logistics simulations to test the impacts of maritime limitations, such as available jetty capacities and weather induced downtimes in the ability to export target annual production capacities, and develop a feel for typical pilot-to-pilot vessel turnaround times that are relevant for setting commercial contracts with LNG customer and their shippers.
Final Thought – Communication is Key!
German Coast Guard

German Coastguard - We are Sinking (English subtitles) HD

We are sinking!! We are sinking!!
THANK YOU!

RIO GRANDE LNG