Minutes of the Special Meeting of the Board of Commissioners of the Lake Charles Harbor and Terminal District held at 5:00 P.M., Monday, October 30, 2023 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:

Thomas L. Lorenzi, President

M. Keith Prudhomme, Vice President

Kevin D. Guidry, Secretary/Treasurer

John M. Cradure, Commissioner

Jonathan L. Johnson, Commissioner

Carl J. Krielow, Commissioner

Absent:

Mary Jo Bayles, Assistant Secretary/Treasurer

Also Present:

 Richert Self, Executive Director

Jon Ringo, Executive Counsel

 Cameron Landry, Director of Administration and Finance

 Channing Hayden, Director of Navigation

 Therrance Chretien, Director of Cargo and Trade Development

 Todd Henderson, Director of Operations

 Nick Pestello, Director of Engineering and Maintenance

 Michelle Bolen, Executive Administrative Assistant

Mr. Lorenzi called the meeting to order at 5:01 P.M.

Mr. Johnson gave the invocation. Mr. Cradure led the Board and audience in the Pledge of Allegiance.

Mr. Lorenzi 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 September 25, 2023 Regular Meeting Minutes and the October 20, 2023 Special Meeting Minutes.

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Mr. Johnson offered a motion to approve the September 25, 2023 Regular Meeting Minutes and the October 20, 2023 Special Meeting Minutes. Mr. Krielow seconded the motion and it carried unanimously.

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2. Submission 2023 – 057 accepting the lowest responsive bid of Alfred Palma, LLC in the amount of $11,872,500 for the base bid plus a contingency in the amount of $1,000,000 for a total of $12,872,500 for the Conveyor BC-6A Replacement and to amend the 2023 capital budget.

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Mr. Self stated staff requests the Board of Commissioners to authorize the Executive Director to accept the lowest responsive bid from Alfred Palma, LLC. for the conveyor 6A replacement at BT-1 and to amend the 2023 capital budget this is a project that has been on the book since 2013. Initially it was just a basic rehab project. Staff put it out for bid in September and even though they had five entities at the pre-bid meeting, only one ended up bidding. It was Alfred Palma. Their bid was $11,872,500 plus a million-dollar contingency for $12,872,500. This project is a 428 recipient, which means it is a FEMA funded project. The Port will get funding from FEMA on this project.

Mr. Prudhomme offered a motion to adopt Resolution 2023 – 057 to accept the lowest responsive bid of Alfred Palma, LLC in the amount of $11,872,500 for the base bid plus a contingency in the amount of $1,000,000 for a total of $12,872,500 for the Conveyor BC-6A Replacement and to amend the 2023 capital budget. Mr. Cradure seconded the motion.

Mr. Krielow stated he had a conversation with Mr. Pestello in regards to the project and his concern is that they had one bidder. It was over the engineer’s estimate. The project was originally in the 2025 capital outlay budget, so essentially there are no funds budgeted in the budget to pay for this project. Mr. Pestello said that is true for this year. He understands it is in the FEMA request deal, so his question is could it be structured to where the Port does not proceed with a notice to proceed or award actually an award until staff knows that it is at least committed.

Mr. Ringo asked when he means an award like do not sign the contract. Mr. Krielow stated that was correct. Mr. Ringo said that a notice to proceed would be a separate item. He just wants to make sure they are clear. Mr. Krielow said he wants to hold the contract if the contractor’s willing to work with staff until they get the commitment. He understands the funding is a long battle in itself, but at least to know it is committed, it kind of puts in his opinion the Port on more solid ground to go forth with a project of this magnitude while it is not in the regular budget. Mr. Pestello said he totally agrees. They can work with the contractor, Alfred Palma. They are actually here today. They can mutually agree to hold that price and delay that notice of award until they have that authorization from FEMA. Staff has already have submitted to FEMA, so they are just waiting on that EHP approval at this time. They expect it any day now. Mr. Krielow asked that not holding to anything typically the way they are moving now, how long a process is that. Mr. Pestello replied that fortunately for this one since it does not have any direct impact to Wetlands or any Greenfield sites, it should be very quick. They have had some others and they have been pretty quick such as 30 days. That is pretty normal for those.

