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, December 21, 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

 Channing Hayden, Director of Navigation

 Michelle Bolen, Executive Administrative Assistant

Mr. Krielow called the meeting to order at 5:00 P.M. and gave the invocation. Mr. Lorenzi 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 November 20, 2020 Regular Meeting Minutes.

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Mr. Eason offered a motion to approve the November 20, 2020 Regular Meeting Minutes. Mr. Dixon seconded the motion and it carried unanimously.

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2. Submission 2020 – 054 establishing the Regular Meetings of the Board of Commissioners of the Lake Charles Harbor and Terminal District for the calendar year 2021.

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Mr. Self stated each year in December they set the Board meeting dates for the following year. Typically, it is the fourth Monday of each month.

Ms. McCleary offered a motion to adopt Submission 2020 – 054 to establish the Regular Meetings of the Board of Commissioners of the Lake Charles Harbor and Terminal District. Mr. Prudhomme seconded the motion and it carried unanimously.

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3. Submission 2020 – 055 authorizing the Executive Director to sign an amendment to the Project Partnership Agreement with the Corps of Engineers.

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Mr. Self said at the October meeting they presented to the Board changes from the Corps of Engineers associated with the Project Partnership Agreement and the Dredge Material Management Plan with the Corps of Engineers. The Board approved those documents. Between the time that those were approved and now, the Corps of Engineers has made changes to that. They were not changes that significantly impact the agreements, but it is different than what the Board approved in October. Staff wanted to go back to the Board for approval. The dollars changed over a 20-year period. It is a constant moving target.

Mr. Hayden stated that they tried to anticipate that the Corps might have made a few changes. They pretty well rewrote the whole document when they did a comparison on it. There were no significant changes, but it looked like there were substantial changes, so staff decided to come back to the Board for approval.

Mr. Dixon offered a motion to adopt Submission 2020 – 055 to authorize the Executive Director to sign an amendment to the Project Partnership Agreement with the Corps of Engineers. Mr. Lorenzi seconded the motion and it carried unanimously.

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4. Submission 2020 – 056 accepting the proposal and entering into a contract with Alfred Palma, LLC for building repairs to Shed 100 at City Docks.

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Mr. Self stated that staff is requesting authorization to accept the best value proposal of Alfred Palma repairs to shed 100. These repairs are associated with Hurricane Laura at a cost of $329,000 plus a $50,000 contingency for total of $379,000.

Currently, CB&I has equipment stored in there and they have another tenant that would like to move in there as well. CB&I will be moving out in the coming months. The Port needs to get this repaired because there is very limited storage at City Docks right now.

Mr. Darbone offered a motion to adopt Submission 2020 – 056 to accept the proposal and entering into a contract with Alfred Palma, LLC for building repairs to Shed 100 at City Docks. Mr. Lorenzi seconded the motion and it carried unanimously.

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5. Submission 2020 – 057 accepting the proposal and entering into a contract with Alfred Palma, LLC for building repairs to Sheds 9 and 9A at City Docks.

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Mr. Self stated that similar to the submission above, staff is requesting authorization to enter into an agreement with Alfred Palma, based on proposals, brought the best value for repairs to Sheds 9 and 9A. These are Hurricanes Laura and Delta repairs at a cost of $271,000 plus a $40,000 contingency for a total of $311,000. There is bagged cargo in those transit sheds. Again, they are highly limited in their covered storage areas due to the hurricane repairs.

Mr. Lorenzi offered a motion to adopt Submission 2020 – 057 to accept the proposal and entering into a contract with Alfred Palma, LLC for building repairs to Sheds 9 and 9A at City Docks. Mr. Dixon seconded the motion and it carried unanimously.

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6. Submission 2020 – 058 accepting the proposal and entering into a contract with Roofing Solutions, LLC for building repairs to Sheds 15 and 15B.

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Mr. Self stated staff is requesting authorization to accept the best value proposal of Roofing Solutions to provide emergency repairs to Sheds 15 and 15B. Those sheds have lumber and hydrate in them for Southern Ionics. The cost is estimated to be $405,000 plus a $60,750 contingency for a total of $465,750.

