

PORT CORPUS CHRISTI

Port Corpus Christi, the fifth largest port in the United States in total tonnage, features a 45-foot channel (authorized to 52ft) providing quick access to the Gulf of Mexico; three class I railroad connections; direct vessel-to-rail discharge; a strategic location, encompassing nearly 25,000 acres, complemented by excellent state highway and interstate connections; and Foreign Trade Zone #122. Port Corpus Christi has aggressively diversified its economic base by attracting new industry and cargos such as wind power, military, bulk, and project cargos as well as developing new initiatives such as the future La Quinta multi-purpose/container and cargo-handling facility. Port Corpus Christi is "The Port of the Lone Star State."™

- 83 million tons of cargo moves through Port Corpus Christi annually.
- 66,502 jobs in Texas are related to Port activity.
- Maritime activity annually supports \$3.9 billion of personal wages and salaries for families.
- Maritime activity generates \$13.1 billion of total economic value in the State of Texas each year.
- \$314.9 million of state and local tax revenue is generated annually by maritime activity at Port Corpus Christi.
- Recent investments in the Port area will expand Texas' position as a global gateway for the nation.

Port Corpus Christi



PORT CORPUS CHRISTI INITIATIVES

Port Corpus Christi is committed to the conservation of our environment and the development of responsible, effective global transportation.



PORTS DELIVER PROSPERITY

For centuries, seaports have served as a vital economic lifeline by bringing goods and services to people around the world. Today, approximately 99% of all overseas goods come into the United States by ships, and seaports continue to be the critical access to the global marketplace. Seaports generate trillions of dollars of economic activities throughout the Western Hemisphere, support employment for millions of people, and import and export more than 4.5 billion tons of different kinds of cargo. To meet the future demands of growth, the American Association of Port Authorities and its members are committed to keeping seaports navigable, secure and sustainable.



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PORT CORPUS CHRISTI



PHASE I UNDER CONSTRUCTION
\$45.8M

Nueces River Rail Yard 1

This rail project will include a 7,800 foot long unit train with siding capable of storing a full 110-car unit train adjacent to the Fulton Corridor Lead track that serves Port Industries. Unit trains are being increasingly used for shipment of grain, sand, rock, liquids, and other similar cargo. In addition there will be a new rail interchange yard, the Nueces River Rail Yard, constructed that will initially consist of four parallel ladder tracks for a total yard capacity of 15,400 feet and 223 rail cars. The new rail yard will greatly improve the efficiency of existing cargo movements at the Port's multimodal facilities. This is a two-phase project; and Phase II will increase the capacity to eight, 8000' long parallel ladder tracks. Phase I is a \$17.8M project utilizing \$10M from the federal TIGER grant with the remainder being covered by the UP, KCS, and BNSF railways, and the Port. Phase II of the project is funded by \$22M from TXDoT and \$6M from Port Corpus Christi.

FINAL DESIGN AND PERMITTING
\$900M

M&G Plant 2

M&G Group is a family owned chemical engineering and manufacturing group headquartered in Tortona, Italy. The company operates in the PET resin industry through its wholly owned holding company Mossi & Ghisolfi International S.A. (M&G International). M&G International is the largest producer of PET resin for packaging applications in the Americas, with a production capacity in 2010 of approximately 1.6 million tons per annum. With an initial investment of \$1 billion; the new M&G plant will be located on the north side of the Port's Inner Harbor next to the future Nueces River Rail Yard facility.

UNDER CONSTRUCTION
\$500M

Trafigura Terminals LLC 3

Since mid-2011, Trafigura has traded physical Eagle Ford crude and crude condensate, offloading purchased product from trucks onto barges for shipment to terminals along the US Gulf Coast. Trafigura Terminals LLC is an 84-acre industrial site in Corpus Christi, Texas consisting of approximately 600,000 barrels of storage for crude oil, fuel, and condensate. The terminal has a deepwater dock, which is 1,200 feet long with 45 foot draft, extensive rail and truck access and the space for significant future expansion – more than 2 million oil barrels – creating greater opportunities for Eagle Ford crude and condensate producers. Construction of a second oil dock began in early 2013.

Channel Improvement Project 4

The project for navigation and ecosystem restoration, Corpus Christi Ship Channel (CCSC) improvement project, Texas, was authorized by Section 1001(40) of the Water Resources Development Act of 2007. The Authorized Project includes the following navigation and ecosystem restoration features:

- COMPLETED 2013**
\$58M
4A Extending La Quinta Ship Channel approximately 1.4 miles at –39' MLT.
- COMPLETED 2012**
\$8.5M Constructing ecosystem restoration features to protect endangered species, wetlands, and seagrass.
- PENDING** Widening the CCSC to 530' from Port Aransas to the Harbor Bridge.
- PENDING** Deepening the CCSC from –45' MLT to –52' MLT.
- PENDING** Adding 200' wide Barge Shelves at –12' MLT across Corpus Christi Bay.

UNDER CONSTRUCTION The extension will be deepened to –45', matching the depth of the original La Quinta Ship Channel.