Mr. Johnson asked what is the projected timeline on the project. Mr. Pestellow stated the construction was less than a year. He does not have it in front of him, but thinks it was 250 days somewhere around there. Mr. Johnson said that because it mentioned something in in the submission about the shiploader being here within the next 12 months and are talking about delaying it to the first of the year. Does that impact anything with the shiploader? Mr. Pestello replied that it could, but hopefully with that timeline, they will still be in line. Mr. Henderson said that if they do not have the conveyor in place and the shiploader shows up, then they are not going to be able to load calcine or be able to unload rutile for Louisiana Pigment. That affects our customers if it gets delayed too long.

Mr. Krielow asked if the current conveyor that is there now operational. How are they conducting business now? Mr. Pestello said it is operational. It is just the new shiploader requires a much taller tripper because they built it for new modern ships whereas the old one had a much lower clearance. It is operational now and are able to use the temporary loading and unloading equipment with it. It is just a new shiploader would not be able to function. Mr. Krielow said that operations can continue until such time it is put in place. Mr. Pestello said that was correct at the temporary mode. Mr. Henderson stated that when a new shiploader arrives, they cannot use the system it is now. It is just a scheduling thing. They need to make sure that once the shiploader is here, that they have the new conveyor in place or they will not be able to…Mr. Pestello said it is just one piece of equipment as part of the shiploader, the larger tripper, they have to basically delay that delivery. They probably want to delay delivery of everything until conveyor is built. Mr. Henderson said he just wants to make sure because that the way that the system works, the tripper has to be locked in place to be able to get the rutile to Louisiana Pigment silos and they kind of work on an as needed on time delivery for their product. They do not have a whole lot of storage. If the timing works then it will be fine.

The motion carried unanimously.

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3. Submission 2023 – 058 authorizing the Executive Director to amend Resolution 2023-007, the professional services agreement with Lanier & Associates Consulting Engineers, Inc. for construction support services for the Conveyor 6A Modifications at Bulk Terminal No. 1.

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Mr. Self stated staff requests the Board of Commissioners to authorize the Executive Director to amend Resolution 2023 – 007 for Professional Services with Lanier and Associates Consulting Engineers, Inc. to include construction support services for the conveyor 6A modifications at BT-1.

This is related to that same project staff just discussed. In January 2023, staff entered into a Professional Services Agreement with Lanier for this project. It included the design, but not the construction support services. This amendment will include the construction support services as well.

Mr. Johnson offered a motion to adopt Resolution 2023 – 058 to authorize the Executive Director to amend Resolution 2023-007, the professional services agreement with Lanier & Associates Consulting Engineers, Inc. for construction support services for the Conveyor 6A Modifications at Bulk Terminal No. 1. Mr. Guidry seconded the motion and it carried unanimously.

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4. Lake Charles Methanol Update Briefing Note.

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Mr. Self stated Ms. Linda Miller was here to provide the Board with an update. She was last here earlier this year when the Board all approved an extension of the lease option they had on the various sites around Bulk Terminal 1. At that time, they talked about that she would come from time to time and give updates on the progress of the project. That is what she is doing today.

She brought up a presentation. On the left side of this slide, is the description of the project. When she spoke earlier, she mentioned that it is very important to be a hydrogen project these days because of being able to qualify for certain tax credits from the Federal government. So, they describe themselves as a hydrogen to methanol project. The characteristics of the project are one that one should be proud of with very strong environmental characteristics, low CO2 almost all of it captured, low criteria pollutants such that they submitted their permit last week as a minor source. The previous project was submitted as a major source. It is a project that has very few emissions and at the same time they are making methanol using conventional technology and is a project that they do not need subsidies to make it work. The project is at scale unlike many of the so-called renewable projects or the new projects. This project works on its own. They are making methanol and selling it two companies for 20 years. These companies love the project because of its environmental characteristics. They actually gave Lake Charles Methanol a floor price in their contracts, which makes the project very desirable to equity investors. It is one of the reasons why they are able to attract development equity. They closed in in June of this year and since then have been moving the project forward.

This is a little schematic of the stages of natural gas and water to hydrogen to methanol and then to their products, which are methanol and CO2, which goes to Denbury who uses it for enhanced oil recovery or carbon sequestration depending on what they have permitted.

