

# GT OMNIPOINT

## MULTIMODAL LOGISTIC CENTRIC INDUSTRIAL DEVELOPMENT



2016

# GT OMNIPOINT OVERVIEW



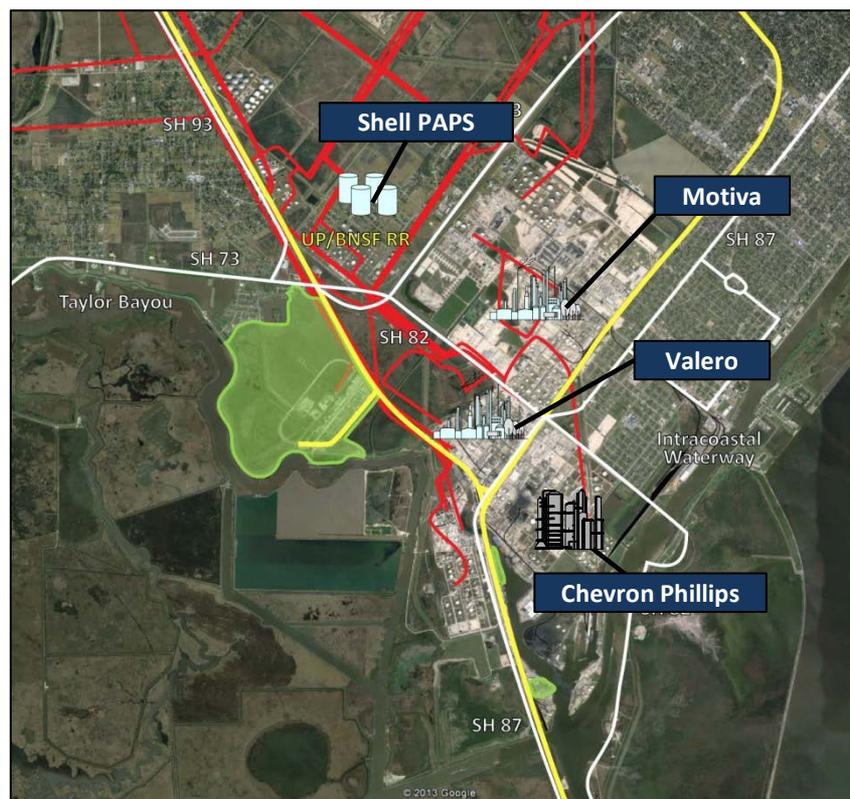
# GT OmniPort Is A Strategically-Located, Heavy Industrial Development

- ✦ Founded in 2011, GT OmniPort is one of the Gulf Coast's premier heavy industrial parks. GT OmniPort is served by GT Logistics who operates a multi-modal logistics development in Port Arthur, TX. With over 600 acres available for lease or purchase. The OmniPort is ideal of logistic centric businesses requiring product movement by rail, barge, ship, pipeline, or truck. Logistics infrastructure has been constructed and is operated by GT Logistics ("GTL"). GTL supplies rail car movement, barge docking, ship docking and other services to OmniPort occupants on a tolling or hourly basis.

## Overview

- ✦ Situated on approximately 1,120 waterfront acres in the heart of the Port Arthur energy complex, in very close proximity to all area refineries.
- ✦ All requisite permits in-place, allowing for immediate market access.
- ✦ Rail access to Union Pacific and BNSF
- ✦ Fronts on TxDOT Highway 73
- ✦ 220,000 barrels of storage available in four new IFR tanks.
- ✦ Onsite barge terminal with 2,500 feet of frontage along Taylor's Bayou is capable of handling four barges (100,000 Bbls/d) simultaneously and provides access to Intracoastal Waterway ("ICW").
- ✦ 30 acres of deepwater dock space with 3,845 feet of frontage on the Sabine Neches Waterway (42' draft)
- ✦ Abundance of utilities (fresh water, power, and natural gas)
- ✦ Access to over 35 pipelines within 5 miles of site.

