



**Energy Terminal 1 (ET1)
Water, Pipeline, Rail & Road
Facility
An American Tank & Vessel
Prospective
Terminal Presentation**

Objectives



The Following Materials are Being Presented to Potential Customers of AT&V and Energy Terminal 1, LLC (ET1) 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 Both ET1 and the Customer.

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The Port of Pascagoula



- Dedicated in 1956
- Top 20 U.S. Port
 - Approx. 35 Million Tons Traded per Year
- Ideal Location to Meet Demands of Panama Canal Expansion
- Easy Access to Mississippi River and Port of Mobile
- Access to the Great Lakes, Ohio River Valley, Tennessee-Tombigbee Waterway, Gulf of Mexico
- Serviced by CN and CSX Railroads



Pascagoula Port Facts



- Also Handles: Forest Products, Aggregate, Chemicals, Agriculture, Meats, Paper, and Containers
- Contributes Over \$1B to the Local Economy Annually and almost 20,000 Jobs
- Widening of Channel Under Final Consideration



Why Pascagoula?



- Access to U.S. Gulf Coast – PADD 3 Refining Zone
 - Roughly 50% of U.S. Refining (~9.6 Million Bbl/day)
 - Over 2.6 Million Barrels Imported to PADD 3 Each Day
 - Also Handles About 40% of U.S. Petroleum Imports
- 370,000 BBL Refinery within 10 Miles of Property
- Canadian Production in 2013
 - Over 4.2 Million Barrels per Day (total crude) Production
 - Approx. 40% of Canadian Production is Heavy Bitumen

Accessible Rail



- Current Connection to CN and CSX
- RAEM Project to Connect to KCS & NS
- Rail Currently Adjacent to Property



Accessible Waterways



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

Pipeline Connectivity



- Approx. 6.5 Miles to Refinery
- Tri-States NGL Pipeline
- Plains Pipeline Crude Line
- Plantation Pipeline 12" Gasoline
- Gulf South Pipeline Natural Gas
- Options for Future Pipeline Connectivity



- Liquid Pipeline
- Natural Gas Pipeline

Proposed Project Advantages



- Design Flexibility – Ability to Handle any Hydrocarbon & Chemicals
 - Large Amount of Extra Land for Future Expansion
 - In-House Ability to Design to Customer Needs
 - Product Blending Options Available (In Tank or Inline)
 - Steam and Other Heating Systems Optional
- Full Connectivity Rail-Water-Truck-Pipeline on One Continuous Site
 - Largest Proposed Single Site Crude Rail Unloading in Region
 - Canadian Rail to Gulf Coast Economics Also Better in Pascagoula than New Orleans or Houston
 - Facilities Designed to Expand with Demand

Canadian Bitumen Potential



- Cut or Uncut Canadian Bitumen Movement to Gulf Coast
 - Access to CN Rail
 - Current Layout to Hold (2) Unit Trains
 - Additional Space Available
 - Steam and Other Heating Systems for Cut or Uncut Material
 - Canadian Rail to Gulf Coast - Economic Advantage to Pascagoula over New Orleans or Houston
- Current Design Throughputs
 - Rail Inbound Unloading of (2) Unit Trains per Day (Uncut)
 - Barge Out Product: (2) Unit Trains of Uncut Material per Day
 - 140,000 BBL
 - Heated Buffer Storage of 7+ Days
 - Steam and Other Heating Systems Incorporated
- Truck Loading Also Available

Projected Project Timetable



- 700 + Acres Currently Owned by AT&V
- Permitting Investigation
- Engineering/Design Work in Primary Phase
- Fast-Track to Groundbreaking
- Lat: 30.426249
- Long: -88.507619



Standard AT&V Terminal Project

Proposed Project Scope - Options



Area 1: Rail to Water

- Phase I – (120) Bay Unloading Rack
- Phase II – Additional (120) Bay Unloading Rack
- Unloading Requires No Car Movement Once Onsite
- Design Flexibility
 - Steam Heat Available
 - Ability to Handle any Hydrocarbon
 - Access to Various Class 1 Railroads
 - Access to Water and Road
- Onsite Storage
 - Tanks Sized to Each Hold Unit Train
 - Tank Heat and Mixers Available
 - Dedicated Storage

Area 2: Pipeline & Hydrocarbon Storage

- Liquid Pipelines Run Through Property
- Dedicated Pipeline Breakout Storage
- Flexible Metering and Pump Design
- Design Flexibility
 - Ability to Handle any Chemical or Hydrocarbon
 - Dike Areas to Meet Needs
- Access to Product Movements
 - Full Intermodal Connectivity Amongst Tanks
 - Access to Rail/Pipeline/Barge/Truck Outbound
 - Located in Large Petrochemical Area of the U.S.

