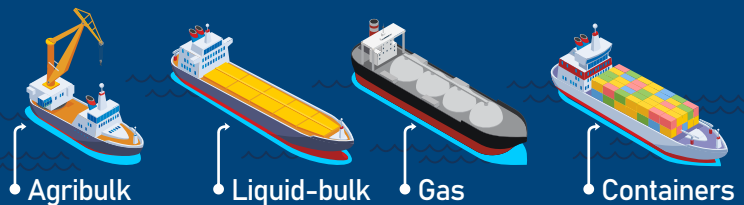


PLAQUEMINES

THE LOUISIANA GATEWAY PORT

CAPITAL IMPROVEMENT PROGRAM MASTER PLAN



Prepared by:



**Bujanda
& Allen**

INFRASTRUCTURE
AND ECONOMIC
ADVISORS



The
Bridges Group
International LLC

JUNE 2024

2024 MASTER PLAN EXECUTIVE SUMMARY

The 2024 Master Plan for Plaquemines: The Louisiana Gateway Port (the Port) serves as a roadmap for establishing and sustaining a robust, diverse, financial foundation. This plan begins by assessing the current state of the Port and identifying future needs. In this Executive Summary, we provide a concise overview of how we intend to utilize the Master Plan moving forward.

The Master Plan encompasses port development for existing and new business, volume projections, capacity of the facilities, infrastructure enhancements, and operating requirements for the next 30 years. Our primary objective is to create a long-term roadmap for each cargo type handled, while also capturing opportunities for future growth.

This Master Plan recommends a re-evaluation at least every five years to keep pace with the dynamic nature of global markets. While the Master Plan's full horizon spans 30 years, flexibility is essential. Notably, the previous Master Plan (completed in 2010) focused on a container terminal, but overlooked planning the district growth.

We recognize that planning data remains valid for about seven years without significant macroeconomic events. However, if such an event occurs, we will promptly reevaluate the Plan. Over the past 15 years, events like the 2023 Panama Canal drought, 2019 COVID-19 supply chain disruptions, 2017 Panama Canal expansion, and 2008 Global Financial Crisis shocked trade dynamics.

In terms of financial sustainability, the Port relies on tariffs, leases, and grants, ensuring that it remains self-sufficient without relying on the use of any public tax dollars. This approach allows the Port to focus on its strategic growth and development, while maintaining accountability to its Port Commission.

The Port's vision, mission, and values stem from a collaborative effort by our staff.¹ Our success hinges on transforming the organizational culture within the Port, and this transformation starts with a well-defined vision and mission. As we develop a fresh sense of purpose and values, they will serve as guiding principles for our actions and decisions.

In the words of Colin Powell,

"There are no secrets to success. It is the result of preparation, hard work, and learning from failure."

Let this plan embark on preparation efforts to drive future success

¹ Master Plan, Section 2.

GUIDING PRINCIPLES



VALUES

1. Drive integrity and trust.
2. Demand customer focus.
3. Foster transparent communications.
4. Provide safe, efficient, and reliable services.
5. Think community first—but with a global vision.
6. Embrace a culture of excellence and customer service.
7. Leverage technology and innovation.
8. Champion environmental stewardship.
9. Deliver continuous process improvement.

“The value of an idea lies in the using of it.”

- Thomas Edison



GUIDING PRINCIPLES

FIVE-YEAR GOALS: GROW THE PORT YEAR-OVER-YEAR.

1. Tonnage handled: Increase cargo throughput year-over-year.
2. Revenue receipts: Boost income from tariffs, leases, and other sources.
3. Sales tax: Encourage economic activity and generate sales tax revenue.
4. Community jobs and salaries: Create employment opportunities and enhance local livelihoods.
5. Global recognition: Elevate the Port's profile on the global stage.
6. Cost reduction: Optimize operational efficiency and minimize expenses.²

LONG-TERM GOALS

1. Increase Plaquemines Port's role as an economic engine for the State of Louisiana, Plaquemines, and surrounding Parishes.
2. Support the growth of the existing tenants, customers, and port related businesses to maximize throughput utilizing the current infrastructure.
3. Optimize the operations, safety, reliability, availability, and frequency of service by the ferry department services.
4. Promote infrastructure development projects to address intermodal, rail, barge, and traffic fluidity in the supply chain.

5. Promote and support the development of Venture Global Facilities and operations.
6. Complete the public private partnership development of infrastructure that supports container terminal operations.
7. Plan and develop a state-of-the-art container terminal that will utilize innovative technologies to minimize carbon emissions and reduce overall negative environmental impacts.
8. Plan to achieve net zero CO2 emissions by 2050 in line with key energy-related Sustainable Development Goals (SDGs).
9. Expand the market reach of Plaquemines Port via an aggressive International Branding and Marketing campaign that positions Plaquemines Port as the preferred Gulf of Mexico gateway to the U.S. consumer markets.
10. Promote private investment in facilities and businesses that support supply chain development and job creations such as warehouses, distribution, and fulfillment centers.
11. Create cross-Gulf service to Mexico to capture booming nearshoring opportunities, since Mexico is now the U.S.'s largest trading partner.
12. Rebrand the Port and business units strategically to improve global geographic recognition and through the Gulf Coast; furthermore, create an interactive website to transparently communicate development opportunities, community outreach plans, and community related port emergencies.

² Master Plan pg. 5-6.

MASTER PLAN STRUCTURE AND DATA SOURCES

The 2024 Master Plan serves as a valuable tool for prioritizing projects, making informed decisions, and strategic planning. It enables the Port to focus on essential initiatives while aligning with Louisiana's House Bill 971, which creates the Louisiana Ports and Waterways Investment Commission. By defining what to pursue and what to avoid, this plan ensures efficient resource allocation and sustainable growth. Let us navigate this path together.

The Master Plan methodology combines a retrospective evaluation of the Port's current state with forward-thinking considerations for future business and economic opportunities. Here is how it was crafted:

“Vision and Mission Drives Master Planning Framework Setting Up Strategic Planning Success.”

- Charles Tillotson,
Executive Director

1. DATA SOURCES

- 2023 Comprehensive Market Study: Utilized for growth and forecasting.³
- U.S. Government Agencies: Provided relevant data.
- North America ports data: Extracted insights from ports in the U.S., Mexico, and Canada.
- U.S. Census data: Informed planning

2. STAKEHOLDER INPUT

- Commercial stakeholders contributed valuable perspectives.
- Existing facility characteristics and capacities were analyzed.

3. CAPITAL PROJECTS AND FUNDING

- Considered capital project requirements.
- Explored funding options.

4. FINANCIAL MODELING AND COMPLIANCE

- Ensured U.S. government compliance.
- Benefit-cost analysis tool to guide decision-making and grant submissions.

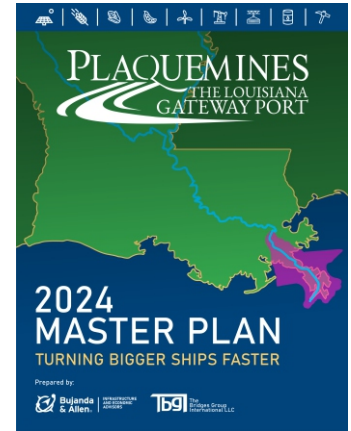
³ 2023 Comprehensive Market Study, October 2023:

https://portofplaquemi.wpenginepowered.com/wp-content/uploads/2024/01/2301_BridgesGroup_Plaquemes_PUBLIC-FINAL-1.18.24.pdf

MASTER PLAN STRUCTURE

CONTENTS

2024 MASTER PLAN



1. INTRODUCTION
2. VISION, VALUES AND GOALS
3. PLANNING APPROACH
4. STAKEHOLDER ENGAGEMENT
5. MARKET ANALYSIS
6. FACILITIES CHARACTERISTICS
7. CAPACITY ANALYSIS
8. STRATEGIC DIRECTION AND CAPITAL PROJECTS
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10. FINANCIAL ANALYSIS
11. BENEFIT-COST ANALYSIS
12. ECONOMIC IMPACT ANALYSIS
13. ENVIRONMENTAL REGULATORY REQUIREMENTS
14. CONCLUSION

2024 MASTER PLAN KEY FINDINGS AND RECOMMENDATIONS

Our approach ensures a robust and forward-looking Master Plan. Leveraging the four key findings in the Master Plan is crucial to the Port's success.

1. GEOGRAPHIC SUPERIORITY

Highlight the Port's strategic geographic location. Capitalize on the Mississippi River and the Gulf of Mexico proximity to major trade routes and markets.

2. HIGH ECONOMIC IMPACT

Recognize the Port's role in driving economic growth. Prioritize projects that enhance regional prosperity.

HIGH ECONOMIC IMPACT

Forecast over seven years starting 2028 for construction and operations. Data provided by Dr. Loren Scott.⁴

7-YEAR FORECAST OF PORT ECONOMIC IMPACTS FROM THE CONTAINER TERMINAL	IN LOUISIANA
Total business revenue	\$526.9 MILLION
Total personal income	\$533.6 MILLION
Income in local tax receipts	\$19.3 MILLION
Annual avg. direct, indirect, induced, & related additional jobs	785 JOBS

2021 to 3Q-24 construction only, 4Q-24 to 2025 construction and operations. Data provided by Dr. Loren Scott.⁵

2021-2025 PORT ECONOMIC IMPACTS FROM THE VENTURE GLOBAL LNG TERMINAL	IN LOUISIANA
Total business revenue	\$20.5 BILLION
Annual increase total personal income	\$7.1 BILLION
Income in local tax receipts	\$497.7 MILLION
Annual avg. Direct, indirect, induced & related additional jobs	26,091 JOBS

The container terminal's impact on job creation is significant, with over 785 jobs over a seven-year period in Louisiana. Most of these positions will offer six-figure salaries and contribute to Plaquemines Parish's economic growth. Additionally, Venture Global's construction has substantially boosted sales tax collections. In Fiscal Year 2024 alone, the Parish has collected over \$98 million, far surpassing the previous annual amount. This positive trend bodes well for the region's prosperity!⁶

⁴Page 120 of Master Plan's Economic Impact Analysis Executive Summary, Dr. Loren Scott.

⁵Page 123 of Master Plan's Economic Impact Analysis Executive Summary, Dr. Loren Scott.

⁶Page 124 of Master Plan's Economic Impact Analysis Executive Summary, Dr. Loren Scott.

2024 MASTER PLAN KEY FINDINGS AND RECOMMENDATIONS

3. REBRAND THE PORT

The Port's ranking among the top ten largest U.S. ports in total tons handled demonstrates its operational strength. However, global brand recognition remains an untapped opportunity. Rebranding will allow the Port to leverage its strategic geographic advantage over neighboring ports, positioning it for growth. The primary goal—to serve as a powerful economic engine for the region—drives our efforts.

GLOBAL REBRANDING WILL INCLUDE:

- DIGITAL CHANNELS
- INDUSTRY EVENTS AND CONFERENCES
- COLLABORATIVE TRADE ASSOCIATIONS
- PRESS RELEASES AND MEDIA COVERAGE
- PARTNERSHIPS AND ALLIANCES



4. PARISH INFRASTRUCTURE NEEDS TO SUPPORT GROWTH

Capital infrastructure investments are vital for the Port's growth. Leveraging lease revenue, the Port strategically plans critical projects related to rail, water, roads, bridges, ferries, and waterways. Here are the key points from the Master Plan:

PRIVATE INVESTMENT:

The Master Plan identifies over \$28.43 billion in private investments.

PUBLIC INVESTMENT NEEDS:

Plaquemines and Jefferson parishes require less than \$1 billion including Peters and Walker road bypasses.

FEDERAL GRANT PROGRAMS:

The Port has over \$90 million in grant funds already committed to its projects, with \$50 million in request for 2024.

GRANT PLANNING STRATEGY:

The Port's grant planning strategy spans a ten-year horizon.⁷

CONCESSION AGREEMENTS:

The Port has \$50 million in funds approved for rail expansion.

⁷See the Port's Capital Improvement Program (CIP).

2024 MASTER PLAN RECOMMENDATIONS

1. Implement a Grant Strategy to seek maximum Federal funds for Port and related projects.
2. Implement a Rebranding Strategy to elevate global recognition.
3. Start the Navy Business Case Analysis to create a state-of-the-art intermodal park with air freight cross-docking capabilities (oriented to attract e-commerce providers such as Amazon, FedEx, UPS, etc).
4. Complete a multi-year terminal lease and operating agreement to operate and jointly market the container and intermodal terminal.
5. Execute the milestones needed to develop a container terminal.
6. Continue to facilitate the build-out of the Venture Global facility.
7. Create a Port Customer Advisory Group from existing Port District Marine Terminal Operators to promote best practice decision making.
8. Create a process of continuous improvement system for policies, procedures, and processes.

“To improve is to change;
to be perfect is to change
often.”

-Winston Churchill

The Port's Master Plan aims to guide physical and strategic growth, propelling it towards becoming one of the top five U.S. ports by tonnage handled. This growth will generate additional tariff and lease revenue, ensuring self-sufficiency without relying on any public tax dollars. The Port remains accountable and aligned with its vision and mission, with a plan for reevaluation in five to seven years.

In summary, the Port is poised for continued growth and success. Our strategic location, robust infrastructure, and commitment to innovation, sustainability, and community engagement, position us as a leader in the maritime industry. We are excited about the future of our port and the opportunities that are ahead as we work together to drive economic prosperity and environmental stewardship.

Thank you for your
support and partnership.

Sincerely,



Brian Champagne
Chairman,
Port Commission



Charles D. Tillotson
Executive Director

PORT COMMISSIONERS

The Board of Commissioners of the Plaquemines Port Harbor and Terminal District governs the Port, sets policies, regulates tariffs, and governs operations.

