AMP Americas| Fall 2013

Our Story

1

AMP Builds Renewable CNG plants to supply its stations.

2

AMP Builds Compressed Natural Gas (CNG) Stations across the US.

3

AMP Helps Fleets Adapt to CNG by leasing CNG Trucks.

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Where We Started

AMP builds Renewable CNG plants to supply our stations with cheaper and cleaner Natural Gas

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RENEWABLE DAIRY FUELS

(A Subsidiary of AMP Americas)

Renewable Dairy Fuels

Running 20,000+ miles a day delivering milk throughout the Midwest

Fleet of 42 long-range CNG trucks (the largest PacLease™ CNG fleet in the US)

Built two CNG fueling stations for trucks— fueling 90K+ DGEs per month

On-farm anaerobic digester provides 1.5M DGE of gas a year to our station

NIPSCO

Project can source gas from local utility when renewable is not available.

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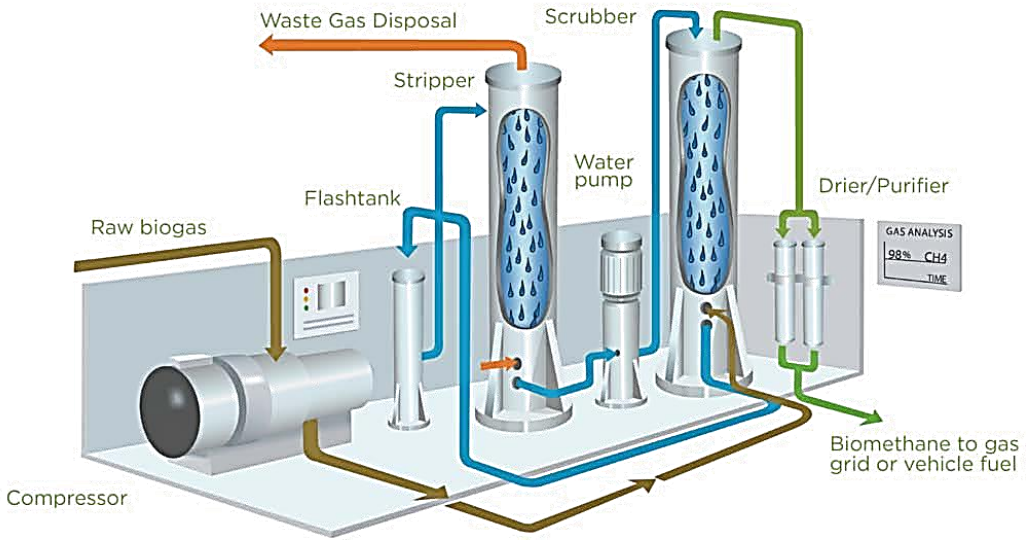
RENEWABLE DAIRY FUELS

(A Subsidiary of AMP Americas)

AMP's project at Fair Oaks Farm is Northern Indiana, one of the largest dairy farms nationwide, allows us to transform excess manure into methane, via an on-site anaerobic digester.



Commercial Carrier Journal's Innovator of the Year 2012 Nominee for our farm waste to fuel project. RDF generates enough BioMethane to replace 1.5 Million gallons of diesel fuel each year.

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2

Where We're Going

AMP builds CNG stations on key highway corridors across the United States.

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STRATEGY

Focused on the Heavy Duty Segment of Market

- *We Build Fast Fill Stations* – equivalent to diesel fill times

With a Strong Financial Partner

- Financing, equipment, and O&M provided by Trillium, a subsidiary of Integrys (NYSE: TEG, $4.9 Billion market cap)

Developing Significant Assets

- 40+ stations nationally (40 more in development)
- Proprietary compressor technology (lower operations and capital costs)

To Create Clean Fuel Terminals & Corridors

- I-65 and I-75 corridors, Texas & Southwest corridors and North Central corridor
- Bringing in large fleets

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VALUE PROPOSITION

- What Our Clients Value…
  - Price Stability (fuel costs)
  - Competitive Advantage (lower cost of bringing goods to market)
  - Sustainability (the ability to reuse and recycle waste and create valuable by-products)

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Fuel is the #1 Cost for Commercial Carriers.

Switching to CNG dramatically reduces fuel costs (for some fleets by as much as 20 to 25 cents per mile).

Reducing fuel costs allows for dramatic reductions to the cost of logistics (25 cents per mile represents a 15 – 20% reduction in cost).

