Minutes of the Regular Meeting of the Board of Commissioners of the Lake Charles Harbor and Terminal District held at 5:00 P.M., Monday, December 19, 2022 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

David J. Darbone, Assistant Secretary/Treasurer

Mary Jo Bayles, Commissioner

Carl J. Krielow, Commissioner

Absent:

Dudley R. Dixon, Commissioner

Kevin D. Guidry, Secretary/Treasurer

Also Present:

Richert Self, Executive Director

Jon Ringo, General Counsel

Cameron Landry, Director of Administration and Finance

Channing Hayden, Director of Navigation

Todd Henderson, Director of Operations

Therrance Chretien, Director of Cargo and Trade Development

Michelle Bolen, Executive Administrative Assistant

Mr. Lorenzi called the meeting to order at 5:01 P.M. Mr. Krielow gave the invocation. Ms. Bayles 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 November 21, 2022 Regular Meeting Minutes.

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Mr. Krielow offered a motion to approve the November 21, 2022 Regular Meeting Minutes. Mr. Darbone seconded the motion and it carried unanimously.

Mr. Ringo said it is best if there is going to be an attempt to amend the agenda for tonight, they do that now. They do not need to take anything out of order, but if they are going to amend the agenda, they should go ahead and do that. Mr. Lorenzi asked for a motion to amend the agenda. Mr. Krielow offered a motion to amend the agenda on the submission from stevedore companies to add that upon receipt authorizing the Executive Director to approve the submissions of J.J Flanagan and Lake Charles Stevedores subject prior to December 31, 2022. If it is submitted and all the documents are provided as required and that has been referenced to in Submission 2022-065. Mr. Darbone seconded the motion. Mr. Ringo stated the Board will approve the three stevedoring companies listed and also grant the Executive Director the authority to approve the submissions from Lake Charles Stevedores and JJ Flanagan upon receipt, check that all the documents are submitted properly and that everything is in order. The Executive Director will have authority to approve it. It has to be a unanimous approval by the Board. The motion passed unanimously and the agenda was amended.

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2. Submission 2022 – 061 establishing the Regular Meetings of the Board of Commissioners of the Lake Charles Harbor and Terminal District for the calendar year of 2023.

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Mr. Self stated each year at the December meeting staff submits the Board meeting dates for the following year. Approval is needed to establish a date, time and place for Regular Board Meetings of the Commissioners of Lake Charles Harbor & Terminal District. They are typically on the fourth Monday of each month. There are a couple of dates that are moved due to holidays. The dates are included in the Commissioner’s packet. Mr. Lorenzi asked that just as a point of order, does the Board need to actually dictate the dates into the minutes? Mr. Self replied that the Board does not.

Mr. Darbone offered a motion to adopt Resolution 2022 – 061 to establish the Regular Meetings of the Board of Commissioners of the Lake Charles Harbor and Terminal District for the calendar year of 2023. Ms. Bayles seconded the motion and it carried unanimously.

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3. Submission 2022 – 062 approving revisions to the Port of Lake Charles Tariff No. 013.

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Mr. Self stated staff requests approval to revise the District's Tariff No. 013 for items number 650 and 721. The dockage rates and security surcharge rate revisions bring the District into line with the members of the Gulf Seaports Marine Terminal conference rates for 2023. Staff requests approval to increase the Tariff rates for item number 375, which is the TWIC escort service and item number 390, which are charges for the Seafarer Center. As part of the Gulf State Marine Terminal conference, staff adjusts the dockage to be in line with the approved Gulf Seaports Marine Terminal conference rates for dockage and security fees. In addition, staff is requesting an increase associated with the TWIC escorts and the charges to the vessels for the Seafarers Center.

Mr. Krielow offered a motion to adopt Resolution 2022 – 062 to approve revisions to the Port of Lake Charles Tariff No. 013. . Mr. Darbone seconded the motion and it carried unanimously.

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4. Submission 2022 – 063 authorizing the Executive Director to purchase Construction Management, Field Technical and QA/QC services from River West Enterprises, Inc. for the construction of various capital projects for 2023.

