



# **America's Clean Terminal (ACT)**

## **Ammonia/Hydrogen Bunker Fuels**

**An American Tank & Vessel Prospective  
Terminal Presentation for Mobile, AL**

## Objectives



The Following Materials are Being Presented to Potential Customers of AT&V to Solicit Interest for Throughput Customers Only. Any Final Contract Between Presenting Parties and a Customer Must be Agreed to in a Final, Written Document, Executed by AT&V and the Customer.

## Table of Contents

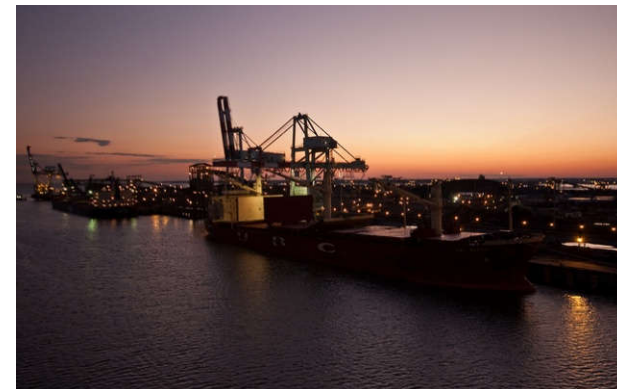


- Port of Mobile Introduction
- Accessible Waterways & Rail
- Ammonia/Hydrogen Plan
- Project Scope
- Current Site Layouts & Dimensions
- AT&V Turnkey Disciplines
- The AT&V Summary

# The Port of Mobile



- Dedicated in 1928
- One of the 12 Largest U.S. Ports
  - Approx. 60 Million Tons Traded per Year
- Ideal Location to Meet Demands of Panama Canal Expansion
- Access to the Great Lakes, Ohio River Valley, Tennessee-Tombigbee Waterway, Gulf of Mexico
- Largest U.S. Coal and Forestry Port
- Serviced by BNSF, CN, CSX, KCS, NS and CGR Railways



## Mobile Port Facts



- Also Handles:  
Containers, Aluminum,  
Chemicals, Iron, Steel,  
Poultry, Agriculture, and  
Other Metals
- Contributes \$8B to  
Alabama Economy  
Annually
- Recently Widened and  
Dredged to Allow Larger  
Ships and Cargo