## Map Of Current Operations



# GT Safety Culture, Permit Thoroughness and Completed Vetting Processes

- GT currently has all requisite permits in place, having obtained over 30 different permits and/or certifications from federal, state and local regulatory authorities. Furthermore, OmniPort has been thoroughly and successfully vetted by a number of potential and current customers, including ExxonMobil, Chevron, Shell, Phillips 66, BP, Valero and CITGO. Vetting process approvals have validated GT's commitment to safe and efficient operating practices.
- GT has successfully completed over 48 months of incident and spill free operations evidencing the strong safety values held by management and staff. GT spent the first months of its existence working with all permitting authorities and establishing best practices safety and security policies and procedures to ensure a no incident, no spill, no accident company culture from day one.

## GT Permitting Overview

Type	Total Permits/ Certifications	Agencies Involved
Air	6	TCEQ
Rail	2	FRA
Stormwater	3	TCEQ
Spill Response	4	GLO, USCG, EPA, Dept. of Labor
Pipeline	1	PHMSA, RRC
Navigable Waters	1	GLO
Dock	2	Corps of Engineers

## Major Vetting Processes Completed



# GT's Current Operations Address A Variety Of Customer Needs

- ✦ GT Logistics' existing transloading facilities, storage assets, pipeline connectivity, vessel docks and barge docks provide opportunities for the importation or export of crude oil, fuel oil, feedstocks, or refined products by truck, rail, pipe, ship or barge. These services are available on a tolling basis to all GT OmniPort tenants.

Activity	Status	Capacity (Bbls/d)	Description	Accessible Via
<b>Rail Transloading</b>	Operational	100,000 Permitted	<ul style="list-style-type: none"> <li>✦ Significant rail unloading capacity allows offtake to Barge Terminal and onsite storage.</li> <li>✦ 18 car unloading stations capable of receiving up to 160 cars at one time; ability to turn a 130 car train within 24 hours of arrival.</li> </ul>	<ul style="list-style-type: none"> <li>✦ UP Railroad</li> <li>✦ BNSF Railroad</li> </ul>
		158,000 Operational	<ul style="list-style-type: none"> <li>✦ Twin 16" pipelines providing connectivity to Omniport's Barge Terminal.</li> <li>✦ Direct access to Union Pacific ("UP") and BNSF.</li> <li>✦ Storage tracks capable of storing up to 325 railcars.</li> <li>✦ Two locomotives onsite; functions as its own railroad with FRA-certified engineers and conductors.</li> </ul>	<ul style="list-style-type: none"> <li>✦ Highways 73 &amp; 82</li> <li>✦ Taylor's Bayou</li> </ul>
<b>Crude Storage</b>	Operational	180,000	<ul style="list-style-type: none"> <li>✦ Four newly-constructed 55,000 barrel internal floating roof storage tanks onsite.</li> <li>✦ Tanks outfitted with mixing capabilities, easily retrofitted for heating.</li> <li>✦ Pipeline connectivity to Omniport's rail facility and Barge Terminal.</li> <li>✦ Expansion plans in place to increase onsite storage capacity.</li> </ul>	<ul style="list-style-type: none"> <li>✦ Rail and pipeline connectivity</li> <li>✦ Barge Terminal</li> </ul>
<b>Barge Terminal</b>	Operational	100,000	<ul style="list-style-type: none"> <li>✦ 2,500 feet of barge frontage on Taylor's Bayou, directly adjacent to Omniport's crude transloading operations.</li> <li>✦ Operational pipeline connectivity to Omniport transloading operations.</li> <li>✦ Capable of liquids loading / unloading from four barges at once.</li> <li>✦ Barge terminal permitted for 24/7 operations.</li> <li>✦ 1.5 miles from ICW.</li> </ul>	<ul style="list-style-type: none"> <li>✦ Taylor's Bayou</li> <li>✦ ICW</li> </ul>
<b>Deepwater Dock</b>	Under Development	180,000	<ul style="list-style-type: none"> <li>✦ Approximately 20 acres along the Sabine-Neches waterway with over 3,925 feet of frontage of which 900 feet has bulkhead.</li> <li>✦ Waterway is currently 42 feet deep and is being dredging to 48 feet by the Corps of Engineers.</li> <li>✦ Planned pipeline connectivity to Omniport will facilitate large-scale exporting of refined products or importing crude for nearby refineries.</li> <li>✦ Feed designs completed for other export operations involving sulfur prilling and coke.</li> </ul>	<ul style="list-style-type: none"> <li>✦ Sabine Neches 42' Draft</li> <li>✦ UP Railroad</li> <li>✦ BNSF Railroad</li> <li>✦ Highway 87</li> </ul>

