

Diesel Supply Options for the Winnie Freight Support Facility

Executive summary

For a new cardlock or truck-stop operation in the Beaumont–Port Arthur / Winnie I-10 corridor, the most practical low-cost diesel sourcing posture is to start **unbranded and multi-sourced**, with two parallel channels open from day one: **delivered wholesale quotes from regional marketers** and **FOB rack backup at the nearest confirmed diesel racks in Beaumont**. The two most clearly documented nearby rack points are **Sunoco LP's Beaumont terminal at 15651 W. Port Arthur Rd.** and **Global Partners' Beaumont terminal at 9406 West Port Arthur Road**. Sunoco publicly lists **diesel and gasoline** at that terminal on an **FOB** basis, and Global publicly lists **diesel, ethanol, and gasoline**, with **pipeline supply and a three-bay truck rack**. ¹

The broader rack universe serving the corridor is larger than those two sites. The IRS active fuel terminal directory also lists active terminals at **Phillips 66 Nederland**, **Enterprise Refined Products in Vidor**, and **Premcor / Valero Port Arthur**, among others. Valero's Port Arthur refinery publicly states that it receives crude by **rail, marine docks, and pipelines**, and produces **gasoline, diesel, and jet fuel** distributed into **pipelines and refinery docks**. Enterprise publicly states that its refined-products business moves **motor gasoline and distillates** through **pipelines, storage terminals, truck terminals, and marine terminals**. ²

Public, free **terminal-specific rack history** is limited. The industry-standard route for live rack and rack-history work is a subscription product such as **OPIS RackPro / Live Snapshot**; OPIS itself describes those products as the tools for viewing real-time rack prices and intraday changes. Because of that, this report uses the best public proxy for wholesale market direction: **EIA/FRED U.S. Gulf Coast ULSD spot prices**, then compares that backdrop to **current retail checks** at local truck stops and public local price aggregators. The public series shows Gulf Coast ULSD at **\$3.357/gal in June 2026**, **\$3.931/gal for the week ending July 17, 2026**, and **\$4.039/gal on July 20, 2026**. Gulf Coast retail on-highway diesel averaged **\$4.942/gal** for the week of **July 20, 2026**. ³

For screening economics, the corridor currently shows a wide spread between wholesale and retail. Official posted truck-stop prices were **\$5.449/gal auto diesel at Love's Beaumont** and **\$5.359/gal auto diesel at Petro Beaumont**; the nearest publicly posted Pilot price I could confirm was **\$4.899/gal diesel at Orange, TX**. Third-party local snippets around Winnie show materially lower diesel observations, including **\$4.55 at JP Truck Stop** and **\$4.599 at 610 Hwy 124 in Winnie**. That suggests a new Winnie operator can pursue one of two strategies: price closer to the independents and compete on convenience/security, or price closer to the chain-travel-center level and monetize detention, parking, and time savings. ⁴

The recommended first move is **not** to lock into a brand immediately. Instead, get simultaneous quotes from **Sun Coast, Mansfield, Pilot Thomas Logistics, Tri-Con**, and at least one **direct rack option** tied to Sunoco Beaumont or Global Beaumont. Then compare four numbers on the same day: **FOB rack, delivered**

clear ULSD to Winnie, minimum drop size, and payment terms / security required. If one marketer can also provide **private cardlock controls, tank monitoring, and startup support**, that may be the lowest-friction launch path even if it is not the absolute cheapest penny-per-gallon on paper. ⁵

Terminal and rack landscape

The nearest practical refined-fuel supply cluster to Winnie is east on I-10 in the **Beaumont / Nederland / Port Arthur / Vidor** corridor. Public distance proxies place Winnie at roughly **27 driving miles from Beaumont, 33 from Nederland, 31 from Port Arthur, and 33 from Vidor**, which is close enough that rack choice will often turn more on daily posted basis, carrier availability, and queue time than on pure mileage alone. ⁶