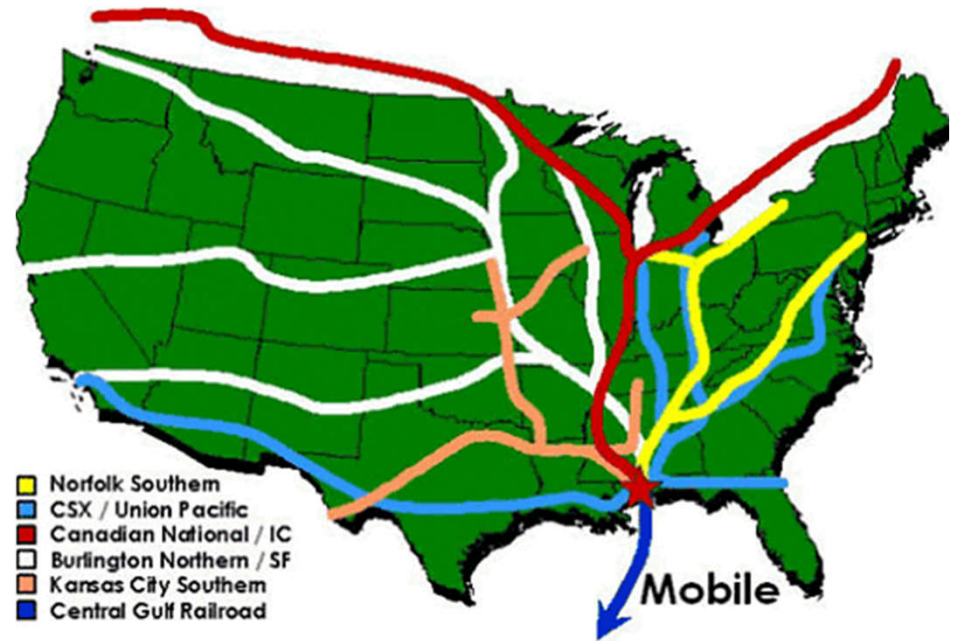


## Why Mobile?

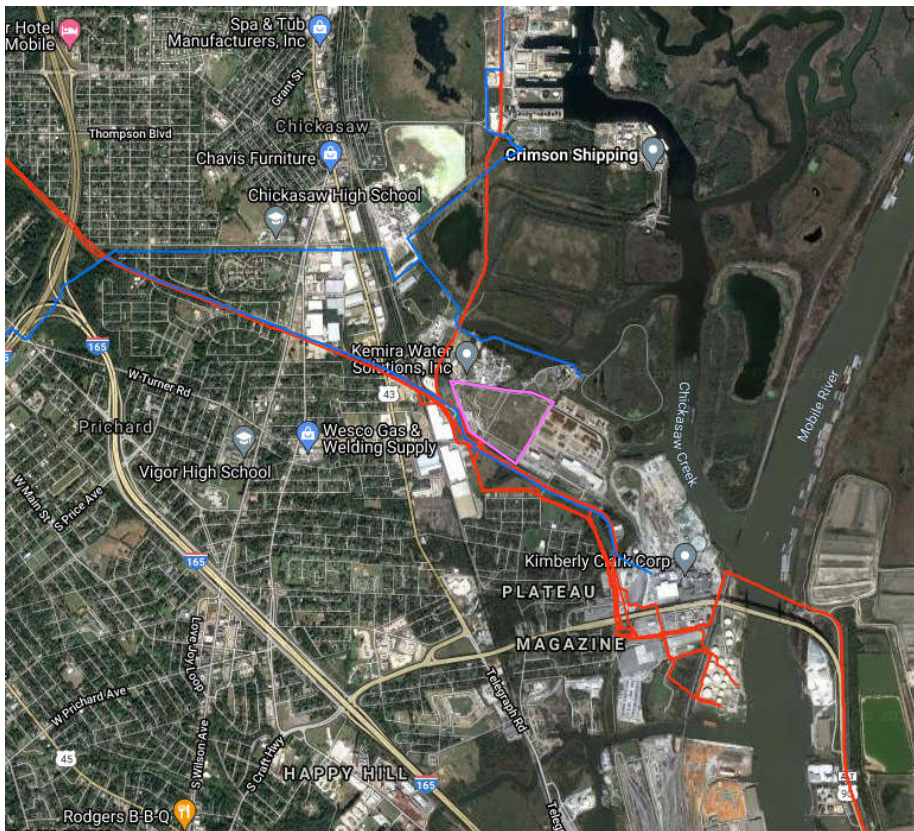


- Access to U.S. Gulf Coast – PADD 3 Refining Zone
  - Almost 50% of U.S. Refining (~8.5 Million Bbl/day)
  - Over 6.5 Million Barrels Imported to PADD 3 Each Day
  - Also Handles Over 50% of U.S. Petroleum Imports
- Centralized Gulf of Mexico Base of Operations
  - Close proximity to Ports of Houston, New Orleans, Florida
  - Additional upgrades in Mobile planned
  - Close to Large Percent of U.S. shipyards

# Accessible Rail



# Pipeline Access



- **Crude & Refined Product P/L Includes:**
  - (2) Plains Crude Lines**
  - (1) 14" Shell Crude Line**
  - (1) 10" Shell Refined Line**
- **Natural Gas P/L Distribution Network**  
**Owned by Spire Gulf and Licensed to Kimberly Clark**
- **ACT Storage Property Boundary – Dock Space Not Shown**



# Accessible Waterways



- Direct Access to Over 1,500 Miles of Inland Waterways

# New Ammonia and Clean Power Facility



- Ammonia Storage and Transfer Systems
  - Multiple Transportation Modes
  - Optimized to Load Fueling Barges for Port of Mobile
  - Storage to Load 7+ Barges
- Initial Layout
  - (2) 75,000 BBL Refrigerated Ammonia Tanks
  - Ammonia Boil-Off Compression and Recapture
  - Plans to Load Fueling Barge Every 2 Days
  - Up to (2) Unit Trains per Week
  - Pipeline, Rail, and Truck Loading/Unloading
- Future Sight Considerations
  - Ammonia Cracking into Clean Hydrogen
  - Solar Power Generation – Potential Power for Ammonia Generation
  - Additional Pipeline Connections
  - Loading Ammonia onto Barges for International Transport