The Board is made up of nine commissioners who are also the elected council members of Plaquemines Parish. They serve four-year terms and are limited to serving two terms on the parish council, hence, are also subject to two terms or eight years on the Port Commission. Commissioners receive no additional compensation above their council salaries to serve on the Port's governing board.



Tyronne Edwards
Port Commissioner / District 1



Brian Champagne
Port Chairman / District 2



Chris Schulz
Port Commissioner / District 3



Dr. Stuart J. Guey, Jr.
Port Commissioner / District 4



Patricia McCarty
Port Vice-Chair / District 5



Lloyd "Ronnie" Newsom
Port Commissioner / District 6



Carlton La France, Sr.
Port Commissioner / District 7



Mitch Jurisich, Jr.
Port Commissioner / District 8



Mark "Hobbo" Cognevich
Port Commissioner / District 9

PLAQUEMINES: THE LOUISIANA GATEWAY PORT TURNING BIGGER SHIPS FASTER



Plaquemines
Port Anchorage at Magnolia



"In time, this greenfield site has all the potential to evolve into one of the big ship gateways into the U.S. This venture allows us to build from the ground up, integrating cutting-edge technologies and sustainable practices to create a modern logistics hub that lifts standards of safety, efficiency, and productivity. Our collaboration with the Plaquemines Port and local stakeholders is key to developing a facility that sets new industry standards and serves as a boom to the economic vitality of the region."

**Wim Lagaay – APM Terminals,
Senior Investment Advisor to the CEO**



"This project would unlock significant potential for our customers and the local economy. With disruption being the new normal in the global supply chain, diversification is key, and Plaquemines presents a strategic alternative gateway to the greater New Orleans catchment area. It would also provide improved rail access to hinterland markets surrounding the Port."

**Charles van der Steene
President, Maersk North America**



"The Port's Master Plan and the approach that it has taken will provide numerous benefits well outside the maritime community. The leadership of the Port District has put considerable effort and vision into the needed infrastructure to promote growth all while working to mitigate growing pains. NOLA Terminal is proud to be located within the Port of Plaquemines and Plaquemines Parish."

**Brian S. Miles
Chief Executive Officer, NOLA Terminal**

LOUISIANA'S IMPACT ON WORLD TRADE

Louisiana and its network of six deep-water ports is a vital link to the world's supply chain and is critical to the economic growth and sustainability of the state. In 2023, Louisiana ranked the 3rd largest exporter in the U.S. with the top exports being liquefied natural gas, light petroleum distillates, agribulk, dry bulk, oil and fuels, and breakbulk. In 2023, Louisiana ranked the 24th largest importer in the U.S. with top imports being Petroleum oils, oils from bituminous minerals, light petroleum distillates, copper cathodes, unroasted coffee and aluminum.

This section of the CIP reflects the value of waterborne goods moving in and out of the state of Louisiana via its deep-water ports and demonstrates its huge impact on the global supply chain. To maintain and improve its position and sustainability it is necessary for Louisiana to make critical, timely, and strategic Capital Investments in its Ports' infrastructure.

\$132 BILLION TOTAL TRADE VALUE IN 2023

\$101 BILLION IN EXPORTS



\$32 BILLION IN IMPORTS

Exports—Top 5 annual trade value by country in 2023

Imports—Top 5 annual trade value by country in 2023



LOUISIANA'S IMPACT ON WORLD TRADE

EXPORTS

In 2023, Louisiana exported \$101 billion, making it the 3rd largest exporter in the U.S.

Top exports:

- Liquefied natural gas: \$22.2B
- Light petroleum distillates (nes): \$16.3B
- Soybeans other than seed: \$14.4B
- Petroleum oils and oils from minerals: \$11.5B
- Maize except seed corn: \$6.12B

Source: OEC.world, 2024.

IMPORTS

In 2023, Louisiana imported \$32 billion, making it the 24th largest importer in the U.S.

Top imports:

- Petroleum oils and oils from minerals: \$5.78B
- Light petroleum distillates (nes): \$4.63B
- Copper cathodes: \$1.31B
- Unroasted coffee (non-decaffeinated): \$906M
- Aluminum not alloyed: \$823M

Source: OEC.world, 2024.

Plaquemines CIP identifies the infrastructure needs and investment requirements for Plaquemines: The Louisiana Gateway Port only. The Plaquemines Port investment strategies include private investment and public investment via state and federal grants pursuit. Louisiana's other deep-water ports may want to consider and are invited to add their information requirements to this application to establish a state-wide port inventory of infrastructure and investment needs.



PLAQUEMINES: THE LOUISIANA GATEWAY PORT

We are strategically located at the mouth of the Mississippi River, providing a vital gateway for international trade and commerce. Our geographic location, **on the west bank of the river**, is one of our greatest strengths, in addition to:



NO AIR DRAFT LIMITATIONS FROM BRIDGES



14 MAJOR ANCHORAGES



81 MILES OF DEEP DRAFT OF AT LEAST 50 FT



ACCESS TO MORE THAN 20 STATES



ACCESS TO FREIGHT BY BARGE AND SHIP, GREENER AND MORE EFFICIENT MODES



ACCESS TO FREIGHT BY AIR FOR HIGH-VALUE, TIME-SENSITIVE CARGO

WE ARE ABLE TO SERVE ALL CARGO TYPES:



Agribulk



Liquid-bulk



Gas



Containers



Drybulk



Breakbulk

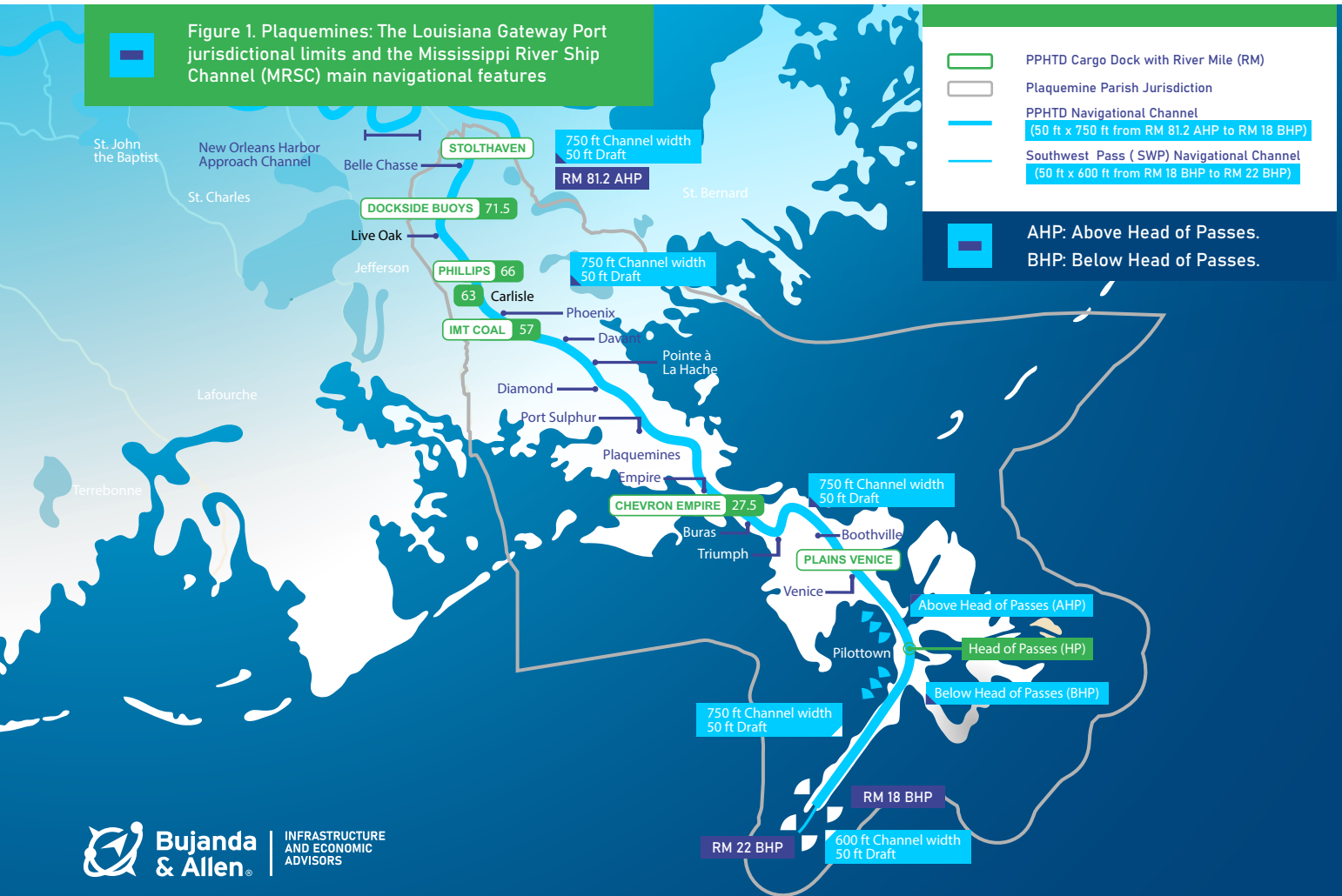
PLAQUEMINES PORT FACILITIES

Plaquemines Port, currently the 10th largest U.S. Port by tonnage, is the closest location on the Mississippi River from the Gulf of Mexico.

The Port has no air draft issues, a river depth of at least minus 50 feet, rail connectivity on the west bank of the river, and available land in a highly rural area particularly suitable for industrial developments. With its state-of-the-art infrastructure and strategic location on the river, the Port plays a pivotal role in fostering economic growth, supporting local industries, and connecting communities.

Equipped with modern terminals and facilities, the Port handles a diverse range of cargo and implements environmentally sustainable practices.

The Port owns and operates the ferry system in Plaquemines, an essential connectivity asset. Through its operations, the Port generates employment opportunities, stimulates regional economic diversification, and fuels long-term prosperity.