Terminal	Address	Operator	Publicly stated connections / handling	Typical products handled	Relevance to Winnie	Source
Sunoco Beaumont fuel supply terminal	15651 W. Port Arthur Rd., Beaumont, TX 77705	Sunoco LP / Energy Transfer Marketing & Terminals L.P.	Sunoco publicly lists this as a wholesale rack fuel terminal with FOB supply; IRS active terminal directory lists the same address as active fuel terminal T-76-TX-2798	Diesel, gasoline	Closest clearly documented diesel FOB rack for Winnie screening	⁷
Global Beaumont terminal	9406 West Port Arthur Road, Beaumont, TX 77705	Global Partners LP	Publicly described as pipeline- and truck-rack-supplied , with 3 dedicated bays and bottom loading	Diesel, ethanol, gasoline	Strong alternate Beaumont rack; good for daily competition against Sunoco	⁸

Terminal	Address	Operator	Publicly stated connections / handling	Typical products handled	Relevance to Winnie	Source
Phillips 66 Nederland	Hwy 366, Nederland, TX 77627	Phillips 66 Pipeline LLC	IRS active directory lists the terminal; Phillips 66 publicly states it operates extensive pipelines and refined-product terminals , but the local product slate and local rack configuration are not publicly specified on the pages reviewed	Public local product slate unspecified ; company midstream/ refined products footprint indicates a legitimate backup supply point	Useful backup rack candidate to verify directly with operator	9
Valero Port Arthur / Premcor	1801 South Gulfway Dr., Port Arthur, TX 77640	Valero / Premcor Refining Group	Refinery receives crude by rail, marine docks, and pipelines ; products move into pipelines and refinery docks ; IRS active directory lists this location	Gasoline, diesel, jet fuel ; adjacent renewable diesel plant at refinery complex	Refinery-backed source point in the market; very relevant if direct or branded supply becomes available	10

Terminal	Address	Operator	Publicly stated connections / handling	Typical products handled	Relevance to Winnie	Source
Enterprise Refined Products Company	19295 Old Mansfield Ferry Rd., Vidor, TX 77662	Enterprise Refined Products Company LLC	IRS active directory lists the terminal; Enterprise states its refined-products business transports motor gasoline and distillates and operates storage, truck, and marine terminals ; site-specific Vidor rack details are not public on the pages reviewed	Public local product slate unspecified ; enterprise-wide refined-products mix includes gasoline and distillates	Good backup / competitive quote source via Enterprise commercial contacts	11

In addition to the terminals above, the IRS active terminal directory also lists other regional active terminals in the immediate Golden Triangle area, including **GT Logistics LLC in Port Arthur**, **GT Gulfway in Port Arthur**, and **Port Neches Terminal**. Public rack-product detail for those sites was not specific enough in the pages reviewed to rely on them as primary startup candidates, but they are worth checking once you begin live quote collection. 12

The key operational takeaway is simple: for a Winnie site, **Beaumont is the first rack cluster to develop, Port Arthur / Nederland / Vidor are close enough to matter**, and actual best-cost supply will likely change by day depending on rack basis and freight. That is why wholesale distributors emphasize **lowest cost per delivered gallon**, not just the nominal terminal price. 13

Marketers and cardlock partners

For startup, the most useful counterparties are not only terminal operators but also **regional delivered wholesalers** and **private-cardlock specialists**. Those companies can often bridge the early phase before the Winnie facility has enough predictable volume to capture the absolute best direct-rack economics. Public credit terms vary materially: Sun Coast openly states **EFT 10** terms on its credit application, while Mansfield's FUELTRAC program publicly states **Net 15** monthly billing. Pilot Thomas says payment terms

come from its credit department upon approval, and Pacific Pride's credit package asks for requested line size, monthly purchases, and owner/officer information. ¹⁴

