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*Cook Inlet GTL Economic Assumptions<sup>1</sup>*


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**30,000 barrels per day plant Single Reactor Train located in Cook Inlet**

Plant Startup Date	2024
Initial Project Duration	20 years
Total Project Investment	\$6.5 billion (includes interest during construction)
SOA Corporate Income Tax	\$1.5 billion
SOA Royalty Revenue	\$700 million (12.5 royalty/75% gas from SOA leases)
SOA Production Tax	\$320 million (.17 cents/mmBtu)
Natural Gas Price	\$4.01 mm/Btu
Feedstock Supply	255 mmcf/day
Workforce—Construction	Up to 5,000 jobs
Workforce—Operations	Up to 500 permanent skilled jobs Laborer \$75,000 annual wage Supervisor \$95,000 annual wage
Annual Capital Expenditures	\$363 million
Annual Working Capital	\$267 million
Product Yields	Propane 2.3% Butane 2.7% Naptha 24.0% Jet Fuel 30.0% Diesel 41.0%

**Domestic opportunities**

Commercial activity assists in gas development in Cook Inlet benefitting utilities/residents of rail belt. Twenty years of jobs and tax revenue.

Provides high quality products including excellent jet fuel blend stock having no sulfur or aromatics and acceptable freeze point.

Opportunity to replace products produced by Flint Hills

Availability of refined products for military/aviation industry and household use (LPG).

Competition may result in lower domestic fuel prices.

Carbon sequestration could enhance oil recovery in Cook Inlet.

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<sup>1</sup>Reference: Nexant Final Report: GTL/CTL/BTL Feasibility Study; November 2014: Alaska Industrial Development and Export Authority