On the right side she just wanted to review the terms of what they agreed to. One thing that changed since she talked to the Board is they had to form a new project company. The new investors wanted to a clean company without liabilities or at least they wanted to know what the liabilities were. They assigned the existing lease, which was with the old company to the new company with all of its liabilities and she will speak at the end what all those liabilities are, but it is as if it was with the original company. Mr. Prudhomme asked Mr. Ringo if he had looked at this. I mean when you are transferring liabilities and assets, has he looked at this see if it is in the Port's best interest. Mr. Ringo said the new company assumed all of the liabilities of the previous company, so staff consented to the assignment subject to all of the existing liabilities transfer into the new company. That was signed by both parties. Ms. Miller said it was a separate agreement correct and that was certainly their intention. Mr. Krielow said to follow up with Mr. Prudhomme’s questioning and he understands that is their business model and how they have to do it with the new investors and certainly it appears they are getting in and helping move the project forward, but there was a presentation at an Industrial Alliance conference or meeting that information he thinks was misinformation that the new entity was a new entity free of all liabilities and the specific question came up in that presentation of what about the past due amounts owed to the Port. The presenter alluded to the fact that all of those liabilities went away and they no longer owe that and it is all clear. He certainly understands under the assignment that Lake Charles Methanol 2 is assuming those, but thinks the Port needs to be clear and it would have been helpful and maybe at the time she did not know, but when the Board extended it the last time, and that extension was signed by Executive Director, Lake Charles Methanol 2 all of a sudden appeared almost two weeks later. The Board was unaware of that so when he gets questions from someone in the public about, “Hey, what is going on with this project. I thought they were indebted on some past dues. All of a sudden it has all gone away.” Naturally, it is an alarming surprise to a Board member. Ms. Miller stated she was sorry there was that misunderstanding and surprise, but she can declare unequivocally that all of the liabilities move forward and they would not have asked to do that unless that happened. Mr. Ringo said that not only that, but when staff extended the option and actually redrafted the underlying lease agreement, all of those obligations were put in the underlying lease agreement specifically itemized so they are included, which if Lake Charles Methanol 2 now exercises the option that lease that is underlying the option right is still in place and includes all those underlying agreements. Even if they were not fully assigned, which they were, that those obligations are included in the underlying lease. Ms. Miller said that is correct and was one thing they were updating the lease in order to make some changes that the DoE's lawyers had recommended and in doing so both of us wanted to be very clear as to what those liabilities were and even last week there was an email exchange saying,” These are what we think the liabilities are. Do you agree? Yes, that is exactly right.” It is very clear between us how much is owed. The only number that is calculated is the amount of Interest. Mr. Ringo stated that is correct and is updated her presentation here. Ms. Miller agreed. It is still ongoing. It is calculated on a monthly basis.

Mr. Self asked Ms. Miller to speak to one other point. Whoever it was that misunderstood the presenter from Lake Charles Methanol at the LAIA meeting, also misunderstood that there was some kind of DoE or they understood that DoE was going away. When he spoke with Ms. Miller, she was saying the DoE funding is actually increased. He asked her to speak to that. Ms. Miller said to let her go to the next slide. This is just a slide to show the quality of entities that are involved with the project and if she had full confidentiality she could tell some of the other names and they would also be world-class companies. This is as I said this is a world scale project. Building it is Technip from France. They are a world-scale contractor of Turner Industries, who would be the contractor. They are going to use Phoenix Power Systems. Technip and Turner will build the main plant, but then they have a tank farm and a lot of pipelines and loading arms. Those will all be built by Phoenix. She has already mentioned Denbury. Denbury is in the midst of merging with Exxon Mobile. It is supposed to be closing on the 2nd of November, so by the end of the week, they may have a contract with Exxon Mobile as opposed to Denbury. The Port is involved and the DoE, so with the DoE, they had a conditional commitment for the prior project for some $2 billion and that was for the pet coke project. When they changed to natural gas, DoE said they continue to be very interested in the project, but Lake Charles Methanol will have to update their application. Lake Charles Methanol applied this summer and DoE approved it and invited them to do a part two application. They have not completed that yet only because they needed a lot of technical information in order to provide them an independent engineer report and it simply was not done yet. As of this week, they will have all the information needed so that the independent engineer can complete his report and provide it to Standard and Poor’s to complete her report and so that they would finish their part two application with DoE by the end of the year. Then they would have next year.

