



**PORT OF GREATER
BATON ROUGE**

PORT REPORT

2022





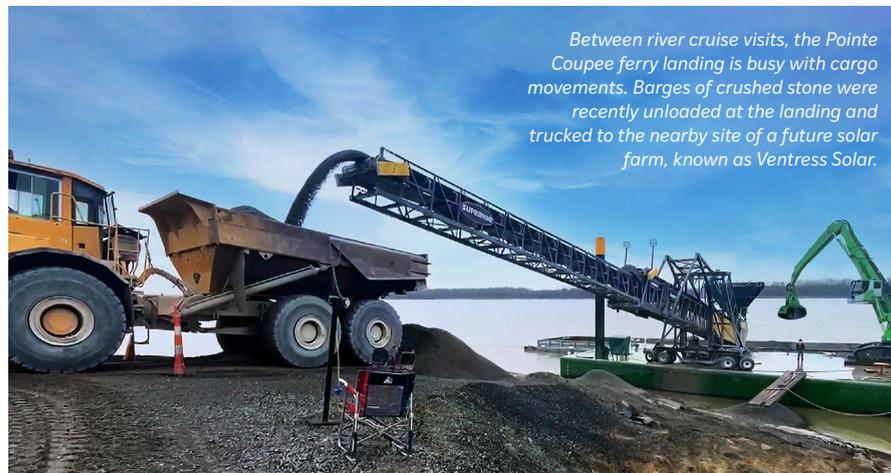
A custom-made, barge-mounted pedestal crane headed for the Louis Dreyfus Commodities grain dock at the Port will help solve problems associated with loading and unloading during high water stages on the Mississippi River. The additional capacity and through-put to the grain elevator will benefit farmers in the port region.

[PORT OF GREATER BATON ROUGE]

Expansion through partnerships

THE PORT OF Greater Baton Rouge today is all about growth and expansion. From innovative billion-dollar projects to new fabrication to solve tenant challenges and partnerships that help increase access to the Mississippi River to create new jobs, the Port is positioned for the future.

In 2020, the Port's jurisdiction expanded to include Pointe Coupee Parish. As a result, the Port acquired the Port of Pointe Coupee in Lettsworth and the "old ferry landing" on the west side of the Mississippi River close to New Roads. The three paddlewheel riverboats of American Queen Voyages are now making regular stops at the landing, taking passengers on excursions around the parish and even across the river to St. Francisville and West Feliciana Parish. American Cruise Lines and Viking River Cruises have also come on board with planned cruise dates booked for 2022. The Port assisted in attracting these companies to the area by committing to upgrading and improving the old ferry landing to passenger traffic and the coach buses that transport visitors to places of interest in nearby towns and the surrounding areas. Local business owners are experiencing a much-needed boost in customer visits with



Between river cruise visits, the Pointe Coupee ferry landing is busy with cargo movements. Barges of crushed stone were recently unloaded at the landing and trucked to the nearby site of a future solar farm, known as Ventress Solar.

each vessel landing, reports indicate.

"With a resurgence in the demand for river cruises, this has been an exciting partnership for us," says Port Executive Director Jay Hardman. "Private sector entities are already looking to put in some improvements, such as a levee top pavilion where cruise passengers can wait for the buses and vessel mooring devices." Hardman says that plans to improve the landing also include landscaping, potable water and more. **Watch the video at www.portgbr.com/video.**

Between river cruise visits, the landing will also be used for cargo

movements. Recently, barges of crushed stone were unloaded there and then trucked to a site in Pointe Coupee Parish that will be a future solar farm. Known as Ventress Solar, the 345-megawatt facility covers 2,732 acres near New Roads and will supply renewable energy to McDonald's and eBay, according to Lightsource bp, a subsidiary of energy giant BP.

The firm expects the project to create 400 construction jobs over roughly two years and provide \$30 million in increased tax revenues to Pointe Coupee as the facility is built. It also estimates the clean electrical

energy generated will curb about 450,000 metric tons of greenhouse gas emissions annually — or the equivalent of 99,000 fuel-burning cars.

As part of the Pointe Coupee inclusion into its jurisdiction, the Port also gained an industrial park that includes a cotton gin, liquid fertilizer distributor and marine transportation company Terral River Service. "This is different from the deepwater side of the Mississippi for us and will bring growth and job creation there," adds Hardman.