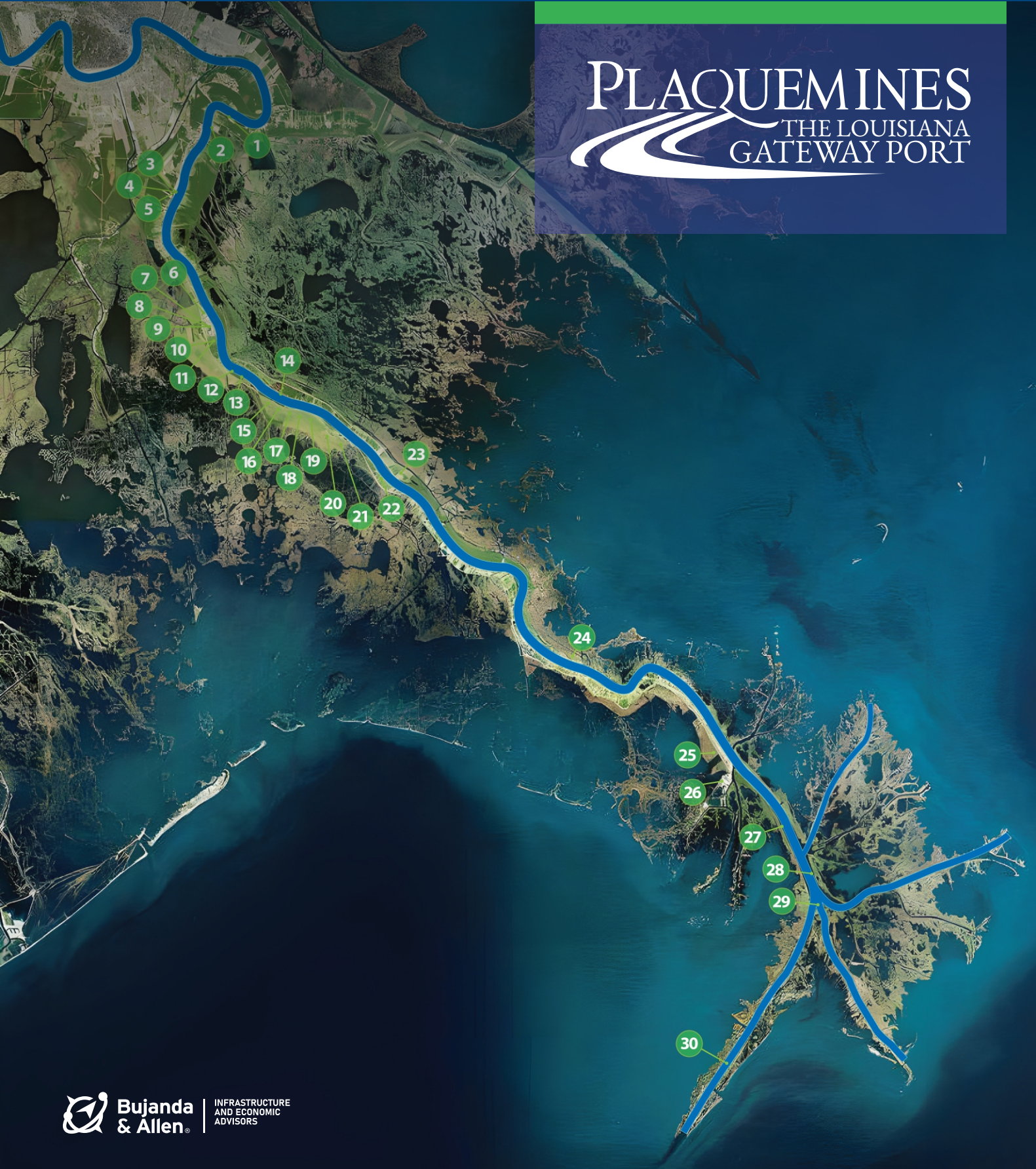


2024 PORT FACILITIES & MASTER PLAN

ID	COMPANY OR PROPERTY	RIVER-BANK	RIVER MILE AHP	MIAN CARGO TYPE, CURRENT, OR PLANNED USE
1	Stolthaven Braithwaite Terminal	EAST	79.5	Liquid-bulk
2	Amax Metal Recovery Inc (Port Nickel)	EAST	76.5	Breakbulk (design), Drybulk
3	Chevron Oronite - Oak Point	WEST	72.3	Liquid-bulk
4	Madere & Sons Towing	WEST	72.3	Marine Services
5	Cooper Moorings (Midstream)	WEST	72.0	Drybulk, Agribulk, Breakbulk
6	Harvest Midstream (formerly Conoco-Phillips 66 / Alliance)	WEST	63.0	Liquid-bulk
7	Cenex Harvest States (CHS) Myrtle Grove	WEST	61.5	Agribulk
8	Plaquemines Holdings Inc	WEST	61.5	Agribulk
9	Associated Midstream	WEST	61.0	Drybulk, Agribulk, Breakbulk
10	Vertex Refining - Maritime Facility	WEST	61.0	Liquid-bulk
11	Vertex Refining - Myrtle Grove	WEST	61.0	Liquid-bulk
12	NOLA Terminals	WEST	59.0	Drybulk, Liquid-bulk
13	International Marine Terminal (IMT) Coal (Kinder Morgan)	WEST	57.0	Drybulk
14	United Bulk Terminal (Davant)	EAST	55.4	Drybulk
15	Parcel 1 Port Development	WEST	55.0	Greenfield Project
16	Parcel 2 Venture Global	WEST	54.5	LNG (Under Construction)
17	Parcel 3 Venture Global - Piano Keys 1	WEST	54.0	LNG (Under Construction)
18	Parcel 4 Onsite Concrete	WEST	53.5	Cement/Concrete (Under Construction)
19	Piano Keys 2 Parcels	WEST	53.0	Port Seeking Purchase Agreements
20	Parcel 5 Woodland	WEST	52.5	Greenfield Project
21	Parcel 6 Woodland Borrow Pits	WEST	52.0	Borrow Pit With Batture Access
22	Gulfstream LNG (at Magnolia Terminal)	WEST	47.0	Greenfield Project
23	Bohemia Midstream	EAST	46.6	Greenfield Project
24	Chevron Empire (pipeline)	EAST	27.5	Liquid-bulk
25	Plains Venice (Curlew Midstream)	WEST	11.8	Liquid-bulk
26	Venice Port Complex	WEST	11.4	Greenfield Project
27	Pilot Town Anchorage	MR	3.3	Minimal Usage Partially Silted
28	Tiger Pass dredging project	MR	-	All Traffic
29	Head of Passes	MR	-	All Traffic
30	Southwest Pass (SWP)	MR	(22.0)	All Traffic

2024 PORT FACILITIES & MASTER PLAN

PLAQUEMINES
THE LOUISIANA
GATEWAY PORT



WHY ARE WE THE LOUISIANA GATEWAY PORT?

The Port of Plaquemines serves as the premier gateway for international trade with the U.S. Midwest due to its strategic location at the mouth of the Mississippi River, which provides direct, deepwater access to the Gulf of Mexico and beyond.

This advantageous position allows for the efficient transportation of goods to and from the heartland of America, utilizing the extensive inland waterway system that connects to major Midwest industrial and agricultural centers. The Port's modern infrastructure, coupled with its capacity to handle a diverse array of cargo types, ensures seamless integration into global supply chains, making it an indispensable link between international markets and the economic engine of the U.S. Midwest.

WATERWAYS

The Mississippi River and its tributary waterways are a critical thoroughfare of trade. It serves as a marine highway system that connects Louisiana shippers and the U.S. to an international supply chain.

At Plaquemines Port the width, depth and navigability provide ideal attributes for serving some of the largest vessels as well as river barges and small capacity ships.

Because of these natural attributes the waterways at Plaquemines require minimal repair and construction.

The technical details of the attributes are provided in Plaquemines Port 2024 Master Plan in Section 6.

Figure 2. Marine highways and hinterland served by Plaquemines: The Louisiana Gateway Port

- Marine Highways in the Port's Market Study Area
- Other Marine Highways
- PPHTD Jurisdiction



WHY ARE WE THE LOUISIANA GATEWAY PORT?

INLAND CONNECTIVITY

For Plaquemines Port, our inland connectivity is primarily centered on utilizing intermodal rail between Plaquemines, LA and Dallas, TX. Through this connection the Port will achieve an efficient and fast connectivity to America's Battle Ground for trade, the U.S. Midwest, a routing that provides a new opportunity for Ocean Carriers and Shippers promoting supply chain stability and resiliency. Additionally, the Plaquemines Master Plan makes maximum use of the Marine Highway Systems.

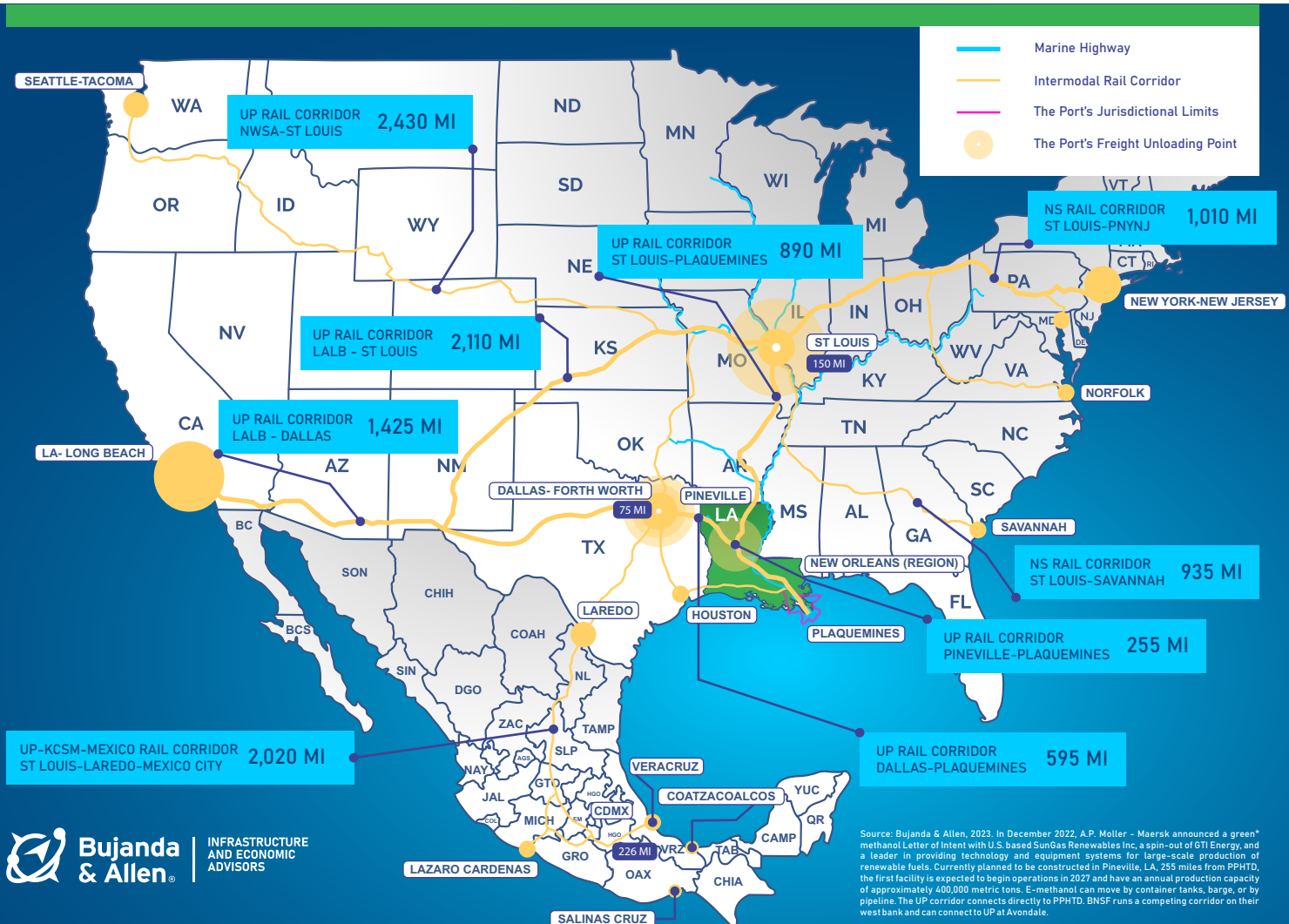
For the technical reference see the Plaquemines Port 2023 Comprehensive Market Study.

POSITIONED TO GROW

Plaquemines Port is well underway with an aggressive growth profile. The Port has attracted huge private investors, specifically in its core business of liquid-bulk commodities with investors like Venture Global, Gulfstream LNG, and other significant private liquid-bulk investments.

The strong physical and geographic attributes of the Port have attracted considerable private interest and investment in container terminal development.

For the technical reference, see the Plaquemines Port 2023 Comprehensive Market Study.



PLAQUEMINES CAPITAL IMPROVEMENT PROGRAM (CIP)

CAPITAL PROJECTS

The Port is also investing in capital projects to benefit the public such as a Water Booster Station, a Water Plant, Ferry systems upgrades, and road and rail bypasses to name a few.

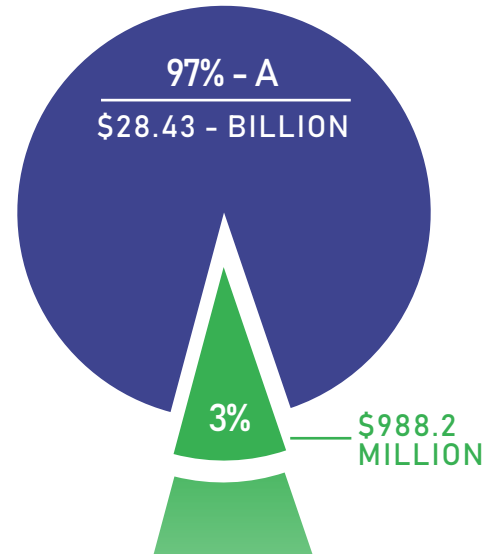
- Of the current investments needed to fund the CIP, 97% of the total funding required comes from private sources.
- The remaining 3% of needed funding will come from local, state, and federal funds (grants).

The following tables provide the list of Capital Improvement projects currently needed. There is also a table that lists grants that total over \$28 billion for port and rail capital projects. Plaquemines is pursuing grant funds for the needed 3% (\$988.2 million).

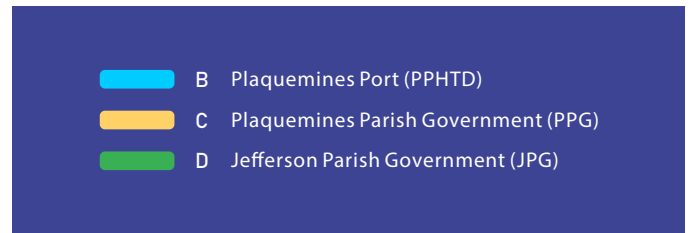
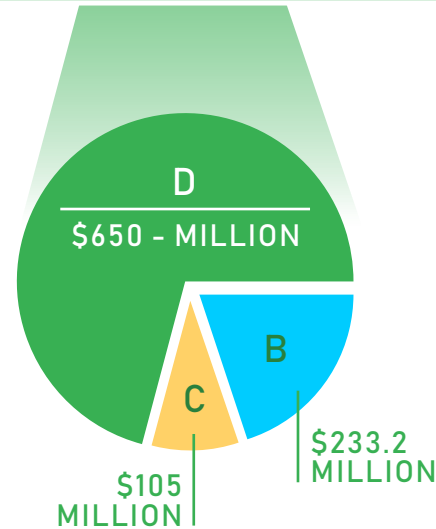
TOTAL PROJECT INVESTMENT BY POTENTIAL FUNDING SOURCE (MILLION, \$)

FUNDING SOURCE	FUNDS (MILLION, \$)	FUNDING SOURCE ABBREV.
A Private investment	\$28,430.0	PRIVATE
B Plaquemines Port (PPHTD)	\$233.2	PPHTD
C Plaquemines Parish Government (PPG)	\$105.0	PPG
D Jefferson Parish Government (JPG)	\$650.0	JPG
B+C+D Public investment	\$988.2	PUBLIC
A+B+C+D GRANDTOTAL	\$29,426.2	TOTAL

A - PRIVATE INVESTMENT



B+C+D PUBLIC INVESTMENT



CIP PROJECT INVENTORY

PROJECT	DOCK RIVER MILE	CARGO TYPE	PAGE
CONTAINERS—PRIVATE AND PORT CAPEX			24
1.- Louisiana Gateway Container Terminal	51.0 AHP	Containers	25
2.- Louisiana Gateway Intermodal Yard	51.5 AHP	All Cargoes	27
LAND PURCHASES—PORT CAPEX			30
3.- Real Estate	51.0 to 48 AHP	Liquid-bulk (LNG)	30
LIQUID-BULK—PRIVATE CAPEX			32
4.- Venture Global	53.5 AHP	Liquid-bulk (LNG), Popich Bldg.	33
5.- SunGas Renewables Green Methanol	51 AHP	Liquid-bulk (E-Methanol)	35
6.- Gulfstream LNG (at Magnolia Terminal)	46.5 AHP	Liquid-bulk (LNG)	37
INTERMODAL RAIL SERVICE—PUBLIC, PORT, AND PRIVATE CAPEX			39
7.- Peters Rd Alternative Rail Alignment and Rail Bridge	71.5 AHP	All Cargoes	40
8.- 11-Mile Track Extension and Rehabilitation of Abandoned Line from Myrtle Grove to Woodland	61.5 AHP 27.5 AHP	All Cargoes	42
HIGHWAY CONNECTIVITY—PUBLIC CAPEX			44
9.- Walker Rd – Peters Rd Extension (highway bypass and highway bridge)	63.0 AHP	All Cargoes	45
10.- Peters' Road highway relocation (Union Pacific right-of-way relocation and realignment—aligned with project 7. Peters Rd Rail Corridor realignment)	63.0 AHP	All Cargoes	47