Company	Public contact info	Market fit for Winnie	Publicly stated services	Cardlock installation / operation	Public credit / terms notes	So
Sun Coast Resources	1-800-677-3835; sales@suncoastresources.com; Beaumont office 5255 West Cardinal Drive, Beaumont, TX 77705, (409) 842-2446	Strong regional wholesaler with Southeast Texas footprint and Beaumont presence	Wholesale fuels, lubricants, emergency services; local office network; credit application process published	Current public pages clearly show bulk-fuel and location coverage; on-site cardlock capability is not clearly stated on the current pages reviewed	Credit application asks for W-9, minimum 5 trade references , tax forms; application states EFT 10 terms	10
Mansfield Energy / Mansfield Service Partners	800-695-6626; info@mansfield.energy	Good for multi-site, delivered, and eventual scale; especially useful if you want analytics plus fuel systems support	FTL, LTL/ tank wagon , mobile fueling, retail/OTR/ cardlock support, fleet cards, fuel quality programs, fuel systems design/ install/ maintenance	Yes ; Mansfield publicly states on-site card lock / tank automation capability	FUELTRAC program publicly states bundled monthly billing and reporting, Net 15	10
Tri-Con, Inc.	7076 W. Port Arthur Road, Beaumont, TX 77705; (409) 835-2237	Best true local independent in the Beaumont market to include in first-round quotes	Southeast Texas fuel and lubricant distributor; supplies Exxon, Mobil, Chevron, Texaco, and TotalEnergies products	Public cardlock capability not specified	Public payment terms / credit requirements not specified	10

Company	Public contact info	Market fit for Winnie	Publicly stated services	Cardlock installation / operation	Public credit / terms notes	So
Pilot Thomas Logistics	customer.service@pilotthomas.com; 877-704-4404 ; new-customer support 844-785-8326	Very relevant if you want a supplier that can pair fuel with tanks, monitoring, and private-cardlock startup	Dealer programs, site development/ capital, bulk fuels, fleet cards, inventory monitoring, flexible payment support	Yes ; PTL publicly offers Commercial / Private Cardlocks , with company-provided tanks and monitoring	Cardlock credit pages state terms must be approved by PTL credit department; COD and credit-application paths are public	18
Pacific Pride / Snider Energy network	1-800-77-FUELS ; credit@sniderenergy.com	Best fit if the Winnie site eventually wants national fleet acceptance through a recognized cardlock network	National cardlock network; real-time controls by day/time/ product; local-marketer model; 65,000+ sites listed by Pacific Pride	Yes ; this is a dedicated cardlock network model	Credit application requests credit line, monthly purchases, vehicles/ drivers , and owner/officer identifying info	19
World Kinect / CFN-style cardlock access	Land fuels: 800-444-8672 ; Dallas sales (214) 785-8293	Good as a cardlock and fleet-card partner if you want broader fleet acceptance rather than only local accounts	Bulk fuel delivery, fleet fuel cards, cardlock location access, CFN / PacPride / Fuelman filtering	Yes , through World Kinect cardlock / fleet-card offerings	Public pages do not spell out commercial payment terms; those appear to be quote-based	20

For a pure fuel-procurement exercise, **Sun Coast**, **Mansfield**, and **Tri-Con** are the most important first wholesale calls because they are either locally present or clearly set up for delivered commercial supply in Texas. If the Winnie project also wants to outsource some of the site-fueling stack—tanks, telemetry, cardlock hardware, fleet cards, and settlement—then **Pilot Thomas** and **Mansfield** move to the top of the list. If the goal is network access and card-control more than commodity-only fuel supply, **Pacific Pride** and **World Kinect / CFN** become more relevant. ²¹

Price snapshot and screening economics

The biggest limitation in public pricing work is that **terminal-specific rack history is usually paywalled**. OPIS explicitly describes its rack products as the tools for viewing real-time rack prices and intraday changes, which is why buyers who are serious about closings, supply contracts, or monthly forecast management normally subscribe. For this screening report, the right public proxy is **EIA Gulf Coast ULSD spot**, paired with live **local retail checks**. ²²

