

2012 ANNUAL REPORT

# DEEPWATER

PORT OF GREATER BATON ROUGE



CELEBRATING 60 YEARS · CAPITAL IMPROVEMENTS · A BENCHMARK YEAR



## PORT COMMISSION

**MR. TIMOTHY W. HARDY**  
PRESIDENT  
East Baton Rouge Parish

**MR. BLAINE SHEETS**  
VICE PRESIDENT  
Ascension Parish

**MR. CLINT SENECA**  
SECRETARY  
Iberville Parish

**MR. COREY SARULLO**  
TREASURER  
Iberville Parish

**MR. DONALD BOHACH**  
East Baton Rouge Parish

**MR. LEE HARANG**  
Louisiana Farm Bureau

**MS. BRENDA HURST**  
West Baton Rouge Parish

**MR. JERALD JUNEAU**  
East Baton Rouge Parish

**MR. RAYMOND LOUP**  
West Baton Rouge Parish

**MR. TRAVIS MEDINE**  
Louisiana Farm Bureau

**MR. ROY PICKREN**  
East Baton Rouge Parish

**MR. RANDY POCHE**  
East Baton Rouge Parish

**MS. LYNN ROBERTSON**  
West Baton Rouge Parish

**MR. JIMMY SANCHEZ**  
Ascension Parish

**MR. BOBBY WATTS**  
East Baton Rouge Parish

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# JAY HARDMAN, P.E.

EXECUTIVE DIRECTOR  
PORT OF GREATER BATON ROUGE

The year 2012 could very well be looked upon as one of the most significant benchmark years since this port was established in 1952.

As we celebrated a 60th anniversary with a look back on how far this public maritime facility has progressed over the last six decades, we also entered into a period of the greatest capital improvement activity that this port has ever experienced. That activity, which includes expansions, improvements and new construction, continues today.

An overview of these activities includes the following:

- Acquisition of 400 acres of developable land with access to the Gulf Intracoastal Waterway.
- Expansion of bulk packaging capabilities by Katoen Natie. The addition of a second packaging line represents an investment of over \$1 million by this international company operating at the port.
- Over \$3 million in improvements to port rail lines.
- Renovation and expansion of landside grain elevator and storage facilities and construction of new grain dock and barge handling facilities on the river by Louis Dreyfus Commodities. With a fall 2013 anticipated completion date, the complex will have the capability to move 5 to 6 million tons of grain a year, which could translate to 100 ships calling at the port annually.
- A wood pellet transfer operation planned by Baton Rouge Transit LLC, a wholly owned subsidiary of Drax Biomass International Inc.
- Announcement of a \$200 million LNG facility planned by Waller Marine.

The outlook for 2013 in the areas of international trade, maritime commerce, and industrial expansion is very positive as national and international companies and manufacturers continue to have strong interest in the port and its intermodal transportation options on the Mississippi River.

The leadership provided and sound policy decisions made by the Port Commission will continue to assure future growth and certainly lead to additional economic development opportunities at the Port of Greater Baton Rouge.

# ALVIN "BULLY" DRAGG

APPOINTED COMMISSIONER  
AUGUST 10, 1984

Commissioner Alvin "Bully" Dragg was honored upon his retirement by the Greater Baton Rouge Port Commission for his many years of leadership and service to the port. Appointed to the Commission on August 10, 1984, he served for 28 consecutive years as a commissioner. He was appointed to the Commission by six different Louisiana governors, beginning with Governor Dave Treen and including Governor Bobby Jindal. Notable port milestones while he was on the Commission include the establishment of the Foreign-Trade Zone; connection of the General Cargo Docks; opening of the Inland Rivers Marine Terminal; opening of the sugar warehouse and distribution complex; new transit sheds and warehouses; Westway Terminal Company expansions; opening of the Maritime Security Operations Center; and Public Grain Elevator and Docks expansion. His leadership and service to the port will be greatly missed by Commissioners and staff.







