



## 2018-19 Detailed Projects Report (Updated 8/12/19)

*Compiled by the Southwest Louisiana Economic Development Alliance. All information in this report is either provided by the company themselves, from LED, IMCAL, or from press releases provided through media. This is not an exhaustive list of all projects in SWLA as some companies are in phases where they are not ready to publicly share information about their projects. The projects are listed by parish.*

### **-BEAUREGARD PARISH-**

#### **Ingevity**

**June 2019**

##### **Ingevity to invest \$15M in DeRidder plant**

Chemical engineering plant Ingevity announced this week it plans to invest about \$15 million in upgrades at its DeRidder facility.

According to Ingevity spokesperson Monifa Ellington, the upgrades are part of the company's ongoing commitment to its "best-in-class manufacturing efficiency, operational excellence and process safety," and are expected to increase the facility's overall operations.

The upgrades will be performed through three major projects that will include the addition of new crude tall oil storage tanks, which just became operational in April.

One of the four distillation columns on site will also undergo a process safety enhancement scheduled to be completed by the end of the year, and this fall an adhesive pastillator will be installed that will allow Ingevity to increase its service offerings for hot-melt adhesives and road-stripping customers. It is also expected to streamline production processes.

The DeRidder facility presently employs 187 full-time and 30 contract employees. While the upgrades are not expected to immediately add employment opportunities, Ellington said the facility hopes to increase those numbers in the future.

### **-CALCASIEU PARISH-**

#### **ART**

**May 2015**

##### **W.R. Grace announces Advanced Refining Technologies project**

W.R. Grace & Co. Chairman and CEO Fred Festa announced Advanced Refining Technologies®, the company's joint venture with Chevron Products Company, will make a capital investment of \$135 million to build a residue hydroprocessing catalyst production plant and additional alumina capacity at the existing Grace manufacturing facility near Lake Charles. Grace will retain 295 direct jobs at the site, while ART will

create 30 new direct jobs with a new annual payroll of \$2.4 million, plus benefits. Louisiana Economic Development estimates another 88 new indirect jobs would result from the project, for a total of more than 110 new jobs in the Southwest Region. In addition, 190 construction jobs will be created at peak building activity by the project, which will expand what is one of the largest refining catalyst plants in the world. ART will begin hiring when construction is expected to start later in 2015. Completion of the expansion is projected for early 2018.

#### **Update May 2016**

##### **ART Project Delayed**

The Board of Directors of Advanced Refining Technologies (ART), the joint venture between W. R. Grace & Co. and Chevron Products Company, has voted to delay construction of the residue hydroprocessing catalyst plant (Big Cat) manufacturing facility in Lake Charles.

The Board has directed ART to monitor market conditions to determine a new timeline for construction, but to continue to move the project forward with the purchase of equipment for the new facility. This decision does not mark a change in the scope of the project, only the timing.

## **Lotte Chemical**

#### **May 2014**

##### **Westlake Chemical, Axiall Corporation Announces Ethylene Facility**

Axiall Corporation is evaluating a proposed world-scale ethylene facility in Calcasieu Parish, Louisiana, as part of the company's long-term growth strategy. Here are some key facts about this contemplated project:

Axiall is considering the construction and operation of a 2 billion pounds/year ethylene production facility at a preferred location in southwestern Louisiana. If approved, the project would be a joint venture with Lotte Chemical of South Korea, which was selected after an exhaustive search of potential partners. Lotte Chemical also is evaluating an adjacent, wholly-owned derivatives plant on the same preferred site in Calcasieu Parish. The proposed ethylene facility could supply up to 50 percent of Axiall's current annual demand for this important and widely used raw material in chemical manufacturing.

Axiall currently requires approximately 2 billion pounds of ethylene annually for its manufacturing operations. This potential investment would position the company for strategic growth across its vinyl chain. A front-end engineering and design study is underway and is expected to continue through much of 2014. A final investment decision will follow.

If approved, this world-scale ethylene facility would have a significant positive economic impact on southwest Louisiana.

- Axiall and Lotte Chemical are considering a capital investment of about \$3 billion and currently estimate the project would create 250 new direct jobs.
- Louisiana Economic Development (LED) estimates that, combined, the new plants would result in an estimated 2,200 new indirect jobs.
- An estimated 2,000 to 3,000 temporary construction jobs also would be created during the construction period for the ethylene facility and derivatives plant, according to LED.

#### **Update June 2015**

##### **Axiall Corp., Lotte Chemical Finalize Joint Venture**

Axiall Corporation and Lotte Chemical Corporation of the Republic of Korea announced that the companies have finalized their joint-venture arrangements to construct an ethane cracker. The final investment decision remains subject to approval by both companies' boards of directors. The companies have formed LACC LLC to design, build and operate an ethane cracker in Louisiana that

would produce approximately one million metric tons of ethylene annually once it commenced operation.

If approved by Lotte's Board of Directors, Lotte Chemical also plans to build a monoethylene glycol (MEG) plant adjacent to the proposed cracker. Axiall would not have any investment in or ownership of that MEG plant. Lotte Chemical currently operates three crackers in Asia that produce more than 2.8 million metric tons of ethylene capacity annually. Financial terms of the joint venture call for Lotte to lead the project with Axiall having a maximum capital contribution obligation of \$225 million towards the cracker during the engineering, procurement and construction phases of the project. The amount of Axiall's capital contribution relative to the total, actual cost of constructing the cracker would determine the amount of ownership Axiall holds in the cracker. Axiall will retain an option to increase its ownership level to up to 50 percent of the completed plant. For a further discussion of risks and uncertainties applicable to Axiall and its business, see Axiall's Annual Report on Form 10-K for the fiscal year ended December 31, 2014, and subsequent filings with the SEC.

#### **Update September 2015**

##### **CB&I wins second LACC Ethane Cracker Contract in Lake Charles**

CB&I announced it has been awarded an early works contract by LACC, a joint venture between Atlanta's Axiall Corporation and South Korea's Lotte Chemical, to provide additional detailed engineering and early procurement services for the proposed LACC Ethane Cracker Project in Lake Charles, Louisiana. This new scope of work follows CB&I's front-end engineering services it provided to LACC, along with its ethylene technology. LACC continues to evaluate the construction of a cracker with the capacity to produce about one million tonnes of ethylene per year. A final investment decision is expected at the end of the year.

#### **Update June 2016**

##### **Axiall/Lotte Chemical breaks ground**

Louisiana Commissioner of Administration Jay Dardenne and Louisiana Economic Development Secretary Don Pierson joined Republic of Korea Ambassador Ahn Ho-young, Lotte Group Chairman Shin Dong-bin and Axiall CEO Tim Mann in breaking ground on a \$3 billion chemical manufacturing project in Lake Charles. LACC LLC, a joint venture of Lotte Chemical and Axiall Corp., will build a \$1.9 billion ethane cracker complex near Axiall's existing manufacturing plants in Calcasieu Parish. Using a portion of ethylene produced by that plant, Lotte Chemical will produce monoethylene glycol at a \$1.1 billion plant constructed beside the ethane cracker.

Combined, the projects will create 215 new direct jobs, with the ethane cracker producing 135 new direct jobs with an average annual salary of \$75,500, plus benefits, and the monoethylene glycol facility producing 80 new direct jobs with an average annual salary of \$87,000, plus benefits. Louisiana Economic Development estimates the combined projects will result in 1,892 new indirect jobs, for a total of more than 2,100 new jobs in Southwest Louisiana. With its project, Axiall will retain 1,600 existing workers in the Lake Charles area, and the company estimates 2,000 construction jobs will be created at peak building activity for the new plants.

Both plants are expected to begin operating in 2019. Axiall will use its portion of the ethylene output to make vinyl chloride monomer, a precursor to plastics, and other products, such as caustic soda, chlorine and ethylene dichloride. Lotte Chemical will make monoethylene glycol, commonly called MEG, which is an important ingredient in the making of paper, textile fibers, latex paints, asphalt, resins, antifreeze, coolants and adhesives. It is expected to be the largest MEG plant in the U.S.

#### **Update April 2017**

##### **Lotte Chemical USA to Move Headquarters to Louisiana**

LAKE CHARLES, La. - Today, Gov. John Bel Edwards and CEO Soon Hyo “Steve” Chung of Lotte Chemical USA announced the company will establish its headquarters in Lake Charles, where the corporate office will join Lotte Chemical USA’s \$1.1 billion monoethylene glycol – or MEG – plant under construction at the junction of Interstates 10 and 210. Together, the MEG plant and corporate headquarters will create 130 new direct jobs, with an average annual salary of more than \$80,000, plus benefits. Louisiana Economic Development estimates the combined facilities will result in more than 1,200 permanent new indirect jobs, along with more than 3,000 construction jobs.

Lotte Chemical USA will move its headquarters from Houston to Lake Charles. In addition to Lotte Chemical’s MEG plant, the company is investing in a \$1.9 billion joint venture with Westlake Chemical to build an ethane cracker complex, also under construction on the 250-acre site that will be home to the MEG plant and future headquarters. Combined, the joint venture, MEG plant and headquarters represent more than \$3 billion in new capital investment, 265 new direct jobs, and more than 2,300 new indirect jobs in Lake Charles and surrounding areas.

Lotte Chemical USA is part of the Seoul-based Lotte Group, South Korea’s fifth-largest company with \$79 billion in annual revenue and more than 180,000 employees worldwide. Both plants are expected to begin operating in 2019. With Westlake Chemical, Lotte Chemical will split the output of the 1 million tons per year of ethylene produced by the ethane cracker. Westlake Chemical will convert its ethylene to the production of plastics and other derivatives, while Lotte Chemical will produce monoethylene glycol, a key ingredient in the making of paper, textile fibers, latex paints, asphalt, resins, antifreeze, coolants and adhesives. The Lake Charles site is expected to be the largest MEG plant in the U.S.

#### **Update May 2019**

##### **Lotte Holds Open House to Showcase New Facility**

Lotte Chemical held an open house and ribbon cutting on May 9, 2019, signifying the start-up of their operation, even though some work remained left to do on the MEG unit and relocating the headquarters into the new office building on site. This event was viewed as the end of construction.

*This project is now considered complete.*

## **Chennault International Airport**

### **June 2015**

#### **Chennault International Airport Authority eyes expansion into Mallard Cove Golf Course area**

The Chennault International Airport Authority is looking at a \$257 million expansion to increase the airport’s cargo-handling capacity. The proposal includes building on 220 acres already occupied by Mallard Cove Golf Course. Randy Robb, the airport’s executive director, tells the American Press the expansion could result in up to 1,500 permanent jobs. Robb says Mallard Cove causes hazards for airport operations, including wildlife, along with birds and golf balls hitting aircraft. He says Chennault would provide an alternative golf course. The city of Lake Charles developed Mallard Cove in 1976 on land that was donated by the federal government. Robb says would take about 18 months to develop the new golf course. He says the plan is for Mallard Cove to remain open until a new course is opened.

#### **Update September 2016**

##### **Chennault wants to amend Mallard Cove agreement**

A committee moved to recommend that the Chennault International Airport Authority enter into an amended memorandum of understanding with the city on expansion plans at the site of Mallard Cove Golf Course. Last October, Chennault entered into a MOA with the city in which the city agreed to incorporate the golf course land into Chennault’s 99-year lease if the airport built a replacement course at no cost to the city. Chennault officials said in the original MOA they would

build a \$257 million facility and additional aircraft hangars on the site of Mallard Cove. But Chennault has struggled to find an acceptable replacement location. Board Vice President Jonald Walker addressed this issue saying a replacement golf course “doesn’t seem to be a viable option, at least at this time.”

Executive Director Randy Robb later said representatives are looking into two sites that look “really good” for a replacement course, but that the decision on whether to replace the course is still up in the air. Robb said that in the meantime the amended MOA — if approved — would give Chennault the option to buy the course instead of having it incorporated into the lease. It would allow Chennault to appraise the area, present a sales price to the city for approval and then be granted “the exclusive right to purchase” that area for a period of two years. Robb said this would also “help reduce the interference from outside sources” and enable developers to deal directly with Chennault.

### **Update November 2016**

#### **Chennault Agrees to Study Mallard Cove Development**

A Pennsylvania-based consulting firm will determine the possibilities for future economic development by the Chennault International Airport Authority on the Mallard Cove Golf Course property, along with additional property owned by the airport. Chennault board members entered into an agreement with Martin and Associates on an intermodal market study. Randy Robb, the airport’s executive director, said the study has an estimated price tag of \$94,500 and will be funded in phases. “If we’re going to try and attract a developer, it’s got to be done,” he said. “If we discover bad news or an obstacle that we can’t go around in step two, we won’t have to fund (other steps).”

A letter from Martin and Associates to CSRS said the market study would take two to three months to finish. The effort includes interviewing possible developers and tenants; calculating the economic impact for the Chennault site; and coming up with an estimate of distribution patterns that could be developed at the airport. Robb has discussed the intent to use the 220 acres occupied by Mallard Cove to increase the amount of cargo the airport handles. The board in July hired CSRS, a Baton Rouge-based engineering and planning firm, to attract potential developers for the effort. At the July meeting, Robb said the plan was to secure a developer and start the project within one year.

“So far, CSRS has been correct in all of their recommendations, and the process is going very well,” Robb said Tuesday. Robb said the market study will also determine whether there are interested developers for other airport property, not including the Mallard Cove land. The city of Lake Charles owns and operates the golf course. The airport’s proposed \$257 million expansion includes building two 150,000-square-foot rail-served warehouses, four 75,000-square-foot aircraft hangars, a 200,000-square-foot light industrial park, a 250,000-square-foot business park, cargo-handling equipment, and roads and rail infrastructure. Robb said the airport is looking at four locations to build a new golf course and replace Mallard Cove. All locations are within the Ward 3 Recreation area. The board also approved hiring John McMullen as the airport’s director of maintenance.

### **Update August 2019**

#### **Site for New Golf Course Selected**

A 160-acre site was donated by the Morganfield Development off of East McNeese Street between Corbina Road and La. 397. Ground was broken on the new construction in December 2018, and completion is expected by the end of 2019.

## **Citadel Completions**

**May 2018**

**Citadel Completions investing \$17.6M in Louisiana**

*The Southwest Louisiana project will result in more than 600 new direct and indirect jobs as the aerospace company establishes a facility to customize aircraft interiors*

Citadel Completions, LLC will invest \$17.6 million to establish an aircraft center dedicated to interior jet modifications and maintenance at Chennault International Airport in Lake Charles, LA. The aerospace company expects to create 256 new direct jobs with an average annual salary of \$80,000, plus benefits. In addition, Louisiana Economic Development (LED) estimates the project will result in 347 new indirect jobs, for a total of more than 600 new jobs in Southwest Louisiana. Hiring for the project is underway, with Citadel Completions expecting to begin operations by the third quarter of 2018.

Citadel Completions is an entity created and financed by Las Vegas entrepreneur and businessman Sheldon G. Adelson and his family. As a newly established aerospace company, Citadel will provide full-scale interior completions for luxury and commercial aircraft, such as Boeing 737, 747, 767 and 777 jets, along with Airbus A330 and A340 jets. In addition to providing jet interior modifications, Citadel Completions will perform MRO —or maintenance, repair and overhaul — services, as space is available.

The company's Lake Charles workforce will include a seasoned team of aviation professionals who design and engineer luxury interiors for a variety of narrow- and wide-body aircraft. Customers will range from private owners and VIP jet groups to government operators.

"Chennault is extremely pleased that Citadel Completions decided to make our airport and Lake Charles their new home," said Executive Director Kevin Melton of the Chennault International Airport Authority.

LED began reviewing project possibilities in May 2017 and in November 2017 entered discussions with the entity that formally would become Citadel Completions LLC. To secure the project, the Louisiana offered the company a competitive incentive package that includes a performance-based grant of \$7 million to defray the cost of facility modifications, payable in seven consecutive yearly installments, along with a \$2 million performance-based grant for lease support. In addition, the company is expected to utilize Louisiana's Industrial Tax Exemption and Quality Jobs programs.

At Chennault, Citadel Completions will occupy Hangar D with 150,000 square feet of space, Hanger H with 112,000 square feet, and a separate administrative building with 19,000 square feet.

Recent projects at Chennault include Northrop Grumman's Programmed Depot Maintenance facility and the commercial aircraft painting facility of Landlocked Aviation Services

**Update August 2019**

***This project is now considered complete.***

## **Driftwood LNG**

**August 2016**

### **Magellan Merges with Tellurian and Enters the LNG Business**

Magellan Petroleum Corporation announced that it has entered into a merger agreement with Tellurian Investments Inc. Tellurian was formed recently by Charif Souki, former founder, Chairman, and CEO of Cheniere Energy, Inc. and Martin Houston, former COO of BG Group plc. Tellurian is developing a liquefaction project in Louisiana. The board of directors of each company has unanimously approved the terms of the agreement and has recommended that its shareholders approve the transaction. Completion of the merger is subject to approval of the Magellan and Tellurian shareholders.

J. Thomas Wilson, President and CEO of Magellan said, "This transaction concludes our strategic alternatives review process and we believe offers a unique opportunity for Magellan's shareholders to participate at an early stage in an investment potentially similar to Cheniere Energy's remarkable success, under the leadership of Charif Souki. He and Martin Houston are proven leaders in the LNG industry." Martin Houston, co-founder of Tellurian, also commented, "Our experienced team leading Driftwood LNG, a 26-million tonnes

liquefaction project in Louisiana, and our deep relationship with Bechtel and its sub-contractors, GE and Chart Industries, are key factors that we believe will drive the successful development of one of the most cost-competitive LNG projects globally. With this transaction, we will be able to access more attractive financing in order to develop Driftwood LNG, which should come on stream in 2022, just as the markets for new LNG open up." The transaction is expected to close in the fourth quarter of 2016.

#### **Update August 2017**

Organizers behind Driftwood LNG expect to have the project's primary engineering, procurement and construction contract in place this fall — a contract only one other LNG export project in Southwest Louisiana, Magnolia LNG, has been able to secure.

Bechtel recently submitted a lump-sum turnkey EPC proposal after completing the project's front-end engineering and design study, according to a recent announcement by Driftwood's parent company, Tellurian. Tellurian President and CEO Meg Gentle said that having an EPC proposal will help the company attract global buyers for the liquefied natural gas it aims to ship from Calcasieu Parish.

Driftwood is the youngest of the 10 LNG facilities being developed in the area, having announced plans in 2016 to build a terminal in the region. It's awaiting Federal Energy Regulatory Commission approval, which is expected by the middle of next year.

It expects to reach financial close in mid-2018 and begin operating in 2022.

Reuters reported in April that Tellurian is offering fixed-price contracts for shorter terms than the traditional 20-year span, a move that goes against traditional LNG practice by distancing the price of LNG from the price of oil.

#### **Update May 2019**

##### **Tellurian to decide on Louisiana Driftwood LNG project in 2019**

REUTERS - Tellurian Inc. confirmed on Wednesday it still plans to make a final investment decision to build its proposed \$30 billion Driftwood liquefied natural gas (LNG) export project in Louisiana in 2019:

\* The company, in a first-quarter earnings statement, said it was on track to make a final investment decision in 2019, start construction in 2019 and begin operations in 2023.

\* Driftwood is designed to produce 27.6 million tonnes per annum (MTPA) of LNG or about 4 billion cubic feet per day (bcfd) of natural gas. One billion cubic feet of gas is enough to fuel about 5 million U.S. homes for a day.

\* The company has said the first phase will likely comprise 16.6 MTPA.

\* Driftwood is one of more than a dozen U.S. and Canadian LNG export terminals under development that expect to make a final investment decision in 2019. Together the projects would produce over 150 MTPA of LNG.

\* Analysts have said only a handful of the plants will likely be built over the next five years or so.

\* Current U.S. LNG export capacity is around 39 MTPA, and new terminals being built would produce an additional 51 MTPA.

\* Tellurian has said the United States needs about 100 MTPA of new export projects to meet growing worldwide use of the fuel.

\* Unlike most proposed U.S. LNG export projects that will liquefy gas for a fee, Tellurian is offering customers the opportunity to meet their gas needs by investing in a full range of services from production to pipelines and liquefaction.

#### **Update July 2019**

##### **Tellurian, Total finalize Louisiana Driftwood LNG export plant agreement**

(Reuters) - U.S. liquefied natural gas (LNG) developer Tellurian Inc said on Wednesday that units of French oil major Total SA have agreed to buy LNG from the U.S. company's proposed \$30 billion Driftwood export project in Louisiana.

Total will buy one million tonnes per annum (mtpa) of LNG from Driftwood and invest \$500 million in Driftwood Holdings LP, it said in a statement.

Total will also buy an additional 1.5 mtpa of LNG from Tellurian's offtake volumes from Driftwood. The deal involves LNG free on board at a price based on the Platts Japan Korea Marker (JKM). Tellurian said it planned to make a final investment decision this year on whether to build Driftwood, which would enable the plant to enter service in 2023.

## **Dongsong Finetec America**

**October 2015**

### **Dongsong Finetec expand operations to Lake Charles**

Lake Charles – Dongsung Finetec America LLC, announced that after more than three years of evaluating the U S natural gas markets it has moved forward with its plans to expand its operations from South Korea. Dongsung Finetec is well established as a world leading force in the development and manufacturing of many types of insulation specializing in cryogenic insulation. Dongsung has secured a lease with the Port of Lake Charles with intention of developing a manufacturing facility. The facility will cater to the cryogenic industry and aspirations of USA based LNG companies along with the full range of traditional insulation materials and service such as hot, cold, personal protection and acoustics.

William Rase, Executive Director of the Port of Lake Charles said: "The decision of Dongsung Finetec to choose the Port of Lake Charles for its first in the USA manufacturing site with its 200 manufacturing jobs demonstrates the tremendous spin-off positive impacts of the Calcasieu Ship Channel and the many new and existing industries and business dependent upon the channel for jobs and growth in the region."

Dongsung will now embark on a two-phase development of the leased facility in Lake Charles. Phase one is the restoration of the existing circa 59,000 square feet building. Phase two is the installation of the manufacturing lines, equipment recruitment along with training and development of the workforce. The projected permanent employment at the facility could reach as many as 200 with triple that number employed at the workface during the installation of the insulation material. The facility is expected to be fully operational by May 2016 with further expansions to follow aligned with the requirements of the LNG industry within the USA. The overall initial phased investment will be in the region of \$5 million.

**Update December 2015**

### **Governor Announces Dongsong Project**

Governor Bobby Jindal and Senior Vice President James Choi of Dongsung FineTec Co., Ltd announced the company will create 250 new direct jobs with an average salary of \$40,000, plus benefits and make an estimated \$5 million capital investment in a cryogenic insulation manufacturing facility in Lake Charles. Based in South Korea, Dongsung FineTec provides specialized high-performance insulation to liquefied natural gas plants and other industrial sites around the world.

Louisiana Economic Development estimates the project will result in 1,371 new indirect jobs, for a total of more than 1,600 new jobs for Calcasieu Parish and surrounding areas. The company estimates the project could generate an additional 300 plus construction jobs for the actual installation work if they are successful in winning projects.

Dongsung FineTec is the world's largest maker of cryogenic insulation for the LNG industry. Its cryogenic insulation panels are designed to keep the liquefied natural gas cold at minus 163 degrees

Celsius to facilitate storage and transport. The company also manufactures urethane foam insulation storage tanks and other insulation products for industrial applications. One specialist area the company feels it has made significant progress is that of LNG as a bunkering solution with a fuel tank and insulation design that they feel will bring great value to smaller and midscale opportunities.

Founded in 1985, Dongsung FineTec is based in Seoul, South Korea. The Lake Charles project is the company's first manufacturing investment in the U.S., with the site expected to be fully operational by May 2016.

LED began discussing a potential project with the company in February 2015. To secure the project, the state offered a competitive incentive package that includes the comprehensive solutions of LED FastStart®, the top-ranked state workforce development program in the nation. The company also is expected to utilize Louisiana's Quality Jobs and Industrial Tax Exemption programs.

The company will lease an 11-acre site at the Port of Lake Charles' Industrial Park East for its manufacturing complex. The site includes the former Spartech plastics compounding plant. The 59,000 square foot building will be renovated for specialized insulation production. Dongsung FineTec's selection of the Port of Lake Charles for its manufacturing site "demonstrates the tremendous spin-off positive impacts of the Calcasieu Ship Channel and the many new existing industries and businesses dependent upon the channel for jobs and growth in the region," port Executive Director William R. "Bill" Rase III said.

The region's dynamic natural gas liquefaction and export industry will provide a significant customer base for the company. Ten major LNG projects are in the works for the Southwest Region, including Magnolia LNG, Lake Charles LNG and Live Oak LNG in Calcasieu Parish and Cheniere Energy, Cameron LNG, Venture Global, SCT&E LNG, G2 LNG, Commonwealth LNG and Delfin LNG in Cameron Parish. Dongsung FineTec also expects to serve facilities in other Gulf Coast states. "Dongsung FineTec's announcement brings a unique product and industry to the U.S.," said David Conner, vice president of economic development and international services for the Southwest Louisiana Economic Development Alliance.