Price point	Value	What it represents	Source
Gulf Coast ULSD annual average, 2025	\$2.222/ gal	Public wholesale backdrop for the prior full year	²³
Gulf Coast ULSD monthly average, Feb 2026	\$2.302/ gal	Public wholesale proxy	²⁴
Gulf Coast ULSD monthly average, Mar 2026	\$3.832/ gal	Public wholesale proxy	²⁴
Gulf Coast ULSD monthly average, Apr 2026	\$3.915/ gal	Public wholesale proxy	²⁴
Gulf Coast ULSD monthly average, May 2026	\$3.862/ gal	Public wholesale proxy	²⁴
Gulf Coast ULSD monthly average, Jun 2026	\$3.357/ gal	Public wholesale proxy	²⁴
Gulf Coast ULSD weekly, week ending Jul 17 2026	\$3.931/ gal	Public wholesale proxy	²⁵
Gulf Coast ULSD daily, Jul 20 2026	\$4.039/ gal	Public wholesale proxy	²⁶
Gulf Coast retail diesel, week of Jul 20 2026	\$4.942/ gal	On-highway retail average including taxes for PADD 3	²⁷
Houston retail diesel average	\$4.777/ gal	Local metro benchmark	²⁸
Galveston–Texas City retail diesel average	\$4.783/ gal	Coastal benchmark closer to I-10 eastbound freight lanes	²⁸

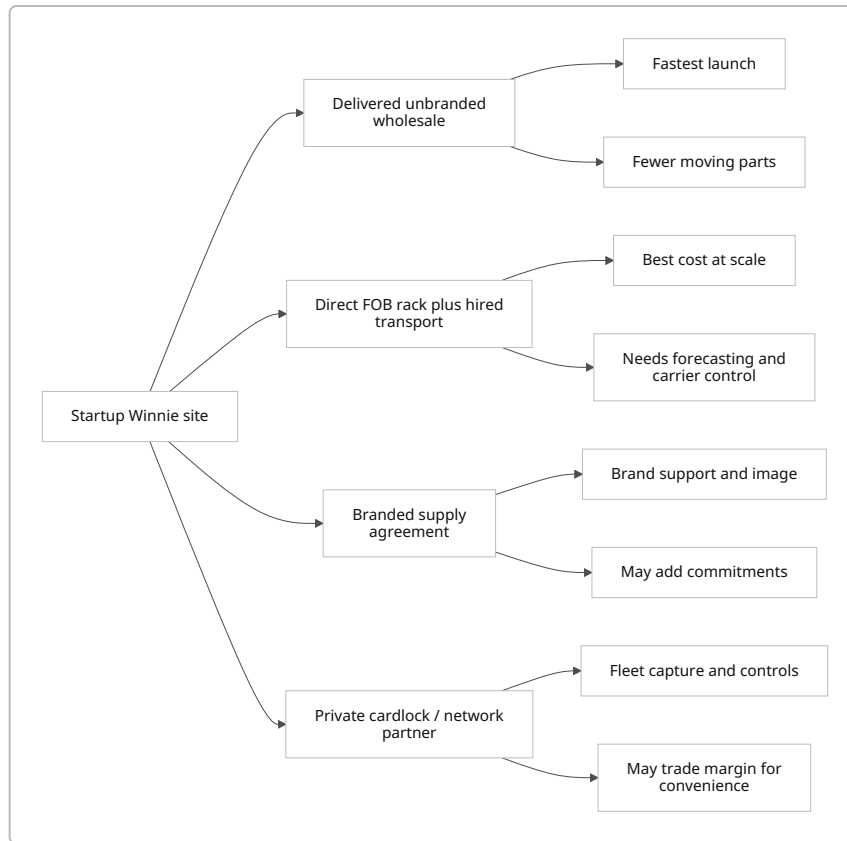
Texas diesel tax is imposed at **\$0.20/gal** on taxable diesel removed from a terminal, and Texas Comptroller guidance also notes that diesel is taxed at the rack; Texas Fiscal Notes also states that the federal diesel tax is **24.4 cents/gal**. That means any “rack-to-retail” screening math must recognize about **44.4 cents/gal in state-plus-federal highway tax** before card fees, transport, operating overhead, or site margin. ²⁹