# Overall Site Development Plan

- ✦ GT OmniPort is a 1,200 acre development. 450 acres of the site are owned and operated by GT Logistics, an operating subsidiary of Howard Energy Partners. GT Logistics supplies rail, barge, ship and liquids terminaling services to the tenants of the larger GT OmniPort facility.



## FACILITY OVERVIEW



# Barge Docks

- ✦ The Barge Terminal is located on the southeast corner of the OmniPort site and has access to 2,500 feet of barge marshalling frontage. The Barge Terminal is equipped to provide liquids loading and unloading services for four barges at a time, and is expandable to 9 barges. The Barge Terminal has operational pipeline connectivity with OmniPort’s transloading operations, which allows for streamlined transmission of crude from railcars to barge to regional refineries. Unlike other barge facilities in the Port Arthur area, the Barge Terminal is licensed to operate 24 hours a day, which provides its customers additional flexibility on timing and delivery method for their volumes. The Marine Vapor Control System is certified by the U.S. Coast Guard to deliver at rates up to 6,400 barrels per hour.

## Barge Terminal Overview

Key Attributes	
<b>Volume Capacity</b>	Permitted: 100,000 Bbls/d
	Operational: 6,400 Bbls/hr
<b>Loading/Unloading Ability</b>	4 Barges At Once
<b>Total Frontage</b>	2,500 Feet
<b>Permitted Operation Time</b>	24 Hours/Day
<b>Taylor’s Bayou Depth</b>	15 Feet
<b>Taylor’s Bayou Width</b>	350 Feet
<b>Distance From ICW</b>	1.5 Miles



# Deepwater Docks

- ✦ Located approximately 1.5 miles from OmniPort and only 16 miles from international water, GT's Deepwater Dock is comprised of 30 acres along a U.S. Corps of Engineers-maintained 42' draft channel along the Sabine Neches Waterway, with 3,925 feet of water frontage. GT is the only **non-union**, independent 3<sup>rd</sup> party dock operator in the Port Arthur and Beaumont area able to **operate 24 hours a day with no height restrictions**. The Deepwater Dock is adjacent to the BNSF and UP mainline and has vehicle access via Highway 87. The Deepwater Dock can support ocean-going barges, Aframax or Panamax vessels.