She stated she will talk about timing on another slide to complete. They have asked for over $3 billion this time. When they first started with them they had $10 billion now they have $50 billion and so they have plenty of money. DoE has identified them as a core project for us. They have assigned a person to the project. Lake Charles Methanol is already working with the environmental division about how they can move forward the changes needed for the environmental impact statement. They are in constant contact with the Department of Energy.

Interestingly, if for some reason that gets delayed for some reason because they are using commercial technology, they can also access bank financing. They are actually looking at both financings on a parallel path, so that they can make sure that when they are ready to close that they will have a path to funding. She asked if that answer the question that Mr. Self wanted her to address. Mr. Self said it did.

Ms. Miller said that everything that has gotten done are in the top bits of development capital. Earlier this year they closed on $47 million, which is enough to bring them to financial close with about a 20% contingency. They have plenty of money to get to financial close. The next is gas supply. Regarding the gas supply contract they have, half of it signed up with a very large gas supplier. The only reason they have not signed the second half up is she mentioned before the project is interested in the ability to receive tax credits for its hydrogen production. The rules are not out yet and they are not sure that we may have to restructure some of their natural gas supply and transportation depending on what the rules are. They do not know if it is allowing book and claim accounting or physical delivery or whether there are restrictions on if you use renewable natural gas or you can only use it to a certain level of carbon intensity. They do not know the rules. That is the only reason why they have not signed up the rest of the natural gas.

The methanol off-take agreements are all signed. Carbon sequestration is all arranged for. The technology is all set and they are just in the process of Technip and Turner going through what is about 10-month process for them to come to a front-end engineering and design and get them to the final price, which should be in the beginning of the second quarter next year. The site is with the Port so that is all set as well. Regarding permitting, as mentioned before, they filed for their air permit last week as a minor source. They have met with the agency. They thought they could by sometime either December or January release of the permit. Lake Charles Methanol would likely have public hearings in February.

On the equity side, they were supposed to have meetings with new equity. This is for the permanent equity and the meetings were set up like in no time because all equity is looking for are ESG projects that are also commercial. There is a huge, especially their project that has floor prices in its contracts. Therefore, there is huge level of interest in their project. They have not had those meetings yet because their banker’s father died. That had to be postponed, but he is very excited about the prospect of raising equity so that process is going well.

Ms. Miller showed the timeline. All of the things on the top are completed. With the natural gas contracts, they are hoping to be done by the end of the year. Coincident with the expecting to get regulations out in December. The permitting should be in the second quarter as well as the engineering. The financing will be the last thing to happen. That is their timing. With the Port, they have an extension through all of next year, so they are really gearing toward trying to close by June 30th, but they have with all of their agreements we have until the end of the year. They we have a little bit of buffer.

Here are the obligations that they were referring to. They owe the Port at financial closing for these obligations $2.3 million. They have also paid the Port $2.3 million coincidentally for option payments over the last few years. Although there are certain times where they did not pay some of it was during the COVID times where the Board was kind enough while things were going crazy to give them a little bit of leeway. Then there was another time earlier than that where they just could not raise it. There were times when paying the Port option was the only thing we were paying during that during that month. They had to pass the hat around because people were not getting paid either. But, they have been paying now since March of 2021 and of course the budget contains the money to continue to pay the Port through the end of next year.

At the financial close, the Port will also receive the first year's rent, which is $1.7 million and they pay that in advance every year from that time forward. The way that that goes is every five years it increases. Mr. Self said that there is a CPI, but he does not recall if it is annually or every five years. Ms. Miller said it is something like that, but there is an adjustment where it increases over time. Mr. Krielow asked if there was also an amount from the previous unpaid balances of the predecessor company of $2.1 million. It is due at closing. Ms. Miller stated that this is what that is. That is what she was just showing. Mr. Krielow said that in addition to this $2.3 million. Mr. Ringo stated that there is an amount that carried over. Mr. Krielow said that is another obligation of $2.1 million in addition to the one year in advance. Ms. Miller said that is what she was just showing. Mr. Ringo said that it is in addition to the amounts owed to the Port. It carried over from the Leucadia days. If you remember, there was an amount that he does not know what it is off the top of my head, but it is included as part of that first year's rent. Mr. Krielow said that it is in addition to this $2.3 million that was on the screen and the one year prepay of the lease. He said he is just stating all that so they all are clear here sitting here today that there is no misunderstanding. Ms. Miller stated she would have to check on that other $ 2.1 million. It kind of rings a bell but is not 100% sure. If they owe it, they will pay it she assured. Mr. Krielow said it was a commitment of the original Lake Charles Methanol and if you assume liabilities it is in that agreement.