Current local retail check	Posted diesel price	Comment	Source
Love's Beaumont #696	\$5.449/gal auto diesel	Official posted live price on Love's site	30
Petro Beaumont #0304	\$5.359/gal auto diesel	Official posted live price on TA/Petro site	31
Pilot Travel Center #1462, Orange TX	\$4.899/gal diesel	Nearest official Pilot price I could confirm publicly in the corridor	32
JP Truck Stop, Winnie	\$4.55/gal diesel	Third-party truck-stop snippet; useful only as a directional check	33
Winnie, TX at 610 Hwy 124	\$4.599/gal diesel	Third-party iExit snippet; again, directional rather than audited	34

Using July 2026 public data, a practical operator-level inference is that a Winnie site aiming to compete with **local independent pricing** probably needs delivered clear ULSD in the **mid-\$4.5x to low-\$4.7x** range to leave any room for gross margin, while a site pricing closer to **regional retail averages** or major-chain truck-stop levels has much more room. Framed as screening gross margin bands, that suggests roughly **10–25 cpg** if pricing tight to local independents, **25–50 cpg** if pricing near regional retail averages, and **50+ cpg** if pricing near the current Beaumont chain-travel-center level. That is an inference from public wholesale and retail snapshots, not a supplier quote, and it needs to be verified with same-day delivered bids. 35

Procurement paths

The core choice is whether to buy fuel as a **commodity**, as a **delivered service**, as a **brand package**, or as part of a **cardlock / fleet-network product**. At Winnie's likely startup scale, the lowest-risk approach is usually delivered unbranded supply first, then migration toward more direct rack procurement once volumes stabilize. That sequencing reflects the public commercial models offered by Mansfield, Sun Coast, Pilot Thomas, Sunoco, and Valero. 36



Direct terminal lifts can be the lowest-cost path once the site has stable volume and approved transport access. The clearest published direct-rack discipline in the sources reviewed comes from Valero: rack buyers or their carriers must have the required **facility access agreements**, and recurring rack customers must submit a **monthly forecast by the 15th of the preceding month**, then lift product on a **ratable basis**, generally not above **110%** of forecast without consent. This model is operationally attractive when you already know your demand curve and have reliable transport. ³⁷

Delivered wholesale marketer accounts are usually the best startup path. Mansfield publicly offers **FTL, LTL/tank wagon**, and mobile fueling, while Sun Coast publishes a straightforward credit process and local Texas footprint. This path reduces operational burden because the supplier manages more of the terminal choice and transport problem. The tradeoff is obvious: you give up some commodity control and probably a few cents-per-gallon versus the best direct-rack day, but you gain speed, service, and resilience in the ramp-up phase. ³⁸

Branded supply is worth considering only after the core economics are understood. Valero and Sunoco both actively court branded and unbranded distributor / dealer relationships. Valero highlights 24-hour support, loading support, and a wholesale portal for distributors, and Sunoco promotes branded distributor / dealer support and retailer partnership tools. Branding can improve fleet recognition, imagery, and packaged support, but it can also bring image standards, documentation, and potentially narrower freedom on pricing or product sourcing. ³⁹

Private cardlock / reseller partner models make sense if the Winnie concept is as much a controlled-fleet fuel point as it is a public truck stop. Mansfield publicly offers on-site cardlock / tank automation. Pilot

Thomas explicitly offers **Commercial / Private Cardlocks**, company-provided tanks, telemetry, and card programs. Pacific Pride and World Kinect offer national cardlock-style network access and fuel-purchase controls. This route can reduce startup friction and improve fleet capture, but the operator should expect some margin sharing or system dependence compared with buying and controlling every gallon directly.

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Working-capital needs scale quickly. Pak Petroleum says its fleet handles up to **full 8,500-gallon transport loads**. At anything close to current late-July 2026 wholesale-plus-tax levels, one transport load can represent **tens of thousands of dollars** in inventory, and a two- to three-load working stock buffer quickly becomes a six-figure capital item. That makes supplier terms very material: Sun Coast's published form is **EFT 10**, Mansfield's published card/fleet billing is **Net 15**, and PTL says terms are assigned on approval.