## Regional Overview



## Deepwater Dock Overview

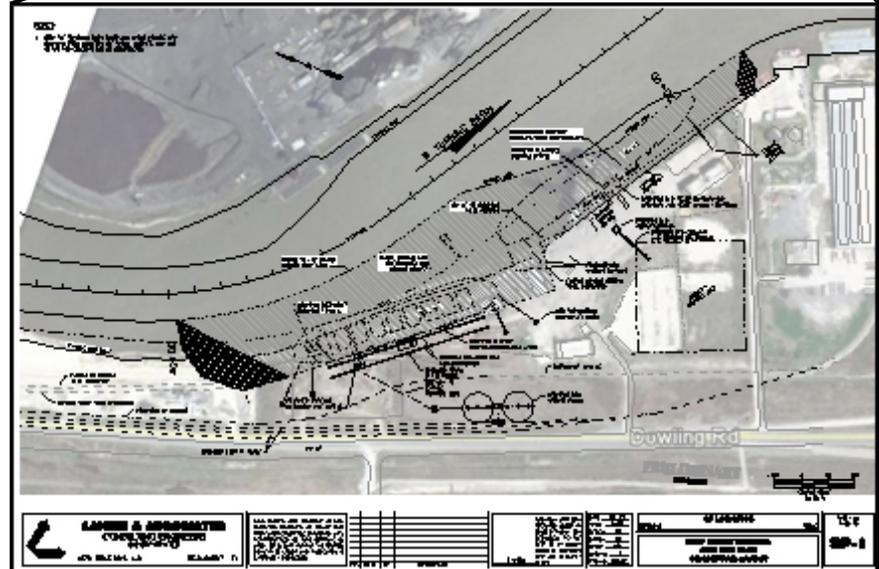
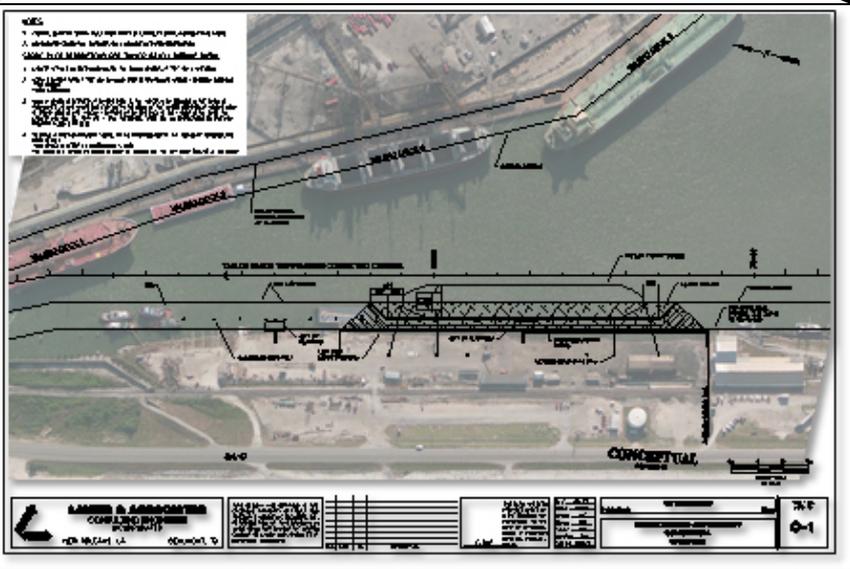


Existing GT Deepwater Dock Acreage

Union Pacific Property

# Deepwater Dock Build-Out Creates Significant Product Export Capacity

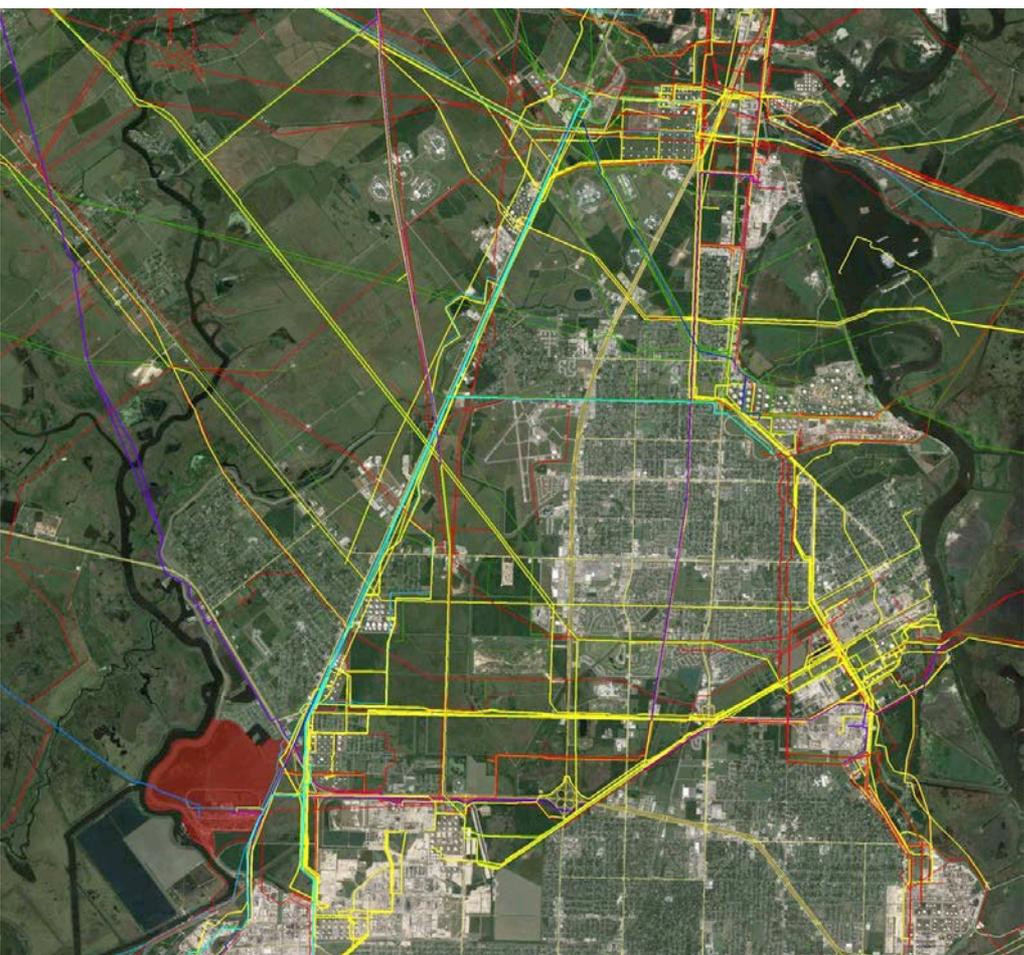
GT's Deepwater Dock properties are located on the Sabine-Neches waterway and consist of two separate tracts of land comprising 30 total acres. The southern tract is currently permitted by the U.S. Corp of Engineers to be improved with a dock capable of berthing an 900' x 140' LOA ship and two 300' x 54' barges. The southern tract has over 1,900 feet of frontage improved with an 879 foot bulkhead. GT owns an additional 10 acres with 1,800 feet of frontage. Both sites have rail access to the UP and BNSF mainlines and highway frontage for ease of transport via truck. The Deepwater Dock could facilitate large-scale importing or exporting of a wide slate of petroleum commodities.