**Update August 2019**

***This project is now considered complete.***

## **Entergy**

**August 2015**

### **Entergy Announces Transmission Project**

Entergy continues to make productive investments in transmission, Entergy Chairman and CEO Leo Denault said on Aug. 4 during the company's 2Q15 earnings conference call. Denault said that in June, Entergy Gulf States Louisiana filed for certification – with the Louisiana Public Service Commission – of an up to \$187 million transmission project with an in-service date of June 2018. Denault was referring to the Lake Charles Transmission Project, which, as TransmissionHub reported, has received approval from the MISO Board of Directors.

**January 2018**

### **Entergy Louisiana breaks ground on combined-cycle power plant**

WESTLAKE, La. – Entergy Louisiana took another important step toward modernizing its generating fleet, enhancing reliability and securing a long-term supply of lower cost energy for customers with today's ceremony formally kicking off construction of the Lake Charles Power Station.

State and local officials joined Entergy executives and employees at the groundbreaking for the combined-cycle, natural gas-fired plant. The plant's estimated cost is \$872 million, including transmission and other project-related costs. It is expected to enter commercial operation by June 2020.

The highly-efficient plant is projected to lower customer energy costs between \$1.3 and \$2 billion over its anticipated 30-year life. Combined-cycle units, compared to Entergy's older gas-fired plants, will on average cut carbon dioxide emissions by approximately 40 percent.

Leo Denault, chairman and CEO of Entergy Corporation, said, "The Lake Charles Power Station will provide much-needed generating capacity for the region, and it represents another step toward increasing our environmental efficiency and modernizing Entergy Louisiana's fleet. The plant, much like the St. Charles Power Station currently under construction, is expected to produce significant customer savings over the long term. It will also add another highly efficient resource to our generation fleet, which already ranks as one of the cleanest in the country."

Phillip May, president and CEO of Entergy Louisiana, said, "This new unit is another element of our plan to ensure there is an abundant supply of clean, affordable, safe and reliable energy available to meet the needs of our current customers as well as keep pace with Louisiana's expanding economy. The Lake Charles area is one of the fastest-growing regions in the nation thanks to the billions being invested in new and expanded industrial facilities."

The economic impact from the construction of the plant will be felt across the state, but the effect will be largest in Calcasieu Parish, according to an analysis by Louisiana economist Dr. Loren Scott. The parish is expected to see \$1 billion in new business sales and \$282.9 million in new household earnings during the construction phase, according to Scott's analysis.

At the height of construction activity, there will be approximately 700 people employed directly on site. Once complete, Entergy Louisiana expects to employ 31 people full-time.

CB&I, an engineering, procurement and construction contractor that employs approximately 4,800 Louisiana residents, was selected by Entergy Louisiana and will work with an Entergy management team on the completion of the Lake Charles Power Station.

Entergy Gulf States Louisiana in January announced plans to add around 25 miles of high voltage AC transmission lines, both 500-kV and 230-kV, build two new substations and expand a third in the Lake Charles area of Louisiana. The Lake Charles Transmission Project is planned to bring power more reliably and efficiently into a region projected to have the fastest job growth rate in the state.

#### **Update February 2018**

#### **Entergy Louisiana Begins Construction on \$100 Million Reliability Project**

JENNINGS, La. – Construction will start Tuesday, Feb. 6, on Entergy Louisiana's \$100 million technological upgrade to its electric power transmission grid in Jefferson Davis Parish. The project will enhance reliability, increase transmission capacity and help ensure the availability of affordable power now and into the future for the parish.

"This project represents Entergy Louisiana's ongoing commitment to providing reliable, affordable electricity to our customers while helping grow our state's economy," said Chip Arnould, senior region manager of customer service for Entergy Louisiana.

First announced in December, the upgrade covers approximately 900 square miles, almost all of which is within Jefferson Davis Parish, and encompasses the construction of some new transmission lines as well as rebuilding many existing lines. Both the new and rebuilt sections of line will use steel

structures that can withstand winds of up to 140 miles per hour and employ reinforced high-voltage wire that will move power more reliably and efficiently.

Construction of the transmission lines will begin during the first week of February along Highway 395 between Grand Marais Road and Doise Road. The project's traffic and signage plan has been approved by the Louisiana Department of Transportation and will include one lane closure of Hwy 395 (southbound/ eastbound) for the next few months. The plan includes flaggers stationed on either end of the work zone to ensure safety for both the crews and the public.

In total, the project will add or upgrade over 58 miles of transmission and distribution lines. Depending upon weather and other variables, the project will conclude by February 2020.

#### **Update August 2019**

Reliability project considered complete. Ground was broken on the generation facility in January 2018 and remains under construction. The facility is expected to be operational in 2020.

## **G2X Energy (Big Lake Fuels)**

### **January 2013**

#### **G2X Energy plans \$1.3B gas-to-liquids facility**

Governor Bobby Jindal highlighted G2X Energy Inc.'s plans for a \$1.3 billion natural gas-to-gasoline facility at The Port of Lake Charles in Southwest Louisiana. The Calcasieu Parish project would create 243 new direct jobs, averaging \$66,500 per year plus benefits. LED estimates the project would also result in 748 new indirect jobs, for a total of nearly 1,000 new permanent jobs in Southwest Louisiana. The expected number of jobs over the entire 36-month construction period is approximately 3,000 which would include on average 1,500 workers at the site. G2X Energy is finalizing an option to lease 200 acres in the Industrial Canal at the Port of Lake Charles, where the company will have the flexibility of shipping gasoline by pipeline or sea. G2X Energy will build its facility near Trunkline LNG, a major energy tenant operating at the port. Through a proven technology process, G2X Energy will use natural gas to produce methanol, then convert methanol to final gasoline for 90 percent of its production. About 10 percent of the output will be liquefied petroleum gas or propane.

Subject to additional feasibility analysis, Houston-based G2X Energy expects to make a final investment decision by the end of 2013, upon obtaining facility permits, and construction would begin in 2014 with an estimated completion of the project in early 2017. Hiring of the plant management team will take place in mid- to late 2014, with most of the hiring for the facility to be completed by the end of 2015.

#### **Update December 2014**

#### **G2X and MHTL announce partnership**

G2X Energy, Inc. (G2X Energy) and Methanol Holdings Trinidad Limited (MHTL) announced that MHTL intends to partner with G2X Energy to construct the world-scale methanol-to-gasoline MTG-ready, methanol production facility being developed by G2X Energy in Lake Charles, Louisiana. The Big Lake Fuels LLC facility will produce 1.4 million metric tons of commercial-grade methanol per year and will have the necessary facilities to convert methanol to automotive gasoline in the future. As part of MHTL's potential investment into G2X Energy and the Big Lake Fuels plant, MHTL will enter into the negotiation of an exclusive offtake agreement to market the entire production of methanol from Big Lake Fuels' first methanol plant. The Big Lake Fuels plant will initially produce methanol, and methanol-to-gasoline production will be an option in the future.

The plant will be located on a 200-acre site on the Calcasieu Industrial Canal off of the main Calcasieu Ship Channel. The site is ideally located adjacent to multiple large natural gas pipelines and industrial electricity connectivity, and affords the option to ship methanol via barge or oceangoing

vessel. The site has the capability to support multiple production process trains and has been secured from the Port of Lake Charles under a long-term lease agreement.

The facility will be constructed by the Proman Group under a fixed price EPC contract. Proman, based in Wollerau, Switzerland, has extensive experience building methanol production facilities. The company has built five world-scale plants in Trinidad and Oman similar in design to the Big Lake Fuels plant. The plant will utilize steam reforming and methanol synthesis technologies from Johnson Matthey Davy Technologies Limited. The plant received its air and construction permit from the state of Louisiana on May 25. Construction is expected to begin in early 2015, after the project obtains the remaining permits and completes initial engineering.

G2X Energy anticipates the project will create more than 2,000 construction jobs during the three-year construction period. Once the methanol plant is operational, there will be more than 125 full-time operations personnel at the plant, with that number expected to grow when MTG and methanol plant expansions are complete. For more information visit [www.G2XEnergy.com](http://www.G2XEnergy.com) or contact Sandy Fitch at (713) 943-2200 or [info@G2XEnergy.com](mailto:info@G2XEnergy.com).

### **Update July 2015**

#### **G2X Energy Announces Mobilization on World-Scale Methanol Production Facility 7/15**

G2X Energy, a developer of natural gas to methanol and methanol to gasoline projects announced that mobilization has begun on its previously announced world-scale methanol production facility located in Lake Charles, Louisiana. The announcement was made at the Lake Charles Harbor and Terminal District Board of Directors meeting. G2X Energy President and CEO Tim Vail announced all state and federal permits required for construction have been obtained, staffing of key management is underway, critical studies and local building permits are being worked towards completion and final details are being put in place to open a local G2X Energy office and commence construction of the facility. "We are extremely pleased to be moving forward in such a significant way on this project. Our hope is to have our EPC contractor, the Proman Group, to begin site work by the end of this year." stated Vail.

When complete, the facility, named Big Lake Fuels, will produce over 1.4 million metric tons of commercial grade methanol per year and will have the ability to install necessary facilities to convert methanol to automotive gasoline in the future. Regarding the local economy and the impact this project will create, Congressman Boustany said, "The G2X Energy methanol-to-gasoline production facility in Lake Charles will create 2,000 construction jobs over three years and 125 permanent operations jobs with the possibility of expansion – a huge boost to our local economy. Mr. Vail concluded, "G2X Energy and our partners, Southern Chemical Corporation and The Proman Group, are very pleased with the progress of the Big Lake Fuels project and feel this facility will be a large part of the revitalization of the methanol industry along the Gulf Coast." For more information regarding G2X Energy, please contact Sandy Fitch at (713) 943-2200 or [info@G2Xenergy.com](mailto:info@G2Xenergy.com). For interview opportunities, please contact Kathryn Smith at (713) 252-5414 or (713) 627-8777.

### **Update January 2016**

#### **G2X breaks ground on Big Lake Fuels facility**

Although construction is set to take three years, a major energy project took another step forward. Houston-based G2X Energy, a developer of natural gas to methanol - and methanol to gasoline projects - broke ground today at its new facility Big Lake Fuels. The future site is located at 4101 Tank Farm Road in Lake Charles. Contractor David Cassidy, with Proman Group, said it has far-reaching impacts, with the potential to export all over the world. "It'll be a 1.4 million ton per year methanol plant," added CEO of G2X, Tim Vail. Phase One takes place on roughly 200 acres, leased by the Port of Lake Charles.

"This particular site was leased to G2X probably 2-3 years ago," said Port Director Bill Rase. And Rase said it's unique to our area. "And this is one of the ones that does not depend on LNG. It's actually a methanol plant which is kind of unique to this area but it does fit into the energy sector which we're very strong in," he said. While site preparation is still underway, already, there are plans to expand. "But we also have an incremental 400 acres. And ultimately, we'll expand into additional methanol capacity and perhaps into other products such as ammonia and fertilizer," explained Vail. And at a price tag of \$1.6 billion, economic impacts are significant.

"During construction we'll have a little north of 2,500 jobs, people at the site. And then permanent jobs, it's going to be around 150 and these are folks that are full-time G2X. Then, we'll have additional contractors," said Vail. Rase added, "Southwest Louisiana is growing stronger and stronger and it doesn't look like there's anything that will slow down future progress." Progress - some five years in the making - with construction set to begin this week. "We look to be in full commercial operation by the first half of 2019," said Vail. Fireworks lit up the sky following the ceremony, highlighting the excitement for what's ahead. Vail said hiring began the third quarter of last year.

#### **Update March 2016**

##### **G2X enters into services contract**

G2X Energy, a developer of advanced natural gas to methanol projects, along with their strategic partner the Proman Group, announced they have entered into an engineering services contract with Toyo Engineering Corporation (Toyo) for the detailed engineering needs on their previously announced world-scale methanol production facility located in Lake Charles, Louisiana. Toyo will be providing basic engineering for offsite and utility facilities and detailed engineering of the complete methanol facility. Once complete, the G2X facility, known as Big Lake Fuels Methanol Plant, will produce 1.4 million metric tons of commercial grade methanol per year. Construction on the Big Lake Fuels Plant will take approximately 3 years to complete and will add 2500 direct and indirect jobs to the Lake Charles area. For more information regarding G2X Energy, please contact Sandy Fitch at (713)943-2200 or [info@G2Xenergy.com](mailto:info@G2Xenergy.com). For interview opportunities, please contact Kathryn Smith at (713)252-5414 or (713)627-8777.

#### **Update April 2016**

##### **G2X announces delay of Big Lake Fuels project**

G2X has delayed its planned \$1.6 billion Big Lake Fuels methanol plant in Lake Charles, La. until the market rebounds somewhat even though G2X broke ground on the project in January. "The North American market is decent for growth, but certainly not on pace with all these [methanol] additions," Alvarado said. "A lot of it has to be targeted for export." The new Beaumont plant is expected to have a capacity of up to 1.75 million metric tons of methanol per year. "This acquisition fulfills one of our core funding objectives to become a major producer in the North American methanol market," Tim Vail, president and CEO of G2X, said in a statement. For the Beaumont plant, Consolidated Energy will handle methanol marketing and distribution, while G2X and Proman will contribute management personnel and technical leadership in the startup, operations and maintenance of the facility. "It allows them (G2X and Proman) to increase their domestic profile at a smaller cost," Alvarado said.

## **Gulf South Pipeline Company**

### **July 2017**

#### **Compressor Station to be built near Westlake**

The Gulf South Pipeline Company's Westlake Compressor Project consists of a new natural gas compressor station which will house 10,000 hp of compression, construction of approximately 0.3 miles of 16-inch pipe, two meter stations, and other needed auxiliary and ancillary equipment. The project will allow Gulf South to deliver approximately 200,000 Dth/day of new firm service to Entergy's Lake Charles Power project.

Construction of this project is planned to begin in the fall of 2018. The project's projected in-service date is August 1, 2019. Project costs are expected to be approximately \$56 million, which will generate at least \$900,000 in incremental annual tax revenue for Calcasieu Parish. Gulf South has received a zoning determination that the compressor station site is consistent with the Light Industrial zoning requirements established for the proposed location. Certificate application was filed on July 20, 2017. State/Federal permitting USFWS, SHPO, USACE also were filed in mid-July of 2017. The comment period on certificate application will close in late August 2017. Notice of intent to prepare an Environmental Assessment is expected by October 2017. Issuance of the Environmental Assessment is expected in the first quarter of 2018. The comment period on the Environmental Assessment typically closes 30 days after the Environmental Assessment is issued. Gulf South has requested that FERC issue a certificate of public convenience and necessity by March 15, 2018. An open house is planned for August 24<sup>th</sup> at Westlake City Hall, from 5:00 to 7:00 pm.

#### **Update August 2019**

Construction is underway.

## **I-210 Bridge Repair Project**

### **January 2016**

#### **Interstate 210 Bridge Repair Project Could Last Two Years**

The I-210 bridge is set to undergo extensive repairs, as early as this summer. DOTD presented a report at the Calcasieu Parish Police Jury meeting outlining repairs. Todd Landry with DOTD, says the project will last approximately two years, "The letting is scheduled for March which means construction will probably begin this summer." Repairs include replacing the main span deck - which Landry says is nearing the end of its life, "The main span deck is 930 feet long. It has to be replaced."

Approximately 50 years old, the I-210 bridge plays a critical role for the I-10 corridor by serving as an alternate route and major thoroughfare for local traffic. While the bridge will remain open to traffic during the project, to help ease congestion, Landry says they'll try to keep three lanes open as much as possible. "The total length of the project is two years. That doesn't mean we'll be down to two lanes for two years. We're trying to minimize that time for only the time it takes to replace the main span deck," explained Landry. The roughly \$20-30 million project will also include more modern bridge railing and new roadway lighting. "At the end of this project the whole thing will be lit from Cove Lane interchange basically all the way to I-10," said Landry. After bids come in, Landry says DOTD will come before the police jury once again with an updated traffic control plan.

#### **Update September 2016**

#### **DOTD seeks contractor for I-210 Bridge Repair**

Bids for the Interstate 210 bridge repair project will be submitted Nov. 16, but it remains unclear when the work will begin, stated an official with the state Department of Transportation and Development. The estimated \$35 million project calls for removing and re-decking the bridge's 930-foot main span and changing barrier rails. Todd Landry, DOTD administrator for District 7, told Calcasieu Parish police jurors that the project is needed because of "the age and condition of the bridge. We're going to replace all of the barrier rails, which are not crash-worthy by today's standards," Landry said. The decks are beginning to deteriorate to the point that pre-emptive action is needed. Landry said a mandatory pre-bid meeting is set for Oct. 5, at the DOTD office in Baton Rouge. "Because of the complexity of the project, we want to make sure (contractors) are aware and have the opportunity to ask questions," he said.

Once a contractor is chosen, a notice to proceed with the work could be issued by January or February, after which Landry said there will be a 100-day assembly period. In the meantime, crews will begin work on the project's first phase, replacing bridge joints on Interstate 10 bridge. Landry

said there are 60 calendar days to finish that work. As crews work on the I-210 bridge, Landry said the bridge will be reduced to one lane in both directions for at least two years. The project in its entirety, including the I-10 work, could take 36 months possibly,” he said. Landry said all 18-wheeler traffic will be diverted to the I-10 bridge or other highways as long as the I-210 bridge is down to one lane in both directions. Landry said new safety walkways will be installed on the I-210 bridge. He said this will prevent lane closures on the bridge during inspections, which are done biennially. “Just to do an inspection every other year is a \$200,000 issue,” Landry said. Landry said he would give police jurors updates every quarter once the project gets underway.

### **Update August 2019**

#### **Construction Underway on I-210 Bridge**

Construction is underway, with Kiewit as the engineering, procurement, and construction contractor. Up to \$750,000 was offered from private entities to incentivize early completion of the project. Those entities included the Calcasieu Gaming Revenue District (\$375,000), L’Auberge and Golden Nugget casino resorts (\$100,000 each), local industries (\$100,000), and the Southwest Louisiana Convention and Visitors Bureau (\$75,000). The project appears to be on pace to be completed by November 2019.

## **Indorama Ventures**

### **September 2015**

#### **Indorama Ventures to renovate dormant cracker facility**

Gov. Bobby Jindal and Group CEO Alope Lohia of Indorama Ventures announced the company will renovate and restart a dormant ethane cracker west of Lake Charles, Louisiana, where Indorama Ventures will make a \$175 million capital investment. Based in Bangkok, Thailand, Indorama Ventures Public Co. Ltd., or IVL, has through its U.S. subsidiary, Indorama Ventures Olefins LLC, acquired the dormant ethane cracker facility and approximately 250 acres.

With the project, IVL will create 125 new direct jobs with an average annual salary of \$50,000, plus benefits. Louisiana Economic Development estimates the project will result in an additional 481 new indirect jobs, for a total of more than 600 new jobs in Southwest Louisiana. The company estimates the project will generate up to 600 construction jobs at peak building activity.

IVL already produces purified ethylene oxide and mono ethylene glycol in the U.S., with ethylene being the primary feedstock. The project in Carlyss will generate a production capacity of 370,000 metric tons of ethylene and 30,000 metric tons of propylene per year, with the facility capable of processing both ethane and propane. IVL currently runs intermediate petrochemical manufacturing sites located in Texas, Alabama, Georgia, North Carolina and South Carolina.

“This acquisition will make us well-placed to receive cost-advantaged ethane and propane feedstock,” Lohia said. “We are targeting a commercial startup before the end of 2017, which will make us the first Thai company to take advantage of the shale gas revolution in the United States and ahead of the greenfield crackers being constructed. Indorama Ventures is acquiring the ethane cracker site and facilities as a joint investment with Singapore-based Indorama Corporation. IVL considered options in other states, including Texas, but chose Louisiana for the availability of an existing cracker facility and the strength of the state’s workforce training programs and other incentives.

LED began project discussions with Indorama Ventures in April 2015. To secure the project, the State of Louisiana offered the company a competitive incentive package that includes a \$1.5 million performance-based grant to offset site infrastructure costs. IVL also will receive the comprehensive workforce solutions of LED FastStart® – the nation’s No. 1 state workforce development program. In addition, the company is expected to utilize Louisiana’s Quality Jobs and Industrial Tax Exemption programs.

### **Update May 2019**

#### **Indorama Shuts Down to Resolve Flaring Issue**

Indorama began its start-up process at the end of 2018, and the project was considered complete by May 2019. However, after months of excessive flaring, the unit was shut down in June to resolve its mechanical issues. In July, Indorama self-reported that the plant had grossly exceeded its emission allowances due to the excessive flaring. The state has not said how it would address the overages, but its options include ordering the company to come into compliance as well as proposing a penalty for going over permit limits. The company was hoping to restart in late August or early September.

### **Update August 2019**

#### **Indorama's Lake Charles steam cracker startup pushed to 2020**

Although Indorama's Lake Charles steam cracker was mechanically complete in May, the plant likely won't fully start up until January 2020.

In its latest quarterly earnings release last week, the company said the availability of cheap spot ethylene amid other cracker startups reduced the pressure to ramp up its own unit.

Indorama bought the cracker from Occidental Chemical in 2015 and launched an extensive revamp to increase its capacity to the current level from 370,000 mt/year.

OxyChem had shut the cracker in 2001.

Originally planned for commissioning in late 2017, the refurbished cracker—jointly owned by IVP (76%) and Singapore-based Indorama Corp. (24%)—is designed to process both ethane and propane feedstock from US shale to produce about ethylene and propylene.

The cracker's output "has not been commercialized due mainly to implementation of technical improvements discovered during the testing phase, since spot ethylene availability at a low cost can meet our captive needs," the company said.

"We foresee startup of this facility on a permanent basis starting January 2020."

## **Lake Charles Lakefront Development**

### **June 2015**

#### **Design of Lakefront Development Presented**

Steven Oubre of Architects Southwest presented a draft of its lakefront development design plan to the Downtown Development Authority during the June meeting. The preliminary plan lays out a design concept and illustrates the development potential of the property along the north side of the Lake Charles lakefront including the land donated by Pinnacle to the City.

The plan's concept is based on the design standards that originated from a series of public hearings on the lakefront property held between 2006 and 2007. At that time, a plan for development was created and approved by the City Council and then by voters in a public referendum with more than 80 percent voting to approve the plan. The Downtown Development Authority will consider a resolution recommending the plan to the City Council in June.

Oubre will also make a presentation to the City Council at the agenda meeting in June and the Mayor will then ask that a resolution to approve the plan and begin the process of selecting one or more developers be

placed on the agenda. The earliest that the Council could consider this resolution would be July. The public will be able to comment on the project at both meetings. Pending approval, the City intends to begin soliciting offers from developers by late July and to be prepared to recommend the best proposal or combination of proposals to the Council for approval in October.

The suggested master plan calls for a hotel, retail, restaurants, living accommodations, boat docks, and public piers, which allow for commercial development along the lakefront while maintaining public access. The plan incorporates Lake Charles historic architecture into its design standards and also uses existing features including Bilbo Cemetery and the parking deck. For more information, call 491-1429.

### **Update December 2018**

#### **Port Wonder Gaining Support**

Members of the Downtown Development Authority on Monday passed a resolution to support Port Wonder, a \$20 million-plus project that is intended to revitalize the lakefront and attract tourists to Lake Charles.

The project was first announced during a news conference in November. Located between Cypress Alligator Pond and the former Harrah's Casino parking garage, the venue will house the Children's Museum of Lake Charles and the Louisiana Department of Wildlife and Fisheries' Science Center and Educational Complex.

"We wanted something that was iconic (and) eye-catching," Mayor Nic Hunter said.

The project consultant, Cambridge Seven Associates, worked on the \$14 million Knock Knock Museum in Baton Rouge, Hunter said. In its first year, the museum attracted more than 200,000 visitors, The Advocate reported in August.

Hunter said he is confident the project will happen and is the start of truly redeveloping the lakefront. He said \$7 million in settlement funding from the BP oil spill is dedicated for the science center and educational complex. \$12 million has been identified from local sources.

The city is willing to provide \$3 million in land it owns.

Some of the planned exhibits at Port Wonder include a covered fishing pier, an outdoor educational complex with a walking trail, an enhanced alligator pond and revamped exhibits for the Children's Museum.

Lori Marinovich, city assistant planning director, called Port Wonder a "game-changer for the lakefront" that may attract other commercial development.

### **Update August 2019**

#### **Lake Charles City Council takes action to move forward with Port Wonder**

LAKE CHARLES, La. (KPLC) - After years of debate regarding what to do with Lake Charles' lakefront, last year Port Wonder was announced, but work has yet to begin.

In a unanimous vote, the city council voted to move forward and allow construction of Port Wonder, an educational and entertainment facility right on the lake.