Mr. Johnson asked what their biggest roadblock to starting in June. Ms. Miller replied that the biggest roadblock is the processes with the Department of Energy because there is just a lot of sequencing of things. They have to accept the application then they have to hire their consultants. Then they have to do some diligence. Then they have to give you a conditional commitment. Then they have to finish their due diligence and then get their own internal approval. Then they have to get OMB approval. They have a lot of additional steps compared to a commercial bank. With a commercial bank, she knows if she started right now, she could get closed by April because she has done it before. That is what she has done in her career because they do not have a lot of the same roadblocks. They do not have to get an environmental impact statement or they do not have once they get their own banks approval, they do not have they can close. They do not have to get other external parties. Mr. Johnson said that she had said they were investigating commercial financing and DoE financing on parallel paths so that they would not run into that problem. Ms. Miller stated that was right. Mr. Johnson said that if by June they cannot get financing through DoE, they will go through the commercial path right. Ms. Miller agreed. So, any chances that in September of next year they might be asking for an extension of the option? Mr. Prudhomme said that is too long. Ms. Miller said her life changes so quickly. That is a very interesting question. Her feeling is from what they know now that the June date might slip but it might slip a month or two. The work with Technip is going extremely well. That is one reason why I did mention them because they are really pleased with the work that they are doing and the work with Turner. That is their longest lead time item. They are supposed to be done in April and May. If something happened with them to extend that that could possibly push it out, but that is the last item that they need. I guess if there was some issue with the permit, but it is hard to believe there would be some issue with the permit because it is a minor source. If it were a major source, that that would be the thing she would mention as a potential impediment.

Mr. Krielow asked if she will be giving us quarterly updates. She stated she would. When she came before, they really got started again in June, so this is kind of like her quarterly presentation. She is thinking at the end of January would be another good time to come back and then maybe at the end of April that we can plan on doing that.

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5. Executive Director Quarterly Expenses Briefing Note.

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The Executive Director Quarterly Expenses Briefing Note was rendered to the Board and is on file in the Executive Offices.

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 6. September 2023 Financials Briefing Note.

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The September 2023 Financials Briefing Note was rendered to the Board and is on file in the Executive Offices.

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 7. FEMA/GOHSEP Briefing Note.

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Mr. Landry stated that again projects increase and decrease. They are getting very close to having 100% obligated. They are right around 96% of dollars obligated right now. In the last month since the last meeting, the Port has actually received $7.7 million of that. It is starting to come in, slowly but surely, and as those projects continue on through the process and staff submits those requests for reimbursement they will see more and more of that coming through.

The FEMA/GOHSEP Briefing Note was rendered to the Board and is on file in the Executive Offices.

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 8. Monthly Staff report from Director of Administration and Finance.

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Mr. Landry said that he and staff are currently working on the 2024 budget, so they will be working on that and getting that to the Board sometime in November so they can start reviewing it. It will be a preliminary when first given to the Board. Staff will keep working through it until it is submitted at the December Board meeting. They have also been working very diligently with their representatives from Gallagher. The property premium policy is coming up on January 1st, so they are working their best to make sure they get the best policy possible at the most favorable rate possible.

Mr. Krielow asked when does he anticipate getting some rates from them. He said he plans to have a call with them this week. He does not know if they will have any numbers for him, but is hopeful they will have something soon. He will try to see if he can pry them to get something sooner than later obviously.

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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 9. Monthly Staff report from Director of Navigation.