Ship Channel Distances

FROM	TO	Nautical Miles
Station 210+00	In Gulf of Mexico	3.9
Port Aransas Inner Basin	La Quinta Junction	12.5
Harbor Bridge	Bulk Terminal	22.1
West End - Inner Harbor	West End - La Quinta Channel	25.5
West End - Inner Harbor	West End - La Quinta Channel	29.4
West End - Inner Harbor	West End - La Quinta Channel	18.4
La Quinta Junction	La Quinta Terminal	5.3
End of La Quinta Channel	Harbor Bridge	5.9
Harbor Bridge	Bulk Terminal	9.6
Bulk Terminal	West End - Inner Harbor	3.4
West End - Inner Harbor	West End - Inner Harbor	7.5

PROJECT DESIGN
\$1.3B

La Quinta Trade Gateway 5

The La Quinta Trade Gateway Terminal is a major component of the Port of Corpus Christi Authority's long-term development plan. Located on a 1,100-acre greenfield site on the north side of Corpus Christi Bay; when completed this fully permitted project will provide a state-of-the-art multi-purpose dock and container handling facility. Project features consist of the Federal extension of the 45' deep La Quinta Ship Channel, construction of a ship dock, approximately 180 acres of container/cargo storage yard, an intermodal rail yard, and hundreds of additional acres for further related development. The project site is adjacent to US 181/IH 37 and is currently served by on-site rail road with the Class 1 main line located 1.5 miles away.

UNDER CONSTRUCTION
\$1.3B

Tianjin Pipe Corporation – America (TPCO) 6

TPCO America's new \$1 billion seamless pipe mill is being constructed on a site near Gregory, TX. This project represents the largest single investment by a Chinese company in a US manufacturing facility. The selected site is across US 181 from Port Corpus Christi La Quinta site in San Patricio County.

AWAITING PERMIT
\$700M

The voestalpine Group 7

The voestalpine Group is a steelmaking, processing, and technology group that operates worldwide and manufactures, processes, and develops high-quality steel products. With 500 production and sales companies in more than 50 countries on five continents, the Group has been listed on the Vienna Stock Exchange since 1995. With its top-quality flat steel products, the Group is one of the

leading partners to the automotive and domestic-appliance industries in Europe and to the oil and gas industries worldwide. The voestalpine Group is also the world market leader in railway switch technology, special rails, tool steel, and special sections. In the 2011/2012 business year, the voestalpine Group reported revenue of more than EUR 12 billion and an operating result (EBITDA) of EUR 1.3 billion. It staffs roughly 46,400 employees worldwide. The voestalpine Group has announced their plans to construct a facility on Port Corpus Christi's La Quinta Trade Gateway. The planned facilities are designed for an annual capacity of around two million tons of HBI (hot briquetted iron) and DRI (direct reduced iron). This represents (U.S.)\$740 million in investment volume. Once operational the plant will staff around 150 employees, and is due to begin operations in early 2016.

AWAITING PERMIT
\$10B

Cheniere Energy Liquefaction Plant 8

Cheniere Energy is developing a liquefied natural gas (LNG) export terminal at one of Cheniere's existing sites that was previously permitted for a regasification terminal. The proposed liquefaction project is being designed for three production trains capable of producing in aggregate up to 13.5 million tons per annum (mtpa). The site is located on the La Quinta Channel on the northeast side of Corpus Christi Bay in San Patricio County, Texas. The Corpus Christi Liquefaction Project is expected to be constructed in phases. The first phase is anticipated to be online in 2018 with each LNG train commencing operations approximately six to nine months after the previous train. Cheniere, through its subsidiary Corpus Christi Liquefaction LLC, expects to have made a \$10 billion investment by the time its terminal comes online.

UNDER CONSTRUCTION
\$1B

Oxy Ingleside Energy Center, LLC 9

With a \$1 billion initial investment; Occidental Petroleum purchased approximately 917 acres of the former Naval Station Ingleside (NSI) from Port Corpus Christi in November 2012. Their plan is to build an LPG/LNG export plant operation using the 1100 foot pier and extensive wharf which was constructed by the Navy in 1992, but fell victim to BRAC in 2005. Oxy has organized this plan as Oxy Ingleside Energy Center, LLC and has already obtained appropriate zoning permits from the nearby City of Ingleside. Oxy expects to commence operation of this facility by year-end 2013.

ONGOING
>\$100M

Eagle Ford Shale Play

Port Corpus Christi has several ongoing facility upgrades to handle the demand to export crude and condensates from this region. Oil Dock 12 recently had breasting structures added to handle the larger and more frequent tanker barge calls. A new barge loading dock (Oil Dock 5) at the west end of the ship channel will be complete and operational in the first quarter of 2013; and, the conceptual design is complete for a new North Bank Public Oil Dock capable of serving several new customers. Due to increased barge traffic two additional barge mooring areas are being developed to serve increasing movements of sand and liquids. A project will be complete by summer 2013 to convert a currently unused area of the Inner Harbor where some original Port cargo docks once stood, to create a barge floating area; and, additional permitting and engineering is being finalized for a larger barge mooring area also within the Port's Inner Harbor. Improvements are continuing at several other Oil Docks to increase efficiencies and thru-puts, while underutilized cargo docks are being modified to accommodate outbound shipments of crude and other liquid cargos. The Port's Bulk Terminal and several cargo docks and building facilities are being utilized for handling sand and proppants; and a new proposed barge unloading facility to begin construction later this year, located on the CCSC, will import over 1 million tons of sand per year. The sand will be cleaned, processed, and trucked to drill sites to be used in the hydraulic fracturing process. These projects represent a reported investment of greater than \$100 million at Port Corpus Christi.

