Minutes of the Regular Meeting of the Board of Commissioners of the Lake Charles Harbor and Terminal District held at 5:00 P.M., Friday, November 20, 2020 in the Boardroom of the Port of Lake Charles located at 1611 West Sallier St., Lake Charles, Louisiana.

In attendance and constituting a quorum, were:

Carl J. Krielow, President

Thomas L. Lorenzi, Vice President

M. Keith Prudhomme, Secretary/Treasurer

Judy A. McCleary, Assistant Secretary/Treasurer

David J. Darbone, Commissioner

Dudley R. Dixon, Commissioner

Michael G. Eason, Commissioner

Absent:

 None

Also Present:

 Richert Self, Executive Director

Jon Ringo, General Counsel

Cameron Landry, Director of Administration and Finance

 Todd Henderson, Director of Operations

 Nick Pestello, Director of Engineering and Maintenance

 Therrance Chretien, Director of Cargo and Trade Development

 Regan Brown, Assistant Director of Navigation

 Michelle Bolen, Executive Administrative Assistant

Mr. Krielow called the meeting to order at 5:00 P.M. Mr. Krielow gave the invocation. Mr. Eason led the Board and audience in the Pledge of Allegiance.

Mr. Krielow made a statement reminding the public of the Port’s procedure for the public to address an agenda item to the Board.

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1. Approval of the October 26, 2020 Regular Meeting Minutes.

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Ms. McCleary offered a motion to approve the October 26, 2020 Regular Meeting Minutes. Mr. Dixon seconded the motion and it carried unanimously.

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2. Submission 2020 – 044 authorizing the District to amend the Professional Services Agreement with CSRS Disaster Recovery Management.

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Mr. Self stated that after Hurricane Laura struck and then Delta, the Port entered into an agreement with CSRS to provide grant management, FEMA consulting and FEMA compliance work for them. They also did building assessments for the damages. This submission is requesting a $160,000 increase to the initial contract along with a 14-day extension of the 90 days. CSRS is here to answer any questions.

Mr. Dixon offered a motion to adopt Resolution 2020 – 044 to authorize the District to amend the Professional Services Agreement with CSRS Disaster Recovery Management. Mr. Eason seconded the motion.

Ms. McCleary asked if there was a speaker. Mr. Krielow stated there was if you had any questions.

Mr. Chris Lognion with CSRS stated he would like to thank the Board for the opportunity to help the Port with their recovery. They have been at it for almost 90 days now since Hurricane Laura. As Mr. Self stated this is an amendment to their emergency contract for a temporary contract while the Port is in the process of procuring permanent work.

Ms. McCleary said regarding the $250,000 initial 90-day contract, could he tell them… Mr. Self has stated that they are doing a lot of work assessing damages and whatnot, but could he tell them more specifically what that work entails.

Mr. Lognion stated that they started with the initial amount and they were having to add additional dollars to it. They have never approached a recovery like this with a client, so in the emergency situation right after a storm, they are looking and trying to assess about how much you think this might end up being. They normally apply an arbitrary amount. They guesstimate how much they think it will take during this 90-day period to get the program started and do some of the services they have been providing while the client procures those services on a more permanent basis. They started at $250,000. The procurement is on the agenda tonight for the award of that. In the course of ramping up in trying to meet some expectations of the Port, they wrapped up their staffing quicker and have assessed all of the buildings. There were 90+ buildings that they have done damage inventory on and then went back to every one of those buildings after Delta came through and reassessed what additional damage might have been done.

They have also regressed on the projects a little quicker than they had thought. They have 13 RFPs. Some are out and some are about to come out. Some have been awarded or will be awarded shortly. There is a lot of progress being made. The great thing about this is the work being done in this initial contract is part of the larger recovery. It is not going to be duplicated with the permanent contractor. It will be a continuation of those services. All of the things they are doing now are going to be rolled into the next phase.