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Logistics and Texas compliance

For Winnie, the logistics case is favorable. The site is close enough to the Golden Triangle fuel cluster that a delivered supplier can optimize among **Beaumont, Nederland, Port Arthur, and Vidor**. The most transparent nearby rack pair is still **Sunoco Beaumont** and **Global Beaumont**, but the broader active terminal list means you should expect marketers to arbitrage among several supply points depending on the day's basis, queue time, and available transport.

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A transport-capable startup should design storage around **receiving at least one full transport load without running the tank uncomfortably high**, and preferably around having enough room for one load plus operating heel and safety stock. Since public supplier references show **8,500 gallons** as a full transport benchmark, very small startup tanks can create unnecessary logistics inefficiency; twin tanks or a single larger startup diesel tank are easier to manage operationally. That is an engineering recommendation based on public transport-load sizing, not a regulatory minimum.

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Texas compliance splits sharply between **aboveground** and **underground** storage. TCEQ states that **all regulated ASTs must have an active registration to receive motor-fuel deliveries**, and that AST owners do **not** need financial assurance. By contrast, TCEQ says UST owners/operators must show **financial assurance**, submit proof of that assurance in registration, and maintain **Class A and B operator training** every **three years**. For new USTs, TCEQ issues a temporary delivery authorization after receipt of the construction notification, and that authorization expires **90 days** after the first delivery.

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If the site uses significant aboveground diesel storage, EPA's **SPCC** rule also matters. EPA states that a non-transportation-related facility is subject to SPCC if it stores oil products and has more than **1,320 gallons** aggregate aboveground storage in containers of **55 gallons or more**, or more than **42,000 gallons** in completely buried containers, and could reasonably be expected to discharge to navigable waters or adjoining shorelines. That threshold is low enough that most serious truck-stop AST concepts will trigger SPCC planning.

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The practical build takeaway is that a phased Winnie fuel program can work with either ASTs or USTs, but the tradeoff is straightforward. **ASTs** are often easier to phase, inspect, and modify, but they create immediate SPCC and civil/site-appearance work. **USTs** fit the classic travel-center form better, but bring stronger TCEQ registration, training, and financial-assurance obligations. For an operator still validating volume, a phased AST-led cardlock approach can be the lower-risk path—provided flood, drainage, and spill containment are engineered correctly.

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Recommended actions and contact list

The right near-term move is to collect **same-day comparable quotes**. Ask every supplier for both **FOB rack** and **delivered-to-Winnie** pricing for **clear ULSD**, on both a **full transport** basis and any **smaller drop / split-load** basis they will support. Ask them to break out whether taxes, freight, additives, and card fees are included. Also ask what they need from you to start: credit line, guaranty, W-9, tax forms, projected monthly volume, and whether they can provide private-cardlock hardware or telemetry. That is the fastest way to convert this market scan into a real procurement decision. ⁴⁷

Priority	Contact	Public details	Why call first	What to ask immediately	Source
High	Sun Coast Resources sales	1-800-677-3835; sales@suncoastresources.com; Beaumont office (409) 842-2446	Local Texas wholesaler with Beaumont presence and published credit path	Delivered ULSD to Winnie; full-load vs smaller drop; additive package; startup credit and EFT structure	⁴⁸
High	Mansfield Energy / MSP commercial sales	800-695-6626; info@mansfield.energy	Strong for delivered fuel, tank-wagon, systems, and cardlock together	Delivered vs FOB support; Net 15 eligibility; on-site cardlock and tank automation package	⁴⁹
High	Tri-Con, Inc.	7076 W. Port Arthur Rd., Beaumont; (409) 835-2237	Local Beaumont independent; useful reality-check quote	Unbranded delivered ULSD to Winnie; whether they can support eventual rack/ direct or branded package	⁵⁰
High	Sunoco Beaumont terminal / terminals team	Beaumont terminal callback form; terminal at 15651 W. Port Arthur Rd., Beaumont	Closest clearly documented diesel FOB rack	Current rack access process; approved carriers; FOB clear ULSD pricing; whether delivered support is available through Sunoco LP	⁵¹