"You may start to see work in the fourth quarter of this year, probably starting on the base flood elevation of the property. Probably a little bit of work around the parking garage. The base flood elevation has to remain intact for four to six months so that that dirt compacts. Then you'll probably see some real work begin in 2020," Mayor Nic Hunter said.

The base flood elevation is key to starting the project. FEMA requires an elevation of nine feet above sea level along the lakefront, but the project is expected to be elevated 10 feet, if not more.

“15 to 20 years ago when that property was developed, there were different standards. Hurricane Rita and Hurricane Katrina taught us a lot of things. So, we’re not going to go back and develop anything on that property the way it is today,” Hunter said. “There has to be certain things that are done to the property in order for us to build something that is sustainable and viable and something that can withstand another hurricane.”

Hunter hopes the \$20 million project will be the catalyst for growth along the lakefront.

## **Lake Charles Methanol LLC**

### **December 2016**

The US Department of Energy offered a conditional commitment to guarantee loans of up to \$2 billion to Lake Charles Methanol, LLC to construct the world’s first methanol production facility to employ carbon capture technology in Lake Charles, Louisiana. The captured carbon would be utilized for enhanced oil recovery (EOR) in Texas. This project would represent the first loan guarantee made under the Advanced Fossil Energy Project solicitation issued by the Department’s Loan Programs Office (LPO).

If constructed, the project would also be the first petroleum coke (petcoke) to methanol facility in the US. According to the DOE, by using petcoke as the feedstock and employing carbon capture at the project, the proposed project will reduce emissions of carbon dioxide that would otherwise be released.

“This conditional commitment represents a major milestone in the Department’s efforts to scale up carbon capture utilization and sequestration and continue American leadership in advanced fossil energy technologies,” said US Secretary of Energy Ernest Moniz. “The Department’s Loan Programs Office has received more than 70 applications to its current solicitations for almost \$50 billion in loans and loan guarantees, which can allow projects to leverage additional private dollars for major infrastructure projects that will create thousands of good-paying American jobs and generate cleaner energy in the future.”

Overall, Lake Charles Methanol anticipates a \$3.8 billion infrastructure investment for the project and will create an expected 1,000 construction jobs and 200 permanent jobs in Louisiana. The project will also create roughly 300 jobs in Texas for EOR activities.

Gov. John Bel Edwards of the State of Louisiana said, “DOE’s decision to issue a conditional commitment of up to \$2 billion to Lake Charles Methanol proves that Louisiana is a great place to do business and that Louisiana has a promising future in clean energy projects. This project demonstrates how government and private enterprise can work together to support energy technologies that improve the environment while creating new jobs and economic development.”

The proposed plant will produce methanol, hydrogen, and other industrial gases and chemical products. The carbon dioxide captured from the petcoke gasification plant will be compressed for commercial pipeline transport. The captured carbon dioxide will be transported to oil fields in Texas for EOR, resulting in sequestration of 4.2 million metric tons of carbon dioxide annually.

### **Update July 2019**

Lake Charles Methanol’s lease that was set to expire was renewed with the Port of Lake Charles.

## **Lake Charles Regional Airport**

### **February 2018**

Capital projects currently underway at LCH:

- Perimeter Fence Replacement Phase III- \$2,020,000.00 (State and Local Funding)

- Perimeter Fence Replacement Phase IV- \$745,640.00 (State Funding)
- Overhead Utility Burial Phase I- \$311,479.00 (State Funding)
- Runway 33 Precision Approach Path Indicator Installation- \$245,000 (Federal Funding)
- Airfield Lighting Rehabilitation (LED Upgrade) Phase II- \$1,844,213.50 (State and Federal Funding)
- Wildlife Mitigation- Sanitary Sewer Project (connects Airport to Parish Sewer)- \$722,223.00 (State and Federal Funding)

Capital projects approved for funding in 2018 at LCH:

- Overhead Utility Burial Phase II- \$1,020,000.00 (State and Local Funding)- Construction expected to begin August 2018
- Airfield Signage Rehabilitation- \$770,000.00 (State and Local Funding)- Construction expected to begin August 2018
- Wildlife Mitigation- Drainage Improvements- \$4,319,763.00 (Federal and State Funding)- Construction expected to begin June 2018

#### **Update November 2018**

Lake Charles Regional Airport announced a 156-acre certified site located along Airport Blvd., Gulf Highway (La. 385) and Gauthier Road. Having the site certified cost \$50,485.27, of which the airport paid \$12,621.32. Certified sites are intended to spur economic activity by having all due diligence performed on a site, and is verified by a third party.

## **Lake Charles LNG/Shell (BG Group/Lake Charles LNG Export/Energy Transfer Equity)**

### **April 2012**

**Lake Charles Area** – Lake Charles LNG Export Company, LLC (“LCL”), formerly Trunkline LNG Export, LLC, filed with the Federal Energy Regulatory Commission (“FERC”) to build the previously announced Lake Charles natural gas liquefaction project (“Project”) under development in Lake Charles. Energy Transfer Equity acquired the existing regasification facility from Southern Union in March 2012. The Project is being developed to liquefy domestic supplies of natural gas for export to foreign countries in order to meet the growing world-wide demand for LNG. Exporting LNG to the world market will provide a wide range of economic and employment related benefits for the United States. If this Project goes through, it is likely to see several thousand construction (approximately 4,000) jobs and about 200 new permanent jobs. As part of the Project, Trunkline Gas Company plans to extend its interstate natural gas pipeline approximately half a mile to provide feed gas to the liquefaction facility. The Project is currently planned to export up to 15 million metric tons per annum (mtpa), which is the equivalent of approximately 2 billion cubic feet per day of natural gas. The Project is located on property owned by LCL and the Lake Charles Harbor and Terminal District.

### **Update October 2013**

#### **Lake Charles LNG**

In August 2013, the U.S. Department of Energy conditionally granted authorization to Energy Transfer and BG Group to export from the existing Lake Charles LNG terminal up to 15 mtpa of LNG to non-FTA nations. The proposed Project will include the construction of three liquefaction trains and will use the existing LNG storage and marine berthing facilities owned by Lake Charles LNG Company, LLC (“LCLNG”). LCL has secured all property rights required for the site of the liquefaction facility. While LCLNG continues to own the existing regasification facility and LCL will own and finance the proposed new liquefaction facility, BG Group will oversee the engineering and design and will manage construction of the facility, as well as operate the combined facility. FERC issued its draft EIS on April 10, 2015 and FERC authorization is expected in November 2015. The Louisiana DEQ issued the final air permit for the Project on May 6, 2015. Pending final investment

decisions from both Energy Transfer and BG Group in 2016, construction is expected to start in 2016, with first LNG export anticipated in 2020. The total for capital investment is approximately \$10 billion.

#### **Update December 2015**

##### **BG Group cleared for LNG Plant in Louisiana**

British energy company BG Group said it was cleared by U.S. regulators to start building a liquefied natural gas export facility in Lake Charles, La. "We are pleased to receive the approval from the Federal Energy Regulatory Commission, an important milestone as we progress the Lake Charles project towards a final investment decision," BG Group Chief Executive Helge Lund said in a statement. The project in Lake Charles has conditional approval from federal regulators to export up to 2 billion cubic feet of natural gas per day in the cooler liquid form. FERC approval is the last step in the regulatory process needed for development of the LNG facility, which BG Group is planning alongside its partners at Energy Transfer Equity and Energy Transfer Partners.

The approval comes at a time when major construction projects are endangered by lower energy prices. With lower crude oil prices starving companies of capital, BG Group has passed the regulatory hurdles to merge with Royal Dutch Shell. Once completed, it would be the largest merger since Exxon and Mobil teamed up in the 1990s. Jason Klein, a general manager for BG Group's assets in the United States, said the LNG facility could provide a stimulus for an energy sector depressed by lower crude oil prices. "Lake Charles LNG has the potential to create several thousand jobs during construction and if fully operational could result in approximately 250 long-term operational positions -- sustainable jobs for current and future generations," he said in a statement. BG Group said a final investment decision on the Lake Charles facility is expected by next year. Construction should start immediately after that decision, with first exports planned for 2020.

#### **Update August 2016**

##### **Shell delays final investment decision on Lake Charles LNG project**

Shell has decided to delay its final investment decision (FID) for its proposed Lake Charles LNG export project in the United States; the FID was expected in 2016 but worst-than-expected quarterly results and financial charges related to the acquisition of the BG Group prompted the company to postpone further investments. The Lake Charles LNG project was developed by the BG Group and consists of three 5 Mt/year-liquefaction trains. The project was approved by the US Federal Energy Regulatory Commission (FERC) in December 2015. Earlier in July 2016, the LNG Canada partners (Shell with 50%, PetroChina with 20%, Mitsubishi Corporation with 15% and Kogas with 15%) delayed again a final investment decision (FID) on their 12 Mt/year LNG Canada project that was planned for late 2016. Shell is carrying out a US\$30bn asset divestment programme. The group has already completed (or nearly completed) the sale of US\$3bn of assets and is in discussion to divest other assets. In 2016, Shell plans to sell US\$6-8bn of assets. The group is also expected to meet its dramatically-cut annual capital investment programme of US\$29bn.

#### **Update September 2016**

##### **Lake Charles LNG files FERC report**

Lake Charles LNG recently submitted a report to the Federal Energy Regulatory Commission detailing the progress the company made on its local liquefaction project in August. The company was officially granted approval by FERC to construct and operate the facility in December 2015. The project will include the construction of three liquefied natural gas trains with a combined outlet capacity of 16.2 tons per year. The facility will allow Lake Charles LNG to liquefy domestically produced natural gas for export. And when integrated into the existing regasification and import facility, company officials said the new liquefaction facility will make the site "a bidirectional facility capable of exporting and importing LNG."

According to the filing, Lake Charles LNG received all required federal authorizations related to the liquefaction facility and modifications to the existing LNG terminal. On July 8, the company submitted a Request for Variance Authorization for the relocation and replacement of communications facilities. FERC approved the request July 15. Lake Charles LNG officials have said the “tower is being relocated to improve terminal security by reducing the amount of traffic” and personnel entering the terminal facilities. The work will also enhance the company’s ability to turn over the terminal site to the contractor when construction begins. In the filing’s section on the project construction activity, company officials said “erosion controls related to disturbed areas will continue to be monitored and maintained” in accordance with the site’s storm water pollution prevention plan. The report also showed no problems were encountered during the month’s activities, and there were no non-compliances during the reporting period.

#### **Update April 2019**

##### **Energy Transfer, Shell agree to push Lake Charles LNG forward**

Energy Transfer and Shell signed a project framework agreement (PFA) to advance the development of a large-scale LNG export facility in Lake Charles, Louisiana toward a potential final investment decision (FID). In addition, the parties have started engaging with LNG engineering, procurement and contracting (EPC) companies with a plan to issue an invitation to tender (ITT) in the weeks ahead, the two companies said in a joint statement on Tuesday.

Shell will act as the project lead prior to the companies reaching an FID, and if sanctioned, as construction manager and operator of the facility. Energy Transfer will act as site manager and project coordinator prior to FID.

The decision to make an affirmative FID to proceed with construction of the project will be subject to both companies’ assessment of the outcome of the EPC bidding process, overall project competitiveness and global LNG market conditions at the time of such decision, the statement reads. The Lake Charles project is a 50/50 venture between Energy Transfer and Shell. The project, if sanctioned through an affirmative FID, would convert Energy Transfer’s existing Lake Charles LNG import and regasification terminal to an LNG export facility with a liquefaction capacity of 16.45 million tonnes per annum to export U.S. natural gas to global customers.

The project is fully permitted, uses existing infrastructure and benefits from abundant natural gas supply and proximity to major pipeline infrastructure, including Energy Transfer’s pipeline network, the statement reads.

#### **Update May 2019**

Dallas pipeline operator Energy Transfer and Dutch oil giant Shell have opened the bidding process for a construction contract to build their proposed Lake Charles LNG export terminal in Louisiana.

The two companies issued an invitation to tender for an engineering, procurement and construction contract to convert Energy Transfer's already existing liquefied natural gas import terminal in Lake Charles into a large-scale export terminal.

Energy Transfer originally developed the facility as an LNG import terminal in 2006 but the Dallas pipeline company got permission from Federal Energy Regulatory Commission to build an export terminal at the site in 2015 shortly after the shale revolution created a surplus of natural gas in the United States.

Shell entered into a 50-50 joint venture with Energy Transfer in 2016 to develop a liquefaction plant that can produce up to 16.45 million metric tons of LNG per year. Under the terms of their joint venture, Energy Transfer will own and finance the proposed liquefaction facility while Shell will oversee engineering, design and construction work as well as operate the terminal once it is complete. Although Lake Charles LNG received a permit from the Federal Energy Regulatory Commission in December 2015, the export project has been waiting for a final investment decision for nearly four years.

Energy Transfer officials maintain that a final investment decision will depend on the bidding process, overall project competitiveness and global LNG market conditions. If built, the export terminal project is estimated to create up to 5,000 local jobs during construction and 200 full-time positions when fully operational.

## **Lake Charles Memorial Health System**

### **September 2014**

The Lake Charles Memorial Health System is investing \$55,000,000 in capital over the three year period from 2014-2016. They began the investments with the recent expansion of the GI Center and addition of a second MRI unit. Additionally, construction is in process to expand the emergency department and the intensive care unit, all located at the hospital's main campus at 1701 Oak Park Blvd. They have also begun construction on the new medical office building located on Nelson Rd., which is part of the \$55 million expansion projects and is scheduled to open next year.

### **LCMH Update 9/16**

Lake Charles Memorial Health System broke ground last week on a \$19 million behavioral health hospital in South Lake Charles. Memorial's new behavioral health hospital will be built adjacent to the Memorial Hospital for Women campus. A team of architects and medical staff took a year designing the new hospital by looking at some of the best facilities in the nation. The first phase is set to open in 2017 and will consist of two units: a 28-bed adult unit and a 14 bed adolescent unit. The current adult unit on the 10th floor of Memorial's main campus will be converted to a 30-bed geriatric unit. Patients will no longer need to go to the emergency room to access behavioral health services. They will be able to go directly to the new hospital and receive a free assessment and recommendation on the type of treatment they may need, whether that is outpatient care, day program or inpatient hospitalization. Psychiatrist Dr. Dale Archer, Jr, made a major donation towards the new hospital. It will be named to honor Dr. Archer's legacy as a leader and mental health advocate in Southwest Louisiana.

### **Update August 2018**

#### **Ribbon cutting held for new behavioral health hospital**

The Archer Institute is the lake area's first state-of-the-art mental health facility.

Costing around \$9 million dollars, the Archer Institute is the first of its kind in over 40 years, and encompasses a total of 65,000 square feet and 102 beds to serve both inpatient and outpatient behavioral health needs for Southwest Louisiana.

***This project is considered complete.***

## **Magnolia LNG**

### **January 2013**

Magnolia LNG announced the company's plans to develop a \$2.2 billion natural gas liquefaction production and export facility at the Port of Lake Charles. The LNG project would create 45 new permanent jobs, with an average salary of \$75,000 per year, plus benefits. LED also estimates the project would result in 175 new indirect jobs. In addition, the LNG project would require an estimated 1,000 construction jobs. The company expects to make a final investment decision to move forward with the project in late 2014, after it secures permits and completes financing. The mid-scale LNG facility would be located on 90 acres at the port's Industrial Canal, off the Calcasieu Ship Channel. Magnolia LNG would produce 4 million metric tons of liquefied natural gas per year, and construction would begin in 2015 pending the company's attainment of permits and final financing.

Magnolia's project would be positioned for direct access to several existing gas pipelines. Using its patented Optimized Single Mixed Refrigerant process, or OSMR™, Magnolia LNG would produce liquefied natural gas more efficiently with fewer emissions than other LNG processes. OSMR™ adds conventional combined heat and power technology with industrial ammonia refrigeration to enhance the performance of the liquefaction process. Magnolia LNG would distribute to domestic markets as well as countries that have free trade agreements with the U.S. The company also will explore a potential expansion to 8 million metric tons per year in the future. Magnolia LNG will seek federal Department of Energy free trade agreement approval in 2013. The company will submit a pre-filing application to the Federal Energy Regulatory Commission in March, before it completes the selection of project partners by June 2013. The company plans to begin hiring in early 2015, with commercial operations to begin in 2018.

#### **Update January 2014**

As reported by the company, capital cost for the entire 8 mtpa Magnolia LNG project is USD \$3.5 billion. Updated employment projections are: 560 at peak construction, 65 direct operations and 125 indirect operations.

#### **Update April 2014**

Magnolia LNG officials will submit three major applications with state and federal agencies next week, bringing their multi-billion project a few steps closer to reality. Magnolia's vice president of project management said the company will submit its formal application to the Federal Energy Regulatory Commission for a construction permit and a separate application for an air permit with the state Department of Environmental Quality. Both applications will be sent out April 30. The company will also apply for a dredging permit next week with the U.S. Army Corps of Engineers to dredge the site's berthing pocket for its export ships. The berthing pocket will run alongside Magnolia's two storage tanks. Magnolia's estimated \$3.5 billion project will consist of four LNG trains, which will be built on 120 acres near the intersection of Henry Pugh Boulevard and Big Lake Road in Lake Charles. Each train will produce 2 million tons per year of LNG, which will be stored in two, 160,000-cubic-meter cryogenic tanks.

#### **Update September 2014**

Liquefied Natural Gas Limited announced today that its 100% subsidiary, Magnolia LNG achieved two significant milestones this past week in progressing its pending application with the U.S. Federal Energy Regulatory Commission for its proposed 8 mtpa LNG export project located in Lake Charles, Louisiana. The US Coast Guard has issued a Letter of Recommendation dated September 15, 2014, approving the Project's Waterway Suitability Assessment. With this approval, the USCG has assessed Magnolia LNG's proposed marine traffic along the Calcasieu Channel and has determined that this waterway is "suitable for accommodating the type and frequency of LNG marine traffic associated with the project" according to Liquefied Natural Gas Limited. The Department of Transportation's Pipeline and Hazardous Materials Safety Administration has issued a Letter of No Objection to FERC dated September 17, 2014, approving the Project's design spill methodology. This is a significant milestone for Project as it allows FERC to move closer to finalizing its review of the Project's safety and engineering design according to the Liquefied Natural Gas Limited statement. In order for it to issue a Notice of Schedule for Environmental Review and the Draft Environmental Impact Statement for the Project, FERC requires these inter-agency approvals. Liquefied Natural Gas Limited noted Magnolia is confident that with these developments it is moving substantially closer to the issuance of an environmental review schedule and ultimately a draft environmental impact statement and looks forward to cooperating with FERC.

#### **Update May 2015**

Last week, Magnolia LNG received a notice of schedule for environmental review from the Federal Energy Regulatory Commission. The SER listed Nov. 16 as the anticipated date for the issuance of the final environmental impact statement for Magnolia LNG's project. In addition to establishing

the Nov. 16 issuance date, the SER establishes a FERC schedule to complete a final impact statement, which is a critical document in the permitting process. It also establishes a 90-day decision deadline after the final impact statement is released for all agencies issuing related federal authorizations. The list of agencies includes FERC. Ernie Megginson, Magnolia's vice president of project management, said the notice is another step in the right direction for the project. "This provides a certainty to our project team internally so we can set our other schedules. It also provides certainty to our customers that we are making progress toward completion of the permitting process," Megginson said. "It also builds confidence in the marketplace for financial investments. Just a level of certainty around the schedule is very important."

The timeline for publishing the final environmental impact statement includes the completion and issuance of a draft version as well as the receipt, review and inclusion of comments by government agencies, nongovernmental organizations and private citizens on the final statement. While FERC can solicit information from a project applicant during the time between the draft and final environmental impact statement, the issuance of the SER means the FERC staff already has all of the necessary information on the project needed for it to complete and issue the draft environmental impact statement.

"Both ours and Trunkline LNG's recent notice of schedule for environmental review is 6 1/2 months long, and that is critical," Megginson said. "We still have work to do on our permitting, but it indicated an easier process to permit the project as soon as we can." The Magnolia LNG project is a \$3.5 billion midscale LNG export facility to be built on 120 acres near the intersection of Henry Pugh Boulevard and Big Lake Road in Lake Charles. The project will consist of four LNG trains, each of which will produce 2 million tons per year of LNG. The project is expected to result in about 1,000 construction jobs, 70 permanent jobs and 175 additional indirect jobs.

#### **Update September 2015**

##### **FERC: Little impact from Magnolia LNG Plant**

The multibillion-dollar Magnolia LNG project will have limited adverse environmental impacts, according to a draft environmental impact statement release last week by the Federal Energy Regulatory Commission. The report's executive summary says those environmental impacts "would be reduced to less-than-significant levels" with Magnolia following 30 mitigation measures proposed by FERC.

Magnolia has worked with FERC for more than two years, helping the commission to evaluate the project's environmental impact. Magnolia submitted its final resource report in April 2014, and it spent the past year responding to a series of questions from FERC that dealt with the project's environmental, reliability and safety aspects. Now that the draft environmental impact statement has been released, a public comment period will continue until September 8. FERC has committed to issuing its final environmental impact statement by November 16. The final environmental statement will be sent to five FERC commissioners for final approval around mid-January 2016. The commissioners will then issue a FERC order that authorizes the project for construction. Magnolia then has to submit implementation plans to FERC, along with detailed design information. After that, FERC can give a notice to proceed with site clearing and site preparation. That is expected to occur in February. The \$3.5 billion Magnolia project will include four LNG trains, built on 120 acres near the intersection of Henry Pugh Boulevard and Big Lake Road. Each train will produce 2 million tons per year of LNG for export. The project could produce about 1,000 construction jobs, 70 permanent jobs and 175 indirect jobs.

#### **Update November 2015**

On the same day that the US Federal Energy Regulatory Commission released its final environmental review of the proposed Magnolia LNG liquefaction and export project in Lake Charles, Louisiana,

the company signed a contract to build it. Magnolia LNG, a subsidiary of Australia's Liquefied Natural Gas Limited, said in a statement that it had agreed to a \$4.354 billion lump-sum turnkey engineering, procurement and construction (EPC) contract with a joint venture of KBR and South Korea-based SK Engineering & Construction (SKE&C). A Magnolia LNG spokesman said that the company signed the contract following the release of FERC's final environmental impact statement for the Magnolia LNG Lake Charles facility and the associated Kinder Morgan Lake Charles Expansion Project. The EIS found that although the projects would result in some adverse impacts to wetlands, vegetation and land use, with the implementation of mitigation measures, those harms would be cut to "less-than-significant" levels. The contract covers the construction of four LNG production trains with design capacity of 2 million mt/year or greater each, two 160,000-cubic-meter full-containment storage tanks, LNG marine and ship-loading facilities, supporting infrastructure, and all required post-final investment decision approvals and licenses, the company said.

Magnolia LNG is likely to reach a final investment decision on the project in the second quarter of 2016, after the US Department of Energy issues a permit for the project to export LNG to countries with which the US does not have a free trade agreement, the spokesman said. The project already has received DOE approval to export to FTA countries. With a proposed maximum export capacity of 8 million mt/year, the Magnolia LNG Lake Charles facility is considered a mid-sized liquefaction and export project. The company believes it will be able to build and operate the plant more economically than some of its much larger competitors.

In an interview, Greg Pilkinton, Magnolia LNG's EPC commercial director, said the company expects to be able to build and operate the facility for about \$500/mt of LNG produced, compared with an average of \$800-\$900/mt for some of the bigger export projects being built along the US Gulf Coast. The lower construction and operating costs will help ensure that the company will be able to build and operate the Lake Charles project economically, even in a world of low global energy prices, he said, adding, "I think we're insulated" from the low-price environment, which some analysts have predicted would kill off many projects being proposed to export LNG from North America before they reach the FID stage. "We can weather the downturn using an alternative technology and innovative use of current technology," Pilkinton said. "It's less expensive to build our facilities and our plant."

Platts Analytics does not include the Magnolia LNG Lake Charles project in its forecast of North American export projects likely to be built through 2020 because the global market is not expected to be able to absorb any additional LNG over the next five-plus years beyond those projects already under construction. In addition, Platts Analytics estimates that the project would need to secure takeaway contracts for about 7 million mt/year before Magnolia LNG would be able to secure financing for the terminal. In July, the company announced it had signed its first legally binding offtake agreement with Meridian LNG Holdings for firm capacity rights for up to 2 million mt/year. "We've announced one long-term offtake agreement," Pilkinton said. "We're speaking to potential customers across the world."

Under the EPC contract, the four-train Magnolia LNG project will have guaranteed production capacity of 7.6 million mt/year. The project is guaranteed to operate at 92% feed gas production efficiency, consuming 8% of incoming gas as fuel. The KBR/SKE&C joint venture commissioned to build the project has agreed to offer pricing on a reduced (three-train) project scope. Cost for one train, estimated by the joint venture at \$630 million, is subject to final confirmation by December 31.