Ms. McCleary asked that the $250,000, or if they approved this, the $410,000, if it was 100% reimbursable by FEMA. Mr. Lognion replied that currently FEMA has a match requirement. He believed it was still at the 75%/25%. They will move it to 90%/10%. They have approved 100% reimbursement for categories A and B for a 30-day period. They have been lobbying to have that moved to a sliding scale 30-day period, which will allow them to set that 30 days to maximize the Port’s reimbursement. Their fees together with some of the other emergency work that was done in that 30-day period would be reimbursed at 100%. But, there will be a match for their services.

Ms. McCleary stated that was very valuable information as this is a non-budgeted item. Whatever that match ends up being 25% or 10%. In the submission it does say it is expected that FEMA reimbursement will be received through various categories and projects as they progress and will cover 100% of grant management costs. So, is that not the case? Mr. Lognion replied that for categories A and B it would be, but not for permanent. Ms. McCleary asked what categories A and B would include. Mr. Lognion stated he misspoke and it is correct that it is 100% for grant management services. The project management services are not 100%. But, he does not think that will be part of their scope. Ms. McCleary asked if the $250,000 just includes what is at 100%. Mr. Lognion replied it was that and the additional amount of $410,000. Ms. McCleary stated that at the end of the day, that $410,000 will be 100% reimbursable by FEMA. Mr. Lognion replied that was true, but it was not a guaranteed amount. It is a “Not to Exceed” amount that they project to be at when they get to the end of this contract. Ms. McCleary asked if this was the end of the contract they are in currently. Mr. Lognion replied yes, the temporary contract.

Mr. Eason asked if they are also going to be acting as a consultant with the Port to operate under the FEMA guidelines to seek reimbursement and make certain that they do the things along the process required by FEMA to get the reimbursement according to whatever the allocation may be. Mr. Lognion replied that was correct.

Mr. Eason stated they have probably been around a lot of disasters in their life. He believes this is a pretty large disaster. He asked if it was fair to say this is probably a little more than they expected when they started. Mr. Lognion replied that when he first drove through after the storm, he was amazed at the extent of the damage. It was pretty amazing. They have been through some serious storms. They have done about $5 billion worth of recovery work such as after Katrina in New Orleans. It was not a wind event like this was. It is just different. It is amazing to see block after block of devastation. He thinks the aggressiveness of the recovery here is impressive. The people of Lake Charles are not sitting around waiting to recover. That is really impressive to see. That is kind of why the cost just in these 90 days is ramping up because they are trying to aggressively get ahead of it and get the Port back in operation as soon as they can.

The motion carried unanimously.

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3. Submission 2020 – 045 to authorize the District to enter into a Professional Services Agreement with CSRS Disaster Recovery Management.

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Mr. Self stated more permanent longer-term work requires a separate agreement. They received four proposals. One of which was CSRS and staff is making a recommendation to the Board to approve staff hiring CSRS and entering into a professional services agreement with them to continue their grants management work for the Port.

Ms. McCleary asked in the submission, it specifically says that this is based on assuming FEMA eligible damages of $100 million, they would agree on that and so the 5% then would be at the 100% level or are they getting into the 75%/25% or 90%/10%. Mr. Lognion stated it would be at the 100% for the grants management services.

Mr. Self stated he would like to clarify that the grants management is 100%, but any project management work that they do will not be and would be a match. Mr. Lognion stated the federal share would be 75%/25%. Mr. Self stated any grant management work that they do is 100% reimbursable. If there is work that they do that is project management, it will be on the 75%/25% or the 90%/10% depending on what the match going to be in this hurricane.

Ms. McCleary asked if they could explain the difference between grants management services and project management services. Mr. Lognion replied that grants management is about securing the funding from the federal – FEMA Public Assistance Program and getting obligated EW’s so that the money can be deposited in the Port’s account. Project management is about managing the delivery of the design construction of the projects that will be funded. Ms. McCleary asked if that was not something that staff did, managing these projects.