## Potential Project Scope



- Unit Train Rail Unloading Facility
  - Phase I – 4 Break System – (110) Bay Unloading Rack
  - Phase II – Additional (110) Bay Unloading Rack
  - Unloading Requires No Car Movement Once Onsite
- Barge Loading – Multiple Barges Simultaneously
  - (2) Independent Dock Slip Facilities [Multiple Barges Each]
  - Currently 12' of Minimum Draft and Ready for Operation
  - Large Barge Staging Area
- Tankage to Hold 7+ Days of Operation on Site (Phase I)
  - Full Intermodal Connectivity Amongst Tanks
  - Vapor Capture and Refrigeration Systems
  - Tanks Are Insulated
  - Pumps capable of Pipeline, Rail, Truck, or Barge Loading
- Truck Rack & Pipeline Connections

## Potential Project Advantages



- Design Flexibility – Ability to Handle any Clean/Renewable Product
  - Product Manufacturing Options Available
    - Ammonia
    - Hydrogen
  - Extra Land for Future Expansion
- Full Connectivity Rail-Water-Pipeline-Truck on One Continuous Site
  - Largest Proposed Single Site Rail Unloading in Region
  - Truck Facilities Designed to Expand with Demand

## Projected Project Timetable



- Land is Currently Owned by AT&V
- Permitting Underway
- Limited Maintenance Dredging Required
- Engineering/Design Work Underway
- Fast-Track to Groundbreaking



## Proposed Site Facts



- Property Was Originally Purchased and Continually Zoned as I-2, Heavy Industrial
  - Former International Paper Industrial Site
  - (2) Independent Barge Docks at Site
  - Purchased as Potential Clean Energy Terminal
- Direct Access to CN and Port Authority Rail Systems [Plus Access to 4 Other Class I]
- All Storage Associated with the Project will Be Above the Flood Plane

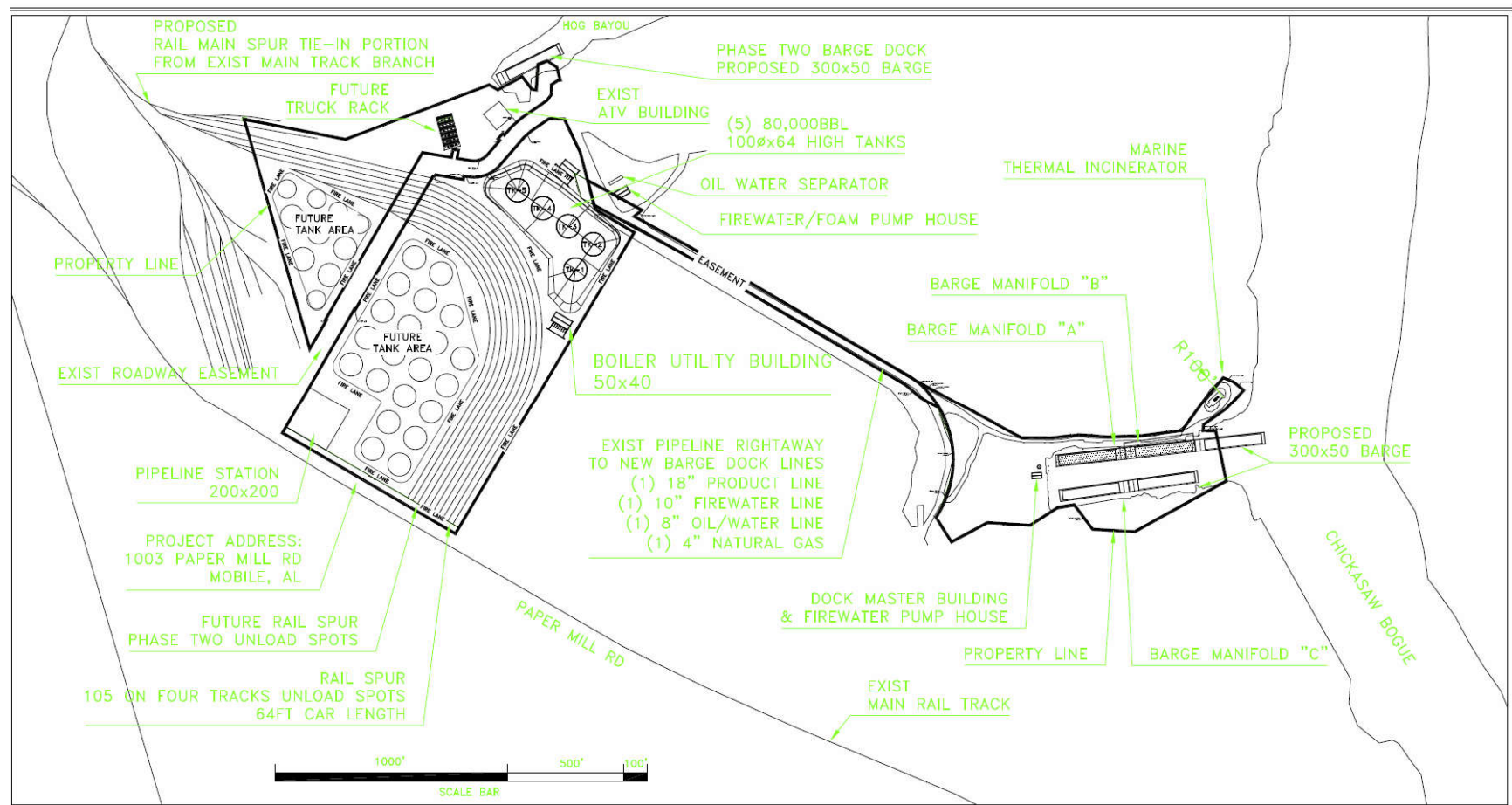
# Proposed Site Layout – Overlay (Full Build Out Shown)