Priority	Contact	Public details	Why call first	What to ask immediately	Source
Medium	Global Partners terminals team	Global terminal at 9406 West Port Arthur Road, Beaumont; corporate 781-894-8800	Best-documented alternate Beaumont rack	Rack account setup; available products; queue / loading information; transport recommendations for Winnie	52
Medium	Pilot Thomas Logistics sales	customer.service@pilotthomas.com; 877-704-4404; 844-785-8326	Useful if you want supply plus private-cardlock hardware and capital help	Private cardlock package; tanks / monitoring; delivered ULSD options; startup payment terms	53
Medium	Valero Port Arthur local contact	Carol Hebert , Manager, Refinery Public Affairs; (409) 985-1461; Carol.Hebert@valero.com	Named local contact at the refinery complex; useful gateway to the right commercial team	Best internal path to rack / distributor relations for Port Arthur supply and local market orientation	54
Medium	Pacific Pride / Snider Energy	1-800-77-FUELS; credit@sniderenergy.com	Relevant if Winnie becomes a national-network cardlock site	Marketer / franchise path, settlement model, card controls, network economics	55
Medium	World Kinect land-fuels / cardlock sales	800-444-8672; Dallas sales (214) 785-8293	Relevant if you want fleet acceptance and broader cardlock coverage	Cardlock network access; private cardlock support; bulk delivery options; settlement terms	56

A good first-call opening is: *“We are evaluating startup diesel supply for a new secure truck parking and fleet-fueling site on I-10 near Winnie, Texas. We need a same-day quote for clear ULSD delivered to site and, where applicable, FOB rack pricing. We expect staged startup volume with growth, and we are open to unbranded, branded, or private-cardlock structures. Can you quote full transport and smaller-drop economics, list your credit*

requirements, and tell us whether you can also provide cardlock controls, tank monitoring, or startup site support?” This opener is designed to force a usable apples-to-apples quote from both commodity suppliers and cardlock partners.

The specific questions that matter most are these: whether the quote is **FOB or delivered**; whether it includes **federal and Texas tax, freight, additives**, and any **environmental or delivery fees**; the **minimum drop size** and **split-load premium**; the required **credit package**; whether a **personal or corporate guaranty** is required; whether the supplier can support **private cardlock hardware, telemetry**, and **fleet-card settlement**; what terminal they expect to supply from most often; and what happens to price and service when the site moves from startup gallons to stable monthly volume. Those answers, more than the first quoted number, will tell you who is actually bankable as a launch supplier.

The final recommendation is to make **five calls in the next round: Sun Coast, Mansfield, Tri-Con, Sunoco Beaumont**, and **Global Beaumont**. Those five will tell you quickly whether Winnie should launch as a delivered-wholesale site, a direct-rack-plus-carrier site, or a private-cardlock partnership. Once those quotes are in hand, a branded package from **Sunoco** or **Valero**, or a cardlock-network overlay from **Pilot Thomas**, **Pacific Pride**, or **World Kinect**, can be evaluated from a position of price clarity rather than sales language.

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1 7 42 51 Fuel Terminal 15651 W. Port Arthur Rd. Beaumont, TX | Sunoco LP

<https://www.sunocolp.com/segments/supply-terminals/id/t76tx2798>

2 9 11 12 tcn-db March 2026.xlsx

<https://www.irs.gov/pub/irs-sbse/tcn-db.pdf>

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https://www.opis.com/about/methodology/?utm_source=chatgpt.com

