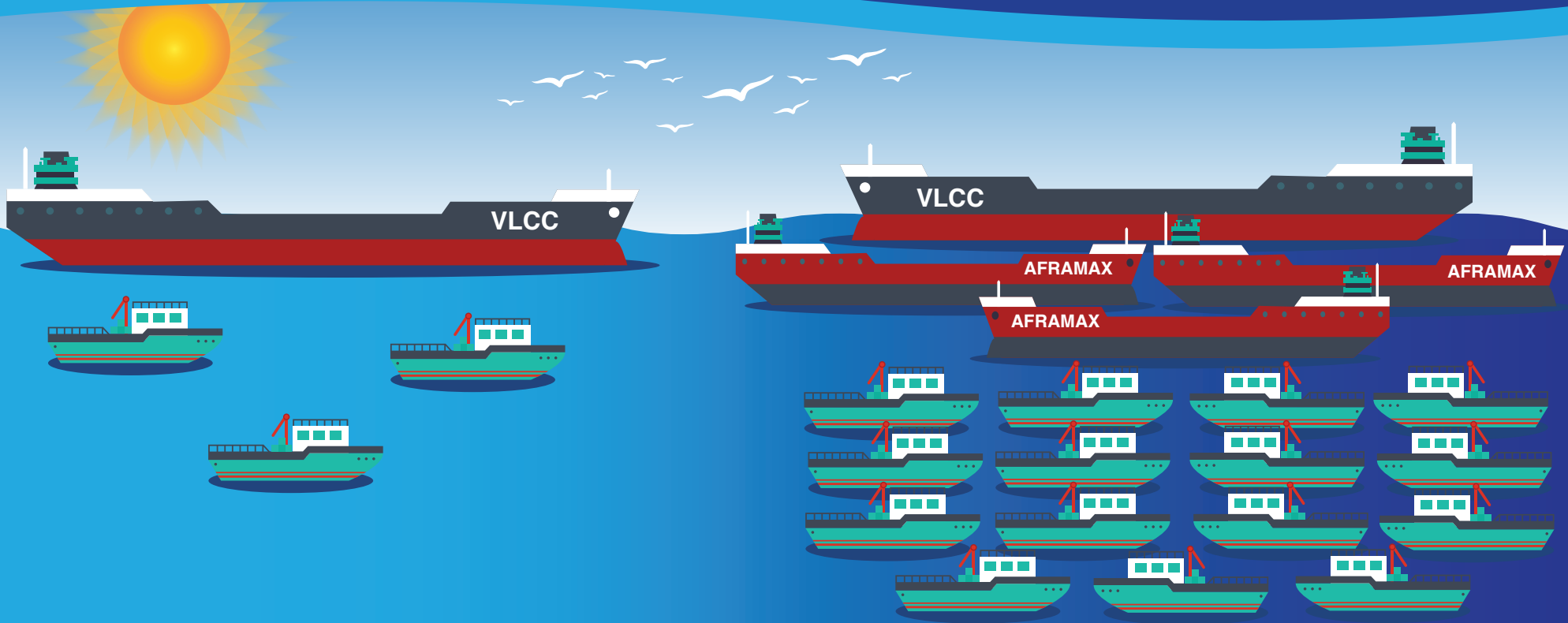




BWV is Better for Air Quality



BWV

Emission Sources
• 1 VLCC
• 3 Support Vessels



More Efficient, Safer, Less Traffic



Lower Spill Risk



94% Total Emissions Reduction vs. Lightering

Reverse Lightering

Emission Sources
• 1 VLCC
• 3 Shuttle Tankers
• 15 Support Vessels



Less Efficient, More Traffic



Higher Spill Risk

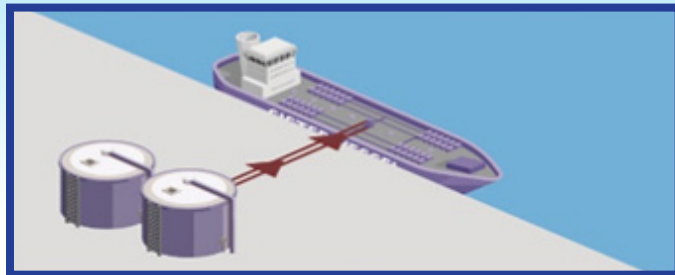


Higher Greenhouse Gases

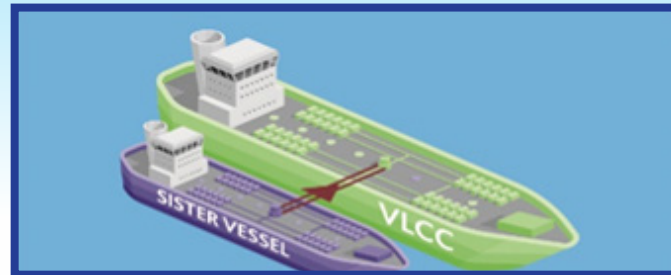
BWTX is Best for Air Quality

- If built, our project would reduce the need for offshore reverse lightering operations.
- Most crude export from the U.S. Gulf Coast is loaded onto ships with vapor controls from an onshore facility, and then loaded for a second time without emissions controls onto a larger tanker.
- This “double-handling” and the need for more support vessels results in approximately five times the NO_x, CO, SO₂, particulate, and greenhouse gas emissions per load.
- Emissions from this loading process, called reverse lightering, are already taking place in the offshore waters of the Coastal Bend.

Current Operations



1. Crude is loaded onto ships from dock with vapor control from an onshore facility.



2. Loaded a second time without emissions control onto a larger tanker (two support vessels not shown).



There are 600 buoys operating in the world today. None of them have vapor control technologies.



For more information, visit our website!

BWTX will Not Impair Regional Air Quality

- The EPA requires the project to account for the emissions from loading of VLCCs in its calculations. The project has resubmitted the EPA Air Permit to include vapor capture technology, further improving the environmental benefits.
- Prior to adding the vapor capture technology, air modeling and other studies showed emissions from the project would not cause any exceedance of the Corpus Christi area National Ambient Air Quality Standards (NAAQS) Attainment Status for ozone and particulates, nor would it impair air quality and public health.

Keep it Offshore

- Innovative vapor capture technology will reduce total emissions by 94% compared to reverse lightering activities in addition to the reduction in transportation and support vessels.
- Loading crude at a deepwater port is a safer, more efficient alternative to reverse lightering while also reducing nearshore ship traffic and inshore port congestion.