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Mr. Hayden said that in addition to his report, he wanted to tell the Commissioners that he has good news and bad news about whales. The good news is that last Thursday, NOAA nymphs withdrew their proposed regulations on vessel speed limits and all the limitations that were going to apply in the Gulf of Mexico. The bad news is it is not over. They have reserved the right to reissue regulations etc. That could come back at any time, but he hopes not soon. In addition to which there were two sets of regulations. One imposed all these vessel requirements. The other expanded the Rices whale habitat from Brownsville and an arc all the way to the Straits of Florida. That is still moving forward and he does not know how that is going to turn out, but they have a large group of people who have also objected to those regulations.

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

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 10. Monthly Staff report from Director of Operations.

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Mr. Henderson stated that recently at City Docks, they have received about 34,000 tons in aluminum trihydrate that was a ship and two barges. They did another cargo transfer liquids about 14,000. There were two bulk rough rice vessels loaded at City Docks and a sodium hydrosulfate liquid ship and two Lumber vessels for another 27,000 cubic meters.

On the schedule for City Docks, they will have a busy month of November. They have an aluminum hydrate ship and two barges about 13,000 cubic metric tons. They have two lumber shipments about 14,000 cubic meters and another cargo transfer. They also received confirmation that they will be receiving the first cement ships. It will be about 35,000 tons in the first cement delivery. It will be in super sacks. That will be discharged around November 5th. It will probably take them six or seven days to get that done. Mr. Self stated that it will be a great cargo for the Port.

Mr. Henderson said that at BT-1 recently, they did a loaded another coke ship of 30,000 tons. They did some rutile barges and a calcine barge. On the schedule, they have another two raw coke ships with about 70,000 tons and another rutile ship that is about 8,600 tons

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

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

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Mr. Chretien stated that currently been two cargo projects uh one is a three-year deal with 50,000 tons of fly ash that will come in by rail and discharge direct to truck. The second would be a grain company looking to bring in 100 to 150,000 tons of ball grains per year. They are looking at 10 to 15 years. They are also continuing to work with Matchstic on the Port’s re-branding process as well as the 2024 budget.

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

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Mr. Pestello said the projects are moving along pretty good. One in particular that everybody can see as they are driving in is the Sallier Street Rail. He wants to give a quick update on that. It has been delayed due to some utility conflicts. It is really water, sewer, phone and cable. Those have all been addressed and he expects the contractor to be back on site this week trying to get back going ramping up to work on those crossings. They are really right at either end as you drive so he wanted to make sure everything was correct before they started opening up the road causing traffic issues.

Additionally, he has been working on the capital budget making sure all of their projects are accounted for and other than that would be happy to answer any questions. Mr. Prudhomme said that he knows there is a lot of work going on over here and asked if it has impacted the Port at all. Mr. Pestello asked if he meant the Nelson Road project. He did. Mr. Pestello said their early utility relocation is really what impacted the Port where they opened up the driveway and had equipment there for a while. Since then no they have been working on the south side of the Bayou pretty much the rest of the time. Mr. Prudhomme said he heard the pile driving this morning. Mr. Pestello said he was happy to hear that it finally got started.

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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13. 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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 14. Monthly Staff report from the Federal Port Lobbyist.

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

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

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There were no other matters to be discussed.

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

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Mr. Krielow offered a motion to enter into Executive Session. Mr. Prudhomme seconded the motion and it carried unanimously. The Board entered into Executive Session at 5:42 p.m.

* + IFG Port Holding, LLC vs LCHTD – Case: 2:16-cv-00146 U S District Court, Western District of Louisiana, Lake Charles Division.
	+ Sallier St. Rail Relocation – Acquisition of Property needed for the Rail Road Right of Way.
	+ Lease Agreement with Big Lake Fuels, LLC.
	+ Stacey A. Ryan, et al, vs no. 2014-004268 Calcasieu Parish Police Jury, LCHTD, et al -14th JDC, State of LA.

The Board returned from Executive Session at 6:08 p.m.

Mr. Lorenzi stated there was no action taken in Executive Session.

There being no further business to come before the Board, Mr. Lorenzi asked for a motion to adjourn. Mr. Krielow offered a motion to adjourn. Mr. Prudhomme seconded the motion and it carried unanimously. The meeting adjourned at 6:09 p.m.

All discussions held on the above items were recorded using the FTR Gold recording 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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 THOMAS L. LORENZI, President

ATTEST:

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KEVIN D. GUIDRY, Secretary/ Treasurer