Mr. Pestello stated that was why it’s very specific in those grant management. There was a 5.65% amount that they proposed in a proposal to do project management, but because staff does the majority of the project management in-house, in addition to consultants that they hire, that is why it’s very specific that they say grants management. Ms. McCleary asked if this submission is strictly for grants management and no project management. Mr. Pestello stated it was.

Mr. Darbone offered a motion to adopt Submission 2020 – 045 to authorize the District to enter into a Professional Services Agreement with CSRS Disaster Recovery Management. Mr. Eason seconded the motion and it carried unanimously.

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4. Submission 2020 – 046 accepting the lowest responsive bid of M&C Oilfield Services, Inc. in the amount of $1,043,200.00 for the base bid for the Fender Repairs at City Docks.

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Mr. Self stated he would turn this item over to Mr. Pestello to speak. Mr. Pestello stated this was a project that came about due to the last waterfront facilities inspection by Moffit and Nichol. They found that the Fender system at berths 15 and 15B are in need of repair. They put together this package earlier in the year and have been waiting for a window in operations since it is a very heavily utilized berth. They finally got this out for bid and received bids this one went through the public bid process. It is not hurricane related. The low bid was M&C Oilfield and staff recommends them.

Ms. McCleary offered a motion to adopt Submission 2020 – 046 to accept the lowest responsive bid of M&C Oilfield Services, Inc. in the amount of $1,043,200.00 for the base bid for the Fender Repairs at City Docks. Mr. Lorenzi seconded the motion and it carried unanimously.

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5. Submission 2020 – 047 authorizing the District to enter into a Professional Services Agreement with Meyer & Associates, Inc. for the New Warehouse at City Docks.

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Mr. Self stated they issued a SOQ for engineering services for a new warehouse at city docks. He asked Mr. Pestello to explain. Mr. Pestello stated this project began back in 2018 when they apply for Port Priority funding to replace for existing back warehouses with one large warehouse. The Port Priority application was approved. Right now, in 2019, the Port signed a CEA with Port Priority to seek reimbursement. The funding isn’t fully committed, but the Port is on a reimbursement, so the Port can spend the money and then apply for reimbursement. Hurricanes Laura and Delta compounded this project. The buildings that they were going to replace received substantial damage. They decided to increase the footprint and replace seven back warehouses with one big warehouse. This submission is to sink engineering services to design to begin that process. He stated they did the standard SOQ process and recommend Myers and Associates to be the engineers for this project.

Mr. Dixon offered a motion to adopt Submission 2020 – 047 to authorize the District to enter into a Professional Services Agreement with Meyer & Associates, Inc. for the New Warehouse at City Docks. Mr. Lorenzi seconded the motion and it carried unanimously.

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6. Submission 2020 – 048 authorizing the District to amend the 2020 capital budget to include Sheds 16 & 17 Roof Rehabilitation and enter into a Professional Services Agreement with Duhon & Pleasant Civil and Structural Engineers for the design.

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Mr. Self stated that as a result of hurricane Laura, in the assessment by CSRS, the damages to Sheds 16 and 17 were so substantial that it is going to require an engineer to evaluate the structure. They are requesting approval to enter into an agreement with Duhon and Pleasant for that engineering assessment.

Mr. Lorenzi offered a motion to adopt Submission 2020 – 048 to authorize the District to amend the 2020 capital budget to include Sheds 16 & 17 Roof Rehabilitation and enter into a Professional Services Agreement with Duhon & Pleasant Civil and Structural Engineers for the design. Mr. Dixon seconded the motion and it carried unanimously.

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7. Submission 2020 – 049 authorizing the District to amend the 2020 capital budget to include the City Docks Berth and Shed Reconstruction and enter into a Professional Services Agreement with Moffat & Nichol for the design.

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Mr. Self stated that regarding the damage of transit sheds 4, 5 and 6 from hurricane Laura, the berths were constructed in 1929. An underlying structure of those transit sheds was never constructed to handle a building that would require or meet the weight code of existing buildings today.