### **Update 2016**

Australia's Liquefied Natural Gas Limited informed its unit, Magnolia LNG, received the permit from the U.S. FERC to site, construct, and operate its LNG terminal in the Lake Charles District, Louisiana. Additionally, Louisiana Department of Environmental Quality approved the air permit for

Magnolia LNG, according to the statement. FERC also authorized the Kinder Morgan Louisiana Pipeline to install compression and other related facilities on the KMLP Pipeline, facilitating the transportation of full feed gas volumes to the Magnolia LNG project. Following permits from FERC and LDEQ, LNG Limited's managing director and CEO, Greg Vessey said that the company now expects the decision of the US Department of Energy regarding the Magnolia LNG's non-FTA export permit. The proposed Magnolia LNG facility would have up to four trains each with a liquefaction capacity of 2 mtpa or more, two 160,000 cbm storage tanks, ship, barge and truck loading facilities and supporting infrastructure. The construction will be carried out by the KBR-SKE&C joint venture. Vessey added that the focus now remains on completing the marketing of Magnolia LNG's offtake capacity, finalizing financing arrangements and progressing to the construction phase.

#### **Update November 2016**

##### **Magnolia LNG gets Department of Energy Approval**

Liquefied Natural Gas Limited (LNGL), the parent company of Magnolia LNG, announced that the US Department of Energy (DOE) has announced its decision granting Magnolia LNG Project authorization to export liquefied natural gas from the proposed facility in Lake Charles to countries with which the United States has not entered into a free trade agreement (non-FTA approval). Greg Vessey, LNGL Managing Director and CEO and Magnolia LNG President and CEO, advised, "Our Magnolia project team is very pleased to have successfully received this final piece of the regulatory framework enabling our Magnolia LNG project to export US-produced natural gas to the global energy market. We recognize and appreciate the hard work and timely efforts put in by the DOE and other cooperating agencies in reaching this decision. Going forward, we are well underway in progressing on the final offtake milestones to enable us to move this leading energy efficient, innovative and low cost project into the construction and operations phases." For more information on the Magnolia LNG project, please visit [www.MagnoliaLNG.com](http://www.MagnoliaLNG.com).

#### **Update May 2019**

##### **Magnolia LNG gets ITEP exemption**

LAKE CHARLES, La. (KPLC) - Magnolia LNG has been approved for an Industrial Tax Exemption Program (ITEP) incentive by the state, the company announced Wednesday.

The long-planned \$4.4 billion Magnolia project is expected to generate 1,500 construction jobs and 200 permanent jobs in Southwest Louisiana.

ITEP provides an 80 percent property tax abatement to manufacturers for five years, with the option to renew for an additional five years, according to Louisiana Economic Development.

#### **Update June 2019**

##### **FERC to provide additional EIS for Magnolia LNG expansion**

U.S. Federal Energy Regulatory Commission (FERC) will prepare a supplemental environmental impact statement (EIS) for the incremental 0.8 mtpa production capacity of Magnolia LNG.

Perth-based Liquefied Natural Gas Limited (LNGL) received notice of intent (NOI) from FERC that a supplemental EIS would be prepared for the increase in production of company's unit Magnolia LNG.

FERC's NOI only pertains to the capacity uplift for Magnolia from 8.0 mtpa to 8.8 mtpa and does not affect Magnolia's existing FERC order and notice to proceed for its original 8.0 mtpa capacity.

LNGL previously [received notice](#) from the United States Department of Energy that Magnolia can expand its export capacity to 8.8 mtpa of LNG to countries that have free trade agreements (FTA) with the United States.

#### **Update June 2019**

## **LNG Limited Updates Magnolia LNG Contract Validity**

LNGL said on Monday that the contract was arranged through its wholly-owned subsidiary Magnolia LNG LLC.

According to the company, the updated agreement reflects the entire scope of the original EPC contract amended for updated subcontractor pricing, costs associated with increasing Magnolia's liquefaction capacity, and additional scope of work to be provided by the KBR-SKE&C JV that were previously LNGL's responsibility.

The updated agreement is valid until December 31, 2019, and incorporates the 0.8 million mtpa capacity uplift for Magnolia, which is undergoing Federal Energy Regulatory Commission (FERC) approval process, for a total installed capacity of 8.8 mtpa.

LNGL managing director and CEO, Greg Vesey said: "*The updated EPC contract cost is \$4.623 billion based on 8.8 mtpa, providing an installed capacity EPC cost per tonne price of \$525.*" The initial agreement with KSJV was signed on November 16, 2015, with an installed capacity EPC cost per tonne range of \$495 to \$544 based on the final design a final investment decision (FID).

## **McNeese State University**

### **Update April 2018**

- ADA Upgrades Campus-wide Phase 2 \$3,500,000- completed December 2017.
- ADA Upgrades Campus-wide Phase 3 \$1,500,000- completed January 2018.
- Health and Human Performance Education Complex \$44,914,830- currently under construction. Scheduled for completion Late Summer 2018.
- Contraband Bayou erosion control \$6,500,000 for planning and construction-awaiting approval in the capital outlay bill during 2018 regular legislative session
- ADA Upgrades Phase 4 \$540,000, plans are complete- construction to begin 3<sup>rd</sup> quarter 2018.
- Reconstruct Drew Hall parking lot \$1,250,000- Construction anticipated to begin in Summer 2018 and completed by late fall 2018.

### **Update November 2018**

#### **New \$40 million McNeese arena now open**

LAKE CHARLES, LA (KPLC) - The McNeese Cowboys men's basketball team christened their new arena at their first home game against Loyola University New Orleans Friday, Nov. 16.

The \$40 million, 4,200-seat complex is the new home of McNeese's basketball teams, volleyball teams, and in January, the building will hold classes.

## **Phillips 66 Isomerization Unit**

### **December 2018**

- Location: 2200 Old Spanish Trail, Westlake (Lake Charles Refinery)
- Capital Investment (estimate): \$200 million
- Jobs (estimate): 2 permanent, 500 (peak) construction
- Timeline (estimate): Beginning 5/1/2018, completion 5/1/2020
- Description: The project would install a 25,000 barrels per day capacity isomerization unit to increase the octane for higher grade gasolines. Major equipment would include:

- Two reactor system
- Recycle gas compressor system
- Make-up hydrogen feed treatment system Stabilizer with reboiler system
- Electric substation, controls, and instruments Cooling water system
- Boiler

## **Port of Vinton**

**February 2018**

### **Port Awards Contract for Dredging**

VINTON – The Port of Vinton Board of Commissioners voted this week to award the contract for the dredging of the mouth of the Vinton Navigation Channel to Magnolia Dredge & Dock, LLC of Mandeville, La. The successful base bid of \$832,672 was the lowest among three bids received by the port during its competitive public bid process.

Lynn Hohensee, POV director, noted that the Port of Vinton Port will work closely with local, state and federal officials to make sure that all dredging operations are in line with regulatory permits for the project and that an aggressive time schedule is followed for the dredging work. “The improvements to the channel will benefit current tenant operations and enhance the port’s ability to recruit new tenants,” he said. “Demand for shallow-water access to facilities that support barge transportation in Southwest Louisiana has grown over the last several years, and all regional economic indicators point to a continuing growth in that demand.

“For that reason,” our port board of commissioners led the way in securing the necessary funding support for the dredging,” he continued. “When completed, the dredging project will deepen the channel from the Gulf Intracoastal Waterway northward approximately 1,945 linear feet.” Hohensee noted also that the waterway improvements will also include widening the approach vessels will use as they navigate off the GIWW into the Vinton channel and back out into the GIWW.

WCP Engineer Lee Lancon with Westlake-based Lancon Engineering, Inc. has estimated that more than 20,000 cubic yards of spoil will be dredged to accommodate dredging of the mouth of the navigation channel. The dredging project will deepen the mouth of the channel from an existing depth as shallow as 6.5 feet to a depth of 10.5 feet.

The dredged spoils will be used for environmental beneficial use. “The spoils will be piped to the nearby privately owned property where landowners will use the spoils material to enhance marshland conditions,” Hohensee said. Significant funding support comes from a \$200,000 economic development grant awarded to the port by the Calcasieu Parish Police Jury. Funding support (\$500,000) also was received from the Gravity Drainage District No. 2 in Ward 7 (western Calcasieu Parish), since the channel plays an integral role in moving runoff water out of a wide watershed in the western portion of the parish.

The Vinton Harbor & Terminal District (Port of Vinton) was created in 1956 when the Louisiana Legislature passed the Navigation and Shipping Act 466 for the purpose of stimulating economic growth in western Calcasieu Parish. Since then, the port has expanded and today encompasses more than 800 acres of land geared to support private investment and development along the northern reach of the Vinton Navigation Channel.

**Update November 2018**

### **Port of Vinton Completes Dredging on Vinton Navigation Channel**

Port of Vinton officials announced this week that dredging operations near the mouth of the Vinton Navigation Channel has been completed.

Magnolia Dredging of Mandeville, La., was the contractor on the \$1.098 million maintenance

dredging project that removed more than 21,400 cubic yards of spoils over a 24-week period. The southernmost portion of the channel where it enters into the Gulf Intracoastal Waterway was returned to an elevation of minus-10.5 feet, and the spoils were relocated onto nearby private open-water areas to create new marshlands in an environmentally beneficial use manner.

#### **Update February 2019**

##### **Port of Vinton Showcases Newly Certified Site**

Vinton Harbor & Terminal District Board President Jerry Merchant unveiled a conceptual sign today to be posted on Southwest Louisiana's newest certified site at the Port of Vinton. Representatives from Louisiana Economic Development (LED), the Board of Commissioners for the Vinton Harbor & Terminal District, Calcasieu Parish Police Jury, City of Vinton, Entergy Louisiana, SWLA Economic Development Alliance and others were on hand for the ceremonial event today at Vinton City Hall.

The new sign, donated to the port by Entergy Louisiana, advertises the 156-acre Site #11, designated as an official Certified Site under LED's Site Certification Program. The port hopes this designation attracts new tenants to the property, which is zoned for heavy industrial use.

"We believe the Port of Vinton will help sustain the economic activity we are seeing today in Southwest Louisiana," said Board President Jerry Merchant. "Having a certified site will hopefully kickstart that activity and will continue to serve our community well into the future."

The Port of Vinton site is the 10th certified site in Southwest Louisiana and the seventh in Calcasieu Parish, but only the second site west of the Calcasieu River.

## **Sasol Industrial Complex**

#### **September 2011**

Sasol selected Calcasieu Parish as the location for a potential gas-to-liquid, or GTL, complex that would entail a capital investment of approximately \$10.5 billion and produce direct employment of about 850 people, with an average salary of \$89,000 plus benefits, and 5,500 construction jobs. LED estimates the project will also result in approximately 4,000 indirect jobs. The company, based in South Africa, wants the plant built by 2018 with the feasibility study expected to be complete by mid-2013. Plans are underway for an 18-month feasibility study to determine the plant's size and production capabilities. It is estimated to have a \$919 million economic ripple throughout SWLA annually. The complex will provide a huge new source of demand for the Haynesville Shale and other natural gas plants in Louisiana. LED utilized innovative GIS mapping technology provided by the Calcasieu Parish Police Jury to recommend locations that would optimize a variety of customized site selection criteria. The GIS work and partnership with the Port of Lake Charles to secure land options saved the company months of planning and preparation work. <sup>4</sup>*LSU recently completed an economic impact analysis, commissioned by Sasol, that shows just how significant this project would be for the State of Louisiana and for the greater Lake Charles area. The study says that construction alone will generate another \$1.73 billion in additional business activity and more than 12,000 new jobs associated with \$577 million in personal earnings during the five-year construction period.*

#### **Update November 2011**

##### **Ethane Cracker / Derivatives Complex**

Sasol's board approved the selection of Calcasieu Parish to build an ethane cracker and derivatives complex in Lake Charles. That investment will be approximately \$4.5 billion with 400 to 500 new direct jobs and expects the feasibility study will be completed in 2013.

### **Update December 2012**

#### **Sasol Announces Largest Manufacturing Investment in Louisiana History**

Louisiana Gov. Bobby Jindal and Sasol Ltd. CEO David Constable announced the international integrated energy and chemicals company will invest between \$16 billion and \$21 billion in an integrated gas-to-liquids (GTL) and ethane cracker complex in Westlake, LA. The project is expected to create 1,253 direct jobs, an additional 5,886 new indirect jobs, with 7,000 construction jobs and Sasol will retain 435 existing direct jobs in Westlake as a result of the project.

Including direct and indirect effects, the Sasol project will produce a total economic impact over the next 20 years of \$46.2 billion, according to an economic impact study commissioned by Louisiana Economic Development (LED) and completed by the LSU Division of Economic Development. According to Dr. Loren Scott, Professor Emeritus of Economics at LSU, Sasol's planned facility will be the largest single manufacturing investment in Louisiana history. Gov. Jindal stated it also represents one of the largest foreign direct investment manufacturing projects in the history of the entire United States.

A 650-acre site near Sasol's existing facilities in Westlake, Louisiana was identified and a September 2011 announcement identified the company's site selection and its decision to move forward with a final feasibility study for the GTL facility. Hiring for the GTL and ethane cracker facilities will begin in 2014. Operations of the first plant are expected to start in 2017, with full employment reached within two years after commercial operations begin.

### **Update May 2013**

Public affairs manager at Sasol's office of new business development said that management agreed earlier this week to work on the expansion project in phases. Work on the chemical plant will start first and is expected to cost \$5 billion to \$7 billion. If they get permits in line, Sasol plans to start construction next year--that is when they will go for final investment of the (gas-to-liquids) facility. Work on the gas-to-liquids facility will start just as the chemical plant is being finished. Final investment on the second phase should occur within 18-24 months after the first phase begins.

### **Update September 2014**

#### **Sasol clears final hurdle for ethane cracker**

Sasol executives received the final permit to expand their Westlake facility. The U.S. Army Corps of Engineers awarded Sasol a construction permit to build a dock on the Calcasieu Ship Channel from which the company will import modules to build an ethane cracker. This is the final regulatory hurdle needed to clear and allow the start of construction on the dock facility and the plant site. Sasol will build the improvements to build a dock and a bulkhead to receive equipment. The Corps awarded the permit in the Port of Lake Charles' name; the port owns the land and will own the dock. Sasol's dock construction permit caps the company's two-year permitting process with state and federal regulators. The Corps awarded Sasol its wetlands modification permit last month. It will allow the company to disrupt and later replace wetlands during construction.

In June, Sasol was awarded 17 air and water permits from the state's Department of Environmental Quality. Sasol's new ethane cracker will produce ethylene, which will be used to make products such as synthetic fibers, detergents, paints and fragrances. The facility is expected to produce about 1.5 million tons of ethylene a year. Construction on the estimated \$7 billion facility is expected to begin this fall. The company will also construct a gas-to-liquids complex that is expected to produce more than 96,000 barrels of diesel fuels and chemicals each day. The complex will also house Sasol's second linear alkyl benzene unit, which will increase the company's production of detergent alkylates. The project will cost \$11 billion-\$14 billion. Sasol is expected to break ground on the complex in 2016. When completed, the projects will more than quadruple the size of Sasol's plant.

## **Update October 2014**

### **Sasol funding job training, infrastructure effort for Southwest Louisiana**

It's been nearly a year since Sasol and community leaders released the Southwest Louisiana Workforce Resource Guide to help under-skilled and under-educated people find work in industry. Now the guide is being put into action.

Sasol executives will launch a \$900,000 workforce pilot program to increase craft enrollment at Associated Builders and Contractors' Pelican Chapter in Westlake. The program will first target residents in Westlake and Mossville and may extend into communities throughout Calcasieu Parish. The program is the next step in using the resource guide to increase craft training for the thousands of industry jobs coming to the area. The program includes a \$600,000 advance payment to the Southwest Louisiana Construction Users Council, which will fund infrastructure improvements at ABC so the school can expand the number of craft classes and increase student enrollment. The payment will also allow ABC to offer accelerated craft classes. The accelerated classes will run over a five-week period for each NCCER certification level and will be held Monday through Thursday for eight hours.

This is a great opportunity for high school seniors who will graduate this year or for people who are out of work. The program will provide the opportunity for people to come to ABC and get accelerated training for certification so they can go out into the workforce and work as a helper while working towards their journeyman certification. Sasol is looking to achieve the following craft recruitment goals in the next three years:

- AWS combination certification for 55 welders.
- Level four NCCER certification for 25 pipefitters, 25 electricians, 25 millwrights and 25 boilermakers.
- Level three NCCER certification for 25 insulators.
- Level one NCCER certification for 25 scaffold builders.
- Level two NCCER certification for 25 heavy equipment operators and 25 mobile crane operators.

The advance payment, part of which will be paid back to Sasol over time, will accelerate the hourly contractor payments Sasol pays to the SLCUC over time by prepaying the money in one large sum. By reversing this payment process, ABC will be able to expand classes significantly. 1,000 contractors will be hired. Sasol will pay a certain amount to SLCUC and they will be able to use that money to fund classes at ABC.

Sasol's program will also earmark \$300,000 in scholarships for Westlake and Mossville residents who enroll in craft classes. The scholarships will take craft students through the employment process outlined in the resource guide. Sasol will give the scholarship's pilot dollars to the Community Foundation of Southwest Louisiana, a steering committee recommendation. The foundation, in turn, will work with Carheel Consulting, a job placement firm based in St. Louis and founded by Westlake native McDonald Carheel. Carheel's consulting team will serve as career counselors of sorts, and each candidate that goes through this scholarship program will have a counselor assigned to him or her and a mentor. That way they have support from the mentors, but they will also get technical assistance from the standpoint of a human resources professional.

The Workforce Resource Guide is not a workforce development program; it was a community development forum, and an extension of that community development forum.

#### SWLA Workforce Resource Guide

ONLINE: <http://allianceswla.org/workforce-resource-guide>

The SWLA Workforce Resource Guide is 72-page, step-by-step overview of the skills and education people must attain to be considered for labor work at a petrochemical plant. The guide outlines six steps to becoming an industry laborer:

- Get your high school diploma.
- Make sure you have the basic life skills.
- Select a craft, skill or profession.
- Get the certification or associate degree.
- Build a resume and sharpen your interview skills.
- Apply for the job.

The guide's initial 5,000 copies were disseminated to business and community offices throughout Calcasieu Parish, including the SEED Center, the Business and Career Solutions Center, the Calcasieu Parish Human Services Department, Sowela Technical Community College, and ABC. The guide was also sent to all parish libraries. An additional 100 copies, published in three-ring binders, were delivered to the region's spiritual and business leaders in an effort to launch a communitywide training program. The program is not intended to train craft workers solely for employment at Sasol but for all industry related jobs created in the area over the next several years.

Over the past 10 months, mentors have been trained on how to use the guide with constituents and local residents who are interested in the process. To manage its pilot program, Sasol is working with the same organizations and institutions that helped it with the guide, and together these groups comprise the Research Guide Steering Committee.

#### **Update October 2014**

#### **SASOL Green Lights \$8 Billion Ethane Cracker Complex**

Sasol Ltd. pulled the trigger on an \$8.1 billion ethane cracker and derivatives complex at its Lake Charles, LA, facility, an expansion that should triple the South African company's chemical production capacity in the United States. In September Sasol received a wetlands construction permit to build the ethane cracker near Westlake in Calcasieu Parish from the U.S. Army Corps of Engineers (see Daily GPI, Sept. 5). CEO David Constable called the decision to build the cracker "a defining moment in our company's history and an important milestone in the execution of our growth strategy."

Once commissioned, as expected in 2018, the world-scale petrochemicals complex would "roughly triple our chemical production capacity in the United States, enabling Sasol to further strengthen its position in a growing global chemicals market. The U.S. Gulf Coast's robust infrastructure for transporting and storing abundant, low-cost ethane was a key driver in our decision to invest in America." The cracker plant may precede construction by Sasol of a gas-to-liquids complex in Lake Charles that if built could be one of the largest in the world. Sasol expects to make a decision on the GTL plant within two years. The ethane cracker is to produce 1.5 million tons/year. The complex also would include six chemical manufacturing plants. Around 90% of the ethylene output is to be converted into a slate of commodity and high-margin specialty chemicals.

An additional \$800 million is to be invested in infrastructure and utility improvements, and land acquisition, to establish Lake Charles "as an integrated, multi-asset site that will enable growth for decades to come," Sasol officials said. Site preparation already is underway. "The economic benefits of this project will extend to all of our shareholders, 67% of whom are located in South Africa, and will also enable us to pursue further growth opportunities in Southern Africa," said Constable. "In addition, this project will deliver significant benefits to the State of Louisiana and the United States. More specifically, it will enhance local investment and job creation in the surrounding communities,

while strengthening downstream manufacturing and increasing exports." Sasol has selected Fluor Technip Integrated as the primary engineering, procurement and construction management contractor. The project management team also is supported by Worley Parsons.

Sasol's \$8.9 billion ethane cracker will produce ethylene, which is used to make products such as synthetic fibers, detergents, paints and fragrances. The facility, which is expected to produce 1.5 million tons of ethylene a year, will also contain six chemical manufacturing plants. Construction is expected to begin next spring. The project is expected to create more than 5,000 construction jobs at peak times and more than 500 full-time positions. Company officials expect the facility to be in operation in 2018.

#### **Update October 2014**

##### **Sasol Says U.S. Cracker Costs to Shape GTL Plant Decision**

Sasol Ltd. (SOL) said a decision on whether to proceed with a U.S. facility to turn natural gas into transportation fuels will depend on cost overruns at an \$8.1 billion chemical plant it's building in Louisiana. Sasol will decide in 2016 whether to build a gas-to-liquids, or GTL, plant at the site of the planned ethane cracker in Lake Charles, Louisiana, Chief Executive Officer David Constable said in an interview. A decision to proceed, on what would be the first plant of its kind in the U.S., will depend on costs at the chemical project, the price of oil, diesel and gas and the health of the global economy, he said.

Both projects are being proposed to capitalize on a jump in North American gas output from shale formations. The GTL project, which Constable last year estimated would cost \$14 billion, would produce diesel fuel and waxes. "We need to get much more accurate project estimates, keep a close eye on the cracker and what its capex does in construction and then take a view on the GTL with that information and the macroeconomics at the time," Constable said.

#### **Update January 2015**

Southwest Louisiana officials are confident that Sasol's propose \$14 billion dollar gas-to-liquid facility in Westlake is only being delayed. Sasol company officials explained that the decision was based on cash flow considerations as a result of declining world market oil prices. Representatives from the Southwest Louisiana Economic Development Alliance, Calcasieu Parish Police Jury, and Lake Charles City Hall met after learning of Sasol's intentions.

"Sasol has been a good corporate partner in Southwest Louisiana for many years. Their \$8.9 billion ethane cracker construction project is already underway, which is a huge investment on its own. The announcement is a delay only, so we remain confident about our economic future," said Calcasieu Parish Police Juror and GOGroup Chairman Hal McMillin.

Local leaders noted that currently the five parish region has over \$30 billion in industrial projects that have already started, including Sasol's ethane cracker unit. The cracker unit alone will create 5,000 construction jobs and 500 new jobs when it is completed.

Mayor Randy Roach said the announcement provides the region additional time to continue addressing new growth infrastructure needs.

"Today's announcement to delay the project gives everyone time to catch up with the demands for infrastructure and other improvements. It also allows workers and business owners more time to prepare and adjust for the development that is currently scheduled for our area," he said.

George Swift, President and CEO of the Alliance, said the region is economically strong and continuing to grow. "SWLA continues to lead the nation in growth. There will still be thousands of

jobs and opportunities for local residents seeking employment and businesses to have new opportunities”.

#### **Update February 2015**

##### **Sasol announces selection of Louisiana-based contractors**

Sasol announced it has selected five Louisiana-based contractors to support construction of its ethane cracker and derivatives project. Cajun Constructors, Inc. and James Industrial Constructors will perform site civil works. This work includes some of the first activity at the site and consists of site preparation, piling and foundation work. ISC Constructors, LLC and MMR Constructors, Inc. will perform electrical and instrumentation work. Turner Industries will conduct mechanical, structural steel and piping work.

"With the announcement of our final investment decision, Sasol is excited to advance construction at our ethane cracker and derivatives project site," said Mike Thomas, senior vice president of U.S. Operations for Sasol. "These contractors bring extensive Louisiana and petrochemical construction experience and these appointments reflect our commitment to using Louisiana businesses on the project." Numerous hiring, subcontract and procurement opportunities will be available directly with these local Louisiana construction contractors. Sasol will host a business opportunity forum on Thursday, Feb. 19 from 4- p.m. at the Lake Charles Civic Center for the company's appointed Louisiana-based construction contractors to meet with the Southwest Louisiana business community and share information about available opportunities. "We encourage local businesses interested in working on the projects to attend this forum and learn about anticipated timelines, application processes and business needs," Thomas said.

