

Maritime Administration and U.S. Coast Guard

MARAD-2019-0011

Sea Port Oil Terminal Project Deepwater Port Environmental Impact Statement Proposed Action

INTRODUCTION

- In accordance with the Deepwater Port Act, the National Environmental Policy Act (NEPA), and applicable regulations, the U.S. Coast Guard (USCG), on behalf of the Maritime Administration (MARAD) has prepared an Environmental Impact Statement (EIS) for the Proposed Action.
- MARAD may approve, approve with conditions, or deny the license for the proposed Sea Port Oil Terminal (SPOT) Project. The Supplemental Draft EIS will assist the Maritime Administrator in this decision.

PROJECT DESCRIPTION

Offshore Facilities

- Proposed location between 27.2 and 30.8 nautical miles off the coast of Brazoria County, Texas in water depths of approximately 115 feet.
- The SPOT deepwater port would consist of one fixed platform supported by eight piles and consisting of four decks (sump, cellar, main, and laydown); two single point mooring (SPM) buoys; and four pipeline end manifolds (PLEMs).
- Proposed location would allow for very large crude carriers (VLCCs) to fully load.
- Two collocated, 36-inch diameter, 40.8 nautical-mile long subsea crude oil pipelines.
- Capable of loading up to 365 VLCCs per year, at rates of approximately 85,000 barrels per hour / 2 million barrels per day and would allow for up to two VLCCs or other carriers to moor concurrently.
- Vapor recovery systems for loading operations that would capture vapors and send them to the platform for combustion and removal of volatile organic compounds (VOCs).

Onshore Facilities

- Proposed to be located in Brazoria and Harris counties, Texas.
- One 36-inch diameter, 50.1-mile long pipeline from the existing Enterprise Crude Houston (ECHO) Terminal to the Oyster Creek Terminal (pipeline located in Harris and Brazoria counties).
- The proposed Rancho II Junction would connect the existing Rancho II Pipeline to the proposed ECHO to Oyster Creek Pipeline.
- Two 36-inch diameter, 12.2-mile long collocated pipelines from the Oyster Creek Terminal to the proposed shore crossing (located in Brazoria County).
- Oyster Creek Terminal would be located in Brazoria County and would consist of seven (7) aboveground storage tanks, each with 685,000 barrels of crude oil storage capacity, for a total storage capacity of about 4.8 million barrels (4.2 million barrels working storage). In addition, the Oyster Creek Terminal would include mainline and booster crude oil pumps; pig launchers/receivers; measurement skids for measuring incoming crude oil and departing crude oil; vapor combustion units; and an electrical substation, office, and warehouse buildings.

CONSTRUCTION

- Onshore construction would take approximately 20 months and would take place concurrently with offshore construction.
- Fabrication of offshore components would take approximately 16 months and offshore construction would take approximately 20 months.
- Construction is proposed to begin in the 1st quarter of 2022 if a license is issued and all license conditions are met.
- Both onshore and offshore workforce would consist of ~ 85% regional hires.

OPERATION

- Crude oils to be exported by the SPOT deepwater port would range from sourced ultralight crude to light crude to heavy grade crude oil.
- Crude oil would be loaded onto moored vessels via crude oil loading pipelines receiving crude oil from the Oyster Creek Terminal via the subsea pipelines.
- The deepwater port would load crude oil at flow rates of approximately 85,000 barrels per hour.
- The SPM buoy system would be capable of loading VLCCs ranging in size from 132,777 deadweight tonnage (DWT) to 330,693 DWT in 24 hours.
- Up to 365 VLCCs per year would call upon the SPOT deepwater port.

ALTERNATIVES

A reasonable range of alternatives, including the Proposed Action, were evaluated for direct, indirect, and cumulative environmental impacts.

Alternatives evaluated included:

- Proposed Action
- No Action Alternative
- System alternatives
- Location alternatives for the deepwater port and onshore storage terminal facility
- Design alternatives for the deepwater port
- Pipeline routing alternatives for onshore and offshore pipelines
- Alternative VOC control technologies
- Alternative construction methods
- Decommissioning alternatives