Layout is one concept. Other layouts are available.



# Proposed Site Layout – Descriptions (Full Build Out Shown)



Layout is one concept. Other layouts are available.



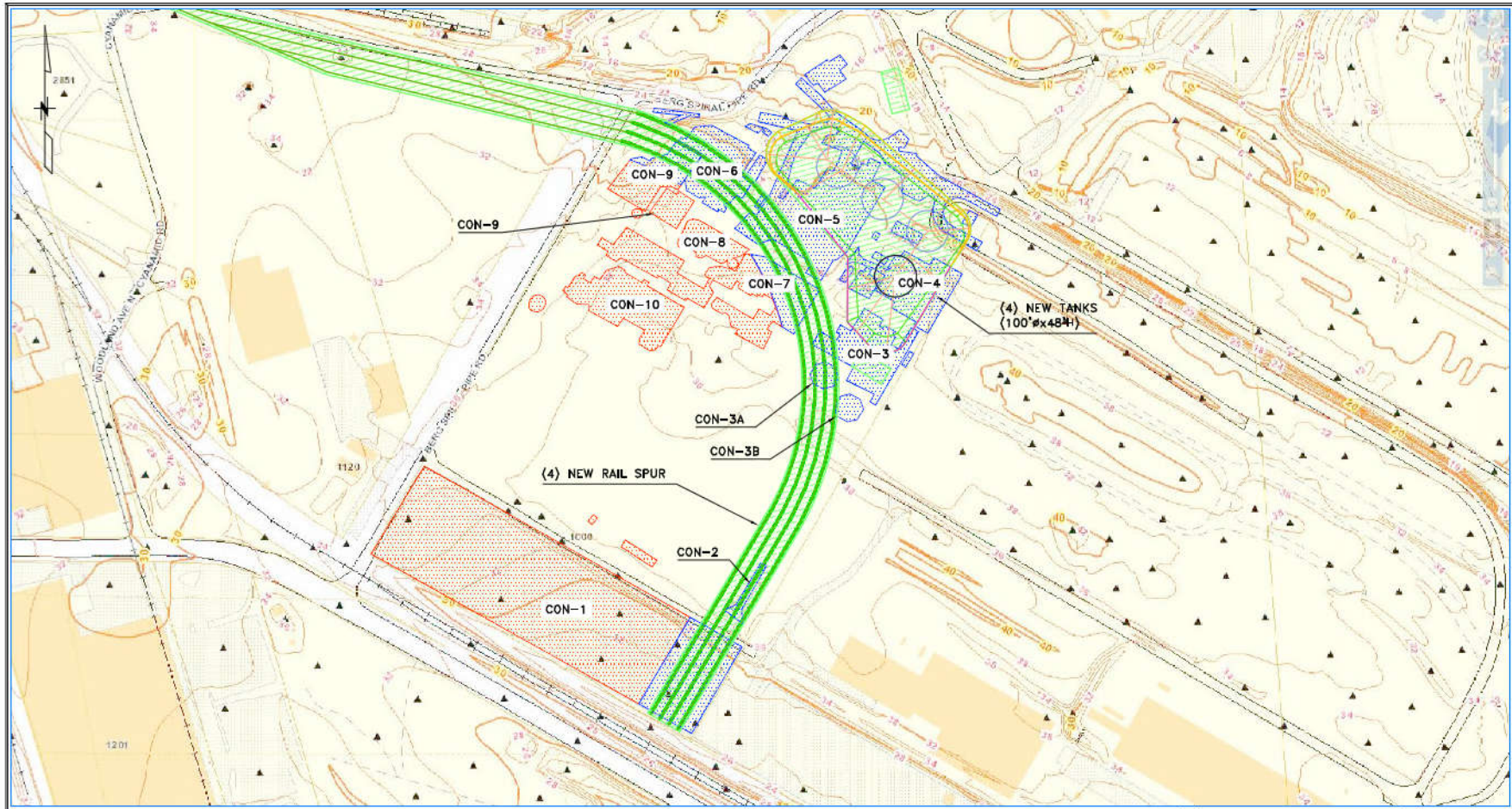


# Proposed Phase I Site Layout - Contours



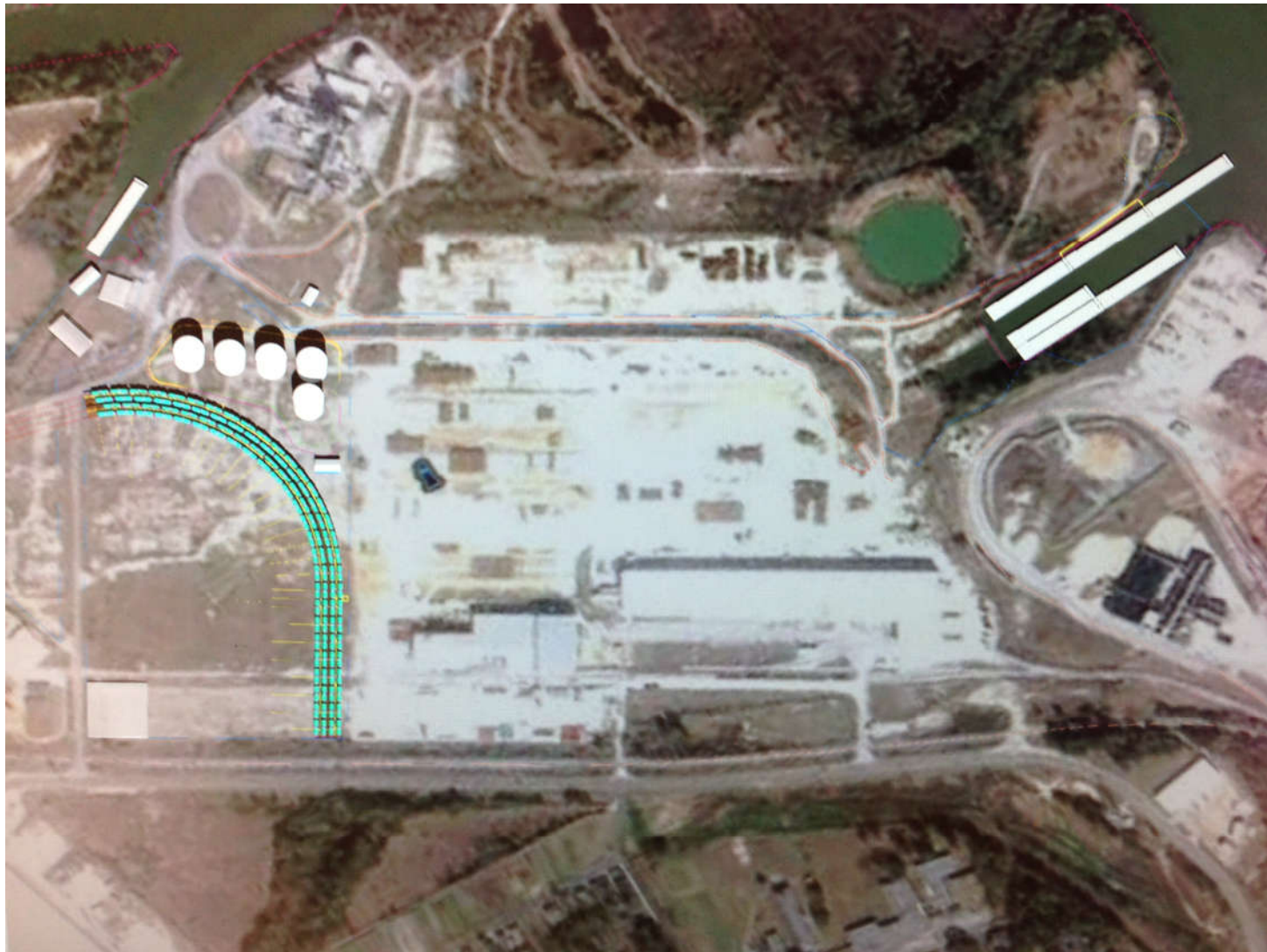
Layout is one concept. Other layouts are available.