Mr. Darbone offered a motion to adopt Submission 2020 – 058 to accept the proposal and entering into a contract with Roofing Solutions, LLC for building repairs to Sheds 15 and 15B. Mr. Eason seconded the motion and it carried unanimously.

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7. Submission 2020 – 059 accepting the proposal and entering into a contract with Alfred Palma, LLC for building repairs to Warehouses 1 – 7 at City Docks.

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Mr. Self stated warehouses one through seven primarily store Firestone rubber. Some of the warehouses were so badly damaged that they could not even cover the building. They just covered the cargo. Engineering went out with the proposal and staff is requesting authorization to enter into the best value proposal with Alfred Palma at a cost of $1,334,000.

Mr. Dixon offered a motion to adopt Submission 2020 – 059 to accept the proposal and entering into a contract with Alfred Palma, LLC for building repairs to Warehouses 1 – 7 at City Docks. Ms. McCleary seconded the motion and it carried unanimously.

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8. Submission 2020 – 060 approving revisions to the Port of Lake Charles Tariff No. 013.

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Mr. Self stated that in December of every year, staff provides the Board with… The Port is a member of the Gulf Seaports Marine Terminal Conference. The conference adjusted dockage rates for 2021. It is an increase of about 3%. Typically increased are security fees, but did not this year. The Port is part of that conference. Staff is requesting approval for the dockage increase in fees in accordance with the Conference.

Mr. Eason offered a motion to adopt Submission 2020 – 060 to approve revisions to the Port of Lake Charles Tariff No. 013. Mr. Lorenzi seconded the motion and it carried unanimously.

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9. Submission 2020 – 061 authorizing an Addendum Number Ten to Real Estate Lease Option Agreement with Lake Charles Methanol, LLC.

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Mr. Self stated they received a request from Lake Charles Methanol for an addendum to their existing real estate option. They have requested an option to September 30, 2021. January and February 2021 will be paid at a rate of $5000 per month with the remaining $30,000 being deferred until their financial close. Beginning March 1, 2021, the monthly option payment would be $35,000 per month.

Ms. Linda Miller is here to speak on behalf of Lake Charles Methanol.

Mr. Darbone offered a motion to adopt Submission 2020 – 061 to authorize an Addendum Number Ten to Real Estate Lease Option Agreement with Lake Charles Methanol, LLC. Mr. Prudhomme seconded the motion.

Mr. Krielow said before they get into discussions, he wanted to state that there were letters of support from Senator Ronnie Johns, the City of Lake Charles, McNeese State University, SOWELA and the City of Sulphur. Mr. Krielow stated they have one speaker Ms. Linda Miller and asked her speak to the Board.

Ms. Miller stated she represents Lake Charles methanol as a principal. Her address 8337 Tallahassee Dr. NE., St. Petersburg, FL.

Ms. Miller thanked the Board for their continuing support of the project. She has met with several Board members over the last few days, but she wants to give the Board a brief synopsis of the project and where they stand.

This project has evolved into a world-class project. One that they can all be proud of. Over $5 billion. They expect to get about two thirds of that from the Department of Energy and the rest of the equity Morgan Stanley is raising for them. That last little bit is the reason why they are asking for an extension from the Board, as they were so kind to provide them in March when the financial markets and the energy markets fell apart. They have made a lot of progress, especially in the past few months and are hopeful that in January they will be able to identify that equity. All of the other pieces of the project are completed.

The project would take what is a very dirty feedstock, which is petroleum coke. They have about 30 million tons of it in the United States that they currently ship overseas to other countries where it is burned without control. They would take 2.5 million tons of that and turn it into a very low carbon feedstock. It looks to be a feedstock that is very well-positioned for the future in which they are going to be much more carbon oriented.