# Pipelines

- Given the size and scope of the Port Arthur refining complex, OmniPort is situated in close proximity to a vast network of existing pipeline infrastructure. There are a number of large regional and national pipelines in close proximity to OmniPort, including the CHOPS, Colonial, Explorer, Seaway and HO-HO pipelines, with total capacity of approximately 3.8 MMBbls/d. OmniPort is currently in discussions regarding pipeline connectivity to major product and crude pipelines.

## Regional Infrastructure Map



## Select OmniPort-Area Pipeline Details

Regional and National Pipelines			
Pipeline	Proximity to OmniPort	Product	Capacity (Mbbbls/d)
<b>CHOPS</b>	<b>Adjacent</b>	<b>Crude</b>	<b>500</b>
Ho-Ho	3.5 miles	Crude	300
<b>Colonial</b>	<b>0.5 miles</b>	<b>Refined Products</b>	<b>2,300</b>
Explorer	3.5 miles	Refined Products	660
<b>Seaway</b>	<b>8 miles</b>	<b>Crude</b>	<b>850</b>

Local Pipelines		
Pipeline	Proximity to OmniPort	Size
<b>Natural Gas</b>	<b>0-2 miles</b>	<b>6" to 42"</b>
LPG/NGL Products	0-4 miles	6" to 12"
<b>Refined Products</b>	<b>1.5 - 3.5 miles</b>	<b>4" to 36"</b>
Crude	0 - 8 miles	6" to 36"
<b>Petrochemicals</b>	<b>0 - 3 miles</b>	<b>4" to 8"</b>

OmniPort's rail transloading operation currently has TCEQ-permitted capacity of 100,000 barrels per day and operational capacity of 158,000 barrels per day. The railcar loading/unloading dock is an 18 station system, which is connected to twin 16" pipelines that run to the Operational Storage Tanks, and Barge Dock. OmniPort can receive up to 140 unit trains and has the capability to unload and release trains of up to 130 cars within 24 hours. The system can handle liquids from specialty chemicals to heavy crude. GT OmniPort is the largest rail facility in the Beaumont-Port Arthur area.

## Rail Transloading Overview

Key Attributes	
<b>Permitted Transloading Capacity</b>	100,000 Bbls/d
<b>Operational Transloading Capacity</b>	158,000 Bbls/d
<b>Rail Unloading Rack</b>	18 Station System
<b>Unloading Station Capacity</b>	130 Cars
<b>API Gravity Capability</b>	8° – 55°



# Rail Car Storage

OmniPort has over 8 miles of rail infrastructure with existing storage tracks capable of storing up to 400 railcars. GT plans to expand the Facility's storage capacity to over 1,200 railcars once all phases of rail development have been completed.