Selection of these local Louisiana construction contractors follows the appointment of Fluor Technip Integrated (FTI), a joint venture of two firms, as the primary engineering, procurement and construction management contractor. These local Louisiana construction contractors will be managed by FTI on Sasol's behalf. Additional construction contractors will be announced as the project progresses. Contact information for each of the contractors will also be provided on Sasol's website at [www.sasolnorthamerica.com](http://www.sasolnorthamerica.com) as it becomes available. For press inquiries please contact Laura Wooderson at 504-430-2623 or [lwooderson@wlf.la.gov](mailto:lwooderson@wlf.la.gov).

#### **Update March 2015**

##### **Sasol Breaks Ground on Ethane Cracker Complex at Westlake**

Gov. Bobby Jindal highlighted the start of construction for Sasol's \$8.1 billion ethane cracker complex as company and regional officials gathered for groundbreaking at the Calcasieu Parish site. The world-scale petrochemical complex will include an ethane cracker and six chemical manufacturing plants, to be built near Sasol's existing Westlake facilities. The project will roughly triple Sasol's chemical production capacity in the United States. Sasol will create 500 direct new jobs with an average annual salary of \$88,000, plus benefits. Louisiana Economic Development estimates the project will result in 2,395 new indirect jobs, and the company estimates 5,000 construction jobs will be generated by the project during the next several years.

In addition to the \$8.1 billion capital investment for the petrochemical complex, Sasol will spend \$800 million for infrastructure improvement, land acquisition and utility improvement costs at the site. "By the time construction is complete in 2018, Sasol's investment will total almost \$9 billion, making it one of the largest investments in our company's history," said Steve Cornell, Sasol's executive vice president of international operations. "Along the way, we'll create more than 5,000 construction jobs and more than 500 full-time positions, 100 of which have already been filled." The ethane cracker, which is expected to launch commercial production of ethylene in 2018, is one of two projects announced in December 2012 during the feasibility stage, with the other being a large-scale gas-to-liquids facility that would increase the total number of new direct jobs to more than

1,250. Sasol announced in January that it is delaying a final investment decision on the GTL plant, as part of a comprehensive plan to conserve cash in response to lower international oil prices. The company said it would continue to advance the GTL facility at a slower pace as it evaluates the possibility of phasing in that project going forward.

Sasol has selected multiple Louisiana-based contractors to support construction of its ethane cracker and derivatives project, representing a commitment of more than \$1 billion in contracts. Cajun Constructors Inc. and James Industrial Constructors will perform site preparation and piling and foundation work. ISC Constructors LLC and MMR Constructors Inc. will perform electrical and instrumentation work. Turner Industries will conduct mechanical, structural steel and piping work. Selection of the Louisiana construction contractors followed Sasol's appointment of the Fluor Technip Integrated joint venture as the primary engineering, procurement and construction management contractor.

### **Update June 2015**

Kansas City Southern has announced that its U.S. subsidiary, The Kansas City Southern Railway Company (KCSR), has reached an agreement with Sasol Chemicals (USA) LLC (Sasol) for the construction and long-term lease of a storage-in-transit (SIT) rail yard to support Sasol's new ethane cracker and derivatives project in Lake Charles, La. In addition to building the SIT yard for lease to Sasol, KCSR will replace and expand its existing rail car classification yard in Mossville, La.

"We are very pleased to expand our relationship with Sasol by entering into this long-term lease agreement," said KCS President Patrick J. Ottensmeyer. "In addition to serving Sasol's needs in Lake Charles for many years to come, this investment will better position KCSR to serve the growing petrochemical industry and other customers in the Lake Charles area."

"KCS has been a key partner in ensuring safe and reliable delivery of our products to our customers for decades," said Mike Thomas, senior vice president of U.S. operations for Sasol. "We are delighted to extend our relationship with KCS as we increase the number and volume of products we manufacture at our Lake Charles site over the next several years."

In October 2014, Sasol announced a final investment decision on an \$8.1 billion ethane cracker and derivatives complex in Louisiana. At the heart of the project is an ethane cracker that will produce 1.5 million tons of ethylene annually, benefiting from significant economies of scale. The complex also includes six chemical manufacturing plants. An additional \$800 million will be invested in infrastructure and utility improvements, as well as land acquisition, to establish the Lakes Charles location as an integrated, multi-asset site that will enable growth for decades to come. Construction is underway, and the company expects that the facility will achieve beneficial operation in 2018.

### **Sasol Projects Update - March 2016**

**Sasol is constructing a world-scale petrochemical complex near our existing site in Southwest Louisiana. The \$8.9 billion project will roughly triple the company's chemical production capacity in the U.S. and enable it to build on its strong positions in robust and growing global chemicals markets.**

#### **First things first**

We have approximately 3,500 workers on site and recently achieved 6.6 million man hours without an OSHA recordable incident on site - an achievement we are very proud of and work to exceed every day.

### **CEOs appointed**

We announced the appointment of Bongani Nqwababa and Stephen Cornell as Joint-President and Chief Executive Officers ("Joint-CEOs"), effective from July 1, 2016. Cornell is currently the Executive Vice President: International Operations. This announcement follows the June 2015 announcement that David Constable, the President and CEO, had decided not to extend his contract with Sasol beyond June 30, 2016.

### **Project progress update**

The ethane cracker and derivatives complex project (also referred to as the Lake Charles Chemicals Project or LCCP) is progressing. Engineering and procurement are at an advanced stage and site construction has commenced. Earlier this week, Sasol announced it will pace the execution of the project to support the company's company-wide oil price response plan. We were always planning to implement a phased startup of the ethane cracker and six derivative units in 2018. Now, beneficial operations of some of the smaller derivative units may move from calendar year 2018 to calendar year 2019. A detailed review of project cost and schedule is under way and likely to be completed by mid-2016.

### **Off-site infrastructure improvements progressing**

The heavy haul route is the route that Sasol and its contractors are using to transport large modules and other equipment from a construction dock on the Calcasieu River 2.5 miles to Sasol's project site. Sasol is widening and strengthening the existing roads on the route to accommodate the modules and equipment. The heavy haul route project and other Sasol-funded infrastructure improvement projects include a significant amount of new water, sewer and gas line infrastructure for the City of Westlake along the route. They total an investment of more than \$40 million--\$35 million in the City of Westlake alone. The first phase of the heavy haul route strengthening project is complete, and widening work is under way with completion anticipated for later this year. Other infrastructure improvements will be performed over the next several months throughout the City of Westlake and surrounding areas as agreed with the Calcasieu Parish and the Louisiana Department of Transportation and Development.

### **A major milestone**

We safely completed our first heavy haul - a 940-ton boiler - through the City of Westlake to its permanent foundation within the project site via the heavy haul route.

### **Louisiana First**

Sasol is delivering on our Louisiana First commitment to hiring local people and using local contractors. To date, Sasol has hired more than half of the 500-plus employees it expects to hire for the project. Nearly 90 percent of those hired are from Louisiana, most from Calcasieu Parish. We've also committed more than \$2.5 billion to eight major Louisiana contractors.

### **Our engagement with Mossville**

Sasol is proud of our engagement with our neighbors in Mossville, Louisiana, a community west of our Lake Charles Chemical Complex. From the early stages of our expansion project, we've continually reached out to Mossville residents to keep them informed of our plans and solicit their input on what we can do to make a positive difference in their community. The result is an extensive, ongoing partnership between Sasol and Mossville to address their desires, give them the choices they asked for, and provide sustainable, long-term support to increase economic opportunities.

### **\$500,000 invested in local scholarships**

Sasol recently contributed \$155,000 to the Community Foundation of Southwest Louisiana's Workforce Scholarship Fund, bringing our total investment of more than \$500,000 in the program to date. Sasol's commitment follows successful outcomes of its first round of scholarships in 2015. Unemployed and underemployed residents, most from Westlake and Mossville, are now completing skills training and gaining employment with local industrial companies and contractors.

**2,000 attended Sasol job forum**

In February, Sasol, in partnership with its project contractors, the Calcasieu Business and Career Solutions Center and community partners, hosted a job readiness forum for local residents. The more than 2,000 attendees met with Sasol, its Louisiana contractors, local craft training providers and resource-based organizations to learn about job opportunities, training availabilities, financial assistance and support services available in the community.

**Update June 2016**

In March 2016, Sasol announced that it would be undertaking a detailed review of the Lake Charles Chemicals Project (LCCP), after deciding to pace the execution of the project to support the Company's low oil price Response Plan. At that time, there were early indications that the overall end-of-job cost was under pressure, and since the project engineering was at an advanced stage, sufficient information was available to proceed with a detailed project review.

The LCCP consists of a world-scale 1,5 million ton per year ethane cracker, and six downstream chemical projects - two large polymers plants (low-density and linear low-density polyethylene) and an ethylene oxide/ethylene glycol plant, which together will consume around two thirds of the ethylene produced by the cracker; and three smaller, higher-value derivative plants, which will produce speciality alcohols, ethoxylates and other products. The project is under construction near Lake Charles, Louisiana in the USA, adjacent to Sasol's current chemical operations.

A preliminary finding from the ongoing detailed LCCP review is that the expected total capital expenditure for the project could increase up to US\$11 billion, including site infrastructure and utility improvements. This estimate includes a sufficient contingency to effectively manage the project to beneficial operation. While the detailed review is still in progress, current indications are that the estimated capital expenditure increase is mostly due to construction delays caused by higher-than-expected rainfall, higher labor costs, certain of the lump-sum bid contract prices being higher than originally estimated, as well as quantities of bulk materials being in excess of those included in the original estimate.

In addition, the slower rate of capital spend until June 2018, due to Sasol's low oil price Response Plan, has resulted in an extended project schedule and contributed to further project cost increases, which have been partially offset by productivity benefits due to improved phasing of engineering and construction activities. As of 30 April 2016, the capital expenditure to date on LCCP is US\$4,5 billion, and the overall project completion has progressed beyond 40%. It is, however, important to emphasize that no material or unexpected scope changes to the project have taken place. Overall construction on the project continues on all fronts, with most engineering activities nearing completion and procurement well advanced.

As the review progresses and additional information becomes available, management is setting firm targets and objectives for the project team in order to minimize the capital expenditure and optimize the overall project schedule. It is, however, expected that the ethane cracker will achieve beneficial operation in the second half of calendar year 2018, which will enable around 80% of the total output

from LCCP to reach beneficial operation later in 2018 and early 2019. The remaining volumes from the other derivative units will reach beneficial operation by the second half of 2019.

The expected returns for the project have reduced due to changes in long-term price assumptions and the higher capital estimates, and are now expected to be around Sasol's weighted average cost of capital, compared to returns approximating hurdle rate at the time of Final Investment Decision in October 2014. The increase in the estimated LCCP capital cost and extended schedule will reduce the expected project returns by approximately the same amount as the Company's lower long-term price assumptions.

Although the capital expenditure for LCCP is expected to increase, Sasol does not expect this to result in the Company exceeding its self-imposed gearing targets. The Company is continuing with its previously announced low oil price Response Plan, and will manage its balance sheet to incorporate the current estimated capital expenditure. The funding strategy has not changed as a result of the higher capital expenditure estimates. The project will continue to be funded from existing facilities and ongoing group cash flow.

The detailed LCCP review is expected to be completed during the third quarter of 2016, and further details will be communicated together with Sasol's annual results announcement on 12 September 2016.

#### **Update September 2016**

The construction of Sasol's multibillion dollar Lake Charles Chemicals complex is 50 percent complete, according to the company's annual fiscal year report. Several months ago, Sasol officials said the projected cost for the project had jumped from \$8.9 billion to \$11 billion. In the recently release report, the company confirmed that "a high degree of certainty exists" of the cost remaining at \$11 billion.

The chemical complex consists of an ethane cracker producing 1.6 million tons of ethylene a year; two polymer plants; an ethylene oxide-ethylene glycol plant; and three smaller derivative plants. The facility's seven manufacturing units are spread across roughly 400 acres in Westlake. Overall, the project will triple Sasol's chemical production capacity in the U. S., according to company officials.

Sasol reached the 50 percent completion mark for the project on June 30. The beneficial operation date of the ethane cracker was delayed to late 2018 to enable the facilities representing 80 percent of the Lake Charles complex's total output to begin producing by early 2019, according to the report. Officials said "a significant portion of the polyethylene" produced by the complex will be targeted for the export market and because of this, "Sasol's role in the growing global chemicals market will be substantively increased."

In the report, Sasol officials described 2016 as a challenging year for the company as initiatives were created to address a number of issues, including reducing the company's operating costs. The fiscal year report included a section addressing future financial risks affecting the company's performance. Sasol said that for planning and budgeting purposes, the company reviews "the demand and consumption for oil, global production and supply as well as the marginal cost of production."

According to the data, the growth in oil supply recently began weakening in the U. S. and non-OPEC countries, all of which are seeing increased financial pressure from low oil prices. Sasol officials said the company will "remain cautious on the short-term outlook," but officials expect supply-demand balance to start to tighten in late 2016 into the first half of 2017.

#### **Update November 2017**

### **Sasol Cancels GTL Project**

As part of its “refined corporate strategy,” Sasol on Thursday announced that it will abandon further gas-to-liquids projects, including a \$13 billion-to-\$15 billion Lake Area facility that was put on hold in 2015. The company, based in South Africa, cited a volatile economy and low oil prices Thursday as reasons for its decision.

Mike Hayes, government affairs manager for Sasol, had said earlier this month that the company would likely keep the GTL project on hold. Sasol will continue to build its Lake Charles Chemicals Project, an \$11 billion ethane cracker unit that is about 80 percent complete.

But in a news release issued Thursday, Bongani Nqwababa, Sasol’s joint president and CEO, said that “the risk profile to execute such projects alone, in the future, is larger than what Sasol wishes to undertake.” He said the company will no longer “entertain wholly owned investments in similar megaprojects, such as the LCCP.”

Southwest Louisiana Economic Development Alliance head George Swift said his group is “confident that the company will utilize the several hundred acres that it already owns to bring additional industrial facilities.”

### **Update May 2019**

#### **Sasol’s U.S. Plant Cost Estimate Jumps to \$12.9 Billion**

Sasol Ltd., the world’s biggest maker of fuel from coal, said the cost of its giant Lake Charles chemicals project in Louisiana will balloon to as much as \$12.9 billion, or about 50% more than initially planned.

The cost blowout is a further setback for the development that’s part of the South African company’s plan to expand internationally. It has already suffered a number of budget increases because of factors including weather delays. Sasol shares slumped the most in 20 years after the announcement on Wednesday.

“We’re extremely disappointed with the increase” in costs, co-Chief Executive Officer Bongani Nqwababa said on a conference call Wednesday. The company said in a statement it’s taken measures since February to “further strengthen the oversight, leadership for the project and frequency of reporting,” and will accelerate a previously announced asset-sale program.

The Lake Charles Chemical Project -- dubbed LCCP -- will, once completed, boost the portion of chemicals in Sasol’s sales mix to 70%. It’s one of two massive plants originally planned in the U.S., but the second -- a gas-to-liquids project -- was abandoned during the oil-price crash. The chemical plant was approved in 2014.

Sasol announced on Wednesday a new cost range of \$12.6 billion to \$12.9 billion for the LCCP project, about \$1 billion more than it forecast three months ago. Back in 2016, then-CEO David Constable had said an increase to \$11 billion was a “worst-case scenario.” The company attributed the latest hike to a “correction for duplication of investment allowances,” higher contract expenses, unanticipated work and defective materials.

The shares tumbled as much as 15%, the biggest intraday decline since September 1998, and traded down 12% at 379.01 rand as of 3:41 p.m. in Johannesburg. The yield on \$750 million of notes due 2028 jumped 12 basis points to 5.32% at the same time, the most in a day since the bonds began trading in September.

## **Sowela Technical Community College**

**July 2019**

### **Sowela to Offer Pipeline Training Facility**

Through a \$1 million partnership with TC Energy, Sowela Technical Community College plans to create Louisiana's only oil pipeline training academy. The partnership will allow for the construction of a physical pipeline loop structure at the Lake Charles campus, where students will gain hands-on training at the TC Energy Pipeline Academy.

Though massive pipeline networks cross Southwest Louisiana, Sowela Chancellor Neil Aspinwall said the nearest training facility for pipelines maintenance and operation is in Oklahoma. He said adding such training to Sowela's workforce development curriculum will help "build the workforce of Southwest Louisiana, the state of Louisiana and the nation."

"The creation of the TC Energy Pipeline Training Academy is a great and unique opportunity for Sowela to partner with one of the world's largest energy companies to provide training in a specific field that touches all aspects of the Louisiana economy," Aspinwall said.

## **West Calcasieu Port**

### **Barge Basin Expansion**

**February 2012**

Apollo Environmental Strategies of Beaumont, Texas is the contractor on the \$2.3 million expansion project at the West Calcasieu Port that will result in the creation of 800 linear feet of barge basin shoreline for an additional 25-30 barge slip.

**Update April 2016**

### **West Calcasieu Port to Replace Bulkhead**

West Calcasieu Port officials announced that it has awarded a construction contract to Orion Marine Construction, Inc. for \$1,589,632.10 for the replacement of 40-year-old bulkheading along the port's waterfront on the Gulf Intracoastal Waterway. "Incorporated in the construction project plan is the replacement of aged, deteriorated bulkhead with new steel bulkhead," said West Calcasieu Port Director Lynn Hohensee. Underscoring the business-case need for the expanded barge basin, Hohensee noted that servicing commercial barge transportation operations along the Gulf Intracoastal Waterway is a critical component of the port's operations, and that the port has experienced an increased occupancy rate for its marine services facilities.

West Cal Port Engineer Chuck Stutes of Sulphur-based Meyer & Associates, Inc. has estimated that approximately 300 linear feet of 600-foot length of steel bulkheading will replace aged infrastructure that was installed in the 1970s. Significant funding support will come from a \$1,305,000 Capital Outlay Grant from the State of Louisiana. Located on 190 acres 12 miles south of Interstate 10 just west of Highway 27, the West Cal Port has 7,000 feet of waterfront property on the GIWW. Current tenant activity includes barge fleeting operations, dry-cargo barge cleaning, diesel engine repair, maritime construction operations, concrete manufacturing and concrete pumping services.

The new bulkhead improvements are critical to the port in its efforts as an economic development engine to assist our family of tenants grow their operations, expand their workforce and increase their investment in our community through a larger tax base. In addition to Devall Towing fleeting operations of more than 100 barges/day, the port's waterfront also is home to marine construction operations, wet barge cleaning/stripping operations and dry-barge cleaning/repair facilities. Devall Towing anticipates that by 2020, Southwest Louisiana will see its regional demand for barge fleeting space exceed more than 200 barges per day. At the West Cal Port, we are doing all we can to help meet that growing demand – not only to provide a place to "park" barges, but also to service them.

### **Update March 2018**

- Bulkhead replacement (Orion Construction) \$1,710,401.48- Completed
- Barge basin construction/dredging (Coastal Dredging is contractor) \$1,334,020.00- Underway
- Port entrance road replacement \$1,150,000.00- Planned
- Construction of 600 linear feet of bulkhead on GIWW \$3,335,000.00- Proposed

### **Update August 2018**

#### **West Calcasieu Port Barge Basin Dredge Work Completed**

SULPHUR — West Calcasieu Port officials announced today that dredging operations in the port's west barge basin were completed today and that all tenant operations in the basin have returned to full operations.

Coastal Dredging of Hammond, La., was the contractor on the \$1.3 million maintenance dredging project that removed more than 140,000 cubic yards of spoils over a 10-week period. The port's barge basin depth was returned to a minus-10 feet, and the spoils were relocated into the port's federally mandated spoils reception area located nearby on port property.

"It has been more than eight years since the port's barge basin was last serviced, and over that extended period of time, the basin attracts a considerable amount of soil due to constantly moving currents along the Gulf Intracoastal Waterway where the port is located," said Lynn Hohensee, port director.

"Periodic dredging of the basin is needed to keep the 75-90 barge spaces in a safe and operationally sound condition, so that our port tenants can efficiently fleet and service the shallow water barges that daily come in and out of our port fleet," he added. "This is especially critical to our support for our port tenants who facilitate barge fleet and cleaning/repair services for 120-150 barges daily."

The initial phase of the project focused on increasing the height of the levees surrounding the port's 39.5-acre spoils reception area, to ensure it could accommodate the additional spoils material." Hohensee explained. "The new height of our spoils containment area levees is now at 17 feet above sea level."

He explained that use of the spoils – as in the past dredging operations – has an economic beneficial use, because the port's long-term strategic plan calls for the spoils area to eventually become a viable development site for future tenant occupancy.

## **York Capital (formerly JUNIPER GTL)**

### **September 2013**

#### **Juniper GTL to invest \$100 million to renovate facility**

Juniper GTL LLC announced the company will invest \$100 million to renovate a dormant steam methane reformer in the Westlake area and convert it to a natural gas-to-liquids facility, producing clean waxes, drilling fluids, diesel and naphtha. Juniper GTL will create 29 new direct jobs averaging \$85,000 per year, plus benefits, and LED estimates the Westlake development will result in an additional 112 new indirect jobs, for a total of 141 new jobs. The Juniper GTL project will create an estimated 125 construction jobs. Construction of Juniper GTL's facility and management hiring, with the support of LED FastStart, is beginning now with additional hiring to take place as the project nears completion in early 2015.

### **Update April 2014**

Preliminary fieldwork is underway on the Juniper GTL plant in Westlake as workers begin examining the site's existing equipment, which will be refurbished for the new facility. The bulk of the fieldwork will begin next week and is expected to take about four months to complete. Matrix Service of Orange, Texas, has been chosen to do most of the fieldwork, which will include installing new piping and bracing. The company will also clean out and inspect the existing equipment to ensure it works properly before it becomes integrated with the new GTL plant. The existing facility is in very good

shape, but it needs to be refurbished to make sure that it operates properly. The estimated \$100 million facility will produce about 1,100 barrels a day of diesels, waxes and naphtha.

The project is expected to create 29 direct jobs, which pay an average of \$85,000 a year, plus benefits. Louisiana Economic Development estimates the facility will create 112 indirect jobs. Construction workers are currently examining the site's equipment, which was originally owned by Praxair, an industrial gases company based in Danbury, Conn. Praxair sold the equipment and land to Juniper last June. Workers are opening up the equipment to get it ready for final inspection, clean out and refurbishment. Among the former Praxair equipment Juniper is looking to refurbish is a steam methane reformer, which will be at the heart of Juniper's daily operations. The steam methane reformer will convert natural gas into synthesis gas, a combination of hydrogen and carbon monoxide, which is used to make products such as methanol and ammonia. They don't expect to see any major groundwork on the site until the fall, when construction is slated to begin on the plant's foundation. Hiring for non-labor jobs at the Juniper plant has begun. A full-time human resource officer is now at the company's Interstate 10 office to assist with screening and candidate selection. Those interested in submitting a resume to Juniper can do so via email at [general@juniperctl.com](mailto:general@juniperctl.com). Hiring for the project's craft labor jobs will be done by the engineering and construction contractors hired to design and build the facility. The project's front-end engineering and design contract was sent out for bid a year ago.

#### **Update June 2014**

##### **Juniper GTL adds Calumet as JV partner**

Calumet Specialty Products announced its investment as a joint venture partner in the construction of a commercial gas-to-liquids (GTL) plant that is expected to produce 1,100 bpd of refined products, including waxes, drilling fluids, distillate and naphtha, from natural gas. The plant in Lake Charles, Louisiana, which is expected to be operational by late 2015, has a total estimated cost of \$135 million. The brownfield plant will be owned and operated by Juniper GTL, a company also co-owned by SGC Energia and Great Northern Project Development and will be funded through a combination of equity and senior secured debt. Calumet intends to invest \$25 million in exchange for an equity interest of approximately 22% in the joint venture.

The Juniper GTL process starts with the reforming of natural gas into a mixture of hydrogen and carbon monoxide. These gases are then sent to a reactor, where they combine into a paraffinic liquid through a reaction known as Fischer-Tropsch (FT). The resulting liquid is ultimately refined by distillation and hydrogenation. The whole process, guaranteed under a single GTL license (XTLH), focuses on the reliable, profitable production of specialty and fuels products. "This joint venture offers Calumet the opportunity to lead a growing market that converts lower-cost natural gas into higher value liquids," said Jennifer Straumins, chief operating officer of Calumet. "Looking ahead, we believe this project puts Calumet in a leadership position to capture promising GTL opportunities which we anticipate to arise given expectations for continued growth in domestic natural gas production in future years."

#### **Update July 2016**

York Capital's recent acquisition of SGC Energia Co. and the assets of Juniper GTL represent the final steps of a lengthy financial process. York Capital, a global investment firm founded in 1991, announced its new controlling interests in the company on July 12. Juniper GTL is SGC Energia's commercial-scale facility under construction in Westlake, and the facility is expected to be fully operational by late 2017. Vianney Vales, CEO of SGCE, said in a statement that York Capital's financial backing plays a role in SCGE's ability to now have "a clear and foreseeable path to the near-term development of a significant US-based GTL business."