NEXT PAGE 

CIP PROJECT INVENTORY

PROJECT	DOCK RIVER MILE	CARGO TYPE	PAGE
FERRY, RIVER TRAFFIC, & MARINE HIGHWAY DEVELOPMENT—PORT CAPEX			49
11.- Belle Chasse–Scarsdale Ferry	75.0 AHP	Vehicle & Passengers	50
12.- Pointe à la Hache Ferry	48.0 AHP	Vehicle & Passengers	52
13.- New Ferry Build – Diesel Electric	51.5 AHP	Vehicle & Passengers	54
OTHER INFRASTRUCTURE—PUBLIC AND PORT CAPEX			56
14.- Port Sulphur Water Treatment Plant and Water Booster Station	47.0 AHP	Port Expansion – Public Mitigation	57
15.- Port Support Boat Complex: Watercrafts & Emergency Response	52.0 AHP	Port Expansion, All Cargoes, & Ferry	59
16.- NOLA Terminal New Wharf and Docks	59.0 AHP	Port Development, All Cargoes	61

CONTAINERS



1. LOUISIANA GATEWAY CONTAINER TERMINAL

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Letter of Intent (LOI), pre-feasibility study
Project funding status & source	\$467 million committed from private sector on a LOI.
Project categories	- Containers - Intermodal - Marine highway

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

785 JOBS

(DIRECT, INDIRECT, INDUCED AND RELATED)

\$19 M

INCREASE IN TAX REVENUE

\$534 M

TOTAL PERSONAL INCOME

\$526 M

IN TOTAL BUSINESS REVENUE

PROJECT DESCRIPTION

Development of a 170.5-acre site under a 30-year lease from the Port, with the possibility to expand up to 900 acres. Louisiana Gateway Container Terminal (LGCT) will be located on the West Bank at mile marker 51 AHP. This location provides the first gateway access to the Mississippi River System and the advantage of keeping rail container traffic on the river's West Bank. This provides an efficient connection to capture U.S. West Coast (USWC) market share to the Dallas Inland Port. The terminal design includes 3 berths with 6 ship-to-shore (STS) cranes, an intermodal rail yard, and an effective terminal capacity of up to 1.0 million TEUs annually for Phase 1.

OPERATIONAL IMPACTS



ESTABLISHES A WORLD CLASS EFFICIENT OPERATION



MAXIMIZES INTERMODAL RAIL AND MARINE HIGHWAY USE



PROMOTES ENVIRONMENTAL SUSTAINABILITY



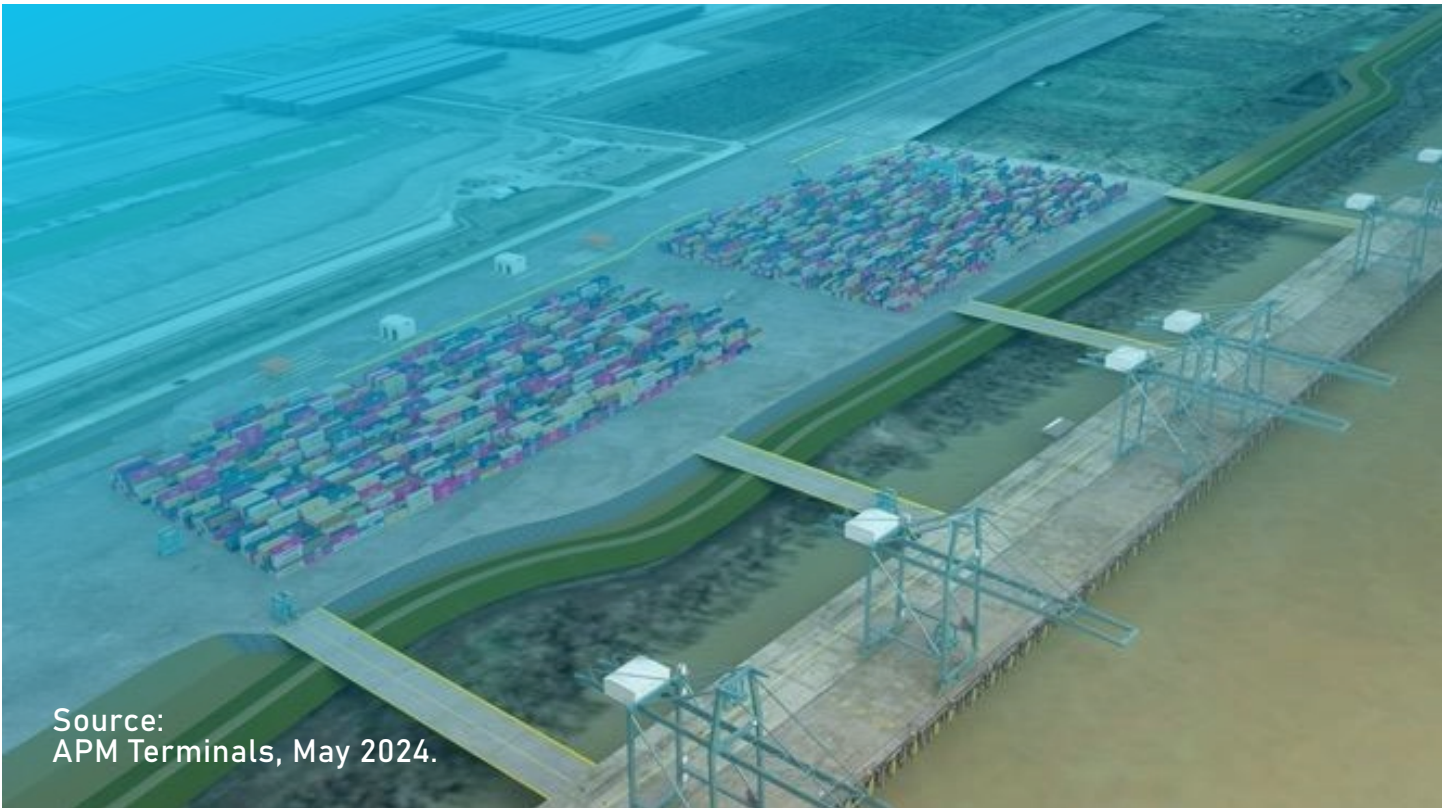
CREATES LOUISIANA AS THE INTERNATIONAL LOGISTIC GATEWAY ON THE U.S. GULF COAST



DRIVES THE USE OF INNOVATION AND TECHNOLOGY

1. LOUISIANA GATEWAY CONTAINER TERMINAL

THIS TERMINAL WILL COMMENCE CONSTRUCTION AT OVER TWICE THE ACREAGE OF MOBILE, ALABAMA CONTAINER TERMINAL STARTING POINT IN 2008.



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
1,004,000 TEU / YEAR (PHASE 1) (Throughput, Steady State, YR 5)	\$467 MILLION	PRIVATE
1,500,000 TEU / YEAR (PHASE 2)	\$300 MILLION	PRIVATE

2. LOUISIANA GATEWAY INTERMODAL YARD

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Permitting
Project funding status & source	\$50 million committed from the private sector in a LOI.
Project categories	-Intermodal -All cargoes -Marine highway -Highway

PROJECT DESCRIPTION

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

- Serves as a logistics anchor project for future development of industrial and port activities and businesses.
- Provides supplemental port revenue.
- Creates jobs.
- Positive economic impacts during construction.
- Additive economic value to the terminal impact.
- Promotes safer use of LA23 highway under all weather conditions.

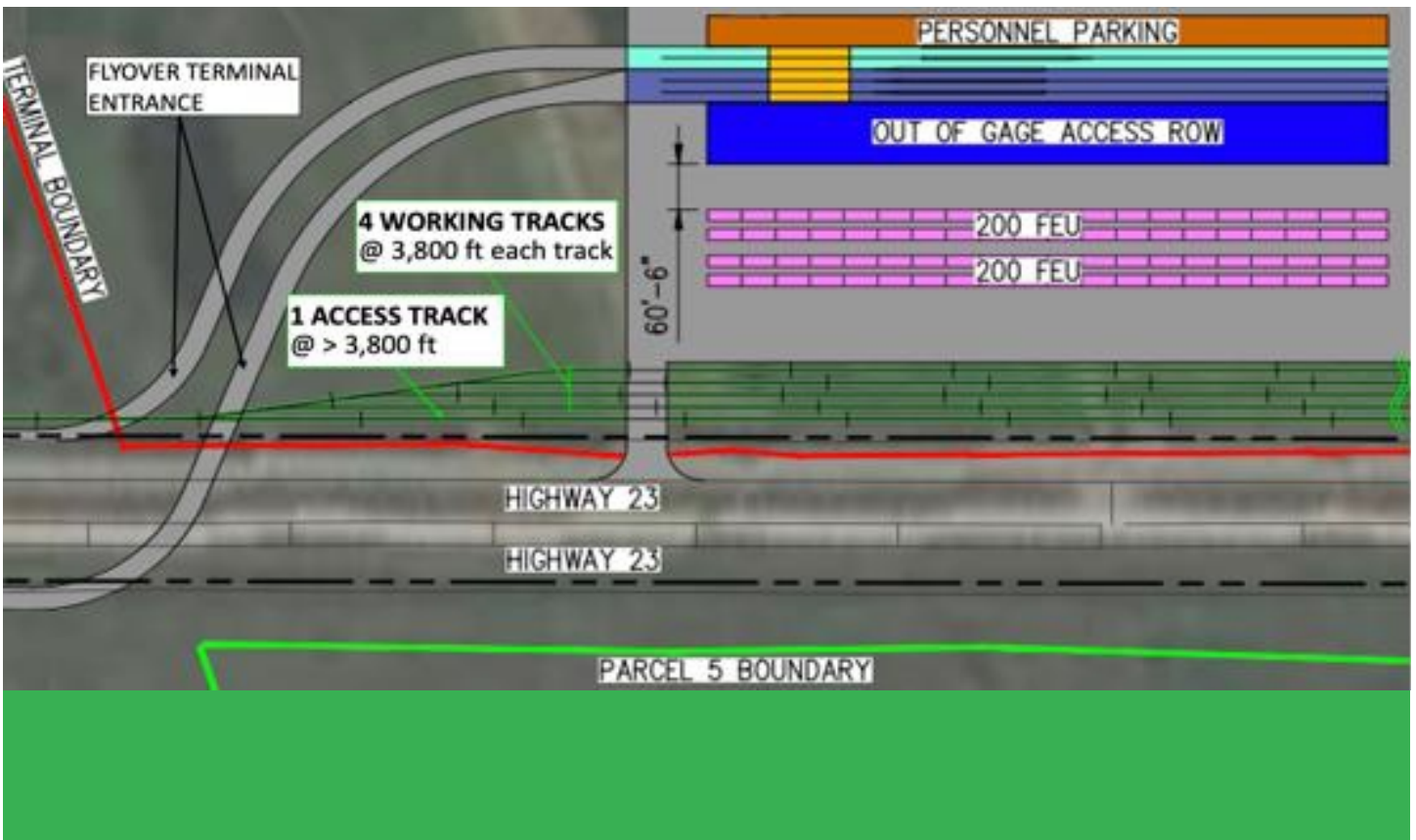
Plaquemines Port is embarking on a transformative project to construct a state-of-the-art intermodal rail yard designed to streamline the transfer of containers. This facility will enhance the Port's logistics capabilities, improve efficiency, and strengthen the port's position as a key player in global trade.

The Louisiana Gateway Intermodal Yard will consist of 4 working tracks with an average length of 3,800 ft plus one access track of similar length extending all the way to the southern end of the terminal. The yard capacity will be restricted to 1.0 million TEUs per year under the current configuration. The flyover comprises a divided two-lane elevated roadway connecting the main terminal area and personnel parking with highway LA23. This will support future growth for the container terminal and intermodal yard, while promoting a safer use of LA23 highway under all weather conditions and providing uninterrupted access to emergency responders (e.g. during hurricane evacuations).