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Mr. Self stated staff recommends that the Commissioners authorize an agreement for owner’s representative and inspection services with River West for various poor construction projects during fiscal year 2023. River West has been providing field tech owner representative services, QA/QC work on several of the Port’s capital projects and repair projects. Due to the hurricanes Laura and Delta, staff is undertaking numerous projects simultaneously and River West provides a critical service for the Port in getting back to normal. This agreement will allow for that service.

Mr. Darbone offered a motion to adopt Resolution 2022 – 063 authorizing the Executive Director to purchase Construction Management, Field Technical and QA/QC services from River West Enterprises, Inc. for the construction of various capital projects for 2023. Mr. Prudhomme seconded the motion.

Mr. Krielow asked regarding the amount of the construction contract, it is about double what it normally is with River West. Is this going to be recovered through FEMA? Mr. Pestello stated it was and it is about double. However, staff had to come back to the Board about mid-year last year, so it is actually very close to what the total was. Mr. Krielow said all reimbursable by FEMA. Mr. Pestello replied that it was. As they are submitting the request to GOHSEP and the other funding sources, they submit these as well. Mr. Self said they are for FEMA projects. If they work on one that is not a FEMA project, say Berths 2 and 3, that would not be reimbursed. Mr. Pestello stated that was right. Mr. Krielow said he takes it the increase in the need for staff is due to the hurricanes. Mr. Pestello replied that it was. Mr. Self stated he wanted to be clear that some of the fees not going to be reimbursed. Mr. Lorenzi asked if they had an idea what the breakdown is. Mr. Self said the majority of this is FEMA. Mr. Pestello said the majority is FEMA. Actually, this year staff did a very thorough and detailed schedule of all of the capital projects and resource allocation. Because they went over last year, they were trying to avoid that this year. They got more detailed into their breakdown. He was trying to add him up as they were talking and got 16 that are actually in construction now and only about two of them are not hurricane related.

The motion carried unanimously.

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5. Submission 2022 – 064 authorizing the Executive Director to amend Resolution 2018 – 020 for engineering services for Rail Relocation at West Sallier Street with Meyer & Associates, Inc.

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Mr. Self stated staff requests the Board of Commissioners to authorize the Executive Director to amend Resolution 2018-020 for engineering services with Meyer Associates, Inc. for the rail relocation at West Sallier Street. The Port entered into a CEA with Louisiana DOTD associated with the Nelson Road Extension and Bridge Project, whereby the Port is responsible for moving the rail. The original estimate for Meyer & Associates was based upon a 2018 submission. This will be amending that amount based upon the bid for the project based on the fee curve for engineering services. It is reimbursed by LADOTD at 100%.

Mr. Prudhomme offered a motion to adopt Resolution 2022 – 064 to authorize the Executive Director to amend Resolution 2018 – 020 for engineering services for Rail Relocation at West Sallier Street with Meyer & Associates, Inc. Mr. Darbone seconded the motion and it carried unanimously.

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6. Submission 2022 – 065 approving stevedore licenses for Federal Marine Terminals, Inc., Gulf Stream Marine and Sonic Stevedores, LLC, James J. Flanagan Shipping Corporation and Lake Charles Stevedores.

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Mr. Ringo stated to Mr. Prudhomme that he arrived after the agenda was amended. Any Amendment to the agenda has to be unanimous. It was unanimous in its approval, but since Mr. Prudhomme came in late, he wanted to ask on the record if he has any objection to the amendment that was made. The Board added two stevedore companies to the list of those that are going to be approved. Mr. Prudhomme stated he had no objection. Mr. Ringo wanted to be clear because Mr. Prudhomme will be voting on this item.

Mr. Self stated approval of the Board has sought to enter to a five-year stevedore permit expiring on December 31, 2027. Before the deadline, staff has received to date three of the five permits. The three that they have received are from Federal Marine Terminals, Gulf Stream Marine and Sonic Stevedores. The amendment to this submission relates to J.J. Flanagan and Lake Charles Stevedores. Staff has received the three. They have been reviewed and approved. If staff receives the other two prior to December 31, 2022, they will review and request any additional documentation needed for those permits to be approved. Then, with the Board’s approval tonight staff will roll through that and approve that permit.