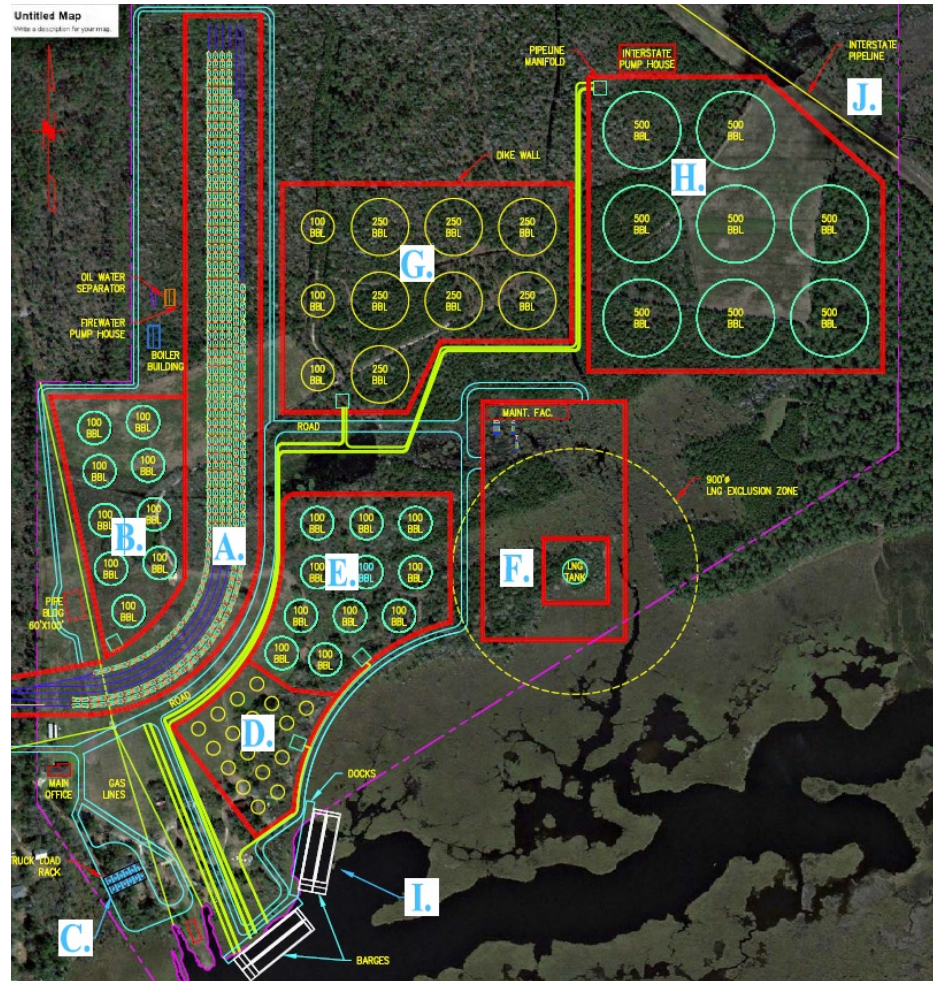
Area 3: LNG Facility

- Phase I – 250,000 Gal/day Liquefaction Unit
- Phase II – Additional 250,000 Gal/day Unit
- 2,500,000 Gallon Tank
- Existing CNG Pipelines
- Direct Water Access
 - Barge Filling Option
 - LNG as Marine Fuel
 - Large Barge Staging Area
 - ISO by Water
- Truck and Rail Access
 - Export LNG By Rail
 - LNG by Truck to U.S. Interstates
 - ISO by Rail & Road
- Large Land Space
 - Expansion Possibilities
 - Space for Dispersion Requirements