Mr. Pestello stated that as a result of the hurricanes, the damage assessment found that the roof is basically gone. They are down to the wood decking from the 1920s original construction. They are currently getting them analyzed to confirm that the buildings do need full replacement. He anticipates they will. The existing dock structure cannot handle a current new building today’s wind code. They are looking at doing a total redesign of this area and they sought a SOQ to get qualifications from engineers to begin this study and design process. Staff recommends Moffatt and Nichol to be the engineer.

Mr. Darbone offered a motion to adopt Submission 2020 – 049 to authorize the District to amend the 2020 capital budget to include the City Docks Berth and Shed Reconstruction and enter into a Professional Services Agreement with Moffat & Nichol for the design. Ms. McCleary seconded the motion and it carried unanimously.

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8. Submission 2020 – 050 authorizing the District to amend the 2020 capital budget, accept the proposal and enter into a contract with Alfred Palma, LLC for the Industrial Park East Dongsung building.

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Mr. Self stated port has a building at the industrial Park East that is currently under lease to Dongsung Finetec. The building sustained substantial damage from Hurricane Laura. As a result, it will require a lot of repairs.

Mr. Pestello stated the building had roof damage, wall damage, air conditioners and the existing fence around it was damaged. They did a formal RFP process through the emergency declaration to seek proposals quickly the proposals came in and they were above Mr. Self’s delegation, so staff is bringing this to the Board for approval.

Mr. Eason offered a motion to adopt Submission 2020 – 050 to authorize the District to amend the 2020 capital budget, accept the proposal and enter into a contract with Alfred Palma, LLC for the Industrial Park East Dongsung building. Mr. Darbone seconded the motion and it carried unanimously.

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9. Submission 2020 – 051 accepting the best value proposal and entering into a contract with Alfred Palma, LLC for the decommissioning and removal of the spiralveyor at City Docks.

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Mr. Self said the two spiralveyors at City Docks were damaged from Hurricane Laura. One is far beyond repair. Staff has received proposals from different entities and recommends moving forward with the best value proposal of Alfred Palma to remove the spiralveyor at City Docks.

Mr. Dixon offered a motion to adopt Submission 2020 – 051 to accept the best value proposal and entering into a contract with Alfred Palma, LLC for the decommissioning and removal of the spiralveyor at City Docks. Mr. Eason seconded the motion.

Mr. Krielow stated there were some speakers on this item. He listed the speakers: Mr. Avery Munson with Berard Transportation, Mr. James Palma with Alfred Palma, Mr. Ricky Mahoney with Bo Mac Contractors, Mr. J. Mario Tovas with T&T Marine Salvage and Mr. Jim Elliott T&T Marine Salvage.

Mr. Krielow asked Mr. Munson to address the board.

Mr. Munson stated he represents Berard Transportation and Heavy Haul Company from New Iberia, Louisiana. They are a qualified and capable heavy hauler and a participant in the salvage of the damaged equipment at the Port. He is here tonight to inquire if CFR 200.318 has been followed because in his experience in dealing with Mr. Pestello, he has had zero cooperation with regards to technical meetings and finding details as required under the CFR. Mr. Pestello informed him that they were not successful and that is fine. He is not a jilted bride, even though one may accuse him of that. But, this job is not one that should go to the lowest bidder. If you are a heart doctor, or if I need a heart doctor and this guy will do it for a dollar, and that guy will do it for $10, and he uses a butter knife and he uses a scalpel, it is not the same. This project is so complex. He said sees T&T is capable and qualified. However, the methods put out in the RFP are very specific about not touching the dock and capabilities. Some of their specifics are they installed the Kona Crane. The center of gravity is so high that it has to be done in certain manners. The way the cranes are locked up the Coke Crane is into the Kona Crane. These are not items that can be taken lightly. They have not been considered for their professional expertise, and under the CFR they have not been given a detailed reason of why they were rejected. He would like to know if the Port’s attorney has included the CFR and informed Mr. Pestello of compliance with the CFR, even though Mr. Pestello had the emergency proclamation. As far as he can understand, it puts Mr. Pestello into the guidelines to CFR. Mr. Pestello declined to comment on why they were rejected when the CFR specifically mandates that you keep a record of why you reject certain bidders. All he said was price. Price is not or should not be determining factor here, because of the complexity of the job.