Mr. Lorenzi asked if Mr. Lynn Loftis of Gulf Stream Marine would like to address the Board. He declined

Mr. Darbone offered a motion to adopt Resolution 2022 – 065 to approving stevedore licenses for Federal Marine Terminals, Inc., Gulf Stream Marine and Sonic Stevedores, LLC. and approve James J. Flanagan Shipping Corporation and Lake Charles Stevedores if their required information is submitted by December 31, 2022. Mr. Krielow seconded the motion and it carried unanimously.

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7. Submission 2022 – 065 approving the District’s 2023 Operating, Non-Operating and Capital Budget.

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Mr. Self stated Board approval is sought to adopt the 2023 operating non-operating and capital budgets. He turned it over to Mr. Landry who will provide an overview of the 2023 budget.

Mr. Landry asked the Board to turn their attention to the TVs. He stated he would over some of the budget information. On the Traffic Outlook, most of the tonnages they expect to increase compared to 2022. This is comparing the Forecast III. Even though he didn't present it to the Board, they did do a shorthand Forecast III that projected towards the end of 2022. This compares to what they budgeted for 2023. Most of the tonnages they expect to increase. There are a few items he would like to point out such as forest products being one that was newer to 2022. They saw a steady inflow and do expect that to continue. There is in that top portion Other Liquid Bulk. He has spoked about it in the financials throughout the year. That is the petroleum byproducts. They do expect that to continue. It is a little more unclear, so they did include that in there.

As for BT-1, they saw petcoke and barite return kind of to normal and actually exceed budgeted 2022. It is expected to continue on that route and exceed 2022's forecast as well.

Overall, they look to handle about 400,000 more tons than in 2022. Mr. Prudhomme asked Mr. Henderson how are the handlers working or the cranes working. Mr. Henderson stated that it is actually working well. It was working really well until today. I received an email just before the Board meeting that it is down. But it is working really well. The guys are getting used to it and production has definitely increased.

Mr. Krielow asked regarding the other breakbulk 100,000 tons for ‘23 versus 27,000 Forecast III, what is the major difference. Mr. Landry stated it was mostly project cargo.

Regarding operating revenues and expenses, operating revenues they are budgeting about 800,000 more. That is including Vessel and Cargo and Rental being increased, with a little drop off in Other due to some dredge spoil charges that they had in ‘22 and did not see in ‘23.

Expenses, as expected with the higher cargo and the higher revenues, they expect those to go up as well because with higher operating revenues come some more operating expenses. That is an increase of about $700,000. Included in that increase is a lot of reimbursable expenses related to hurricanes and about $950,000 for the Fournet Street property clean up that is also reimbursable. About $1.8 million of that increase is actually reimbursable. It is good news on that end.

Depreciation is up about $1.5 million. That is just due to projects being completed throughout the year. They begin depreciating. Operating Income after Depreciation is about $1.3 million. It is more of a decrease loss, but before depreciation they are about $200,000 favorable.

On the non-operating side, most of the revenues and expenses are relatively in line with what they saw in 2022. The only one item that he wanted to point out is Interest Income, which they saw the interest rates start to go up earning more interest at the end of 2022. He expects that to continue for most of 2023. The Net Cash flow budgeted is around $10.6 million, which is about $500,000 favorable to 2022.

Looking at the capital budget they have a lot of projects going on and a lot of different funding sources. Looking at the column for 2023 at the very bottom, the total that we expect to spend in ‘23 is about $120 million. Of that, the Port funded portion is only about $41 million. A lot of that is coming from

Port Priority and Capital Outlay. The other sources includes FEMA, The SWLA Recovery Fund Group and DOTD. There are a lot of funding sources and this also continues through the future years, which includes 2024 through 2027. There are a lot of a lot of funds coming from other sources and hopefully only a little bit coming out of the Port’s bank account.