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PRICE COMPARISONS

$4.00

DIESEL

$2.80

LNG

$2.20

CNG

Source: EIA (2/11/13)

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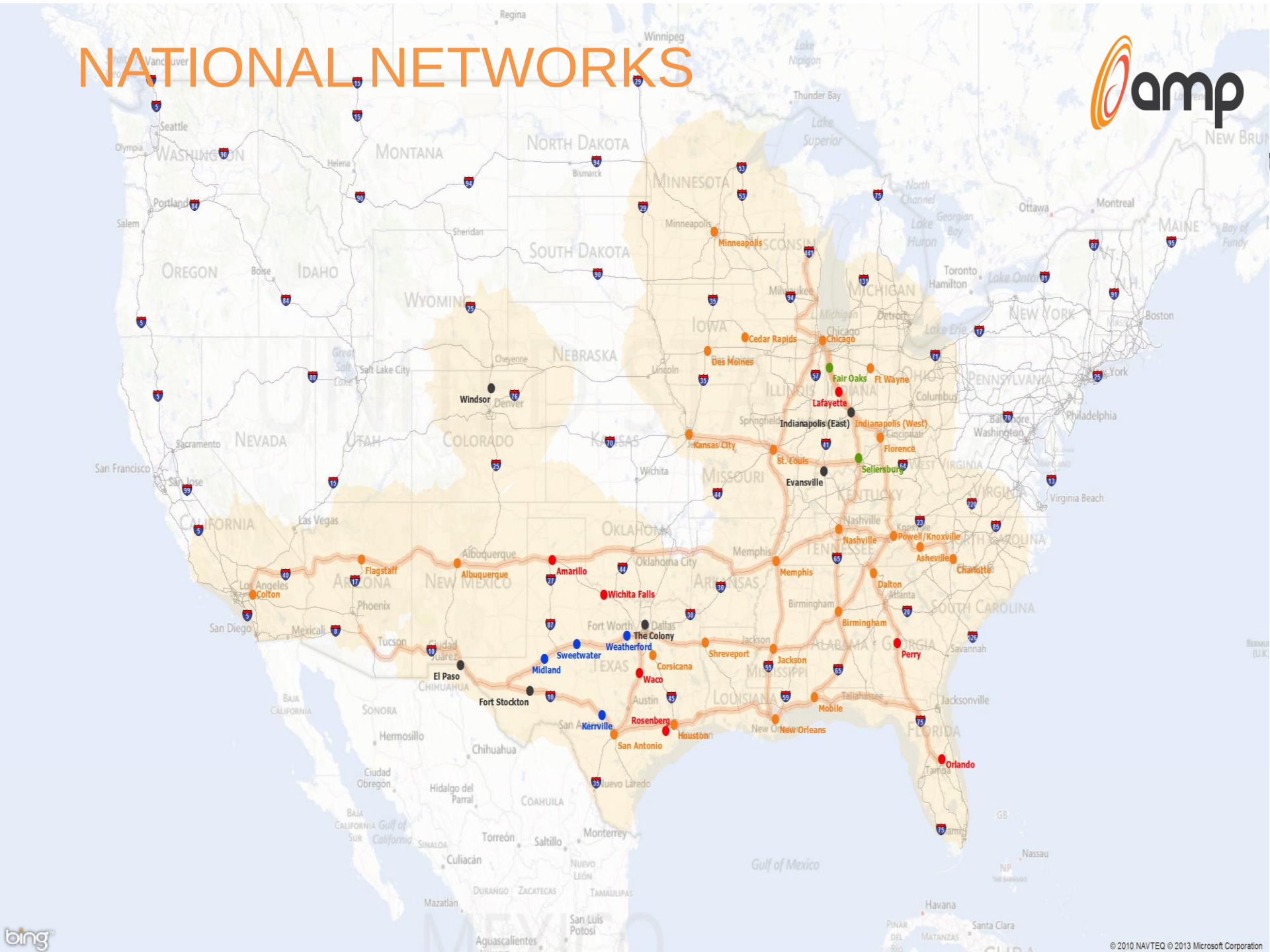
NATIONAL NETWORKS



Simplifying the Transition

AMP offers a low-cost lease program that reduces the required investment for fleets

AMP LEASING PROGRAM

- AMP offers leasing programs to help make the cost of upgrading to CNG equipment easier

- AMP offers Full Service and TRAC lease structures through PacLease and Daimler Financial (as well as bank financing through BMO Harris Bank, N.A.)

- AMP Leasing Program fixes monthly lease cost at equivalent diesel truck levels.