Back in Baton Rouge, problems are being solved for existing tenants like Louis Dreyfus Commodities. An approximate \$18 million barge-mounted pedestal crane is making its way to the Port from Germany to allow Dreyfus the ability to load and unload grain when the Mississippi River's water level presents problems. The crane is electrically powered and can move 25 cubic yards of grain with each scoop of its clam-shell bucket.

"It's a simple concept that has the capability of unloading barges directly into the grain elevator or taking the place of it in times of high water," explains Hardman. "It's an opportunity

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Passengers from the American Queen are bused to points of interest in New Roads, St. Francisville, and the surrounding areas during their visits. Viking River Cruises and American Cruise Lines are also currently booking trips to Pointe Coupee in 2022 and will utilize the upgraded landing.



A favorite stop in New Roads for river cruise passengers is participating in a praline candy cooking demonstration presented by Maxine Olinde, retired LSU Ag Center Home Economist (left). Hosting the demonstration are Kristy Broussard (center) and Jeanette Vosburg (right) of The Pointe Mercantile.

to get around those problems and create additional capacity and through-put for the grain elevator, possibly handling some commodities that wouldn't typically be handled there."

The concept of expanding facilities at the Port to enable port partners to increase capacities and create more economic opportunities is the reason behind the Port's current plans for the rehabilitation/expansion of its northernmost deepwater berth on the Mississippi. As ships get bigger and safety features change, the need for more dock space is only increasing. The port's existing deep draft berths are becoming congested—a "good problem to have" says Hardman—but additional infrastructure is needed to service the growing demand for liquid bulk commodities. The funding for this project is in place and the permitting work is being completed, so Hardman is anticipating bidding the project this year.

"This will give the Port four deep-draft ship berths, and that berth will be critical for us in the future as bigger ships with deeper draft call," says Hardman. "Liquid bulk type of facilities, with pipelines going through, like Genesis, BWC Terminals and Centerpoint, are all interested in possibly tying into it. This will allow more room for additional liquid bulk movements

at the Port for future growth and will also accommodate our existing tenant base."

On the container handling side, the Port is requesting more funding from the U.S. Department of Transportation's Maritime Administration (MARAD) and other funding sources for larger, more efficient and permanently affixed container handling equipment. MARAD previously funded the fabrication of two customized container handling pieces of equipment to increase efficiencies at the Port's container Handling facility off the Gulf Intracoastal Waterway. There is still strong demand for containers for export, and additional funding will continue to grow that business, with possible facility expansion on the east bank of the river.

Coming in the future is perhaps the biggest and most significant project in the history of the Port of Greater Baton Rouge. Grön Fuels, a Fidelis company, announced on Earth Day 2021 a \$9.2 billion carbon negative renewable fuel complex at the Port. This facility is designed to be the world's largest sustainable aviation fuel and renewable diesel production facility compared to current and announced renewable fuels projects.

Construction is planned to commence in 2022 and achieve commercial operations in 2025. ■

Renewable energy coming to the Port

Grön Fuels has selected and will be using proven and bankable technologies from renowned global technology providers to manufacture sustainable aviation fuel (SAF) and renewable diesel (RD). The planned facility is also designed to produce other renewable materials as well as green hydrogen.

Located at the Port under a long-term lease, the base plant will produce over 60,000 barrels per day of climate positive fuels. To date, the project has received its minor source air permit, selected proven technologies, completed its engineering and design, and is finalizing commercial agreements.

The Grön project incorporates carbon capture and sequestration by capturing onsite carbon dioxide and utilizing nearby world-scale, high-quality carbon sinks to sequester the carbon dioxide. This in conjunction with its on-site 200-megawatt renewable carbon negative electric power plant will produce carbon negative SAF and RD. The entire system at the Port is the flagship Fidelis "Climate GigaSystem™" and is expected to mitigate over one gigaton of carbon dioxide from facilities located at the Port over the production facility's lifetime.

"We have observed significant work, progress and development investment by the Fidelis companies, including receiving the minor source air permit for Grön Fuels, the successful consummation of the operating agreement between Capio Sequestration and the state of Louisiana for two, large-scale carbon sinks to permanently sequester carbon dioxide from the production process," says Hardman. "We have also observed significant engagement by Fidelis and its subsidiary companies with local engineers, contractors, subcontractors and fabricators, as well as the community, to move this project forward and commence construction this year. We'll continue working with the Fidelis leadership, companies and local partners to make the Fidelis flagship Climate GigaSystem™ at the Port of Greater Baton Rouge a reality."