The nice thing about the project, and something they can all be very proud of, is it would be the largest carbon capturing sequestration project in the world - not the United States, but the world. When it is complete, they will take over 4 million tons of CO2 and sequester it. It is a real opportunity for this area because for Louisiana, as a state, and Southwest Louisiana are very interested in developing this as a business. She knows the Port is interested in economic development. To have this right at your doorstep is another aspect of it. Not to put aside the direct jobs, direct construction during operations and the expansion of the Port’s capabilities that support them. They will need liquid handling, which is something the Port does not do now. They will need much more dry bulk handling. The Port will expand to help more jobs there. A $5 billion project generates a lot of sales tax and about $70 million or more come directly back to this area. Not to the Port, alas, but to the parish, police jury and school board over about a five year. They also have PILOT agreements in place with all of those three entities for the future beyond the construction period.

She asked if anyone had any questions.

Mr. Lorenzi said that the long-term of this requires that pet coke continue to be produced. Is that correct? Ms. Miller stated that is correct, but as the project has evolved, about 40% of the output actually comes from natural gas. They could convert all to natural gas. They could convert take bio waste. There are a lot of other options. They all know about the shale gas, but pet coke has continued to happen because they are exporting the shale oil. Because of the Canadian heavy oil coming in and because all of these refineries like the CITGO refinery were set up to burn the heavy oils, they are being shipped in and that pet coke still happening. They still see it happening for a long time, but they have backups. This is a very long-lived asset – the lease with the Port is for 60 years. Projects that are similar to theirs like the Eastman Chemical project in Kingsport, Tennessee has been operating over 35 years. Kaufman, Kansas gasification project has operated for 20 years. It is a long life, but they see these other options as life moves on.

Mr. Eason stated that everyone one in this room and world would probably agree that 2020 was a disaster for everyone, especially in the world of commodities. That being said, he is personally convinced this thing would have closed last year if not for the pandemic. Just to put this in perspective, he was with an investment banker last week with one of the major Wall Street firms. He asked him how many final investment decisions or projects that he worked on and were a part of closed after March 2020. Mr. Eason stated the gentleman told him that zero closed. He is a major player with the Wall Street firm. Mr. Eason stated he was not surprised by his answer because they all saw what the prices did and oil even went negative at one time.

He took it one step further and took a look at methanol. It got killed just like every other commodity. But, the last five years inclusive of that is a 4 ½% growth rate on methanol. The current price is about doubled where it had bottomed out. Ms. Miller replied that the long-term price of the last 15 years is about $375 a ton on an inflation adjustment basis. It bottomed out at the $150 range in March and April timeframe. Now, in the United States it is back to $325, which is getting close to its long-term average. It has recovered a lot better and has a lot more resiliency than oil does because of the nature of its markets. Mr. Eason stated he saw their breakeven point on this project, which is $250. She agreed. At the time of the pandemic, they were pursuing it and looking to get approval with a certain private equity firm. As soon as the pandemic hit, the energy markets fell and all of those firms take care of their own assets. That is what happened to them. They have only been able to get back into the markets in late October. However, they are making great progress. Then, in late October they are hitting the holidays. But, they feel by January, they will be able to identify the equity and will be in position around March 1 to be able to get back paying their full fee on the property.

The motion passed unanimously.

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10. Submission 2020 – 062 approving the 2021 Operating, Non-Operating and Capital Budgets for the Lake Charles Harbor and Terminal District.

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Mr. Landry presented the 2021 operating, nonoperating and capital budgets.

He stated they would look at the Outlook 2021. They are starting out City Docks. They expect to see growth at City Docks primarily due to liquid bulk, or sodium hydrosulfide. They started moving it in 2020 and expect to see it continue to grow. Another product they expect to continue to grow are windmill blades and towers. They started moving windmill blades in 2019. They started moving towers and 2020. They expect to move more of them in 2021.

At BT-1 they expect to see growth due to growth in green coke. That growth will actually get the Port back in line with prior years.

They expect to see high growth in LNG by their source at Cameron LNG. They expect to move significantly higher amounts of LNG throughout the year.

Regarding operating budget for 2021, they expect the revenues to be around $38 million, which is $2 million higher than 2020 due primarily to the windmill blade components and the sodium hydrosulfide, as well as the growth from Cameron LNG throughput.

