

CATOOSA ENERGY · CAPITAL RAISE

Oklahoma's First Modular LNG Export

A capital-raise summary for prospective investors.

AUGUST 2026

Project Overview

Catoosa Energy is developing Oklahoma's first modular LNG export terminal at the Tulsa Port of Catoosa — the head of navigation on the McLellan–Kerr Arkansas River Navigation System and the only inland waterway port in the state with a direct pipeline header.

The product is Henry Hub-priced LNG. Gas is sourced from the Mid-Continent, liquefied at the Port of Catoosa in modular trains, and loaded onto barges for export — sidestepping the 20-year SPA, \$5–15B CAPEX, and 5–8 year build pattern of competing Gulf Coast mega-terminals.

The stack is vertically integrated: pipeline interconnect with ONEOK, Kinder Morgan, and Tallgrass, plus on-site modular liquefaction, plus barge loading from the Port of Catoosa. One operator, one route, one price reference.

Route Strategy

Sourcing — Mid-Continent production aggregated through the ONEOK, Kinder Morgan, and Tallgrass interconnect at the Port of Catoosa. The same header has historically served regional gas utilities; Catoosa Energy is its first dedicated export offtake.

Liquefaction — Modular trains sited at the Port of Catoosa. Modular CAPEX runs \$50–200M per train set, a fraction of mega-terminal CAPEX, and the build window is 2–3 years rather than 5–8.

Barge — Loaded at the Port of Catoosa and shipped down the McLellan–Kerr Arkansas River Navigation System to the Mississippi, then down to the Gulf for ship trans-load.

Delivery — Gulf trans-load onto Handy / Handy-max LNG carriers for onward sale to Caribbean and Central American buyers, with optionality into small-scale Gulf bunkering as that market opens.

Market Demand

Target buyers are Caribbean and Central American island utilities, mining operations, and port / industrial operators across Jamaica, the Dominican Republic, Panama, and the Bahamas. These are buyers who cannot absorb the SPA economics of a Gulf Coast mega-terminal but can absorb modular, Henry Hub-indexed cargo on a 5–10 year cycle.

Three buyer categories anchor the pipeline (Island Utilities, Mining Operations, Port / Industrial Operations). Each category is sized to the modular cargo window — small enough for short-cycle contracts, large enough to be a recurring offtake.

Demand is not contingent on a single anchor tenant. The same terminal can rotate across categories and geographies as the Caribbean and Central American small-scale LNG market matures — contracts reset to market rather than locking buyers into a 20-year SPA.

Competitive Moat

Right-sized CAPEX. Modular CAPEX is \$50–200M per train set versus \$5–15B for a competing mega-terminal. The capital footprint is small enough to commission incrementally and to be funded by a single raise, not a syndicate.

Right-sized build window. 2–3 years from financial close to first cargo, versus 5–8 years for a competing mega. The first-cargo milestone is reachable on a near-term underwriting horizon.

Right-sized contracts. Modular cargo windows re-price to market each cycle rather than locking buyers into 20-year SPAs. This is what small-scale LNG buyers — islands, mines, ports — have always asked for and what mega-terminal economics have never been able to offer.

Right-sized location. The Tulsa Port of Catoosa is the only inland waterway port in Oklahoma with a direct pipeline header and barge loading. The route to the Gulf is the McLellan–Kerr system — already dredged, already maintained, already permitted.

Use of Proceeds

Proceeds from this raise commission the first modular export lane out of Oklahoma — the train set, the portside loading infrastructure, and the working capital needed to bring the terminal to first cargo. First cargo is the gating event: it underwrites follow-on project financing and the cashflow profile that anchor tenants price against.

CATEGORY	USE	ALLOCATION	NOTES
Infrastructure buildout	Modular trains & portside loading	~55–60%	2–3 year build window to first cargo; modular CAPEX runs \$50–200M
Permitting & pre-FID engineering	FERC/COE interface, environmental, front-end engineering	~10–15%	financing-ready through financial close and the first cargo milestone.
Working capital	Commissioning gas, operations ramp, debt service reserve	~25–30%	needed through first cargo and the first quarterly off-take under recurring contracts.

Five-Year Revenue Ramp

Revenue tracks the throughput story already laid out on the Route Strategy and Competitive Moat pages: a 2–3 year build to first cargo, modular trains sourced at the Mid-Continent interconnect at the Port of Catoosa, and cargoes priced off Henry Hub for Caribbean and Central American offtake. The ramp is gated by first cargo and the commissioning of each successive train set, not by fabricated projections.

CUMULATIVE REVENUE RAMP	Y1	Y2	Y3	Y4	Y5
Cumulative revenue ramp	Pre-FID	Construction	First cargo	Run-rate 1 train	Run-rate 2 trains

Contact

Investor inquiries: <https://catoosaenergy.com/investors>

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Catoosa Energy

Tulsa Port of Catoosa, Oklahoma