## Select OmniPort Railcar Storage Customers



## Railcar Storage



# Rail Served Warehousing

- ✦ The main entrance to the Industrial Park is flanked by three rail served warehouses. The tilt wall concrete buildings are built to suit, but as designed offer over 1.3MM square feet of warehouse space served by rail on the west and trucks on the east. The buildings can be served by rail, truck, pipeline and barge, and are ideal for companies repackaging and distributing products manufactured by local refineries and chemical plants.
- ✦ Warehouses can be designed to include: truck loading/unloading racks; tanks for bulk product storage; pipeline connectivity to barge docks; rail car storage; and container storage.

## Rail Served Warehousing



## SERVICE CONSIDERATIONS



# GT OmniPort's Strategic Advantage

- ✘ GT OmniPort can offer certain cost advantages not offered by any other terminal within the region.

## Advantages Unique to GT OmniPort

- ✘ Situated on approximately 1,120 waterfront acres in the heart of the Golden Triangle energy complex.
- ✘ Panamax ship Loading and Unloading (1<sup>st</sup> to be 48' draft)
  - One Panamax (600,000+ bbl) 900' x 140' x 48'
  - Two Aframax
  - Two Ocean Barges
  - NO day light only restriction
  - NO height restrictions
  - Shortest run to Gulf Deep-water
    - GT OmniPort – 16 miles
    - Sunoco – 37 miles
    - Oil Tanking – 40 miles
    - Exxon Docks – 45 miles
- ✘ Multiple Unit Train Rail terminal serviced by UP and BNSF
- ✘ Intracoastal Barge Capacity for 9 barges simultaneously
- ✘ Heating system capable of unloading, loading and storing of products down to 8 API.

# GT OmniPort's Strategic Advantage

✦ The Golden Triangle is Beaumont/Port Arthur/Orange and is home to over 125 industrial plants. The major facilities are listed here.

Jefferson County	
Industry	Plants
Chemical Processing (CPI)	28
Food & Beverage	4
Industrial Manufacturing	12
Metals & Minerals	6
Petroleum Refining (HPI)	6
Pharmaceutical & Biotech	2
Power	0
Production (Oil & Gas)	4
Pulp, Paper & Wood	0
Terminals	20
Transmission (Oil & Gas)	14
Alternative Fuel	1

Orange County	
Industry	Plants
Chemical Processing (CPI)	10
Industrial Manufacturing	4
Metals & Minerals	1
Petroleum Refining (HPI)	0
Pharmaceutical & Biotech	0
Power	3
Production (Oil & Gas)	3
Pulp, Paper & Wood	1
Terminals	2
Transmission (Oil & Gas)	4
Alternative Fuel	0