He has known Mr. Elliott and has the greatest regard for him. He has been in worldwide ship salvage and heavy move and marine work for 30 years. This is not something he takes lightly. He stated he would like to lodge a formal protest and reserve the right for injunctive relief should the Port go forward without addressing his protest.

Mr. Ringo stated he would like to comment, but did not want to get into a debate here in this forum. He is confident that they have followed all federal rules and federal requirements in accordance with their normal policy as a nonfederal entity when they are not dealing with public bids projects. Under the FEMA regs, they are required to follow their own procedures and practices, which they have done in this case. They did not award this contract solely based on cost. It was based on the total value to the Port and that is important. That determination was made and that is what is being recommended tonight. Mr. Ringo stated Mr. Munson is going to file a formal protest. There is a procedure to do that and if that is done then the Port will obviously respond and counter. He said if anyone has any questions to ask be happy to answer.

Mr. Lorenzi said regarding a formal protest is there a formal procedure for filing a protest. Mr. Ringo replied that there is a process that can be filed. Mr. Munson mentioned an injunctive relief. That would be the next step. None of that prevents the Board from acting tonight. The Board can authorize staff to enter into an agreement as stated in the submission.

Mr. Eason asked Mr. Ringo if, in his legal opinion, the Port has filed all regulatory requirements as well as standards of care. Mr. Ringo replied that he was and he recommended that if any of their FEMA consultants have any comments on this as well as they may something to say. If not then he would like to respond in a more formal way than entering into a debate at this forum. But, yes, he does believe the Port has followed all requirements, both federal and state.

Mr. Munson asked if that is the case, then would he kindly explain why Mr. Pestello did not provide him with a review of the reason of rejection, which he said was price. He never went through the value and the technique and the method for removing this equipment. They were specifically told to work from the water and not to work from the quay. He said that was fine and T&T is certainly capable. But, under section I of the CFR from 200.318, you are supposed to continue records. You are supposed to keep records of your process. Even though you are in an emergency situation, you are supposed to have records of the method of procurement, selection of contract type, contract selection or rejection and the basis for the contract price. When he inquired, all he has received were vague answers. The decision was made and that is fine but he specifically objects under that section of the CFR.

Mr. Ringo said he would like to read that section.

Section I states the nonfederal entity must maintain records sufficient to detail the history of procurement. These records will include, but are not necessarily limited to the following:

 Rationale for the method of procurement

 selection of contract type

 contractor selection or rejection

 the basis of the contract price.

Mr. Ringo stated they have done that in this process. Mr. Munson stated he agreed with Mr. Ringo. He will not engage in a debate tonight. He has stated his protest and will take this up at a later date.

Mr. Krielow asked James Palma to address the Board. Mr. Palma thanked the Board to let him come to see them about this issue. They are a local contractor. They have been doing work in the Lake Charles area and basically do it in Lake Charles. They basically do what they can in this town. They did look at this proposal. They did receive it. They analyzed it. He discussed the project with his subcontractor, Bo Mac, and discussed it and in return he brought in another company called T&T Marine.

Mr. Palma stated his father started this company back in 1960. He started working in Lake Charles in 1960 and incorporated in 1986. This year he purchased the company from him. So, per the documents, they are putting up a payment of a performance bond for 100%. He had to really make a decision, as a business owner, is this something he can do. Before he decided to submit a bid, he got with Bo Mac and put together a team that he thought in his mind had the technique to allow him to do this work and be successful. There is no other way to look at it. If he didn’t think he could be successful, why would he risk his company and put up a payment of a performance bond in order to do this work? That being said, he is comfortable with what he did and he submitted a legal bid. You cannot modify these bids. You turn it in. It is a lump-sum proposal and that’s what they did. He is comfortable. He would like to introduce his team to the Board and let them come up and tell them their experience. They followed the RFP as it was dictated to them to follow. They did it in that manner. He does not think they did anything wrong. They did not get any special treatment. They submitted a bid. Yes, they are in line to get this job and would like to have this project. He thanked the Board.