In the board book there is a breakdown of every project they have included. This is a kind of a continuing explanation of what the Board just saw. It shows the continuing capital projects. This does not include minor projects, but continuing projects that were already going on before 2023 started. They are projecting to spend about $114 million and then new capital projects for 2023. It is only $2.5 million, so a lot of these projects throughout this book are continuing from prior years. They are mostly hurricane related and this is a breakdown of minor projects by department. Also in the packet on the last page is what exactly makes up these projects. Those are our minor projects. This is a breakdown of the cash outlook for 2023. As of the end of the month of November, the Port had about $119 million in the bank account. A portion of that is restricted. There are six lines that are restricted funds. They added their cash flow, subtracted out the debt service and the capital spending, which is the 2023 Port’s portion of the capital spending and the unrestricted Investments at year end next year, they expect to be around$ 48 million. It is still a healthy bank account.

Mr. Krielow offered a motion to adopt Resolution 2022 – 066 to approve the District’s 2023 Operating, Non-Operating and Capital Budget. Mr. Prudhomme seconded the motion and it carried unanimously.

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8. November 2022 Financials Briefing Note.

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The November 2022 Financials Briefing Note was rendered to the Board and is on file in the Executive Offices.

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9. FEMA/GOHSEP Briefing Note.

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Mr. Landry said this is kind of the same thing they have seen the past few months with project totals fluctuating a little bit here and there. One thing he wanted to mention is Project 8 through 14, the back warehouses that they plan to tear down and build one large Warehouse. That project has been obligated and that is that obligated increase of about $3 million. Further on that, some of the projects that are on standby being held up a little bit are Sheds 4, 5 and 6. It is going through technical review with the CRC and they are currently reviewing the 50% rule. Staff has been getting questions and kind of answering follow-up questions. It is going through the process and staff is working on getting that one approved. Another big one is the unloaders. The first unloader got pushed through in their peer review process, which means it is getting closer to approval at approximately $19 million. That would be significant for the Port. With that being said, staff is also moving forward with the second unloader, which was kind of being held up until the first unloader was kind of through the process. He knew what to expect and is now pushing that one through. There are also a lot of smaller projects that are moving through the process relatively quickly so they can start to see a little bit of inflow from those smaller projects.

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

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

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Mr. Landry stated that other than preparing the budget information, they have been working thoroughly with representatives from Gallagher, including some of their reps from London. They came in and worked very close with the London Underwriters in an effort to get the best possible policy property policy for 2023. Staff expects to start seeing quotes this week and will obviously be making a binding decision next week. Mr. Prudhomme asked what kind of range are they looking at. Mr. Landry said they do think it will go up. He is hoping they can make some adjustments and get it in line at least with 2022, but the market is not looking good right now. They keep reiterating that. Mr. Krielow stated he noticed on the week of November 28 and then again on the week of December 1, there were a couple of accidents. Were they stevedore related or Port employee accidents? Mr. Self stated they were neither. That was UP. UP hit the Port’s locomotive at BT-1. They had an employee inside the locomotive. Mr. Henderson stated he met with UP to discuss that and they are trying to put in some policies and procedures to keep that from happening again. The Port’s locomotive was stationary. It was not moving. They alighted with the Port’s locomotive. Mr. Krielow stated it was the frequency was the reason he was asking. He understands if there is something in the Port’s safety needed to be addressed. Mr. Self stated this it was not the Port’s fault.

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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11. Monthly Staff report from Director of Navigation.

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Mr. Hayden stated they started a project in 2017 working with the Corps of Engineers to get the permanent disposal easements needed in disposal areas 12A and 12B. Those disposal sites are on the East Bank of the river right at the Industrial Canal. Five years later, he is happy to say that the landowner has accepted the offer that the CORPS made to them. Staff found that out late last week. Barring any problems in the details of getting this payment made, the Port should be able to secure the easements needed. These two disposal sites are very vital to the CORPS’ ability to keep the channel open because that area is right at the confluence of the Intercoastal and the Calcasieu River. That is one of the higher shoaling areas along the river. The CORPS is going to proceed to rebuild these sites. Twelve A was taken out of service a couple of years ago because it is in such bad shape, so that will be the first one to be rebuilt. They will then start working on 12b.