York Capital was able to obtain the company's assets because Juniper GTL formerly filed for Chapter 11 bankruptcy in April. "These acquisitions present a highly compelling investment opportunity," said Glen Gordon, managing director at York Capital Management. "The Juniper plant's near term path to commercial operations coupled with SGC Energia's capability to target attractive end markets is a unique proposition in the energy and chemicals arena."

Only July 14, Juniper GTL filed a liquidation plan, as well as the deadlines it would be following when filing administrative expense claims, professional fee claims and rejection claims. The bankruptcy court also gave an order that same day approving the sale of Juniper GTL's assets. Juniper GTL's \$100 million effort to renovate a dormant steam methane reformer in Westlake and convert it to a natural-gas-to-liquids facility will create 29 direct jobs average \$85,000 per year, according to company officials.

In 2013, Juniper GTL announced a \$100 million natural gas to liquids plant in Southwest Louisiana. The facility is currently under construction and will be operational in the second half of 2017. It is expected to be North America's largest commercial F-T facility, converting natural gas into ultra-high quality, pure waxes used in construction materials, adhesives and consumer goods.

#### **Update December 2017**

Please be advised that on November 1, 2017, the name of RD Juniper LLC has been changed to Juniper Specialty Products LLC.

#### **Update May 2019**

##### **Construction Paused on Juniper GTL Facility**

WESTLAKE, La. (KPLC) - Construction is being paused on the Juniper GTL facility, a company official said.

Chris Mudd, chief executive officer of Juniper Specialty Products, said the company "intends to complete detailed engineering in order to ensure an efficient restart and completion of construction and commissioning activities."

He said Juniper "remains committed to a safe and successful start-up of the Juniper plant."

Juniper announced in 2013 a \$100 million plan to renovate and convert a dormant steam methane reformer in Westlake into a gas-to-liquid facility.

York Capital Management acquired controlling interest in SGC Energia and the still-under-construction Juniper plant in 2016.

## **-CAMERON PARISH-**

### **Cameron LNG**

#### **May 2012**

##### **Sempra to Develop \$6 Billion Liquefaction Facility**

Sempra Energy Inc. has secured the third and final commercial agreement to develop a \$6 billion natural gas liquefaction export facility at the site of Sempra's existing Cameron LNG LLC, or liquefied natural gas, receiving terminal in Hackberry, Louisiana located on Lake Charles Harbor and Terminal District property. The facilities will chill natural gas into a liquid that can be shipped on tankers and will allow U.S. based producers to export natural gas to overseas markets for higher profits. A recent production boom has pushed U.S. natural gas prices to 10-year lows. Construction will begin in 2013 and take place in three phases, with the first liquefaction train opening in late 2016 and the other two trains coming online about five and 10 months after the initial capacity. The 12 Mtpa LNG export facility will add 130 new direct jobs with average

annual salary of \$80,000 plus benefits, retain 60 existing jobs at Sempra's Cameron Parish terminal and result in an estimated 610 permanent new indirect jobs, along with 3,000 construction jobs at peak activity.

In addition to this project, Cameron LNG has a \$30 million expansion which will create an additional 100 construction jobs.

#### **Update February 2014**

#### **U.S. Energy Department Conditionally Authorizes Cameron LNG to Export to Non-Free Trade Agreement Countries**

The U.S. Energy Department announced that it has conditionally authorized Cameron LNG, LLC to export domestically produced liquefied natural gas to countries that do not have a Free Trade Agreement with the United States from the Cameron LNG Terminal in Cameron Parish, Louisiana. The Cameron application was next in the order of precedence after the Energy Department conditionally authorized additional volume from Freeport's proposed LNG facility in November of 2013. Subject to environmental review and final regulatory approval, the facility is conditionally authorized to export at a rate of up to the equivalent of 1.7 billion standard cubic feet per day (Bcf/d) of natural gas, for a period of 20 years. The U.S. Energy Department considered the economic, energy security, and environmental impacts as well as public comments for and against the application and determined that exports from the terminal at a rate of up to 1.7 Bcf/d for a period of 20 years was not inconsistent with the public interest.

By authorizing Cameron, the Department of Energy will have cumulative authorized non Free Trade LNG exports totalling 8.47 Bcf/d of natural gas or 3.091 Tcf/yr for the one final and five conditional export authorizations granted. They are Sabine Pass (2.2 Bcf/d), Freeport I (1.4 Bcf/d), Lake Charles Exports (2.0 Bcf/d), Dominion Cove Point (.77 Bcf/d), Freeport II (.4 Bcf/d) and now Cameron LNG (1.7 Bcf/d). In May of 2013 Mitsubishi Corporation and Mitsui & Co., Ltd announced they had signed 20-year tolling capacity and joint-venture agreements to support the development, financing and construction of the LNG export facility at the site of the Cameron LNG receiving terminal in Hackberry. The tolling agreements subscribe the full nameplate capacity of the three-train, 13.5- million-tonnes-per-annum (Mtpa) facility that will provide an export capability of 12 Mtpa of LNG, or approximately 1.7 billion cubic feet per day (Bcf/d), and the full regasification capacity of 1.5 Bcf/d. Each tolling agreement was for 4 Mtpa.

The liquefaction project will use Cameron LNG's existing facilities, including two marine berths capable of accommodating Q-Flex sized LNG ships, three LNG storage tanks with a combined storage capacity of 480,000 cubic meters. The new facilities will be wholly owned by Cameron, which in turn, will be wholly owned by Cameron LNG Holdings, LLC. Cameron LNG Holdings, LLC will be 50.2 per cent indirectly owned by Sempra Energy (Sempra) with GDF SUEZ S.A. (GDF SUEZ), Japan LNG Investment, LLC (a joint venture entity that has been formed by subsidiaries of Nippon Yusen Kabushiki Kaisha (NYK) and Mitsubishi Corporation (Mitsubishi)) and Mitsui & Co., Ltd. (Mitsui) each owning a further 16.6 per cent.

#### **Update June 2014**

Sempra Energy announced that its subsidiary Cameron LNG has received authorization from the Federal Energy Regulatory Commission to site, construct and operate a natural gas liquefaction and export facility at the site of the company's LNG receipt terminal in Hackberry. The FERC permit is one of the last major regulatory approvals required to start construction on the \$9-10 billion natural gas liquefaction facility. Cameron LNG will still need the Department of Energy to issue its final approval for an export license.

The authorization approves the development of the three-train liquefaction facility that will provide an export capability of 12 million tonnes per annum of LNG, or approximately 1.7 billion cubic feet per day (Bcfd). FERC also authorized a subsidiary of Sempra Energy to construct a 21-mile, 42-inch natural gas pipeline expansion of the Cameron Interstate Pipeline, new compressor station and ancillary equipment that will provide natural gas transportation for the liquefaction facilities.

Earlier this year, Cameron LNG was awarded conditional approval from the U.S. Department of Energy to export LNG to non-free-trade-agreement countries, including Japan and European nations.

#### **Update July 2014**

Sempra Energy, Cameron's parent company, was awarded FERC's authorization to construct permit on June 19. Sempra executives must now wait for the U.S. Department of Energy's final approval of their license to export gas to nations that lack free trade agreements. The department gave Sempra conditional approval in February.

Sempra plans to expand its Cameron LNG plant in Hackberry with three trains that will produce a combined total of up to 12 million metric tons of LNG per year for export. Construction on the estimated \$10 billion project is slated to begin this fall. The trains will take about four years to build, creating about 3,000 construction jobs during peak times, officials have said. The project is also expected to create 140 permanent positions.

FERC released its final environmental impact statement on the Cameron LNG project in April, concluding that it "would result in some adverse environmental impact," but that "those impacts would not be significant." Landrieu's office sent a letter to DOE requesting final approval of Sempra's LNG's non-FTA export permit as soon as possible.

#### **Update October 2014**

##### **Cameron LNG Export Project Breaks Ground in Louisiana**

More than 300 community, business, government and international leaders took part in a ground breaking ceremony for the new \$10 billion liquefaction export facilities at Cameron LNG in Hackberry, Louisiana. The LNG export project is being developed by a joint venture formed by Sempra LNG, GDF SUEZ S.A., Mitsui & Co., Ltd. and Mitsubishi Corporation. Cameron LNG was completed in 2009 as a LNG receiving terminal along the Calcasieu Channel. The project will use Cameron LNG's existing facilities, including two marine berths capable of accommodating Q-Flex sized LNG carriers.

"Today is a special day for all of us at Cameron LNG," said Farhad Ahrabi, CEO of Cameron LNG. "We are proud to kick off construction alongside elected leaders from Louisiana, community members who have supported this project since day one, our Cameron LNG partners and our dedicated employees that have helped make this project a reality. We look forward to 2018 when the first LNG cargo is loaded and on its way to global markets."

The liquefaction project will have three trains with an export capability of 12 million tonnes per annum of LNG or approximately 1.7 billion cubic feet per day. All three trains are expected to begin operations during 2018, with the first full year of operations in 2019. The Cameron LNG liquefaction project received final approval to operate by the Federal Energy Regulatory Commission in June 2014. In September the project received the U.S. Department of Energy's final authorization to export LNG to non-free-trade-agreement countries.

#### **Update September 2015**

The Federal Energy Regulatory Commission has approved the construction of a project in Cameron Parish that will eventually supply natural gas to the Cameron LNG export facility in Hackberry. The announcement of the FERC approval for the Cameron Access Project was made by the Columbia Pipeline Group Inc. and Columbia Pipeline Partners LP. The Appalachian natural gas that will be supplied to the Cameron LNG facility will come by way of the two company's subsidiary, Columbia Gulf Transmission LLC. The Cameron Access Project will include the installation of about a 26-mile pipeline in Cameron Parish. Julie Nelson, vice president of government relations and public affairs at Cameron LNG said that the pipeline will provide access to additional upstream natural gas supply which she described as essential to the operation of the facility. Other project improvements include upgrades to Columbia Gulf's existing pipeline system as well as ancillary facilities and a new compressor station near Lake Arthur. Officials said the project has an investment of about \$310 million (now 300 million) and construction is scheduled to begin in spring 2016 and be completed by 2018.

### **Update March 2018**

#### **TransCanada Places Cameron Access Project in Service**

HOUSTON, March 14, 2018 (GLOBE NEWSWIRE) — News Release — TransCanada Corporation (TSX:TRP) (NYSE:TRP) (TransCanada) today announced its Cameron Access project has been placed into service in Southwest Louisiana, enhancing the company's ability to deliver North American-produced natural gas to high-value LNG export markets.

Cameron Access involved improvements to existing pipeline, construction of a new compressor station and the addition of 27 miles (43 kilometres) of 36-inch diameter greenfield pipeline. Representing an investment of approximately US\$300 million, the pipeline is capable of transporting 800,000 dekatherms a day to the Cameron LNG export facility. The Cameron LNG export facility is currently under construction and scheduled to go into service at the end of 2019.

"The completion of Cameron Access creates significant value for our customers by providing additional connectivity for their domestically produced natural gas to the high-value U.S. Gulf Coast LNG export market," said Stanley Chapman III, TransCanada's Executive Vice President and President, U.S. Natural Gas Pipelines. "Additionally, LNG export projects such as Cameron Access will help reduce global carbon emissions by allowing emerging markets to displace coal-fired power generation with clean-burning natural gas."

Throughout the course of the project, TransCanada worked closely with landowners and local officials to ensure they were an important part of the process. Cameron Access was designed and constructed with a core focus on safety and minimizing environmental impact.

With more than 65 years' experience, TransCanada is a leader in the responsible development and reliable operation of North American energy infrastructure including natural gas and liquids pipelines, power generation and gas storage facilities. TransCanada operates one of the largest natural gas transmission networks that extends more than 91,900 kilometres (57,100 miles), tapping into virtually all major gas supply basins in North America. TransCanada is a leading provider of gas storage and related services with 653 billion cubic feet of storage capacity. A large independent power producer, TransCanada currently owns or has interests in approximately 6,100 megawatts of power generation in Canada and the United States. TransCanada is also the developer and operator of one of North America's leading liquids pipeline systems that extends approximately 4,900 kilometres (3,000 miles), connecting growing continental oil supplies to key markets and refineries. TransCanada's common shares trade on the Toronto and New York stock exchanges under the symbol TRP. Visit [TransCanada.com](http://TransCanada.com) to learn more, or connect with us on social media and 3BL Media.

## **Update May 2019**

### **First cargo shipped from Cameron LNG**

McDermott International, Inc. has announced that the first cargo of liquefied natural gas (LNG) has been shipped from the Cameron LNG project in Hackberry, La. On May 14, McDermott announced first liquid from Cameron LNG Train 1 and today's announcement of first cargo is a precursor to completion of Train 1.

"Shipping the first cargo from Train 1 is a tremendous achievement for McDermott and the joint venture project team, especially while maintaining a very strong safety record on such a large-scale and complex project," said Samik Mukherjee, group senior V.P. of projects for McDermott.

## **Update July 2019**

### **McDermott, Cameron LNG announce agreement regarding LNG project in Louisiana**

HOUSTON -- McDermott International, Inc. has announced it and its joint venture member Chiyoda have reached an agreement with Cameron LNG related to the construction of its LNG liquefaction project in Louisiana.

The agreement includes the following key components:

- Provides the opportunity for incentive bonus payments for achieving construction and commissioning milestones on specified dates for Trains 2 and 3
- Aligns the start dates for any schedule-related liquidated damages to be consistent with the current schedule
- Fully aligns and strengthens the commitment of CCJV to complete the project in accordance with the current schedule

Since the initial award in 2014, McDermott and Chiyoda have provided the engineering, procurement and construction for the Cameron LNG project. The project includes three liquefaction trains with a projected export capacity of more than 12 MMtpa of LNG, or approximately 1.7 Bcfd.

As previously disclosed, the project was approximately 90% complete as of the end of the first quarter of 2019. The company expects initial production from Trains 2 and 3 in the first quarter of 2020 and the second quarter of 2020, respectively.

## **Cheniere Energy**

### **January 2012**

Houston-based Cheniere Energy announced it would expand its Sabine Pass terminal with one of the largest capital investments in Louisiana history and began building an \$11 billion liquefied natural gas, or LNG, facility to transport affordable natural gas around the world from Louisiana and its interstate pipeline connections. The project has created 283 jobs with a total compensation and benefits package that will exceed an annual average of \$100,000. The new jobs would support another 589 indirect jobs in the area, 150 resident contractors and 3,000 construction jobs are projected at the peak of construction activity. The new facility will handle the shipment of liquefied natural gas, or LNG, from the company's international LNG terminal. The construction of Cheniere's liquefaction project in Cameron Parish will provide key support to Louisiana's economy and natural gas industry, which has been transformed by the development of the Haynesville Shale. In only two years, Louisiana's natural gas production has doubled as the Haynesville has grown into one of the most prolific shale plays in the world. This liquefaction project will provide thousands of jobs in Southwest Louisiana while connecting the state's natural gas industry to global markets, making Louisiana the world's first dual importer and supplier of LNG. Cheniere Energy anticipates construction will begin in mid-2012, with hiring of the new permanent jobs beginning in 2014. The company will commence operations at the liquefaction facility in 2015, and the second phase of the project is expected to be completed by the end of 2018. Adding liquefaction capabilities will transform the Sabine Pass terminal into a bi-directional facility capable of exporting LNG in addition to receiving LNG for regasification.

## **Update October 2013**

### **Cheniere's Investment in Southwest Louisiana**

Cheniere began construction of its Sabine Pass Liquefaction Project in Cameron Parish, Louisiana in August of 2012. The project's total cost is expected to be approximately \$18 Billion and be fully complete in 2019. The completed facility will directly create 580 new jobs in southwest Louisiana.

*Current Construction:* Cheniere – through our EPC contractor Bechtel – is currently building Trains (aka - LNG production units) 1-4 of the facility. These units have been fully permitted by the federal government – meaning they have received DOE approval to export to non-FTA nations and the Federal Energy Regulatory Commission has authorized siting and construction. In addition, the LNG produced by Trains 1-4 has already been sold under 20 year contracts to major global purchasers of LNG. This phase of the project, already under construction, represents a \$12 Billion investment in southwest Louisiana. The total cost of this construction – that which is being paid to our EPC contractor – is approximately \$7.8 billion dollars. The remaining balance represents financing and other business costs. Trains 1-4 will create 280 full-time positions within Cheniere and an additional 150 full-time, permanent contractor positions – for a total of 430 new jobs in southwest Louisiana.

*Trains 5 and 6:* In 2013, Cheniere announced an expansion of the Sabine Pass Liquefaction project. We have initiated the DOE and FERC permitting process, and plan to move forward with construction upon regulatory approval. The capacity of train 5 has already been sold under long-term contract to global purchasers of LNG. Engineering cost estimates are not yet complete for Trains 5 and 6; however we estimate that the total cost will be at least \$6 billion. Assuming a similar model to Trains 1-4, the actual construction cost will be approximately \$4 billion. Trains 5 and 6 will create an additional 150 full time positions at the facility – with 120 being direct hires to Cheniere and 30 being full-time, permanent contractors.

### **Update January 2014**

#### **Cheniere's SWLA Investment Increases**

Cheniere CEO Charif Souki said Sabine Pass LNG's expansion will consist of six trains, each of which is expected to produce 5 million tons of LNG a year. Four have already received DOE permits, which will allow the company to export LNG to countries with whom the United States has a free trade agreement and to non-FTA nations. The plant's other two trains are in the permitting process with DOE. Cheniere has LNG customers for 75 percent of the facility. When finished it will be a **\$20 billion investment** in Southwest Louisiana with \$12 billion already spent over the last 18 months. Cheniere has 2,500 people working at Sabine Pass LNG and is increasing its construction staff by 250 people a month. Peaking this summer with over 4,000 people — probably closer to 4,500 — and who will be there for the next five years. When all six trains are developed, there will be somewhere between 13,000 and 14,000 upstream jobs.

Cheniere received FERC approval on the Sabine Pass project in April 2012. The facility's expansion will make it the first of its kind in the contiguous United States capable of exporting natural gas as LNG. The company's existing import terminal has regasification and send-out capacity of 4 billion cubic feet a day and can store close to 17 billion cubic feet of gas.

### **Update August 2015**

#### **Cheniere LNG Enters Sales Agreement**

Cheniere Energy, Inc. announced that its wholly owned subsidiary, Cheniere Marketing International LLP has entered into sales arrangements with Électricité de France, S.A. ("EDF") for the delivery of LNG cargoes on an ex-ship basis from the Sabine Pass LNG terminal to the Dunkerque LNG terminal in France. The sales arrangements cover the delivery of up to 26 cargoes, or up to approximately 100 million MMBtus, through 2018. The sales price for the LNG cargoes is linked to the Dutch Title Transfer index, a natural gas pricing index in continental Europe. Volumes will be

sourced from Cheniere Marketing's LNG supply portfolio, which includes rights under a sale and purchase agreement with Sabine Pass Liquefaction, LLC to purchase any LNG produced from Sabine Pass in excess of that required for other customers. Cheniere Marketing has a similar SPA with Corpus Christi Liquefaction, LLC for LNG produced from Cheniere's Corpus Christi liquefaction project. On a combined basis, Cheniere Marketing's LNG portfolio is expected to have approximately 9 million tonnes per annum of LNG available from the nine liquefaction trains being developed at Sabine Pass and Corpus Christi.

#### **Update September 2015**

##### **Cheniere Enters Another Sales Arrangement**

Cheniere announced that its wholly owned subsidiary, Cheniere Marketing has entered into another sales arrangement with EDF for the delivery of liquefied natural gas cargoes on an ex-ship basis from the Sabine Pass LNG terminal. According to Cheniere the sales arrangement covers the delivery of up to 24 cargoes, or up to approximately 89 million MMBtus total, from 2017 through 2018. Cheniere noted the sales price for the LNG cargoes is linked to the Dutch Title Transfer index, a natural gas pricing index in continental Europe. With this latest agreement, Cheniere Marketing has executed agreements for the sale of up to a total of 92 cargoes, or up to approximately 340 million MMBtus, to buyers in Europe and Asia through 2018.

Volumes will be sourced from Cheniere Marketing's LNG supply portfolio, which includes rights under a sale and purchase agreement with Sabine Pass Liquefaction, LLC to purchase any LNG produced from the Sabine Pass Liquefaction Project in excess of that required for other customers. Cheniere Marketing has a similar sale and purchase agreement with Corpus Christi Liquefaction for LNG produced from Cheniere's Corpus Christi liquefaction project. On a combined basis, Cheniere Marketing's LNG portfolio is expected to have approximately 9 million tonnes per annum of LNG available from Trains 1 through 6 of the Sabine Pass Liquefaction Project and Trains 1 through 3 of the Corpus Christi Liquefaction.

#### **Update October 2015**

It's a \$20 billion investment with far-reaching impacts. Calcasieu Parish Police Jury members got an update on the Sabine Pass LNG Project, which Cheniere Energy officials compare to the size of 30 Superdomes. In the next few months, officials from Cheniere Energy said export of natural gas is set to make it the single largest industrial project — from a cost standpoint — in the history of the U.S. Jason French, government and public affairs director with Cheniere Energy explained, "It is a project with significant regional, state, national and really international impacts." That's why, French said, although the project is in Cameron Parish, this update needs to be shared with those in Calcasieu.

"In the last two days we've introduced gas into the facility, lit the pilot lights and very soon we'll be producing LNG. And the first cargo will depart for Asia, Europe, for destinations elsewhere in the world, of Louisiana natural gas, in January of 2016," he said. So far, French said they've spent almost \$7 billion on the ground, with construction just starting on trains five and six. "A train is just a gas producing unit that takes the gas and turns it into a liquid," explained French.

As of today, French said 4,600 people are employed there, once operational, 600 are expected to continue on full time, "So, it is a substantial project with over 17 million hours already worked." And while it's a large scale project, French also said benefits will be felt here in Lake Charles. "Business sales in the Lake Charles region are expected to expand by \$8.4 billion over the course of construction." Construction will continue through the year 2019-2020. And with all the Hurricane Rita look backs, officials said the facility is built on 60,000 piles, each 90 feet deep, to ensure it will withstand any future storms.

#### **Update October 2015**

Cheniere Energy announced it has entered into a 5-year Sale and Purchase Agreement with ENGIE for the delivery of LNG cargoes on an ex-ship basis primarily to the Montoir de Bretagne LNG regasification terminal in France. The Sale and Purchase Agreement covers the delivery of up to 12 cargoes per year, or up to approximately 222 million MMBtus in total, from 2018 to 2023. According to a company statement Cheniere will sell the volumes at contract prices linked to Northern European indices. Pierre Chareyre, Executive Vice President in charge of the Global Gas and LNG business line said, ENGIE is committed to guarantee the supply of its European customers with clean and reliable energy. Importing US LNG will participate to strengthen the security of supply of Europe. Besides, in the context of the energy transition, natural gas is the perfect partner for renewables energies, since it is flexible and abundant”.

On a combined basis, Cheniere Marketing's LNG portfolio is expected to have approximately 9 million tonnes per annum of LNG available from the nine liquefaction trains being developed at Sabine Pass and Corpus Christi. "This SPA with ENGIE furthers our strategy of supplying LNG to European markets and diversifies our marketing portfolio with sales tied to Northern European price indices. Deliveries are expected to be made to the Montoir de Bretagne LNG terminal or to alternative delivery points as determined by our customer," said Charif Souki, Chairman and CEO of Cheniere. Cheniere is currently developing a liquefaction project at the Sabine Pass LNG for up to six Trains, each of which is expected to have a nominal production capacity of approximately 4.5 mtpa of LNG. Construction has begun on Trains 1 through 5 of the Sabine Pass Liquefaction Project. Cheniere is also developing liquefaction facilities near Corpus Christi, Texas. The Corpus Christi Project is being designed for up to five Trains, with expected aggregate nominal production capacity of approximately 22.5 mtpa of LNG, four LNG storage tanks with capacity of approximately 13.5 Bcfe and two LNG carrier docks.

#### **Update October 2015**

Houston-based Cheniere said that overall construction on its Sabine pass liquefaction and export project is slightly behind schedule. *“Overall, Train 1 and 2 project progress is 96.1% complete against a plan of 98.2%. Train 3 and 4 project progress is 76.7% complete against a plan of 81.8%,”* Cheniere said in the October report filed with the U.S. FERC. However, Cheniere said that the current project progress supports the planned completion for Trains 1 and 2 by March and June in 2016, respectively. Trains 3 and 4 targeted substantial completion dates are April and August 2017. Cheniere is building liquefaction and export facilities at its existing import terminal located along the Sabine Pass River on the border between Texas and Louisiana. The Sabine Pass facility is expected to start receiving feed gas by the end of the year with the first cargo to be shipped in January 2016.

#### **Update February 2016**

##### ***Sabine Pass LNG Terminal***

Train 1 has begun producing LNG, and the first LNG commissioning cargo is expected to be exported late February / March. Commissioning for Train 2 is expected to start in the upcoming months. The remaining Trains are expected to commence commissioning on a staggered basis thereafter.