Mr. Krielow asked Mr. Palma regards to the insurance and the working over water USL&H, his subcontractors do they carry the same insurance levels as required an RFP. Mr. Palma replied yes. Prior to him quoting a job, they are insured and the bonding comes through McElveen Insurance Agency, which is another local company. They worked with Bo Mac. They got their insurance carrier to talk with his insurance carrier and they got language that they agreed to before bidding the job that would basically alleviate him from having to carry USL&H insurance. He does have the insurance, but in this particular case, with the waterborne crafts, his guys are not getting on those crafts. That is strictly a BoMac and T&T Marine operation at that point. The verbiage that he has between them is something they talked about prior to bidding the job and was accepted before he moved forward and submitted the bid.

Mr. Krielow said there are two projects, one at City Docks and one at BT-1. One is a 30-day calendar timeframe and the other is a 60-day timeframe. Will they be working those simultaneously or is the plan to do one or then do the other? Mr. Palma replied that their plan is to go do the BT-1 dock and then come to City Docks. Both projects should be done in the 30- day period. They also looked at that and they know the importance of removing the equipment and getting it off the dock. The RFP does say the removal of the equipment has to be done by water, but there is… It did not limit them from getting on the dock and making some critical disconnect of various components that were tying the units together to the other units. That has to be done. That was clearly stated in the RFP. They can do that. Like at City Docks, they will come in with the crane. They will remove the conveyor coming off out of the doghouse at 9A. At that point, Bo Mac and T&T will come in with their equipment and take the unit off the wharf.

Mr. Pestello stated Mr. Palma also dropped off some documents if the Board wanted to look over some pictures of their qualifications.

Mr. Palma stated that they have some brochures from both companies that they would like to share with the Board and let them look at them. About a month or so ago, they completed the first part of this recovery. They removed the conveyor system that was tying the South loader and the American loader back to conveyor 6A or 6B.

Mr. Krielow asked Mr. Ricky Mahoney with Bo Mac to address the Board. Mr. Palma stated the actual principle of Bo Mac, Lynn Johnson, has COVID-19 and was not able to make the meeting and so others will address the Board.

Mr. Mahoney stated he was the operations manager for Bo Mac. They joined with Palma and T&T Marine to help remove the shiploaders from the docks. They have done this many times. If you look through some of the photos, some of the later photos and see where they are demolishing a shiploader that is just like the one that fell in the water at Martin Gas earlier this year. It was blown off by hurricane last year. They just replaced it this year. They have picked up many of the shiploaders and have also installed many shiploaders. They’ve entered with T&T Marine, who they have worked with for 20 something years. They are a heavy lift salvage contractor all over the world. They have heavy lift cranes. He stated Bo Mac also has heavy lift cranes, but they work with T&T Marine because they make a good partnership for getting rid of specific shiploaders. Some of their big equipment is busy, and they have plenty of equipment to go do this job, but T&T is a good partner to work with along with Palma. They are very capable of doing this. They would push up to the docks, pick up the shiploaders and if they are too big they would remove the boom out of them. They would never touch the dock. They would cut the shiploader in half and pick up half of it out of time if it is too tall. They have a plan for each of these shiploaders on how they would pick them up. They would just pick them up and set them on a barge and send them off and have them decommissioned.

Mr. Krielow asked Mr. Jim Elliott with T&T Marine to address the Board. Mr. Elliott stated he is the chief operating officer with T&T. He stated there have been two brochures handed out. One is full of pictures. He stated he understood there was a question if they were capable of doing this, so they wanted to show the Board a lot of projects that they have done.