2. LOUISIANA GATEWAY INTERMODAL YARD

OPERATIONAL IMPACTS

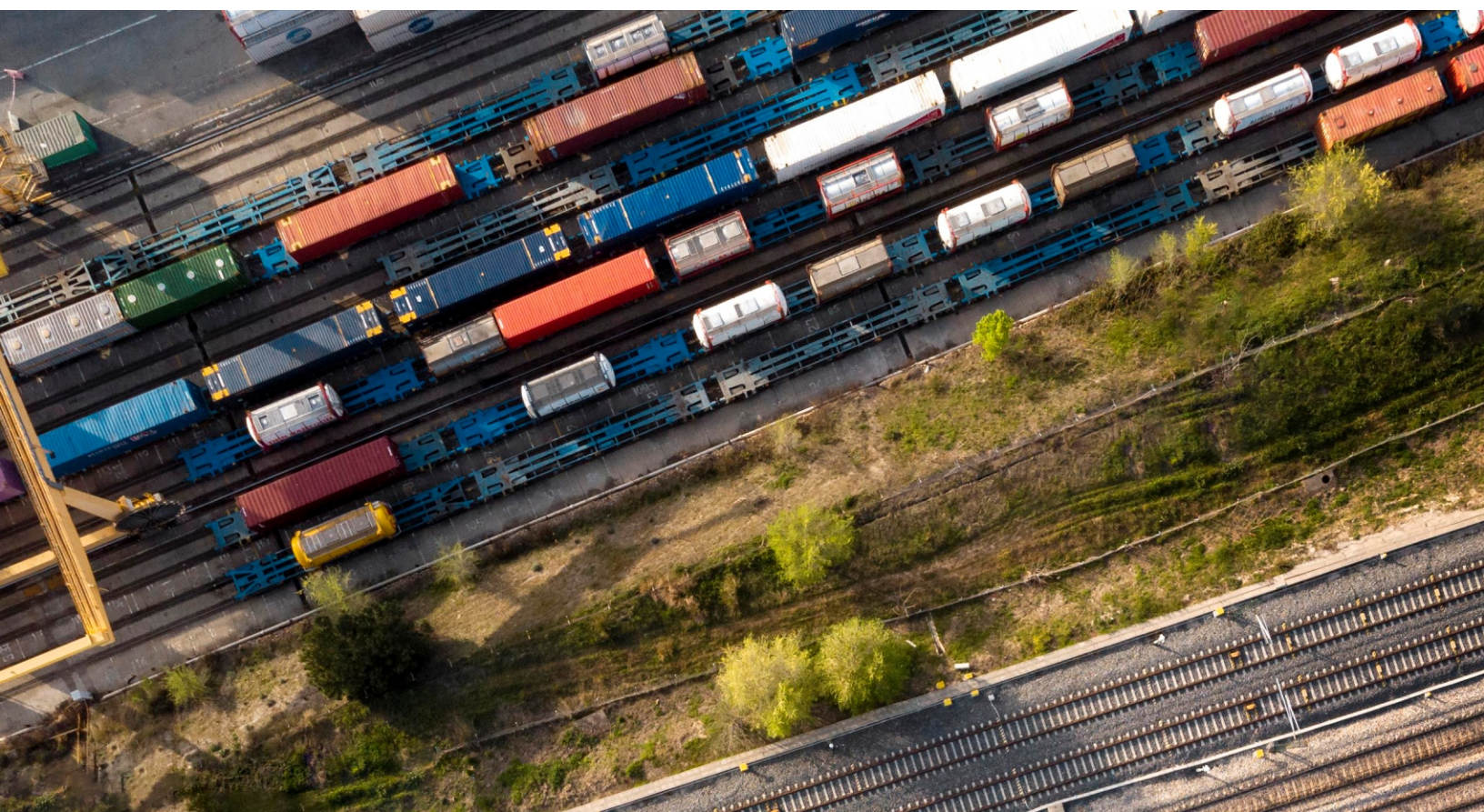
- ✓ ALLOWS TO ASSEMBLE 3,800 FT DOUBLE-STACK UNIT-TRAINS ON SITE
- ✓ ENHANCES FREIGHT MOBILITY
- ✓ IMPROVES RAIL CORRIDOR FLUIDITY AND SPEED OF LOADING/UNLOADING
- ✓ REDUCES CONGESTION AND DWELL TIME
- ✓ PROVIDES ACCESS TO CROSS-DOCKING, SEPARATION, AND SORTING AREAS
- ✓ REDUCES CONGESTION IMPACTS ON LA23
- ✓ FACILITATES TRUCK ACCESS FOR PORT CUSTOMERS
- ✓ REDUCES RESPONSE TIMES FOR EMERGENCY RESPONDERS



2. LOUISIANA GATEWAY INTERMODAL YARD

CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX*	FUNDING SOURCE
1 THROUGHPUT TRACK	\$50 MILLION	PRIVATE
4 WORKING & STORAGE TRACKS (3800 FT)		
286,000 LB MAX RAILCAR WEIGHT		
HIGHWAY FLYOVER WITH 4 LANES (2 ON EACH SIDE)		

*Capex included in the \$467 million capex of Louisiana Gateway Container Terminal.



3. LAND PURCHASES

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Ongoing
Project funding status & source	\$4.2 million in land fund. \$18 million requested in PIDP Grant ⁸ .
Project categories	-Intermodal -All cargoes -Marine highway -Real estate

PROJECT DESCRIPTION

As of May 2024, the Port has acquired more than 50 percent of the footprint required for port development. According to the Plaquemines Parish Assessor, Parcels 1, 2, and 3, which comprise 2,146 acres, are now owned by the Port; these include 31 parcels that correspond to the Piano Keys I most of which will become part of Parcel 3, shown in bright green below.

Parcels 4 and 5, along with the other 32 parcels in the segments named Piano Keys I and II are still under private ownership as well as 175 acres owned by IMT near Parcel 1, as shown in bright pink in the figure below. The Port is in the process of acquiring such parcels. Parcel 6 is also private, but it is considered for future phases.

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

Supports the positive economic impacts of the Venture Global and LGCT.

Increases acreage available for expansion.

Supports future growth and diversification of potential tenants.

Increases port productivity and create more jobs.

⁸ <https://www.maritime.dot.gov/PIDPgrants>

3. LAND PURCHASES

OPERATIONAL IMPACTS



CONSOLIDATES THE PORT'S LAND OWNERSHIP



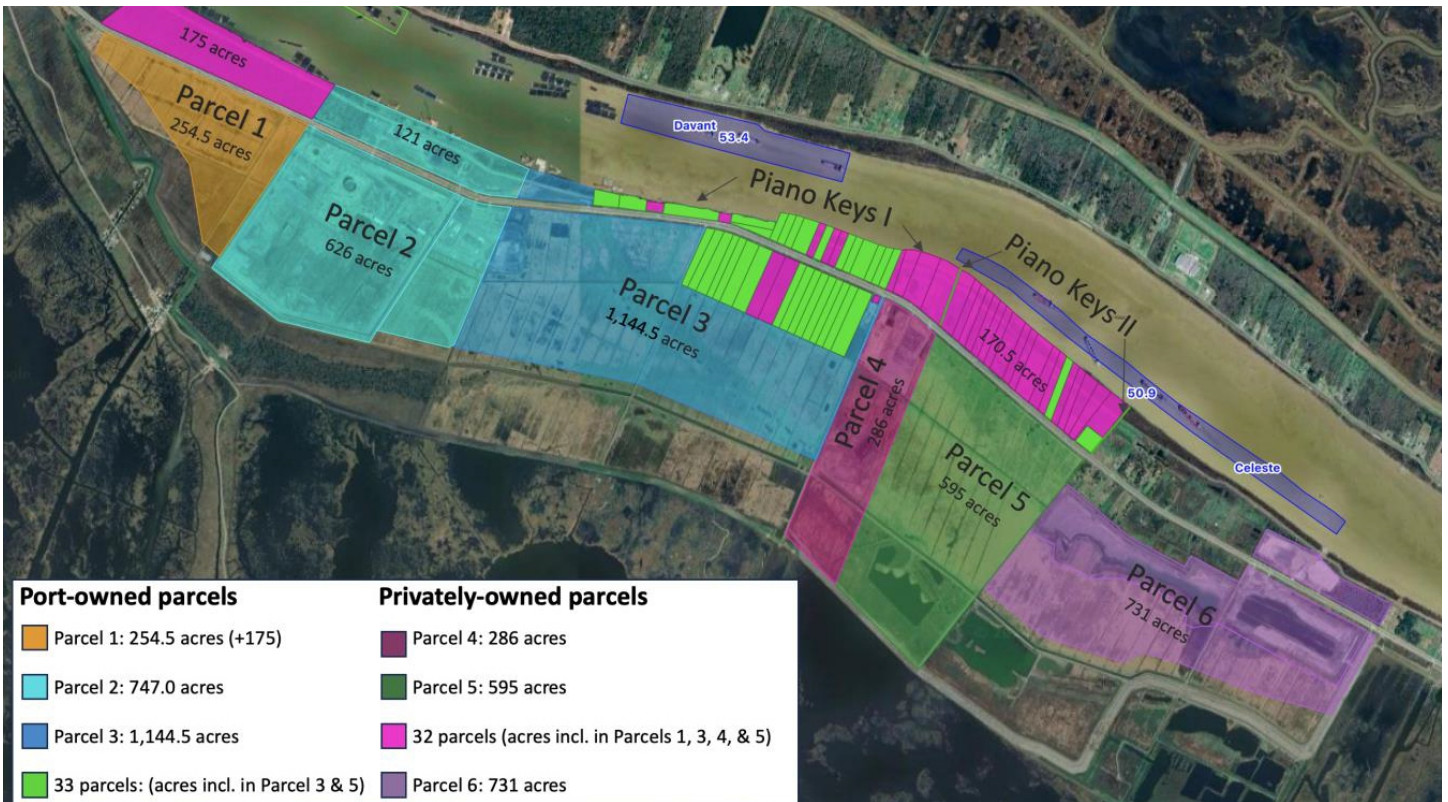
EXERCISES CONTROL OVER PORT DEVELOPMENT AND PLAN FOR EXPANSIONS



SUPPORTS THE GROWTH AND EXPANSION OF LOGISTIC HUB ACTIVITY

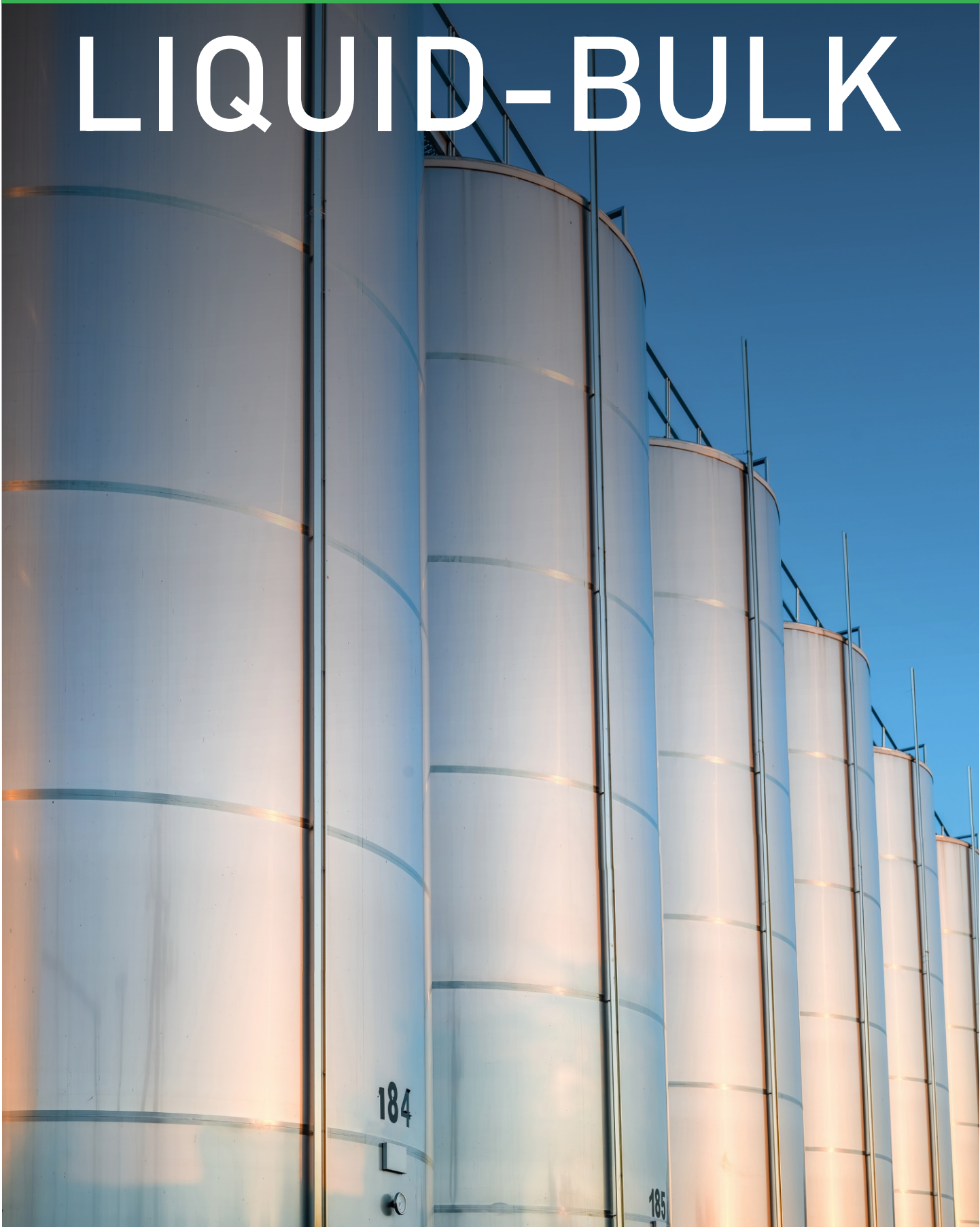


PROVIDES MORE CERTAINTY TO POTENTIAL PORT INVESTORS



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
800 ACRES (LNG)	\$10 MILLION	PORT
170.5 ACRES PHASE 1 (CONTAINERS)	\$20 MILLION	PORT
500 ACRES PHASE 2 (CONTAINERS)	\$30 MILLION	PORT
OFFICE BUILDING (ADMIN)	\$4.2 MILLION	PORT

LIQUID-BULK



4. VENTURE GLOBAL PLAQUEMINES LNG

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Construction, Phase 1
Project funding status & source	-Phase 1 funded by the private sector. -Phase 2 to be funded by the private sector on due time.
Project categories	-Liquid-bulk (LNG) -Regional economic development -Marine highway

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

26,091 JOBS

\$7.1 B

INCREASE PERSONAL INCOME

\$20.5 B

IN NEW BUSINESS REVENUE

\$498 M

IN TAX REVENUE

PROJECT DESCRIPTION

Venture Global Plaquemines LNG LLC is developing an LNG export facility on a 632-acre plot with 1.3 miles of deep-water frontage. The site will have three ship loading berths for vessels with a max carrying capacity of 185,000 m³, four full containment LNG storage tanks with a 200,000 m³ capacity, and a utility river dock. The terminal will have a capacity of 30 million tons per year.

