



Additional Project Information and FAQ's

Issued January 11, 2021

1. This project has previously qualified for P3 related financing options including public infrastructure bonds.
2. Proposals may consider only the financial and site development, and engineering aspects. It is not anticipated that the selected developer will have each of these project services in-house or a sub-contract already in place. The LIGTT Authority seeks a candidate who is able to demonstrate the ability to launch the project. Collaboration between prospective respondents is encouraged but not necessary. Further clarification may be sought, and responses will be shared with all potential respondents. It is anticipated this will be a topic of discussion at the pre-application meeting scheduled for March 5, 2021.
3. The LIGTT Authority has had extensive engagement with federal agencies related to this project and will ensure the successful project developer is provided relevant information.
4. The selected developer does not need to demonstrate, at this time, interest in all eligible types of business opportunities afforded under project's enabling legislation.

Issued March 5, 2021

Q- What jurisdictional authority does Plaquemines Parish have?

A- We have discussed with PPHTD the concept of concurrent jurisdiction, which would allow Plaquemines to propose tariffs or fees or taxes on landside components within its jurisdiction. The LIGTT Authority maintains jurisdiction on all off-shore aspects of the Project.

Q- Can the LIGTT site be expanded westward to create a larger site location?

A- Yes, the site can be expanded by adding adjacent area to the Water Bottoms Lease held by the LIGTT Authority subject to approval by the Office of State Lands. Once expansion requirements are determined by the Developer, the LIGTT Authority will take the steps necessary to expand the site. There has been discussion related to expanding the LIGTT Project to include additional sites within State Waters as well as in Federal Waters.

Q- Is LIGTT intending to award to one Developer only for the entire import and export facility or cargo spectrum?

A- Yes

Q- If only one Developer, will the Developer have multiple rights to issues permit to other developers to develop sub terminals in the facility?

Q- Is LIGTT amenable to have a Developer who could propose a platform to develop multiple developers, or is, its preference to only have one Developer? For example, perhaps can there be multiple developers for an LNG facilities or bulk cargoes, will such a platform scheme be of interest?

Q- Could a Developer only propose to develop one cargo segment, for example only the LNG terminal facility?

Answer to multiple questions

In legislation, LIGTT is described as a whole project. The awarded developer may prioritize project segment development as it sees necessary and in coordination with assignment and/or sub-let. The LIGTT Authority understands that market conditions may dictate the order and/or assignment of segment development. Proposers should address approach to this in their response.

The awarded developer will, under the terms of the Sub-lease, as provided in the RFP documents, be able to determine how best to sub-let or assign rights.

For reference, please refer to the Sub-Lease page 4 of 10 Section IX, Subject to the terms and conditions in this Sub-Lease, New Sub-Lessee, or its assigns may sub-let, assign, or transfer any part, or all, of this Sub-Lease for any purpose of investment, financing, and/or operations of the Facilities but only with the prior written consent of the Sub-Lessor, which written consent shall not be unreasonably withheld. For any other purpose(s), any sub-lease, assignment, or transfer by New Sub-Lessee or its assigns to another person or entity requires the prior written consent of Sub-Lessor, which shall not be unreasonably withheld, as well the prior written consent of the House and Senate Committees on Transportation, Highways and Public Works and the Division of Administration-Office of State Lands.

Q- Is there an offshore gas pipeline connection close to or at the designated site?

A- According to permitting agencies, there is various infrastructure in the adjacent areas. The LIGTT Authority is unable to verify the location, activity, viability, or integrity of gas pipelines advantageous to the developer. Depending on the awarded developers need, they will determine that through their own due diligence and negotiations with pipeline operators.

Q- Could LIGTT share with us the offshore gas pipeline connection location to the mainland? Are there multiple connection points? What is the capacity of such pipeline?

A- According to permitting agencies and industry resources, there are various rights of way and infrastructure in adjacent areas. For the purpose of this RFP, LIGTT Authority is unable to verify the capacity, connections, activity, viability, or integrity of pipelines. The awarded developer will determine that through their own due diligence and negotiations with pipeline operators. Additionally, the awarded developer should be prepared to conduct their own due diligence for establishment of new rights of ways and greenfield construction associated with pipelines.

Q- Where is the location in the designated area for the LNG or bulk liquid cargoes? What are the boundaries of such area or how large is the area?

A- While prior site plans may have been privately developed, the LIGTT Authority is not bound to those nor will the awarded developer be bound by directive from the Authority to develop the site plan in a particular configuration. There is opportunity to expand the footprint of the site which is currently 2,238 acres as noted in the RFP. The awarded developer will have the opportunity to

allocate the site as determined to best for meeting project goals. The awarded developer should investigate geographic, geologic, bathymetric, and other technical considerations to determine configuration of operations.

Q- In the case of an LNG facility on block 39, to the extent we are putting an offshore facility on federal waters, wouldn't the jurisdiction be MARAD rather than FERC?

A- The current LIGTT Project Site is the section of Block 39 that solely lies within Louisiana State Waters. The site does border Federal Waters. Please refer to illustration 1.

Q- Could you elaborate how and in what way LIGTT will "facilitate" the Developers in the development of terminal facility? What facilitation on permit if any? Will there be any financial assistance? What kind if any?

A- While LIGTT will not provide financial assistance, there are scenarios that this project may qualify for bond advantages.

The Authority will work collaboratively with the development team to further permitting needs through political and process efficiencies.

As appropriate, the Authority will share information gained through prior development activities with the awarded developer.

For reference, please refer to **Page 10 of 30, Section 2.3 of Development Agreement**. *Developer hereby accepts the Concession and/or License and agrees to implement the LIGTT Project. Subject to and in accordance with the provisions of this Agreement and Applicable Laws and Applicable Permits, Developer shall, construct the LIGTT Project at its sole risk and expense, without any required financial support of the Authority or the State, but with full support of the Authority, for the unfettered exercise of the rights and duties granted to the Developer.*

Bonding Authority

The LIGTT Authority is authorized by state law to issue revenue bonds for the project, provided it receives certain state regulatory approvals prior to issuance; however, LIGTT can only pay bonds out of funds available to it, which means there is no state appropriation or backing to pay the bonds.

The funds available to LIGTT will come exclusively from the Developer, either through increased rental payments or royalty payments, or through other agreed-upon payments to support the bonds.

Bonds may be issued by LIGTT on a tax-exempt basis, provided the use of the facilities meets the requirements of the federal tax code. Tax-exempt bonds may provide an additional benefit to the project by providing lower interest rates for the financing.

LIGTT will work with any developer that wishes to utilize its bonding authority. Any developer that does not choose to utilize the bonding authority should be prepared to provide its own financing for the project.

Illustration 1