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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12. Monthly Staff report from Director of Operations.

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Mr. Henderson stated he wanted to make mention of one of Mr. Landry’s slides that he had in the financials. Regarding the traffic forecast through the year through November year-to-date comparing to November of 2021, cargo is up 20-.35%. They are right at 2.9 Million tons that they have moved through the Port through November.

Recently, at City Docks they have been handing a lot of aluminum hydrate barges. There was one bulk rice shipment and barge that was loaded at the Industrial Canal.

They also did one sodium hydrosulfate ship. Currently, there is a lumber ship that is being discharged at City Docks that includes some steel.

Between now through February, they are anticipating about a 100,000 and 130,000 cubic meters of lumber to be imported between now and the end of February.

The Port did get five barges of hydrate. They do have another barge that is scheduled to be loaded at the Industrial Canal. There is one bagged rice shipment in supersacks that is being loaded. It has been here for a while.

At BT-1, they are currently loading a coke ship. Recently, they did a rutile two other coke ships and a calcium barge, including the ship that is loading right now. They are going to do about another 83,000 tons hopefully before the end of the year of raw coke, a rutile ship that is 10,000 tons, a calcine coke ship that is about 9,000 tons and two more barges. They are going to be busy to the end of the year. They will shut down at 1800 on Christmas Eve and start back up at 7 am on the 26th. They will follow that same schedule for New Year’s Eve and reopen up at 7 am on January 2nd.bring in the New Year.

Mr. Prudhomme asked Mr. Henderson that everyone is going to get some cold weather here pretty quick. Mr. Henderson replied that it is an issue. It is something they just have to deal with especially the way they are having to work now with the ship’s gear and the mobile Harbor crane. They are just going to have to be careful. They will work and do as much as they can. They do not have much choice right now. There is too much going.

The Director of Operations’ 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 Director of Cargo and Trade Development.

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Mr. Chretien stated that in addition to all the cargo they have had, there has been a lot of recent interest in the Industrial Canal property.

The first weekend of this month staff hosted the second largest European Renewables company. They had representatives from Germany, Boston and Houston as well as Louisiana.

Last week he had a separate group interested in the Industrial Canal property. This company is looking to take natural gas and convert it into blue hydrogen.

Staff is currently working with a consultant firm out of Texas who represents a party interested in building a renewable plant now. He should get more details on that next week and they are planning to visit the first part of next year.

He has also been reviewing the 2023 permits for stevedores, line handlers, tug boats as well as the vessel agents.

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

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Mr. Pestello stated he had a video for to show the Board. It is a quick time lapse showing Berths 2 and 3 construction to date. He described the apron and what they are doing. The apron is out front. You can see the left part of the structure there that was rehabbed and reconstructed around 2003. They left that in place since it was solid and newer construction. They demoed everything behind it in two different strips. There is the Waterfront over the water and then behind the bulkhead. They have two different cranes driving piles. Everything on the front of the bulkhead they are able to reach from their ringer crane, which is the one on the barge.

They brought in a land-based crane to do everything on the land side. They started forming up the pile caps and the marine crane is still in the background. It actually moved and is no longer on site.

They are still doing landside piles and have got quite a few pile caps. For now they are starting to form up on the land side. Mr. Krielow asked what the time period on that was going to be. Mr. Pestello said it is about January of 2022 to now. It is a year and they are at 11 months. They are having issues of course hitting underground instructions, but they are forecasting to still complete in July.

In addition, after Ice Storm Yuri, they instituted a freeze protection plan after there were so many fire sprinkler systems having issues freezing. They instituted that policy this week and have started prepping all of the systems. They are doing all of their checks and making sure everything is ready to go for the cold weather.

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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15. 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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16. Monthly Staff report from the Federal Port Lobbyist.

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

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

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Mr. Lorenzi asked for a motion to enter into Executive Session. 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 5:38 p.m.

* 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.

The Board returned from Executive Session at 5:53 p.m.

There being no further business to come before the Board, Mr. Lorenzi adjourned at 5:53 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