The \$21 billion investment will have a phased start-up with the first export of LNG before the end of 2024 and expected to be fully operational by 2026. A second phase expansion is scheduled for 2027. The facility will construct two 42-inch diameter pipeline, 15 and 12 miles long, to connect interstate natural gas pipelines to the facility.

OPERATIONAL IMPACTS



ESTABLISHES LOUISIANA AS THE WORLD LEADER IN ALTERNATIVE RENEWABLE ENERGY PRODUCTION AND DISTRIBUTION



ATTRACTS ADDITIONAL ENERGY DEVELOPMENT INVESTMENTS CREATING MORE POSITIVE ECONOMIC IMPACT



INCREASES MARINE TRAFFIC AND PROVIDE ACCESS TO INTERNATIONAL MARKETS

4. VENTURE GLOBAL PLAQUEMINES LNG



Source:
Venture Global LNG, 2024.

CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
27 MILLION MT / YEAR		
632 ACRES	\$13.2 BILLION	PRIVATE
BERTH (1.3 MI LENGTH X -50 FT DEPTH)	\$7.8 BILLION	PRIVATE
2 PIPELINES (42 IN DIAMETER)		

5. SUNGAS RENEWABLES GREEN METHANOL

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines & Rapides
Project status	Construction, Phase 1
Project funding status & source	Phase 1 funded by the private sector
Project categories	-Liquid-bulk -Marine highway

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

Economic impact to be determined.

Supports global efforts to reduce carbon emissions.

Attracts more maritime activity to Louisiana.

Enables access to new markets and cheaper transportation modes.

PROJECT DESCRIPTION

At Plaquemines Port, SunGas will supply the green fuel needed for methanol-enabled container vessels from Maersk. Beaver Lake Renewable Energy (BLRE), a subsidiary of SunGas Renewables, is developing a green methanol plant in Pineville, Rapides Parish, LA.

The green methanol is expected to be used for carbon-neutral ships. SunGas Renewables anticipates BLRE will invest approximately \$2 billion to construct the project at the former International Paper facility in Rapides Parish. The BLRE facility is expected to begin construction in late 2024 with commercial operations commencing in 2027. The project estimates 441,000 tons of green methanol will be produced per year traveling 255 miles on the Red River onto the Mississippi River, and ultimately to Plaquemines Port — all by barge.

OPERATIONAL IMPACTS



SUPPORTS THE LGCT DEVELOPMENT



SPURS THE DEVELOPMENT OF A GREEN ENERGY BUNKERING BUSINESS



PROMOTES THE CREATION OF A GREEN ENERGY CORRIDOR

5. SUNGAS RENEWABLES GREEN METHANOL

SUNGAS WILL SUPPLY THE GREEN FUEL NEEDED FOR METHANOL ENABLED CONTAINER VESSELS FROM MAERSK AT PLAQUEMINES PORT.



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
400,000 MT / YEAR 40 ACRES – 10 MILLION MT STORAGE CONTAINER BERTH (- 50 FT DEPTH) 1 PIPELINE (TBD IN DIAMETER)	\$1.8 BILLION	PRIVATE

6. GULFSTREAM LNG (AT MAGNOLIA TERMINAL)

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Permitting
Project funding status & source	Funded by the private sector
Project categories	-Liquid-bulk (LNG) -Marine highway

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

- Creates new jobs.
- Increases income base in the region.
- Increases new business revenue.
- Increases tax revenue.

PROJECT DESCRIPTION

The Gulfstream LNG Magnolia Terminal project includes connection to existing gas pipelines from production basins, new natural gas treatment units, liquefaction units, compression, and storage facilities. A 26-inch LNG pipeline traverses through the Project site.

The plant will be located on a 418-acre parcel of land south of Belle Chasse on river marker 48 AHP which will be leased from the Port. Facilities will include: two feed gas processing trains, three LNG trains each with average production capacity of 1.4 MTPA, one LNG storage tank and tank protection system, two marine loading berths—one capable of receiving smaller barges and vessels, and one for large (180,000 m³) LNG ships—and an on-site power generation plant. The plant estimates production of 237.5 billion cubic feet per year.

OPERATIONAL IMPACTS



ESTABLISHES LOUISIANA AS THE WORLD LEADER IN ALTERNATIVE RENEWABLE ENERGY PRODUCTION AND DISTRIBUTION

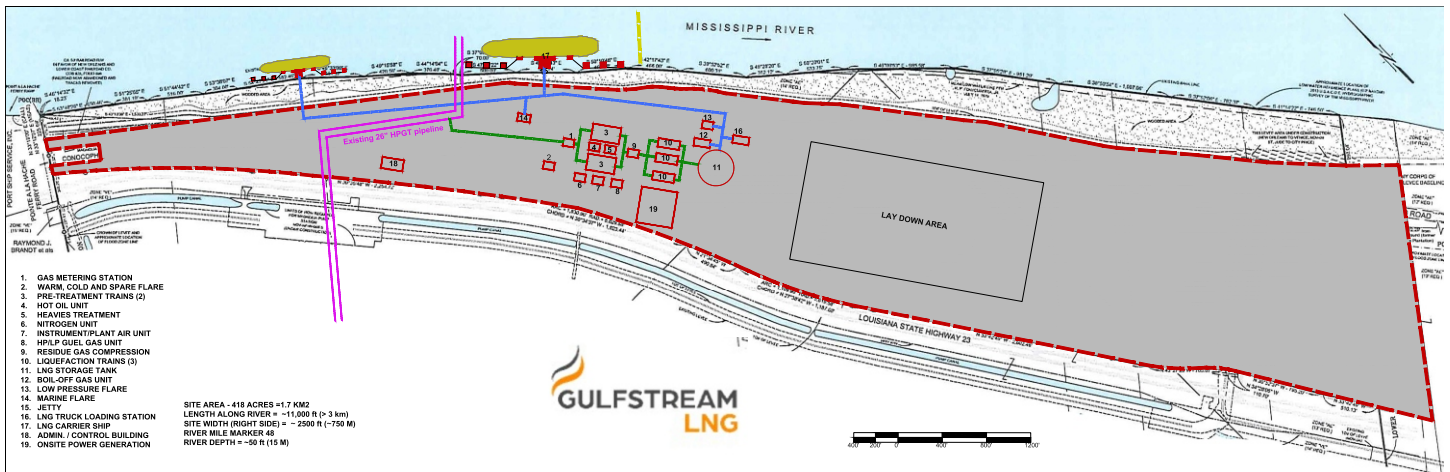


ATTRACTS ADDITIONAL ENERGY DEVELOPMENT INVESTMENTS CREATING MORE POSITIVE ECONOMIC IMPACT



INCREASES MARINE TRAFFIC AND PROVIDE ACCESS TO INTERNATIONAL MARKETS

6. GULFSTREAM LNG (AT MAGNOLIA TERMINAL)



Source:
Department of Energy Application, 2024.

CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
4 MILLION MT / YEAR	\$4 BILLION	PRIVATE
418 ACRES		
BERTH (1 MI LENGTH X -50 FT DEPTH)		
1 PIPELINE (20 IN IN DIAMETER)		

CITY OF GRETNA RAIL REALIGNMENT AND RAIL PROJECTS



Gretna Rail Alignment. This photo illustrates the safety need for the realignment of existing tracks through major residential areas and Downtown for an industrial corridor. Photo courtesy of Jimbaux's Journal.

7. PETERS RD ALTERNATIVE RAIL ALIGNMENT AND RAIL BRIDGE

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines, Jefferson
Project status	Permitting
Project funding status & source	\$1.5 million funding from the Port, combined with \$4 million from Jefferson Parish, and Gretna to start 30% design. \$650 million to be requested in Federal Grant funds to complete the project (same \$650 million in rail Project 11)
Project categories	-Intermodal -All cargoes -Rail relocation away from residential areas

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

Reduces rail traffic through the City of Gretna downtown and highly dense residential area.

Reduces risk of hazmat spills and derailment accidents near residential areas.

PROJECT DESCRIPTION

The Peters Road rail corridor is an alternative route for an existing rail line that runs through the City of Gretna downtown, in Jefferson Parish. The proposed rail route parallels Peters Road. Due to the development of the Louisiana Gateway Container Terminal and Global Venture LNG, this alternative route is needed due to future increased rail traffic through the town as there is no other railroad east of Avondale on the west bank that connects to the river. This alternative route will extend over the The Gulf Intracoastal Waterway (GIWW) with the construction of a railroad bridge. An environmental assessment, compliant with the National Environmental Policy Act (NEPA), was conducted on April 2018.

7. PETERS RD ALTERNATIVE RAIL ALIGNMENT AND RAIL BRIDGE

OPERATIONAL IMPACTS



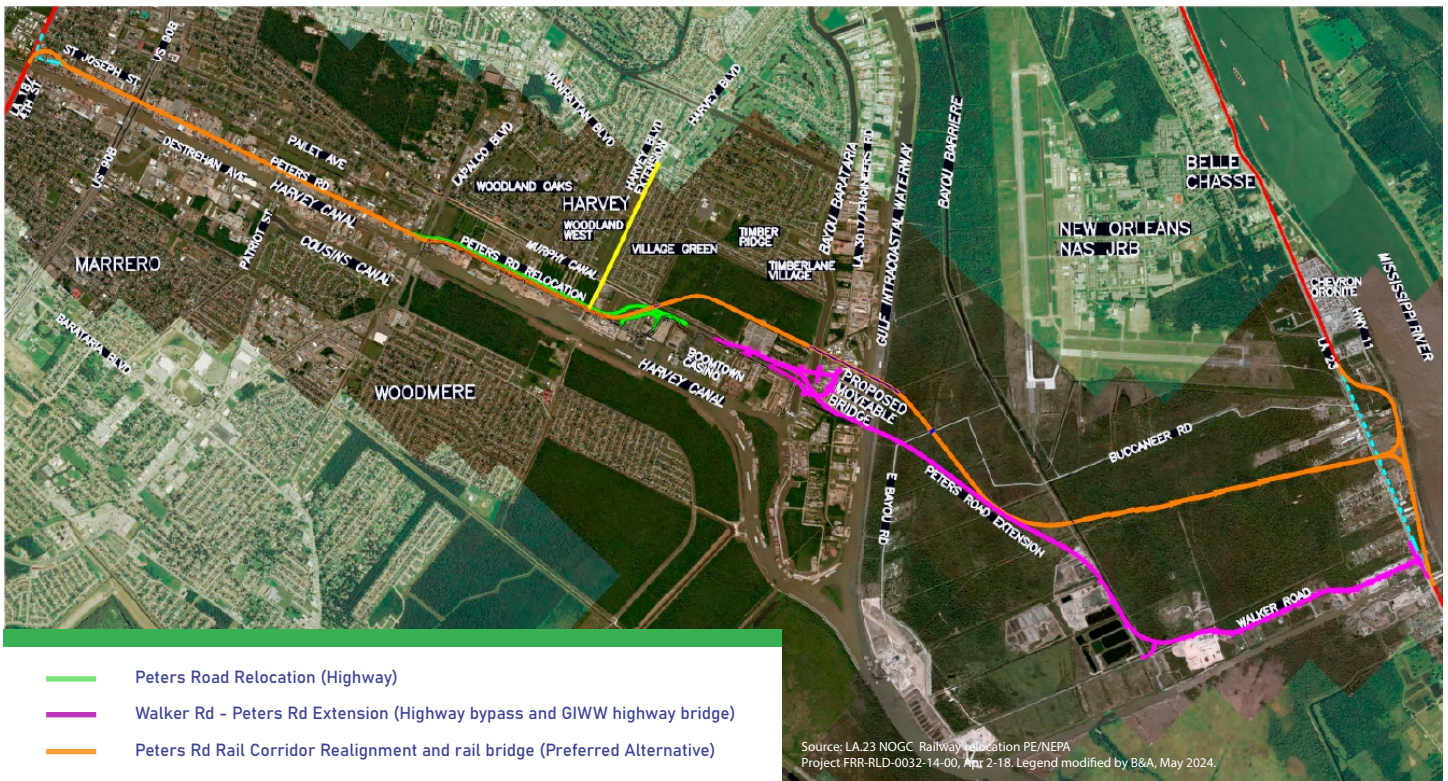
PROMOTES SAFETY



IMPROVES COMMUNITY QUALITY OF LIFE



IMPROVES RAIL EFFICIENCY



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX*	FUNDING SOURCE
<p>1 THROUGHPUT TRACK (9.3 MI)</p> <p>1 PASSING SIDETRACK</p> <p>286,000 LB MAX RAILCAR WEIGHT</p>	<p>\$650 MILLION</p> <p>*Same \$650 million in Rail Project 11; not Duplicate.</p>	<p>JEFFERSON PARISH GOV.</p>

8. 11-MILE TRACK EXTENSION AND REHABILITATION OF ABANDONED LINE FROM MYRTLE GROVE TO WOODLAND

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Permitting
Project funding status & source	\$50 million funding approved under concession agreement with Sustainability Partners. \$25 million CRISI Grant ⁹ requested in May 2024.
Project categories	-Intermodal

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

Provides intermodal access to underserved locations.