# Proposed Phase I Site Layout – GIS Map



Layout is one concept. Other layouts are available.

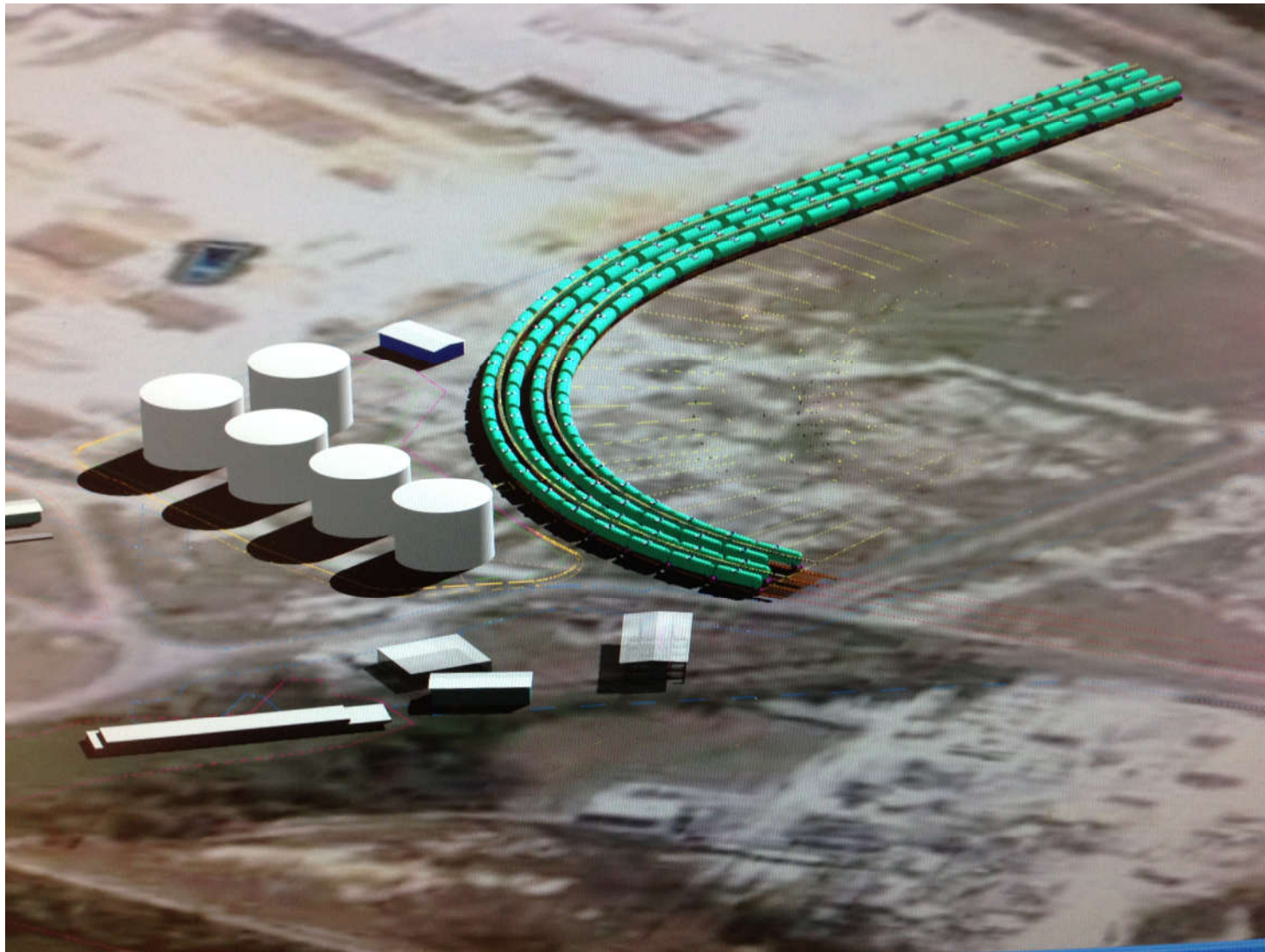
# Proposed Phase I Site Layout – 3D Rendering