T&T Marine was founded in 1957. They are one of only three companies in the US that is recognized by the US Coast Guard as being a salvage marine service provider. They just finished a project working under a Coast Guard contract here in Lake Charles picking up smaller boats. They pride themselves on doing good work everywhere they go. They are recognized by all the major classification societies such as ABS, DNV and others. They have been recognized by the US Coast Guard and the Army Corps of Engineers and other ports. For example, they have a contract with the Port of Houston. They work with over 100 oil and gas producers, so they have been vetted by the likes of Chevron, Shell and others. If you have never gone through one of those audits, it is thorough. He feels pretty confident, based on their experience in working with Bo Mac. They do great work and they have had a long history of doing safe work together. His goals are the same as the Port’s in doing safe work, doing it cost-effectively, keeping the waterways open and making sure they minimize any impact to the environment. He did not think Mr. Tovar needed to speak, but if they had any technical questions about heavy lift operations we have a gentleman that can answer any questions.

The motion carried unanimously.

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10. Submission 2020 – 052 accepting the best value proposal and entering into a contract with Alfred Palma, LLC for the decommissioning and removal of cranes at BT-1.

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Mr. Self stated they had spoken about this with some of the previous speakers, but they are moving over across the river. They had four cranes - two shiploaders and two ship unloaders. One is in the water than the other three are badly damaged and need to be decommissioned. Staff is recommending the best value proposal from Alfred Palma for the removal and decommissioning of those cranes.

Mr. Darbone offered a motion to adopt Submission 2020 – 052 to accept the best value proposal and entering into a contract with Alfred Palma, LLC for the decommissioning and removal of cranes at BT-1. Mr. Dixon seconded the motion and it carried unanimously.

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 11. Business, Environmental and Intergovernmental Committee

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Mr. Darbone offered a motion for acceptance of the minutes from the October 26, 2020 meeting. Being a committee nomination, no second to the motion is required. The motion passed unanimously.

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 12. Administration, Personnel and Audit Committee

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Mr. Lorenzi stated Resolution 2020 – 053 is to approve the meeting of the Administration, Personnel and Audit committee meeting of November 20, 2020. The Resolution is to approve the evaluation of the Executive Director and the General Counsel with a rating of “Exceeds Expectations” for 2020. Being a committee nomination, no second to the motion is required. The motion passed unanimously.

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 13. October 2020 Financials Briefing Note.

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The October 2020 Financials were rendered to the Board and are on file in the Executive Offices.

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 14. Monthly Staff report from Director of Administration and Finance Monthly Report.

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Mr. Landry stated their current priority is completing the 2021 budget, which will be presented to the Board at the December Board meeting. They have a lot to take into account with this budget including all of the projects, the decommissioning and rebuild and all of the expense to repair as well as the money they expect to receive and reimbursement from FEMA, insurance and such. That goes hand-in-hand with a lot of the other work they are doing right now. They are working with CSRS to make sure they have everything they need to receive those reimbursements.

The Director of Administration and Finance Monthly Staff Report was rendered to the Board and is on file in the Executive Offices.

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 15. Monthly Staff report from Director of Navigation.

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Mr. Self stated Mr. Hayden was not here, however Mr. Regan Brown will give the report. Mr. Brown stated the rock barge has been removed from the channel, so now it is normal operations on the channel. The rock barge sunk near the jetties during the second hurricane.

Also, the new Calcasieu Ship Channel Funding Management Board met this past week and approved a resolution to spend up to $6 million in the match that the Port will owe the Corps for fiscal year 20 and 21, assuming those funds are available in the fund. They should be.

The Director of Navigation and Security’s Monthly Staff Report was rendered to the Board and is on file in the Executive Offices.

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 16. Monthly Staff report from Director of Operations.

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Mr. Henderson stated they have all been working hard on the budget. Year 2021 is going to be a bit of an oddball. Most of the operations they perform at BT-1 are not going to be anywhere near the way they used to do them until they can get some new equipment in and working. They’re trying to get as accurate numbers as they can.

Regarding ships, IFG is currently loading a rough rice ship. The Port is loading a pet coke ship at BT-1. They should finish Sunday. It will take them eight days to load 35,000 tons.