Makes the waterside more attractive to investors because rail access is present.

Increases safety for the adjacent neighborhood.

PROJECT DESCRIPTION

Rail connectivity to and from Plaquemines Port is provided by the New Orleans & Gulf Coast Railway Company (NOGC). NOGC is a 32-mile short-line capable of handling railcars of 286,000 lb, interchanging with the UP in Westwego, LA. The railroad serves over 20 switching and industrial customers and is the only railroad operating east of Avondale on the Westbank of the Mississippi River.

Through NOGC, Plaquemines Port enjoys rail connectivity to/from major freight markets and entry/exit gateways. However, its southern operational terminus ends at Myrtle Grove, and presently from Myrtle Grove southbound to Woodland tracks are abandoned. Furthermore, this rail corridor requires an 11-mile extension southbound of Citrus Lands.

OPERATIONAL IMPACTS



HELPS MINIMIZE THE USE OF TRUCKS BY PROVIDING RAIL ACCESS



IMPROVES COMMUNITY QUALITY OF BUSINESSES AND INDUSTRIES

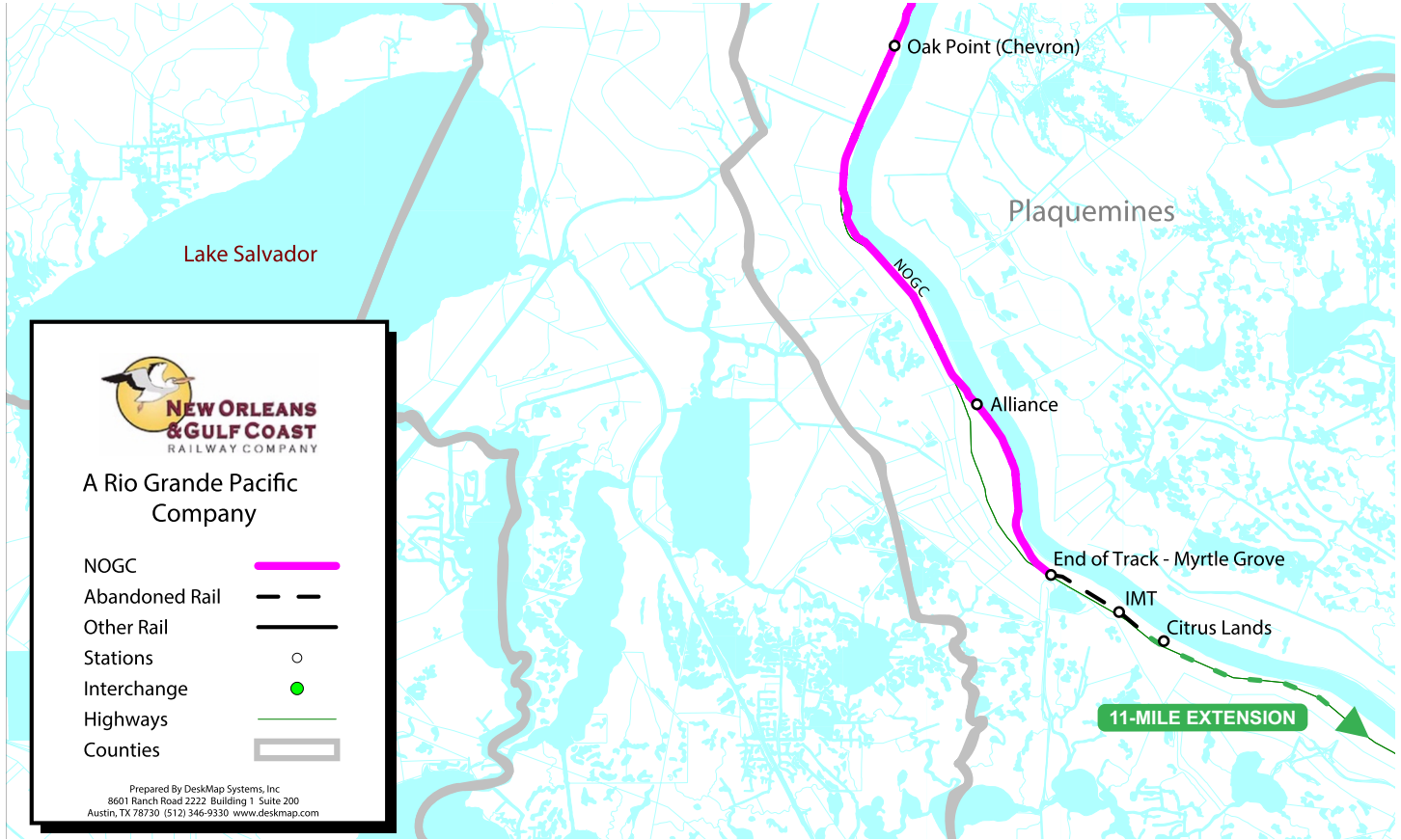


PROVIDES AN ESSENTIAL FOR LGCT



IMPROVES RAIL EFFICIENCY

8. 11-MILE TRACK EXTENSION AND REHABILITATION OF ABANDONED LINE FROM MYRTLE GROVE TO WOODLAND



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
1 THROUGHPUT TRACK (11 MI) 1 PASSING SIDETRACK 286,000 LB MAX RAILCAR WEIGHT	\$50 MILLION PRIVATE	

⁹ <https://railroads.dot.gov/grants-loans/consolidated-rail-infrastructure-and-safety-improvements-crisi-program>

HIGHWAY



9. WALKER RD – PETERS RD EXTENSION (HIGHWAY BYPASS AND BRIDGE)

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines, Jefferson
Project status	Permitting
Project funding status & source	<p>\$7.5 million RAISE Grant¹⁰ requested in April 2024 to complete 100% engineering design for the Bridge.</p> <p>The Parish is responsible for finding the construction funding; a Port related infrastructure grant will be pursued.</p>
Project categories	<ul style="list-style-type: none"> -Liquid-bulk (LNG) -Marine highway

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

- Reduces traffic congestion.
- Enhances safety hurricane routing.
- Improves traffic flow at peak hours.

PROJECT DESCRIPTION

Peters Road begins in the North at the intersection of 4th St (LA 18), in Harvey, LA, in Jefferson Parish, and presently has its southern terminus at the intersection with Engineers Rd (LA 3017), right after crossing the Bayou Baratavia Canal bridge—a length of 5.5 miles. Currently there is no bridge along Peters Road to cross the GIWW. The Peters Road Extension will extend from its present southern terminus at the intersection with Engineers Rd, over the GIWW with the construction of a bridge, for nearly 3 miles until connecting with Walker Road. Walker Road connects to the main entrance of the Plaquemines Port and the Mississippi River via LA 23.

¹⁰ <https://www.transportation.gov/RAISEgrants>

9. WALKER RD – PETERS RD EXTENSION (HIGHWAY BYPASS AND BRIDGE)

OPERATIONAL IMPACTS

- ✓ IMPROVES MOBILITY AND COMMUNITY CONNECTIVITY
- ✓ IMPROVES SAFETY
- ✓ IMPROVES TRAVEL ROUTE OPTIONS BY SHORTENING THE TRAVEL TIME ON CURRENT ROUTE
- ✓ PROVIDES AN ALTERNATIVE TO EXISTING BRIDGES WHICH AT TIMES CAN BE A SOURCE OF BOTTLENECKS AND CONGESTION

- Peters Road Relocation (Phase 2)
- Walker Road - Peters Road extension (Phase 2)
- Walker Road - Peters Road extension & bridge (Phase 3)
- Walker Road (Phase 1)



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
4.65 MILES	<div style="text-align: center;"> <p>\$30 MILLION</p> <p>PLAQUEMINES PARISH GOV.</p> </div>	

10. PETERS ROAD HIGHWAY RELOCATION (UNION PACIFIC RIGHT-OF-WAY RELOCATION AND REALIGNMENT)

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines, Jefferson
Project status	Permitting
Project funding status & source	\$1.5 million funding from the Port, combined with \$4 million from Jefferson Parish, and Gretna to start 30% design. \$650 million to be requested in Federal Grant funds to complete the project (same \$650 million in highway Project 7)
Project categories	-All cargo

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

Continues vehicle cross river connectivity.

Improves safety.

Reduces rail traffic through the City of Gretna downtown and highly dense residential area.

Reduces risk of hazmat spills and derailment accidents near residential areas.

PROJECT DESCRIPTION

The Peters Road Relocation project involves relocating the existing road centerline and right of way of Peters Road (LA 3017) starting at Lapalco Blvd to approximately 1.8 miles south to accommodate the right of way for the Peters Road rail corridor realignment project. The rail corridor realignment will be located next to the Boomtown Floodwall, while the centerline and right of way of the Peters Road will be shifted east of the Union Pacific rail corridor.

OPERATIONAL IMPACTS



IMPROVES MOBILITY



IMPROVES COMMUNITY QUALITY OF LIFE



MITIGATES TRAFFIC CONGESTION



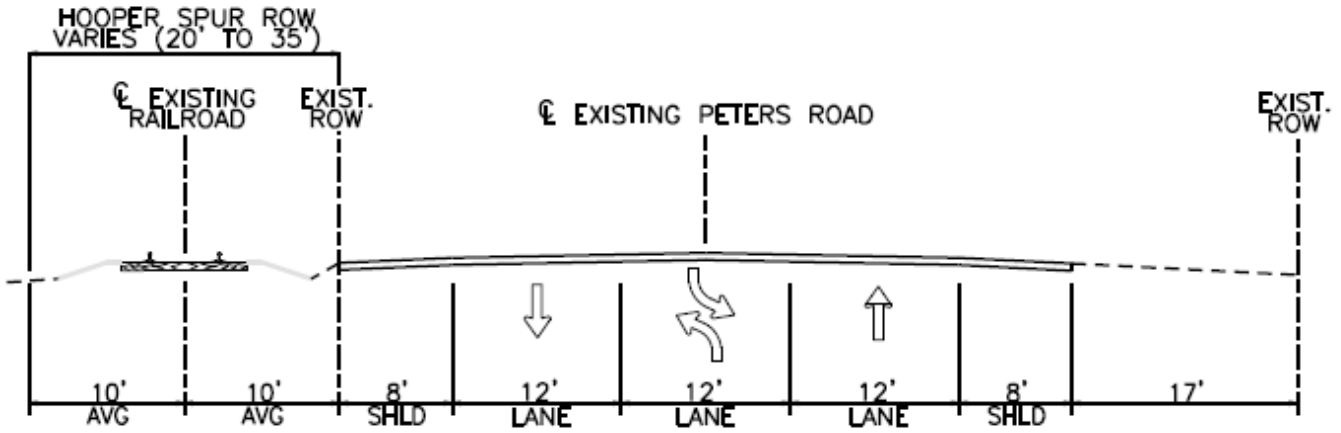
IMPROVES RAIL EFFICIENCY



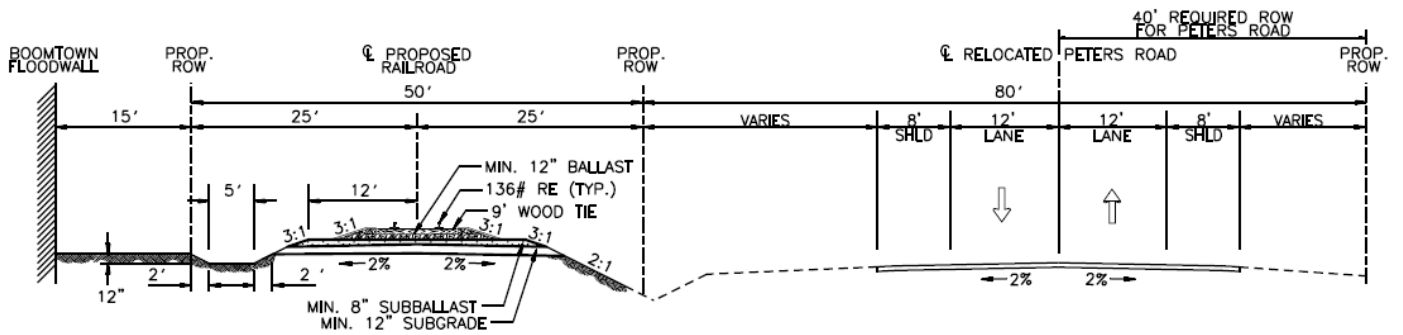
PROMOTES SAFETY

10. PETERS ROAD HIGHWAY RELOCATION (UNION PACIFIC RIGHT-OF-WAY RELOCATION AND REALIGNMENT)

A- EXISTING CROSS-SECTION AT PETERS ROAD



B- PROPOSED CROSS-SECTION AT PETERS ROAD (LAPALCO BLVD TO HARVEY BLVD EXTENSION)



Source: LA 23 NOGC Railway relocation PE/NEPA Project FRR-RLD-0032-14-00, Apr 2-18.

CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX*	FUNDING SOURCE
1.8 MILE (APPROX.)	<p>\$75 MILLION</p> <p>*Included in the \$650 million for the Peters Rd Rail Corridor Realignment and Rail Bridge. Same \$650 million in Highway Project 7.</p>	<p>PLAQUEMINES PARISH GOV.</p>

FERRIES



11. BELLE CHASSE-SCARSDALE FERRY

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Permitting
Project funding status & source	\$3 million requested under a Grant to replace two barges at Scarsdale
Project categories	-Passenger & vehicle traffic -Marine highway

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

Increases daily river crossing.