Regarding expenses 2021, they expect expenses to be around $47.4 million which is an increase of $6.3 million 2020. There are many reasons for this. One is wages and benefits. They expect to be up around $150,000 due to filling vacant positions as well as the Louisiana State Civil Service market adjustment. They expect contract services to be up around $5.1 million primarily due to an increase need in stevedoring services as well as an increase in insurance premiums because of the hurricane affects. Supplies and maintenance are expected to increase by $2.1 million due to the decommissioning of the cranes as well as additional trucking services because of downed conveyors. They expect depreciation expense to decrease $1.3 million due to the decommissioning of the five cranes effectively eliminating the associated depreciation.

Regarding the nonoperating budget, they expect nonoperating revenues to be around $29.7 million, which is an increase of about $700,000 due to the additional insurance proceeds they expect to receive. In 2020, they received about $24.5 million. In 2021, they expect to receive another $25 million.

Regarding operating expenses, they expect to be around $6.4 million, which is a $23.6 million decrease due to the write off of the five cranes in 2020 that they will not have to do in 2021.

Mr. Landry showed a breakdown of the capital budget. He stated that prior year expenses were around $15 million. In 2021, they expect to spend around $75 million. Moving forward from 2022 through 2025, they expect to be around $241 million spread throughout those years.

Mr. Landry next show the slide of ongoing projects prior to 2021 and into 2021, which will cost about $54 million. New projects expected to start in 2021 will be around $17 million.

He showed a slide of the Port’s minor capital projects, which is broken down into departments.

Looking forward, regarding investments, as of November 30, investments were $94 million. Expected cash flow in 2021 is about $29 million. As of November 30, a breakdown of their restricted cash on hand, their debt service payment will be $1.1 million. They expect capital spending in 2021 to be $43 million. Their investment at the end of year 2021 they expect to be around $65 million. Insurance proceeds make up about $50 million of that $65 million.

Mr. Eason offered a motion to adopt Submission 2020 – 062 to approve the 2021 Operating, Non-Operating and Capital Budgets for the Lake Charles Harbor and Terminal District. Mr. Darbone seconded the motion.

Mr. Krielow stated he wanted to thank Mr. Landry for providing him with a lot of detailed information with regard to the expense side of the budget. He provided that to all of the Board members so everyone could have a sense of where these additional costs were coming from. They have a $6.5 million additional cost in the operation side of the budget, which as was pointed out is due to insurance. Part of it is due to the extra time that is taken so the stevedore services have increased and additional trucking. To that end, and he knows they had to do a budget based on what the production is now, but now since they have the new mobile harbor crane, do they envision that may be speed will pick up and potentially may not run as much is in the budget?

Mr. Self stated that he will let Mr. Henderson answer but until they get the conveyor system… Mr. Henderson said there are still a few things. The mobile harbor crane will help them the most right now with discharging the rutile and barite. That is the main system that they will use it for, but they will try to use it with petroleum coke. If they can figure out a way to get the coke waterfront, they will try to use it there. There can be times where they can have as this weekend, have a rutile ship and a pet coke ship at the same time. Only one can use the material handler and the other will have to rely on ship’s gear. It will help. The one bad part about the mobile harbor crane it has a steep learning curve. They have had the simulator going on for the last couple weeks. They will have it through the first of the year. The guys have already gotten on the machine and realized that it is fast. It is and is designed for what it is built to do, handle cargo. It will take them some time to get comfortable with it. Obviously, they do not want to damage ships in the process. Is this going to help? Yes, it will help. He cannot put a number on it right now. As he has said before, he had two ships to basically base the entire 2021 budget on when it comes to working the pet coke. He based it off of that. Hopefully they beat it and they are going to do everything they can to beat it. He speaks to his guys all the time about trying to cut expenses on the stevedoring and they are going to do their best. Mr. Krielow stated that at the end of the day it created about $8 million into the cash flow, right? Mr. Landry replied that it was about that. Krielow stated that anything they could save is savings to the cash flow.

The motion carried unanimously.

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11. Submission 2020 – 063 ratifying action taken regarding Lake Charles Methanol District Services Agreement.