Plant	Local Plants	
	City	Product
<b>Valero</b>	<b>Port Arthur</b>	<b>Refined Products</b>
Motiva	Port Arthur	Refined Products
<b>Total</b>	<b>Port Arthur</b>	<b>Refined Products</b>
ChevronPhillips	Port Arthur	Olefins and Aromatics
<b>Flint Hills</b>	<b>Port Arthur</b>	<b>Olefins and Aromatics</b>
BASF	Port Arthur	PetroChemicals
<b>Air Products</b>	<b>Port Arthur</b>	<b>Hydrogen</b>
KMTEX	Port Arthur	Fractionation and Distillation
<b>Huntsman</b>	<b>Port Neches</b>	<b>Oxides and Olefins</b>
Air Liquide	Port Neches	Industrial Gas
<b>Calabrian</b>	<b>Port Neches</b>	<b>Sulfuric Acid</b>
TPC Group	Port Neches	Butadiene
<b>RBF</b>	<b>Port Neches</b>	<b>Biodiesel</b>
Lion Elastomers	Port Neches	Elastomers
<b>DPC Midstream</b>	<b>Beaumont</b>	<b>Gas Treatment and NGL Extration</b>
Arkema	Beaumont	Methyl Mercaptain
<b>ExxonMobil Chemical</b>	<b>Beaumont</b>	<b>A&amp;O and BCS</b>
ExxonMobil	Beaumont	Refined Products
<b>ExxonMobil Chemical</b>	<b>Beaumont</b>	<b>Polyethylene</b>
BASF	Beaumont	Herbicides
<b>Cray Valley</b>	<b>Beaumont</b>	<b>Plastic, Elastomers and Resins</b>
Lucite International	Beaumont	Methyl Methacrylate
<b>ChemTrade</b>	<b>Beaumont</b>	<b>Sulfuric Acid</b>
OCI	Beaumont	Methanol and Ammonia
<b>Goodyear</b>	<b>Beaumont</b>	<b>Elastomers and Resins</b>
DuPont	Beaumont	Cyclic Organics, Intermediates and Dyes
<b>INVISTA</b>	<b>Orange</b>	<b>Industrial Organic Chemicals</b>
Firestone	Orange	Synthetic Rubber
<b>Solvay</b>	<b>Orange</b>	<b>Flourohydrocarbons</b>
Alloy Polymers	Orange	Plastic Compounds
<b>DuPont</b>	<b>Orange</b>	<b>Industrial Organic Chemicals</b>
ChevronPhillips	Orange	Polyethylene Resins

# Marine Advantages at GT OmniPort

- ✘ Closer to the Gulf of Mexico
- ✘ No Height restrictions
- ✘ No Daylight only restrictions
- ✘ Deeping of Sabine Neches Channel
- ✘ Panamax Ships
- ✘ Faster delivery of products and crude

## OmniPort Cost Advantage over Golden Triangle Terminals

Terminals	Pilot Fees <sup>1</sup>	Travel Time <sup>2</sup>	Day Light Only Demurrage <sup>3</sup>	Total Per Ship
GT Logistics	\$3,124	\$6,000	\$0	\$9,124
Sunoco	3,628	16,000	16,000	35,628
Oil Tanking	3,628	17,000	16,000	36,628
Exxon Refinery	3,628	18,000	16,000	37,628

- ✘ Based upon 3 ships per week for 10 years the savings at GT over Sunoco is \$41,346,520.
- ✘ Based upon 3 ships per week for 10 years the savings at GT over Exxon's Dock is \$44,466,520.

These numbers do NOT include any costs associated with:

- Ballasting ships to cross under the MLK bridge (all Sunoco, Oil Tanking and Exxon ships are height restricted)
- Demurrage related to fog;
- Value of faster delivery of crude to refineries, and faster delivery of product to customers;
- Access to larger ships 5-7 years sooner (10 year deepening project); and
- Congestion within the Sabine Neches Channel. SN Pilots restrict ships greater than 100' in width from passing north of MLK bridge. Below MLK (GTL Docks) ships up to 125' in width are allowed to pass.

<sup>1</sup> Pilots fees are based upon published rates, and only include variable cost.

<sup>2</sup> Travel time is based upon steaming time per an interview with the Sabine Pilots at a \$2,000 per hour charge.

<sup>3</sup> Day light only is based upon conversation with Sabine Pilots related to turn around times on oil tankers moved to Valero Docks versus tankers moved to Sunoco's docks. Eight hours was their estimate of turn time differentials related to daylight only.

# Dock 1 and 2 Details



**NOTES:**

1. BOTH THE TRAVELING SHIP LOADER AND MARINE LOADING ARM (MLA) PLATFORM CONCEPTS ARE SHOWN. HOWEVER, ONLY ONE OF THE TWO CONCEPTS WILL BE CONSTRUCTED.

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REV.	DATE	BY	DESCRIPTION

THIS PLAN HAS BEEN PREPARED UNDER MY CLOSE PERSONAL SUPERVISION TO THE BEST OF MY KNOWLEDGE IT COMPLIES WITH ALL REQUIREMENTS.

F-2081

**GT LOGISTICS**  
BEAUMONT, TEXAS

**DEEP WATER TERMINAL  
NEW SITE PLAN  
CONCEPTUAL LAYOUT**

SHEET NO. 9188-13  
**SP-1**