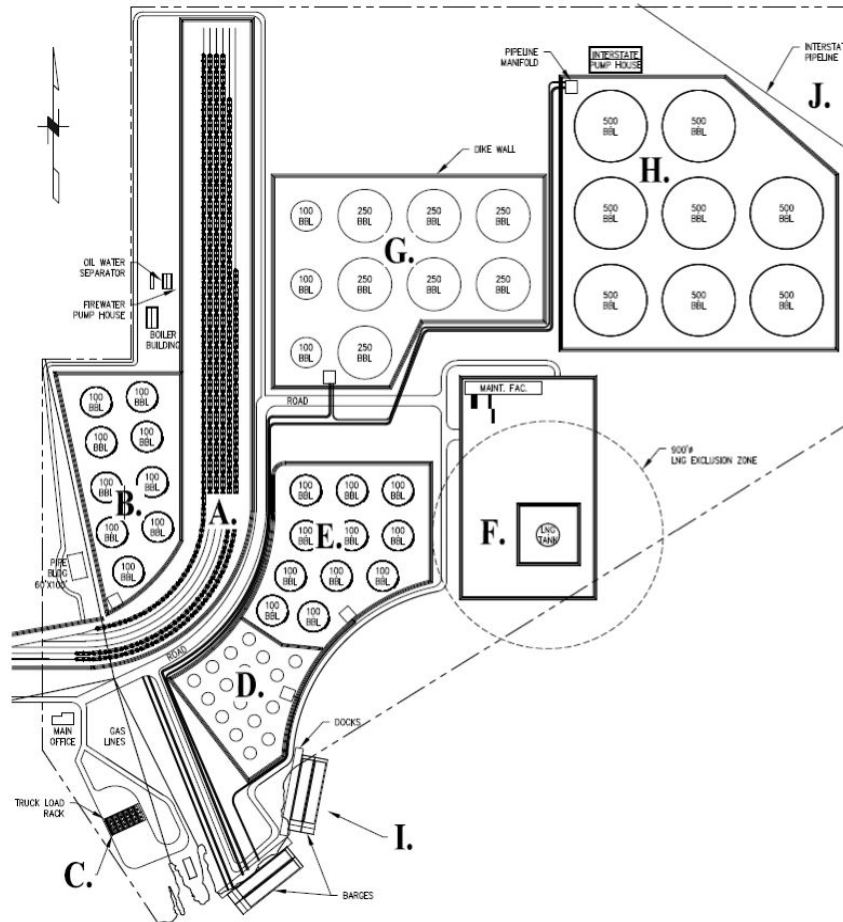
Port of Pascagoula



Proposed Site Layout – Overlay (More Contiguous Land Available)



Proposed Site Layout – Descriptions (Other Layouts Under Consideration)



NOTES:

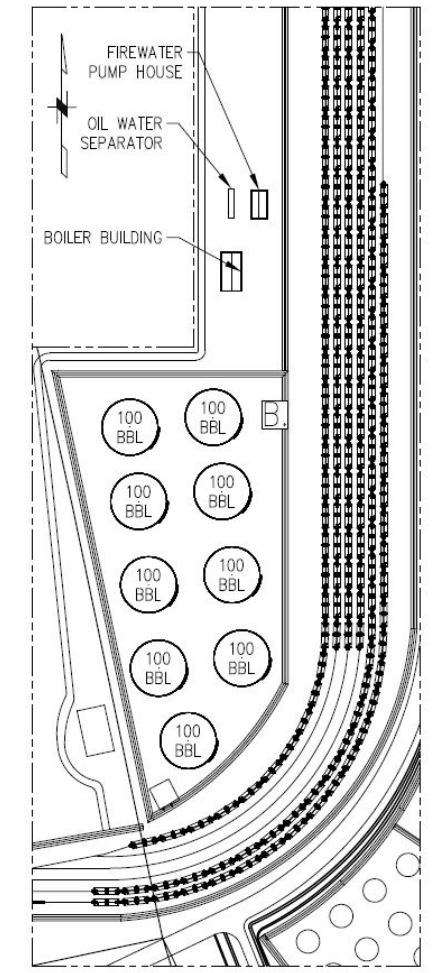
- A. UNIT TRAIN UNLOADING FACILITY CAPABLE OF HOLDING 220 CARS WITH EACH TRAIN BEING BROKEN 4 TIMES & UNLOADING 110 NUMBER OF CARS AT THE SAME TIME.
- B. STORAGE ASSOCIATED WITH UNIT TRAIN FACILITY CAPABLE OF STORING HOT PRODUCTS FOR EXPORT BY BARGE, PIPELINE OR TRUCK. STORAGE TANKS ARE 100,000 BBL EACH THAT MAY EASILY BE MODIFIED TO STORE A UNIT TRAIN OF 70,000+ BBL.
- C. TRUCK RACK CAPABLE OF SUPPORTING INBOUND/OUTBOUND PRODUCTS FOR STORAGE, BLENDING AND A BACKUP SYSTEM.
- D. SPECIALITY CHEMICAL STORAGE
- E. HYDROCARBON STORAGE ASSOCIATED WITH BARGE, TRUCK, & PIPELINE.
- F. LNG PRODUCTION & STORAGE—2,500,000 GAL.
- G. BULK HYDROCARBON STORAGE (10)—2,000,000 BBL TOTAL.
- H. INTERSTATE PIPELINE CRUDE STORAGE (8)—500,000 BBL.
- I. WATERFRONT DOCKS (2) 350'x30'
- J. INTERSTATE PIPELINE