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Mr. Self stated earlier in December, staff canceled the District Services Agreement that they had negotiated back in 2017. Between 2017 and 2018 or 2019, they had started working on a different DSA, which really made the 2017 out dated. So, as a formality, they canceled that one with the full anticipation that they would negotiate a new DSA considering that the Board has extended the option for Lake Charles Methanol. The Board email voted for that and this is a ratification for that action.

Mr. Eason offered a motion to adopt Submission 2020 – 062 to ratify action taken regarding Lake Charles Methanol District Services Agreement. Mr. Darbone seconded the motion and it carried unanimously.

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 12. Administration, Personnel and Audit Committee

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Mr. Lorenzi stated the Committee met on December 8, 2020. No action was taken. Ms. McCleary offered a motion to accept the December 8, 2020 minutes. Mr. Lorenzi seconded the motion and it carried unanimously.

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 13. Business, Environmental and Intergovernmental Committee

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Mr. Darbone stated the Committee met on December 21, 2020 to hear proposals from four companies for federal lobbying services. There was a conditional approval pending to the Picard Group about an all-inclusive cost with their RFP. He stated that staff has confirmed that they would include all costs with that RFP. There is a recommendation for the Executive Director to enter into a contract with the Picard Group.

Mr. Lorenzi stated that the substitute motion that he made was not actually a recommendation. It was a request for clarification to determine what their fee was. He is confused.

Mr. Ringo stated he thought Mr. Lorenzi’s motion was conditional. Mr. Lorenzi stated that is why he was concerned when he asked earlier if they had to have another meeting. He is not opposed to them, but he does not want the minutes to be confusing.

Mr. Ringo asked Mr. Lorenzi if the committee did not make a recommendation then. Mr. Lorenzi stated it depended on how they want to construe the motion. His motion was to determine or to clarify what their fee was in their proposal. The way he interpreted it, it was the highest bid.

Mr. Self stated their fee proposal was a fee of $12,500 with all costs included. There will be no additional travel buildings or anything else. It is a flat fee of $12,500.

Krielow asked if it would clarify things if they accept the committee’s report based on clarification and then take a vote on the action. Mr. Ringo stated that would be good and that is what he would like to do. Mr. Lorenzi stated he would then like to yield back to the main motion, which was to accept the Picard Group, if they can do that. They are outside of a committee meeting.

Mr. Ringo stated all they needed to do today was accept the report of the Business, Intergovernmental and Environmental committee. Mr. Dixon asked if they needed a motion to do that. Mr. Ringo stated they can accept the report as there was no action taken. His concern is that they are limited to accepting the report and the recommendation of the Business, Intergovernmental and Environmental committee. Mr. Krielow asked if they could add this to the agenda. Ringo stated they could as a unanimous motion. They can add that item to consider proposal submitted by the Picard group. It would have to be a unanimous vote by the Board to add that to the agenda. That would be the easiest.

Mr. Krielow asked if the motion for the committee would be the clarification that Mr. Lorenzi did in his substitute motion. Mr. Ringo stated that yes, the report is still good.

Krielow asked if there was a motion to approve the committee report. Mr. Dixon offered a motion to approve the committee report. Being a committee report no second to the motion is needed the motion to approved unanimously.

Mr. Ringo stated that now they needed a motion to add the item to the agenda. Krielow stated they need to add the acceptance of the Picard group proposal for the lobbying services to the agenda. It will take a unanimous vote to add it to the agenda. Ms. McCleary offered a motion to add this item to the agenda. Mr. Eason seconded the motion and it unanimously.

Mr. Dixon offered a motion to accept the Picard Group for federal lobbying services for the Port. Mr. Darbone seconded the motion and it carried unanimously. Mr. Ringo stated they only needed a simple majority. The motion carried unanimously.

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 14. November 2020 Financials Briefing Note.

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

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

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Mr. Landry stated after completing the budget, they have been working with insurance trying to get that number down. In the budget it was pretty high, so they have been working hard get that number down. They also working on an RFP insurance services get that out as soon as possible.