Trains 1 and 2 construction began in August 2012, and as of December 31, 2015, the overall project completion percentage for Trains 1 and 2 was approximately 97.4%, which is ahead of the contractual schedule. Based on the recently updated construction and commissioning schedule, Cheniere Partners expects to export the first LNG commissioning cargo in late February or March 2016.

Construction on Trains 3 and 4 began in May 2013, and as of December 31, 2015, the overall project completion percentage for Trains 3 and 4 was approximately 79.5%, which is ahead of the contractual schedule. Cheniere Partners expects Trains 3 and 4 to become operational in 2017.

Train 5 construction began in June 2015, and as of December 31, 2015, the overall project completion percentage for Train 5 was approximately 14.9%, which is ahead of the contractual schedule. Engineering, procurement and construction were approximately 41.9%, 20.5% and 0.1% complete, respectively. Cheniere Partners expects Train 5 to become operational in 2019.

Train 6 is currently under development, with all necessary regulatory approvals in place. Cheniere Partners expects to make a final investment decision and commence construction on Train 6 upon, among other things, entering into acceptable commercial arrangements and obtaining adequate financing.

#### **Update July 2016**

##### **Cheniere Energy Partners LP and Bechtel achieve completion of Train 1**

Cheniere Energy Partners LP (NYSEMKT:CQP) and Bechtel announced that they achieved Substantial Completion of Train 1 of the Sabine Pass liquefaction project in Cameron Parish, Louisiana (the “SPL Project”). “Today, together with our EPC contractor Bechtel, we announce that Train 1 of the SPL Project has achieved Substantial Completion, and we are taking care, custody, and control of Train 1 months ahead of the guaranteed completion date and on budget,” said Jack Fusco, CEO of Cheniere Partners.

#### **Update May 2019**

##### **Cheniere to build Louisiana Sabine Pass 6 LNG export train**

U.S. liquefied natural gas (LNG) company Cheniere Energy Inc said on Monday it will build the sixth liquefaction train at its Sabine Pass LNG export terminal in Louisiana.

Cheniere also said it expects to make a positive final investment decision as early as 2020 to add additional capacity in a third stage at its Corpus Christi LNG export terminal in Texas.

Natural gas use is growing rapidly around the world as countries, like China, seek to wean their industrial and power sectors off dirtier coal. Cheniere is the biggest supplier of U.S. LNG and also the biggest buyer of gas in the country.

Cheniere said it gave Bechtel, the lead contractor building its LNG terminals, notice to proceed with construction of Sabine 6. Cheniere has said it has a \$2.5 billion contract with Bechtel to build Sabine 6 and expects the unit to enter service in 2023.

#### **Update July 2019**

##### **Cheniere under pressure from regulators to fix damaged LNG tanks**

Two federal agencies have warned Cheniere Energy against using liquefied natural gas storage structures that leaked last year at its Cameron Parish LNG export terminal until Cheniere meets certain safety requirements.

The warning was issued in a July 9 letter after the agencies said they found out Cheniere was making repairs without approval. The letter says that neither agency is willing to approve the structures as safe until Cheniere Energy follows its rules and told the company it needs written approval before using the Sabine Pass storage structures again.

Each storage structure has two tanks — a tank within a tank. In January 2018, workers discovered that super cold natural gas from an inner layer escaped to the outer layer, causing cracks that were visible on the outside of the tank structure. More natural gas leaked from a second storage structure after it was opened because the leak was discovered in the inner layer, but it had not caused visible damage to the outer layer. The company reported no injuries, fires or explosions as a result of the tank leaks. The structures can hold up to 3.4 billion cubic feet of natural gas each.

In 2018, about 500 employees were employed at the site; the nearest town is Johnson Bayou, about 12 miles away.

## **Commonwealth (Waller Point Marine) LNG Terminal**

### **March 2013**

Liquefied natural gas has sparked strong interest as a marine fuel because of the abundance of natural gas, relatively low price and attractive environmental performance. One challenge is the ready availability of liquefied natural gas (LNG). Houston-based Waller Marine, Inc., however, is working towards a solution. Through its LNG development subsidiaries, Waller Energy Holdings, LLC and Waller LNG Services, LLC, it is developing a natural gas liquefaction (LNG) facility on a 175-acre site the at the entrance point of the Calcasieu Ship Channel in Cameron Parish in Southwest Louisiana. It is the first of seven planned small-scale LNG terminals that will be cited around the U.S. coast. The project is estimated at \$400 million with construction end date of January 2015 providing 300 construction jobs and 100 to 200 permanent jobs to the area as stated by Clair Hebert Marceaux in June 2015.

Using small-scale liquefaction technology, Waller Marine plans to install nominal 500,000 gallon per day LNG trains in phases as the market and demand for marine LNG fuels inevitably expands. The first trains are planned for the Waller Point LNG terminal in Cameron Parish, and additional trains are planned for a second terminal that it is developing through its subsidiary Waller Energy Partners, LLC, at a site to be secured on the Mississippi River in the first quarter of 2013.

### **About Waller Marine**

With the looming regulatory requirement for vessel's to comply with new Emission Control Area (ECA) emission control regulations when operating in the territorial waters of the United States, the Waller Marine's focus is to supply LNG to the marine fuels market. To enable the supply and distribution of LNG to and from small scale LNG terminals and for bunkering LNG as a marine fuel, Waller has also conceived and designed a series of small LNG vessels ranging from its 2,000 to 10,000 cubic meter capacity river transport and bunker barges and its 10,000 to 30,000 cubic meter coastwise ATB LNG vessels.

Waller Marine says with strategically located LNG supply facilities, a distribution of the fuel by Waller barges to small-scale LNG storage terminals combined with ship fueling with Waller LNG bunker barges at anchorages, ports and terminals throughout the U.S., vessel owners will have access to competitively priced LNG. Waller anticipates that substantial savings can be achieved by vessel owners using LNG fuels with payback for conversion costs being as short as six months. Waller has also initiated a vessel conversion strategy and is working with partners on providing funding for the conversion of ships to be fueled by LNG. Working with engine manufacturers and equipment suppliers, Waller is engineering shipboard LNG fuel storage and supply systems for vessels having a range of horsepower. They are also developing pre-manufactured systems to reduce or eliminate downtime during conversion.

### **Update May 2019**

#### **Commonwealth LNG export terminal still on track for 2024**

The approximately \$4 billion Commonwealth LNG export terminal is expected to reach final investment decision and get final federal approval by the first quarter of 2021 and start operations by early 2024, officials said on Wednesday.

Scott Ray, Commonwealth LNG vice president, told Gulf Coast Industrial Group members that each of the facility's six liquefaction trains will be capable of producing 1.4 million tons of LNG per

year, or a total of 8.4 million tons annually. The project site is located on 400 acres in Cameron Parish at the west bank of the Calcasieu Ship Channel at the Gulf of Mexico.

## **Delfin Floating LNG**

### **March 2016**

The estimated total investment for the Delfin LNG deepwater port project is close to \$7.0 Billion. New employment opportunities include up to 200 workers to construct the onshore compression facility and pipeline connections, and to manufacture key project components in nearby Louisiana, and each FLNGV will need to be manned by 50-100 mariners, crew, engineers, and operators. Delfin looks forward to providing these additional employment opportunities in the United States. Check out their website: <http://www.delfinlng.com/>

### **Update July 2016**

Delfin LNG LLC, a wholly owned subsidiary of Fairwood Peninsula Energy Corp. (FPE), Houston, has completed a draft environmental impact statement (EIS) for its planned Delfin LNG Deepwater Port (Port Delfin) and floating LNG (FLNG) facility to be located offshore Louisiana in the Gulf of Mexico. Published on July 15, the draft EIS completes a major step in the development of the LNG export project, FPE said. To be located about 50 miles offshore Cameron Parish, La., Port Delfin will consist of onshore gas compression facilities and a deepwater port that uses existing pipeline infrastructure in the Gulf of Mexico to transport natural gas offshore to four moored FLNG vessels equipped to export up to 12 million tonnes/year of LNG. In the event of a hurricane, the FLNG vessels would be capable of disconnecting from the port facility to move to protected waters, according to the company. If approved, the project will be the first US offshore FLNG facility. Alongside its earlier submission of an application to the US Maritime Administration (MARAD) and US Coast Guard (USGC) for authorization to construct, own, and operate the deepwater port, Delfin LNG also let a contract to Bechtel Corp. to perform front-end engineering and design (FEED) for one of the project's FLNG vessels, according to an Aug. 4, 2015, release from the service company. In addition to FEED, Bechtel said it expects to design, build, and commission the FLNGV once Delfin LNG reaches final investment decision on the project. Delfin LNG also has signed joint development agreements for the project with Hoegh LNG Ltd. and Enbridge Inc., according to Delfin LNG's website. Contact Robert Brelsford at [rbrelsford@ogjonline.com](mailto:rbrelsford@ogjonline.com).

### **Update July 2019**

#### **Delfin LNG project delayed for years**

Delfin LNG LLC, a Houston-based energy company with plans to build a floating liquefaction vessel and export terminal in Cameron Parish is delaying its project by more than three years, the company told the Federal Energy Regulatory Commission in a recent filing.

Delfin LNG told regulators that it expects to finish the project 3 years and 6 months later than anticipated and requested an extension. Initial plans were to begin delivering LNG by 2021 at the earliest.

"Due to the detailed nature of the engineering design of the offshore facilities...and the complexity of developing the necessary commercial arrangements, progress on the project...has been slower than originally anticipated," the company said in a June 21 letter to FERC.

The Delfin facilities could produce up to 13 million tons of LNG per year across four floating vessels about 50 miles off the Louisiana coast fueled by pipelines under the ocean floor. Delfin has been under contract with Golar LNG Ltd in a joint development agreement since June 2017.

## **G2 LNG**

## **October 2015**

Executives with G2 LNG, LLC, a Louisiana-based company, announced the development of a new \$11 billion liquefied natural gas (LNG) export project on the Calcasieu River Ship Channel in Cameron Parish, Louisiana. The proposed project, capable of exporting 14 million metric tonnes per annum (MTPA) of LNG to the global market, will include two liquefaction trains. It is the fourth largest capital investment in the history of the state.

“The G2 LNG project has several unique advantages that have led to advanced discussions with potential customers in Asia, Europe, India and the Caribbean,” said former Gov. Charles E. “Buddy” Roemer, G2 LNG Chairman. “We plan to use advanced technologies in the design and operation of the facility. In addition, we will use upstream supply of natural gas both of which will provide a long-term, stable, low cost supply of natural gas to global customers.” The project is expected to create 3,500 construction jobs and more than 250 permanent jobs averaging over \$85,000 per year. G2 LNG is working with regional and parish officials to identify, train and support local Louisiana vendors.

“G2 LNG is a Louisiana-owned company and is dedicated to continue hiring Louisiana people to build and operate this facility. Our people have a long history and knowledge of the energy industry in this state, and we will use that know-how to make this project a great success,” said Roemer.

G2 LNG filed applications in March 2015 with the U. S. Department of Energy (DOE) to export to Free Trade Agreement (FTA) and Non-Free Trade Agreement (NFTA) countries. In July, G2 LNG was granted its license to export to FTA countries. A decision from DOE on the NFTA application is expected in 2017. The company expects to begin the Federal Energy Regulatory Commission (FERC) pre-filing process within the next 30 days. Once all FERC approvals and DOE licenses are granted, construction of the facility can begin. G2 LNG is expecting construction to commence mid-2017 with the facility coming online for delivery in 2020.

“The Calcasieu River Ship Channel and Cameron Parish is the ideal location for this project,” said Thomas Hudson, G2 LNG President. “We are three miles from the Gulf of Mexico on a 42-foot deep channel. Extensive interstate and intrastate natural gas pipeline systems traverse Cameron Parish, giving us access to both conventional and unconventional shale gas on a firm or spot price basis. And, we are thankful to have the unwavering support of local, state and business officials.” For more information about G2 LNG, LLC, please visit [www.g2lngllc.com](http://www.g2lngllc.com).

## **Port Louisiana (Formerly Port Cameron)**

### **May 2016**

Port Cameron LLC plans to begin construction in November on a \$1.5 billion deep water staging port in Cameron, with Fortune 500 real estate services firm JLL leading leasing efforts for the facility. The Illinois-based commercial real estate services firm Jones Lang LaSalle Inc. will be the leasing partner at the new port complex. The first phase of construction will be on 500 acres on the Calcasieu Ship Channel, with 750 more acres available for future expansion. The first phase is scheduled to be complete by the third quarter of 2017.

“Port Cameron presents Gulf energy producers, supply and service companies a tremendous opportunity to position their business in a premier deep water oil and gas port centrally located to conveniently serve offshore installations in the Gulf of Mexico,” Director of Operations Ted Falgout said in a news release from JLL. JLL Houston will lead the leasing efforts. The Houston team is led by Executive Vice President Mark Nicholas, Senior Vice Presidents John Talhelm and Richard Quarles, and associate Joe Berwick. “Land availability along the Houston Ship Channel is practically nonexistent,” Talhelm said in a news release. “Because of this, Houston’s E&P (exploration and production) operators, engineering firms, oil and gas service companies, and third-party logistics firms are looking eastward to find port sites that meet the requirements of their operations and provide convenient access to offshore platforms in the Gulf of Mexico.” An economic impact study by Baton Rouge-based economic consulting firm Loren Scott Associates says

when fully leased, the port will generate about \$2.8 billion in sales and 10,000 jobs for Louisiana. The four-year construction phase for the new facility will generate close to \$9.5 billion in new sales for firms in the Lake Charles area and more than 16,000 jobs a year. Construction is expected to begin in November. The port will be on the Calcasieu Ship Channel, 50 miles or so south of Interstate 10.

#### **Port Cameron Update July 2016**

Port Cameron, new private deep water, state-of-the-art staging port complex, is posed to be a major commercial center only three miles from the Gulf of Mexico and 19 miles from the Intracoastal Canal, in Cameron Parish, Louisiana. Currently under construction, the port complex, located on the Calcasieu Ship Channel, 185 miles east of Houston and just south of Lake Charles, will encompass 500 acres, with an additional 750 acres available for expansion in the future. The port, which, upon completion, will be home to the largest private energy services facility on the Gulf Coast, will also have more than 21,000 linear feet of bulkhead lots on dredged slips of 500 and 700-foot widths, and dredged depths of 33 feet. Construction on the \$1.5 billion project, which will have first-rate emergency response readiness and capabilities on site, is set to commence in November. According to company officials, because of its strategic proximity to current and future shelf and deep water offshore oil and gas exploration, it will help serve the growing needs of energy development in the Gulf of Mexico and help reduce operational costs and risk.

#### **Update May 2019**

Project name changed to Port Louisiana

### **Monkey Island LNG (Formerly SCT&E LNG)**

#### **May 2014**

Monkey Island – Cameron Parish is the site chosen by SCT&E to develop a \$2.4 billion natural gas liquefaction facility. Southern California Telephone and Energy said one of its subsidiaries has acquired 232 acres on Monkey Island. SCT&E LNG plans four LNG production units, each capable of producing 1.1 million tons of LNG per year. The Monkey Island site provides deep water access needed to accommodate large vessels that carry LNG overseas; proximity to the Gulf of Mexico; 3,500 feet of space fronting the Calcasieu River; and 4,000 feet of frontage on the Calcasieu Pass/Cameron Loop on the northern end of the property. The area is home to one of the biggest natural gas transportation networks in North America and adjacent to several major interstate and intrastate natural gas pipelines.

#### **Update July 2014**

Executives from Southern California Telephone & Energy are wasting no time in getting their LNG plant proposal for Monkey Island before federal officials. SCT&E's chairman and CEO told the American Press that the company has applied for its non-free trade agreement export permit with the U.S. Department of Energy. SCT&E's permit would allow it to export LNG from its proposed facility on Monkey Island to countries such as Japan, India, Taiwan and the European nations. The non-FTA permit opens up countries all over the world. I'm getting calls from Europe. SCT&E's non-FTA permit application to the DOE was filed just two weeks after it resubmitted its application to the department for an FTA permit. If approved, SCT&E's permits will allow the company to export up to 12 million metric tons of LNG per year from a plant on Monkey Island in Cameron Parish.

Initially, SCT&E's plant was to consist of four trains, each of which would produce an annual total of 2 million metric tons of LNG. Earlier this month, however, SCT&E executives decided to expand their plant's facility from four trains to six to meet the growing global demand for LNG, especially in the European and Asian markets. SCT&E's decision to triple the size of its export capacity prompted company executives to resubmit a revised FTA permit application, which would allow the company to export the full 12 million metric tons on an annual basis. In May, SCT&E announced it had

acquired more than 230 acres on the man-made island to build its \$2.4 billion LNG plant. DOE officials are looking at procedural changes to its non-FTA export permitting process. Among the department's proposed changes is to no longer process applications based on when the department receives them. The change would help SCT&E's application because the company is moving ahead with its proposal.

#### **Update August 2014**

In July 2014, SCT&E LNG withdrew its application for the original 4 mtpa and simultaneously submitted a new application for 12 mtpa to the DOE. In addition, SCT&E LNG will seek authorization to export 12 mtpa of LNG to non-FTA countries such as Japan and China.

As documented by the company's Founder and CEO, SCT&E LNG capital investment numbers have increased to **\$9.25 billion** with 2,000 construction jobs (24 to 30 months out), 200 permanent jobs (36 months out), 310 indirect jobs, 303 induced jobs, and 16,500 to 22,000 supported jobs nationally and operational sometime between 2017 and 2018. Located on Monkey Island, the SCT&E LNG site is at the heart of one of the most robust natural gas transportation networks in North America.

#### **Update September 2015**

Southern California Telephone and Energy LNG officials signed another nonbinding memorandum of understanding to sell liquefied natural gas from its plant to be built on Monkey Island in Cameron Parish. SCT&E LNG chairman said the multibillion dollar MOU was signed with an unnamed South American entity for 700,000 tons each year for a 20-year fixed price, and a 20-year fixed price MOU with an Asia-based utility company for 1 million tons annually. SCT&E plans to sell up to 4 million tons per year at the fixed price over 20 years and is expected to produce up to 12 million tons of LNG a year. The fixed-price option provides 'a set stable return on investment' with the fluctuating price of oil and natural gas. There will likely be two years of permitting and another two to three years of construction before the first set of LNG can be delivered globally with the plant operating by 2021. The plant is expected to be built on 230 acres of Monkey Island. In December, the Department of Energy gave SCT&E the authority to export 12 million tons per year of LNG to countries the U.S. with which we have free trade agreements.

#### **July 2016**

##### **Monkey Island LNG (SCT&E) reaches agreement with Technip**

The design of Southern California Telephone and Energy LNG's multibillion-dollar liquefied natural gas export terminal in Cameron Parish will be spearheaded by project management company Technip. Technip was awarded a master services agreement, which will allow the company to execute engineering services vital to the project, including front-end engineering design, and support the Federal Energy Regulatory Commission process. Technip Chief Operating Officer Harvey Vigneault said the award extends the list of Gulf Coast projects the company has been involved with, and that experience will help put SCT&E's Monkey Island project "in the best position moving forward."

Awarding the agreement is another milestone in the \$6.9 billion project's progression, according to SCT&E officials. By April, the company had signed four offtake memorandums of understanding for the sale of LNG from the facility. The agreements pushed the company's offtake total to 4.7 million tons per year. In May, SCT&E entered into another offtake agreement with China-based gas distributor JOVO Group. Company officials described the deal as being the "first of its kind between a U.S. LNG developer and a private Chinese LNG terminal owner." SCT&E Chairman Greg Michaels said the agreement would allow the company to meet the growing demand for clean-burning energy in southern China, especially the Guangdong Province. "This strategic relationship was built over an extended period of time, both on a business and personal level. We have had meetings together in both the United States and China and outside of each party's respective countries,"

Michaels said in an email. “Since the beginning of the relationship, regular video teleconferences and phone calls were important in advancing the understanding of the companies and thus a solid relationship was built.”

SCT&E officials have described Louisiana as being a prime location for the billion-dollar terminal because more than half of the natural gas resources in the country are either consumed in or flow through the Gulf Coast onshore region. The terminal received a 30-year authorization in 2014 from the Department of Energy for the export of roughly 1.6 billion cubic feet per day of natural gas, or 12 million tons per year of domestically produced LNG, to countries with free-trade agreements with the U.S.

## **Venture Global (Calcasieu Pass) LNG**

### **December 2014**

Calcasieu Ship Channel Cameron - Venture Global LNG is proposing to build, operate and maintain a LNG export plant, VG Calcasieu Pass, on 203 acres at the mouth of the Calcasieu Ship Channel where it meets the Gulf of Mexico. The estimated \$4.25 billion facility will have the capacity to export up to 10 million metric tons of LNG each year. The plant will also accommodate ocean-going vessels with an LNG carrying capacity of up to 185,000 cubic meters and included on the project site will be two full containment LNG storage units. At peak construction, the project will employ approximately 1500 workers and 326 indirect jobs. Expected long-term, direct jobs created by the project will be approximately 130 jobs with annual salaries of \$70,000. The timeline for the project includes the regulatory and government filing process and securing commercial agreements through the year 2016, with operations beginning in late 2019.

Venture Global’s website states that in September 2013 the company received authorization from the U.S. Department of Energy to export up to 10 million metric tons of LNG annually to Free Trade Agreement countries over a 25-year period. The company has also applied for DOE’s non-FTA export license, which will allow the company to ship LNG to countries such as Japan, India, Taiwan and the European nations. Their website also states that the company submitted its pre-filing request in October with the Federal Energy Regulatory Commission for the VG Calcasieu Pass project. FERC officials accepted Venture Global’s pre-filing request on Oct. 10. FERC’s pre-filing process begins the commission’s review of an LNG project and its adherence with the National Environmental Policy Act.

### **About Venture Global LNG**

Venture Global LNG, a Washington D.C. company, plans to be a long-term, low-cost producer of LNG, capitalizing on low-cost natural gas production in the United States. Venture Global LNG's strategy utilizes a highly efficient, mid-scale LNG liquefaction technology in a base-load configuration. Venture Global LNG intends to develop, own and operate additional LNG liquefaction and export facilities in the future. More can be found at [www.venturegloballng.com](http://www.venturegloballng.com)

### **Update September 2015**

Venture Global LNG announced that its subsidiaries Venture Global Calcasieu Pass, LLC and TransCameron Pipeline, LLC have submitted their joint application to the U.S. Federal Energy Regulatory Commission requesting authorization to build a proposed LNG terminal and pipeline system in Cameron Parish, Louisiana. In addition to the FERC application, Calcasieu Pass and TransCameron Pipeline have recently submitted final permit applications and final studies to the U.S. Coast Guard, U.S. Army Corps of Engineers, Louisiana Department of Natural Resource and Louisiana Department of Environmental Quality. “Our final application submittal to FERC and the other federal and state agencies marks a significant milestone in our company’s development and brings us closer to our goal of delivering LNG to global buyers beginning in 2019,” said Venture Global Co-CEO Robert Pender.

Calcasieu Pass is located on a 506-acre site near where the Calcasieu Ship Channel meets the Gulf of Mexico. The proposed facilities will include two ship-loading berths for LNG vessels, two full-containment LNG storage tanks and an on-site combined cycle gas turbine power plant. Scheduled to begin construction in late 2016 and achieve full operations in late 2019, Calcasieu Pass will have a nameplate capacity of 10.0 million metric tonnes per annum of LNG according to a Venture Global LNG statement. "We are dedicated to becoming one of the lowest-cost providers of LNG in the world, and today's announcement represents yet another significant step in that direction," said Venture Global Co-CEO Michael Sabel. "This is an exciting time for both Venture Global and our global LNG customers."

#### **Update February 2016**

##### **Shell to purchase LNG from Venture Global's \$4.25 bn Calcasieu Pass facility**

Venture Global Calcasieu Pass has signed an agreement to supply one million tonnes per annum (MTPA) of liquefied natural gas (LNG) to Shell from its \$4.25bn Calcasieu Pass facility being developed in Louisiana, U.S. The Venture Global Calcasieu Pass facility has a design capacity of 10MTPA of LNG and is being developed on an approximately 1,000-acre site located at the intersection of the Calcasieu Ship Channel and the Gulf of Mexico. The agreement with Venture Global's subsidiary is for a period of 20 years and would commence from the date the facility begins operations. "Venture Global LNG considers the Shell 20-year SPA to be an important milestone for the company." Shell, which can also extend the term of the agreement, will purchase LNG on a free on board basis.