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JAY HARDMAN, P.E.

*Executive Director,
Port Of Greater Baton Rouge*

IN 2021, THERE WERE 235 SHIP CALLS AT THE DOCKS, A 24 PERCENT INCREASE OVER THE PREVIOUS YEAR. The Port's public facilities handled 15,864,370 short tons in 2021, as compared to 13,355,767 short tons in 2020, an increase of 18.8 percent.

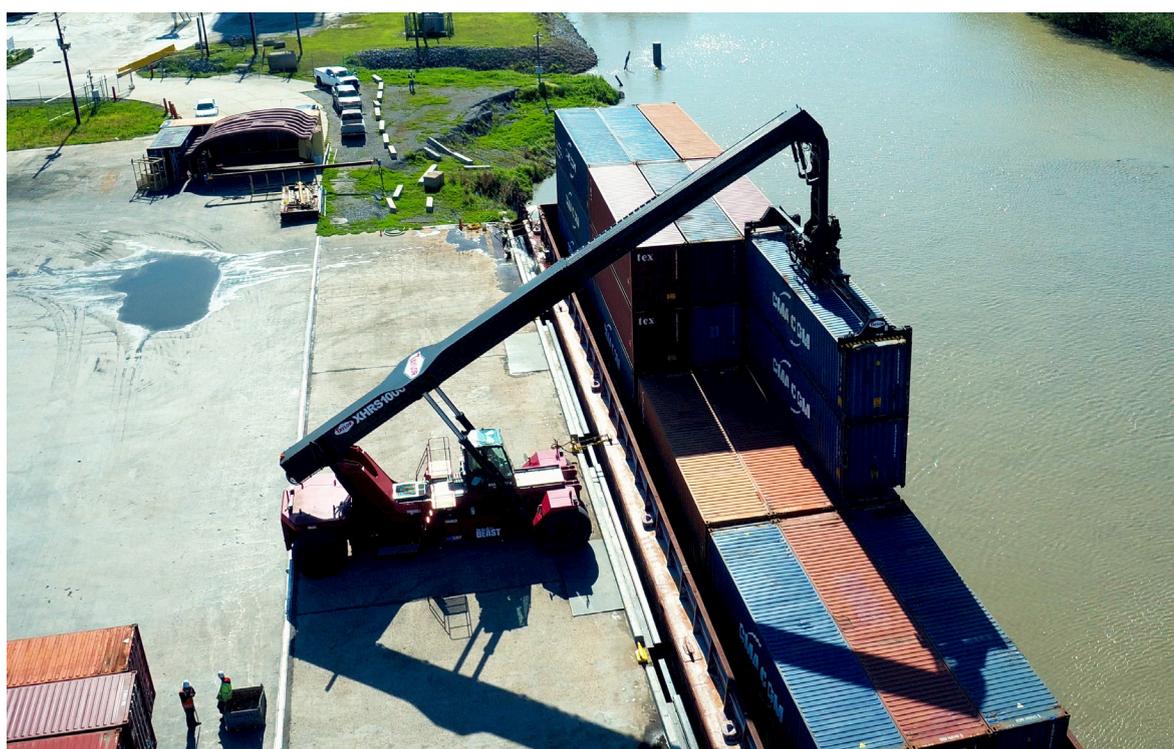
A specially designed barge unloading crane (barge/mid-stream loader) has been delivered to the Port. It will be utilized by Louis Dreyfus Commodities to increase efficiency of grain transfers for the grain elevator. Total cost was approximately \$6,952,000, with 100 percent of those dollars coming from the state's capital outlay program.

Looking ahead, the Port of Greater Baton Rouge has been preparing for and anticipates the initiation of two long-awaited construction projects:

The **GRÖN FUELS, LLC** renewable energy project is slated to be a \$9 billion project located on Port property. The company anticipates construction to begin in the calendar year 2023.

The expansion of the "Northern Berth," in the amount of approximately \$16 million, which will allow for the handling of a fourth deep draft vessel at the Mississippi River dock at its northern most point.

We look forward to working with our maritime partners, Port stakeholders and our Board of Commissioners to bring jobs and industry to the Port region in the months and years ahead.



SEACOR moves barges with cargo-filled containers from Baton Rouge to New Orleans for export.