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***The North East Association of Rail Shippers  
2013 Fall Conference: Rochester, NY  
September 24th - 26th***



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# Eddystone Rail Company: Bringing Bakken Crude to Philadelphia Refineries



NEARS Conference  
Baltimore, Maryland – April 25, 2013

# Eddystone Rail Company



- **Joint Venture between Enbridge and Canopy Prospecting**
  - Formed in November 2012
  - 75% owned by Enbridge and 25% owned by Canopy
  - Phase I Expansion Under Construction
  - Phase II Expansion Under Commercial Development
  - Phase III Expansion Opportunities Available
- **ERC is focused on serving East Coast refineries as an independent rail, marine and pipeline terminal**
- **ERC is building a state-of-the-art, high speed crude oil unloading facility with a barge loading terminal and potential distribution pipeline facilities located at Eddystone, PA**

# Enbridge's Expanding US Market Access



**\$14 Billion+ in new crude oil pipeline expansion construction underway**

### Mainline Optimization

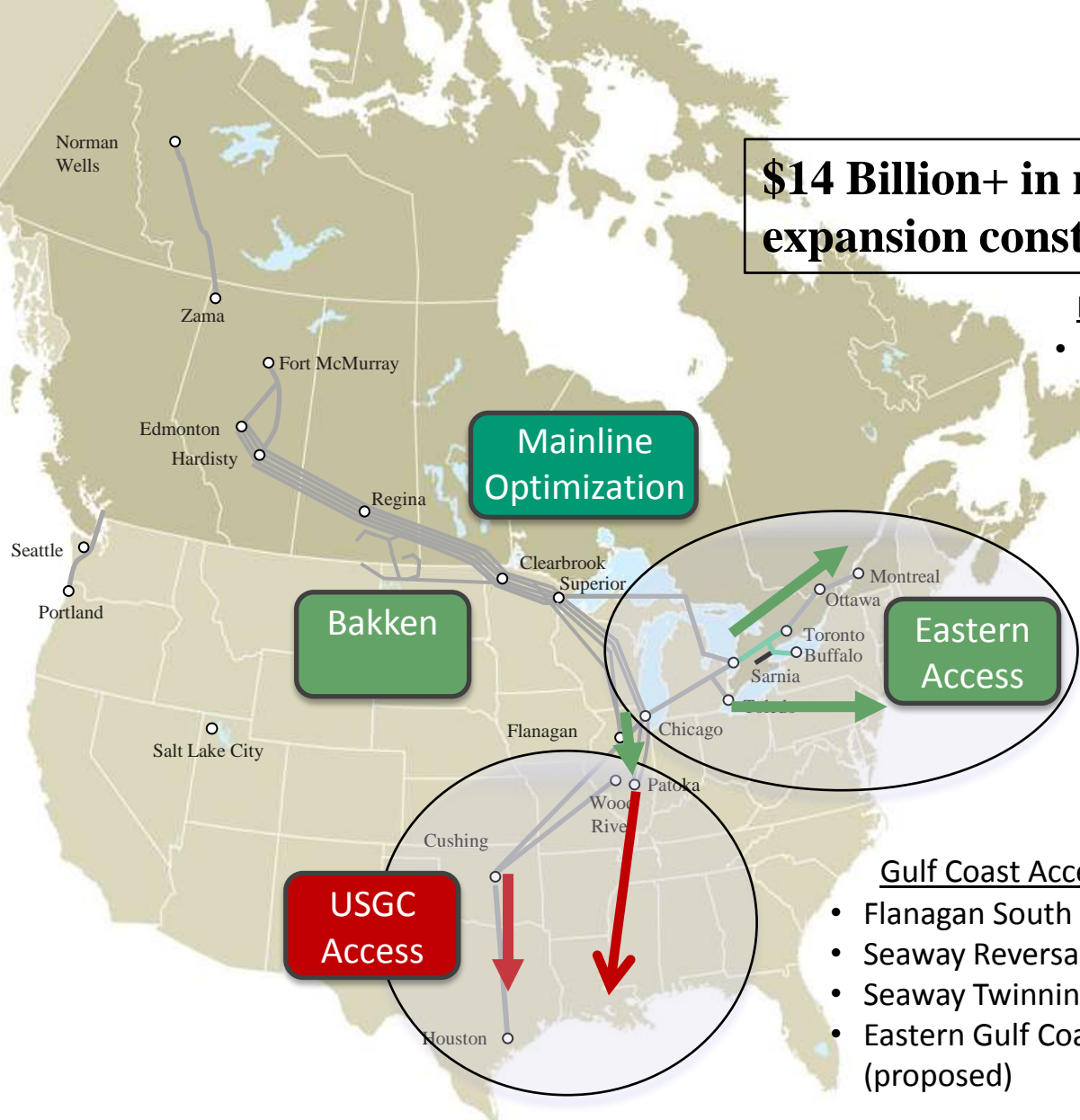
- Expand with Horsepower & Tanks

### Eastern Access

- Full Line 9 Reversal (into Montreal)
- New Line 79 (Twins Line 17 into Ohio)
- Line 6B: Replace Segments (into Sarnia / Detroit)
- Southern Access Extension (into Patoka)
- Other East Coast initiatives

### Gulf Coast Access

- Flanagan South (into Cushing)
- Seaway Reversal (Cushing to US Gulf Coast)
- Seaway Twinning (Expanded Capacity to USGC)
- Eastern Gulf Coast Access JV with Energy Transfer (proposed)



# Enbridge's North Dakota Pipeline System



**355,000 bpd of pipeline export capacity**

**+120,000 bpd of export capacity by rail**

**475,000 bpd Total System Export Capacity (March 2013)**

# Enbridge's Berthold Rail Facility



**BNSF Mainline**

**Berthold West  
(Contract Storage)**

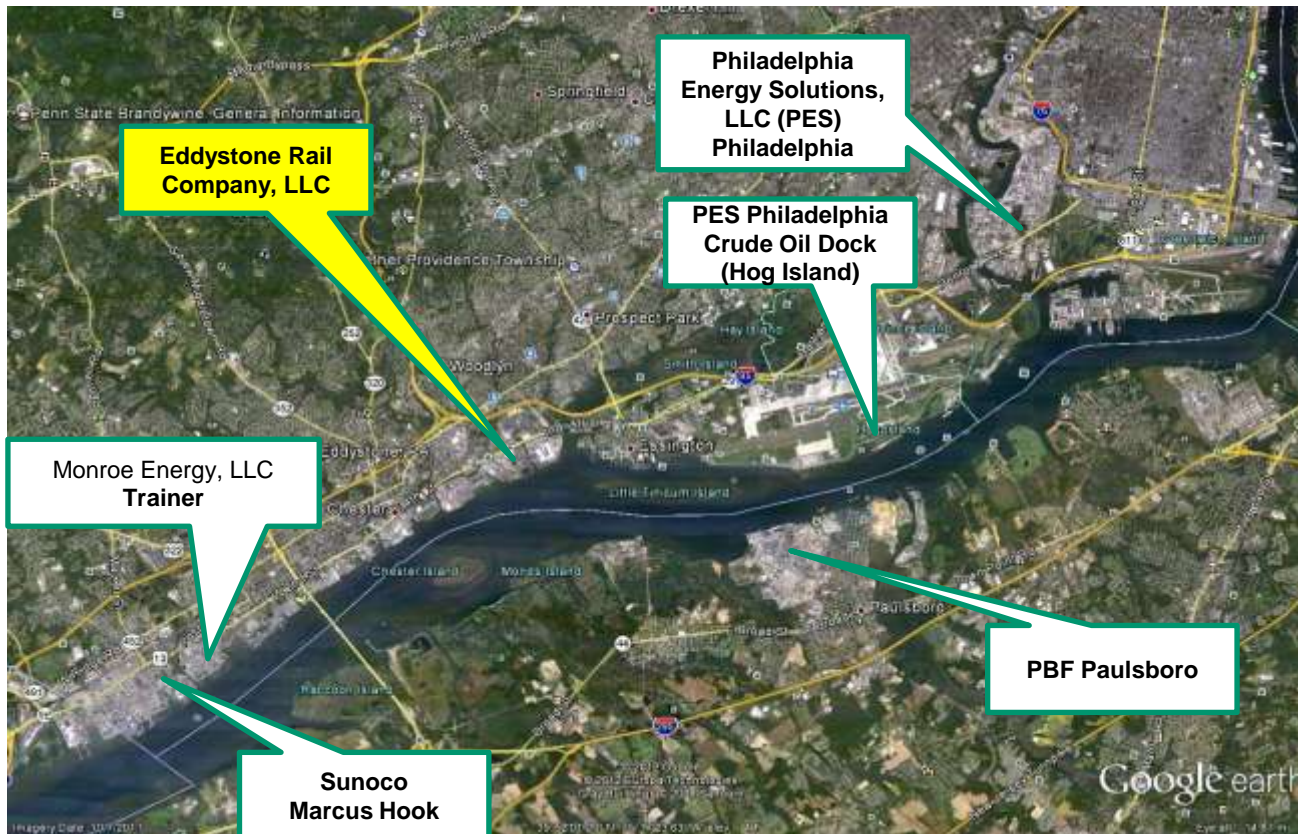
**Phase II  
Unit Train Facility  
(80,000 bpd Capacity)**