## THEY HAD A CLEAR VISION OF WHERE "BIG MUDDY" WOULD TAKE US.

The Mighty Mississippi. At 2,552 miles from Minnesota to the Gulf, it's the longest river in North America. And to a group of far-sighted Louisianians in the 1950s, it was also a river long on opportunity. These individuals, representing marine and rail-road carriers, as well as our state's agricultural and petrochemical interests, believed that a world-class deep water port was vital to our area and state — and to our nation's place in the world economy. On November 4, 1952, their dream was realized as legislation was signed creating the Greater Baton Rouge Port Commission.

Six decades later, we salute those whose commitment resulted in one of the leading ports in the United States. And though the river may be muddy, their vision — now 45 feet deep and 60 years old — remains crystal clear.



ABOVE: Governor Robert F. Kennon signed legislation creating the Greater Baton Rouge Port Commission on November 4, 1952. Pictured are (standing, left to right) Ernest Wilson (first Port Commission president), Roife McCollister, Sr., Stewart Wallace, Charles Duchemin, J.E. Jumonville, Sr., Thomas Jewell, Percy Roberts, Horace Wilkinson, and Paul B. Landry.



**THE DEEPWATER PORT** known today as the Port of Greater Baton Rouge was created in 1952 by an act of the Louisiana legislature. Construction began two years later and the first vessel, a molasses carrier called the S.S. Clarisse, called on the port in 1956.

**FROM THE ARRIVAL** of that first ship, the port has served as an economic engine for the parishes of East Baton Rouge, West Baton Rouge, Ascension and Iberville by providing jobs and attracting industry to the region.

**THE OUTLOOK FOR THE PORT** is very positive today in the areas of international trade, maritime commerce, manufacturing and new industrial expansion. Under the direction of the Port Commission, the Port of Greater Baton Rouge will continue to actively promote and grow the assets of this vital public maritime facility.



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"THE PORT OF GREATER BATON ROUGE CELEBRATED A

# 60TH ANNIVERSARY

IN 2012. WE SINCERELY APPRECIATE THE LEADERSHIP AND CONTRIBUTIONS MADE BY SO MANY IN OUR PAST, AND WE LOOK FORWARD TO A VERY PROMISING FUTURE FOR THIS PORT."

- JAY HARDMAN, Executive Director





# WOOD PELLET

SHIPPING OPERATION COMING TO THE PORT

Baton Rouge Transit LLC, a wholly owned subsidiary of Drax Biomass International Inc., has selected the Port of Greater Baton Rouge as the location for its storage and loading facility. Drax Biomass International Inc. is a development and operating company focused on manufacturing wood pellets for renewable, low-carbon power generation from sustainable biomass. Drax will transport wood pellets by rail to the Port of Greater Baton Rouge from a manufacturing facility in Bastrop, Louisiana and by truck from a manufacturing facility in Gloster, Mississippi. At the port, pellets will be stored and then loaded onto vessels for shipment to the United Kingdom. Wood pellets are used widely in Europe as a renewable energy fuel and increasingly as a replacement for coal.

Drax is targeting its port facility to be fully operational towards the end of 2014. The storage and loading facility will be located on 10 acres leased from the port and will have the capacity to store approximately 80,000 metric tons of biomass pellets.

This project is expected to make a significant positive impact on Louisiana's transport operations and timber industry. Drax officials said the project will

involve private and industrial landowners who manage sustainable forests in the region.

Jay Hardman, Port Executive Director, noted, "This project has high strategic importance to the port and is a very viable and sustainable project for the state and region over the long term. The project will help diversify the port's cargo and industry base by making the port a key player in the energy/wood sector. This is a remarkable achievement for the state of Louisiana, the Baton Rouge region and the port. It will support and improve Louisiana's timber and forest products sector, create new jobs and increase the number of ship calls at the docks."


Drax received a customized incentive package from the State of Louisiana with an Economic Development Loan Program commitment tied to payroll performance obligations. Drax will receive the services of the nation's No. 1-ranked state workforce training program, LED FastStart®, at no cost. The company also may take advantage of Louisiana's Quality Jobs and Industrial Tax Exemption program incentives.