Note: Current Layouts Encompass Less than 25% of AT&V Owned Property

Proposed Phase I Site Layout – Rail Area



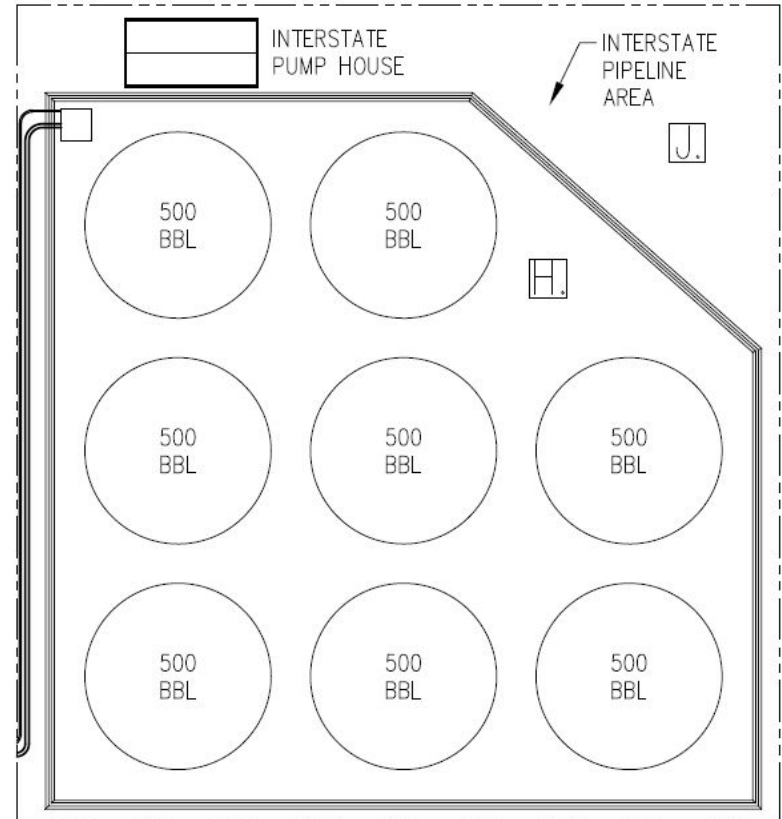
- Property Has Available Rail Spur Connection
- Track Layout Allows for (2) Unit Trains on Site at Same Time (Up to 240 Rail Cars)
- Loop Unit Train System Can Be Considered
- Available Steam for Car Heating
- Water Access in Terminal
- Available Land for Future Expansion