**Phase I Manifest  
(Under Expansion)**

# Eddystone Rail: The Key to the Philadelphia Refinery Market

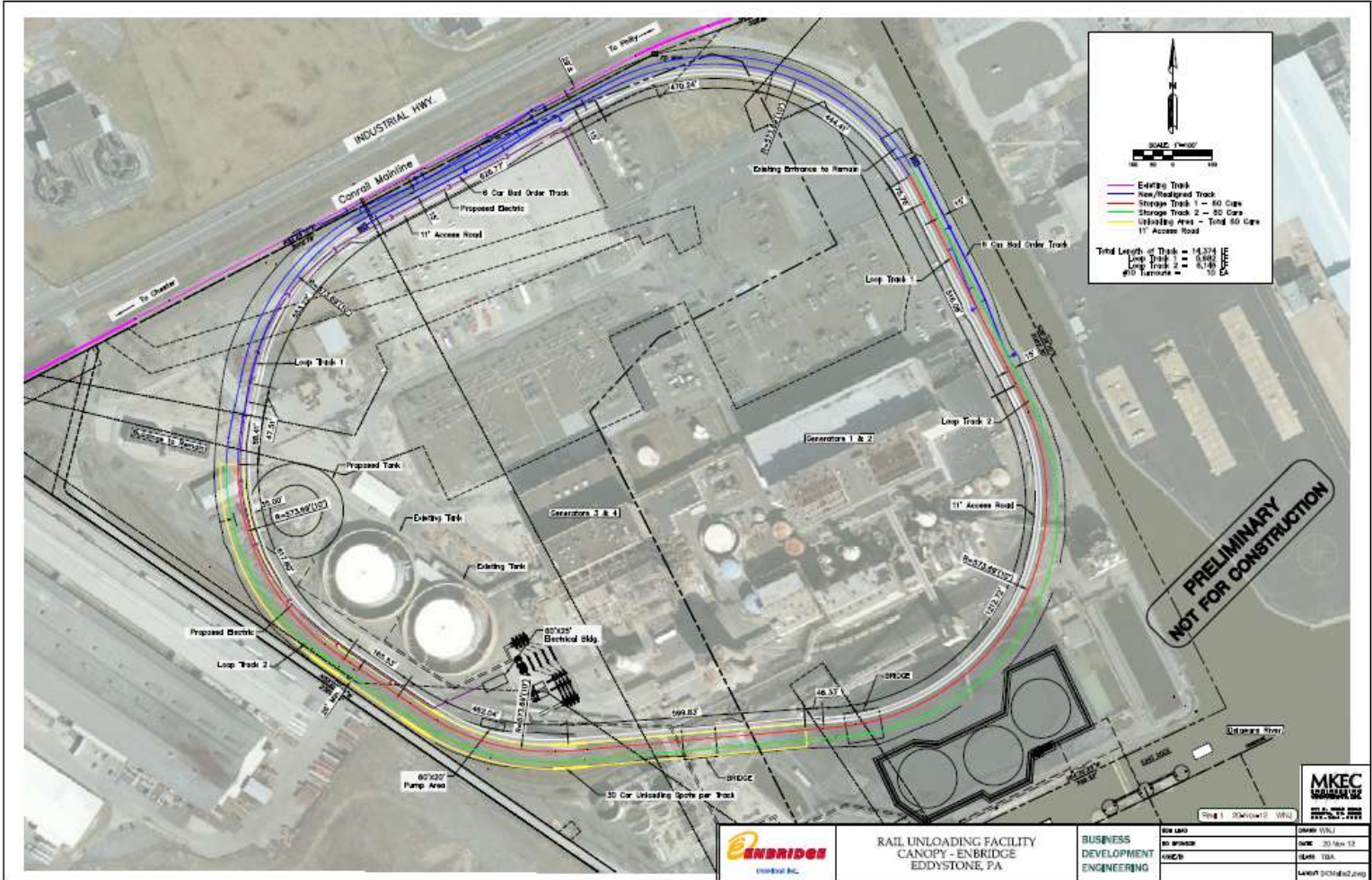


**Eddystone Rail Company and Delaware River Refineries (excluding PBF Delaware City)**



**Eddystone: within 6 miles of ~700,000 b/d of mostly light sweet refining capacity**

# Eddystone Rail: Phase I



**PRELIMINARY  
NOT FOR CONSTRUCTION**

Phase I Capacity: 80,000 bpd

Phase II Capacity: ~160,00 bpd

Note: Subject to change



# Eddystone Rail Facility Features



## Phase I (Fully Subscribed– Operational Late 2013)

- **One unit train a day of capacity (80,000 b/d)**
  - Designed to receive, unload, and have unit trains up to 120 cars ready for departure within ~12 hours
- **200,000 BBL shell capacity fungible storage tank**
  - Crude oil will comply with Philly Light *Bakken-esque* crude spec
- **Outgoing cargo barge loading**
  - Two Berths with drafts up to 34 feet of depth

## Phase II (Operational Late 2014)

- **Two-plus unit trains per day of capacity (160,000 b/d)**
  - Designed for less than 8 hour turn times per 120 car unit train
- **At least double Phase I fungible storage capacity**
  - Segregated non-Philly Light crude spec
  - Merchant storage should be available
- **Distribution pipelines to PES Philadelphia, Monroe Trainer, and PBF Paulsboro refineries proposed**

# Eddystone: Uniquely positioned to be *the Cushing* of the Philadelphia Area



- Location, location, location... Options, options, options.
- Designed to serve East Coast refineries as an independent merchant rail, marine and pipeline terminal (warm water port)
- Multiple Rail Carrier Options
  - Facility served by CSX, NS, and Canadian Pacific
- Fungible “Philly Light” spec designed to preserve crude quality, facilitate swaps, trades, and other options
  - Philly Light will be “*Bakken-esque*”: <0.20% Sulfur, 35 - 45 API
  - Accommodates Bakken, Eagle Ford, Permian Basin, Niobrara, and Canadian Light Synthetic Crude sources
  - Segregated storage and distribution pipelines available in Phase II

**Philly Light fungible spec preserves crude quality and creates trading opportunities**



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