APH / PPHTD / Upriver Sister Ports

Mid-West Logistic Alternative
True Gateway Terminal in Plaquemines, LA.
Innovative / Patented Container on Vessel Design
Strategically Located Upriver Port Network
Provides Significant Competitive Cost Advantages

IMX Containers on Water – May 22, 2019
Today’s Issues

- Container growth expected to double by 2030
- Take advantage of PC / Suez canal expansions
- Productivity / Cost of current terminals and transportation alternatives
  - Larger ocean vessels; Increasing handling costs; Intermodal reliability; labor issues
  - Increasing delays / dwell times; slower intermodal times and dray gate movements
- Growing Agricultural Product containerization demand
- Mid-West has no true Gateway Port (Patterns predominately via West and East Coasts)

Tomorrow’s Solutions

- Implement a Mid-West vertically Integrated Transportation Solution
  - “Best of Class” Gateway terminal with adjacent DC’s; on dock transfers
- Linked with strategic “State of the Art” Upriver Terminals
- Linked with dedicated “State of the Art” Container on Vessels
- And achieve a system to handle high volume, cargo flexibility, “green” footprint, and lowest landed cost to our customers
Louisiana Gulf Gateway (LAGG)
RCP DESIGN CONCEPT
<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length Overall</td>
<td>595+ ft.</td>
</tr>
<tr>
<td>Beam</td>
<td>134 ft.</td>
</tr>
<tr>
<td>Height Above Water</td>
<td>48 ft. at 9’ Draft</td>
</tr>
<tr>
<td>Speed (Upriver)</td>
<td>13 MPH</td>
</tr>
<tr>
<td>Operating Draft</td>
<td>Up to 10 ft.</td>
</tr>
<tr>
<td>DWT</td>
<td>13.7k - 15.7k LT (9-10’ Drafts)</td>
</tr>
<tr>
<td>TEU Capacity</td>
<td>2375</td>
</tr>
<tr>
<td>Reefer TEU Capacity</td>
<td>500+ Electric power as needed</td>
</tr>
<tr>
<td>Crew Size</td>
<td>Expect 10-12</td>
</tr>
<tr>
<td>Trading Range</td>
<td>Mississippi River</td>
</tr>
<tr>
<td>Ballast Tanks</td>
<td>Eight (8)</td>
</tr>
<tr>
<td>Fuel</td>
<td>LNG</td>
</tr>
<tr>
<td>Fuel Capacity</td>
<td>1000cm (3 trips)</td>
</tr>
<tr>
<td>Power Plant</td>
<td>Diesel Electric</td>
</tr>
<tr>
<td>Main Generators</td>
<td>Four (4) – 2880 kW each</td>
</tr>
<tr>
<td>Horsepower</td>
<td>14,850</td>
</tr>
<tr>
<td>Propulsion Drives (Stern)</td>
<td>Three (3) Drives</td>
</tr>
<tr>
<td>Bow Drives</td>
<td>Two (2) (1000kw Each)</td>
</tr>
<tr>
<td>Deck Machinery</td>
<td>Electric</td>
</tr>
<tr>
<td>Gross Registered Tons</td>
<td>&gt; 10,000</td>
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</tbody>
</table>
Upriver Port Network

- St. Louis Region
- Kansas City
- Memphis
- Cairo
- WAIA - Fort Smith
- Little Rock
- Jefferson City-Mo.
- Joliet
Independent third party studies verified the “project pre-feasibility” competitiveness of servicing Mid-West from PPHTD & Container on Vessel vs. Inter-modal from WC, EC and other GC Ports

- CK Americas – PPHTD vs. East and West Coast Ports to Mid-America
- Informa Economics- STC ISA AG Export Study

**STC ISA Study Objective:**
Determine competitiveness of grain exports via all water route to Asian Markets vs. current inter-modal to LA/LB pattern

**Conclusions:**
- Significant savings result from all water routing of containerized grains
- Longer trade routing LAGG to Asia offset by persistent LA/LB delays
- New system should increase demand for containers vs. bulk shipments
  - Non-GMO quality commodities increasing in popularity
  - Buyers procure smaller volumes for easier delivery upon arrival

**Economic Results:** ALL WATER TRANSPORTATION vs. INTER-MODAL: Asia Markets (% Saving with APH)

- **Origin** | **APH Advantage**
  - Memphis | 40 %
  - St. Louis | 44 %
Marine Operations to commence Sept 2021

- Finalize MOUs with high impact BCOs by June 15
- Finalize MOU with Major Ocean Carrier / Terminal Operator by June 15
  - Terminal Design, Permitting
- Obtain ABS Approval In Principle - May 29
- Finalize Vessel Design Criteria
- Secure Financing for LAGG / APH / Upriver Ports
- Vendor Selection / Shipyard Bidding / Construction