There is a liquid transfer ship that will be here on the 22nd and a blade ship on the 25th. There will be a lumber ship that should be arriving around the 27th and will be carrying about 23,000 m³ of lumber. This is the most the Port has had here in many years. They will also see another shipment of lumber on the 29th with about 9000 m³. There will be a hydrate barge around the 30th.

In December a blade ship, a tower ship and three rutile ships are already booked.

Mr. Dixon asked if the lumber ships were coming in from Formosa. Mr. Henderson stated they were from Europe.

The Director of Operations’ Monthly Staff Report was rendered to the Board and is on file in the Executive Offices.

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 17. Monthly Staff report from Director of Cargo and Trade Development.

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Mr. Chretien stated they have a USDA ship scheduled for the first part of December that will pick up 13,000 tons of rice and red beans for Africa. It should be completed by the end of December. This will allow the Port to bid on another contract for USDA, which will be about 14,000 tons and have about 1,000 tons of rice for January to February delivery.

The Port was also in the November issue of the Lagniappe Magazine. The Port is featured in the article “Our Port is a Powerhouse.” Also, in the same publication, the port was part of another story on economic overview of Southwest Louisiana from the effects of COVID-19 and the two hurricanes.

The Director of Cargo and Trade Development’s Monthly Staff Report was rendered to the Board and is on file in the Executive Offices.

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18. Monthly Staff report from Director of Engineering, Maintenance, and Development.

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Mr. Pestello stated that as they could see from their growing list of projects, they are in a big push to try to rebuild the Port and bring it back greater and better than ever.

Regarding an update on the mobile harbor crane, he stated it should be getting loaded on the ship tonight in Germany and should be here around December 12th. The simulator should be arriving around November 30th and will be at BT-1 so they can train their employees.

Mr. Pestello stated they do not take these RFPs lightly. It is not just him picking a contractor. All of his staff reviews them and he consults with senior staff when reviewing these RFPs. He appreciates the Board’s confidence in moving forward.

The Director of Engineering, Maintenance, and Development’s Monthly Staff Report was rendered to the Board and is on file in the Executive Offices.

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 19. Monthly Staff report from the State Port Lobbyist.

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The State Port Lobbyist’s Monthly Staff Report was rendered to the Board and is on file in the Executive Offices.

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20. Other Matters which may properly come before the Board.

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Ms. McCleary stated she would like to thank Mr. Self and Mr. Ringo and staff for hosting the governor and his staff and representatives with GOSEP and FEMA this past week to be able to show the governor and key personnel who will be making some long-term decisions about funding regarding the devastation Port has sustained.

There were no other matters to be discussed.

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 21. Executive Session and appropriate action in any of the following matters:

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Mr. Lorenzi offered a motion to enter into Executive Session. Mr. Prudhomme seconded the motion and it carried unanimously. The Board entered into Executive Session at 5:57 p.m.

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* Stacey A. Ryan, et al, vs no. 2014-004268 Calcasieu Parish Police Jury, LCHTD, et al-14th JDC, State of LA.
* IFG Port Holding, LLC vs LCHTD – Case: 2:16-cv-00146 U S District Court, Western District of Louisiana, Lake Charles Division.
* LCHTD vs IFG Port Holding, LLC – Case: 2:16-cv-00785 U S District Court, Western District of Louisiana, Lake Charles Division
* Discussion and appropriate action regarding the Real Estate Option Agreement with Lake Charles Methanol, LLC.

The Board returned from Executive Session at 6:24 p.m.

There being no further business to come before the Board, Mr. Krielow asked for a motion to adjourn. Mr. Darbone offered a motion to adjourn. Mr. Dixon seconded the motion and it carried unanimously. The meeting adjourned at 6:24 p.m.

All discussions held on the above items were recorded using the FTR Gold program.

Please note that when the votes are shown as unanimous, it is the policy of the Board that the President does not vote except in the event of a tie vote by the rest of the Board and/or unless otherwise indicated.

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 CARL J. KRIELOW, President

ATTEST:

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M. KEITH PRUDHOMME, Secretary/ Treasurer