Layout is one concept. Other layouts are available.

American Tank & Vessel, Inc. Rev. 13

# Proposed Phase I Site Layout – 3D Rendering



# Proposed Phase I Site Layout – 3D Rendering



## AT&V Turnkey Project Disciplines



- FEED Studies for Cost & Schedule
- Utility Coordination and Investigations
- Site Investigations & Layout Performance Logistics
- Finance – Debt, Mezzanine, and Equity
- Permitting – Local, National, and International
- Engineering – Civil/Structural, Mechanical, E&I, Process, and Commissioning
- Global Procurement and Full In-House Fabrication
- Full Construction Abilities and Equipment for All Disciplines
- Commissioning, Operations, and Optimization Strategies  
Maintenance and Refurbishing Support

## The AT&V Summary



- Project Value
  - Highly Efficient, Low Overhead/Value Group
  - EPC Efforts Self-Performed by Owner Team
  - Logistics, Site, & Systems are Designed to Outperform Competition
- Liability Management
  - Proven Terminal & Tank Design & Plans
  - Industry Leading Project Safety
  - No Pipelines In or Under Waterways



## Disclaimers



- This Presentation is Being Made for the Purpose of Soliciting Indications of Interest from Potential Customers Only. Any Final Contract Between AT&V and a Customer Must be Agreed to in a Final, Written Document, Executed by AT&V and the Customer.
- The Mobile Terminal (ACT) is in its Early Stages of Development and Need Not be Built. Although AT&V is Fast Tracking this Development, We Can Make No Assurance That the Mobile Terminal (ACT) Will be Built, or, if Built, it Will Be Built Substantially as Described in this Presentation
- This Presentation Includes Forward-Looking Statements. Forward-Looking Statements Reflect Our Current Views with Respect to Future Events and Financial Performance, Describe Our Future Plans or Strategies, or Otherwise Provide Forward-Looking Information with Respect to the Mobile Terminal (ACT) and AT&V. AT&V's Ability to Predict Results or the Actual Effect of Future Plans or Strategies is Inherently Uncertain. These Forward-Looking Statements are Based on Assumptions and Are Subject to Risks, Uncertainties, and Other Variables that May Cause Actual Results to Differ Materially from the Views, Beliefs, and Projections Expressed in such Statements. AT&V Cautions you not to Place Undue Reliance on Forward-Looking Statements.

## Contact Information



- If Interested in Becoming a Customer, Please Contact:

W.T. Cutts

(281) 492-7778

wtc@at-v.com