4 30 www.loves.com

<https://www.loves.com/locations/tx/beatmont/loves-travel-stop-beaumont-696>

5 15 21 47 48 57 Contact Us

https://suncoastresources.com/contact/?utm_source=chatgpt.com

6 Winnie to Beaumont - 2 ways to travel via car, and taxi

https://www.rome2rio.com/s/Winnie/Beaumont?utm_source=chatgpt.com

8 13 52 Global Beaumont | Global Partners LP

<https://www.globalp.com/where-we-are/all-terminals/global-beaumont>

10 54 Valero Port Arthur Refinery

<https://www.valero.com/about/locations/port-arthur-refinery>

14 Credit Application

https://www.suncoastresources.com/wp-content/uploads/2023/08/Sun_Coast_Credit_Application_-2023.pdf?utm_source=chatgpt.com

16 49 Mansfield Energy: Fuel supply and logistics

https://mansfield.energy/?utm_source=chatgpt.com

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18 53 **cardlock fuel programs**

https://www.pilotthomas.com/commercial-and-industrial/cardlock-fuel-programs?utm_source=chatgpt.com

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https://pacificpride.com/?utm_source=chatgpt.com

20 56 **Bulk Fuel Delivery in Dallas, TX**

https://www.world-kinect.com/fuel-lubricants/locations/dallas/bulk-fuel-delivery?utm_source=chatgpt.com

23 **Ultra-Low-Sulfur No. 2 Diesel Fuel Prices: U.S. Gulf Coast (ADFUELUSGULF) | FRED | St. Louis Fed**

<https://fred.stlouisfed.org/series/ADFUELUSGULF>

24 **Ultra-Low-Sulfur No. 2 Diesel Fuel Prices: U.S. Gulf Coast (MDFUELUSGULF) | FRED | St. Louis Fed**

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25 **Ultra-Low-Sulfur No. 2 Diesel Fuel Prices: U.S. Gulf Coast (WDFUELUSGULF) | FRED | St. Louis Fed**

<https://fred.stlouisfed.org/series/WDFUELUSGULF>

26 35 **Ultra-Low-Sulfur No. 2 Diesel Fuel Prices: U.S. Gulf Coast (DDFUELUSGULF) | FRED | St. Louis Fed**

<https://fred.stlouisfed.org/series/DDFUELUSGULF>

27 **Gulf Coast (PADD 3) Gasoline and Diesel Retail Prices**

https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_r30_w.htm

28 **AAA Fuel Prices**

<https://gasprices.aaa.com/?state=TX>

29 **Diesel Fuel - Texas Comptroller**

https://comptroller.texas.gov/taxes/fuels/diesel.php?utm_source=chatgpt.com

31 **Petro Beaumont | TravelCenters of America**

<https://www.ta-petro.com/location/tx/petro-beaumont/>

32 **Fuel Prices, DEF Cost, Diesel Prices, & Gas Prices Near Me | Pilot**

<https://pilotcompany.com/fuel-prices>

33 **JP Truck Stop 45950 I-10 Winnie TX 77665**

https://truckmap.com/place/jp-truck-stop-45950-i-10-winnie-tx-77665-usa?utm_source=chatgpt.com

34 **Best Diesel Prices near Winnie, TX**

https://www.iexitapp.com/gasprices/Texas/41/Winnie/41077/Diesel/1?utm_source=chatgpt.com

36 38 **Fuel Supply**

https://mansfield.energy/industries/?utm_source=chatgpt.com

37 **valero.com**

https://www.valero.com/sites/default/files/valero-documents/General%20Terms%20and%20Conditions_0.pdf

39 **Branded Distributors**

https://www.valero.com/refining/fuels/branded-valero/branded-distributors?utm_source=chatgpt.com

40 **FuelTrac**

https://mansfield.energy/about/fueltrac/?utm_source=chatgpt.com

41 43 **fuel distributor texas**

https://www.pakpetroleum.com/distributors?utm_source=chatgpt.com

44 46 Aboveground Storage Tanks

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45 Spill Prevention, Control, and Countermeasure (SPCC) for ...

https://www.epa.gov/oil-spills-prevention-and-preparedness-regulations/spill-prevention-control-and-countermeasure-19?utm_source=chatgpt.com

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https://www.pacificprideusa.com/wp-content/uploads/2019/03/PP-Application.pdf?utm_source=chatgpt.com