Improves safety.

Provides emergency response and rescue service thru all weather.

Serves underserved communities.

PROJECT DESCRIPTION

Plaquemines Port seeks to replace two ferry landing barges and one maintenance barge on the Belle Chasse-Scarsdale evacuation route. Plaquemines Parish is a transportation insecure area. As a crucial lifeline across the Mississippi River, the existing infrastructure, built in 2002, requires immediate attention to address concerns over safety, reliability, and operational efficiency. The Port aims to replace this infrastructure, safeguarding lives and bolstering the resilience of the region during emergencies. With this project, the Port plans to purchase three new ferry landing barges, one of which will be utilized as a maintenance barge to service the Port's fleet. The Belle Chasse and Scarsdale ferry landing barges will each measure 190'x35'x8'. The maintenance barge will measure 200'x50'x7'.

OPERATIONAL IMPACTS



INCREASES MOBILITY



INCREASES SAFETY AND SYSTEM RELIABILITY



MITIGATES TRAFFIC CONGESTION



ACHIEVES GREATER LEVELS OF UTILIZATION AND SERVICE

11. BELLE CHASSE-SCARSDALE FERRY



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC

300,000 VEH/YEAR
329,000 PASSENGERS

ANTICIPATED
CAPEX

\$2 MILLION
PORT

FUNDING
SOURCE

12. POINTE À LA HACHE FERRY

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Permitting
Project funding status & source	<p>\$4.8 million allocated from the Port fund balance to make emergency repairs to reopen this ferry landing 1Q 25</p> <p>\$18.5 million received in Federal Grant funds to replace this Ferry landing in 4Q 2028.</p>
Project categories	<p>-Passenger & vehicle traffic</p> <p>-Marine highway</p>

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

- Return to service.
- Increases daily river crossing.
- Improves safety.
- Provides emergency response and rescue service thru all weather.
- Serves underserved communities.

PROJECT DESCRIPTION

The Pointe à la Hache–Port Sulphur Ferry project is an emergency restoration project on the existing ferry ramps and landing barges on both sides of the river to restore service after the Louisiana Department of Transportation and Development (LaDOTD) closed the ferry in January 2023.¹¹ In 2022, 109,650 passengers rode the Pointe à la Hache–Port Sulphur Ferry. Damage to the ferry landings has been inflicted by 2021's Hurricane Ida and other storms. The Port received an \$18.6 million grant from the Federal Transit Administration to fund the rebuilding of the Pointe à la Hache ferry ramp. The ferry is expected to be operational by January 2025 through \$4.5 million of temporary repairs and full reconstruction is expected in 2027.

OPERATIONAL IMPACTS



INCREASES MOBILITY



INCREASES SAFETY AND SYSTEM RELIABILITY



MITIGATES TRAFFIC CONGESTION



ACHIEVES GREATER LEVELS OF UTILIZATION AND SERVICE

12. POINTE À LA HACHE FERRY



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
<p>250,000 VEH/YEAR</p> <p>109,650 PASSENGERS</p>	<p>\$4.5 MILLION</p> <p>(EMERGENCY REPAIRS)</p>	<p>PORT</p> <hr/> <p>\$18 MILLION</p> <p>(PERM. REPLACEMENT)</p> <p>PORT GRANT</p>

¹¹ Nola.com, Pointe a la Hache ferry was condemned in January. Officials plan to rebuild it: https://www.nola.com/news/traffic/pointe-a-la-hache-ferry-to-be-rebuilt/article_f8844636-2fcd-11ee-ac64-a7e5ae4d12cc.html, May 1, 2024.

13. NEW FERRY BUILD – DIESEL ELECTRIC

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Permitting
Project funding status & source	\$26.5 million in Federal Grant funds awarded to deliver this Ferry in 2028.
Project categories	-Passenger & vehicle traffic -Marine highway

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

Mobility increase.

Increases daily river crossing.

Safety.

Provides emergency response and rescue service thru all weather.

Serves underserved communities.

PROJECT DESCRIPTION

Plaquemines Port is building a new ferry that can run on both on diesel and electric power. As part of a \$26.5 million grant awarded to Plaquemines and Cameron Parishes, the new ferry will be placed into service in 2027. The grant is part of the Multimodal Project Discretionary Grant (MPDG) Rural program. The ferry will provide better service by having lower operation costs and downtime, and improved safety and time savings.

OPERATIONAL IMPACTS



INCREASES MOBILITY



MITIGATES TRAFFIC CONGESTION



INCREASES SAFETY AND SYSTEM RELIABILITY



ACHIEVES GREATER LEVELS OF UTILIZATION AND SERVICE

13. NEW FERRY BUILD – DIESEL ELECTRIC



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
300,000 VEH/YEAR	\$26.5 MILLION	PORT GRANT

OTHER INFRASTRUCTURE



14. PORT SULPHUR WATER TREATMENT PLANT AND WATER BOOSTER STATION

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Permitting
Project funding status & source	See Below
Project categories	-Community -Regional economic development

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

Consolidates emergency response resources where they are most needed.

Safety.

Additional processing capacity.

Reverse osmosis processing.

PROJECT DESCRIPTION

This water treatment plant must include reverse osmosis technology to mitigate the impact from the Mississippi River saltwater intrusion. The water treatment plant will be raised out of the flood zone and will have a 12 million gallons per day capacity. This unfunded and proposed water treatment plant will be an \$80 million investment in municipal and public works. A second but related project will improve the Alliance Water Booster Station along with feedline upgrades through an \$18 million Louisiana Department of Transportation and Development (DOTD) Port Priority Fund Grant.

OPERATIONAL IMPACTS



SUPPORTS THE DEVELOPMENT OF THE PORT



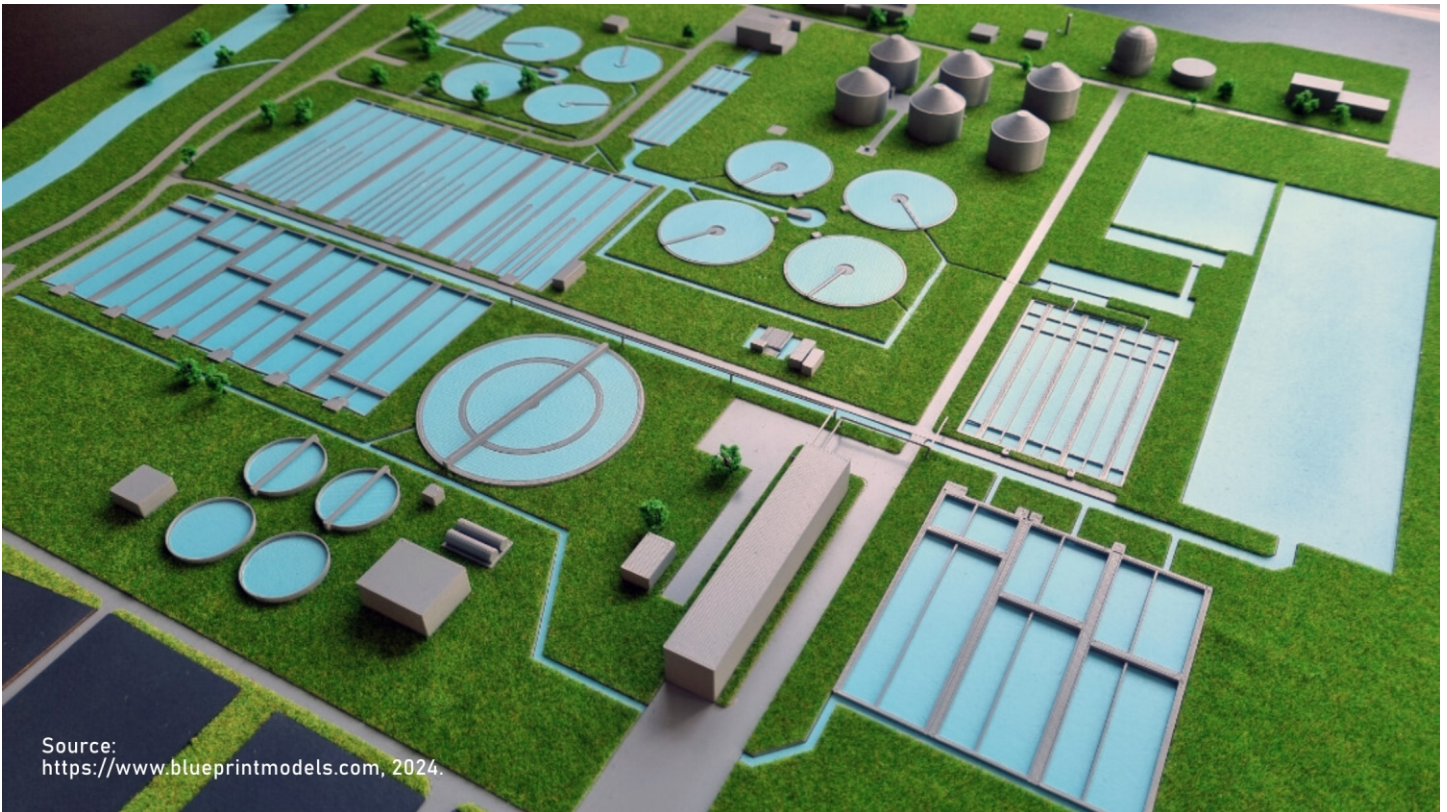
CREATES BACK-UP AND REDUNDANCY IN THE SYSTEM



COORDINATES/SUPPORTS PARISH GROWTH NEEDS

14. PORT SULPHUR WATER TREATMENT PLANT AND WATER BOOSTER STATION

THE \$18 MILLION GRANT FOR THE WATER BOOSTER FROM THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT PORT PRIORITY FUND WAS CRITICAL FOR THIS PROJECT.



Source: <https://www.blueprintmodels.com>, 2024.

CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
<p>12-MILLION GAL/DAY (W REVERSE OSMOSIS)</p> <p>10-MILE WATER BOOSTER 20" LINE (ALLIANCE REFINERY TO PORT SULPHUR)</p>	<p>\$80 MILLION <small>(WATER PLANT)</small></p> <p>PORT / PLAQUEMINES PARISH GOV.</p> <p>\$18 MILLION <small>(WATER BOOSTER)</small></p> <p>PORT GRANT FROM THE DOTD.</p>	

15. PORT SUPPORT BOAT COMPLEX: WATERCRAFTS & EMERGENCY RESPONSE

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Permitting
Project funding status & source	Project cost estimated at \$20 million with funds being a combination of private and public sources.
Project categories	<ul style="list-style-type: none"> -Emergency response preparedness -Community -Regional economic development -Marine highway

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

Consolidates emergency response resources where they are most needed.

Safety.

PROJECT DESCRIPTION

The Port Support Boat Complex for watercrafts and emergency response will be a \$20 million state-of-the-art facility at river mile 52 AHP designed to enhance maritime operations and safety. Strategically located to provide rapid response capabilities, this complex includes berthing for a variety of vessels, such as tugboats, pilot boats, ferries, and emergency response crafts. Equipped with advanced fueling, maintenance, and repair services, the complex ensures that all watercrafts are mission-ready. It also features dedicated emergency response coordination centers, allowing for swift and effective management of incidents such as hurricanes, tornados, oil spills, fires, and medical emergencies. This ensures the safety and security of port operations and surrounding waterways. The project cost will be shared between tenants.

OPERATIONAL IMPACTS



SUPPORTS INFRASTRUCTURE FOR EXPANSION AND ECONOMIC DEVELOPMENT

15. PORT SUPPORT BOAT COMPLEX: WATERCRAFTS & EMERGENCY RESPONSE



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
<p>MULTIPURPOSE PORT COMPLEX SUPPORT BOATS</p>	<p>\$43 MILLION</p>	<p>PORT</p>

16. NOLA TERMINAL NEW WHARF AND DOCKS

PROJECT DETAILS

Port facility	Plaquemines Port
Parish	Plaquemines
Project status	Permitting
Project funding status & source	\$300 million approved in State tax exempt bonds.
Project categories	-All cargo types - Marine highway

PROJECT BENEFITS AND/OR ECONOMIC IMPACTS

New business development for an existing tenant.

Expands employment opportunities.

PROJECT DESCRIPTION

In February 2022, NOLA Terminal announced that the Louisiana State Bond Commission approved \$300 million in tax exempt bonds [not to exceed] for the construction of new wharf and docks.¹² The construction on the 158-acre terminal at mile marker 59 AHP began in October 2021. The terminal will be a state-of-the-art facility for crude oil and refined products along with a multi-use terminal for grain, gravel, containers, and breakbulk. The terminal design will accommodate new Panamax sized ships with three deep water berths and one barge dock.

OPERATIONAL IMPACTS



EXPANDS THE FOOTPRINT OF THE TERMINAL




INCREASES BERTHING CAPACITY FOR GENERAL AND PROJECT CARGO VESSELS

¹² NOLA Terminal, NOLA Terminal Approved for \$300 Million Tax Exempt Bond Issuance, <https://nolaterminal.com/2022/02/nola-terminal-approved-for-300-million-tax-exempt-bond-issuance/>, May 2, 2024.

16. NOLA TERMINAL NEW WHARF AND DOCKS



CAPACITY AND/OR MAIN PROJECT CHARACTERISTIC	ANTICIPATED CAPEX	FUNDING SOURCE
<p>WHARF AND DOCK (PHASE 1)</p> <p>MULTIPURPOSE PORT FULL COMPLEX (PHASE 2)</p>	<p>\$300 MILLION</p>	<p>PRIVATE</p>



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