**"WE SELECTED THE PORT OF GREATER BATON ROUGE FOR OUR STORAGE AND LOADING FACILITY DUE TO THE RICH FIBER RESOURCES IN THE AREA AND THE EXISTING LOGISTICAL INFRASTRUCTURE. THE PORT HAS BEEN HELPFUL AND WELCOMING AS WE BEGIN TO ESTABLISH OUR PROJECTS IN THE U.S. GULF REGION."**

**- KEN BUDREAU, Senior Vice President, Development, Drax Biomass International**

**draxBIOMASS**





Two parcels of property were acquired by the port in 2012 and are now available for development. The port's Inland Rivers Marine Terminal is pictured lower left.

In 2012 the port completed transactions to acquire almost 450 acres of prime maritime and industrial property on the west bank of the Mississippi River.

Approximately 400 acres are available for development on the Gulf Intracoastal Waterway, with 5,000 linear feet of water frontage. Up to 40 acres are available at the Port of Greater Baton Rouge's Inland Rivers Marine Terminal, located across North Line Road from the larger property. This property is situated on a slack water canal off the Gulf Intracoastal Waterway. The Marine Terminal offers truck, rail and barge access.

Both sites are immediately accessible to U.S. Interstate 10 and Louisiana Highway 1. For additional information, contact **Greg Johnson, Director of Business Development** at the port (225.342.1660).

# PROPERTY

AVAILABLE AT THE PORT



Approximately 400 acres of property with frontage on the Gulf Intracoastal Waterway are available, with nearby access to the Mississippi River.





LOUIS DREYFUS  
CONTINUES GRAIN FACILITIES  
**UPGRADE**  
AND EXPANSION



The upgrade at the landside grain storage bins and elevator and the loading operation on the Mississippi River includes all the technology, equipment and infrastructure to move grain off trucks and barges, sorted by quality and stored in massive bins, and then transferred onto ships. The new barge unloader will be capable of discharging from 20-24 barges per day with annual unloads up to 4,000 barges. The +100 Panamax size vessels will receive grain from the elevator at rates of 100,000 bushels per hour.



Anticipation and excitement continue to mount as construction of new and upgraded public grain storage and loading facilities moves towards completion. The facilities, under the management of Louis Dreyfus Commodities, one of the world's biggest grain exporters, could handle up to 6 million tons of grain a year when completed. That could translate to almost 100 ships calling at the Port of Greater Baton Rouge annually and positively impact the farming industry in the port region. According to an LSU Ag Center study, that impact could reach as much as \$33 million more a year for Louisiana farmers. The Baton Rouge location will signal the company's physical return to the lower Mississippi River and the Center Gulf Market, said a Dreyfus representative.



# SAFE AND SECURE

JOINT TASK FORCE SEVEN

JTF7 is a unique maritime law enforcement task force created to protect the vital infrastructure of the Greater Baton Rouge region and to respond to emergencies on the Mississippi River. It is a collaborative effort between the Port of Greater Baton Rouge and seven Louisiana sheriffs from seven parishes along the river.



"LAW ENFORCEMENT OFFICIALS HAVE BEEN LOOKING AT COUNTERTERRORIST MEASURES SINCE THE EARLY 80'S, AND IN ORDER FOR OUR GOVERNMENT AND INDUSTRY TO PROTECT LIVES AND PROPERTY, WE HAD TO COME TOGETHER."

- SHERIFF BUD TORRES  
Pointe Coupee Parish



## JOINT EFFORT

CREATES UNIQUE PARTNERSHIP

The port is situated on one of the largest waterways in the world, which contains four of the top 15 ports in the country. It is strategically located at the convergence of the Mississippi River and the Gulf Intracoastal Waterway and is in close proximity to many petrochemical companies and their associated industries. These private sector industries are constantly faced with challenges of how to fulfill United States governmental and industrial regulations set for high-risk chemical facilities and for the waterways upon which they travel.

JTF7 will provide the security needed to help the private sectors stay in compliance, while protecting their interests and saving lives through their unique partnership with the private sector. The Task Force will coordinate their response efforts from the port's Maritime Security Operations Center.

Pointe Coupee Parish Sheriff Bud Torres, who spearheaded JTF7, said, "Law enforcement officials have been looking at counterterrorist measures since the early 80's, and in order for our government and industry to protect lives and property, we had to come together."