Krielow asked if they would know that insurance number pretty quickly. Mr. Landry stated they needed to have this done by January 1. Mr. Self stated that because it is such a significant increase in premiums, they are looking at different ways in which they can reduce the premium. One of the ways is a self-insured retention of about $5 million. This is something they have not had before. It is a way that they can significantly reduce the premiums for the Port. They are looking at different proposals, different deductible schemes and different coverage limits all the in an effort to try to reduce the premium.

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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 16. Monthly Staff report from Director of Navigation.

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Mr. Channing showed them a presentation regarding a barge in the ship channel. The barge went through two hurricanes with one line keeping it moored to the shore. Saturday night when the heavy weather came through, it broke loose. It came to rest on the east side of the ship channel between Hackberry and Cameron LNG. It is in really bad shape. It has holes all in the top of it. They spent Sunday morning trying to figure out what to do with the barge. The Coast Guard agreed to light it, but they could not secure it. The Corps of Engineers stated they would secure the barge, anchor it in place and put a contract out to move the barge out of the channel. It is their responsibility. This has taken place, but the CORPS has expressed to him how lucky the Port was that they had enough money in the operations and maintenance budget for the channel. A lot of that is because of the $116 million the Port received a couple of years ago. They had money to do this and salvage the barge out of the channel after the hurricane. They had the funds to do all of the surveys. He wanted to make sure the Board understands that they did dodge a bullet on this because someone was able to get out there and take care of this barge and to recover the barge that sank during the hurricane.

Yesterday afternoon, they got word that the Water Resources Development Act was not going to be included in the Omnibus Bill or in the Covid 19 supplement. There was a scramble yesterday afternoon to get the Port’s delegation on board to get that WRDA in 2020 passed with the other legislation that was moving through Congress. That has been done. It is included with the supplemental and should be on the way to the president’s desk as soon as the Senate passes it.

Mr. Krielow asked who was the responsible party for the barge. Mr. Hayden replied that they did not know. It is a derelict barge that is been abandoned and they do not know who the owner is, which is why they needed someone to step up and it was the Corps. He asked if there was any identification on it. Mr. Hayden replied that no there was not any identification.

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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 17. Monthly Staff report from Director of Operations.

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Mr. Henderson stated they had just finished a rutile that BT-1. They have another one due on the 22nd. They are trying to use the mobile harbor crane for that one. They may, it just depends on how things go.

They just finished a project cargo ship at City Docks. They have a coke ship starting today. They should start receiving rice tomorrow for commercial rice shipments for Farmers Rice Mill. It is a sideload ship.

They have about four hydrate ships lined up for December. They also have a lumber ship lined up for December.

If anyone would like to look at the mobile harbor crane let him know and he can give you a tour.

The Director of Operations’ 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 Cargo and Trade Development.

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Mr. Chretien stated they had a USDA that is loading rice and red beans. It is about 12,000 tons. It is 30% complete. They will start receiving rice for the commercial rice shipment.

Port will also be featured in the North American Clean Energy magazine in mid-January.

They also have an inside back cover full-page ad going to the same publication.

They have a time-lapse video on the Port’s social media showing the offloading of the mobile harbor crane.

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

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Mr. Pestello stated the crane was turned over to them today. It is ready for operation with only a few minor punch-list items. He also invited anyone who would like to see the crane. It is 88 steps to the top control tower.

The salvage project is running smoothly. So far, the loader is out of the water. It is complete. The second coke cut loader has been removed and is off-site. The spiralveyor was removed on Saturday and the ship unloader should be finished by Wednesday. They will then just have the American unloader left.

They have about 20 other projects that are ongoing. They are all hurricane related these are in addition to the normal repairs and construction projects. They are making some progress.

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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 20. 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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21. 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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 22. Executive Session and appropriate action in any of the following matters:

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Mr. Krielow stated the Board would not enter into Executive Session.

* 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.

There being no further business to come before the Board, Mr. Krielow asked for a motion to adjourn. Mr. Eason offered a motion to adjourn. Mr. Lorenzi seconded the motion and it carried unanimously. The meeting adjourned at 5:51 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