Proposed Phase I Site Layout – Pipeline Area



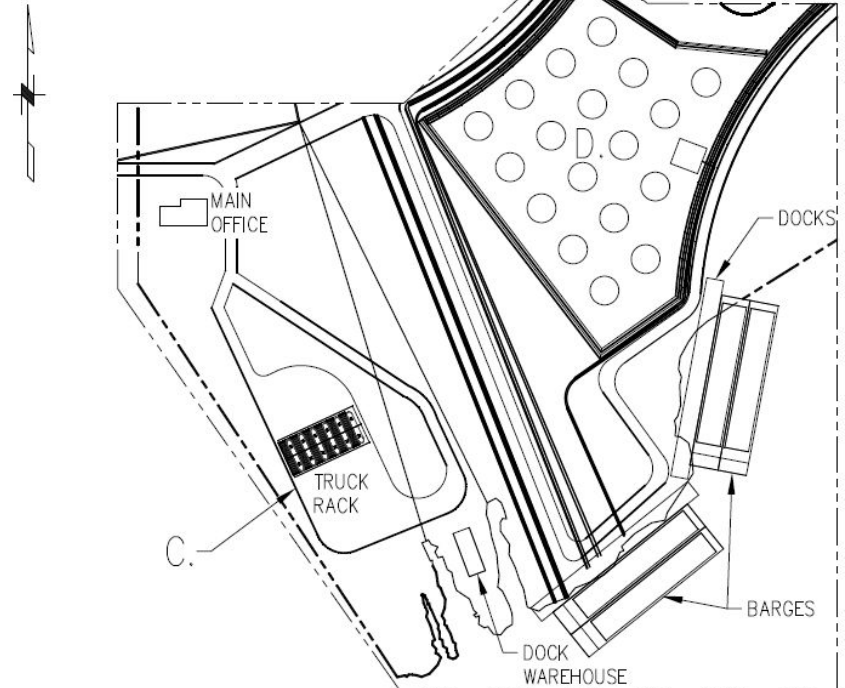
- Property Currently Has Multiple Product and Natural Gas Pipelines
- Layout Shows 4MM BBL of Storage
- Mainline Pipeline Pumps
- Pipeline Interface Area
- Available Land for Future Expansion



Proposed Phase I Site Layout – Load Out Areas



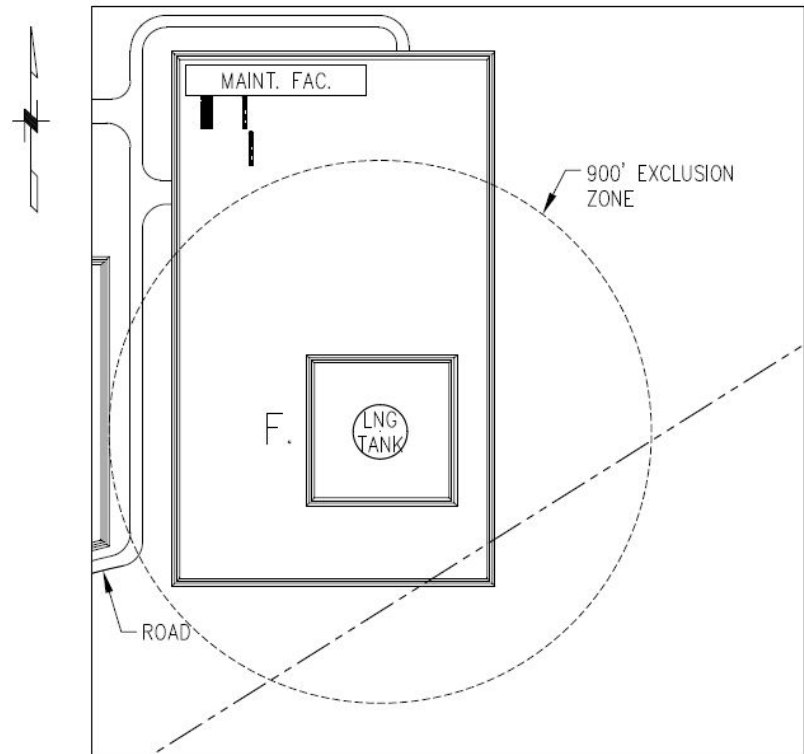
- Multiple Dock Slips Available
- Truck Loading for Chemicals or Hydrocarbons
- Easy Access to I-10 and U.S. Interstate System
- Flexible Chemical Storage Tank Designs and Layouts
- Modular Design



Proposed Phase I Site Layout – LNG Area



- Initial 250,000 Gal/day LNG Train
- Space for additional 250,000 Gal/day Train
- 2.5MM Gallon Tank
- Layout Meets All U.S. Codes
- Access to Rail, Road, and Water Markets for LNG
- ISO by Rail, Road, & Water



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
 - Traditional Hydrocarbon Terminal Design & Plans
 - Industry Leading Project Schedule

Disclaimers



- This Presentation is Being Made for the Purpose of Soliciting Indications of Interest from Potential Customers Only. Any Final Contract Between AT&V or ET1 and a Customer Must be Agreed to in a Final, Written Document, Executed by both AT&V or ET1 and the Customer.
- Energy Terminal 1 (ET1) 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 Energy Terminal 1 (ET1) 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 Energy Terminal 1 (ET1) 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 of ET1, Please Contact:

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