Captain Peter Gautier, Sector Commander, U.S. Coast Guard and the sheriffs of JTF7 signed a Memorandum of Understanding establishing the relationship between the United States Coast Guard and JTF7 at the port's Maritime Security Operations Center (MSOC).

Front row, *left to right*: Sheriff Jeff Wiley, Ascension Parish; Sheriff Sid Gautreaux, East Baton Rouge Parish; Captain Peter Gautier, United States Coast Guard.

Back Row: Sheriff Mike Cazes, West Baton Rouge Parish; Sheriff Talmadge Bunch, East Feliciana Parish; Sheriff Austin Daniel, West Feliciana Parish; Sheriff Bud Torres, Pointe Coupee Parish; Sheriff Brent Allain, Iberville Parish (not pictured).





The Maritime Security Operations Center (MSOC) is a state-of-the-art facility from which government, law enforcement, and first responders can plan and coordinate a collective response to security incidents or emergency situations in the port region.

Funded by a U.S. Department of Homeland Security Port Security Grant, Louisiana State Capital Outlay Program, and the Greater Baton Rouge Port Commission, the Maritime Security Operations Center has the capability and resources to operate even during catastrophic events such as hurricanes.



# MARITIME SECURITY

OPERATIONS CENTER

**"I BELIEVE THAT IN BUILDING THIS CENTER, WE HAVE HELPED SECURE ONE OF THE MOST IMPORTANT WATERWAYS IN THE WORLD. THE MSOC REPRESENTS A SUCCESSFUL COLLABORATIVE EFFORT BETWEEN FEDERAL, STATE AND LOCAL GOVERNMENTS AS WELL AS SOME VERY DEDICATED LAW ENFORCEMENT PROFESSIONALS."**

**- JAY HARDMAN, Executive Director**



## WORKING ON THE RAILROAD

Rail lines are being upgraded as part of infrastructure improvements currently underway at the port. Nearly \$3 million is being invested in rail improvements including a \$1 million grant from the U.S. Economic Development Administration. The Union Pacific Railroad, Kansas City Southern Railroad and the Canadian National Railroad all provide rail service to the port.



## SUGAR MOVEMENT

HITS RECORD AT PORT DOCKS

Ports America has been the port's general cargo stevedore for the past 50 years, although the name changed during that time. In 2012 they moved record loads of raw sugar at the port's deepwater cargo docks, with the biggest shipment being 26,000 short tons shipped to Baltimore, MD. That sugar was barged on the Mississippi River to the Domino Sugar factories in Yonkers, NY and Baltimore and the Louis Dreyfus Sugar Refinery in Savannah, GA. They also loaded 15,000 short tons of raw sugar bound for Chicago for Tootsie Roll® Industries. Ports America is the largest terminal operator and stevedore in the United States, operating in more than 42 ports and 80 locations. "Our company provides efficient and quality-driven stevedoring services to a variety of local customers, loading and unloading pipe and steel, rail, sugar, project cargo and other break bulk cargo," said Terry Gros, Ports America manager at the port.



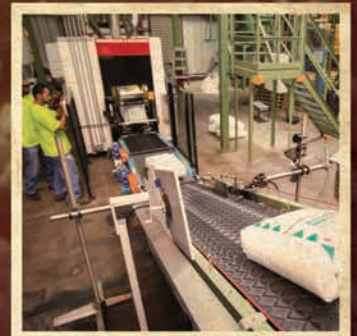


# BULK PACKAGING

CAPABILITIES EXPANDED AT KATOEN NATIE

Value-added services at the port have expanded with additional packaging capabilities now offered by Belgian company Katoen Natie, operating out of the Inland Rivers Marine Terminal. KTN now operates an Open Mouth Scaling Line with a capacity of 22,000 lbs./hr. in addition to a form, fill and seal Packaging Line with a capacity of 1,000 bags/hr. and a Box/Super Sack Line with a capacity of 32,000 lbs./hr.

KTN continued its growth and expanded its footprint to the port's deepwater facility in 2012 and opened a bulk specialty products company, Katoen Natie Specialty Chemicals, Inc, which provides bulk packaging in super sacks for carbon black and other bulk specialty products.







**PORT OF GREATER  
BATON ROUGE**