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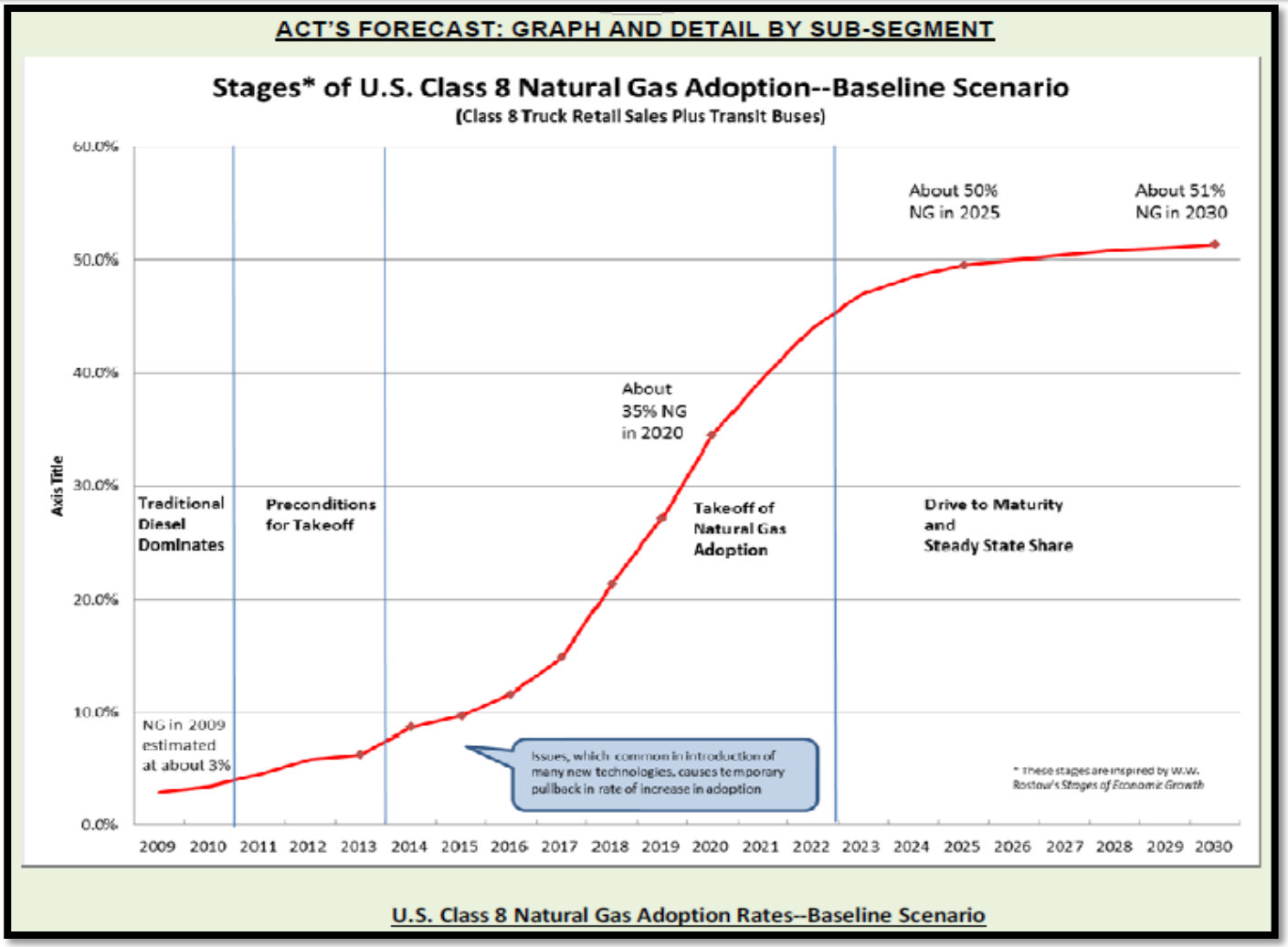
THE SWITCH TO CNG



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THE SWITCH TO CNG

- **Cummins Westport 12L engine in market in 2013 is a huge enabler**
- **Estimated 2 - 3% of all Class 8 trucks sold in 2013 will be CNG**
- **Estimated 4 - 5% of all Class 8 trucks sold in 2014 will be CNG**
- **Carriers and shippers calling for 50-70% of their fleet to be CNG within 5 years**
- **Frito Lay will convert 70% of its fleet to CNG In 7 years.**

CONTACT INFORMATION

Steve Josephs, P.E.
Co-Founder and Director of Engineering
Email: sjosephs@ampamericas.com
Mobile: (630) 235-9841

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Appendix: ISX12G ENGINE

- **Key Product Attributes**
  - 4 cycle, spark ignited, in-line 6 cylinder, turbocharged, CAC
  - Displacement – 11.9 litres (726.2 cu in)
  - **Peak rating: 400 HP, 1450 lb-ft of torque**
  - EPA/CARB certified at or below EPA10 emission levels
  - Dedicated natural gas engine
    - Will operate on CNG or LNG
    - Capable of using up to 100% Biomethane
  - Three Way Catalyst after-treatment
  - Engine braking
  - Manual/Automatic Transmission capable

- **Schedule**
  - Commercial launch: Early 2013
  - Now shipping by most major truck vendors, Freightliner, Kenworth, Peterbilt, Volvo, etc

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