Venture Global co-CEOs Mike Sabel and Bob Pender jointly announced: "Venture Global LNG considers the Shell 20-year SPA to be an important milestone for the company. "We are delighted that we continue to achieve our promised milestones as we implement our strategy to become the lowest cost producer of LNG in the world." Calcasieu Pass will house two ship-loading berths for LNG vessels, two full-containment LNG storage tanks as well as an on-site combined cycle gas turbine power plant. Construction on the facility is scheduled to begin in late 2016 with full operations expected in late 2019. Venture Global is also constructing the Venture Global Plaquemines LNG facility in Plaquemines Parish, Louisiana which will have a capacity of 20MTPA. The site is being developed on a 630-acre site at river mile marker 55 on the Mississippi River about 30 miles south of New Orleans, Louisiana.

#### **Update June 2019**

##### **Venture Global begins work on Calcasieu Pass facility**

Venture Global LNG has begun construction of the 10 MTPA Venture Global Calcasieu Pass facility at the intersection of the Calcasieu Ship Channel and the Gulf of Mexico and is developing the 20 MTPA Venture Global Plaquemines LNG facility 30 miles south of New Orleans on the Mississippi River, and the 20 MTPA Venture Global Delta LNG facility, also on the Mississippi River south of New Orleans. Venture Global has raised total committed capital to-date of approximately \$2.83 billion to support the development of its projects.

#### **Update August 2019**

##### **Venture Global Announces FID and Closing for Calcasieu Pass LNG**

Arlington, Virginia – Venture Global LNG, Inc. is proud to announce the final investment decision (FID) and closing of the project financing for the company's Calcasieu Pass LNG facility and associated TransCameron pipeline in Cameron Parish, Louisiana. The proceeds of the debt and equity financing fully fund the balance of the construction and commissioning of Calcasieu Pass.

Fullsite construction has been underway since February 2019, and the project is expected to reach its Commercial Operations Date (COD) in 2022.

Stonepeak Infrastructure Partners provided a \$1.3 billion equity investment for the project. The lender group for the company's \$5.8 billion construction financing includes the world's leading Asian, European and North American project finance banks. The lenders who provided funding at closing are Banco Santander, S.A, Bank of America, N.A., Goldman Sachs Bank USA, Industrial & Commercial Bank of China Limited, ING Capital LLC, JPMorgan Chase Bank, N.A., Mizuho Bank, Ltd., Morgan Stanley Senior Funding, Inc., Natixis, Nomura Securities International, Inc., Royal Bank of Canada, Sumitomo Mitsui Banking Corporation, and The Bank of Nova Scotia.

Venture Global LNG Co-CEOs Mike Sabel and Bob Pender jointly stated, "Our goal has always been to lower the cost of electricity by delivering clean, low-cost LNG to the world. The closing of our financing is the culmination of years of hard work, and we want to sincerely thank our Venture Global team, our construction partners, our foundation customers, our lenders and advisors, Cameron Parish and our local partners in Louisiana."

Calcasieu Pass has received all necessary permits, including FERC authorization and Non-FTA export authorization from the U.S. Department of Energy. The project has 20-year LNG sale and purchase agreements with Shell, BP, Edison S.p.A., Galp, Repsol and PGNiG. Venture Global LNG is also developing the 20 MTPA Plaquemines LNG project and the 20 MTPA Delta LNG project, both in Plaquemines Parish, Louisiana.

Morgan Stanley served as financial advisor to Venture Global for the transaction. Latham & Watkins LLP served as counsel to Venture Global and Skadden, Arps, Slate, Meagher & Flom LLP served as counsel to the lenders.

## **-JEFFERSON DAVIS PARISH-**

### **Jefferson Davis Jail**

#### **April 2014**

Jennings - While \$10 million of state funding has already been secured for land purchase and construction, funds are still needed to maintain and operate the Jeff Davis Parish Jail before construction can begin. An agreement has been signed with Earl B. Evans Estate to sell 17.02 acres of land. The property is located just west of the Highway 90 overpass in Jennings. Officials say they chose the site because of its proximity to the courthouse and the selling price. The sales price is \$272,320 which works out to roughly \$16,000 per acre, but the parish will only pay the appraised value—which could be less. The police jury decided an attempt to go out to the people for a 10-year half-cent sales tax proposal was in order.

#### **Update May 2014**

A new jail in Jeff Davis Parish gets the green light to move forward. Residents voted in favor of a half cents sales tax 72 percent to 28 percent. The parish already has \$10 million in state funding to build the facility. Parish officials said a new and larger jail has been long overdue. The current jail faces overcrowding issues and structural damage. With the new jail, the parish will go from housing about 65 inmates to a 200 hundred bed facility. The parish already has \$1.8 million on hand to get the project started. Now that the voters have pushed through the sales tax for jail maintenance, the next step is to move forward with construction. The parish has to comply with state requirements which include appraising the land and completing an environmental study. The parish said it hopes to close on the property and secure the title within 150 days. It is in an industrial area so there are no private residences nearby.

#### **Update February 2017**

Jennings - The new \$9.4 million Jeff Davis Parish regional jail is expected to be completed by January 2018. The 31,000-square-foot facility will house 200 inmates, compared with 62 in the current jail.

The project was expected to take 18 months to complete. Thirty-one days have been added to the contract due to rain delays and additional dirt work. The permits required by the state Department of Transportation and Development for a driveway and entrance road and a water line crossing U.S. 90 have been approved. The contractor has completed the water line and has tied it in with the city's water system. Most of the work on a sewer main, including three manholes, is about 90 percent complete. Work is expected to begin next month on the driveway and parking lots. Current work on the 17.5-acre site off U.S. 90 includes the steel building and foundation. Preparation has begun for roof work and installation, which is expected to take about 30 days. Interior wall work is slated to begin soon, and that will allow interior work to move forward. Prefabricated modular cell units are expected to be delivered by March 1, and plans are underway to set a delivery date for generators.

Parish officials worked together to secure \$10 million from the state's capital outlay program to buy land and build the jail with no matching funds required. Voters approved a half-cent sales tax in 2014 to fund maintenance and operation of the jail. The tax will generate \$2.1 million a year. A 2012 feasibility study conducted by McNeese State University found that a new jail was needed to replace the 1963 jail, which is overcrowded, requires costly repairs and is located above the courtroom.

#### **Update June 2019**

##### **Jail Opens**

JENNINGS — Jeff Davis Parish officials gathered Wednesday to celebrate the grand opening of the new Jeff Davis Parish Regional Consolidated Jail — the result of a “team effort” from officials across the state.

Jeff Davis Sheriff Ivy Woods expressed his relief to have an opening date for the jail. Construction of the 31,000-square-foot facility began in July 2016, with weather and construction issues causing several delays. It sits on a 17.5-acre site west of Jennings.

The \$9.4 million project was paid completely from the state capital outlay program. No matching funds were needed to purchase the land or build the facility. This is the first time in the state's history that construction of a jail facility has been fully funded by the state.

In May 2014, voters approved a new half-cent sales tax to fund the maintenance and operation of the facility, which is located at 1704 U.S. 90 West in Jennings. The tax is expected to generate \$2.1 million annually. The Jeff Davis Police Jury will own the facility and the Jeff Davis Sheriff's Office will oversee its operations.

*This project is considered complete.*

## **Lacassine Industrial Rail Terminal (Rail Logix)**

### **August 2015**

#### **Lacassine Industrial Rail Terminal could bring up to 200 jobs to Jeff Davis parish**

LACASSINE (KPLC) - It's not quite finished yet, but a new state-of-the-art Industrial Park in Lacassine is hoping to bring some big business into Jeff Davis Parish.

As development continues, officials say it's sure to have a great impact in the parish—especially for the farmers. Marion Fox, president of the Jeff Davis Parish Economic Development & Chamber of Commerce, says that progress on the facility is moving at warp speed. “We started working to make lemonade out of lemons and this is what has come to fruition,” said Fox.

The park, operated by private investor Rail Logix, will be able to accommodate 800 rail cars (expandable to 2,300+) with more than 450 rail car spots of interchange track. Fox says it's something this region currently does not have, but definitely needs.

Services and Amenities Include:

- Located on Jointly Operated UP/BNSF Mainline with Local Interchange to KCS via UP
- Strategically Positioned at the Mid-Point of Houston and New Orleans Gateways
- Direct Access to Heavy-Haul Corridors Connected to the Port of Lake Charles and the Local Petrochemical Complex, via I-10 and Hwy 90
- Guaranteed Same-Day Interchange Service
- Rail Car Cleaning, Trans-loading, and Maintenance Services Available On-Site
- Multiple Locomotives Assuring Uninterrupted Service, Secure, Access-Controlled Facility with 24-Hour Video
- Yard Management System Features Real-Time Inventory Control with Web-Based Customer Interface
- 100% Net Acreage Sites Available for Lease or Sale with Build to Suit Capabilities

"The more cars you can put in a train, the better price break," she said. "So, our goal is to provide unit train access to the rail facilities so that we can ship the rice or other commodities direct to Mexico."

The rail park, located strategically at the midpoint of Houston and New Orleans gateways, is going to give rural farmers a quicker and easier way to export their crops. "Our job is to provide new markets for our farmers. We don't want to lose our way of life here; we want to keep our way of life here and add on and that's why this park is so vital to Jeff Davis Parish," Fox said.

Job creation is also a major focal point with the rail park with the possible introduction of more than 50 to 150 new jobs to the parish. Ultimately in the long run, it will help those rural farmers with their contributions to the surrounding areas.

The Lacassine Industrial Park is scheduled to be fully operational in the first quarter of 2019.

### **Update June 2019**

#### **Lacassine Operating Co. Announces \$12.5 Million Catalyst Blending Plant**

*Industrial chemical company will serve refinery clients from industrial park in Jefferson Davis Parish*

BATON ROUGE, La. — Today, Gov. John Bel Edwards and Lacassine Operating Company CEO Van Eversull announced the company will invest \$12.5 million to construct a catalyst blending plant in Lacassine, Louisiana. Designed to serve oil refineries throughout the world, the catalyst plant will become the anchor tenant of the Lacassine Rail Terminal operated by Rail Logix in Jefferson Davis Parish.

With the new project, Lacassine Operating will create 40 new direct jobs with an average annual salary of \$45,760, plus benefits. Louisiana Economic Development estimates the project also will result in 123 new indirect jobs, for a total of 163 new jobs for Jefferson Davis Parish and the Southwest Region of Louisiana. Lacassine Operating is a newly formed partner company of Equilibrium Catalyst Inc.

Founded in 1992 in New Orleans and based in Houston, Equilibrium Catalyst is the world's leading provider of catalyst-related services in the fluid catalytic cracking, or FCC, category. Company facilities blend and process material for use by both domestic and international oil refineries. Major regional clients of the new Lacassine Operating facility will include ExxonMobil in Baton Rouge,

Citgo in Lake Charles, Phillips 66 in Westlake, and the Motiva and Total Port Arthur refineries in Port Arthur, Texas.

The Lacassine Rail Terminal is situated along Interstate 10 at the midpoint between New Orleans and Houston. Rail Logix began operating the terminal in October 2018. It has installed 500 railcar storage spots to date, with plans to expand to more than 2,300 railcar storage spots. The rail facilities serve an industrial park of 400 acres available for lease or purchase.

“As one of the newest companies to the park, Lacassine Operating Co. represents the beginning of a multitude of rail-served tenants to invest in the park and support this region’s industrial growth,” Rail Logix Chief Operating Officer Randy Bennett said.

To secure the project, LED offered Lacassine Operating a competitive incentive package that includes the comprehensive workforce solutions of LED FastStart®, the top-rated state workforce training program in the U.S. The company also is expected to utilize the state’s Quality Jobs and Industrial Tax Exemption programs.

“Providing quality jobs for our citizens allows us to keep our young people from moving away and assures a future for our communities and parish,” Jefferson Davis Parish Police Jury President Donald Woods said.

#### **About Equilibrium Catalyst**

Equilibrium Catalyst Inc. is the largest provider of FCC equilibrium catalyst-related services in the world. Since 1992, ECI has developed an international network of facilities and business relationships that have established broad acceptance within the refining industry. Its employees have intimate knowledge, gained through years of experience, of the various functions necessary for successful refining operations. ECI offers end-to-end solutions for refiners through supply chain management services and the purchase, transportation, import/export, storage, classification, blending, packaging, sale and disposal of equilibrium catalysts. For more information, visit [equilibriumcatalyst.com](http://equilibriumcatalyst.com).

#### **About Lacassine Rail Terminal**

Lacassine Rail Terminal is the first of its kind in Southwest Louisiana. The state-of-the-art industrial park developed by National Property Holdings and operated by Rail Logix is capable of handling the largest trains currently operating in North America. Strategically positioned along Interstate 10 at the midpoint between Houston and New Orleans gateways, Lacassine Rail Terminal is projected to ultimately support more than 2,300 railcar storage spots. Rail Logix, which began operating the terminal in October 2018, already has installed 450 unit train-capable interchange spots and 500 railcar storage spots to serve the 400 acres of rail-served property available to customers for lease or purchase. Lacassine Rail Terminal offers unique synergies in the coordination and delivery of railcars to tenants in the park, enabling increased efficiencies and reduced operating costs. For more information, visit [rail-logix.com](http://rail-logix.com).

## **Sowela – Jennings Campus Addition**

Jennings – Ten acres of land adjacent to Jennings High School has been purchased through the Jeff Davis Land Commission for the future home of Sowela’s \$10 million Jeff Davis instructional site. The land was purchased for \$400,000 and given to the state of Louisiana for the 35,000-square-foot building.

#### **Update August 2018**

#### **Sowela Cuts Ribbon on New Facility in Jennings**

SOWELA Technical Community College will cut the ribbon on the new Morgan Smith campus in Jennings, LA on Thursday, Sept. 13, 2018, at 11:30 a.m. The public is invited to attend.

“The new Jennings campus and facility was truly a community project from the very beginning. The land for the building was purchased collaboratively by the City of Jennings, the Jeff Davis Parish Police Jury, and the Jeff Davis Parish Board of Education. This new building will allow SOWELA to expand instructional programs and services throughout Jeff Davis Parish and the surrounding communities. It is amazing how a new structure creates excitement and renewed interest in higher education possibilities. This excitement and renewed interest has already helped increase enrollment at the new location,” said SOWELA Chancellor Dr. Neil Aspinwall.

Funds for the \$10.2 million building were provided through State Capital Outlay funds. The purpose of the new building is to provide students and the greater Jennings, La. community with a state-of-the-art educational facility that promotes learning and enhances training.

The new building houses 10 classrooms and seven labs with satellite instruction technology. Program-specific labs encourage hands-on training for improved learning outcomes, including a hospital lab with moderate and high-fidelity mannequins, welding labs, and full-service industrial kitchen. SOWELA Morgan Smith also offers meeting space rental options, such as a Multipurpose Room that accommodates up to 175 people and an Executive Conference Room.

In addition to a new facility and equipment, the SOWELA Jennings campus expanded program offerings to include an Associate of Applied Science Degree in Culinary Arts, a Certificate of Technical Studies in Sterile Processing, and an Associate of Applied Science degree in Surgical Technology. Other programs offered at the site include Accounting Technology, Business Administration (available on campus or online), Nurse Assistant (CNA), Industrial Electrician, Office Systems Technology, Practical Nursing (LPN), and Welding.

*This project is considered complete.*

***SPECIAL ADDITION: Vernon Parish borders Beauregard and Allen Parishes and greatly contributes to the economic impact of the Southwest Louisiana region. This special report is included for informational purposes only.***

## **-VERNON PARISH-**

### **Fort Polk Progress**

#### **June 2013**

Leesville - Fort Polk Progress attributed the Army’s announcement that the Joint Readiness Training Center and Fort Polk is not among the installations affected by the Army’s reduction of its active component brigade combat teams (BCTs) to strong community support and the leadership of communities from across the region. The 4th Brigade Combat Team, 10th Mountain Division remains at Fort Polk, according to a press release by Fort Polk’s Public Affairs office. The Army is inactivating and reorganizing BCTs at other installations nationwide and in Europe as well as reducing and reorganizing numerous non-BCT units - many commonly referred to as BCT enablers - as part of the end strength reduction. Fort Polk Progress marshaled its resources and supporters from across the state to address faulty information concerning Fort Polk that could have been used in the Army’s decision-making process and ensured that the Army used the most accurate, up to date information in making any decisions concerning the military base.

#### **Update February 2015**

Fort Polk is one of 30 bases nationwide on the chopping block for troop reductions. The U.S. Department of Army is proposing a cut of 6,500 troops at Fort Polk. While their decision won't be

announced until early summer, they will be visiting Fort Polk March 3. Both Leesville Mayor Rick Allen and DeRidder Mayor Ron Roberts say the reduction would negatively impact the economy. "The majority of the troops at Fort Polk choose to live off-post... Fort Polk inserts about \$26 billion into the state's economy," said Mayor Allen. Mayor Roberts added, "Fort Polk is a community of 30,000 but the economic engine and really the educational engine that drives the Fort Polk community is outside Fort Polk. It's in DeRidder and it's in Leesville." It's why they're encouraging their communities to voice support for the troops March 3. "We are approaching the March 3 listening session which is the last step in the process of the army gathering all of the information to help them make the decisions about where to make the cuts," said Tammy Sharp, public relations consultant for Fort Polk Progress. Sharp says the last time they faced cuts, in 2013, the community's support helped prevent reductions.

### **Update June 2015**

WASHINGTON, D.C. — Fort Polk Progress has been honored with the 2015 Community Excellence Award from the Association of Defense Communities (ADC) for its successful collaboration with local, state and federal partners in support of the educational community at Fort Polk. Michael Reese, chairman of Fort Polk Progress, accepted the award June 24 at a special Congressional Breakfast on Capitol Hill during the 2015 Defense Communities National Summit hosted by ADC. The ceremony was attended by members of Congress and leaders from the Pentagon.

"Since it was formed in 2006, Fort Polk Progress has been dedicated to bringing together partners from throughout Louisiana to focus on making Fort Polk a 'Station of Choice' for soldiers and families. We recognize that the quality of education provided by the schools that surround Fort Polk is vitally important to soldiers, families and Army leadership," said Reese. "Our Education Initiative represents a tremendous amount of collaboration between base families, base leadership, state Department of Education, local school districts, higher education institutions, the business community and education experts, all focused on a plan for constant improvement, assessment and communication."

ADC ([www.defensecommunities.org](http://www.defensecommunities.org)) is the nation's leading association representing U.S. communities and states with a significant military presence and their partner organizations. It unites the diverse interests of communities, states, the private sector and the military on issues such as protecting defense infrastructure, community-military partnerships, defense real estate, mission growth, base redevelopment, and support for military families and veterans.

When moving to a new locale, military families often ask about the state of the schools in their new communities. They're not alone. Army Chief of Staff Gen. Raymond Odierno called for an evaluation of all schools near Army installations in October 2013 and warned governors and legislators publicly that school performance will factor into decisions regarding the Army's "future force structure."

How one defense community is addressing this issue is most noteworthy. Fort Polk Progress, a regional community organization that supports Fort Polk's continued presence in Vernon Parish took up the gauntlet Odierno had thrown down by forming, leading and integrating a broad and ambitious Education Initiative. Fort Polk Progress used its experience in collaborating with local, state and federal partners to acquire funding for the initiative and to bring its many partners into the fold. This partnership is composed of the Joint Readiness Training Center at Fort Polk, the Vernon Parish School District, Fort Polk Progress and a variety of state agencies, educational institutions and businesses.

Its goals are to improve school performance and inform parents about the state's core educational standards and about how parents can support their children's academic achievement. The partners also decided to benchmark their progress by comparing Vernon Parish schools' academic performance with that of the national average and of schools that support other Army installations. The Education Initiative began this process by bringing local residents and education experts together to identify the school system's strengths and challenges. The partners then held an education symposium at Fort Polk's Bayou Theater to discuss the challenges and identify goals and the steps to help achieve those goals. The symposium attracted about 700 educators, soldiers and family members, as well as the director of Family and Morale, Welfare & Recreation for the Army's Installation Management Command (IMCOM), representing the chief of staff.

Education Initiative partners provided funding for near-term projects and to meet priorities parents had proposed during the symposium. These included holding summer enrichment camps, improving communication between schools and parents, hosting a Back-to-School Resource Fair and establishing committees of parents, teachers, higher education partners and local business representatives to finalize the initiative's strategic plan, which was presented to the Vernon Parish School Board in May. Fort Polk Progress planned for long-term follow-through by establishing a governance board to monitor the plan's implementation and assess its effectiveness.

The initiative already has yielded some notable results. Odierno himself visited Fort Polk last April and praised the installation for the progress it had made in its stated goal of moving Fort Polk area schools "from good to great."

#### **Update July 2015**

WASHINGTON, D.C. – Fort Polk in Louisiana will be losing 388 troops, representing a 4.8 percent reduction, the Army confirmed Thursday. The cuts are part of a draw down nationally of 40,000 troops, the Pentagon said. While Louisiana lawmakers criticized the cuts at Fort Polk, the reduction was less than some officials had feared. Some had projected a loss of 650 troops or more at the base, located west of Alexandria.

"While I'd rather not see any drawdown of our troops, this is ultimately positive news – Fort Polk was saved from significantly greater cuts," said Sen. David Vitter, R-La. "We need to remain vigilant against attempts to reduce our force structure at the expense of our national security, and making sure that our troops at Fort Polk have the support they need will remain among my top priorities."

Vitter and others said a key to keep troop levels at Fort Polk stable was keeping the 3rd BCT (Brigade Combat Team), 10th Mountain Division, which was reflagged from the 4/10 in February. The unit has about 3,000 active duty troops. According to the Defense Department, Fort Polk, which currently has 8,128 troops, will drop to 7,740 by 2017. Overall, the Army is dropping troop levels from 490,000 to 450,000.

"While I am opposed to the drawdown, the good news is the battalion is staying," said Rep. Ralph Abraham, R-Alto. "This is the result of thousands of community members working very hard to protect their base. We must continue to stand up for Fort Polk going into the future." Other bases had more substantial cuts, according to information compiled by Vitter's office: Fort Hood in Texas, losing 3,350 soldiers; Fort Benning in Georgia, 3,400; Joint Base Elmendorf-Richardson in Alaska, 2,600; Joint Base Lewis-McChord in Washington State, 1,250; Fort Bliss in Texas, 1,219 troops and Ford Drum in New York, 1,000.

"While Fort Polk will be losing almost 400 soldiers, the cuts could have been in the thousands, mirroring the impact to other bases around the country," said Rep. John Fleming, R-Minden.

"The support from Louisiana's local communities along with state and federal officials no doubt played a significant role convincing Army leaders of the value of Fort Polk."

Said Rep. Garret Graves, R-Baton Rouge: "The Army is getting smaller, which I do not support. But Fort Polk's survival will result in superior combat readiness and operational efficiency, which is absolutely our desired national security outcome. And the entire Central Louisiana community should be commended for their efforts to support Fort Polk and the US Army."

Rep. Charles Boustany, R-Lafayette, expressed disappointment at the cuts. "However, it is a testament to the strong grassroots support for the Post that Fort Polk was spared from much deeper cuts. As other states experience troop reductions in the thousands, Fort Polk's Brigade Combat Team and Joint Readiness Training Center will remain intact – an important victory for Louisiana," Boustany said.

U.S. Sen. Bill Cassidy, R-La., also noted the cuts were not as severe as feared. "Fort Polk has been spared the deep cuts other bases received," Cassidy said. "The positions lost are part of the Fort Polk family. We regret this loss but recognize it could have been worse. We celebrate that the Brigade Combat Team remains intact and there's every indication Fort Polk will continue to be recognized as the important training center it is, preparing our troops to defend our country."

## **Champion Homes Manufacturing**

**April 2019**

### **Manufactured Housing Business Starts Production**

LEESVILLE, La. (KALB) - On Thursday morning about 50 people were the first to arrive at the Champion Home Builders job fair at Leesville First Assembly of God. Champion Home Builders will begin production on June 1st.

The company entered a five-year contract with the city of Leesville in October 2017. Over the past year and a half Champion has filled 52 of the 200 jobs they're offering. The goal was to hire 15 to 20 employees from Thursday's job fair.

"Overall I'd like to be part of the production team," said Matthew Carter after his interview. "I'm a material coordinator, a logistician by trade and they have those positions here and they pay well. I just want to get in and do my best, be part of the team and help my local area."

The companies southern regional vice president Wade Lyall said Leesville is a great location for Louisiana's only manufactured housing facility, adding there's also the potential for growth "We're 60 plus years going on 70 years in (business) and we're now a publicly traded company with our merger. We have visions as a company to continue to grow our revenue across the country. We're looking at other housing opportunities to get into other than what we've traditionally done. So we're in a growth mode, the last thing we're going to invest time and money in is to not be here. This is a very vibrant housing market."

For applicants who would like to stay in the area, a job with Champion could offer stability.

"It would be like a dream come true," said Darkus Dunlap. "I've done construction my entire life and I want to know what's going on here in the area because for the last couple years I've been working out of town and I want to be home."

Lyall said production will begin June 1.

Leesville First Assembly of God said they offered their church for the job fair because they had space and wanted to help the community.

*This project is considered complete.*

